

Greater Christchurch Transport Plan

Purpose

The Greater Christchurch Transport Plan identifies the transport system changes needed to implement the Greater Christchurch Spatial Plan. The transport plan focuses on strategy – the key things partnership members need to do together, and the commitments needed for success.

Opportunity 6 of the Greater Christchurch Spatial Plan

Prioritise sustainable and accessible 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.

The Greater Christchurch Transport Plan focuses largely on achieving the outcomes of opportunity six of the Greater Christchurch Spatial Plan, and where possible supports the delivery on the other opportunities identified in the Spatial Plan.

Principles



Work in partnership, committed to achieving the spatial plan vision.



Seek sustainable funding and investment solutions to deliver transport infrastructure and services.



Prioritise the safety of our communities and transport users.



Deliver a fit-for-purpose road and transport network.

Directions of Opportunity 6

Transport directions toward achieving Greater Christchurch's future transport vision in 2050

Protect the effective operation of the freight network.

Significantly improve public transport connections between key centres.

Improve accessibility to Māori Reserve Land to support kāinga nohoanga.

Develop innovative measures to encourage people to change their travel behaviours.

Enable safe, attractive, connected opportunities for walking, cycling and other micro-mobility.

Actions

- Monitor and review the Greater Christchurch freight network operation, including the local roads network, to better understand where improvements are needed.
- Continue to improve the safety and reliability of the State Highway and the local roads network and minimise effects on communities.

- Progress delivery of fast, frequent and reliable public transport services to connect Greater Christchurch communities.
- Investigate mass rapid transport, route protection and investment.
- Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport routes and stations.
- Reducing barriers to accessing public transport.

- Enable the development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services.
- Ensure that Māori Reserve Land is not used or taken for public infrastructure required to service development on adjoining or nearby land.

- Support and enable the National Ticketing solution.
- Explore appropriate pricing and promotions; car parking management policies; and support central government investigations into future road pricing options.
- Extend the travel demand management programmes to broaden their effects.

- Invest in urban placemaking to balance the use of roads and streets to reflect the functions of place and movement.
- Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.

It is important to note that there is no hierarchy given to the directions. This is a long term plan, aligned to the 30 year Greater Christchurch Spatial Plan. The order of implementation actions will be driven by the work programmes and funding priorities of partners including central government through the National Land Transport Programme and Local Government through Long Term and Annual Plans.