Huihui Mai

Community Engagement Report 2023

Huihui Mai

Let's come together

Contents

Introduction

Over the past 15 years, Christchurch and surrounding towns have grown rapidly. By 2050, more than 700,000 people are projected to be living in the Christchurch, Selwyn and Waimakariri districts – 30% more than there are today, with the population potentially doubling to 1 million people within the next 60 years, if not earlier.

To help avoid future growing pains, the Whakawhanake Kāinga Committee (Urban Growth Partnership for Greater Christchurch) asked residents how they thought we should tackle important issues such as responding to climate change, preserving the environment, making our region more resilient to natural disasters, and making housing more affordable.

The Huihui Mai engagement took place between 23 February 2023 to 3 April 2023, and had five objectives:

1. To explain and raise awareness of the Greater Christchurch Spatial Plan and the role of the Urban Growth Partnership.

2. To let the community know about the proposed 'turn up and go' public transport service and route.

3. To ask the community for feedback on the work done to date on the draft Greater Christchurch Spatial Plan, the 'turn up and go' public transport service (Mass Rapid Transit, MRT) investigation and the Transport Plan.

4. To deliver a visible and engaging campaign that encourages the community to talk about how we plan for, and adapt to, the future challenges facing Greater Christchurch, including population growth and climate change with a clear line of sight to intergenerational wellbeing and the community aspirations articulated through community engagement in 2020.

5. To engage with the many audiences that make up the Greater Christchurch community, encouraging active and meaningful participation by stakeholders and the public.

The Urban Growth Partnership for Greater Christchurch

Local councils, mana whenua, and the Crown set up the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch) in 2022 to collectively plan for our future growth.

Together the Partnership will leverage the tools, resources and investment needed to make transformative change in Greater Christchurch with regard to housing, land use and infrastructure planning.

The partners include:

- Mana whenua
- Environment Canterbury
- Christchurch City Council
- Selwyn District Council
- Waimakariri District Council
- Te Whatu Ora – Health New Zealand
- Waka Kotahi NZ Transport Agency
- Crown (led by Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development, Kāinga Ora, Te Tari Taiwhenua - Department of Internal Affairs)

How we engaged

Our engagement approach was designed to achieve reach across our communities, with a particular emphasis on young people, and provide the opportunity for face-to-face discussion.

The engagement included:

1. Highly visible communication activity to reach as many people as possible.

2. A simple online survey that was easy to use and mobile-friendly.

3. Workshops - we held three workshops in different locations (Rangiora, Rolleston, and University of Canterbury) across Greater Christchurch to provide an opportunity for people to participate in group discussions about the work. The workshops had a standard format, but the questions reflected the local context for the area in which they were hosted.

4. Webinar – we held a webinar to provide an introduction to the work we were seeking community feedback on and provide the opportunity for the audience to ask questions.

5. Drop-ins – we held four drop-in sessions at local libraries to provide an opportunity for people to speak to project team members about the work.

6. A dedicated youth engagement stream that included workshops in schools and with youth organisations and a Youth Summit to review all the feedback.

7. We met with some key representative groups including One Voice, the Christchurch City Council Multi-Cultural Advisory Group, the Property Council, and the Canterbury Employers Chamber of Commerce.

8. Activations – to increase awareness and promote the survey a series of activations were held in high foot traffic areas that centred around a large photo wall that asked – "What should Greater Christchurch look like in 2050?" Over the duration of the campaign the photo wall and associated collateral at various locations, including the University of Canterbury and Lincoln University, Riverside, Ohoka and Lincoln Farmers Markets, Tūranga, Ruataniwha Kaiapoi Civic Centre and the Lincoln Events Centre.

9. We received email questions and feedback.

10. We held bi-laterals with urban development partners such as infrastructure providers and developers.

Key themes

Over the six weeks of the engagement, over 7,000 people did the online survey, with additional feedback collected at drop-in sessions and workshops. This report details the feedback that resulted from this engagement.

The vast majority of people agree with the direction to focus growth around key urban and town centres and along public transport routes	A significant majority of people (86%) agreed that future population and business growth should be accommodated through focusing growth around key urban and town centres and along public transport routes. This was true for at least 74% of people across all demographic groups (by age, ethnic identity, gender identity, disability status, household type and where they lived).
Many people are open to high density living, but it needs to be planned and designed to meet their different needs and provide quality of life for people	39% of people were open to living in high density housing in the future, with a further 17% of people saying they might consider it in some situations.

When considering high density housing / targeted intensification, people were most concerned that consideration was given to the following factors when high density housing is planned and built:

- Provision of green spaces
- The quality and design of high density buildings and neighbourhoods
- Making housing affordable
- Provision of key amenities close by, including good public transport provision
- Catering for the different social, physical and cultural needs of different groups in the community. Specific mention was made of the needs of older people and those with mobility issues, multi-generational and extended family groups
- Continuing to provide lifestyle choice – high density living does not cater to everyone's needs.

Access to green spaces, gardens and green neighbourhoods is a strong theme throughout all the engagement.

The importance of catering for the development of aged care facilities as the proportion of older people in the population increases was identified.

Access to amenities is not equally distributed across our area, meaning different solutions are required in different areas.

How our urban centres and towns evolve as our population grows varies depending on the opportunities and the priorities of the local communities.

A notable minority (greater than 25%) of people who lived in the districts are open to high density living and using public transport now or in the future, with the right improvements or considerations.

We need to protect Greater Christchurch's role as a national and regional logistics hub	Protecting freight roads (rail and road) and regional connectivity were identified as important, as this provides for growth in inland ports and facilitates freight movements.

People want effort focused on all aspects of the natural environment, with particular importance placed on improving the health of our waterways	Improving the health of our waterways is a top priority for everyone, irrespective of where they live, but they also want effort focused on improving habitats for indigenous plants and animals, providing more green spaces and trees, and protecting farmland.
Over half of people agree with the suggested 'turn up and go route'. Where they don't agree, it's mainly about wanting enhanced public transport / extension of the route where they live	Over 50% of people agree with the suggested 'turn up and go' route with the remainder evenly split between don't agree and don't know. For those who don't agree, extending the route to Rolleston, Eastern Christchurch, Rangiora and South Christchurch were all identified. Frequency and reliability were also identified as the most important characteristics of the 'turn up and go' service (consistent with feedback on public transport more generally). There are quite different opinions across demographic groups as to the relative importance of different road uses when road space is limited in parts of the suggested 'turn up and go' route. Overall, cycle-ways scored highest followed by car lanes and pedestrian space, but people's preferences varied significantly based on where they lived, their age, their disability status and their household type. In more in-depth discussion during workshops, webinar and drop-ins, consideration of the existing rail corridors was raised as an option for the future of Greater Christchurch's public transport system. A significant majority of people who live in suburbs along the suggested 'turn up and go' route are supportive of the suggested route, are open to high density living and using public and active modes of transport more.
To use their cars less, people want more frequent, more reliable and more direct public transport	Almost 40% of people use public transport, cycling and walking all or most of the time to get around, and almost 40% never use those modes of transport. The most important factors that would encourage people to use public transport more to get around are to improve the frequency and reliability of public transport, and provide more direct public transport routes.
Partnership and communication between urban development partners needs to improve to achieve better outcomes	Partnership and communication is important to provide clarity, confidence, and certainty for investment, and to ensure urban development meets the needs of people and business as urban areas intensify.
There are some barriers and challenges to shift the balance of commercial residential development from greenfield to higher density housing	Some developers raised concerns about placing limits on greenfield development and pushing for higher densities when it's not commercially feasible. Barriers to development experienced by developers included consenting processes, uncertainty and additional costs of development imposed by regulation.

PART 1:

Hearing from our communities

How we reached people

A multifaceted approach was utilised over the six weeks of the engagement to encourage a wide cross-section of Greater Christchurch residents to have their say.

The majority of communication efforts focused on encouraging people to visit www.greaterchristchurch.org.nz so they could carry out a simple online survey.

A Huihui Mai brand was created and collateral developed which featured illustrations showing a possible future state transposed over recognisable photos from across Greater Christchurch.

Tools used to widely share the campaign's messages included advertising, traditional and social media and outreach to organisations and groups who could share messages to their own networks.

Media engagement

Media was an important channel to inform residents about the Huihui Mai engagement including how they could find out information about the Spatial Plan and suggested 'turn up and go' public transport service and route, upcoming webinars and workshops and how to give their views through the online survey.

The engagement period was opened on 23 February with a media release from Huihui Mai and the Minister of Transport, Minister Wood.

From a communications perspective, it was important that stories appeared in well-read media in Christchurch City, Waimakariri and Selwyn Districts. A media release was distributed to wider local and national media (TV, radio and newspapers), with a story on Stuff on 23 February attracting over 170 comments. Media updates were distributed to local media over the course of the campaign.

Stories were posted on the Waimakariri and Selwyn District Council websites. To avoid confusion with Christchurch City Council's consultation on Plan Change 14, Christchurch City circulated information through its social media channels, rather than running on its Newsline channel.

Advertising

A wide variety of paid advertising was utilised over the course of the campaign, with the overall goal being to drive traffic through to www.greaterchristchurch.org.nz so people could take the survey.

Key metrics are provided below:

Social media advertising

The campaign reached 233,537 individual users on Facebook and Instagram. On average, users saw the campaign four times over the campaign period, resulting in 940,173 total impressions.

TikTok advertising reached 261,444 people and resulted in 1,615 people going to the website. 25,467 people were reached on LinkedIn, with 513 people clicking on the advert.

Programmatic display advertising

Programmatic display advertising was used to target online advertising to target audiences. In total, the display activity delivered 878,512 impressions and drove 787 clicks to the website.

Video

A 30 second video was played across Stuff, NZ Herald, TVNZ+ and YouTube. The video achieved 373,869 impressions, with a very pleasing 32% of users watching the video to the end.

Google Performance Max

Google Performance Max optimizes ads, so they reach specific audiences across multiple channels. Over the course of the campaign, 1.3 million impressions were delivered, with a high click-through rate of 2.27%.

Stuff, NZ Herald and ethnic media advertising

Advertising on Stuff.co.nz delivered over 2 million impressions and achieved 4,785 clicks. A sponsored content story on Stuff featuring Professor Paul Dalziel and Mayor Sam Broughton achieved over 3100 page views, while the average time people spent on this page was 1 minute and 5 seconds.

Advertising on the NZ Herald website delivered 147,927 impressions and achieved 1,604 link clicks.

Advertising on skykiwi.co.nz achieved 188,178 impressions (118 clicks) while WeChat advertising achieved 126,043 impressions and resulted in 8,422 shares.
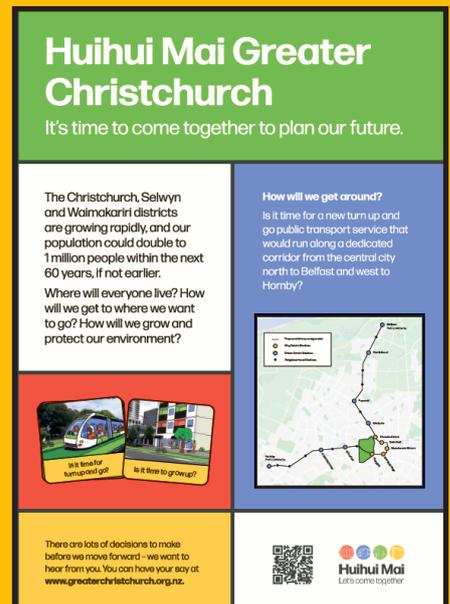
Radio

A mixture of live radio and digital streaming content was used to ensure we reached all audiences across Greater Christchurch. Huihui Mai content was heard across Flava, ZB, Hits, ZM, Magic, More FM, The Edge, The Sound, Mai, FM The Breeze, The Rock and Today FM.

For the digital audio activity, we utilised a mix of podcasts, live streaming and adlibs to ensure we were reaching the youth audience.

Out of Home

A wide range of out of home advertising was used to promote brand awareness. This included:

- Large Digital Billboards   48
- Bus Backs   6
- Bus Kerbsiders   6
- Digital Bus Shelters   30
- Static Bus Shelters   16
- Digital Retail Screens   17
- Dairy Posters   12
- Street Posters   86
- University Digital Screens   4

Print

Over the course of the campaign advertisements were placed in the following newspapers:

- The Christchurch Star
- Local community papers – Pegasus Post, Bay Harbour News, North Canterbury News, Southern View, Western News, Nor'west News, and the Selwyn Times
- The Press

Social media and video creation

Social channels were created on Instagram, Facebook and TikTok to encourage a conversation about how residents wanted Greater Christchurch to grow. To promote engagement a series of videos were created and shared across these social platforms. Videos included:

- A hero video that aimed to get residents to think about big questions facing the future of Greater Christchurch with a call to action to fill out the survey.

- A flyover video detailing the proposed turn up and go service and the route it could take.
- Vox pop videos asking residents from Hornby, Rangiora and Central Christchurch questions about travel and the future of Greater Christchurch

In total, these videos received 408,091 views spread across each platform with Facebook receiving the most video views at 271,329 followed by TikTok at 130,367.

High levels of social media reach and engagement were achieved over the six weeks of the campaign. In total, these social channels had 1,298,999 impressions, 35,685 engagements and 9,314 link clicks. Facebook was the highest-performing platform with 1,109,551 impressions and 32,064 engagements. While the average engagement rate across Facebook posts of all kinds is 0.064%, Facebook engagement for Huihui Mai was 2.5%.

TikTok was effective at achieving high levels of youth engagement – a key focus of the campaign. Two sets of advertisements were run over the campaign with a total budget of $500 reaching an audience of 91,849 and achieving 2,883 likes. TikTok's key metric for engagement is 6-second video views - the two videos reached 17,396 6-second video views.

Activations

It was important to extend the visibility of the campaign beyond advertising and digital and have it be seen in our communities.

A series of activations across Greater Christchurch was centred around a large photo wall that asked a big question – "What should Greater Christchurch look like in 2050?" The photo wall and associated collateral appeared in many places over the campaign, including University of Canterbury and Lincoln University Clubs Days, Riverside, Ohoka and Lincoln Farmers Markets, Tūranga, Ruataniwha Kaiapoi Civic Centre and the Lincoln Events Centre.

