

MOVING FORWARD: WAIMAKARIRI INTEGRATED TRANSPORT STRATEGY 2035+



Mayoral Foreword

I am excited to present this new plan for the future of transport in Waimakariri.

It's called *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, and it's a milestone in planning for the future of our transport system over the next decade and beyond.

Transport is important to everyone. It's a major contributor to how our people function, interact and connect with each other and the wider region.

We are working with our Greater Christchurch partners, including NZ Transport Agency Waka Kotahi (NZTA), neighbouring Councils, Environment Canterbury, mana whenua and Te Whatu Ora Health NZ Waitaha Canterbury, to ensure our plans all interact and talk to one another.

However, we have local challenges and opportunities that only we are responsible for, and it's critical that we plan ahead of time in light of these.

Today as a community we face pressures of funding constraints, climate change, and policy changing the way we live and look after our environment. In these challenges we have an opportunity to respond in a way that safeguards our communities.

Waimakariri is one of the fastest growing districts in the country. We want to make sure our District continues to be a place where people want to be and one where "it is safe, easy and sustainable to journey to where we want to go".

Having a great, responsive, safe, and sustainable transport system will play an important part in underpinning this.

We must get the balance right, and a challenge for us is addressing the many different and often competing demands on our transport system.

In writing this strategy, we have thought about our residents who live in towns as well as our rural communities. We have also considered our town centres, businesses and industries.

This strategy outlines some Key Moves we believe can make positive changes to our transport system moving forward.

These look to create a well-connected multi-modal district, integrate planning so the transport network is used most effectively, ensure freight movements are efficient, deliver a safe system for everyone, and support alternative travel choices.

In shaping this strategy, we listened to our community and stakeholders, who provided thoughtful and considered input. We are thankful for those contributions to get us to this point. This strategy is also underpinned by expert advice and technical information.

We're exciting to finalise this plan and start ensuring that Waimakariri residents continue *Moving Forward*.



DAN GORDON
MAYOR OF WAIMAKARIRI

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Executive Summary

The Waimakariri District offers an enviable lifestyle—with economic, social, and recreational attractions in and surrounding our District, our community is growing rapidly. In fact, Waimakariri is one of the fastest growing districts in New Zealand. However, rapid growth does have the potential to bring some negative transportation outcomes if it's not planned for well, such as congestion and road safety concerns. We have created an integrated vision through this *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* to respond to these and other challenges, and drivers for change.

This is a strategic document which sets out how we will manage our transport and mobility needs towards 2035 and beyond. As a Local Authority we plan, manage, and operate our transportation system within a strategic framework including legislation, policies and plans—at national and (sub) regional level.

We need to give effect to these documents and think about what they mean for us in Waimakariri. In writing our strategy, we have considered frameworks such as the Government Policy Statement on Land Transport 2021/22-2030/31, Aotearoa New Zealand's First Emissions Reduction Plan (2022), National Policy Statement on Urban Development (NPS-UD) (2020), as well as a number of regional and local policy documents including land use and transport frameworks that are being developed by the Greater Christchurch Partnership.

We need to do better at achieving modal shift by increasing the uptake of walking, cycling and using public transport; helping reduce transport related emissions; improving the integration of land use and transport planning; delivering a safe and resilient transport network; and supporting our freight industry to ensure the movement of goods is as efficient, effective, resilient and safe as possible.

Over the years, our community has asked for a number of transport related enhancements. In developing this strategy, we have reached out to many stakeholders who have provided insight into the challenges and opportunities facing our transport system, and have shaped the directions underpinning our strategy.

In thinking about some of the key challenges facing our transport network, such as impacts on the environment, land use integration and intensification, safety, how we travel, multi-modal connectivity and freight efficiency, we have formulated five Key Moves, underpinned by our principles and what we can do to make positive changes to our transport system moving forward. To achieve our vision *It is safe, easy and sustainable to journey to where we want to go*, we commit to:

1. Creating a well-connected multi-modal district to support modal choice
2. Integrating land use and transport to underpin higher-density living in urban areas
3. Designing the transport network for the efficient movement of freight to ensure the impacts of growth in the district will not hinder the district's freight needs
4. Delivering a safe transport system for everyone
5. Supporting alternative travel choices and encouraging our residents to walk, cycle and use public transport more.

1. Introduction

1.1 Why this strategy is needed

The Waimakariri District is one of the best places to live in New Zealand. With economic, social, and recreational attractions within and surrounding our district, our community is growing rapidly. This growth provides better facilities and employment opportunities, but also has the potential to bring negative transportation outcomes if not planned for well, such as increasing traffic congestion and road safety concerns.

To respond to these challenges, we have committed to delivering the Waimakariri Integrated Transport Strategy. This is a strategic planning document which sets out how we will manage our transport and mobility needs towards 2035 and beyond.

1.2 Vision

It is safe, easy and sustainable to journey to where we want to go

Meeting the needs of urban and rural Waimakariri

A key challenge for us is addressing the many different and often competing demands on our transport system. For residents in our towns, there is a real desire to improve access to and provision for walking, cycling and public transport, while also making it easier for those who need to drive. Finding the right balance is fundamental to maintaining and improving the great quality of life in our urban areas.

We are aware of the challenges we are facing for meeting the transport needs in rural Waimakariri. How do we ensure our primary industries, whether that is farming, forestry or quarrying, can get their products to their markets, reliably and efficiently? How do we make our rural roads safe for the increasing number of people who want to walk and cycle around the district? How do we ensure that the transport network is resilient to increasing demands and extreme weather events that can impact on infrastructure?

This strategy focuses on improving transportation outcomes for both urban and rural areas, acknowledging that whilst providing for more sustainable modes is easier in our urban environs, rural areas are more difficult to service and are more reliant on vehicles to meet everyday needs.

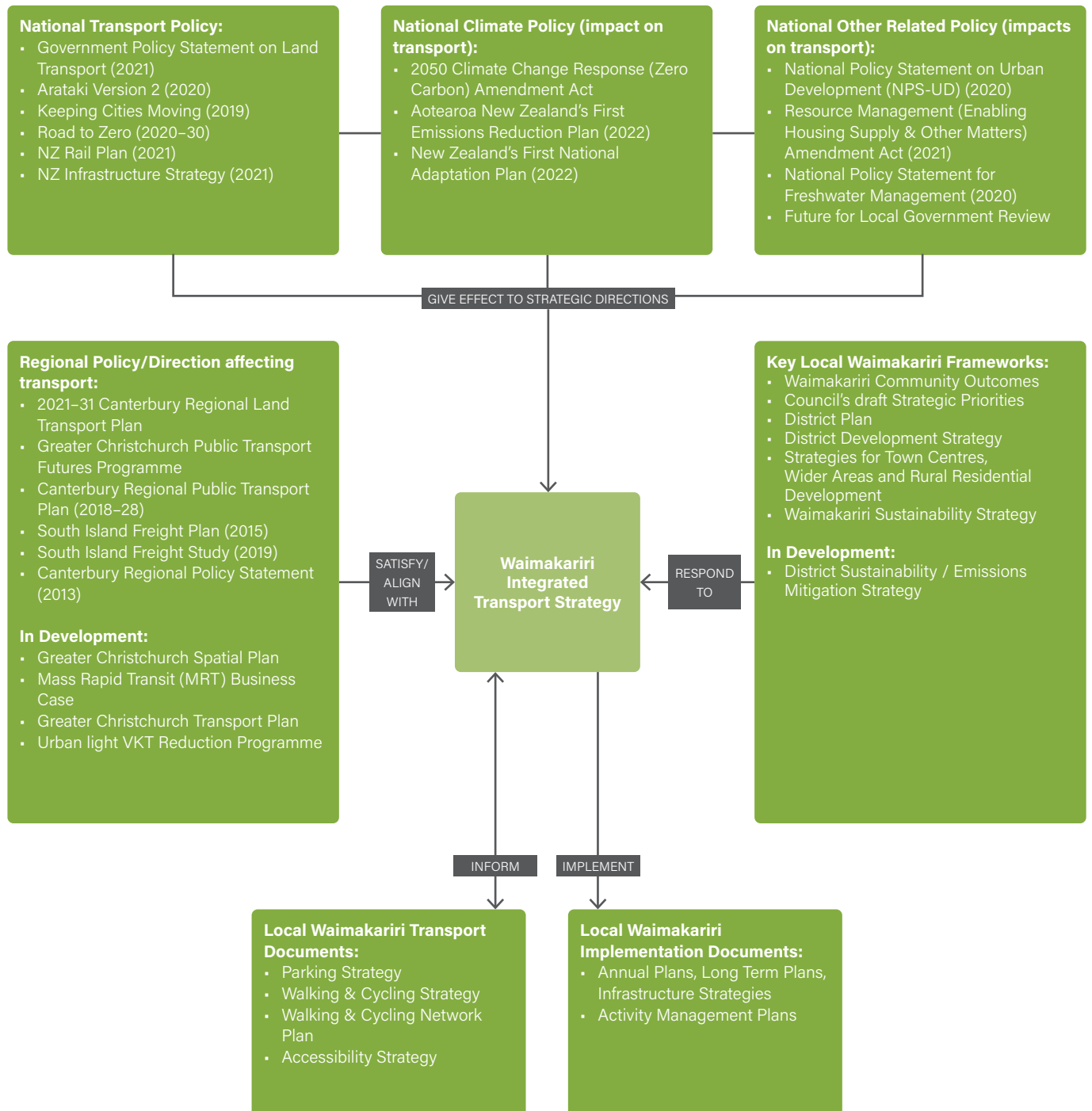


Fig.1 Policy Context (as at December 2023)

