

GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY IMPLEMENTATION COMMITTEE

FRIDAY 14 DECEMBER 2012

AT 9.30AM

IN THE COUNCIL CHAMBER, CIVIC OFFICES, 53 HEREFORD STREET

Committee:

- Urban Development Strategy Independent Chair**
Bill Wasley
- Christchurch City Council**
Mayor Bob Parker, Councillors Sue Wells and Claudia Reid
- Environment Canterbury**
Commissioners Tom Lambie, Peter Skelton and Rex Williams
- Selwyn District Council**
Mayor Kelvin Coe, Councillors Lindsay Philps and Malcolm Lyall
- Waimakariri District Council**
Mayor David Ayers, Councillors Jim Gerard and Dan Gordon
- Te Rūnanga o Ngāi Tahu**
Mark Solomon
Wally Stone
- New Zealand Transport Authority**
Jim Harland (Observer)
- Canterbury Earthquake Recovery Authority**
Roger Sutton (Observer)
- Implementation Manager**
Keith Tallentire
DDI: 941-8045
- Committee Adviser**
Rachael Brown
DDI: 941-5249

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1. **APOLOGIES**

Nil.

2. **CONFIRM MINUTES OF THE PREVIOUS MEETING**

Attached.

It is recommended that the Committee **confirm** the minutes of its meeting on 9 November 2012.

UNCONFIRMED**CHRISTCHURCH CITY COUNCIL****MINUTES OF A MEETING OF THE
GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY
IMPLEMENTATION COMMITTEE (UDSIC)****Held in the Council Chamber, Civic Building, Christchurch City Council, 53 Hereford Street****on Friday 9 November 2012 commencing at 11.00am****PRESENT:****Urban Development Strategy (UDS) Independent Chair**

Bill Wasley

Christchurch City Council

Mayor Bob Parker (from 11.12 am) and Councillor Sue Wells

Environment Canterbury

Commissioners Peter Skelton (to 11.51 am) and Rex Williams

Selwyn District Council

Mayor Kelvin Coe, Councillors Malcolm Lyall and Lindsay Philips

Waimakariri District Council

Councillors Jim Gerard (to 11.35 am) and Dan Gordon (to 11.35 am)

Te Rūnanga o Ngāi Tahu

Wally Stone

New Zealand Transport Authority

Jim Harland (Observer)

1. APOLOGIES

Apologies were received and accepted from Mayor David Ayers, Mark Solomon, Commissioner Tom Lambie and Councillor Claudia Reid. An apology for lateness was received from Mayor Bob Parker.

2. CONFIRMATION OF MINUTES: MEETING OF 14 SEPTEMBER 2012

The Committee **resolved** that the minutes of its previous meeting held on 14 September 2012 be confirmed.

3. BI-MONTHLY IMPLEMENTATION REPORT

It was resolved that the Committee notes the Bi-Monthly Urban Development Strategy implementation report from the Independent Chair and Implementation Manager.

4. POPULATION ESTIMATES FOR GREATER CHRISTCHURCH

To emphasise the issues involved, Simon Markham the presenter, provided a power point presentation of a Demographic and Growth Model update showing:

- Resident (Net) Population Change by Council Area, 2001-12
- Quarterly Change in Resident Population by Council Area, June 2011 – June 2012
- Components of Change 2006-12
- Resident Population Age Group by Council Area, 2006-12

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4 Cont'd

- 2012 Population Projections
- 2007 and 2012 SNZ Population Projections
- Model Development

It was **resolved** that the Committee:

- (a) Notes the recent population changes as signalling a turning point in population recovery.
- (b) Notes the further analysis of growth prospects is underway as inputs to recovery planning.

5. HOUSEHOLD MODELLING UPDATE

This report was taken in conjunction with Agenda Item No. 5.

It was **resolved** that the Committee:

- (a) Notes the household growth and household supply modelling work that is underway for recovery planning and on-going growth management planning purposes.
- (b) Notes that at the next meeting it is anticipated that overall results of the housing supply/demand picture that is emerging over the next ten years will be available

6. RESIDENTIAL MONITORING REPORT

It was **resolved** that the Committee:

- (a) Notes the findings of this report and the attached RPS Monitoring Report 1 and the planned six monthly updates as part of the on-going requirement for monitoring of residential land supply.
- (b) Notes the work underway to explore ways of simplifying and streamlining the monitoring process for all involved.

