

Huihui Mai Greater Christchurch

Let's come together to plan our future.



The Christchurch, Selwyn and Waimakariri districts are growing rapidly, with our population potentially doubling to 1 million people within the next 60 years, if not earlier.

How can we grow in a way that will provide a good quality of life while also tackling important issues such as responding to climate change, preserving the environment, making our area more resilient to natural disasters, and making housing more affordable?

It's time to come together to plan our future – please tell us what you think at **www.greaterchristchurch.org.nz**

The final day to have your say is
March 26 2023.

How to get involved

The Urban Growth Partnership for Greater Christchurch has some suggestions on ways we could address future challenges – and they want to know what you think.

Your feedback will help us to develop the draft spatial plan that will go out for consultation later this year and finalise our investigation into the turn up and go public transport service allowing us to move to the next phase of detailed planning for this service.

How can we accommodate more people and businesses in a way which provides a great quality of life, well-functioning urban areas and a thriving economy, while protecting our environment?

Are we on the right track to better public transport?



Ways to have your say

Survey

Tell us what you think at

www.greaterchristchurch.org.nz

The final day to have your say is **March 26 2023**.

Webinar

Attend the webinar if you are interested in hearing a presentation and listening or participating in a Q&A on the work.

The webinar will be held **Thursday, 2 March 12 noon - 1pm** and you can register at greaterchristchurch.org.nz/huihui-mai/get-involved/

This webinar will be recorded and will be available on the website after the event. A written copy of all the questions raised and the answers will also be provided on the website.

Workshops

We are holding workshops in different locations across Greater Christchurch.

Attend a workshop if you are interested in hearing a presentation and participating group discussions about the work - both at tables and with the full workshop group.

All the workshops will address the same questions and have the same format.

- **Tuesday, 7 March**
9 - 11:30am, University of Canterbury Student Association
- **Wednesday, 8 March**
5pm - 7:30pm, Te Ara Ātea, Rolleston
- **Tuesday, 14 March**
5pm - 7:30pm, Mainpower Stadium, Rangiora

Register at greaterchristchurch.org.nz/huihui-mai/get-involved/

Accommodating Growth

When our population doubles, where will everyone live?

Introduction

Our city and surrounding towns have changed a lot over the last 15 years. The 2010/11 earthquakes and the rebuild have transformed our central city, other parts of Christchurch, and townships within Selwyn and Waimakariri.

Our population has grown by 20% since 2006. Over the next 30 years, we expect our current Greater Christchurch population of around 530,000 people to grow by more than 30% to around 700,000 people with the potential for our population to double to over 1 million within the next 60 years, if not earlier.

We have done some work to look at how we best accommodate more people and business in a way that provides a high quality of life for our people, a thriving economy and protects our environment and what we value about our place and community for us and for future generations.

Our work suggests that to best achieve these outcomes, population and business growth should be focused:

- In further intensification in the central city, key urban centres and town centres and along the proposed turn up and go public transport service corridor* and in key urban centres.
- In Christchurch through intensification along other high-frequency public transport corridors like Lincoln Road that link the key urban centres.
- In the towns through further intensification around the town centre, and extending along public transport corridors within towns.

** See the 'transport for the future' section on page 15 for more information.*





Key Challenges

- Greater Christchurch continues to experience strong population growth. Statistics New Zealand projections suggest Greater Christchurch will need to accommodate 77,000 more households, over the next 30 years. If Greater Christchurch continues to grow at the rate of the previous 15 years, then the urban area could have a population of one million people within the next 60 years.
- Greater Christchurch's employment and housing is relatively dispersed, with this becoming more acute following the 2010/11 earthquakes.
- Our central city remains economically vulnerable with employment still below pre-quake levels.
- Our urban form has amongst the highest dependency on private motor vehicles for transport of the main urban areas in New Zealand.
- Housing affordability, while still relatively good in comparison to other major urban areas in New Zealand, has declined significantly over the past two years with low income households particularly impacted.
- The performance of Greater Christchurch's economy in terms of productivity is relatively poor given its economic strengths and assets, and economic role in the South Island.
- Greater Christchurch is the most exposed urban area in New Zealand to coastal inundation and flooding due to climate change, and this will affect some of the most vulnerable communities more significantly. Many of our natural habitats have been lost and are vulnerable, with urban rivers impacted by pollution and low levels of indigenous biodiversity.

We need to accommodate growth in a way which meets these challenges and provides a high quality of life for our people.

Areas to avoid and protect

Planning for new urban development must take account of the risk of natural hazards, as well as areas to be protected from development such as sites and areas of significance to Māori, the natural environment, and strategic infrastructure.

There are some areas where development should not occur, such as areas of natural hazards that

we need to avoid, and areas we want to protect for current and future generations. There are also some areas that are subject to natural hazards, but where these hazards can be mitigated by building differently, such as a higher floor level in areas of flooding or geotechnical foundation solutions in areas prone to liquefaction.

Hazards we need to avoid include:

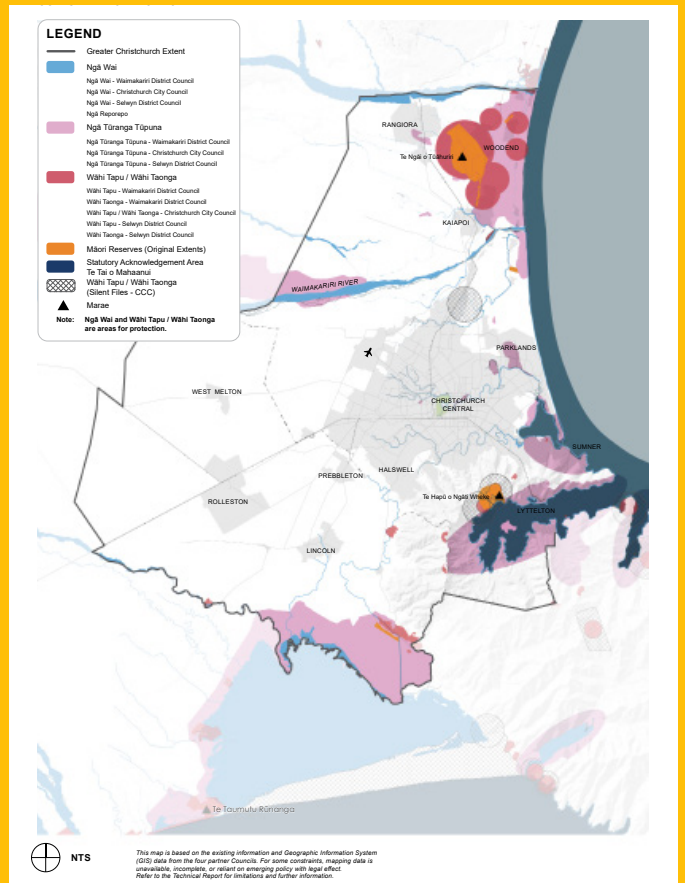
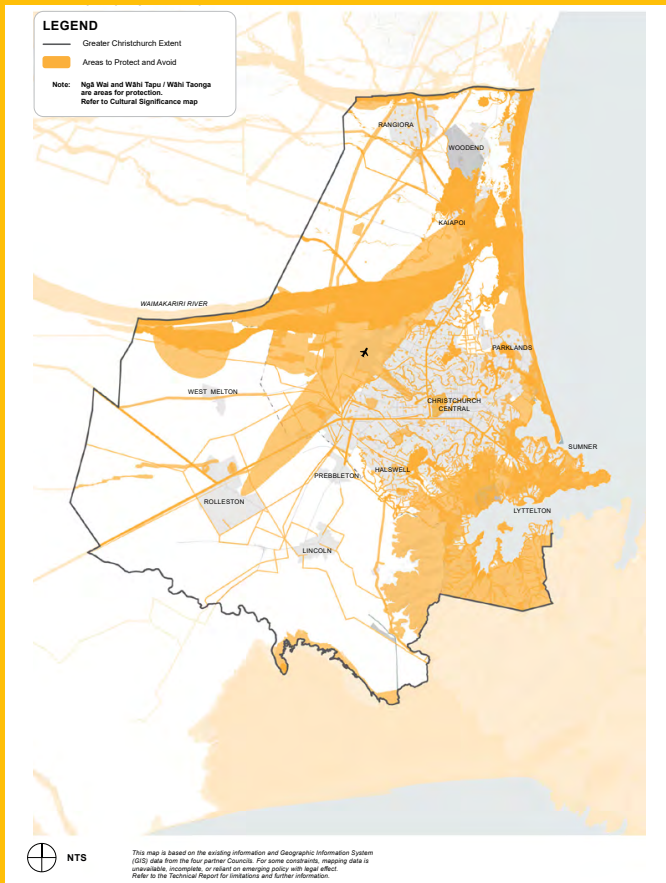
- Areas vulnerable to flooding
- Areas vulnerable to the risks of climate change, including coastal erosion, coastal inundation and tsunami inundation
- Rock fall, cliff collapse and mass movement areas, and fault lines