Interactions with the public were extremely positive resulting in high awareness for the campaign and in-person support to fill out the survey.

Drop-ins, stakeholder workshops & webinar

As Huihui Mai is a region-wide campaign targeting all demographics we wanted the information and opportunities to ask questions to be accessible. It was important that residents had multiple opportunities to engage with subject matter experts about the campaign and give their feedback accordingly.

We hosted four drop-in information sessions and three stakeholder workshops across Greater Christchurch as well as one online webinar.

Engagement with harder-to-reach communities

From the outset it was important to reach traditionally harder to reach audiences, including Māori, Pacific and Asian communities.

We engaged directly with each of these communities, including relevant health and social service providers and through the Ministry of Education, all schools, early learning centres and Ministry staff, as well as the clubs associated with the key tertiary institutions, asking them to share the survey in their networks as well as make subject matter experts available to answer any questions they had. After we reached out directly to these communities, we saw a 7% increase in responses.

Our youth reach was particularly successful, resulting in very high levels of youth participation - 35% of survey respondents were under 35 years of age.

Who engaged with us

For us to be confident that we understood the different perspectives across our community, we needed to reach a wide range of residents from across Greater Christchurch.

Our main form of engagement was a simple-to-use online survey. The survey asked people to provide their feedback on some of the work to date, and their views about high-density housing, neighbourhoods, the environment and public transport. The survey meant we could capture the feedback of a lot of people and analyse it to understand where views might differ across our community.

During the community engagement period from 23 February 2023 to 3 April 2023, 7,066 people completed the online survey. Information on those who undertook the survey is provided below.

Where did they live?

- Live in Christchurch
- Live in the Selwyn District
- Live in the Waimakariri District
- Live on Banks Peninsula*

- Live in suburbs on 'turn up and go' route (including the central city)
- Live in Christchurch's north-western suburbs
- Live in Christchurch's south-western suburbs
- Live in Christchurch's north-eastern suburbs
- Live in Christchurch's south-eastern suburbs

How old were they?

Of the 81% of people who answered this question:

Age	%
Under 25 years	18%
25–34 years	25%
35–49 years	27%
50–64 years	20%
Over 64 years	9%

What types of households did they live in?

Of the 80% of people who answered this question:

Household type	%
live in households with parents	35%
are couples	34%
are flatmates	14%
live alone	10%
live in multi-generational households	7%

What did they identify as their primary ethnicity?

Of the 73% of people who answered this question:

Ethnicity	%
European	80%
Asian	5.1%
Māori*	3.8%
Pacific peoples*	0.9%
Middle Eastern, South	1%
Other	8.8%

How did they identify their gender?

Of the 79% of people who answered this question:

How did they identify with regard to disability?

Of the 79% of people who answered this question:

- don't identify with a disability
- identify with a disability*.
- identify with a physical disability
- identify with a mental illness or intellectual disability
- identify with multiple disabilities

For some demographic categories, the number of respondents were not sufficient to analyse their responses separately with respect to some questions. In general, demographic detail was not included where the number of respondents to that question was less than 100.

What groups in our community are under-represented in the survey respondents?

1. People who identified Māori as their primary ethnic identity made up only 3.8% of the survey respondents but represent 6.2% of the Greater Christchurch population, while people who identified Pacifica as their primary ethnic identity made up only 0.9% of survey respondents but represent 2.% of the Greater Christchurch population (Census, 2018).

2. 24% of New Zealanders identify as having a disability 2013 (NZ Disability Survey) but only 12% of survey respondents identified that they have a disability.

Waimakariri Workshop

What people said (structured around the key questions)

Question 1: Do you agree that we should focus growth around key urban and town centres and along public transport routes in the future?

Through the online survey people told us:

A significant majority of people (86%) agreed that we should focus growth around key urban and town centres and along public transport routes in the future.
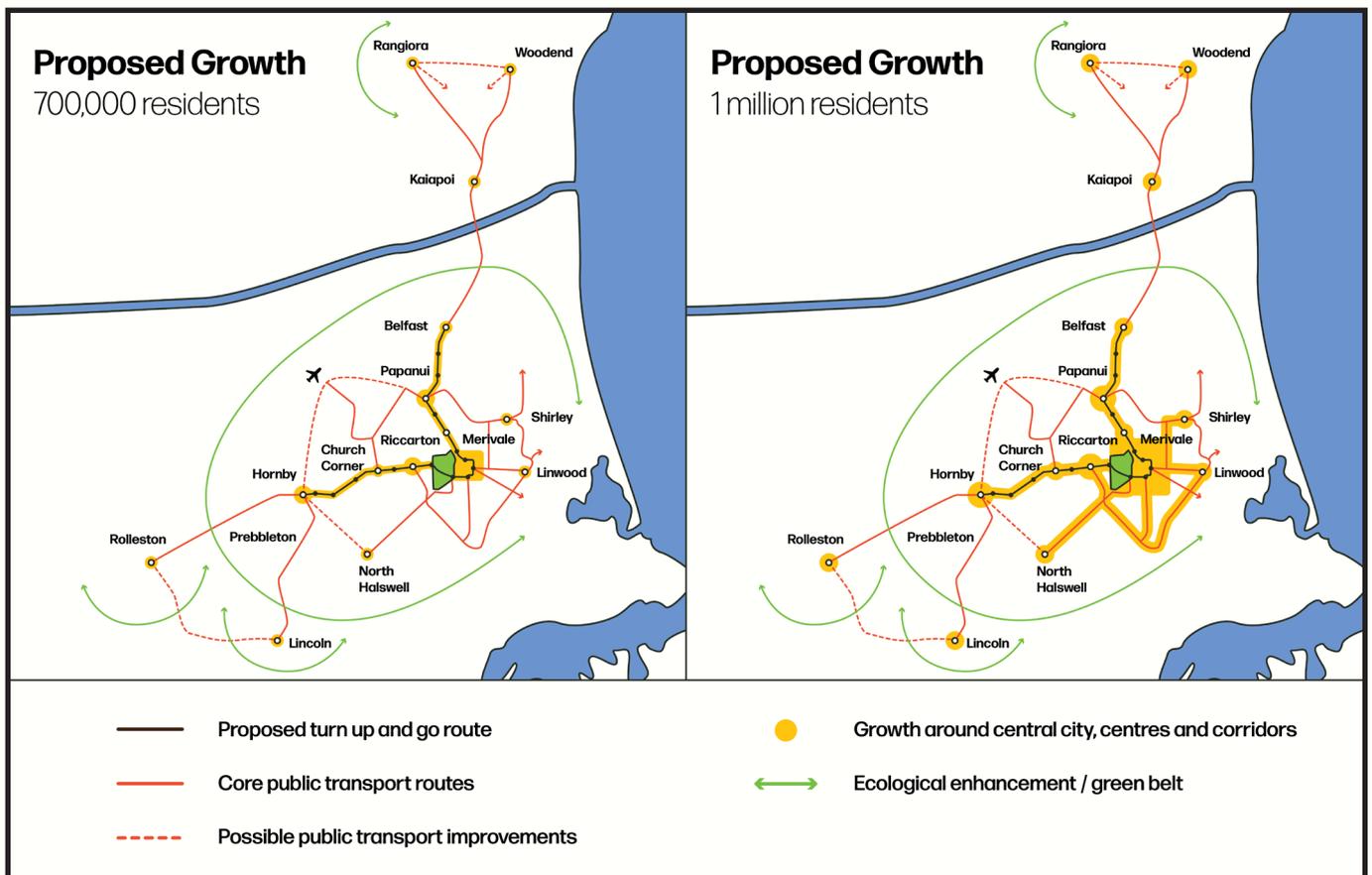
Agreement was correlated with age – the younger people were, the more likely they were to agree.

People who identified as Māori were least likely to agree (74%) while people who identified as Asian were most likely to agree (92%).

There was very little difference by identified gender or household type, with the exception of flatmates, who were more positive.

People who identified as having a disability were less likely to agree (84%) than people who did not identify with a disability.

Proposed Growth
700,000 residents

Proposed Growth
1 million residents

- Rangiora, Woodend, Kaiapoi, Belfast, Papanui, Shirley, Riccarton, Merivale, Church Corner, Hornby, Linwood, Rolleston, Prebbleton, North Halswell, Lincoln

—— Proposed turn up and go route

—— Core public transport routes

----- Possible public transport improvements

🟡 Growth around central city, centres and corridors

⟷ Ecological enhancement / green belt

People living in suburbs along the suggested 'turn up and go' route (89%) and in western suburbs (88%) were more likely to agree while those in the districts were less likely to agree (83% in Selwyn and 81% in Waimakariri).

For the 6.9% of people who wanted growth accommodated in other ways:

- 38% want growth accommodated in other suburban areas of Christchurch
- 36% want growth accommodated in new sub-divisions on rural land adjacent to existing towns and suburbs
- 15% want growth accommodated in new towns in rural areas
- 11% want growth accommodated in other towns

Through the workshops, people told us:

Opportunities associated with the suggested pattern of growth:

- Improvement of public transportation to ensure sustainable and inclusive growth. Improving the frequency of services, enhancing connectivity, introducing park and ride options, and reducing the number of stops to ensure faster and more efficient journeys.
- Improvement of housing standards – address the challenges associated with accommodating an aging population and ensuring a varied typology of houses and units that cater to different needs. Need for well-designed smaller dwellings that are suitable for urban living. Importance of incorporating greenspace into high-quality intensification projects to ensure that the development is sustainable and provides a high quality of life for residents.
- Encouraging fewer cars within the city is closely linked to the idea of improving public transportation – to reduce emissions but also to reduce the cost of living for residents. Car-sharing not only in the city but also in the suburbs can be a cost-effective and sustainable solution that can provide residents with more options for transportation.
- Seizing the opportunity to invest in and construct the necessary infrastructure for future growth, starting now – allow for meticulous planning and strategic

placement of infrastructure in areas earmarked for expansion. The infrastructure development should encompass not only three waters (water supply, wastewater, and stormwater) but also transport infrastructure.
- Integration of more greenspaces and large trees into any proposed developments to create a healthier and more attractive living environment for its residents. Additionally, such initiatives can promote biodiversity, improve air quality, and mitigate the impact of climate change.
- Selwyn workshop participants also identified availability of essential amenities in close proximity, such as medical centres, educational institutions, transportation services, businesses, and shops as crucial for accommodating the anticipated growth of Selwyn and ensuring the towns can attract more people and foster sustainable development.
- Waimakariri workshop participants also identified prioritised transport, particularly rail options and car sharing, along with the potential for a new airport at Rangiora. The group also believed that population growth presented opportunities for their community to become more self-sustainable in energy, food, and employment.

Challenges associated with the suggested pattern of growth:

- Environmental considerations when planning for growth – concerns about the loss of productive land, the de-greening of the region, risks associated with climate change, water quality, and pollution resulting from high-density living. They highlighted the need to find a balance between growth and preserving the environment and to ensure that any development is sustainable in the long term.
- Transport infrastructure – the importance of affordable and efficient public transportation that is well-connected to various facilities and efficiently linked between residential and work areas. Concern that proximity of the transportation network to residential areas could potentially cause congestion due to limited road space, and a need to find a balance between passenger and freight usage on any future rail system.

- The traditional "¼ acre dream" and "Kiwi way of life" mindset may no longer be sustainable in light of the increasing demand for housing. Need to carefully plan the type and location of housing developments to maintain the community's way of life, preserve cultural values and ensure that new housing is affordable and accessible to a diverse range of people.

- Preserving cultural values and lifestyles that define the area – if urban growth is not planned properly, it has the potential to restrict the current way of life by limiting the choices available. The challenge is to find a balance between growth and preserving cultural values and lifestyles, while ensuring that any new development benefits the community as a whole.

- Christchurch workshop participants identified environmental considerations as a top priority when planning for growth sustainably including potential loss of agricultural land, the de-greening of the city, pollution from high-density living, climate change, water quality, and the need to find a balance between passenger and freight usage on any future rail system. A major challenge identified was the lack of developer appetite for the type of development needed in the

city. Participants also emphasised the need to find a balance between transportation options and their accessibility to various facilities, such as hospitals and schools.

- Selwyn workshop participants also identified the "Kiwi way of life" and owning a quarter-acre section were seen as defining cultural values and lifestyles that need to be preserved, while also accommodating growth and development. Participants highlighted the challenge of balancing growth with preserving the community's unique way of life, access to services, the lack of interest in high-rise or high-density housing and challenges associated with public transport reliability, speed and timeliness.

- Waimakariri workshop participants also expressed resistance towards the concept of 15-minute cities and potential loss of democratic processes, and a concern about loss of privacy and personal autonomy in the context of climate change response and population growth. The group also recognises the value of maintaining a sense of community identity and cohesion, even as Greater Christchurch grows.

Question 2: What do you think about high-density living (apartments, townhouses)?

Through the online survey people told us:

39% of people are open to living in high-density housing with a further 17% saying they might consider it in some situations.

Agreement was correlated with age – the younger people were, the more likely they were to be open to living in high-density housing.

People who identified as Asian are more likely to be open to high-density living (45%).

Those people who identified as male were likely to be open to high-density living (47%) compared to those who identified as female (32%).

There was very little difference by household type, with the exception of flatmates (63%), who were more likely to be open to living in high-density housing and parents with children who were less likely (34%).

People living in suburbs along the suggested 'turn up and go' route (55%) and in north-west Christchurch (48%) were more likely to be open to high-density living while those in the districts were less likely to be open to high-density living (25% in Selwyn and 27% in Waimakariri).

For the 17% of people who said they might consider high-density living in the right circumstances, the most common considerations were (in order from most important to least):

1. Access to greenspace
2. Quality
3. Well-designed
4. Stage of life
5. Affordability
6. Transport options

Other considerations included location, nearby amenities, accessibility and noise. Issues of parking, pet friendly, safety, size, storage/garage, sense of community, privacy and sustainability were also mentioned.

Affordability was by far the most important consideration for people under 25 years of age. Accessibility and

Would you consider living in high density housing in the future?