1.3 The policy context

As a Local Authority we plan, manage, and operate our transportation system within a wider strategic framework including legislation, policies and plans. These may be focused at a national level or a (sub)regional level. We need to give effect to these higher order strategic documents and think about what they mean for us at a local level, through our own local policies, plans and strategies. In developing this document, we considered these frameworks which, as at December 2023, set the wider policy context for our Integrated Transport Strategy.

National Context

Some of the key documents we have particularly considered whilst developing this strategy include:

Government Policy Statement on Land Transport 2021/22–2030/31 (GPS).

The GPS sets out national priorities for land transport, and the corresponding investment approach for the next 10 years. The GPS seeks to deliver a transport system that improves wellbeing and liveability by contributing to the following five key outcomes established by the Ministry of Transport's Transport Outcomes Framework:

- **Inclusive access**—enabling all people to participate in society through access to social and economic opportunities, such as work, education, and health care
- **Economic prosperity**—supporting economic activity via local, regional, and international connections, with efficient movements of people and products
- **Healthy and safe people**—Protecting people from transport-related injuries and harmful pollution, and making active travel and attractive option
- **Environmental sustainability**—Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality
- **Resilience and security**—Minimising and managing the risks from natural and human-made hazards, anticipating, and adapting to emerging threats and recovering effectively from disruptive events.

The GPS includes four strategic priorities that guide investment over the 2021–31 period as follows:

- **Safety**—Developing a transport system where no-one is killed or seriously injured
- **Better Travel Options**—Providing people with better transport options to access social and economic opportunities
- **Climate Change**—Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access
- **Improving Freight Connections**—Improving freight connections for economic development.

Aotearoa New Zealand's First Emissions Reduction Plan (2022)

The Emissions Reduction Plan sets out the strategies, policies, and actions to achieve the requirements of the Climate Change Response Act.

The plan includes three focus areas to guide the approach to reducing transport emissions:

- Reduce reliance on cars and support people to walk, cycle and use public transport
- Rapidly adopt low emissions vehicles
- Begin work now to decarbonise heavy transport and freight.

There are several transport targets set to achieve a reduction in transport emissions of 41% by 2035 when compared to 2019 levels. In the context of this Integrated Transport Strategy the targets set for Local Authorities including us are to:

- reduce the total distance travelled by light vehicles on the transport network by 20% by 2035
- reduce emissions from freight transport by 35% by 2035.

National Policy Statement on Urban Development (NPS-UD) 2020

The purpose of the National Policy Statement on Urban Development (NPS-UD) is to ensure that our towns and cities are well-functioning urban environments that will meet the changing needs our diverse communities. This provides a focus on intensifying urban growth on areas with good access to public transport and infrastructure, enabling greater housing density than what was generally allowed for before.

Requirements on developers to provide carparking have also been removed, changing the way in which Local Authorities look to manage parking in our urban centres going forward.

Regional and Local Context

There are several regional level plans and policies which give effect to national policy direction, most notably the Canterbury Regional Land Transport Plan 2021–31, Canterbury Public Transport Plan 2018–28, and Draft South Island Freight Plan.

These documents set out priorities and actions, and direct investment in the transportation system for the corresponding ten-year period.

In turn, local policies and plans give effect to the regional and national policy direction. Local plans and policies include the Waimakariri District Plan which provides objectives, policies, and rules to achieve sustainable growth and development in the district. The Long Term Plan 2021–31 sets out our intentions for the next 10 years including infrastructure and financial strategies outlining our commitment to investment including in the transport network.

We are also working with Christchurch City Council, Selwyn District Council, Environment Canterbury, NZ Transport Agency Waka Kotahi (NZTA), Te Whatu Ora Health NZ Waitaha Canterbury, and mana whenua as part of the Greater Christchurch Partnership. This partnership helps us address the larger, (sub) regional challenges that come from looking after a wider area together, such as whether mass rapid transport can be delivered. This Partnership is developing frameworks such as the Greater Christchurch Spatial Plan and Greater Christchurch Transport Plan which provide directions for subregional settlement patterns including the roles of centres, and for delivering an equitable, healthy, and safe transport system.

Summary

In summary, the national, regional, and local policy direction, which helps to inform our Integrated Transport Strategy, signals that collectively we need to:

1. Achieve modal shift by increasing the uptake of alternative modes, such as walking, cycling and public transport, reducing our reliance on single occupant private motor vehicles
2. Help reduce our transport related emissions
3. Improve the integration of land use and transport planning so people can walk, bike, bus or drive as most appropriate for their needs
4. Deliver a safe and resilient transport network, where all people can get to where they want to go, without the risk of death or serious injury
5. Support our freight industry to ensure the movement of goods is as efficient, effective, resilient, and safe as possible.

Subsequent to the preparation of the draft Integrated Transport Strategy, the 2023 New Zealand general election signalled a change in central government and with it a potential change in the direction of transport policy.

The National Party released Transport for the Future, a plan which sets out the intended priorities for transport investment under a National-led government. Headline items include delivering Roads of National Significance (including the Woodend Bypass), providing better public transport, and improving resilience. It is acknowledged that whilst Transport for the Future does not in itself deliver formal policy, it signals a clear intent for future policy direction by the incoming government. In time this will form the likely basis for replacing the current Government Policy Statement on Land Transport 2021/22–2030/31.

In preparing the final Integrated Transport Strategy following consultation, we've reviewed and considered our Key Moves and outcomes in light of Transport for the Future and subsequent coalition agreements. The directions of our strategy are considered an appropriate and consistent response to likely future central government policy direction.

1.4 The drivers of our strategy

- **Climate change**—The backdrop of climate change and the transportation sector's contribution to emissions is well established. The Emissions Reduction Plan puts an onus on Councils to reduce emissions and the vehicle kilometres travelled (VKT) on our transport network and a strategic response is required
- **Framework for investment**—Our strategy has an important role to establish the future direction for investment in the transportation system and aligning investment with wider priorities and policy direction.
- **Access to central Government funding**—There are opportunities to seek central Government funding where investment aligns with national policy direction. Investment in the transportation sector does not need to be solely funded through rates. A well-considered and robust plan puts us in the best position to access future funding streams.
- **Fast-growing community**—We are one of the fastest growing districts in the country, with our population projected to reach near 100,000 by 2051. Growth will increase the number of journeys made across the district and into Christchurch City, putting increased pressure on the transport system. As a Tier One Council under the NPS-UD we must plan for growth, enable more intensification and integrate our transportation infrastructure to service our growing district.
- **Changing demographics**—While we are a growing district, we also have an aging population. This changes how we plan for our future including making sure we plan for sustainable growth and meet the mobility needs of all residents.
- **Settlement and employment pattern**—Our community includes both urban and rural settlements, and many of our residents commute to outside of Waimakariri for work. Our strategy needs to respond to and recognise our wide range of transportation needs to connect us to where we need to go.
- **Economic prosperity**—Planning our transportation system to enable our businesses to efficiently move freight and provide services is fundamental to the successful development of our strategy.
- **Partner and community expectations**—We have engaged with our Greater Christchurch partners and other stakeholders in our community and listened to public feedback on the draft strategy, so that we clearly understand our aspirations and needs.
- **Changing technology**—Technological advances in the transportation sector provide us with new modes of travel and opportunities to decarbonise. This includes opportunities to be less reliant on travel to meet our needs through remote working or online shopping.
- **National Policy Direction**—The national policy landscape is ever-changing, and we are responsible for aligning and updating our local plans and policies to give effect to changes. Our strategy must be adaptable and flexible in its approach.