Areas we want to protect are:

- Sites and areas of significance to Māori
- The natural environment
- Strategic infrastructure
- Highly productive land
- Water resource, waterways, springs and groundwater.

This map shows the areas we should avoid further significant development due to natural hazards or environmental values. It is important to note that sites and areas of significance to Māori have not been included in this map.

The protection of sites and areas of significance to Māori is recognised as a matter for engagement with mana whenua. Here is a map showing sites and areas of significance to Māori.



Our capacity to accommodate more people and business

Housing

The good news is that we have a lot of housing choice and capacity within the Greater Christchurch area and have sufficient housing supply to meet projected demand over the next 30 years and beyond. Over the next 30 years we are projected to need 77,700 more households, but we actually have the capacity to build well over 150,000 houses. We are enabling a range of housing types to be developed that meets the needs and demand of our future population, including accommodating a growing older population and 1-2 person households.

Demand will be met through further intensification (medium and high density) being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement for Urban Development and additional new greenfield areas being considered for rezoning through both the Waimakariri and Selwyn District Plan Reviews and private plan changes.

Our greatest ongoing challenge is making sure we have the right types of affordable housing in the best locations to meet the varied needs of our community. Our work is therefore focused more on how to encourage positive change in our urban form which addresses our challenges, rather than any need for major additional housing capacity.

Business

We may need some new business land, but this may be addressed by changing where our businesses are located.

There are two types of business land:

- **Commercial land**, which accommodates offices, shops and services often co-located with housing and other activities.
- **Industrial land** which mainly accommodates manufacturing and warehousing activities, close to freight routes and usually separated from housing.

Again the good news is we have sufficient industrial land available in Greater Christchurch over the next 30 years, and especially in Christchurch city. Industrial activity may move west as some areas in the city transition from industrial to commercial and residential use, especially near the central city.

We may not have sufficient land available in Greater Christchurch for commercial activity over the long term. However the anticipated increase in commercial development density around centres, and the shift of industrial land near the central city to commercial should cover any shortfall.

How do we accommodate more people successfully?

We have done some work to understand how we might best accommodate future population and business growth to provide a high quality of life for our people, a thriving economy and to protect our environment and the things we value about our place and community for us and for future generations.

Proposed focus of growth as we grow to 700,000 people

We believe growth is best accommodated through greater intensification around centres and along public transport corridors.

The proposed focus of population and business growth as we grow towards 700,000 people is around the central city, along the proposed turn up and go public transport corridors and around the key urban centres of Riccarton, Papanui and Hornby and to a lesser extent Shirley, Linwood and in the major towns of Rolleston, Rangiora and to a lesser extent Woodend, Kaiapoi and Lincoln. This is through higher density housing and concentrating

business activity which supports strong centres connected by high frequency public transport and the colocation of housing with employment, services and leisure.

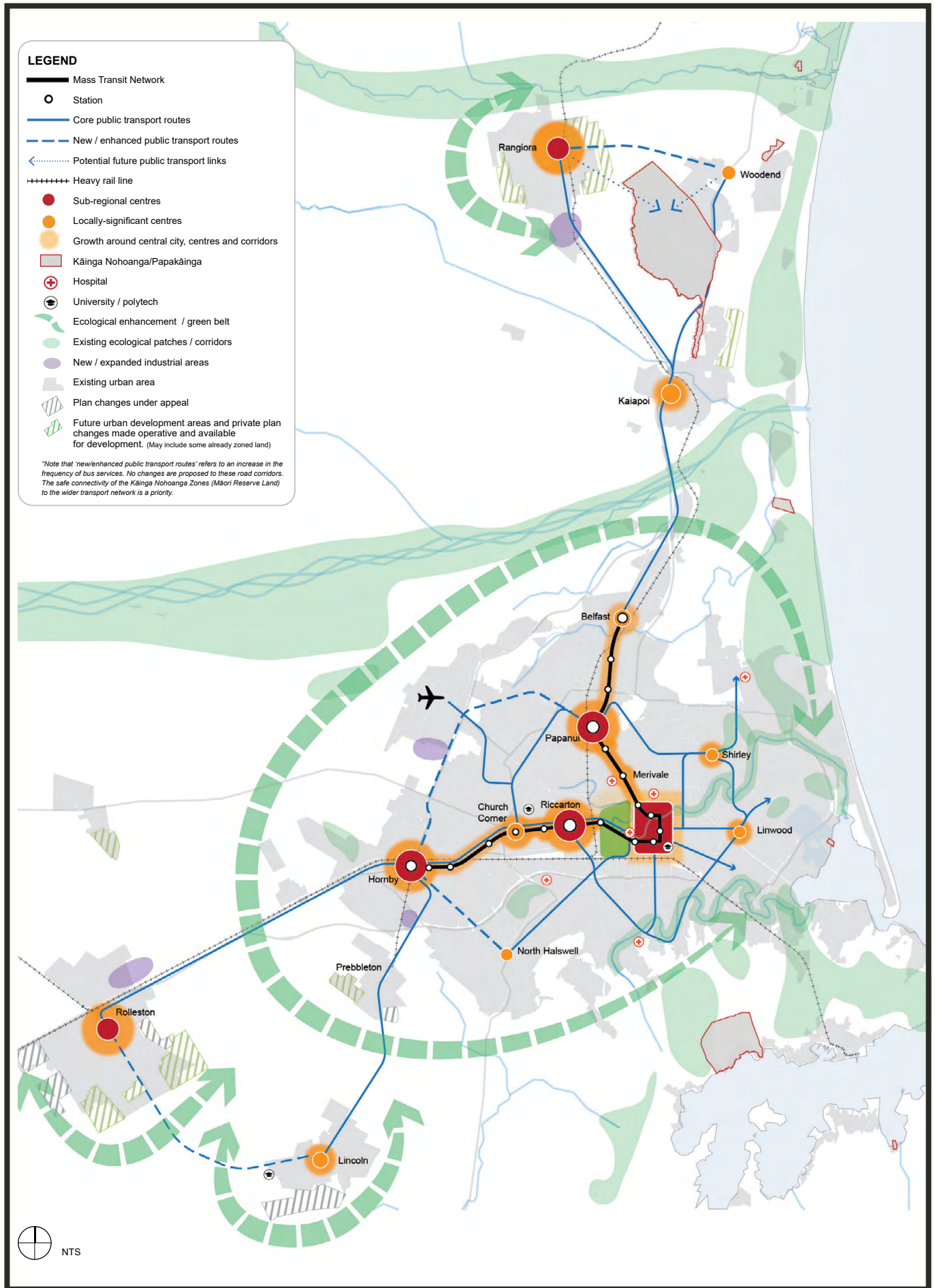
The level of intensification (redevelopment) will vary as appropriate for the specific location. Intensification around urban centres and along the proposed turn and go public transport corridors is expected to include apartments and higher density living. Intensification in towns is likely to be focused around the commercial centre of the town.

