

Greater Christchurch Transport Plan – Actions

Direction	Action	Sub Actions
Protect the effective operation of the freight network	Monitor and review the Greater Christchurch freight network operation, including the supporting local roads network, to better understand where improvements are needed.	Begin review of freight operations across Greater Christchurch
		Engage and strengthen transport coordination with relevant key stakeholders, such as Kiwirail to improve transport outcomes.
	Continue to improve the safety and reliability of the State Highway and local roads network and minimise effects on communities.	Design and plan for the Belfast to Pegasus & Woodend Bypass
		Implement Brougham Street improvements
		Implement Rolleston access improvements
		Investigate options for Hornby through the local area planning process
Significantly improve public transport connections between key centres	Progress delivery of fast, frequent and reliable public transport services to connect Greater Christchurch communities	Continue investment in and implementation of infrastructure improvements set out in the PT Futures programme
		Continue investment in and implementation of service improvements set out in the PT Futures programme including the Rest of Network Business Case.
	Investigate mass rapid transport, route protection and investment.	Prioritise investment for the route protection phase in the State Highway Investment Programme
		Ensure the route is protected in District Plans.
		Complete design and detailed investigations for the Notice of Requirement (NOR) for designation.
		Progress investigation and implementation of MRT connecting & complementary services to the districts
		Scoping the strategic case for further connections from the MRT system into the Districts
	Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport routes and stations.	Start local area planning in the priority development areas
		Influence key local and regional planning documents
		Monitor development along the corridor, and the preferences for public transport.
	Reducing barriers to accessing public transport	Improve first and last km connectivity with Public Transport (including walking/cycling connections, park-and-ride lots)
Improve accessibility to Māori Reserve Land to support Kāinga Nohoanga	This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services	To be determined
	Ensure that Māori land is not used or taken for public infrastructure required to service development on adjoining or proximate land.	To be determined

Timeframe: Short 2024-2027 Medium 2027-2034 Long 2034 - 2054
Funding: \$ less than \$10 million \$\$ more than \$10 million \$\$\$ more than \$100 million \$\$\$\$ over \$1 billion

Timeframe	Agencies	Dependencies	Funding required	Action Type
Short	NZTA	-	\$	Investigate
Short	All	-	-	Ongoing
Medium	NZTA	-	\$\$\$	Implement
	NZTA	-	\$\$\$	Implement
Medium	NZTA	-	\$\$	Implement
Medium	NZTA/ CCC	PDA planning	\$	Investigate
Medium	Councils	-	\$\$	Implement
Short - medium	ECan	-	\$\$	Implement
Short – medium	CCC	-	\$	Plan
Short	NZTA/ CCC	-	\$	Plan
Short – medium	Councils	-	\$	Plan
Short – medium	SDC, WDC	-	\$	Plan
Short – medium	Councils	-	\$	Plan
Short - medium	All	-	-	Ongoing
Ongoing	CCC/ Ecan	-	-	Ongoing
Ongoing	Councils	-	-	
Ongoing				

⁷ Funding signals are high level indications only and are not based on detailed cost estimates. They indicate funding required in the first decade, for the sub-action only (not necessarily the full project).

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Direction	Action	Sub Actions
Develop innovative measures to encourage people to change their travel behaviours	Support and enable the national ticketing solution.	Implement national ticketing
	Coordinate at a sub-regional level to explore appropriate pricing and promotions; manage car parking policies; and support central government investigations into future road pricing options	Evaluate pricing options to identify how they could contribute to the outcomes sought in the spatial plan
	Expand travel demand management programmes to broaden their effects.	Implement expanded travel demand management programmes. This needs to be developed in unison with walking, cycling and public transport strategies, in order to ensure viable alternatives are available.
Enable safe, attractive, connected opportunities for walking, cycling and other micro-mobility.	Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.	Complete cycleways networks
		Extend the network into new growth areas as needed
		Continue to invest in cycleways and cycle lanes in the districts
	Invest in urban placemaking to balance the use of roads and streets to reflect the functions of place and movement.	Start local area planning in the priority development areas
		Ensure the network policy and design standards of road environments prioritise walking, cycling and micromobility.
		Ensure adequate networks and infrastructure are provided in new subdivisions and growth areas by developers
Collective partnership commitment towards achieving the vision.	Foster and facilitate a collaborative approach between the Partners to address strategic challenges and opportunities for Greater Christchurch.	Projects structures are established to support partner collaboration as required
	Show clear, decisive and visible collaborative strategic leadership amongst the Partners, to wider stakeholders, agencies and central government and to communities across Greater Christchurch.	Prepare joint communications such as media release etc
Sustainable funding and investment solutions to maintain infrastructure and service delivery into the future.	Investigate a range of funding and investment tools from different sectors such as local and central government, private sector and user pays.	To be determined
	Partner with and advocate to central government to enable better influence on government policy and funding decisions.	Develop joint submissions as required Meeting jointly with Ministers and Central Government Agencies
The safety of our communities is a priority in all the work we do.	Ensure all new projects are safe and support our growing communities	Incorporate safety audits and vision zero principles into all new projects
	Retrofit the existing network to be safe	Continue to develop and implement consistent regional speed management plans.
		Prioritise safety around schools and for school travel Plan for and implement safety interventions targeting high risk roads and intersections
We will continue to plan and deliver a fit for purpose road and transport network	Monitor key metrics and be agile to respond to emerging situations as they arise.	Include key metrics in the GCSP monitoring framework that will identify changing travel demands and emerging problem areas on the transport network.
		Continue to regularly maintain and upgrade strategic sub-regional transport models to ensure they provide robust outputs.

Timeframe	Agencies	Dependencies	Funding required	Action Type
Short	ECan	-	\$	Implement
Short	GCP	-	\$	Investigate
Short - medium	Councils	-	\$	Implement
Short – medium	Councils, NZTA	-	\$\$\$	Implement
Long	Councils, NZTA	-	\$\$	Implement
Short – medium	Councils	Major cycleways	\$	Plan
Short - medium	Councils	-	\$	Plan
Short – medium	Councils	-	\$	Implement
Short – medium	Councils	-	\$	Implement
Short	All	-	-	Plan
Ongoing	All	-	-	Ongoing
Short	All	-	-	Investigate
Ongoing	All	-	-	Ongoing
Ongoing	All	-	-	Ongoing
Short-medium	Councils, NZTA	-	\$	Implement
Short-medium	Councils, NZTA	-	\$	Implement
Ongoing	Councils, NZTA	-	-	Plan
Ongoing	All	-	-	Ongoing
Ongoing	All	-	\$	Ongoing