- Yes - 39%
- No - 44%
- Maybe - 17%
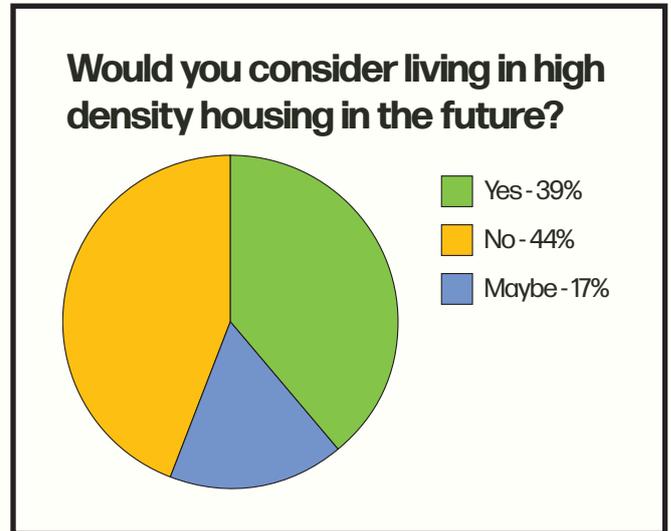
nearby amenities were important for people over 64 years of age. All ages identified greenspace in their top four considerations.

Affordability was also identified by those people living in suburbs on the 'turn up and go' route, in north-east Christchurch and in the Waimakariri District. Greenspace was in the top 3 in all areas except in the Waimakariri District. Quality and/or well-designed was identified by people living in all areas of Greater Christchurch while nearby amenities were only identified in the top 3 for people in Waimakariri.

Through the workshops, people told us:

Priorities for living well in higher-density housing are:

- *Access to open and greenspaces* including providing dog walking parks, sports / playgrounds / recreational areas, community gardens / allotments / fruit trees, walkways, and greenery. Participants also emphasised the importance of large greenspaces with established trees to enhance the liveability of high-density housing.

- *Access to public transport and walkable communities* – safe pedestrian environments, providing cycling facilities and storage options, and offsite transport options such as walking, cycling, car-share, and micro-mobility to achieve this.

- *Well-designed neighbourhoods and buildings –* soundproofing inside buildings to minimise noise transmission, aesthetically pleasing designs, clean, safe, and attractive housing, access to natural light and sunlight, and sufficient storage space for residents.

- *Need to cater to different groups of people when planning for future growth –* a variety of homes need to be provided to cater to extended family living, groups of young people, single people, older people, and small families.

- *Climate change solutions and reducing emissions* when planning for future growth and higher-density living – incorporating more wetlands, encouraging the use of solar power and other renewable energy sources, and promoting energy-efficient design in new buildings.

- *Community spaces that provide a sense of belonging and inclusivity –* spaces that allow people to come together and feel a sense of connection and support social cohesion, which could positively impact the overall well-being of the residents.

- *Privacy –* good landscaping, soundproofing, good design, and technology such as smart blinds or curtains could help maintain privacy while living in high-density housing.

- Waimakariri workshop participants also e*xpressed concerns about the concept of higher-density housing.* These individuals argued that there is ample land available and questioned the need for higher-density housing. They also suggested that high-density living is not conducive to living well, as it may lead to issues such as reduced privacy and lack of outdoor space and less social cohesion.
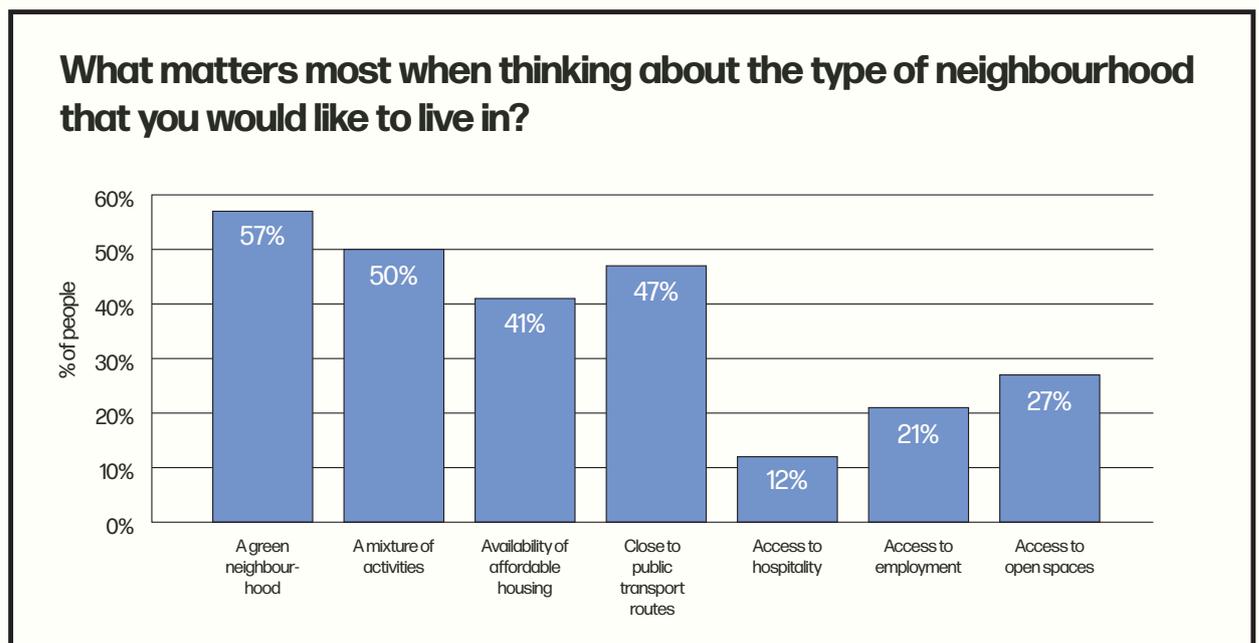
Question 3: What matters most about the type of neighbourhood you would like to live in, and what are you missing from your local area?

Through the online survey people told us:

The top four characteristics people most value in a neighbourhood are greenspaces, a mix of activity, proximity to public transport routes and availability of affordable housing.

What people valued was very consistent across all demographics with the following exceptions:

- Younger people, people who were flatting or living in multi-generational households, people whose primary ethnic identity is Pacifica and people who identify as having a disability were more likely to value affordable housing than other groups in the community.

- People whose primary ethnic identity is Middle Eastern, African or South American are more likely to value being close to public transport while people whose primary ethnic identity is Pacifica are less likely. People whose primary ethnic identity is Asian are less likely to value access to open spaces than other ethnicities.

- People who live in suburbs on the 'turn up and go' route value easy access to open spaces relatively less than people living elsewhere.

What matters most when thinking about the type of neighbourhood that you would like to live in?

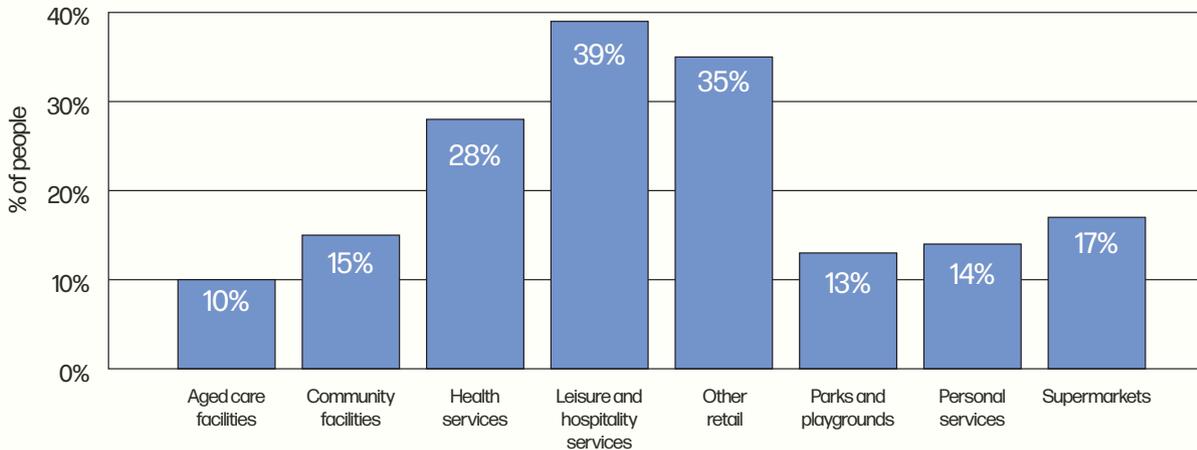| Characteristic	% of people
A green neighbourhood	57%
A mixture of activities	50%
Availability of affordable housing	41%
Close to public transport routes	47%
Access to hospitality	12%
Access to employment	21%
Access to open spaces	27%

While one-third of people have everything they need, the most common gaps in local amenity were hospitality and entertainment services, other retail and health services.

Where people live has a significant impact on what gaps in services and amenities were identified.

- People in suburbs along the 'turn up and go' route were relatively more likely to say they had everything they needed while people in the Selwyn District were relatively less likely to say they have everything they need than people who live elsewhere.

What services, businesses or facilities are missing in your local area that are important to you?

% of people

Category	%
Aged care facilities	10%
Community facilities	15%
Health services	28%
Leisure and hospitality services	39%
Other retail	35%
Parks and playgrounds	13%
Personal services	14%
Supermarkets	17%

- People in the Selwyn District were relatively more likely to identify aged care facilities, health services, and other retail than people living elsewhere. People in the Waimakariri District were also relatively more likely to identify health services than people living elsewhere and relatively less likely to identify supermarkets as a gap.

- People in south-west Christchurch were relatively more likely to identify supermarkets as a gap in their local area while people in north-east Christchurch were relatively more likely to identify leisure and hospitality services as a gap than people living elsewhere.

Whether people say they have everything they need in their local area is correlated with age, with people more likely to say they have everything they need increasing with age.

With regard to the gaps identified in local amenities and services, people over 64 years old were more likely to identify aged care facilities and relatively less likely to identify hospitality and entertainment services than people of other ages.

There were no other significant variances in types of local amenities or services identified as gaps by demographics such as how people identify their ethnicity, disability, gender or household type.

Other free text answers:

- "Better technology, such as free wifi around towns like Rolleston and Lincoln."

- "Availability of a variety of housing types (apartments, townhouses, large family dwellings, regular houses of different sizes AND designs)."

- "Spaces that are accessible for disabled people."

- "Safety for residents using public transport - good bus shelters, excellent lighting, some NZ Police patrolling of central bus exchange late at night and the availability of safe public transport after 11 pm for young people who often use clubs and bars after that time and want to use public transport to get home."

- "Public spaces for community sports."

- "Sustainability/adaptation for climate change."

- "Shared green spaces.

Question 4: Where should we focus the most effort to protect and enhance our natural environment as our population grows?

Through the online survey people told us:

More than two-thirds of people identified improving the health of waterways as a top priority for where we should focus our effort to protect and enhance our natural environment.

People in Selwyn prioritised protection of farmland relatively more highly than people living elsewhere. However, improving the health of waterways remained the top priority irrespective of where people lived.
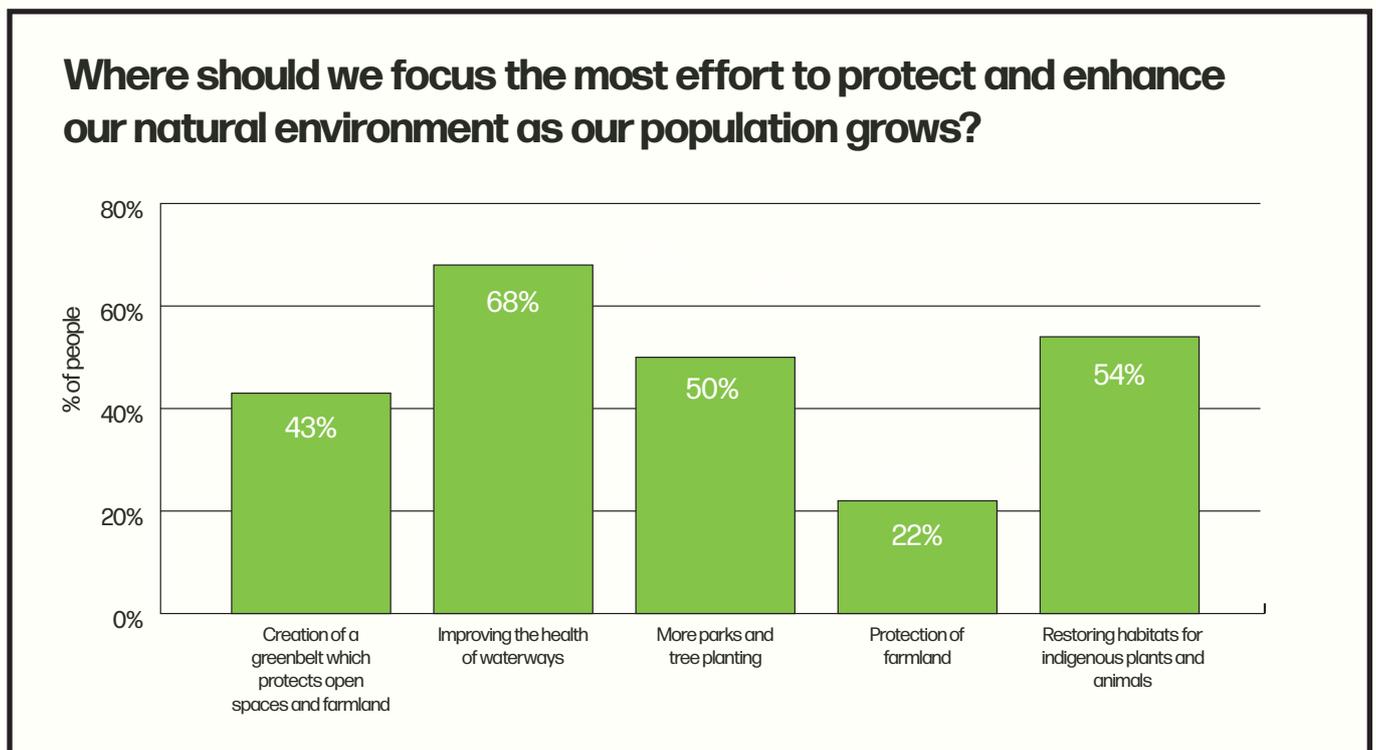
People over 64 years prioritised restoration of habitats for indigenous plants and animals and more parks and tree planting relatively less than other age groups and prioritised protection of farmland more.