Examples of higher-density living and urban environments



Focusing growth within our urban centres also means we are better able to protect food producing land and green spaces for future generations and provide space for ecological restoration. Greenbelts are one potential option to achieve this. Greenbelts would maintain the separation of towns and the city and better manage urban expansion into rural and open areas.

Proposed focus of growth map - 700,00 people



Proposed transport improvements to support our proposed focus of growth

Improvements to the public transport system would support this growth by making it more attractive for people and businesses to locate in centres and along public transport corridors which provide easy access to employment, leisure and services.

Key opportunities for improving our public transport system over the next 30 years include:

- Implementing the **Public Transport Futures business case programme** - enhancing service frequency, reliability and quality, especially on existing core routes.
- Implementing the turn up and go public transit public transport service route between Hornby - central city - Belfast.
- Improved park 'n' ride facilities in key District townships and increased frequency of direct bus services that connect with the central city using the motorway corridors.
- Investigating the potential for an 'outer Orbiter', which improves the connectivity around the west / north-west employment and residential areas.
- Working with mana whenua to provide access to the public transport network from kāinga nohoanga developed within the original extents of the Māori Reserves.

Proposed focus of growth as we grow to 1 million people

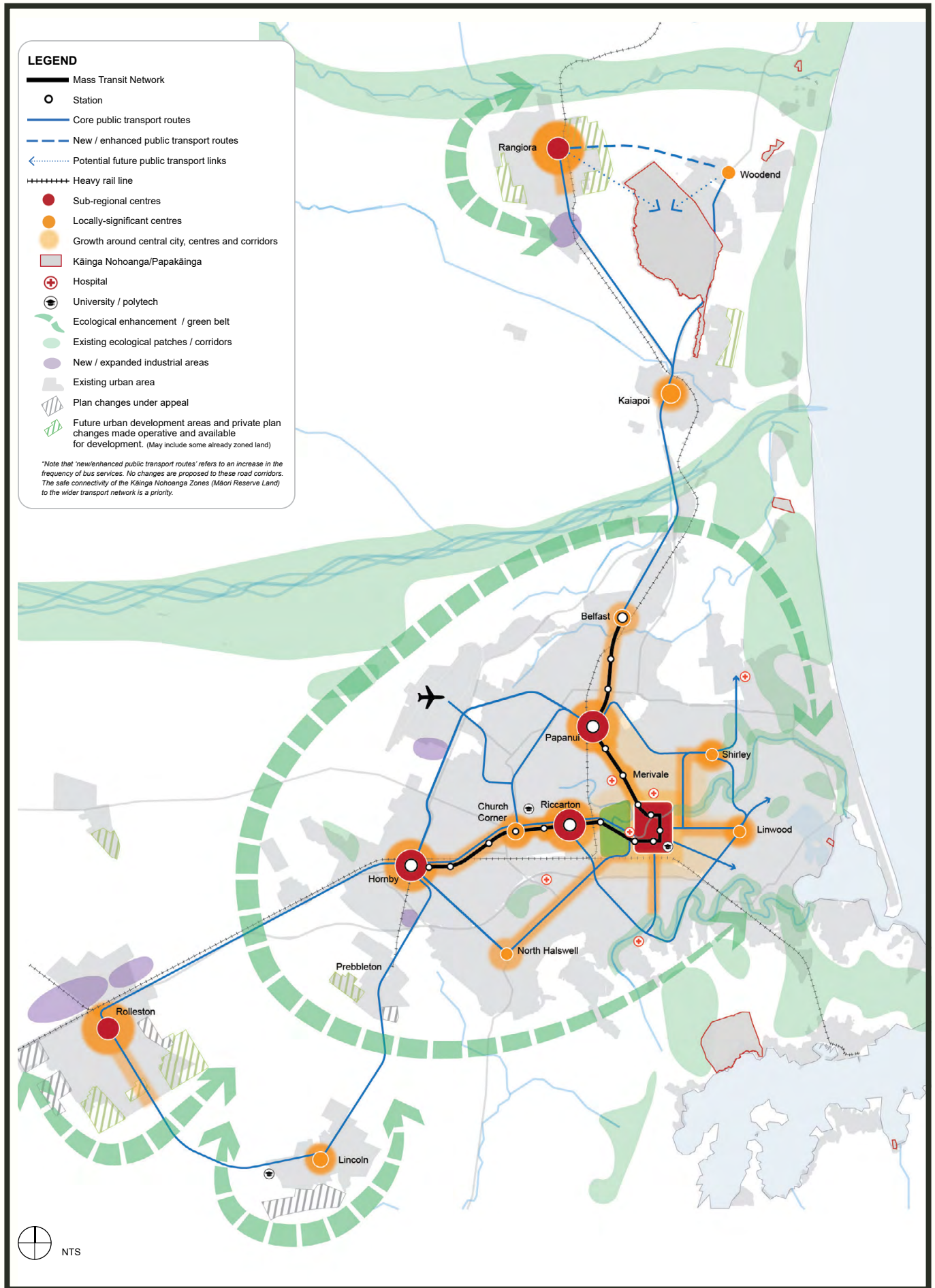
As the Greater Christchurch population grows beyond 700,000 towards 1 million people, this growth will be accommodated through more intensive redevelopment (multi-storey townhouse and apartments) in the central city, urban centres and town centres which will extend along other high-frequency public transport corridors like Lincoln Road.

Development along public transport corridors would be supported by further improvements to the public transport system including additional and improved high frequency routes.

Supporting kāinga nohoanga

Supporting the development of housing, employment and community facilities through kāinga nohoanga on Māori Land within the original extents of the Māori Reserves is a priority for mana whenua, which will be reflecting in how we develop our plan. Partners will work with mana whenua to identify how to enable and support kāinga nohoanga through investment in infrastructure, including improved accessibility via public and active modes of transport. Supporting the development of housing, employment and community facilities through kāinga nohoanga in urban areas is also a priority for mana whenua. A Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga in urban areas.

Proposed focus of growth map - 1,000,000 people



Greenfield

Greenfield development is where non-urban land, for example farmland, is rezoned into an urban use such as a new housing subdivision or a business park.

Greater Christchurch has an abundance of flat land – this has enabled us to accommodate significant growth in population and respond to displacement of people following the 2010/11 earthquakes.

However, the ease and cost of greenfield development in Greater Christchurch relative to brownfield development (redeveloping our existing urban areas) has meant that a significant proportion of our population growth over the past 15 years has been accommodated in townships, rural areas, and in new suburbs in the west of Christchurch.

We believe greenfield development will remain a tool to provide lifestyle choice for our communities. To support a well-functioning urban form we believe greenfield needs to:

- Be well connected with employment, services and leisure through public transport, and integrated with existing urban areas.
- Minimise the impact on highly productive land and not contribute to increased carbon emissions.
- Not draw growth away from areas better able to make efficient and effective use of existing and planned infrastructure and services.

What could this mean for the future function of our centres and towns?

When we consider where future business growth may go and how this intersects with where our current economic strengths and assets are, the function of our centres and towns may shift as follows:

- Central city – will remain the primary centre for Greater Christchurch. Employment, particularly in the knowledge-intensive industries and residential density will significantly increase over time towards apartments and high-rise commercial buildings. The south / south-east edge of the central city could transition from industrial to high-density residential / mixed use.
- Turn Up and Go Public Transport Service Corridors – high density housing and commercial development along the south-western and northern corridors. Along Riccarton Road, the potential to extend knowledge-intensive businesses and employment from the central city to better connect with the University of Canterbury.
- Hornby – an opportunity to transform Hornby into a sub-regional service centre and transport hub with higher density housing.
- Major towns (Rolleston & Rangiora) – develop a stronger commercial core in all towns with higher density residential living.
- Corridors around other high-frequency routes – higher density housing
- Office / retail business growth – primarily located in key centres to gain the benefits of economic concentration, centre vibrancy and co-location with residential.
- Manufacturing / logistics business growth – managed release of industrial land to mixed-use/ residential, particularly within a walkable distance of the Central City and other key centres could shift manufacturing and logistics businesses west. There is an opportunity to strengthen the iZone at Rolleston and airport as key logistics hubs and the industrial spine towards the west. Protecting freight corridors, the airport and seaport is critical to maintain Greater Christchurch's role as a national logistics hub.