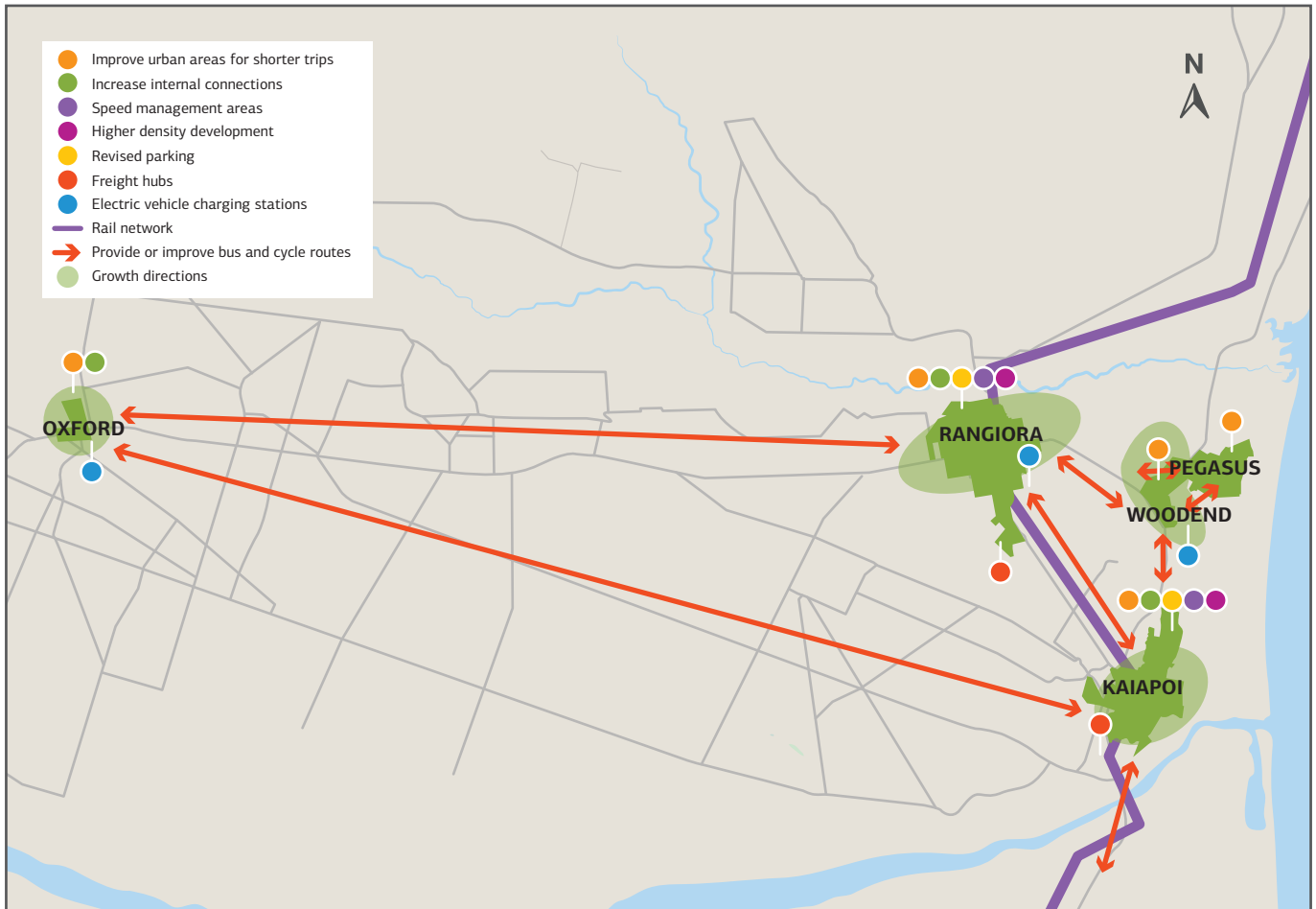


Fig.2 Community feedback for desired transport improvements

1.5 What has our community told us?

When we developed the draft strategy for consultation, we reviewed feedback we've received on several projects over the years from our residents, businesses, community groups and other stakeholders. Our community has consistently asked for several key transport related enhancements including that we need to improve urban areas for shorter trips, improve connectivity by all modes of transport (whether we are walking, cycling, driving, or using public transport), implement speed management, achieve higher density development, improve parking, establish freight hubs, provide electric vehicle charging stations and make better use of the rail network. Figure 2 shows the locations this type of feedback relates to.

Similarly, the Greater Christchurch 2050 Residents Survey undertaken in 2020 found that:

- 62% of our residents are concerned about traffic congestion
- 47% of our residents want public transport, walking and cycling to be easy and affordable
- 40% of our residents want it to be easy to get around
- 25% of our residents want carbon emissions to be minimised.

In addition, feedback from over 100 submissions received on the draft Integrated Transport Strategy in late 2023 is generally consistent with what we had heard previously, and what our stakeholders had told us during development of the draft strategy.

Waimakariri residents' feedback aligns with much of the national and regional policy direction summarised above.

1.6 Contributing Stakeholders

In developing our strategy, we reached out to many of our key stakeholders, and specifically engaged with:

- Elected members of Waimakariri District Council
- Kaiapoi–Tuahiwi Community Board
- Rangiora–Ashley Community Board
- Woodend–Sefton Community Board
- Oxford–Ohoka Community Board
- Kaiapoi Promotions Association
- NZ Heavy Haulage Association
- Road Transport Association
- NZ Trucking Association
- Oxford Promotions Action Committee
- NZ Transport Agency Waka Kotahi (NZTA)
- Christchurch City Council
- Environment Canterbury
- Federated Farmers
- Spokes Canterbury
- Waimakariri Youth Council
- Waimakariri Access Group
- Age Friendly Advisory Group
- Greater Christchurch Partnership
- District schools' principals group

To provide insight into the challenges and opportunities facing our district's transport system, and to then shape the strategic directions underpinning our Integrated Transport Strategy, we held workshops with a dedicated Stakeholder Working Group in 2023. We also reached out and spoke to several other stakeholders early on. Collectively, the voices heard through early engagement had momentous impact on the directions signalled in a draft strategy, which was then released for wider public consultation in September 2023. We received just over 100 responses from individuals and some partner organisations. The feedback we gained helped to inform this final strategy.

2. Current situation

2.1 Our population and land use

The Waimakariri District has grown from a population of approximately 50,000 people in 2013 to an estimated population of 67,900 in 2023 and is forecast to continue to be one of the fastest growing districts in New Zealand. By 2051, our District is expected to be home to close to 100,000 residents.

According to the 2018 census, 62% of our Waimakariri's population lives in the urban towns of Rangiora, Kaiapoi, Woodend, and Oxford, so there is a substantial rural population. Three wards make up our district, and the highest proportion of our population lives in the Rangiora–Ashley Ward (42%) followed by in the Kaiapoi–Woodend Ward (38%). Around 20% of our residents live in the Oxford–Ohoka Ward.

As at the 2018 Census, around 57% of our residents also worked within the district, while another 28% worked in Christchurch City. Rangiora and Kaiapoi are our two largest employment centres. The construction industry generates the highest proportion of the district's GDP (11%) as well as being the largest employer with 18% of the number of jobs in the district. The Agriculture, Forestry, and Fishing sector makes the second largest contribution to GDP at 9%.

2.2 Our road network

The Waimakariri District Council is the road controlling authority for over 950km of sealed roads and over 550km of unsealed roads. These roads connect the places where we live, work, and play and provide links to the state highway network which is managed by NZ Transport Agency Waka Kotahi (NZTA). State Highway 1 runs through Kaiapoi, Woodend and Waikuku, connecting Waimakariri District to Christchurch City and the rest of the South Island, and State Highway 71 is the primary link between Rangiora and State Highway 1.

The amount of vehicular travel on our network is growing as we (and the rest of New Zealand) grows. In 2011/12 there were 467 million vehicle kilometres travelled (mVKT) per annum on our state highways and local roads within the district which has grown by nearly 40% to 650 million kilometres in the ten years to 2021/22. This compares to a nationwide increase of 16% mVKT over the same period.

In the 10 years from 2013 to 2022, there have been 2351 reported crashes in the Waimakariri District, including 40 fatalities and 229 serious injuries. Around one in five of the crashes which resulted in a fatal or serious injury are centred around our urban towns where traffic volumes are highest, however 79% of the fatal and serious injuries occurred on rural roads in the district where traffic speeds are higher. Despite efforts to make our roads safer, the amount of road trauma in our district year on year has not reduced.