There was very little variation in environmental priority by how people identified their age, ethnicity, gender or whether they had a disability, or by their household type.

Other free text answers:

- "Stop the sprawl. Intensify development in towns don't enlarge them."

- "Re-establishing wetlands to provide flood mitigation and areas for indigenous plants and animals."

- "More inner-city greenbelts providing physical and psychological breaks."

- "Streets and roads are a huge area in the city and could be used to create ecological corridors for native plants and animals, as well as better managing stormwater and providing shade and amenity for people."

- "Utilising green spaces for community gardens or growing spaces for food i.e. fruit trees in parks, utilizing building rooftops for urban producers or making community space available for shared gardens - this could also incorporate teaching workshops to share knowledge on environmental care and producing food gardens."

- "Protecting existing wildlife habitat from degradation or disturbance. Examples might be not putting in walking tracks in existing important bird use areas."
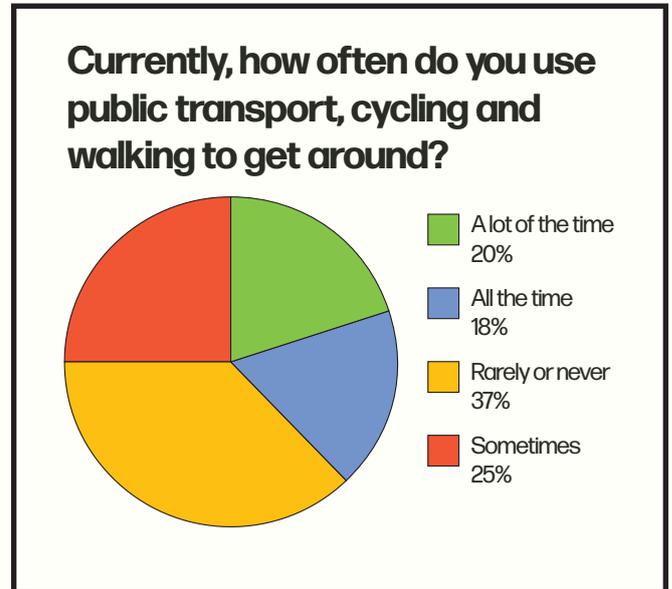
Where should we focus the most effort to protect and enhance our natural environment as our population grows?

Category	% of people
Creation of a greenbelt which protects open spaces and farmland	43%
Improving the health of waterways	68%
More parks and tree planting	50%
Protection of farmland	22%
Restoring habitats for indigenous plants and animals	54%

Question 5: How frequently do you use public transport, cycling and walking?

Through the online survey people told us:

38% of people use public and active (cycling and walking) modes of transport most or all of the time while 37% of people rarely or never use these modes of transport.

- Use of public and active modes of transport are highly correlated with age – 61% of people under 25 years use these modes most or all of the time compared with 23% of people over the age of 64 years.

- A higher proportion of people whose primary ethnic identity is Asian (46%) use public and active modes of transport most or all of the time.

- A higher proportion of people who identify as male (40%) use public and active modes most or all of the time compared with people who identify as female (35%).

- A higher proportion of people who identify as having a disability (43%) use public and active modes most or all of the time compared with those who don't identify as having a disability (37%).

- A higher proportion of people living as flatmates (56%) use public and active modes most or all of the time and a lower proportion of parent(s) with children (33%) than for the overall population.

- A higher proportion of people who live in suburbs along the 'turn up and go' route (55%), who live in the north-west (45% and south-east (46%) of Christchurch use public and active modes of transport most or all of the time. In Waimakariri (20%) and Selwyn (19%) a lower proportion of people use public and active modes of transport most or all of the time.

Currently, how often do you use public transport, cycling and walking to get around?

- A lot of the time 20%
- All the time 18%
- Rarely or never 37%
- Sometimes 25%

Question 6: What would encourage you to use public transport, cycling and walking more?

Through the online survey people told us:

The most common factors identified to encourage more public and active modes of transport were more direct public transport routes and a more frequent and reliable public transport service.

8% of people said they didn't need encouragement because they already used public and active modes of transport, while 7% said nothing would encourage them to use public and active modes.
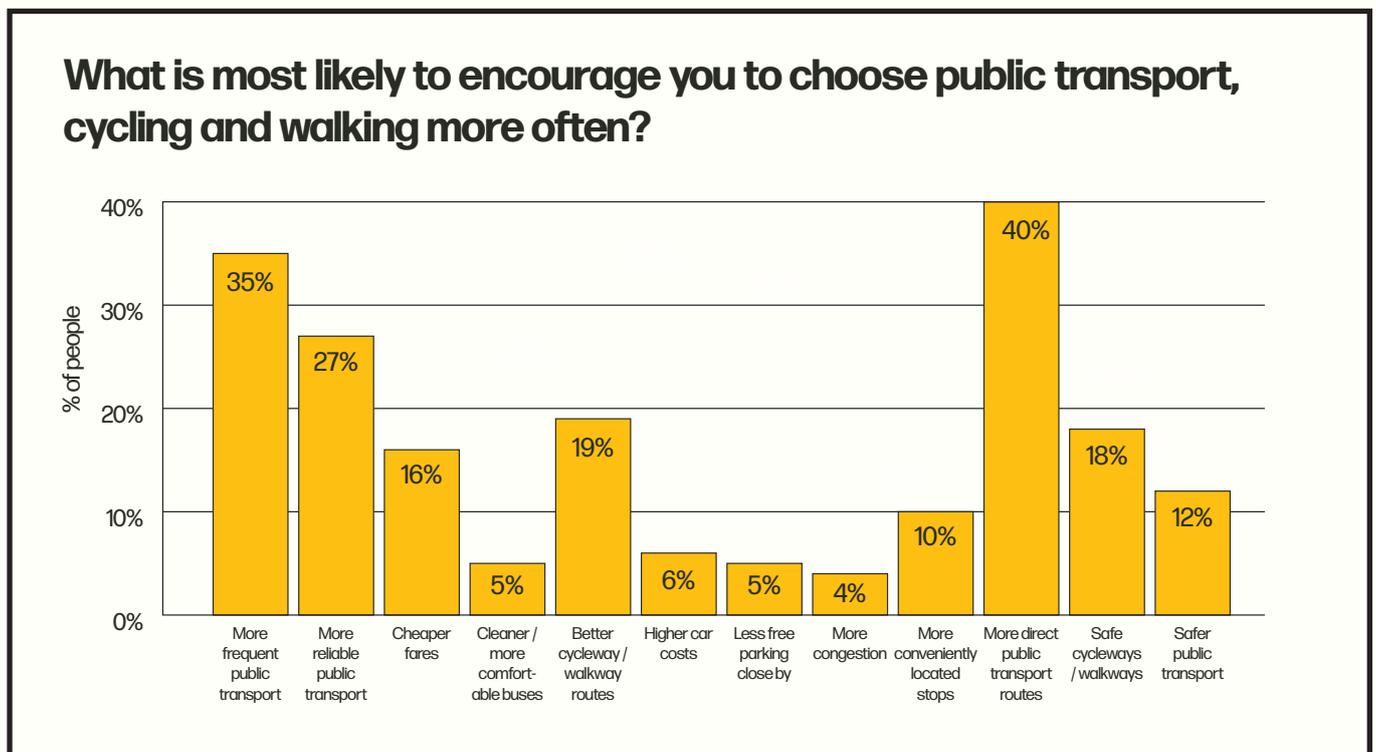
Of the remaining 85% of people where encouragement could make a difference, the most commonly identified characteristic related to improved public transport (more direct public transport routes, a more frequent public transport service and a more reliable public transport service).

The feedback was very consistent across other demographics with the only minor difference being that people whose primary ethnic identity is Māori are less interested in more frequent public transport and people whose primary ethnic identity is Pacifica are relatively less interested in more direct public transport routes than the respondents overall.

Other free text answers:

- "The travel time needs to be competitive with the car. Currently, it takes 15 mins to drive from Avonhead to City Centre. The bus takes approximately 30-40 mins. Until the time reduces anyone who values time will not take public transport."

- "Covered seated bus stops so during summer & winter you are protected from the weather. Waiting for the bus on hot or wet days with no cover or seating discourages using public transport."

- "Service at late and early hours especially during the weekend."

- "Bus lanes - especially if they're enforced - and if bus drivers use them."

What is most likely to encourage you to choose public transport, cycling and walking more often?

Category	%
More frequent public transport	35%
More reliable public transport	27%
Cheaper fares	16%
Cleaner / more comfortable buses	5%
Better cycleway / walkway routes	19%
Higher car costs	6%
Less free parking close by	5%
More congestion	4%
More conveniently located stops	10%
More direct public transport routes	40%
Safe cycleways / walkways	18%
Safer public transport	12%

% of people

- "Shorter wait times for cycling at intersections."

- "More cycling lanes that are separated from the road by a curb (not just a painted line)."

- "More secure bike parking/locks for bikes and e-bikes."

- "Busses that don't stop so often (there are way too many bus stops in Christchurch and are located very close together, this makes the bus stop too often and lengthens travel times)."

- "Cycle ways that take priority over motorized transport. Often it is faster to bike on the road then use a dedicated cycle way as you get right of way at intersections. Currently motorized transport has all the rights."

- "Cheap and effective cycleways where grass verges are turned into walking / riding tracks to allow for more active spaces on the sides of roads rather than worthless grass strips. This needs to be nothing more than hard-packed light gravel..."

Through the workshops, people told us:

In Waimakariri and Selwyn districts, participants focused on what would make them use their cars less:

- Having a variety of options that are reliable, frequent, accessible, and affordable – including dedicated cycleways, frequent bus services, electric bikes subsidies, rail systems, car hire services, free parking at park'n rides, and more.

- Opinions varied when it comes to the idea of reducing car usage – some people believe there should always be a choice of cars as a means of transport and objected to any limitations on their options, others argued that finding alternatives that can provide comparable convenience and freedom of mobility is crucial to reducing car usage.

- Challenges to getting around without a car included difficulty in transporting bulky items, safety concerns, and the need for support from the Accident Compensation Corporation (ACC) to cover accidents that may occur while using bikes, scooters, or electric bikes.

- Selwyn workshop participants also highlighted the need for a more diverse range of shops within the town to provide more options for residents to support local businesses and reduce the need to travel to neighbouring towns.

- Suggestions and concerns raised demonstrate the need for comprehensive and inclusive solutions that take into account the unique needs and challenges of different groups of people when it comes to transportation.

Christchurch Workshop

Question 7: Do you agree with the suggested 'turn up and go' route?

Through the online survey people told us:

Overall, 53% of people agree with the suggested 'turn up and go' route with those remaining evenly split between those who don't agree (24%) and those who don't know (23%).

Agreement with the suggested 'turn up and go' route varies significantly by where people live – 72% of those who live in suburbs along the route and 62% of people who live in north-west Christchurch agree with the suggested route while only 38% of people from the Selwyn District and 44% of people from Waimakariri District agreeing. People who live in north-east Christchurch are also less likely to agree with the suggested route – with only 46% of people in agreement.

A higher proportion of people who are under 25 years, are flatting or whose primary ethnic identity is Asian agree with the suggested 'turn up and go' route than overall.

People whose primary ethnic identity is Māori or Pacifica or who identify as having a physical disability, who live alone or in households of parent(s) with children are slightly less supportive of the suggested 'turn up and go' route than overall.

The 24% of people who did not agree with the suggested 'turn up and go' route identified the following alternative areas and centres:

- Rolleston (18%)
- Eastern Christchurch (15%)
- Greater Christchurch generally (15%)
- Rangiora (11%)
- South Christchurch (9%)

This was followed by north and west Christchurch (both at 6%), the airport and central Christchurch (both at 5%), south-east Christchurch, university, North Canterbury and Lyttelton. 3.2% of people wanted heavy rail corridors to be used.

As would be expected, the areas identified were highly correlated with where people lived. People who lived in suburbs along the 'turn up and go' route also identified Rolleston, Rangiora and eastern Christchurch.

Do you agree with this suggested turn-up-and-go route?

- I don't know - 23%
- No - 24%
- Yes - 53%
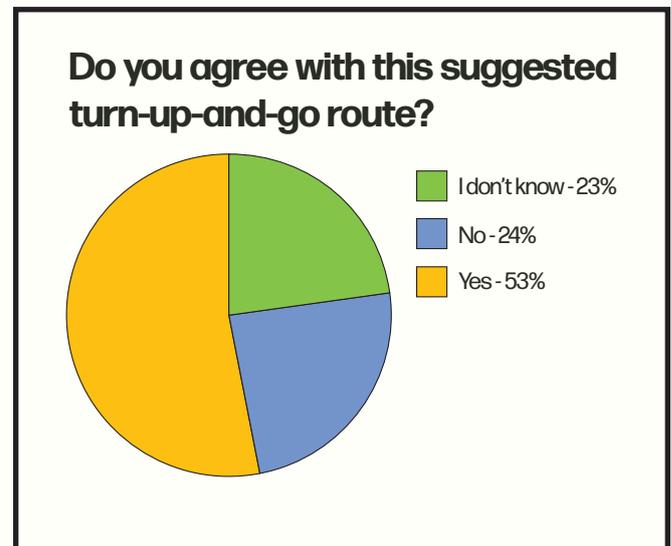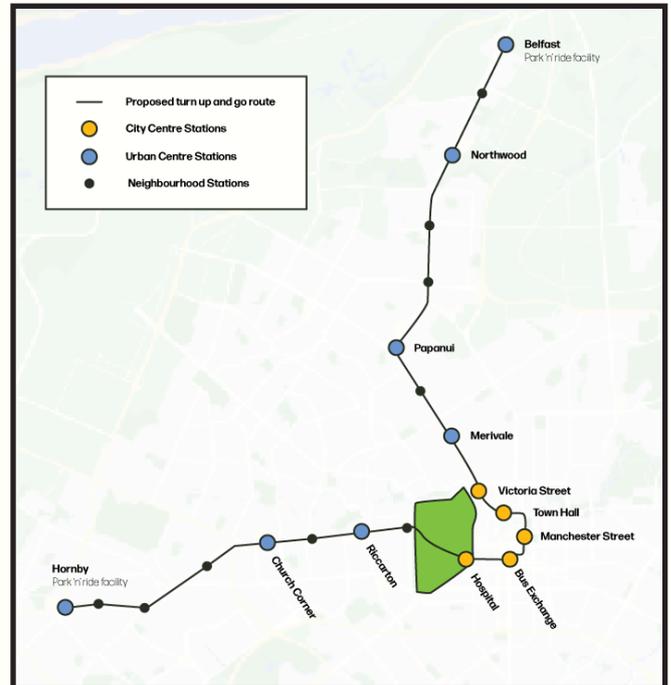
These top three areas were consistently identified across all age groups with the exception of south Christchurch which was more commonly identified by people under 35 years old.