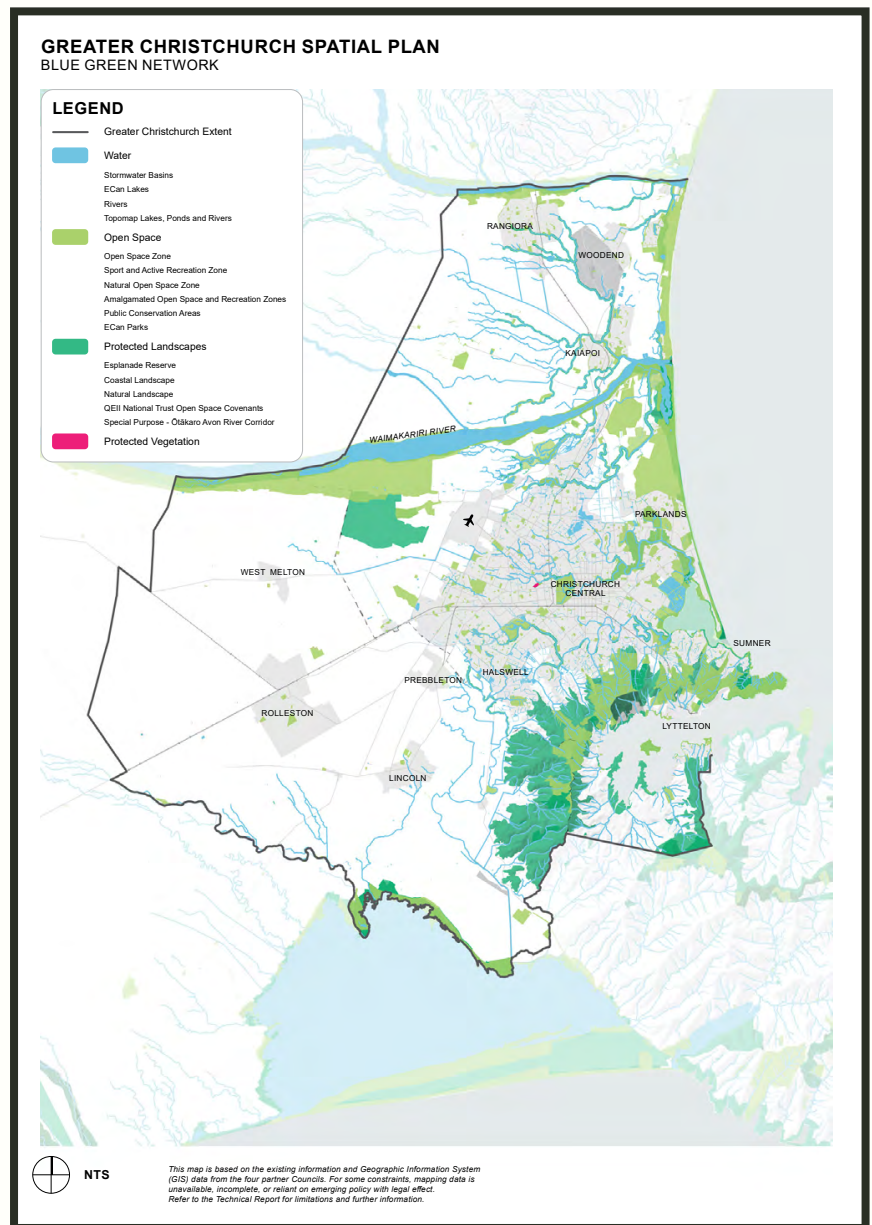
Our natural environment

How do we protect and restore our natural environment as we grow?

We need to protect and enhance our natural environment - the foundation of our urban area - and we need to manage our risk from natural hazards and the effects of climate change.

There is an opportunity through the spatial plan to enhance our blue-green network. A blue-green network creates a connected network of waterways and parks, greenspaces and planting, integrated into the urban environment. An enhanced blue-green network provides opportunities to create and restore natural habitats and biodiversity, and improve climate resilience.

A map of our current blue-green network demonstrates that we have many blue and green spaces in the sub-region. The spatial plan is a great opportunity to enhance this.



A healthy natural environment can help support ecosystems and communities to be more resilient to the impacts of climate change. Healthy ecosystems can also help capture and store more carbon, decreasing the future level of climate change impacts.

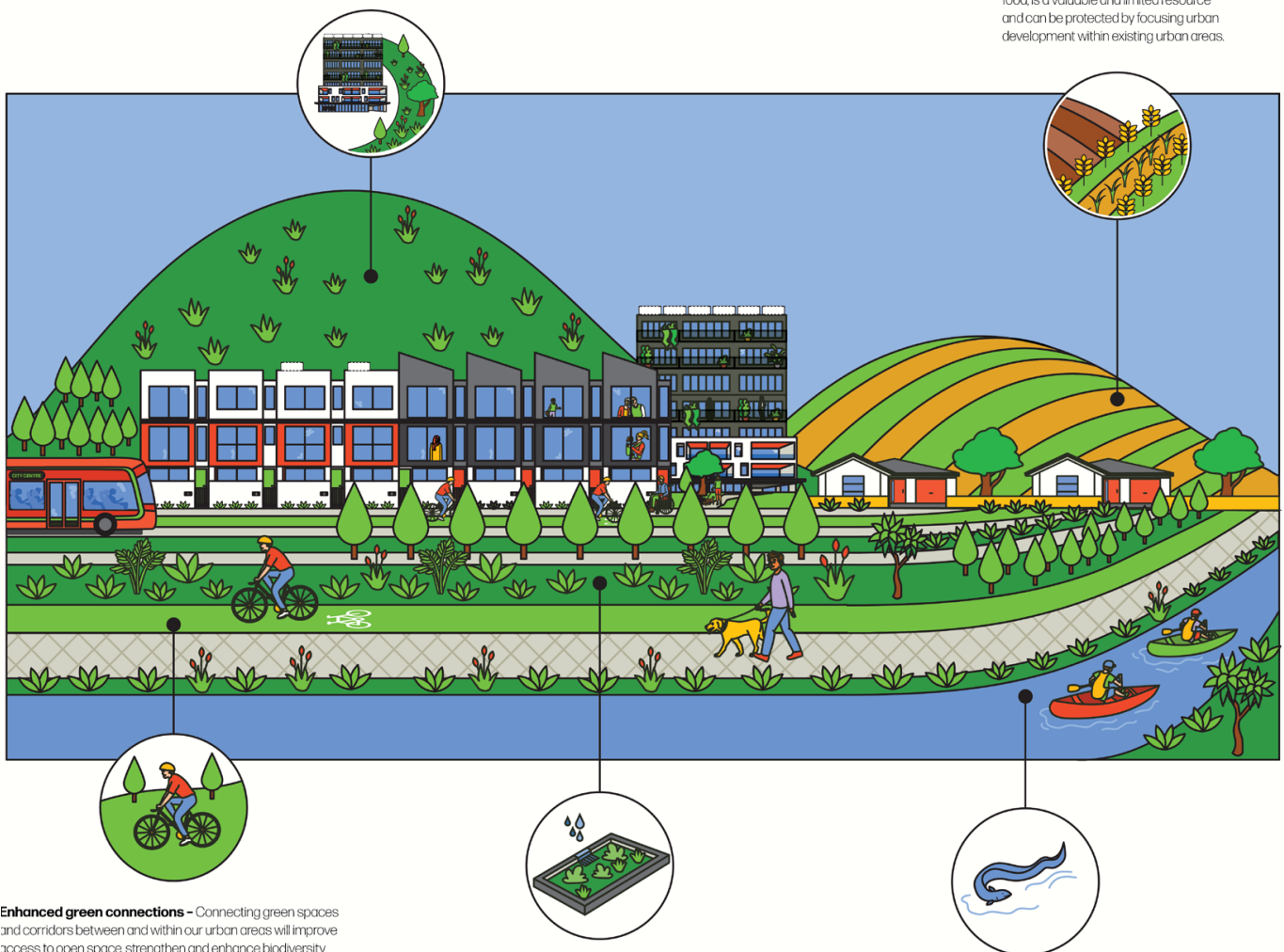
The natural environment of Greater Christchurch has been modified and degraded through land use development for food production, farming and urban development. There has been a significant loss of habitat and decline in indigenous biodiversity. Waterbodies have been physically altered and water is polluted.