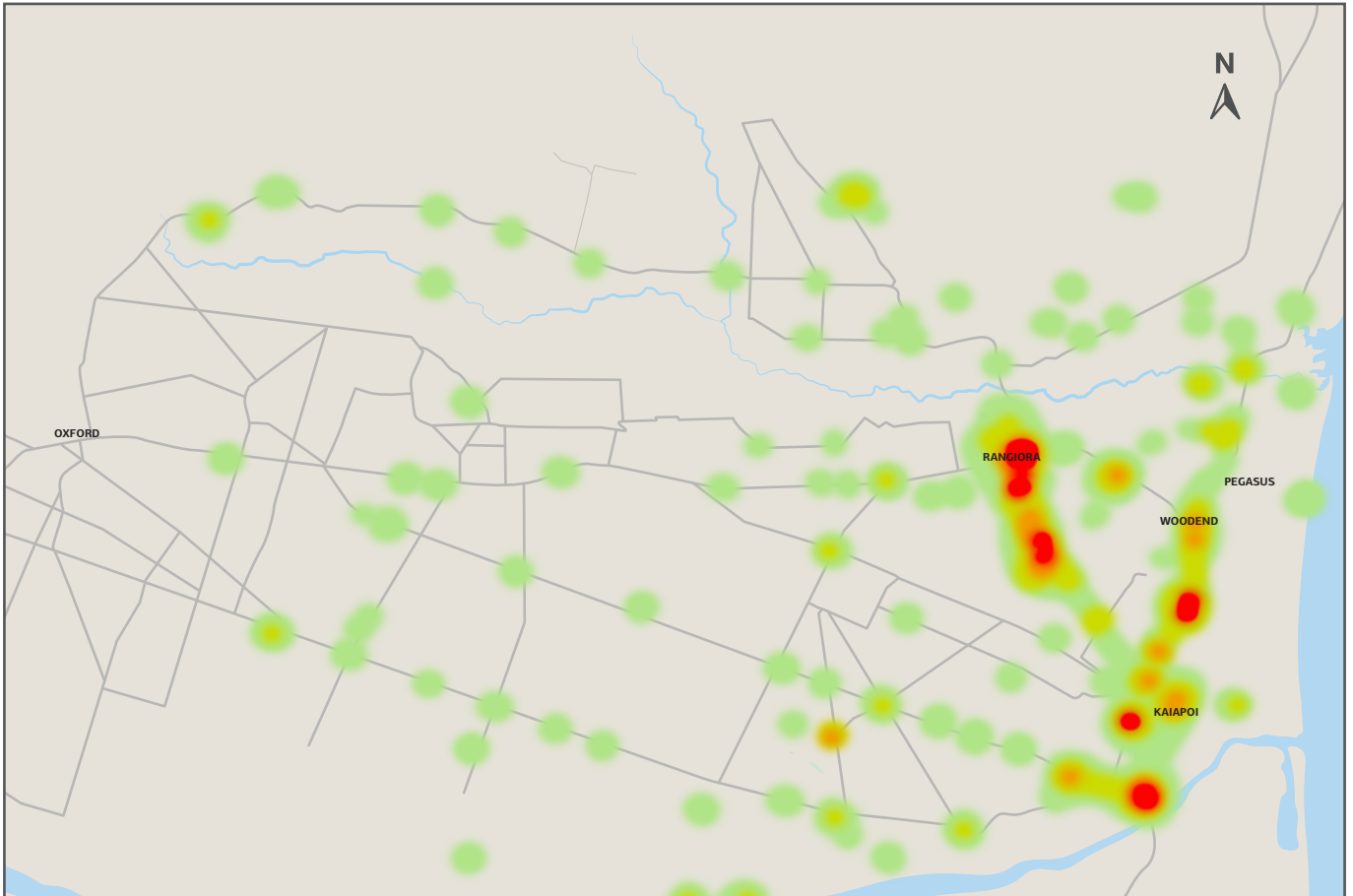


Fig.3 Heatmap of fatal and serious crashes 2013-2022

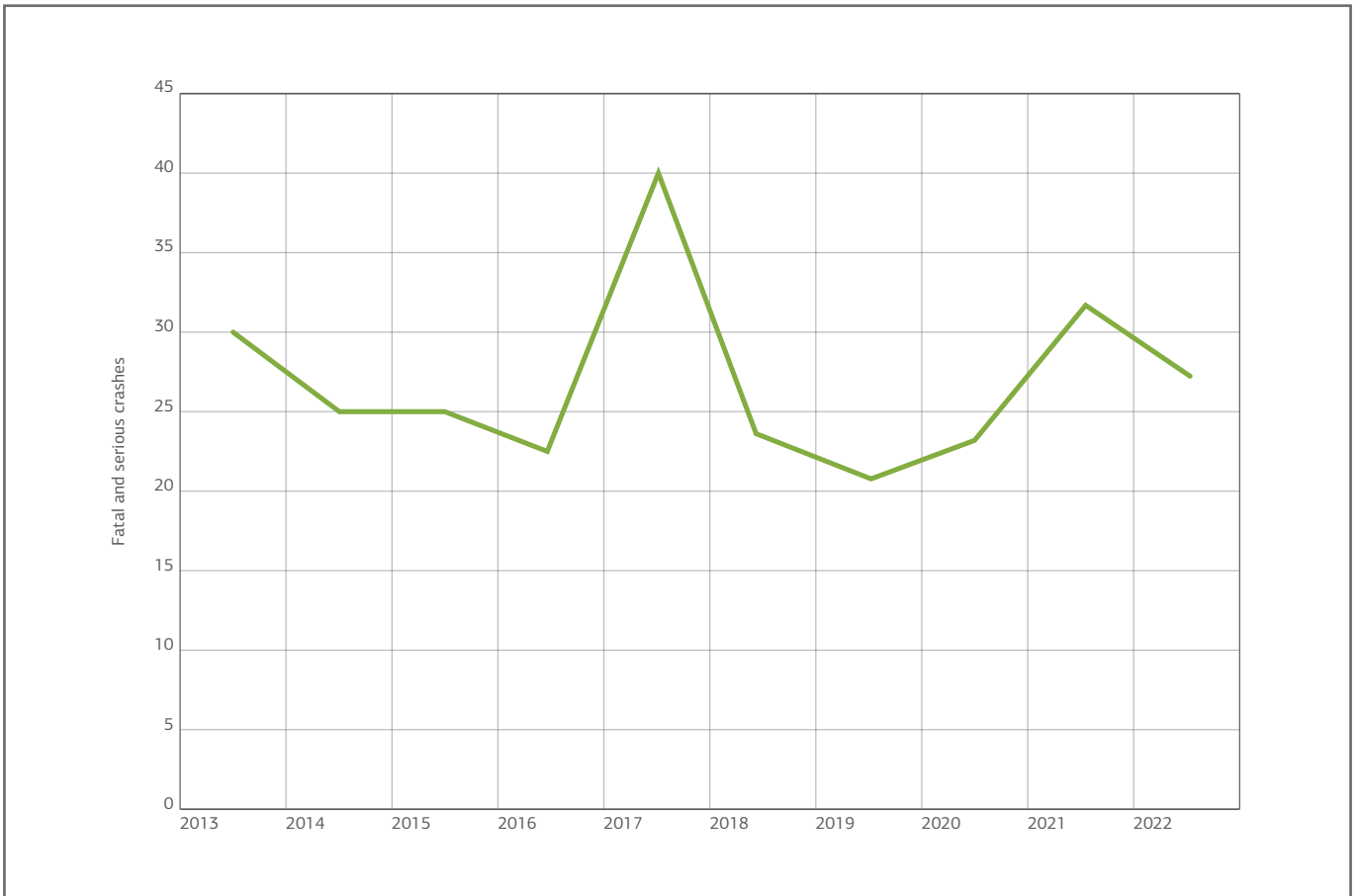


Fig.4 Fatal and serious crashes in the Waimakariri District

2.3 Our cycling network

Our cycling network consists of on-road cycle lanes and off-road cycle trails. There are approximately 81 km of dedicated cycle facilities, including the Passchendaele Memorial Path and the Civic Connector. The Belfast to Kaiapoi Cycleway connects the district to Christchurch City through a path alongside the Northern Corridor Motorway. These facilities provide some connectivity between and within the main towns and centres in the district, however there are still many gaps in the current network of cycle facilities, notably between Kaiapoi and Woodend, as well as to the north and west of the district. The Waimakariri Walking and Cycling Network Plan was adopted in 2022 and proposes to close many of these gaps and provide for a better-connected district.

The Waimakariri Walking and Cycling Network Plan separates cycle facilities into grades to meet the needs of cyclists of all abilities.

2.4 Our walking network

Many of the cycle facilities between towns are designed for the shared usage of pedestrians and cyclists, including the Passchendaele Memorial Path, Rangiora to Woodend path, and the Jill Creamer walk. These facilities provide some connectivity, however, there is a disconnect between Kaiapoi and Woodend for these active modes.

