

# MIN-3802 Update on Greater Christchurch Spatial Plan and Dunedin transport plans

16 February 2022

The below provides an update for the Minister on the Greater Christchurch Spatial Plan and Dunedin transport plans ahead of his meeting with Waka Kotahi Director Regional Relationships (West Coast/Canterbury/Otago/Southland), James Caygill.

## The Greater Christchurch Spatial Plan (including Public Transport Futures)

- The Greater Christchurch Spatial Plan (GCSP) will set the strategic direction for growth in the Greater Christchurch sub-region, and the infrastructure required to support this. The key spatial matters to be considered in the GCSP are the function and hierarchy of urban centres (scale and intensification of development), the transport network and areas suitable for growth (residential commercial, industrial and Kāinga Nohoanga). Progress on the GCSP has been slow, however, the Greater Christchurch Partnership (the Partnership) is still attempting to agree a preferred urban form by mid-2022, which would enable progress to be made prior to local body elections in October. See timeline below:



- Agreeing the preferred urban form is a critical task currently underway with a number of inter-related workstreams. Below are the main risks that will need to be managed to achieve the mid-2022 timeline:
  - A potential lack of alignment between the Partnership Councils on how (greenfield vs intensification) and where (Districts vs City) to grow.
  - The Partnership governance structure is well developed but decision-making is often time consuming.
  - The Covid-19 response challenges, local government elections, RMA reforms, development of the Emissions Reduction Plan, Climate Change Adaptation Planning, Medium Density Residential Standards, and many other strategic changes are taking time to action. The uncertainties these bring to the process, as well as financially constrained local government partners, have also impacted on the resources available to progress the GCSP and poses challenges in making progress.
- Waka Kotahi has been strongly encouraging the Partnership to develop an overarching transport investment programme that both supports and is integrated with the GCSP. The Partnership endorsed this approach on Friday 13 February 2022. This programme will include the Public Transport Futures

workstreams, as well as cycling and walking interventions, streetscape and town centre improvements, and other initiatives such as low traffic/emissions zones and neighbourhoods. This workstream and timeframe will align well with the Emissions Reduction Plan and any obligations to update their mode shift plan.

- The Public Transport Futures workstreams is made up of two business cases. The first, Foundations & Rest of Network, improves bus priority measures and bus frequency on core routes. It was endorsed by the Partnership Councils in late 2020, and by the Waka Kotahi Board in 2021. Given the fiscally constrained environment of when it was approved, as well as the uncertainty from Covid-19 for public transport patronage, the Partnership collectively agreed to delay its implementation from what was recommended in the business case. Subsequently elected representatives from Christchurch City Council, Environment Canterbury and Selwyn District Council agreed Notices of Motion to seek a meeting with the Minister to discuss increased investment. This is the main purpose for their upcoming meeting with the Minister. Waka Kotahi has been very supportive of a more ambitious implementation timeframe, subject to crown funding being available, however, we recommend that decisions on this should not be made in isolation from the wider transport improvement programme the Partnership have now agreed to.
- The second component of the Public Transport Futures workstream is an Indicative Business Case (IBC) for Mass Rapid Transit (MRT), which to-date has produced an Interim Report, which was completed in mid-2021. The Interim Report concluded that the potential future demand for MRT under most scenarios falls into a range where further investigation is warranted. For MRT to be successful, however, there would need to be significant intensification along corridors and around stations, which reinforces the role of MRT as a city shaping investment.
- Because of this, it was decided that the next phase of the MRT business case should be fully integrated with the GCSP, and that the detailed MRT corridor assessment and completion of the business case should be put on hold until the GCSP urban form assessment is sufficiently advanced to give confidence that the MRT corridors are consistent. The slow progress on the preferred urban form/GCSP has placed the MRT business case timeframe at risk. While we are attempting to work towards a mid-2022 timeframe to consider the feasibility of initial mass transit corridor(s), along with high frequency bus network and strategic cycle connections, we consider there is insufficient time to produce a full MRT IBC by mid-2022. Further detailed analysis can be undertaken following the agreed preferred urban form and completed in the latter half of 2022 to complete the IBC.

### **Progress on Dunedin Transport Plans**

- Since the Ministerial briefing on Dunedin transport plans dated 21 December 2021 (MIN-3775 refers), the following actions have been progressed:
  - Waka Kotahi representatives spoke with the Dunedin City Council Mayor and Chief Executive on 8 February 2022 to discuss the way forward for the future configuration of State Highway 1. A workshop is scheduled for 18 February 2022 with additional staff from both organisations. An agenda is currently being prepared.
  - To inform the dialogue with Dunedin City Council, Waka Kotahi has initiated work intended to provide more accuracy on what a functional two-way option would look like, and what the impacts on the transport system would be. The concept plans will be used to determine a more developed cost estimate than was produced for the Programme Business Case.

- Waka Kotahi has initiated modelling on the emissions profile of both the enhanced one-way and the two-way options as set out in the Programme Business Case using the Waka Kotahi Vehicle Emissions Prediction Model to see whether there are any material differences between them.
- Waka Kotahi has contacted the New Dunedin Hospital team's independent transport planning advisor to clarify the potential implications on access to and from the new hospital site for the enhanced one-way and two-way options as set out in the Programme Business Case. They reiterated their previous advice to the New Dunedin Hospital team/Ministry of Health that both options could work, but their preference was to retain the one-way system as it provided the most efficient and safe access to the site and provided acceptable turning arrangements to and from the immediately surrounding roads. They were also concerned about the level of congestion with the two-way option translating into longer travel times to get to the hospital, particularly for emergency vehicles and the ability to pick gaps in the traffic, and less reliability of travel times.
- A further update on progress can be provided after the workshop between Waka Kotahi and Dunedin City Council.
- Changes to State Highway 1 and State Highway 88 and Dunedin City Council's improvement plans for the Harbour Arterial will need to be coordinated with the phasing of the new hospital build. The New Dunedin Hospital team is currently completing the Detailed Design for the Outpatients building on the northern block. The Outpatients building is scheduled for completion in January 2025. Resource consents have been granted for the Stage 1 Enabling Works for the three hospital blocks (North, South and Bow Lane Block). The Inpatients building is currently in the Preliminary Design phase and is expected to be moving into Detailed Design from mid-2022 (July) to mid-2023 (June). The Inpatients building is scheduled for completion in April 2028. [section 9\(2\)\(g\)\(i\)](#)

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