We have an opportunity to plan and design our urban areas to ensure we protect and restore the natural environment, reduce and manage the risk from natural hazards, and build our climate resilience, through responding to climate risks, reducing greenhouse gas emissions, and enhancing community resilience.

We are exploring opportunities to protect and restore our natural environment and enhance our blue-green network through the development of the spatial plan. Ways that this could be achieved are illustrated in the diagram below.

Greenbelts - Greenbelts are a tool to limit urban expansion, protect food producing land and green spaces for future generations, and provide space for ecological restoration and recreation. Greenbelts around our main townships and the city could include sustainable farming activities, urban forest, wetlands and ecological restoration areas, open space and recreation activities.

Protecting highly productive land - Highly productive land, suitable for growing food, is a valuable and limited resource and can be protected by focusing urban development within existing urban areas.



Enhanced green connections - Connecting green spaces and corridors between and within our urban areas will improve access to open space, strengthen and enhance biodiversity, improve connectivity and promote active travel. Opportunities include new greenspace or planting along transport routes, rivers, and waterbodies connecting our urban areas, growing our urban forests, and integrating public greenspace in new priority development areas, including greenways.

Using natural solutions to build resilience to coastal hazards and climate change - Enhance coastal and wetland reserves to mitigate flood risk, creation of new green areas to help absorb and treat rainwater, tree planting to shade and cool down our urban areas, and enhanced and/or new forested areas.

Prioritising the health of waterways and waterbodies - An integrated catchment-based approach to deliver a better-quality water environment, including waterway restoration and enhancement (e.g. planting), development setbacks, and water sensitive urban design.

Transport for the future

When our population doubles, how will we get around?

Turn Up and Go: A step-change for public transport in Greater Christchurch

We know we are going to need better public transport if we want to support and encourage our region's future growth. We will need a public transport system that is the best way to get to our many locations and activities, so it's the no brainer choice for most people.

In addition to investing more in our existing public transport network we're exploring the creation of a high-tech, high-frequency, high-capacity, no

emission, public transport option. We are calling this project a turn-up-and-go public transport service for now - but if it goes ahead, it will get a better name.

After a lot of analysis, we have developed a preferred route connecting the central city to Belfast in the north and Hornby in the southwest.



Why here?

Because that's where people and businesses are already concentrating and this growth is forecast to continue, so it will enable more of us to connect easily and sustainably.

We're still exploring what type of vehicle will best suit this new service; both vehicles that run on rails or tyres are being considered. We're also looking at how we fit this service within our existing road corridors and how we could build and stage it.

Where have we come from?

In 2018, we identified the need to protect our key public transport corridors. We then identified the potential for a step change public transport service extending to the north and south-west of the central city.

We investigated a several routes, and we evaluated each.

One scenario we explored had the largest catchment of people living within walking distance and would help to link these people to the places they work, shop, relax, and live - this is the suggested route.

This service would travel along Papanui and Main North Roads to the north as well as Riccarton and Main South Roads to the west. The route would use Tuam, Manchester and Victoria Streets in the city centre.

Why are we suggesting this route?

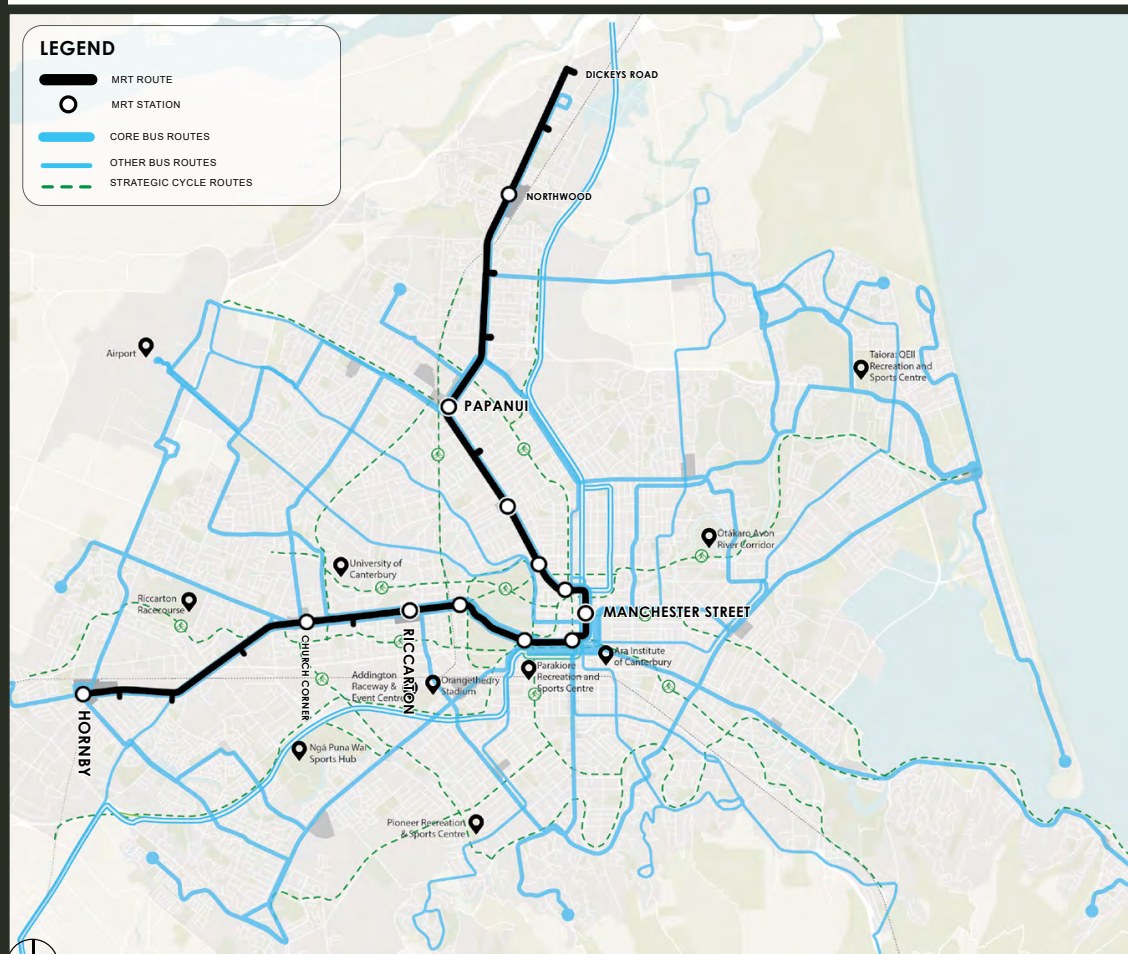
About a third of the Greater Christchurch population could live within these corridors in the future.

It will help development happen in the right places, with growth focused around existing centres and key destinations.

It will encourage investment in higher-density housing and mixed-use neighbourhoods.

It will improve access to key employment hubs including in the central city.

To ensure the districts are well connected to Christchurch City we are proposing improved park 'n' ride facilities in key townships and increased frequency of direct bus services that connect to the central city using the motorway corridors. We also propose connecting the districts to the new turn up and go service with park 'n' ride facilities at Hornby and Belfast, and better connections within the districts themselves.



What kind of vehicle will we use?