7. RESOLUTION TO EXCLUDE THE PUBLIC

On the motion of Councillor Lyall, seconded by Mayor Coe, the Committee **resolved** to exclude the public on the grounds of *Maintaining Legal Professional Privilege*, as set out on page 79 of the agenda for this meeting.

The meeting closed at 12.02 pm.

3. GREATER CHRISTCHURCH TRANSPORT STRATEGY – SIGN OFF

Attached.

Greater Christchurch Urban Development Strategy

Report To: Urban Development Strategy Implementation Committee
Subject: Greater Christchurch Transport Statement – Sign-off
Report Author(s): Jim Harland, Michael Blyleven
Report Date: 14 December 2012

1. PURPOSE

This report provides the background to the Greater Christchurch Transport Statement (GCTS). It also reconfirms the intention of the Urban Development Strategy (UDS) partners and key transport provider stakeholders to become signatories to the GCTS and seeks endorsement from the Urban Development Strategy Implementation Committee that the GCTS becomes a key UDS transport implementation tool in managing the Greater Christchurch transport system.

2. GREATER CHRISTCHURCH TRANSPORT STATEMENT - OVERVIEW

THE UDS Chief Executives Advisory Group (CEAG) has overseen the development of the Greater Christchurch Transport Statement (GCTS). The GCTS bridges the gap between the Regional Land Transport Strategy and the local transport and area plans; helps implement the earthquake Recovery Strategy for greater Christchurch; and contributes to the effective transport provision for the whole of the South Island. The GCTS has been developed in partnership between the UDS partners, the Canterbury Earthquake Recovery Authority (CERA), Lyttelton Port of Christchurch, Christchurch International Airport, Kiwirail and Ministry of Transport.

In summary: *The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:*

- *supports earthquake recovery and the growth of Canterbury*
- *connects people and places with a range of sustainable and affordable transport options.*

This will achieved through:

- *integrated transport and land use decision making*
- *aligning our transport investments to achieve better value for money.*

The GCTS gives effect to the Regional Land Transport Strategy, and provides the overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport system using a “one-network” approach. It focuses on the strategic links between key places of Greater Christchurch and the top

priority Greater Christchurch issues requiring a partnership response. The actions and outcomes sought will be delivered through the transport activities of the various partners.

The respective economic, social and environmental outcomes of the partners have been distilled into three key transport outcomes for:

- Journey – links between people and places, connected travel choices that are resilient, reliable and efficient
- Safety
- Environment – for liveable communities and low environmental impacts.

The GCTS does not replace the local transport plans and programmes of the partners. Each organisation will have other priorities to consider through their investment and funding decision-making processes, including long term and annual plans.

The partnership has worked collaboratively to develop a transport based outcomes framework, agree the key transport drivers for the changing transport needs and identify the collective top priority strategic transport issues faced in Greater Christchurch following the earthquakes. These have been compiled into the GCTS document (**Attachment 1**). The Action Plan identified on page 7 shows the top strategic priorities for the Greater Christchurch partners to work on in the short, medium and long term.

The key issues for partnership action are summarised as:

- *port access, including freight challenges around Lyttelton, Brougham Street and Evans Pass and Sumner Road*
- *passenger transport operation and growth*
- *western corridor, airport access and overall freight growth and opportunities*
- *northern and south-west access, future growth and changing land use*
- *Central City linkages to other key places.*

The GCTS will remain a living document, which will be reviewed and revised periodically to reflect on-going transport demands, needs, issues and opportunities. The growth assumptions and network performance will be monitored, along with progress against the action plan. The CEAG will continue to oversee the process, and undertake annual reviews of the GCTS and the top priorities.

3. GCTS – RELATIONSHIP TO OTHER DOCUMENTS AND PARTNERSHIP APPROACH

The GCTS is not a statutory document, but is a “statement of intent” between the partners to recognise that better outcomes will be achieved by working together. The GCTS provides an overarching framework to enable a consistent, integrated “one-network’ approach to planning, prioritising, implementing and managing the transport network and services in the Greater Christchurch area. It focuses on the strategic links between key places, the agreed outcomes and priority issues specifically requiring a partnership approach for response. The detail of how the outcomes are delivered, and the activities to deliver these will remain in the partner transport plans and programmes. The GCTS does not address localised issues, nor the individual priorities, which will continue to be addressed by partners.