Under the Waimakariri District Plan, almost all roads are required to have footpaths installed on each side of the road corridor, and cul-de-sacs and local residential roads must have at least one footpath. However, it is also important to provide for safe crossing opportunities, particularly in areas with high walking demand such as schools and retail centres.

Grade/ Cyclist confidence	Description of facility
Grade 1—Family/Low Confidence	Highest level of comfort—appropriate for novice users
	Little conflict with motor vehicles
	Critical links between main towns
Grade 2—Medium Confidence	Users may be riding on the road adjacent to live traffic with more protection measures (separated cycle paths, neighbourhood greenways)
	More conflicts with motor vehicles than a Grade 1 facility
Grade 3—High Confidence	Suitable for users who are confident to ride alongside traffic (on-road cycle lanes)

Fig.5 Walking and cycling infrastructure grades

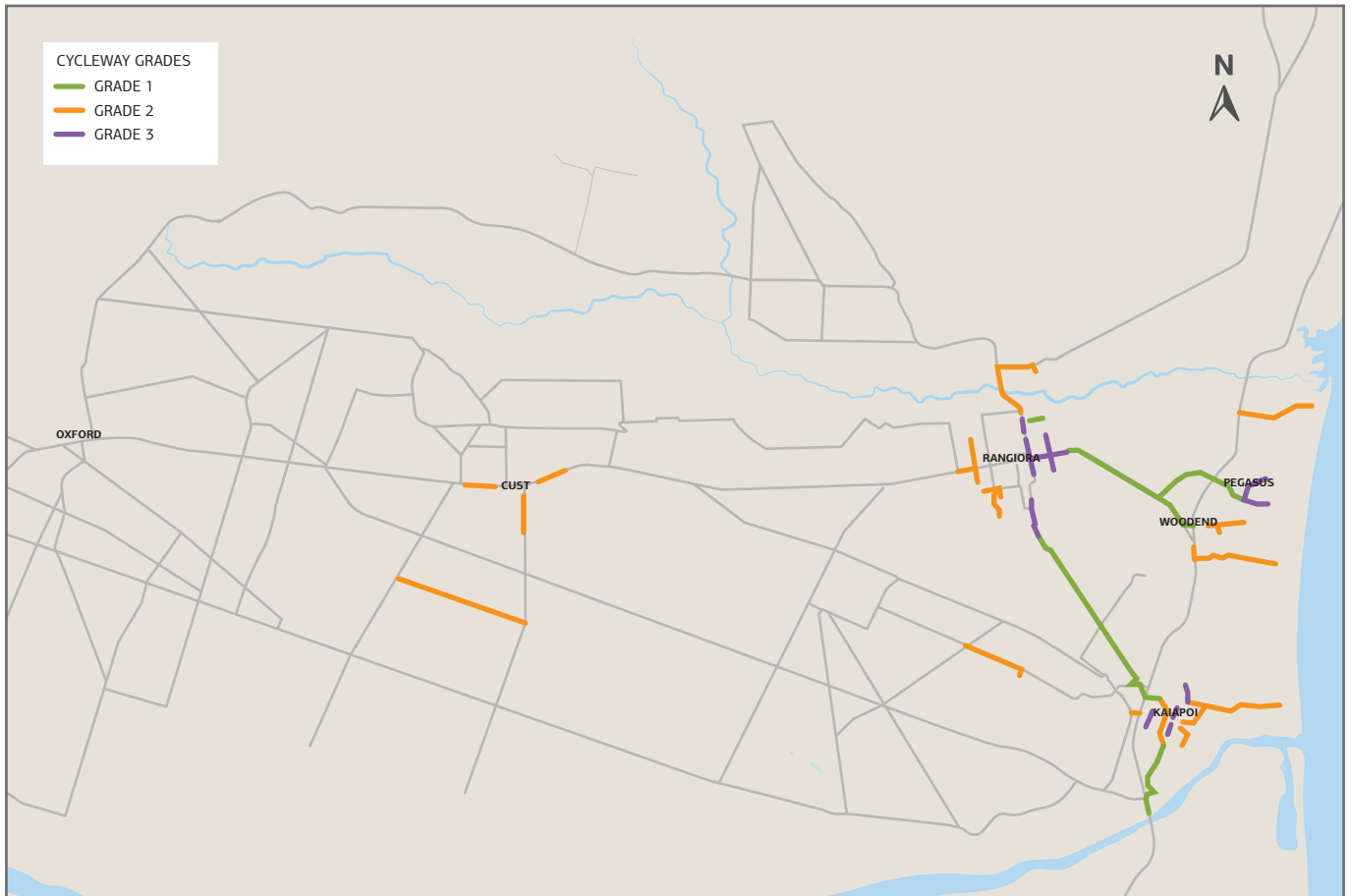


Fig. 6 Existing network from the Walking and Cycling Network Plan

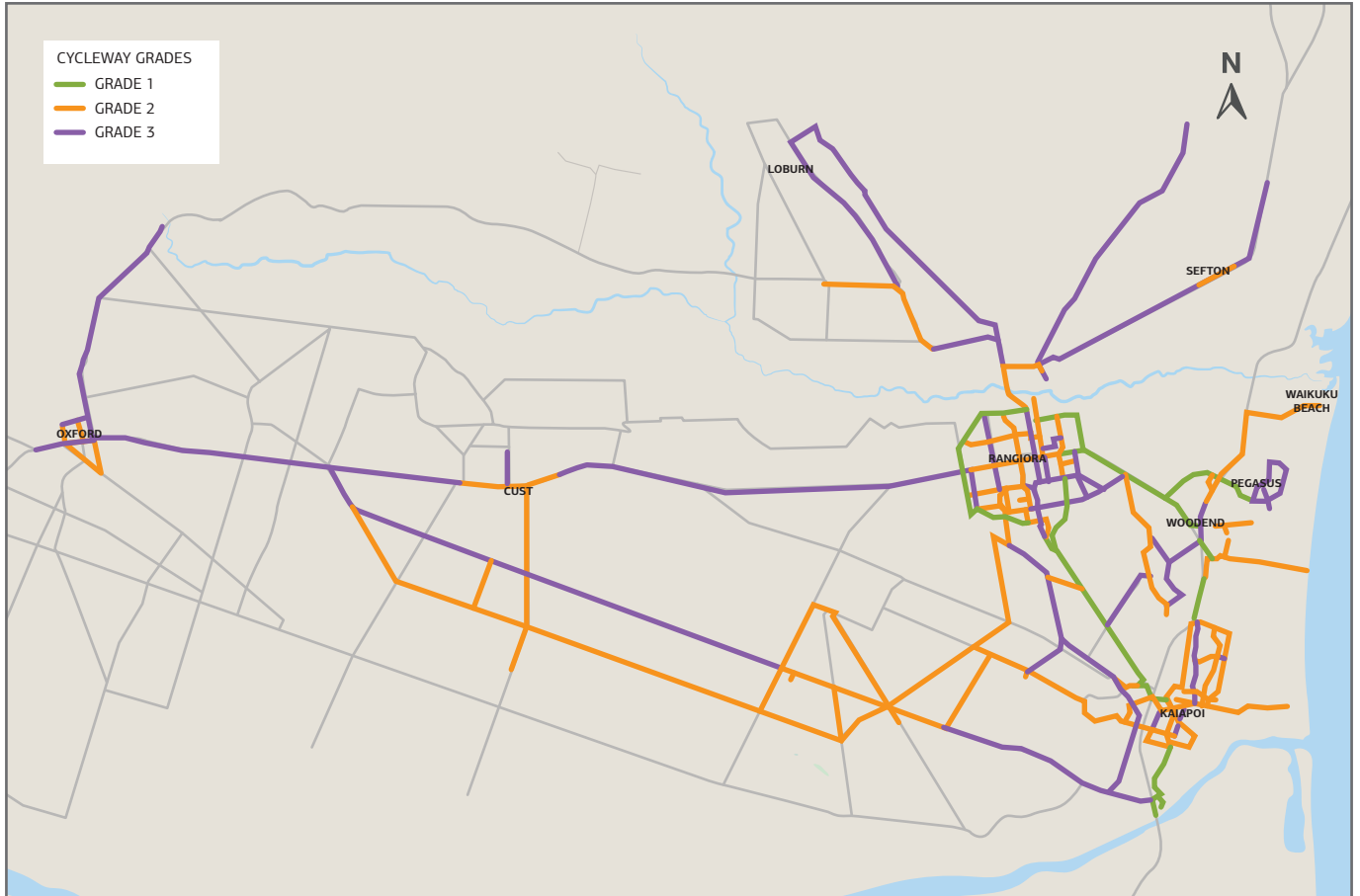


Fig.7 Existing and proposed network from the Walking and Cycling Network Plan

2.5 Our public transport network

The Metro public transport network is managed by Environment Canterbury and connects the district with Christchurch City, while it also provides some connectivity between our urban areas. Five services currently connect the district to Christchurch City and park-and-ride facilities are available in both Rangiora and Kaiapoi. The North Canterbury Community Vehicle Trust provides transport for the aged and disabled.