Other free text answers:

- "I just think that Russley would be a good area to also stop through. Not just because I live there but also because a lot of students live there and would make really good use of it. Not to mention the families and generally large amount of residencial properties."

- "It needs to extend to Rangiora and Rolleston. These are high growth areas. If there were rapid transport systems from these satellite towns into Christchurch, more people would opt for a MRT, and leave the car at home."

- "Out to Sumner/New Brighton, because during summer months, the traffic that heads out to Sumner is standstill, and the addition of a reliable turn up and go service would make this much more environmentally friendly, rather than everyone bringing an individual car etc. Thinking not just about where long term housing could spring up, but about where in Christchurch people like to go, (beach/Port Hills etc) and utilising the concept to service this appetite."

Through the workshops, people told us:

Opportunities of the 'turn up and go' route and service:

- Ensuring that the system is well-designed and developed from the outset – need for a holistic approach to planning, which takes into account the needs of all commuters, as well as the wider community.

- Potential to incorporate a rail network into the system – providing seamless connectivity across the wider Christchurch region.

- Potential of a 'turn up and go' system to support the development of high-density areas – the system can attract people to live and work in areas that are easily accessible through public transport. This could help reduce urban sprawl and car dependency, while also promoting sustainable and inclusive urban development.

- The 'turn up and go' system provides a sustainable and efficient alternative to using cars –helping reduce emissions and easing traffic congestion, noting that the current reliance on cars as the primary mode of transportation is not sustainable.

- Provision of secure parking facilities for both cars and bikes at the beginning and end of the system – to encourage more people to use the system and provide peace of mind, help reduce the number of cars on the road, while also improving the overall experience for commuters.

- Need to improve the overall experience for pedestrians – improvements in the pedestrian amenities at key centres such as Riccarton and Hornby, where commuters could easily transition from the system to their final destination, creating a safe and convenient pedestrian environment.

Challenges with the 'turn up and go' route and service:

- Need for bold political leadership and a city that is committed to making future investments in public transportation – investing in a 'turn up and go' system would require significant financial and political commitment, and there was concern that petty politics and concern about rate increases could prevent the investment from being seen as feasible. Therefore, the need for strong leadership and commitment from the city's decision-makers to push through with the suggested system.

- Potential traffic impacts and space constraints – narrow roads may not accommodate buses, cars, bikes, walkers, and trees, and challenges posed by one-way systems could also be a hindrance. Careful planning and design will be needed to ensure the system does not exacerbate traffic congestion and other transport-related problems.

- Suggested route does not include the southern, hills, eastern, and airport areas of Christchurch – suggested incorporating the airport, eastern Christchurch, and Colombo Street south.

- Importance of consulting with Rangiora and Rolleston in the planning process to ensure that those areas are also included in the development of public transportation infrastructure as well as actively engaging with a diverse range of stakeholders, such as disability rights groups, environmental advocates, and community organisations, planners can ensure that the system is designed to be equitable and accessible for everyone.

Question 8: What characteristics are most important to make the 'turn up and go' service attractive to use?

Through the online survey people told us:

Frequency and reliably were the two most commonly identified characteristics that would be important to make the 'turn up and go' service attractive to use.
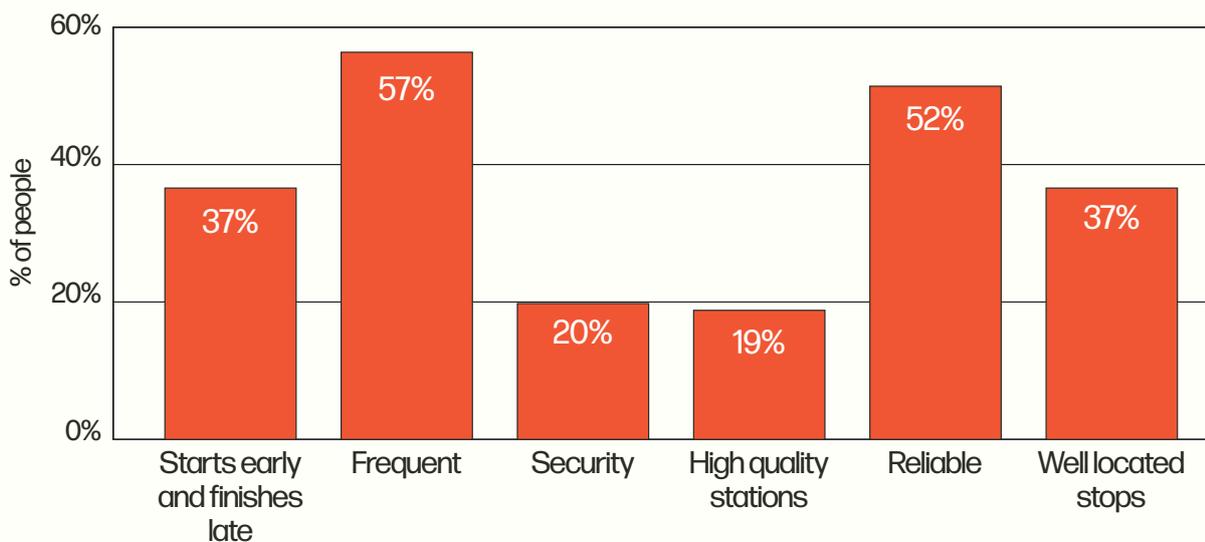
There is very little difference in the relative importance of these characteristics by where people lived or their gender identity, primary ethnic identity, household type or whether they identify as having a disability. There is also very little difference by age except that a relatively lower proportion of people aged over 64 years of age identify 'starts early and finishes late' as important.

Other free text answers:

- "Quicker and separate from private transport - incentivise people by beating traffic."
- "Direct route to Hornby from Belfast. The traffic on John's Road south bound is increasing all the time."

- "Reliability and frequent services would be a given but it also needs to be safe for workers using in the inner city eg nurses and other hospital staff during night shifts."
- "I love this idea, please plan the design for future extensions as well so further down the timeline when we have gone it can be extended."
- "Safe connections to cycleways bike security amenities at main stations bike carrying facilities."
- "Decent connections to other key areas. I live in Shirley so this wouldn't directly benefit unless there was a quick way to get from there to the nearest stop. If bus routes stay the same it will only be of use to people living near the proposed route."
- "Ensuring it is much quicker and affordable compared to cars. It has to be more convenient to be a success."

What would make this suggested turn-up-and-go service attractive to use?

Characteristic	% of people
Starts early and finishes late	37%
Frequent	57%
Security	20%
High quality stations	19%
Reliable	52%
Well located stops	37%

Question 9: Where there may be limited road space along the 'turn and go' route, what road uses are most important?

Through the online survey people told us:

31% of people identified cycle-ways as an important road use where there is limited road space while 25% of people identified car lanes.

21% identified 'outdoor dining, greenspaces and street furniture' while 6% of people identified 'parking with limited pedestrian space'.
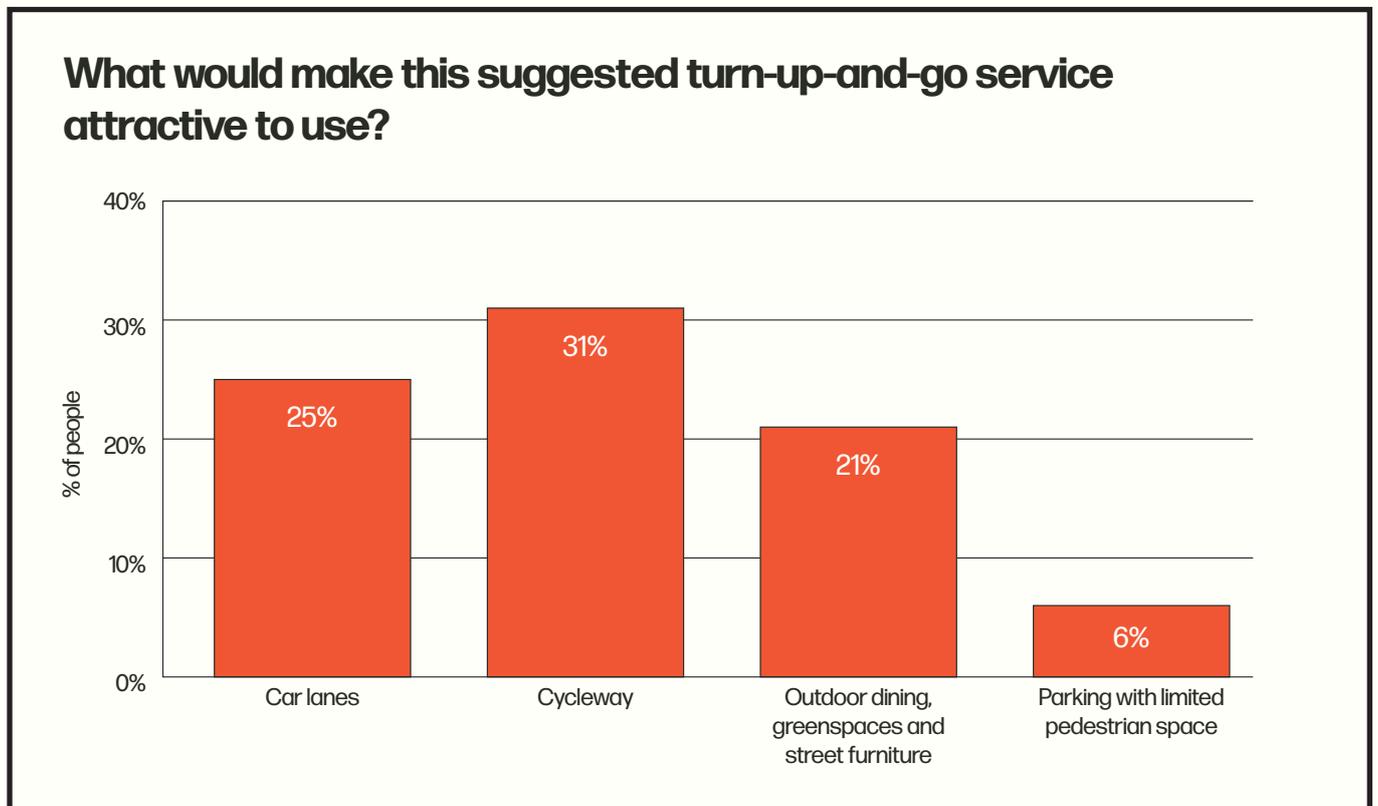
Younger people have a significantly higher preference for cycle-ways and pedestrian spaces and lower preference for car lanes while people over 50 years, and particularly those over 64 years are the opposite with a higher preference for car lanes and lower preference for cycleways and pedestrian areas. People over 64 years also have a higher preference for parking than other age groups.

People whose primary ethnic identity is Asian have a higher preference for pedestrian spaces.

People who identify with a disability have a higher preference for pedestrian spaces and a lower preference for cycleways.

People who live alone have a higher preference for car lanes and a lower preference for pedestrian areas while people who are flatting have a higher preference for cycleways and pedestrian spaces. People living in multi-generational families have a lower preference for cycleways.

People who live north-west and north-east of Christchurch have a higher preference for cycleways. People who live in the districts have a significantly higher preference for car lanes and a lower preference for cycleways.

What would make this suggested turn-up-and-go service attractive to use?