The GCTS has been developed in parallel to the Regional Public Transport Plan (ECan), the Christchurch Transport Strategic Plan (Christchurch City Council) and the transport chapter, ‘An Accessible City,’ of the Draft Christchurch Central Recovery Plan. Every effort has been

made to achieve good alignment between the documents. The network plans and management approach of “road use hierarchy” are consistent through these documents.

A special thank you must go to the members of the Steering Group (refer **Attachment 2**) and others that have worked collaboratively through the development of the GCTS and other documents.

4. GCTS – SIGNATORIES TO THIS PARTNERSHIP APPROACH

The CEAG approved the GCTS in November 2012, and each organisation contributing to the GCTS has individually endorsed the GCTS through their internal processes and agreed to become signatories to the document.

This paper acknowledges the commitment of the UDS partners to the GCTS statement of intent and reconfirms the intention of the delegated representatives of each organisation to become signatories to the GCTS.

Christchurch City Council has requested some minor amendments to the GCTS to clarify how the statement would relate to other work priorities of the partners. From an officials’ perspective these suggestions assist the reader and agencies to better understand the intention of the document and it will be implemented by individual partners. These changes are highlighted by track changes in **Attachment 3**. The UDSIC is requested to consider whether the amendments supplied by the Christchurch City Council are consistent with the expectations of the partners and can be agreed by the UDSIC without a further approvals process.

The Minister for Canterbury Earthquake Recovery has also taken in active interest in the collaborative work of the partners and would like to include a Foreword to the GCTS.

5. RECOMMENDATIONS

It is recommended that the Committee:

- 1) **Endorse** the Greater Christchurch Transport Statement as a key Urban Development Strategy transport implementation tool for a consistent, one-network approach to managing the transport system.
- 2) **Agree** to the amendments included in Attachment 3 being included in the final version of the Greater Christchurch Transport Strategy.
- 3) **Agree** to make best endeavours to give effect to the intended direction of the Greater Christchurch Transport Strategy.
- 4) **Note** that the Greater Christchurch Transport Strategy will be reviewed annually.

ATTACHMENTS

Attachment 1: Greater Christchurch Transport Statement

Attachment 2: GCTS Steering group members

Attachment 3: Christchurch City Council requested amendments



Greater Christchurch Transport Statement

Looking ahead, working together

2012

Statement of intent

The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:

- Supports earthquake recovery and the growth of Canterbury, and
- Connects people and places with a range of sustainable and affordable transport options.

This will be achieved through:

- Integrated decision-making on transport and land use, and
- Aligning our transport investments to get better value for money.

We are committed to delivering the best possible transport solutions for the people and businesses of Greater Christchurch. While there are many issues to respond to, there are also unique opportunities to integrate land-use planning with transport solutions for a better Canterbury.

Working in close partnership we recognise that post-earthquake recovery in the Greater Christchurch area will be more speedily and efficiently achieved by adopting a 'one-network' approach.

We the undersigned will make our best endeavours to give effect to the intended direction of this transport statement.

Dated:



Purpose



The Greater Christchurch Transport Statement (GCTS) provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services in the Greater Christchurch area.

An efficient and reliable transport network into, out of and across Greater Christchurch is vitally important to the social, economic and environmental future of the city and South Island. Similarly, transport links to the Christchurch airport and Lyttelton port are critical in supporting New Zealand trade and tourism.

This Statement is designed to help guide the development and management of Greater Christchurch transport programmes and partners' investment strategies towards a strong and resilient future. It responds to the CERA Recovery Strategy Built Environment goal of developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices.

It also takes account of national and regional transport objectives and policies, and contributes to the visions for social, economic and environmental well-being set out in the Greater Christchurch Urban Development Strategy (UDS).

The GCTS focuses on the strategic links between key places within the Greater Christchurch area. The agreed outcomes will be delivered through the transport activities of the various partners. More localised activities for active transport and other improvements will continue to be developed through the local area transport plans of the partners.

Background

Key transport players have come together to resolve significant and challenging transport issues facing the area, post-earthquake, and identify future opportunities.

The Statement has been developed as a sign of agreement and commitment to the intended direction of a 'one-network' transport system in Greater Christchurch, through a unique partnership of public and private sectors.

The partnership comprises of UDS partners - Environment Canterbury, Christchurch City Council, Selwyn and Waimakariri district councils, NZ Transport Agency - along with Christchurch International Airport Limited, KiwiRail, Lyttelton Port of Christchurch, Canterbury Earthquake Recovery Authority (CERA) and the Ministry of Transport.