Smaller settlements such as Oxford, Fernside and Swannanoa are not serviced by the Metro bus network. Residents of these communities have little choice in how they travel to access the wider district and Christchurch City. This lack of service to these smaller settlements further encourages car usage in the district.

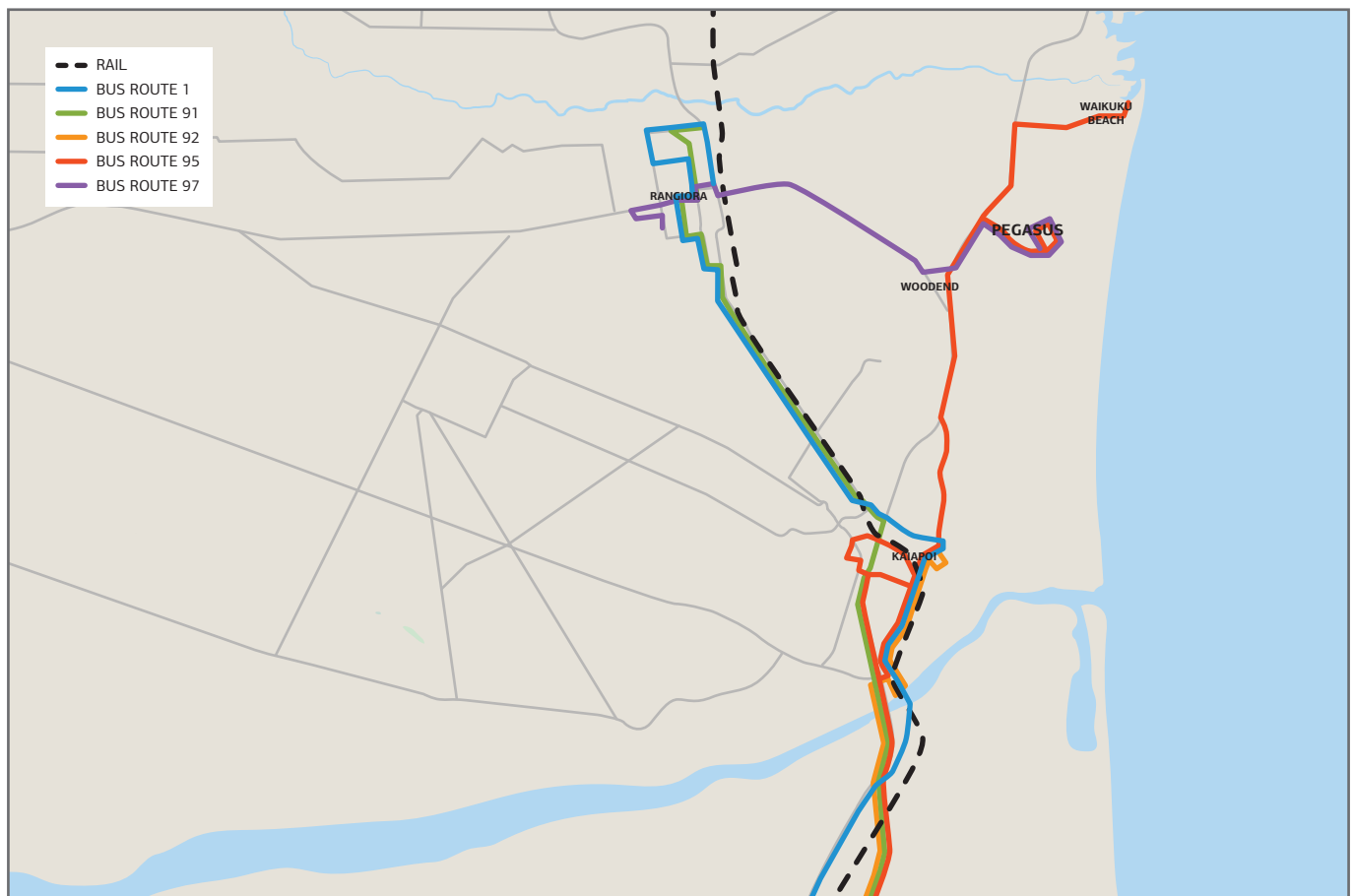


Fig.8 Public Transport network

2.6 Our rail network

Rangiora and Kaiapoi are located on the Main Trunk Line. The last Rangiora to Christchurch train service operated in 1976—currently no commuter service exists. The rail line therefore is primarily used to shift freight and not people. The sole passenger service is the Coastal Pacific tourist train which operates in the summer period only between Picton and Christchurch. There are no rail-based freight handling facilities within the district; all freight movements are made by road to the nearest freight hub which are in Lyttleton, Middleton or Rolleston.

Studies undertaken as part of the Greater Christchurch Public Transport Futures business case show that due to existing freight movements and overall track capacity, double tracking (i.e., the introduction of additional railway line alongside the current single track from Christchurch to Rangiora) would be required to establish a feasible passenger rail service and would require significant investment.

2.7 How we travel

The choice in how we travel around the district, and further afield is referred to as our transport modal choice. Journeys on our roading, public transport, cycling, walking, and rail networks are recorded through Census data by Statistics New Zealand for travel to workplaces and education institutions.

As at the 2018 Census, over 80% of our residents' journeys to workplaces were made by car, with only 4.5% of journeys undertaken by public transport, walking and cycling. Our journeys to workplaces by car are well above the national average of 73% whilst our journeys using sustainable transport (public transport, walking and cycling) is below the national average of 14%. Car-based travel to our schools and tertiary institutes are also higher than national averages at the expense of sustainable travel choices.

Mode	Journey to work (%)	Journey to education (%)
Car	81.0%	56.3%
Bus	1.0%	18.2%
Walk/Jog	2.5%	14.7%
Bicycle	1.0%	3.3%
Work (or study) from home	13.7%	6.3%
Other	0.9%	1.1%

Fig.9 Waimakariri District transport modal choice for journeys to work and education

3. Key transport challenges

We have listened to our community and worked with our stakeholders to identify the key challenges facing our district's transport system. There are several strategic challenges we need to respond to as we move towards improving our transport system and the effect it has on our people and environment. These are:



Impacts on the environment

Transport emissions have a negative impact on the environment and are a significant contributor to climate change, which puts our land, infrastructure and communities at risk. We need to make changes in the way we travel if we are to meet emission reduction targets. Climate change could also have serious implications for Waimakariri and threaten the resilience of our transport network. Regional efforts are underway to create a Canterbury Climate Change Partnership Plan, and the Council is strengthening its knowledge base through climate stocktakes, risk assessments and emissions modelling. We will also develop strategies around resilience, sustainability and emissions reductions.

Many of the directions and actions in this strategy help to reduce the impact on the environment caused by the way we travel.



Land use integration and intensification

The 2020 National Policy Statement on Urban Development (NPS-UD) sets out the Government's direction for increasing housing density in urban areas. There is no requirement for off-street parking to be provided for these developments under the NPS-UD. Therefore, we need to plan for the impact higher density housing may have to ensure appropriate levels of service are maintained on our transport networks and parking assets are not stretched. We also face challenges with developments in growth areas of new housing as they can lack multi-modal connectivity both internally and to other urban centres.



Safety

No one should be killed or seriously injured on our roads. The community has told us that safety and speed is a concern, particularly due to the competing needs of different modes of transport. Do our high pedestrian environments have safe and appropriate speeds and infrastructure suitably designed to ensure their safety? Are our rural crossroad intersections appropriately designed to reduce the risk and severity of a high-speed collision? What safety improvements can we carry out at schools to encourage children to walk or cycle to school? These are road safety challenges that our district faces.



Travel behaviour

With a growing urban population, Waimakariri is experiencing congestion on parts of the network during peak commuting periods that can be frustrating for road users. There are concerns that the parking supply does not meet community needs in town centres. Historically, the response has been to invest in infrastructure to address these issues at significant cost. There has been feedback from the community and stakeholders that Council should be doing more to support a change in how we travel to address the parking and congestion issues in our urban centres.