% of people

Car lanes	25%
Cycleway	31%
Outdoor dining, greenspaces and street furniture	21%
Parking with limited pedestrian space	6%

Question 10: What would encourage people living in Selwyn and Waimakariri Districts to get to and from the central city using options other than by car?
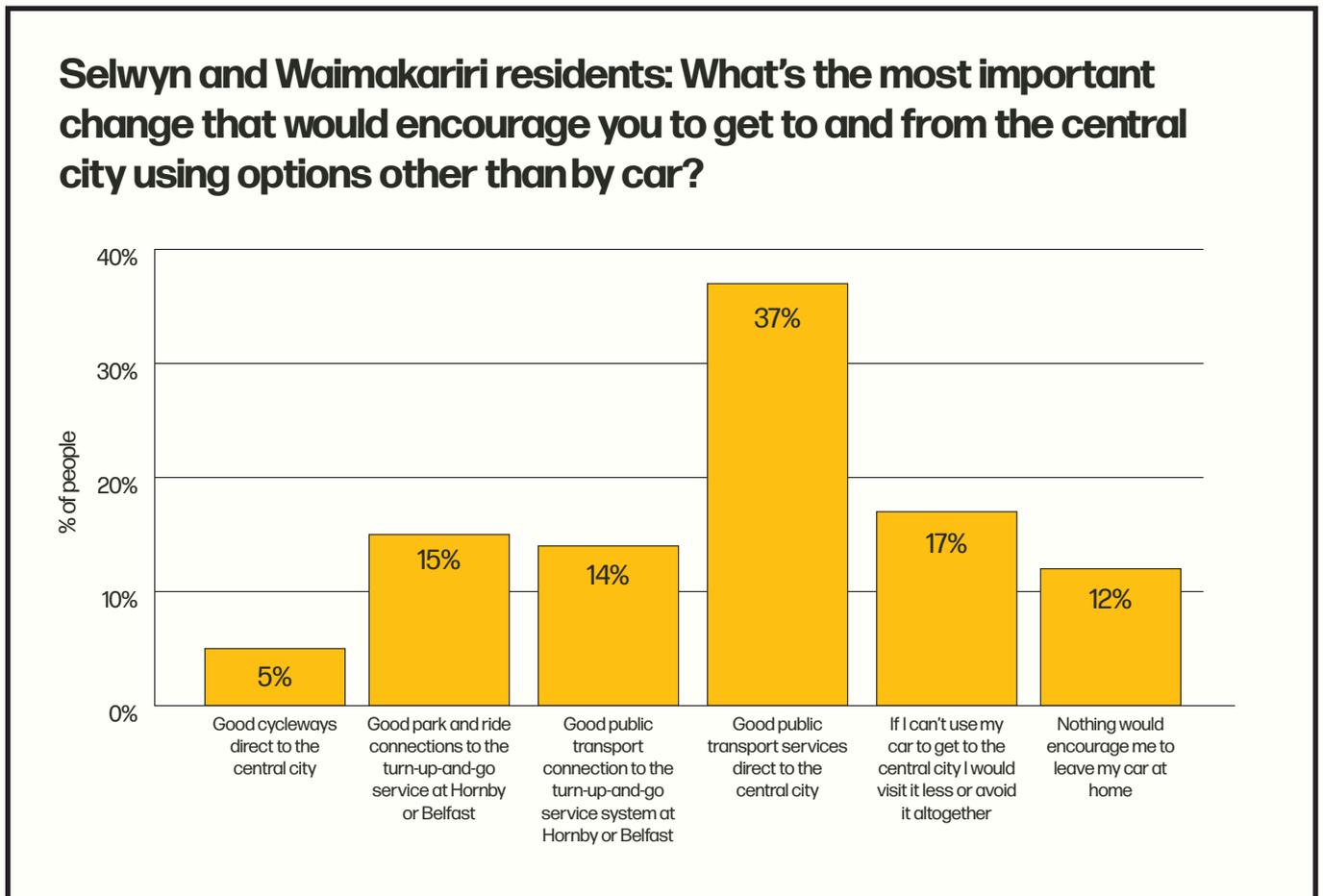
Through the online survey people told us:

Over one-third of people in Selwyn and Waimakariri Districts identified direct public transport to the central city as the best way to encourage people out of cars for travel to and from the central city.

As the number of respondents to this question is relatively small, analysis by demographic group is limited. Generally, there was very little difference by any demographic characteristics. The only conclusions that could be made of clear differences are:

- Openness to shift away from cars and toward public transport options decreases with age.
- People who identify as female have a preference for direct public transport routes over connecting with the 'turn up and go' service at Belfast or Hornby.

Selwyn and Waimakariri residents: What's the most important change that would encourage you to get to and from the central city using options other than by car?

Category	% of people
Good cycleways direct to the central city	5%
Good park and ride connections to the turn-up-and-go service at Hornby or Belfast	15%
Good public transport connection to the turn-up-and-go service system at Hornby or Belfast	14%
Good public transport services direct to the central city	37%
If I can't use my car to get to the central city I would visit it less or avoid it altogether	17%
Nothing would encourage me to leave my car at home	12%

Future Function of Centres (workshop discussion)

Workshop participants were asked how urban centres along the proposed 'turn up and go' route and town centres might change as the population grows and what would be necessary for them to be great places to be and live.

Central City

A 'turn-up-and-go' service in Central City had the potential to reduce emissions and create a more sustainable environment, while also increasing business income and job opportunities.

To ensure that Central City is a place where people want to spend their time, efficient and reliable transportation is crucial, and shuttles can be an effective option. Additionally, an information centre can help visitors navigate the city, while exciting events can draw people to the area. Security measures such as adequate lighting and law enforcement can promote a sense of security, and a variety of amenities and attractions that can cater to the diverse interests and needs of visitors.

Merivale

Participants believed that introducing a 'turn-up-and-go' service in Merivale could lead to a reduction in car reliance and more transportation options, making the suburb more modern and vibrant. However, careful consideration must be given to potential negative reactions, and diverse community needs should be met. Friendly and welcoming people, safe and secure environments, greenspaces, thriving businesses, and good urban design are all essential to attract residents and visitors. The 'turn-up-and-go' service can support these elements and increase accessibility and mobility in the area.

Riccarton

A 'turn up and go' service could bring about significant changes, including reducing traffic congestion, promoting more walking and cycling, and improving access to the University of Canterbury.

To create a desirable environment, there is a need for attractive greenery in public places, better road layouts, sidewalks, and bike lanes, as well as developing more commercial and mixed-use spaces. Additionally, introducing carless days to promote sustainable transportation was suggested.

Church Corner

The introduction of a 'turn-up-and-go' service in Church Corner was also discussed, with participants noting that it could lead to increased congestion around schools and universities and road layout changes. However, by creating a welcoming and attractive environment, providing basic amenities, diverse shops and markets, safe pedestrian crossings, and maintaining the historic church, Church Corner could become an attractive place to spend time in relation to the new transport system.

Hornby

A 'turn-up-and-go' service in Hornby provided an opportunity to consolidate retail activities in one area, but there were concerns about increased traffic and parking if people from other areas used Hornby as a park 'n' ride.

Hornby could become more people-centric, which could involve improving access for pedestrians, making it easier to transfer from buses to rapid transport, and providing more public and green spaces. Shifting the park'n ride to an additional station west of Hornby was also suggested to reduce traffic and parking and encourage public transport usage.

All towns	Concerns were raised about population growth leading to strain on existing resources, crime rates, and impacting on the environment. Importance of maintaining a sense of community and providing essential services such as healthcare, education, and employment opportunities.
Rolleston	Amenities such as cinemas and live music venues, mixed-use zoning, and preserving large mature trees are necessary to enhance the community's quality of life.
Rangiora	Maintaining the town's rural culture and character, providing practical skill-building opportunities for young people, and improving essential services such as medical facilities, education, and infrastructure.
Kaiapoi	Creating a diverse community with various facilities, good schools, employment opportunities, and embracing diversity through providing places of worship for different religions. The use of "red zones" for recreational bike trails, green spaces, and dog parks.
Pegasus, Woodend, and Ravenswood	Need for a balanced approach to growth that ensures the provision of essential services and facilities while maintaining the natural environment and sense of community. Factors such as adequate medical facilities, upkeep of beaches, bike and pedestrian safety, community facilities, and employment opportunities were highlighted as important.
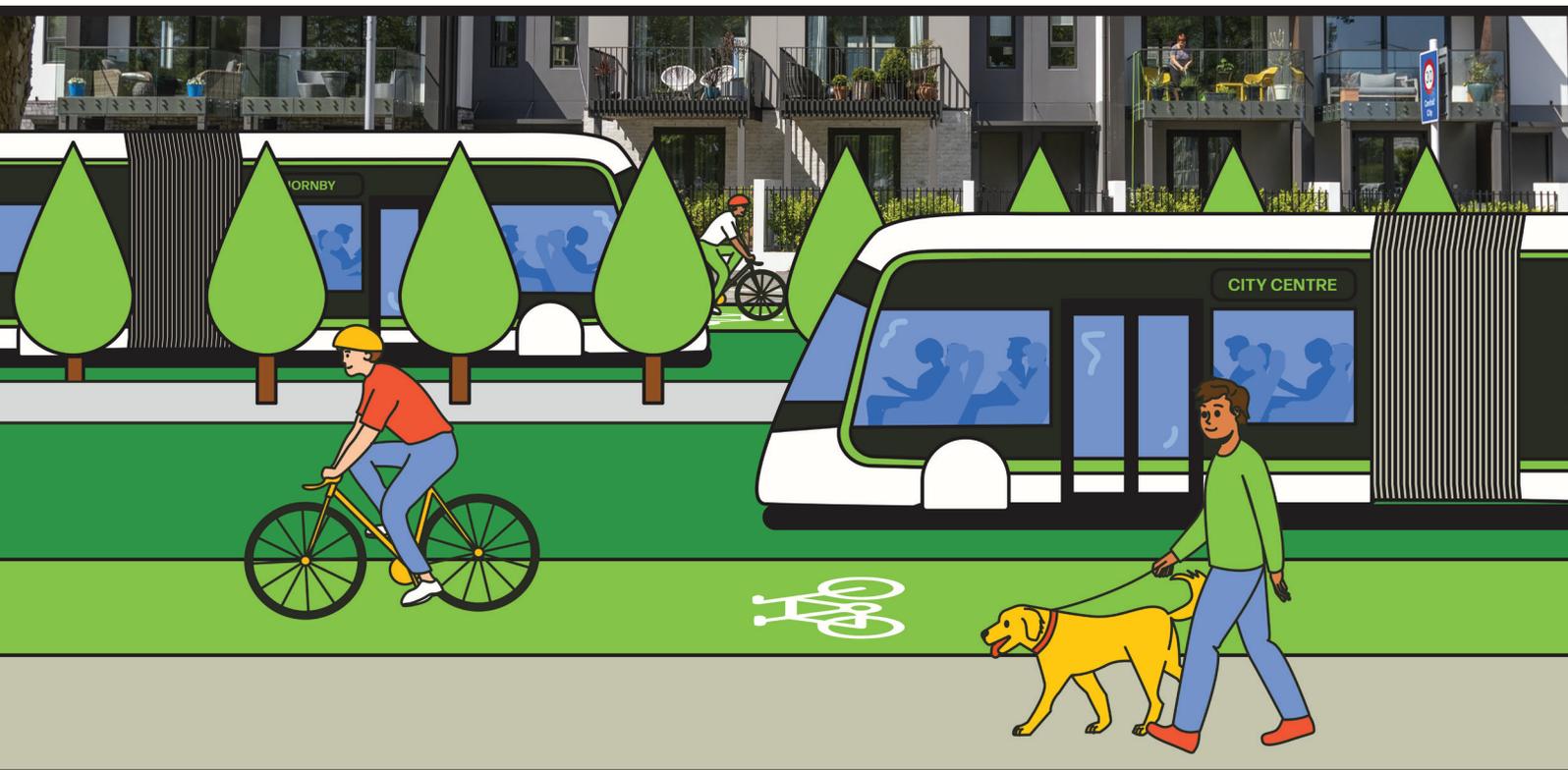
What young people told us

We've heard from over 1,300 people (via online survey and workshops) who are under 25 years of age.

We ran tailored workshops for high school students at the following secondary schools: Haeata Community Campus, Papanui High School, Hornby High School, Christchurch Girls' High School, Ao Tawhiti, Avonside Girls' High, Christchurch Boys' High, Kaiapoi High School, and with other youth organisations including Ara, the University of Canterbury Students Association, VOYCE Whakarongo Mai (care experienced), Oxygen Youth Group, Puawai (Leadership Lab) Environment Canterbury Youth Rōpū, Pacific Youth Leadership and Transformation Council, Christchurch Youth Council, Waimakariri Youth Council, Selwyn Youth Council and Rerenga Awa- the Canterbury Youth Workers Collective.

A Youth Summit was held on 16 March where 35 young people and representatives of the youth sector heard the feedback from both the youth workshops and the wider public engagement and discussed this further. Students from St Andrews College, Darfield High School and Rolleston College also gave feedback.

A delegation of the Youth Summit presented the findings to the Committee briefing on 17 March.

Activations were held at university O'weeks (University of Canterbury and Lincoln University) – resulting in over 100 surveys completed by students.

The following themes were heard from the youth workshops engagement:

For housing:

Certain areas feel like they are not included in this plan - What business investment is going into the eastern areas like Aranui, New Brighton as well as those areas along Lincoln Road?

There needs to be an affordable, diverse and accessible range of housing options for different groups of people when planning for future growth - high-density housing does not suit indigenous/ big whānau who live in extended/intergenerational homes, whaikaha (disability) elderly, refugee and migrant, homeless and young

people in care who may not have families and need transitional housing.

First-home buyers and youth wanting to flat with friends would be very open to high-density housing – this would need to be affordable and have good design around: sound, space, technology, landscaping and be aesthetically pleasing yet still maintain a sense of privacy and access to green spaces.

Climate change solutions and reducing emissions when planning for future growth and higher density are important - being conscious of rivers and beaches, water quality, flooding, how wetlands can be incorporated, considering renewable energy sources and energy-efficient design in new builds.

For the 'turn up and go' route:

The 'turn up and go' system needs to extend to Kaiapoi and Rolleston- there was strong feedback from young people in the Waimakariri and Selwyn districts, as this would allow greater access and connectivity for young people from these districts commuting into Christchurch city, as well as for people who live in the city to come out to the Greater Christchurch areas.

The whole system needs to be safe - many youth expressed how unsafe the current Bus Exchange is for them, so the 'turn up and go' needs to be safe when they are on the service and transitioning as pedestrians.

The 'turn up and go' needs to be accessible, frequent, free or very cheap and have free wi-fi.

The 'turn up and go' would support the development of high-density areas - youth could see the importance of access to places where people live, work and play could be further developed along this route. This would help reduce car dependency although traffic congestion in the surrounding areas is a grave concern.

Consideration and a clear communications plan needs to be given to those not close to the route - what connectivity support and considerations are there for those who live and work in areas in the East and other rural areas where the 'turn up and go' service does not extend to?

General feedback:

Safety: this can have different meanings for different groups of young people. Some examples of safety were freedom from: experiencing racism, being harassed on buses, being catcalled, social media harm, ram raids, alcohol harm and feeling fearful in public. Safety is also the freedom to: approach adults who are there to protect you, live in healthy cities, thrive and have the ability to dream.

Māoritanga is embraced, diverse, multicultural and welcoming: Māoritanga is embraced, visible, and valued across the city. Mana Whenua have a leadership role in anchor projects.

Every culture feels like they belong here and can see themselves reflected in the city design.

Equity: access to higher education and learning opportunities is important to earn higher income- how do we ensure young people from everywhere in the city have access to such opportunities? The high cost of living crisis is top of mind for young people- they want to buy a home in the future, but don't know if it is possible.

