

MINISTERIAL BRIEFING NOTE

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| Subject | Funding of Christchurch Public Transport Futures |
| Date | 19 June 2024 |
| Briefing number | BRI-3072 |

| Contact(s) for telephone discussion (if required) | | | | |
|---|--|-----------------|-----------------|-------------------------|
| Name | Position | Direct line | Cell phone | 1 st contact |
| Brett Gliddon | Group General Manager – Transport Services | section 9(2)(a) | section 9(2)(a) | ✓ |

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

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19 June 2024

Hon Simeon Brown – Minister of Transport

FUNDING OF CHRISTCHURCH PUBLIC TRANSPORT FUTURES

Purpose

1. This briefing provides you with an update on the \$78 million of Crown funding for part of the Greater Christchurch Public Transport (PT) Futures programme. It does not address other parts of the PT Futures programme that are being funded through Council Long Term Plans, or the National Land Transport Fund. We can report separately on this if required.

Background

2. The PT Futures programme was developed by the Greater Christchurch Partnership¹, a coalition of local government, mana whenua and government agencies. The partners are:
 - Environment Canterbury
 - Mana whenua
 - Christchurch City Council
 - Selwyn District Council
 - Waimakariri District Council
 - Te Whatu Ora - Waitaha
 - NZ Transport Agency Waka Kotahi (NZTA).
3. It comprises of two broad components. The first is around improving the level of service for the existing public transport system (the Greater Christchurch Public Transport Futures Indicative Combined Business Case). The second is an investigation into a 'turn up and go' rapid transit system (the Mass Rapid Transit Business Case).
4. This memo addresses the Greater Christchurch Public Transport Futures Combined Business Case (PT Futures combined indicative business case) which recommends more frequent services on core routes, bus priority measures (bus lanes, intersection improvements etc.), better Real Time Information and bus shelter upgrades.

¹ <https://greaterchristchurch.org.nz/>.

5. The purpose of these recommended interventions is to reduce travel times and increase the reliability for buses, particularly to and from highly populated / growth areas and key destinations across Greater Christchurch.
6. The PT Futures combined business case was endorsed by the relevant partner organisations and NZTA in 2020/2021. The next steps were project development for the services and infrastructure improvements and then implementation of the programme.

Christchurch PT Futures

7. In December 2022 the Cabinet Economic Development Committee [DEV-22-MIN-0297] reallocated the Northern Pathway funding from the New Zealand Upgrade Programme (NZUP) from the tagged capital contingency to two activities outside of NZUP:
 - Greater Christchurch Public Transport Futures Bus Improvements (PT Futures) - \$78 million.
 - Ngauranga to Petone Shared Pathway Project - \$80 million.²
8. DEV agreed to authorise the Ministers for Transport and Finance to draw down up to \$78 million for the Greater Christchurch Public Transport Futures Bus Improvements once the funding profile of potential co-funders of the programme were confirmed.
9. The commitment to the funding is outlined in the following link:
www.beehive.govt.nz/release/government-delivers-better-public-transport-christchurch.
10. As noted in the above link, the intent of the funding was to enable the acceleration of delivery of public transport infrastructure related to PT Futures.
11. After the above announcement, Christchurch City Council (CCC) progressed technical work under the umbrella of the PT Futures programme for the public transport infrastructure in their district. NZTA staff worked with the council on this. CCC completed a draft business case in December 2023.
12. It is our understanding that work on the business case is currently paused, with unspent funding for the business case phase returned to NZTA.
13. section 9(2)(f)(iv) [REDACTED]

² This funding came directly to NZTA as it is a NZTA delivered project. We were asked by the Ministry of Transport to spread it across the financial years based on its expected delivery. We are claiming the Crown share as a proportion of the actual annual spend. The spend is therefore spread between 2022/23 - 2025/26.

It is recommended that you:

1. **Note** the contents of this briefing



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Brett Gliddon

Group General Manager – Transport Services

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Hon Simeon Brown, Minister of Transport

Date: 2024

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