Multi-modal connectivity

Our district has grown around car travel and there is a lack of intra-district connectivity using alternative modes of transport. The focus on public transport investment sits primarily with connecting the district to Christchurch as a key employment centre, however many Waimakariri residents also work within the district. The cycling network is not suitable for less confident cyclists due to safety concerns and there are gaps in provision for cyclists and pedestrians within and between our urban centres. Many users do not currently have the choice to travel by public transport, walking and cycling, and enabling multi-modal connectivity will enhance travel choice for our residents and support community resilience.



Freight efficiency

The efficient movement of freight is essential to the wellbeing of our local businesses and economy. Our transport network must be designed to meet the needs of the freight community, motorists, public transport users, pedestrians, and cyclists of all ages. Stakeholders have raised concerns about freight being held up in commuter traffic and conflicting with other modes of transport. As Waimakariri does not have a major rail hub, freight is carried by trucks and there are no readily available opportunities to shift to the rail network. The challenge for our district is to improve the efficiency, resilience and reliability of freight transportation while also reducing the conflicts between heavy vehicles and other road users.

4. Our Approach

We have undertaken technical assessments and worked with our stakeholders to develop five responses to meet the transport challenges facing Waimakariri. These are the key transport moves that will help us to achieve the vision for integrated transport in our district: **It is safe, easy and sustainable to journey to where we want to go.**

The key moves provide a framework for Council decision making that underpin the implementation of this strategy. For each key move, we have outlined its context, what we've heard from our communities, and what we will do to drive change. More specific high-level implementation actions are then set out in Appendix A, which is envisaged to be a 'live' component of this strategy.



1.

CREATE
a well-
connected
multi-modal
district

2.

INTEGRATE
land use and
transport
to underpin
higher density
living in urban
areas

3.

DESIGN
transport
network for
the efficient
movement of
freight

4.

DELIVER
a safe
transport
system for
everyone

5.

SUPPORT
alternative
travel choices



1.

CREATE a well-connected multi-modal district

4.1 Create a well-connected multi-modal district

The Waimakariri District is well connected at present if you have a car, but less so for other means. A well-functioning and inclusive transport system is essential for both our urban and rural communities and people should have a choice when it comes to how they travel.

Our local policy framework is currently not strong enough, nor funded sufficiently, to achieve the objectives of our community and those signalled by wider national and regional policy direction in a timely manner. Additional funding for alternative modes is important if we want to reduce our reliance on private vehicles. Despite great recent initiatives related to alternative mode infrastructure, now, most of our capital expenditure budgets for transport is focused on private vehicles and expenditure on projects to support walking, cycling or public transport make up a small proportion.

As part of the Government's Emissions Reduction Plan, we will also, as a country, need to reduce the kilometres travelled by private vehicles by 20% by 2035.

Residents have told us that they want public transport, walking and cycling to be easy and affordable, and that our rural residents should also have access to alternative modes. Public transport hubs in town centres, express services to make journey times competitive with the private car, more frequent and reliable public transport services along more routes, separated walking and cycling facilities to support growth, and car sharing schemes are among the ideas offered to achieving this.

Through enabling greater use of alternative modes, we will be able to help reduce congestion, improve travel times, and reduce our reliance on private vehicles.

What will we do?

- Establish more connections for walking, cycling and public transport—in and between townships and rural areas
- Plan for growth by identifying where existing multi-modal connections are, and where we need better connectivity to key destinations
- Partner with Environment Canterbury to improve public transport connectivity, coverage and service as well as explore innovative ways to provide public transport e.g., on-demand services
- Introduce requirements for developers of new residential areas to include good connections to public transport and walking and cycling
- Prioritise, increase funding for, and explore alternative funding opportunities for public transport, walking and cycling projects
- Improve accessibility for all in high pedestrian areas such as around schools and in town centres
- Enhance the resilience of the transport system through supporting multi-modal options to allow for flexibility and continuity if one mode faces difficulties.

Our Key Principles are:

- ✓ People should have a choice when it comes to how they travel
- ✓ The transport network should allow for people using any transport mode to move to and from, within, and between our urban areas
- ✓ Providing for alternative modes will give our residents choice and provide a way to reduce vehicle kilometres travelled and related emissions to align with our sustainability commitments.



2.

INTEGRATE

land use and transport to underpin higher density living in urban areas

4.2 Integrate land use and transport to underpin higher density living in urban areas

Our land uses affect our transport choices, and our transport choices affect our land use. This relationship is well understood and should be mutually supportive. Over time, however, developments that have occurred little by little have at times affected our ability to provide a well-designed transport network that is appropriate for land use and growth.

Recent policy changes at the national level, through the National Policy Statement on Urban Development (NPS-UD), will over time see increased intensity of development in our urban areas which could increase travel demand and congestion on the network, as well as on-street parking demand. Proactively addressing these impacts will be essential to prevent increased travel demand and network congestion.

Resident and developer feedback also highlights the desire to provide a greater mix of housing choice, size, and location. Whilst additional rural-residential and/or large-scale greenfield development has met the market for additional population growth, we need to ensure that opportunities for better integration are safeguarded so that Waimakariri's lifestyle on offer continues to be enviable. Careful planning is required to ensure that our neighbourhoods are not compromised by segregated developments or low standard infill housing, and that development complements existing areas.

We have heard concerns that high-density developments will create accessway issues on our key corridors and see a spill-over of parking demand onto public roads which Council will need to manage, while balancing the road space needs for other modes such as cycling.

Through well considered higher-density development, accommodated in places that can provide multi-modal connections and are close to employment and activity centres, we can reduce travel distances, our reliance on cars and improve overall community cohesion and wellbeing.

Significant work is occurring with regional and subregional partner organisations that collectively provides a roadmap for land use and transport development beyond the bounds of Waimakariri, for example, the Greater Christchurch Spatial Plan and Transport Plan work. Whilst most such related decisions are made outside of the scope of this strategy, it is important

to acknowledge alignment and reinforce critical strategic directions through the actions we can take here.

What will we do?

- Consider transport implications of housing intensification and ensure planned transport infrastructure supports this
- Collaborate with developers to achieve sustainable mobility outcomes and intensification in town centres and existing residential areas that are close to multi-modal transit corridors
- Continue to collaborate with Greater Christchurch Partnership and other neighbouring Councils to ensure alignment and understanding of wider growth patterns and transport planning
- Require plans for parking management as part of urban area intensification and collaborate with developers to provide for travel demand management and multi-modal facilities
- Support growth areas for new housing where the development will improve transport outcomes or is enabled by good multi-modal transport linkages
- Scope and develop an intensification plan to influence future intensification in appropriate places that enable a broad spectrum of sustainable transport options to be used
- Better integrate retirement villages into the urban environment to reduce social isolation.

Our Key Principles are:

- ✓ The design and delivery of a transport network that supports our growth objectives including improving:
 - ✓ sustainability
 - ✓ resilience
 - ✓ neighbourhood cohesion and character
 - ✓ housing choice
- ✓ Encourage higher-density development and intensification in areas close to key transit corridors that can support alternative modes.



3.

DESIGN

transport network for the efficient movement of freight

4.3 Design transport network for the efficient movement of freight

The movement of freight plays a critical role in the economic health and vitality of our farms, businesses, and town centres. Enabling this to be done as efficiently as possible is important for lowering costs and improving our district's competitiveness. While desirably this would include shifting as much freight on to our rail corridors as possible, the limited rail network constrains opportunities, particularly due to most freight being 'farm to gate' which requires extensive use of local roads. This means that heavy vehicles will remain the dominant mode into the future.

Freight traffic also ranges from heavy vehicles carrying stock or containers down to smaller vehicles delivering to our businesses and homes. Working out how best to accommodate the different requirements of the freight sector, on our roads and in our towns, is an important part of the delivery of this strategy.

Our community, stakeholders and the freight sector have shared concern over increasing congestion that is affecting freight delivery efficiency and can negatively impact town centre amenity values, and that the road network needs to accommodate all users appropriately and efficiently.

What will we do?

- Collaborate with freight providers to better understand freight movements and transfer locations so we can fully consider the impact on the road network
- Investigate a preferred freight network that bypasses Rangiora and Kaiapoi town centres and review the management of freight movements (e.g. safe stopping point locations) with destinations within our townships
- Collaborate with NZ Transport Agency Waka Kotahi (NZTA) for the timely delivery of the Belfast to Pegasus Motorway and Woodend Bypass
- Better connect our industrial areas / freight hubs to the arterial network and look to upgrade strategic freight routes that service rural areas for primary industries
- Collaborate with Greater Christchurch Partnership and Canterbury Mayoral Forum to align a freight strategy across the wider region
- Investigate the opportunities for Council to support decarbonising freight, for example through supporting infrastructure or looking into the demand for integrated transport, logistics and storage hubs to reduce freight movement.