Two kinds of vehicle would be suitable for this service. Either a light rail or bus (metro).



Light rail

Pros:

- Rails in the ground give people the perception of permanence and reliability.
- Light rail can carry more people and more carriages can be added easily. Light rail trains/trams can carry up to around 300 people.

Cons:

- Light rail tracks can't travel over heavy rail tracks so one service would need to go over or under the other where they cross - bridges or underpasses would be needed.
- More infrastructure (rails, bridges) means a higher cost to build.
- Light rail can be noisier than tyred vehicles.

Bus Metro

Pros:

- Less infrastructure means a lower cost to build and easier rollout.
- A wheeled vehicle means:
 - Flexibility to avoid traffic disruption.
 - More ability to stage the rollout.
 - More resilient to natural disasters.
 - Tyred electric vehicles are often the quietest option.

Cons:

- Metro-style buses can carry a maximum of around 150 people and vehicles cannot be joined together to add additional seats.



Possible roll-out

There is a long way to go before we start building anything. If it's decided this project is a great idea and we get funding, we will first, work through a concept design and then more detailed designs. We will also need to buy some property and get consents. There will be more chances to give feedback along the way. This said we think we would build this service in two phases. Phase one is likely to be from the central city to around Papanui in the north and Church Corner in the southwest. And phase two would extend it out to stations in Belfast and Hornby.

Other options investigated

Why not use our existing rail tracks or the motorways?

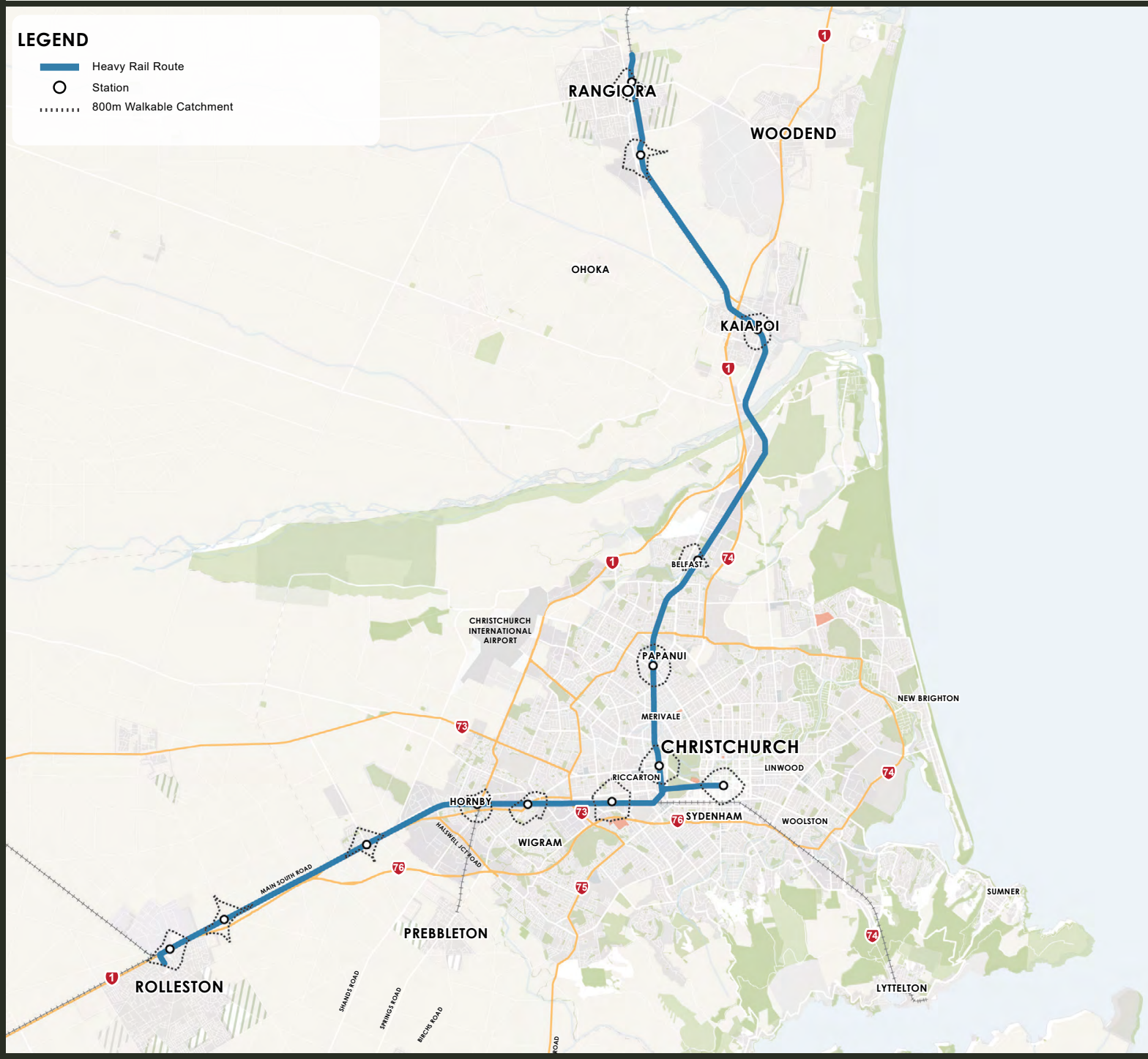
Using the existing railway line is one of the options we have considered along with using the motorway corridors. These options didn't stack up against the street running route we have landed on, mainly because they weren't able to collect enough passengers along the route and didn't take them where they wanted to go.

Why using our existing heavy rail wasn't the best option for a turn up and go service?

1. The existing railway line doesn't go through the central city. A new station/s would be needed on the existing line as close to the central city as possible (eg near Riccarton Road or Colombo Street/Moorhouse Avenue) and passengers would still need to walk or transfer to a bus to get to the central city. To reduce the need to transfer, we would have to tunnel or trench a railway line into the central city.

LEGEND

- Heavy Rail Route
- Station
- 800m Walkable Catchment



2. The current rail infrastructure limits the number of trains that can operate. Most of the railway line between Rolleston and Addington and all the of line between Addington and Rangiora is a single track. This means trains can only go in one direction at a time in these sections, which limits the number of services that can be run. Other infrastructure, such as busy level crossings and the train signalling system, place further limits on the number and reliability of services that can be run.

3. The existing railway line are already busy with the critical and growing task of moving freight. High freight demand between the inland port (Rolleston) and Lyttelton Port makes operating a regular and frequent passenger train impossible on the current infrastructure. Moving this freight to the road network to 'make room' for passenger trains would create significant congestion and increased emissions.

4. The existing railway lines are not where most people are now or where they will live/work/play in the future. Rail corridors are not necessarily well-suited to encouraging land-uses around them that are city shaping and improve liveability. To succeed the chosen solution needs to lead to more vibrant neighbourhoods and key centres and encourage population growth along the entire corridor.

While heavy rail is not the best option for a turn up and go service of this sort, this does not mean passenger rail will not happen in Canterbury in the future. And it is worth noting that heavy rail will continue to play an important role in moving freight, a role that is important to grow in the future to support our economy and a healthy environment.

Why the motorway corridors weren't the best option for a turn up and go service?

We did consider a service that would run along the existing motorways. This would have a similar route to the direct buses offered now but would be much more frequent and look more like the Auckland Northern Busway.



The service would exit the city via the motorway corridors and have longer spacing between stations than the turn up and go service we are suggesting.

This motorway running option worked better for long distance commuters as fewer stations offered a faster travel time. However, it wasn't as good for these reasons:

- 1. There is limited opportunity for this option to stimulate growth and activity within Christchurch City.**
- 2. The size of our towns aren't large enough yet for a light rail or a metro style bus service to be cost effective.**
- 3. There are less people who live within walking distance of a station.** The majority of Greater Christchurch's population is located within a 10 km radius of the city centre and this option had less stops/stations in this area.