Clean, Green and Sustainable: Green spaces are a must, as is having good quality drinking water. Concerns include the water quality of the Avon River and dealing with rubbish and waste effectively.

PART 2:

# Hearing from our urban development partners
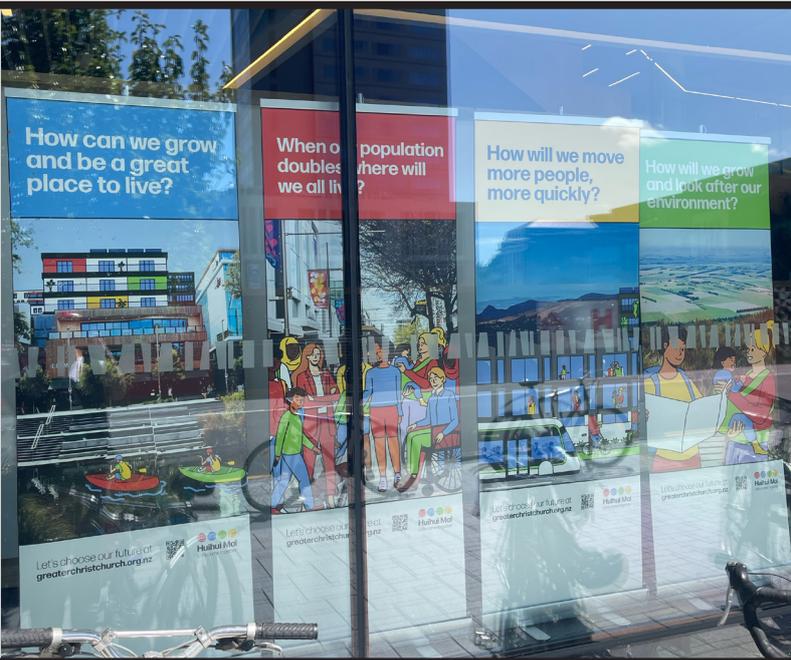
We held meetings with three types of 'urban development partners' which have a significant influence on the urban form of Greater Christchurch through their own decisions and investment:

1. Infrastructure providers
2. Developers and retirement villages
3. Businesses and tertiary institutions

The purpose of this engagement was to:

• Test the work to date to inform the development of the draft Greater Christchurch Spatial Plan and proposed 'turn up and go' route investigations.

• Identify how their strategies and plans intersect with the Spatial Plan and suggested 'turn up and go' route.
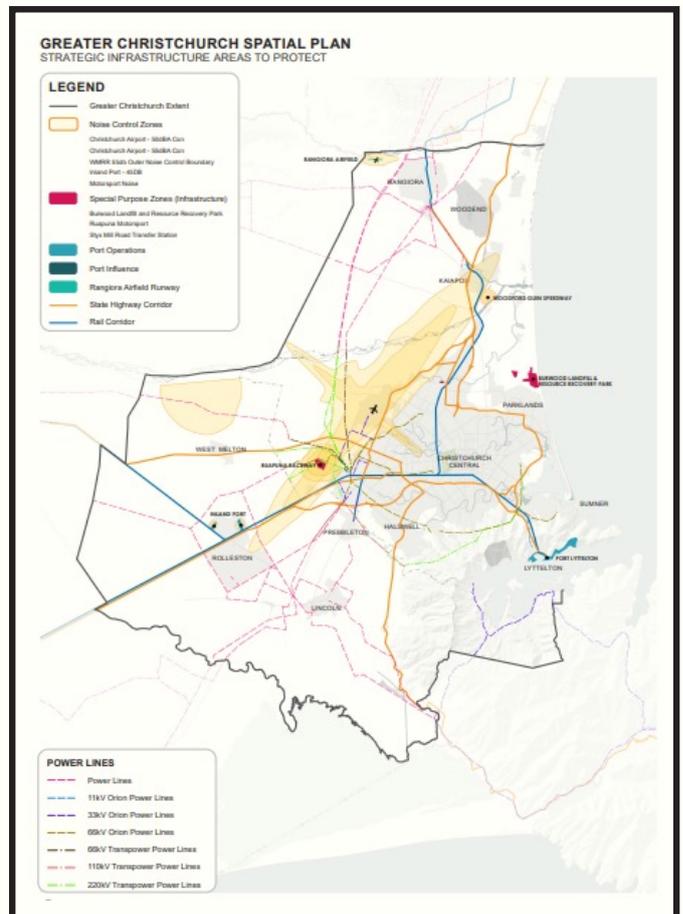
Infrastructure providers

Key themes from infrastructure providers

The importance of Greater Christchurch's logistics function:

- Protecting freight routes (rail and road) and regional connectivity
- Growth in inland ports to facilitate freight movement – need to provide for these

The impact of changing technology (including green energy, local energy solutions, digital technology, sensors, IoT) on the provision of network infrastructure (energy, telecommunications).

Growing and changing demand for energy:

- Greater demand for energy (transport, industrial, household).
- Intensification can shift the pattern of demand.
- Mixed-use development smooths energy demand.
- Potential for local renewable energy generation

Telecommunications:

- The continual challenge is finding locations to increase the density of the telecommunication networks to meet the demand generated by growth and development.
- Redevelopment and new growth areas across Greater Christchurch need to integrate network infrastructure including telecommunications with land use and the needs of communities.
- Spatial plans for sub-areas of Christchurch and new development proposals should be required to assess whether telecommunication infrastructure will meet future needs, especially in areas with no or limited connectivity capacity.

Tertiaries & Business

- Businesses need certainty and confidence about the future of Greater Christchurch and the plans and future investment by government.
- It is important to understand which businesses are affected by the transition and how to support them.
- Tertiaries will continue to provide face-to-face education alongside growing online education provision. Students and staff are not necessarily on site all the time.
- Public transport needs to work with flexible student schedules – currently it does not.
- Support high-density housing close to campus. However, many students study in Greater Christchurch for the wider regional lifestyle – they'll still want cars to access the outdoors.
- Campuses are reducing carbon / improving sustainability – esp. heating.

Importance of ongoing dialogue and working together to ensure ongoing alignment and integration. Follow-up meetings and workshops are being held with individual infrastructure providers and sectors (e.g. telecommunications).

Developers and retirement homes operators / developers

The purpose of engaging with developers and retirement home providers was to test the work to date and inform the development of the draft Greater Christchurch Spatial Plan and the suggested 'turn up and go' investigations, and to identify 'significant future development opportunities' as required by the National Policy Statement – Urban Development (NPS-UD). This engagement meets the requirements set out for a Future Development Strategy under the NPS-UD.

An email was sent to a long list of developers and retirement home providers inviting them to meet during the engagement period. It was noted that there is a further opportunity for feedback during the formal consultation on the draft Spatial Plan.

The engagement was structured around four questions:

1. What significant future development opportunities and infrastructure requirements that they see?

2. How are they seeing the market change in terms of the type of developments being delivered? What are the key drivers of this?

3. There is a focus on more targeted intensification. What are their thoughts on delivering more compact/ intensified developments in the long term? This could be framed as increased densities in 'greenfield' areas and intensification around public transport/Centres.

4. What would be the key factors/barriers to supporting this change? How can local and central government authorities encourage/support this?

Developers, landowners and other interested stakeholders were also invited to complete an online survey in late June/early July 2021. They responded to questions about their views on the demand and supply of land for residential and business development within the Greater Christchurch area, supply issues or barriers to development, and development intentions and possible timing for these. The feedback received has been used to inform the Greater Christchurch Spatial Plan. To supplement the online survey, and to provide further input to the spatial plan, face-to-face interviews were undertaken with a small number of developers. These delved further into understanding interviewees' experiences, aspirations and issues with land development matters.

The above has been supplemented by an understanding of the development opportunities and infrastructure requirements from other processes including –

- Feedback received on draft Intensification Planning Instruments prepared by Christchurch City, Selwyn and Waimakariri Districts and submissions on the notified plan change/ variations to implement Medium Density Residential Standards and the National Policy Statement on Urban Development;

- With consultation occurring either prior to or at the same time on Intensification Planning Instruments, there may have been some developers who did not contribute or participate on Huihui Mai.

- An understanding of rezoning requests through current district plan reviews and private plan change requests.

- Discussions with developers on the rezoning of land at a pre-lodgement stage;

- Ongoing communication with developers through consenting processes; and

- The planning of infrastructure by Councils, including the review of their plans to identify where upgrades are required in the future.

The key themes from developers and retirement home operators / developers

Development around public transport and MRT (turn up and go) corridors

General support for improved public transport and the 'turn up and go' route.

No clear indication on whether the suggested future 'turn up and go' route would provide sufficient certainty to encourage additional investment.

Spatial Plan looks to be driven by transport and not land use.

Housing development / greenfield

Concern if the Spatial Plan was used to limit density. Greenfield needs to be a housing choice, particularly in the districts.

New typologies and higher densities in towns will be feasible in the medium-long term, but may not be in the short-medium term.

The potential to undertake development at scale through greenfield allows for greater outcomes and flexibility than brownfield. Comprehensive redevelopment of industrial brownfield is much more attractive as it offers the scale of greenfield.

General support for spatial plans to indicate the direction of further greenfield expansion.

A larger number of developers are needed so that there is sufficient competition that can drive affordability.

Barriers and incentives to develop

Barriers to growth include development contributions, complex consenting, uncertainty, interpretation of groundwater and additional costs on development to meet amenity requirements e.g. tree canopy.

General agreement that the rezoning and consenting process is too slow, cumbersome, and drawn-out.

Due to NPS-UD Medium Density Residential Standards (MDRS), new tools and levers will be needed to incentivise brownfield redevelopment, infill, and intensification in appropriate locations.

Current regulations and requirements (e.g., net density definition) limit the ability of developers to provide positive outcomes that they would otherwise provide for.

General ambivalence to the green belt or disagreement on what the greenbelt should represent.

Importance of forward-thinking infrastructure to provide certainty for developers.

Opinions varied on the value of Special Housing Areas and Covid-19 Fast-Track Consenting.

Urban environments

Neighbourhood centres are important for local convenience. These should be part of greenfield developments.

The current move to smaller sections and street widths is becoming problematic for residents as they are still car-dependent because public transport isn't provided. People are parking on the road verges but only one car can get by.

Retirement and Lifestyle Village Developers/Operators

The land requirement for a retirement or lifestyle village to be feasible is between 8-11 hectares. A non-greenfield growth agenda directly conflicts with this development model (especially for retirement villages). General concern about the implications of the National Policy Statement – Highly Productive Land.

There is a growing demand for this type of development which represents housing choice and a general trend observed of wanting to live closer to family since 2019. An aging population will increase demand.

Proximity to public transport is desirable for retirement villages as residents rely on more health services. The amenities of the surrounding area are highly important, as is connectivity.

Villages with hospital-level care are less concerned about co-locating to a hospital and/or other medical services.
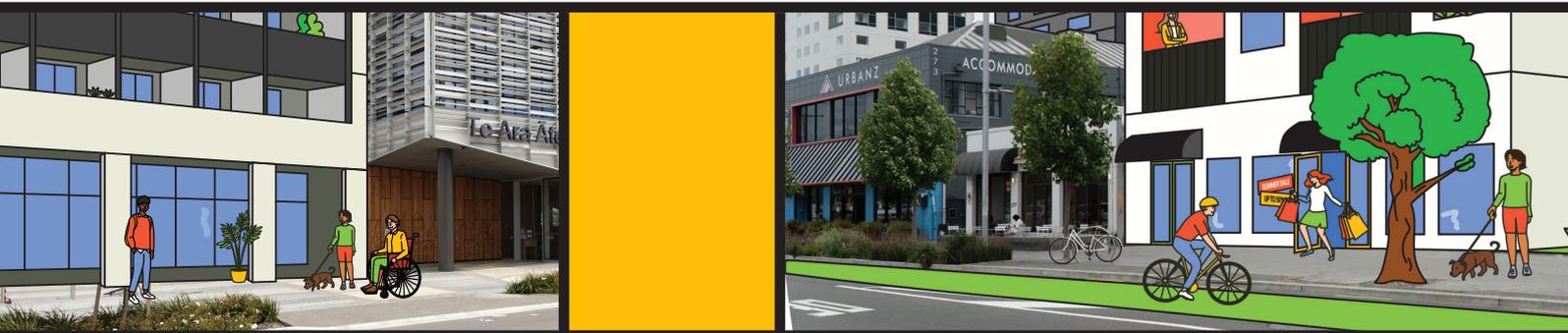
Central government agencies and local authorities

Central government

As part of Huihui Mai relevant central government agencies were invited to engage and provide feedback on the future of Greater Christchurch. The approach varied by agency and included written briefings and meetings.

Overall, central government agencies were comfortable that the direction of the draft Spatial Plan and proposed 'turn up and go' mass transit service aligned with government priorities and investment in the region.

The Ministry of Housing and Urban Development, Kāinga Ora, Waka Kotahi and Department of Internal Affairs have been actively engaged in the preparation of the spatial plan through the Urban Growth Partnership and support the proposals.

Waitaha Public Service Commission group[1] was sent information with an offer of individual meetings. A short presentation was originally scheduled for the February meeting of the Waitaha group but was postponed due to the involvement of agencies with recovery after Cyclone Gabrielle. As a result of this engagement meetings where organised with the Ministry of Social Development, the Ministry of Education and the Ministry for Pacific Peoples.

The Ministry of Social Development was interested the future of eastern Christchurch and will engage further on this during the implementation phase.

The Ministry of Education would like to better understand the implications of the proposals on their networks and assets. This will be addressed through more active engagement in the implementation phase, with a focus on the priority areas.

Other agencies who received engagement material include: Department of Cabinet and the Prime Minister, Infrastructure Commission, KiwiRail, Ministry of Business, Innovation and Employment, Ministry of the Environment, Ministry of Transport, The Earthquake Commission, The Treasury, Ōtākaro Ltd.

Engagement with relevant central government agencies will continue through the implementation of the spatial plan.

Local government

We also engaged with our neighbouring local authorities at the Canterbury Mayoral Forum meeting on 24 May 2023.