Earthquake Recovery


The earthquakes have set some strategic challenges for the transport network:

- Forty five per cent of roads in Christchurch have been damaged, requiring up to 50,000 repairs.
- The key alternative route to the Port has been closed due to rockfall.
- Re-located businesses and households have changed the travel patterns, leading to increased traffic congestion on strategic routes, especially in the west of the city.
- New business activity areas have created localised traffic congestion.
- Patronage of public transport has declined.
- Increased road work activity is affecting travel efficiency.
- Freight needs for rebuild and recovery are affected by congestion.
- There has been extensive damage to the Central City.











Where we are now

Post-quake Greater Christchurch faces a unique set of challenges and issues, constraints and opportunities.

While we are working through a period of recovery, we are also planning transport solutions to respond to key economic and social drivers of travel demands over the next 30 years.

Key Transport Drivers			
	Activity	Key Place	Key Links
Economic  Social	Coal	Port	Rail, road
	Logs	Port	Road, rail
	Port containers	Port, freight hub	Road, rail
	Fuel	Port, airport	Road, rail
	Airport freight	Airport, freight hubs	Road
	Airport passengers	Airport	Road, PT#
	Jobs (business, education, social, tourism)	Key activity and employment centres, hospital, tertiary	Road, PT, cycling, walking
	Households and residents	Urban areas	Road, PT, cycling, walking

Public transport

30 Year Assumptions				
		2010	2041	% increase
Population		435,000	550,000	26%
Households		176,000	240,000	36%
Jobs		200,000	244,000	22%
Daily person trips		1,860,200	2,360,600	27%
Airport passengers		6m	10.5 - 12m	75-100%
Airport tonnage		120,000	400,000	233%
Port containers (TEU*)		290,000	1,500,000	417%
Coal tonnes		2.3m	5m	117%
Other tonnes		1,910,000	3,260,000	71%
External road flow		33,400	60,600	81%

*TEU = 20-foot container equivalent units

Top priorities

The most pressing strategic transport issues needing action in the short term

- Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass and Sumner Road
- Public transport operation and growth
- Western corridor, airport access and overall freight growth and opportunities
- Northern and south-west access, future growth and changing land use
- Central City linkages to other key places.



Going forward

The transport system will support economic and social well-being by connecting people, goods and services with places, while minimising the environmental impacts and creating liveable communities.

People need to travel for business, work, education, shopping and social purposes. They want to do this safely and efficiently, with choices across a range of modes – walking, cycling, public transport, private vehicles, trucks, trains and planes.

In planning and developing an effective ‘one-network’ transport system for a thriving Greater Christchurch, the partners look to achieve the best possible transport outcomes and objectives, using a strategic approach.

Transport Outcomes		Objectives
Journey Links between people & places	Connectedness	Integrate land-use activities with transport solutions, enabling ease of movement between places
	Resilience, reliability and efficiency	Optimise the use of existing transport assets through managing travel demand and networks
		Provide safe, efficient and resilient links to connect people and places
	Ensure efficient and predictable travel time between key places	
Travel choice	Provide more options for people to walk, cycle and use public transport	
Safety	Safe journeys	Minimise the severity and social cost of crashes
		Improve personal security
Environment	Liveable communities	Support place-making, and ‘active travel’ and public transport, reducing emissions and improving public and environmental health
	Low environmental impacts	

Delivery mechanisms and funding considerations

An important underlying challenge to the effectiveness of the Greater Christchurch Transport Statement relates to being able to fund the agreed direction and outcomes sought by the partners. The delivery of the outcomes will be through their transport plans and programmes, including areas of maintenance and operations, renewals, improvements and other community programmes.

Generally transport funding cannot be drawn from one ‘pot’ but must be pulled together from numerous sources. Whereas councils and government agencies are generally funded by rates and taxes, commercial operators rely on the services they charge for, and other income. This reflects the different community and commercial aspirations that drive funding and investment opportunities, and the decisions faced by the various partners.

This Statement will help to inform investment decisions so the partners can become more aligned and deliver better value-for-money solutions in the future.

Investing for outcomes

Sound transport decisions and investment are vital in helping ensure Greater Christchurch flourishes.