It is worth noting that the direct bus services and park 'n' ride facilities, already running to Rangiora, Kaiapoi, Lincoln and Rolleston, provide a quicker and more direct route to central Christchurch than the turn up and go service would be able to provide. Improvements to these types of services look like the best option for central city commuters from the districts.



What is Mass Rapid Transit?

The turn-up-and-go public transport service we are suggesting is a type of Mass Rapid Transit (MRT). MRT is a step up from conventional public transport. As the name suggests, it is about moving more people quickly and reliably to where they want to be.

MRT systems can take different forms, but in general they operate on a permanent route (road or rail) that is separated from other traffic. MRT systems typically have:

- **Priority and dedicated right of way:** enabling reliable travel by avoiding conflicts with other vehicles.
- **Speed:** travel times that are faster than other options - ideally travel to and from the central city at least as fast as the private car.
- **Frequency:** enable users to 'turn up and go' at most times of the day.
- **Reliability:** consistently on-time.
- **Capacity:** allows the movement of large numbers of people in a short amount of time.

Design of the corridor and stations to support this service

In most areas the turn-up-and-go public transport service and its stations will need a dedicated lane within the roads to run along. This means there will be less space for other types of transport and road uses. As we want the turn-up-and-go service to be the best transport option for getting around, it will be given priority and other types of transport may need to wait, travel more slowly, have less space or go a slightly different way.

We know there are some areas along our suggested route where there is not enough space for all the types of transport and road uses we have now. Areas like Papanui, Merivale, Victoria Street and Riccarton. We don't have solutions for these areas yet but here are some of the options we will be considering if this project moves forward:

- **Purchasing** more land - so we can fit in more types of transport and road uses
- **Compromising** - this could be a combination of slower narrower lanes for private cars, limited access or less/no on-street parking
- **Separation** - putting some types of transport over or under, such as a bridge or tunnel
- **Creating** a section of road dedicated to public transport, people on foot and public space at key centres - these are called transit malls

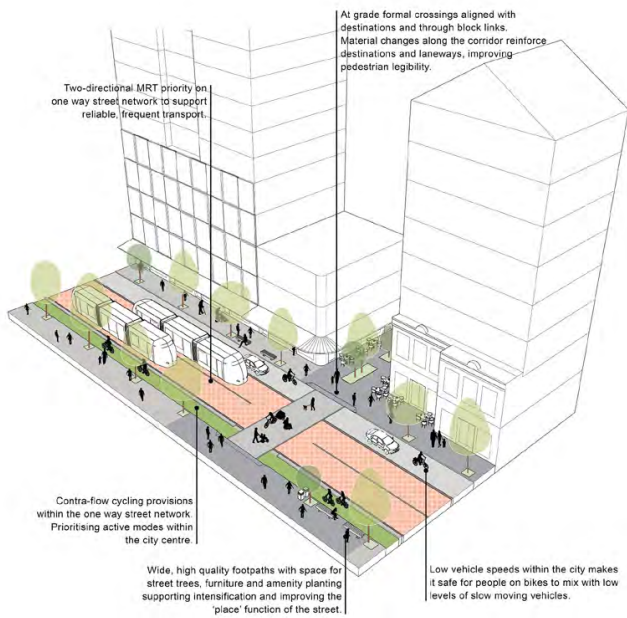
Cashel Mall and some areas of Oxford Terrace are good examples of transit malls, where private cars are restricted or highly controlled to enable those walking to have priority and safe access to public transport and public spaces.

The remaining space can then be used for walking, cycling, street furniture and more relaxed access to shops and dining.

If this project goes ahead, we will develop a range of improvements to activate the streets around stations and better connect people to where they want to go. This will help make public transport a more attractive option and encourage people to consider public and active travel options.

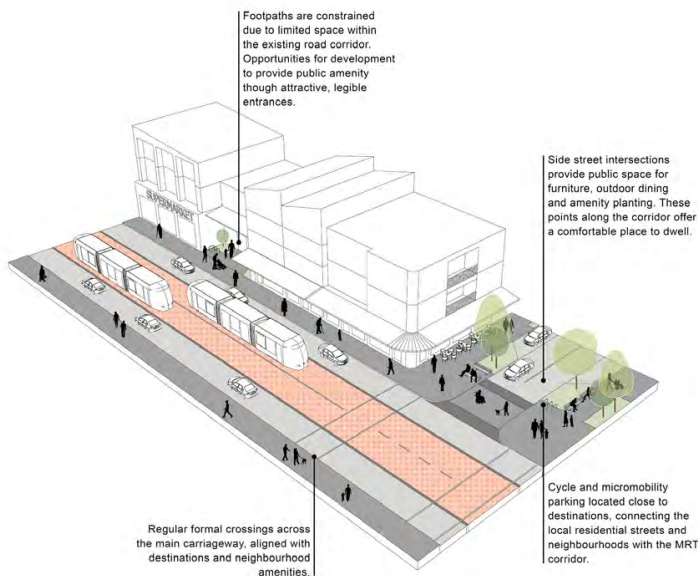
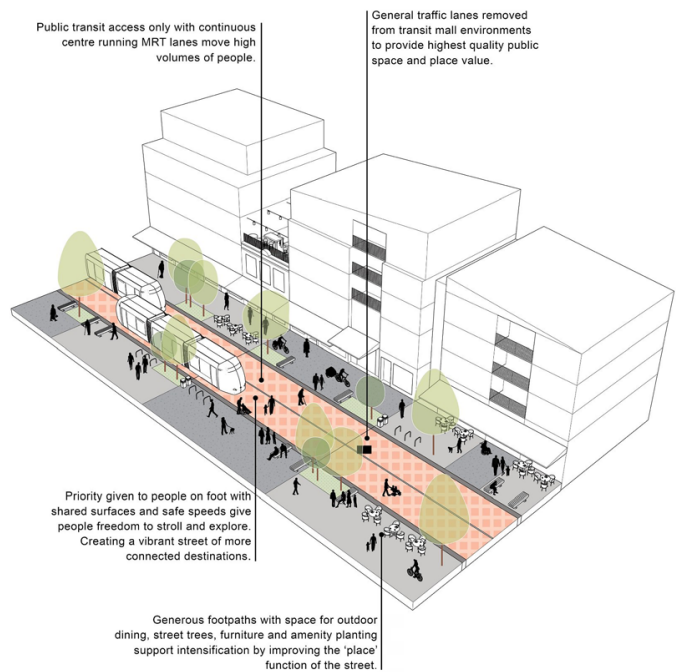
The city centre streets need to support the highest density of residential and commercial activities. There will also be opportunities to improve the look and feel of these areas so they are attractive and safe.

There are also some areas along the suggested turn-up-and-go route that are quite wide already, such as Main North Road. These areas provide the opportunity for greenspaces and more generous footpaths.



Example layout of a central city one-way street environment

Example of a transit mall with no motor vehicle access



Example layout of an urban connector route

What we need to do beyond a turn up and go service

We know adding a turn up and go service and investing in public transport is only part of the answer to achieving our ambitions for reducing our transport emissions, improving accessibility, avoiding congestion, and make it easier for people to get around without a car as our population grows.

Not only do we need to invest more in our public transport system to improve its frequency, reliability and convenience, we also need to invest more in options for people to use active ways of getting around like cycling and walking. We need to change the way we use our road space to make way for public transport and active travel and use cycle ways to connect key centres and destinations.

The creation of low-speed zones in residential areas is a key part of ensuring streets are safe for our communities, and supports people's aspiration for streets and public spaces that are designed more for people and less for cars.

We will also work with mana whenua to improve public transport connections between Māori

Reserve Land and the wider public transport system as well making walking and cycling options easier and safer.

As more of our population live and work in centres and along public transport corridors into the future, more people will find it easier to choose public transport, walking and cycling to get where they want to be.

It is also important that our future transport system protects the freight transport network that is so critical to our local economy, and to our wider region. We will support the transition of freight to more sustainable modes like rail and coastal shipping and ensure regional freight routes are protected and industrial land within Greater Christchurch is well located with freight connections.