Other groups

As part of the Huihui Mai consultation we also engaged with Christchurch City Council Multi-Cultural Advisory Group, One Voice - Te Reo Kotahi, Waimakariri Age Friendly Advisory Group and The Tuesday Club.

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[1] Members of the Waitaha Public Service Commission who received the briefing: Ara Poutama Aotearoa – Department of Corrections, Canterbury District Health Board Ministry of Business, Innovation and Employment, Ministry for Ethnic Communities, Ministry of Justice, Ministry for Pacific Peoples, Ministry of Social Development, NZ Police, Oranga Tamariki, Te Puni Kōkiri

PART 3:

How this feedback has informed our spatial plan and MRT indicative business case

Key Themes from the Engagement	How this is considered in the draft Spatial Plan / Transport Plan / Mass Rapid Transit Indicative Business Case
1. The vast majority of people agree with the direction to focus growth around key urban and town centres and along public transport routes.	Consistent with the direction of the draft Spatial Plan.
2. Many people are open to high density living, but it needs to be planned and designed to meet their different needs and povide quality of life for people.	As key tools to deliver the Spatial Plan are developed - e.g. Priority Development Areas, Housing Plan – explicit consideration must be given to how to ensure that the development of high-density housing meets the holistic wellbeing and lifestyle needs of people.
3. People want effort focused on all aspects of the natural environment, with particular importance placed on improving the health of our waterways.	Inform the development and implementation of a Greater Christchurch blue-green network. This is a key move in the draft Spatial Plan.
4. Over half of people agree with the proposed 'turn up and go' route. Where they don't agree, it's mainly about wanting enhanced public transport / extension of the route where they live	This feedback will feed into the Indicative Business Case for MRT, and if approved, the development of the Detailed Business Case.
5. To use their cars less, people want more frequent, more reliable and more direct public transport.	Ensure public transport improvements are made across Greater Christchurch particularly with regard to frequency, reliability and direct routes. Consistent with the planned investment through PT Futures Investment Programme, and will inform the development of the Greater Christchurch Transport Plan.
6. Partnership and communication between urban development partners needs to improve to achieve better outcomes.	Included as a proposed action within the draft Spatial Plan joint work programme is to establish better models for partnering / communicating with urban development partners.
7. We need to protect Greater Christchurch's role as a national and regional logistics hub.	Explicitly addressed in the draft Spatial Plan and will be an important component of the Greater Christchurch Transport Plan.
8. There are some barriers and challenges to shift the balance of commercial residential development from greenfield to higher-density housing.	Review of statutory / non-statutory tools to shift the feasibility of development is proposed as an action within the draft Spatial Plan joint work programme.

References

Appendix 1 – Online survey questions

1. **Do you agree that we should focus future growth around key urban and town centres and along public transport routes in the future?**

   Agree / Don't Agree / Don't Know

   a. If you don't think this is the best place to focus future growth, where do you think we should focus growth?

   In new sub-divisions on rural land adjacent to existing towns and suburbs In new towns in rural areas

   In other suburban areas of Christchurch   *In other towns*

   b. List your reasons

2. **What matters most when thinking about the type of neighbourhood that you would like to live in?**

   A green neighbourhood (green spaces, trees)   A mixture of activities (shops, services, cafes)

   Availability of affordable housing   Easy access to open spaces – beach, hills, rivers

   Easy access to employment   Easy access to bars, restaurants, entertainment

   Close to public transport routes`   Other

   a. If other, please list

3. **Based on where you live, what services, businesses, or facilities are missing in your local area that are important to you?**

   Aged care facilities   Community facilities – halls, libraries, schools

   Health services e.g. GPs, dentists, physios   Leisure and hospitality services – bars, restaurants, movie theatres

   Other retail – clothing, hardware etc   Parks and playgrounds

   Personal services – hairdressers, gyms   Supermarket

   None – I have everything I need   Other

   a. If other, please list

4. **Would you consider living in high density housing (such as a townhouse or apartments) in the future?**

   Yes / No / Maybe

   a. maybe, what would encourage you to live in high density housing? e.g if it was affordable, well designed, conveniently located.

5. **Where should we focus the most effort to protect and enhance our natural environment as our population grows?**

   Creation of a greenbelt which protects open spaces and farmland   Improving the health of waterways

   More parks and tree planting   Protection of farmland

   Restoring habitats for indigenous plants and animals Other

   a. If other, please list

6. **Currently, how often do you use public and/or active (cycling, walking) transport to get around?**

   A lot of the time   All the time

   Rarely or never   Sometimes

7. **What is most likely to encourage you to choose public and active (cycling, walking) transport more often?**

A more frequent public transport service

A more reliable public transport service

Cheaper fares

Cleaner and more comfortable buses

Higher car costs – fuel and parking

Cycle-ways and walkways that take me where I want to go

Less / no free parking close by

More congestion meaning trips take longer in your car

More conveniently located stops

More direct public transport routes and connections

Safer cycle-ways and walkways

Safer public transport – on bus and at stops

Other

Nothing would make me use public and active transport

I don't need encouragement, I always use public and active transport to get around

a. If other, please list

8. **Do you agree with this suggested turn up and go route?**

Agree / Don't Agree / Don't Know

a. If you don't agree, where do you think the route should go?

9. **What would make this suggested a turn up and go service attractive to use?**

A service that starts early and finishes late

Frequent

Good station and on-vehicle security

High quality stations - shelter, amenities

Reliable

Other

Well located stops that provide access to work, retail, leisure and health services

a. If other, please list

10. **In prioritising a turn up and go public transport service, it will be necessary at key centres - for instance at Papanui, Merivale and Riccarton - to think about how we allocate space within the street for different users. In addition to a dedicated lane for the turn up and go transport service and a footpath, which of the following options is most important to you?**

Car lanes

Outdoor dining, greenspaces and street furniture

Cycleway

Parking with limited pedestrian space

11. **What's the most important change that would encourage you to get to and from the central city using options other than by car?**

Good cycleways direct to the central city

Good park and ride connections to the turn up and go service at Hornby or Belfast

Good public transport connection to the turn up and go service system at Hornby or Belfast

Good public transport services direct to the central city

If I can't use my car to get to the central city I would visit it less or avoid it altogether

Nothing would encourage me to leave my car at home

Appendix 2 – List of feedback received via email and post

"While greenfield development seems like the simplest option to accommodate more people we must not overlook the downsides which are:

- the loss of prime agricultural land which ultimately distances the population from easy access to fresh fruits and vegetables while at the same time increasing food transportation costs.
- The constraint of or even the loss of waterways as in my neighbourhood, a small stream has been totally buried. This of course further eliminates wildlife from the urban environment.
- This urban spread makes greater numbers of people reliant on possessing their own automobiles and all the associated costs.

This American model has proved itself to be a failure and we should perhaps be looking to Singapore, And since we have lost so much prime agricultural land close to the city we should be looking to create vertical farms and a greener cityscape."

"The tram rail system works well in Tours, France. It's cheap, quiet, reliable and people use it.

People in outlying areas need cars, large 4x4 vehicles should be banned from city centres.

Electric cars are a non-starter, they take up space and the power supply is insufficient to service them.

I like the cycle ways, but feel they could be less generous in width, speaking as a cyclist.

The idea of allowing 6 storey housing is utter madness, have you forgotten Christchurch is on an earthquake fault."

"I guess consideration has been given for a monorail that can straddle some roads, and run beside the railway network to hook up at various stations in strategic places. As time moves forward, an electro-levitation type of transportation could be introduced as a means of quiet, fast and reliable system, which can be added to from outlying suburbs, like Rangiora, Rolleston, Lyttleton and beach suburbs."

"As a very interested of the population growth. You have given dates for workshops. I was totally unaware but looking at the Dates they have been. Straight away I smell a rat. Why was this not published in a timely manner?. Or could it be you had a preconceived idea on what you want and not really interested in other possible opinions. We have developed a culture if we speak it's hate speak. Or is racists. We are rather feed up with trying to keep us stifled."

"Just want to add that stopping at Hornby and Belfast, if they have gone that far they might as well go the rest in their car."

"We have seen the impact that transport has in Auckland.

The best cities internationally have this nailed so people can park their cars and hop on rail.

I believe urban sprawl can be different in Christchurch if we start investing in an infrastructure now that goes to Rolleston and has the potential to extend beyond and to Kaiapo and has the ability to go beyond.

I do believe we are at a place where this could be obtained more easily than the mess we see in Auckland but we need to work fast."

"If you check NZTA's survey data from before the earthquakes you will find the flow of traffic across the Waimak bridge each day went in six different directions with less than 20 per cent going to the central city

And it is probably even less now.

No train or bus service can take everybody everywhere they want to go as they all want to reach different places.

Public transport systems are practical in places like London, Japan, Hong Kong, and New York but we would need another 40 million people for them to work here."

Hello,

As another option may I suggest investigating a Tram-train style of PT for the Greater Chch area patterned after the 'Karlsruhe Model' in Germany, whereby tram / light rail vehicles run on existing heavy rail corridors and then switch on to street running rails closer into the city.

YouTube has a short clip of a basic operation: https://youtu.be/UhRnkEtzC-k

In Chch's situation an integrated approach is critical as not one method of PT will cover efficiently all that is desired for a total workable solution, however this TT option aligns more closely with what is trying to be achieved with 'Turn up and go' than the two other options investigated.

All these other options do not 'stack up' primarily because they target travel to and from the wider district into the city as opposed to travel within the city and should be recognised as two separate scenarios.

A heavy investment in equipment and infrastructure is being suggested for this project alone, but I believe a scaled back and more modest plan to reach the original goal can be still be achieved within a smaller budget.

As identified supporting and encouraging the region's future growth, a better PT system is needed to get to and from many locations. An overlapping Tram-train operation offers yet more choice and flexibility to a wider amount of patrons esp. having the advantage of bypassing congestion at peak times.

See map for a possible TT route into the CBD, skirting South Hagley Park and the Avon River enroute
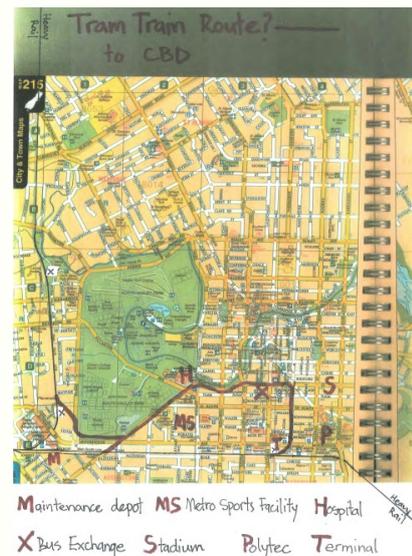
"I listened to your presentation at lunchtime today. I intend to respond formally but the presentation raised some questions which I'd appreciate a response from you in the interim please:

- the material publicly available to date does not address how the current system of public transport will be accommodated/integrated with the proposed MRT. The phased introduction means that Phase 1 (in particular) will be on already heavily used PT corridors, in many instances replicating most or all of the proposed MRT route from suburban hubs to the centre city interchange. Much of the patronage that is carried on these corridors does not begin or end in the corridor however - it is collected from other parts of the city and funnelled into these corridors because they have on them, or are easily linked to, the places people want to visit (and vice versa). Therefore how do you see existing services being integrated with the proposed separate high frequency MRT service that stays just within the corridors?

- I understand the 'city shaping' desire of the proposal. To some extent that city shaping is already occurring with significant housing infill around Riccarton and within the vicinity of the Riccarton Rd corridor, and perhaps to a lesser extent in parts of Merivale to the city along the Papanui Rd/Victoria corridor. What evidence to you have to date that this densification is resulting in a greater propensity for people in these areas to use public transport? Obviously there are all kinds of barriers one could cite (including Covid in the last couple of years), but many of these barriers have been cited for years (if not decades) but seemingly not much has changed in terms of outcomes....patronage trends over the last few years (and prior to Covid) are not encouraging I think?

- What are the patronage expectations of the MRT in Phase1 and Phase 2? (and what is the analytical basis for these estimates?)."

"My feedback is to consider low-cost incremental experiments, rather than gambling billions on a risky moonshot.

Light rail is vastly expensive and completely inflexible.

Turn-up-and-go busses are flexible for route, and enable a gradual transition to upgrade todays public transport, with incremental investment corresponding to usage.

I lead an innovation team, and have learned the hard way about moonshot projects. Far better to run low-cost experiments, learn quickly (fail fast), change direction as needed to optimise outcomes."

"Written submission – key points:

- People like to use cars

- Create more carparks around perimeter of city

- No more bike lanes; pedestrian bridges to nowhere

- No more electric vehicles purchased by Christchurch City Council

- Don't increase rates to fund these activities / infrastructure. Put a cap on rates rises and stop wasting money. Christchurch City Council should stick to core functions. People on limited incomes can't afford rates.

- Don't encourage more growth

- Don't accept that rail line can't be used for commuters

- Christchurch City Council should focus on making us resilient to climate change not reduce climate emissions as we won't make a global impact

- Run tram around outside of Hagley park"

The Waimakariri Age-friendly Advisory Group received a verbal report from a member about a briefing meeting she attended on Tuesday 14 March on the work your group is undertaking as part of Greater Christchurch 2050.

The Age-friendly Advisory group was concerned that the report they received suggested that 'best practice' principles for Age-friendliness were not evident in either the presentation or the visual depictions that accompanied the presentation.

The Waimakariri Age-friendly Advisory Group understands that ongoing consultation is seeking feedback on a number of questions relating to future planning.

Our Age-friendly Advisory Group would welcome the opportunity to participate – perhaps you could attend one of our monthly meetings.

In the meantime we respectfully forward a check list developed by the World Health Organisation which outlines how plans and initiatives can meet 'best practice' for creating an age-friendly community.

We are forwarding this checklist as our initial feedback on the process and questions you are seeking engagement on. Our committee member who participated last Tuesday was concerned about proposals and visual depictions that minimise parking adjacent to businesses and services and potentially creating a barrier for elderly or physically disabled people.

Our local Age-friendly group would appreciate your commitment to this WHO checklist as you develop and refine your ideas.