Action Plan (Draft, to be finalised)

Top Priorities	Outcome	Potential funding partners*		Timeframe			
		Lead agency	Supporting agencies	S	M	L	
Port Freight & Growth	Access to Lyttelton Port of Christchurch	Journey Environment, Safety	NZTA	CCC, KiwiRail, LPC	✓		
	Re-open Evans Pass for over-dimension and hazardous goods movement	Journey Environment, Safety	CCC	NZTA, LPC	✓		
	Port repair and development	Journey Environment, Safety	LPC	CCC, ECan	✓	✓	
	Development of integrated Lyttelton management plan for anticipated freight growth and integration with town centre, pedestrian needs, connections to water	Journey Environment, Safety	CCC, LPC	NZTA, KiwiRail	✓	✓	✓
	Protect Brougham St freight corridor, considering abutting land-use	Journey, Environment, Safety	NZTA	CCC, KiwiRail	✓	✓	
	Improve access to Middelton railyard	Journey	CCC	KiwiRail, NZTA	✓		
Public Transport	Public transport network operation & growth model to provide transport choice	Journey	ECan	CCC, NZTA	✓	✓	
	Develop public transport interchanges	Journey, Environment	CCC	ECan, NZTA	✓	✓	
	Develop public transport priority measures	Journey	CCC	ECan, NZTA	✓		
	Investigate and protect future public transport options	Journey	ECan	CCC, NZTA, SDC, WDC	✓	✓	
Western Corridor/Airport	Western Corridor and freight growth requirements and opportunity	Journey	NZTA	CCC, CIAL, KiwiRail, LPC	✓		
	Airport access	Journey	NZTA	CCC, CIAL	✓		
	Inter-modal road / rail facilities and railyard repairs	Journey	KiwiRail	NZTA, CCC, SDC, WDC, CIAL	✓	✓	
	Future freight opportunities	Journey, Environment	NZTA	CIAL, LPC, KiwiRail, CCC, MoT, SDC, WDC	✓		
Nth/5th Access/Growth	Northern and southern access & future growth areas	Journey	NZTA	CCC, WDC, SDC, ECan	✓	✓	
	Northern growth areas	Journey, Environment	CCC, WDC	NZTA, ECan	✓	✓	
	South-west growth areas	Journey, Environment	CCC, SDC	NZTA, ECan	✓	✓	
Central City	Central City integration with wider strategic networks	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓		
	Develop transport system to support the Christchurch Central Recovery Plan	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓	✓	

*Other funding options will be explored



GCTS Attachment 2: GCTS Steering group members

Project Sponsor: Jim Harland (CEAG)	Project Leader: Michael Blyleven (CERA/NZTA)
Robert Woods (ECan) Stephen Timms (ECan/UDS IMG)	Tim Cheesebrough (CCC) Rae-ann Kurucz (CCC)
Richard Osborne (NZTA) Ryan Cooney (NZTA)	Andrew Mazey (SDC)
Warren Ladbrook (CERA) Fraser Brotherstone (CERA) David Corlett (CERA)	Ken Stevenson (WDC)
Emily Richards (MoT)	Rhys Boswell (CIAL)
Todd Moyle (Kiwirail)	Nick Flack (LPC)

GCTS Attachment 3: Christchurch City Council requested amendments

Christchurch City Council (CCC) resolution of 6 December 2012 requested the following minor amendments to the GCTS. These are to provide additional clarity, without changing the intent of the document:

- On page 2 of the GCTS change the last sentence to read “We the undersigned will make our best endeavours to give effect to the intended direction of this transport statement *and will undertake an annual review of the priorities.*”
- On page 3 of the GCTS, move the fifth paragraph to become the second paragraph and change the last sentence of that paragraph to read “*Further and other* localised activities for active transport and other improvements will continue to be developed through the local area transport plans of partners.”
- On page 5 of the GCTS, change the heading “Top Priorities” to read “Greater Christchurch Area Priorities”. Also change the subheading to read “The most pressing strategic transport issues needing *partnership* action in the short term.”
- On page 6 of the GCTS, add the following paragraph “*The partners recognise that funding and local priority decisions will be made through processes including Annual Plans, Long Term Plans, National Land Transport Fund, and other partner funding processes.*”
- On page 7 of the GCTS, add an asterix next to the Top Priorities heading and note at the bottom of the page that “*The partners recognise that the actions and projects to address these top priorities will be weighed up alongside ~~against~~ other local priorities and other funding options will be explored.*”

Note: re Page 7 above, “against” has been replaced by “alongside” to reflect CCC resolution (d) to recognise that projects developed through the Long Term Plan processes must consider other factors, not simply these GCTS priorities.