We all have a role to play to ensure the future of transport in Greater Christchurch is effective, sustainable and safe for all.

What are the next steps?

After we hear your feedback, we will be finalising our investigation (business case) report for the turn up and go public transport service. If funding is confirmed for the project, the next step will be to investigate in more detail the design of the corridor and stations along the route. We also need to consider a range of technical issues like what consents and land acquisition will be necessary, how the transport network around stations might need to be changed and what neighbourhood planning needs to happen. This stage of work is likely to take a few years.

We will continue to provide feedback on the turn up and go service together with the Greater Christchurch Spatial Plan and other transport improvement plans, as these projects all work together. We want to give the community as full a picture as possible of the future of Greater Christchurch.



Project background and context

Huihui Mai Greater Christchurch – let's come together to plan our future

We've had a coordinated approach to urban planning and transport investment in Greater Christchurch since 2007. **The Greater Christchurch Urban Development Strategy 2007** and **Our Space 2018-2048 - Greater Christchurch Settlement Pattern Update** set the framework for urban planning which informs this current work.

In 2020 Greater Christchurch residents told us that in 2050 they wanted Christchurch to be sustainable, vibrant and safe, with less urban sprawl, more affordable housing and much better transport options lessening our dependence on cars. See the **Engagement Report** for more details of what the community told us.

We're looking for our community's feedback again on how we make their aspirations a reality as our population grows and we respond to climate change – how and where will people live and work, how will we get around and how will we protect the environment and what we love about our place?

Greater Christchurch has a strong foundation to develop a sustainable and modern city where people enjoy a high standard of living. Read our **Foundation Report** if you want to learn more about the strengths we can build on and the challenges we need to address as we plan for the future.

We are preparing a spatial plan for Greater Christchurch which sets the direction for how we accommodate more people in the future in a way which achieves our community's aspirations. Alongside this we are also investigating a step-change in our public transport service through a business case for new turn up and go public transport service.

The ambitious plan for Greater Christchurch is being prepared by the Whakawhanake Kāinga Komiti, an Urban Growth Partnership for Greater Christchurch.

Who is involved?

Local Councils, mana whenua, and the Crown set up the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch), last year (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 regarding 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)

What is the scope of this work?

The Spatial Plan

Spatial Plan elements and potential implementation tools

The spatial plan will address how our urban area will change over the next 30 years and beyond towards a population of 1 million, and the policies, investment and other tools required to support the transition from our current urban form. The diagram below sets out the elements of the spatial plan and the potential tools available to support the achievement of this future urban form.

What is the scope of the investigation into a turn up and go public transport service?

The investigation will identify whether an investment in the turn up and go public transport service (Mass Rapid Transit) in Greater Christchurch is worthwhile, and it's most suitable route into the city.

This turn up and go public transport service could be a city-shaping investment for Greater Christchurch that helps us get the kind of city we want in the future. It could help us meet our community's aspirations for a well-functioning and sustainable city that is easy, safe, resilient, healthy, enjoyable to live in and move around in the future.

We want this turn up and go public transport service to support and encourage the urban form changes our communities have asked for - more housing, jobs and activities that can be accessed easily in central and suburban centres.

Previous work included in the Interim Report has indicated that the viability of this type of public transport service is very dependent on more people living along the corridors/around the stations.

A turn up and go public transport service is just one possible part of a wider integrated and effective public transport improvements plan for Greater Christchurch. If we decide to go ahead with this service, it will not get underway immediately. We need to start planning now so we will be ready when we need it in the future.

- **Community engagement** on our residents' aspirations for Greater Christchurch in 2050.
- **Public Transport Futures Combined Business Case** which sets out the investment programme for enhancing our existing transport system.

The spatial plan sets out to translate the aspirations of the community for Greater Christchurch in 2050 into reality. It will also address the priorities identified for the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch). These outcomes and priorities will strongly guide the development of the spatial plan.

The investigation into a turn up and go public transport service is the next step in providing a public transport system for Greater Christchurch.

From a local government perspective

The plan will draw on the comprehensive planning work that the partners are undertaking through their district plans and growth strategies, and the investment already planned in our public transport system. It will provide a shared view of Greater Christchurch's future for councils as they undertake more detailed planning at a local level. It will also provide useful work and context ahead of a review of the Regional Policy Statement and the Regional Transport Plan.

Mana Whenua

Mana whenua have provided clear direction about their values, priorities and expectations, some of which are as set out below, as relevant to the spatial plan.

Kāinga Nohoanga is actively supported

- The prosperous development of kāinga nohoanga on Māori Land supported by infrastructure and improved accessibility to transport networks and services.
- The ability to establish urban kāinga nohoanga.

Sites of significance to Māori are protected

- There is active partnership commitment to protecting wāhi tapu and wāhi taonga.
- A Te Ao Māori lens is adopted in considering environmental matters.
- Restore and enhance the health and wellbeing of all water bodies including springs and significantly increasing waterway setbacks.
- Restore indigenous vegetation wherever possible.
- Urban development requires consideration and weight to be given to the capacity and quality of the environment equal to development capacity and intensification.

What's the strategic context for our plan?

The first priority of this Partnership is developing a Greater Christchurch Spatial Plan. The spatial plan is a high-level strategic document that gives effect to national policy directions and responds to the priorities of iwi and the aspirations of the community. Integrated with this work, we are investigating the potential for a turn up and go public transport service.

The spatial plan provides a shared vision of the partner agencies in the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch) and will be implemented through actions in a joint work programme and through other local and central government planning and investment processes.

From a national perspective

We are developing the plan to give effect to relevant national policy direction. Policies include, for example:

- the Urban Growth Agenda
- the government policy statements on housing and urban development, and land transport
- the National Policy Statement on Urban Development 2020
- the Emissions Reduction Plan for Aotearoa New Zealand

The plan will also recognise the emerging directions of the resource management system reforms, especially from the proposed Strategic Planning Act, which to date has indicated the requirement to develop long-term regional spatial plans.

From a Greater Christchurch perspective

The plan will build on the extensive work already done to consider the future of Greater Christchurch. This includes:

- **The Greater Christchurch Urban Development Strategy (UDS)** - adopted by the UDS partners in 2007. Christchurch, Selwyn and Waimakariri residents considered options for growth in 2005 and over 3,250 submissions were received to the initial engagement.
- **Our Space 2018-2048** - a future development strategy under the superseded National Policy Statement on Urban Development Capacity 2016.

Te Tiriti o Waitangi						
GC2050 Kaupapa	Tiaki tāngata tiaki whenua - care for the people, care for the land					
GC2050 Outcomes What we want Greater Christchurch to be like in the future	<ul style="list-style-type: none"> • Intergenerational wellbeing through collective action • A sustainable urban form which supports wellbeing • A vibrant place that people love 			<ul style="list-style-type: none"> • Regenerational natural environment • A sustainable economy that attracts and grows innovative people and ideas • Empowered people 		
UGP Priorities What we need to focus on now to achieve our desired outcomes for Greater Christchurch	Create a well-functioning and sustainable urban environment <ul style="list-style-type: none"> • Decarbonising the transport system • Increasing resilience to natural hazards and the effects of climate change • Accelerating the production of quality, affordable housing • Improving access to employment, education and services 					
Opportunities/ Objectives What we will do through the spatial plan to address our priorities and contribute to our desired outcomes for Greater Christchurch	Opportunity #1 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs	Opportunity #2 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	Opportunity #3 Protect, restore and enhance the natural environment, biodiversity and connectivity, and improve people's access to it.	Opportunity #4 Protect, restore and enhance historical and cultural values and improve people's connections to them.	Opportunity #5 Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change.	Opportunity #6 Provide space for businesses and the economy to prosper in a low carbon future.

Next steps

Your feedback will help us to develop the draft spatial plan that will go out for consultation later this year and finalise our investigation into the turn up and go public transport service which will enable to us to move to the next phase of detailed planning for this service. We will engage further with the community as our work on a turn up and go public transport service progresses.