Our Key Principles are:

- ✓ Freight efficiency is essential for our farms, businesses and town centres which are important contributors to the district's economic prosperity
- ✓ Efficient routes for freight will support our town centres and improve safety and effectiveness of our corridors for all modes of transport
- ✓ Our freight requirements cannot be met solely via rail. The primary road network can be promoted for freight transportation while reducing the use of local roads
- ✓ We will support and enable freight and logistics efficiency to assist the shift toward decarbonisation, which also delivers economic outcomes.



4.

DELIVER

a safe transport system for everyone

4.4 Deliver a safe transport system for everyone

No one should be killed or seriously injured on our roads. From Government policy and funding to our residents' groups and schools, everyone agrees on this, and having a safe environment for all by minimising road trauma is an important Community Outcome. However, over the last 10 years, there has been an increase in the number of fatal and serious injury crashes in the district. Within Council, our role is to deliver safe roads and speeds, and we currently have a 30-year priority to make road safety improvements. Community feedback has also told us that there are driving skills, safety, and speed concerns, and that we should look to advance our programme of activity, particularly around protecting our more vulnerable road users—pedestrians, cyclists, and those with mobility challenges.

We can do this by improving our roading infrastructure, so that if a driver makes a mistake (we are all human) it does not kill or seriously injure ourselves, our passengers or other road users. We can also do this by reducing our speed to what is safe and appropriate for the roads we are travelling on.

What will we do?

- Ensure a proactive approach to implementing national road safety strategies
- Improve infrastructure for cyclists, pedestrians, mobility scooter users and others to increase the attractiveness of active transport
- Improve pedestrian and cyclist safety to schools and work with schools to encourage walking and cycling
- Be prepared for improvements required as demand for active transport increases
- Continue to take guidance from central Government to review speed limits and implement changes to ensure they are safe and appropriate, prioritising areas where the greatest safety benefit can be realised.
- Identify and prioritise road safety improvements at key locations for all transport modes
- Review local road safety initiatives to improve road user education and behaviour
- Ensure that transportation projects are proactively aligned with NZ Transport Agency Waka Kotahi (NZTA) Safe System Principles.

Our Key Principles are:

- ✓ We will partner with Government to implement adopted road safety strategies
- ✓ Infrastructure improvements and ensuring safe and appropriate speeds will be central to our approach
- ✓ Driver education will also be supported.



5.

SUPPORT

alternative travel choices

4.5 Support alternative travel choices

The private car provides many benefits and we have been delivering improvements to our roads and roading infrastructure for the last 50 years to support car use. This has come at a cost, however, not only is it financially expensive to keep providing and expanding the infrastructure, but the approach has also had a side effect of discouraging people from walking, cycling, and taking public transport. This has been bad for our health, as being active is great for our fitness, but it has also caused poor outcomes for our environment, as tailpipe and greenhouse gas emissions affect our immediate health as well as contribute to climate change. As part of the Government's Emissions Reduction Plan, we will also, as a country, need to reduce the kilometres travelled by private vehicles by 20% by 2035. Through Council, we have been supporting travel behaviour change programme but there is more we can do in this space by supporting alternative travel choices. Travel behaviour is the combination of doing things in different places at different times and how we move from one place to another. Travel behaviour change is then about encouraging people to rethink how and when they travel.

While we will seek to ensure people can always choose their mode of choice—whether that is by private car or alternative modes—increasing congestion and parking pressures means we need to use our transport network better.

Travel behaviour change programmes means educating, informing, and helping our residents and visitors choose the most appropriate mode of travel. From surveys, we know 70% of residents use active modes some of the time, and 11% all the time. Overall, only 1% of our journeys to work are made using public transport (compared to 4.2% of Christchurch's). If we can increase our active and public transport usage rates, we can make a real difference to congestion and help reduce parking pressures, so that whatever mode people choose, they can safely and reliably meet their transport needs.

What will we do?

- Increase investment into education and travel behaviour change
- Investigate alternative funding mechanisms to support transport choice and make alternative modes more attractive
- Support more micro-mobility (e.g., e-bikes, e-scooters etc) services and infrastructure, carbon neutral vehicle infrastructure, and travel behaviour change initiatives
- Provide better internal connections to encourage people to use modes other than private car for short trips
- Work with companies, communities, and schools to implement travel demand management plans
- Work with Environment Canterbury to increase understanding of available transport services and options
- Work with schools to establish multi-modal travel behaviour from a young age
- Ensure Council's Parking Management Strategy optimises parking demand and supply, while continuing to monitor the effectiveness of parking enforcement
- Continue to support the North Canterbury Cycle Sense Programme.

Our Key Principles are:

- ✓ We will work towards ensuring all people can use their preferred mode of transport
- ✓ We will balance investment across all modes, supporting transport choice
- ✓ We will reduce light vehicle kilometres travelled and the associated emissions to align with our sustainability goals.

5. Strategy Application

This strategy does not seek to specify activities or allocate funding, but rather support an integrated approach to Council's future investment in our transportation system across the district. Our strategy requires effective collaboration within Council as well as with our partner organisations such as the Greater Christchurch Partnership, Environment Canterbury, and NZ Transport Agency Waka Kotahi (NZTA), and with developers working within the district such as Kāinga Ora, to achieve good transport outcomes with new housing developments.

In implementing this strategy, we will consider the following types of questions to give it effect.

- How does the proposal/investment align with our overarching Integrated Transport Strategy?
- Are there complementary activities that could be proposed to better realise our strategy goals?
- How will the proposal/investment contribute to achieving the Key Moves?
- Does the activity have a negative influence on the direction of the Key Moves and how can that be mitigated?

5.1 Opportunities for change

Significant changes to the urban form and infrastructure can create opportunities for a change in the way we travel. For example, the intensification of our urban areas gives us an opportunity to rethink how we travel within our urban centres.

Transformative public transport infrastructure projects, such as the Greater Christchurch Partnership Mass Rapid Transit project, will also provide an opportunity for more people to choose sustainable modes of transport to travel around the subregion. There is also the opportunity to enable substantial growth in the Waimakariri town centres through transit-oriented development around potential future high frequency public transport services stations.

5.2 Influencing outcomes

Fundamental to the success of this strategy is influencing important transport related trends that impact on wider outcomes for our community. Our strategy's Key Moves, principles and actions aim to collectively make a positive contribution to trends moving in the right direction, to ultimately safeguard and enhance wider community and inter-generational wellbeing outcomes. This will help to achieve our strategy's vision.

In the context of evolving policy and the economic environment, we will regularly monitor critical trends so that we will know whether we are collectively heading in the right direction. Key indicators of success that influence wider positive outcomes are:

- increase in public transport use
- increase in people using active modes (e.g., walking and cycling)
- reduction in private vehicle use
- reduction in transport carbon emissions
- reduction in deaths and serious injuries on our roads
- more reliable journeys
- higher community satisfaction with our transport network including parking provision
- more resilient transport network
- improved reliability of freight journey times
- better integration of transport network with housing and key activity centres (e.g., employment centres), meaning greater access to key destinations.

As well as monitoring critical trends, we also seek to review this Strategy every 3 years.

Links to further information

Background reports

This strategy has been informed by several background reports including technical reports, stakeholder engagement, policy context frameworks, and relevant statistics. The following provide links to other relevant documents.

Government Policy Statement on Land Transport 2021

The Government Policy Statement on Land Transport 2021 sets out the Government's priorities for land transport, and the corresponding investment approach for the next 10 years. transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf

Aotearoa New Zealand's First Emissions Reduction Plan (2022)

The Emissions Reduction Plan sets out the strategies, policies, and actions to achieve the requirements of the Climate Change Response Act.

environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf

New Zealand's First National Adaptation Plan (2022)

This looks at the impacts of climate change now and into the future and sets out how Aotearoa New Zealand can adapt.

environment.govt.nz/publications/aotearoa-new-zealands-first-national-adaptation-plan/

National Policy Statement on Urban Development (NPS-UD) 2020

The purpose of the National Policy Statement on Urban Development (NPS-UD) is to ensure that our towns and cities are well-functioning urban environments that will meet the changing needs our diverse communities.

environment.govt.nz/publications/national-policy-statement-on-urban-development-2020/

Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

This document amends the Resource Management Act 1991 to enable greater supply of housing in urban areas.

legislation.govt.nz/act/public/2021/0059/latest/LMS566049.html

Canterbury Regional Land Transport Plan 2021-31

This guides land transport planning and investment within the region and sets out the current state of the region's transport network, priorities for investment, and a 10-year programme.

ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-transport-plans/

Canterbury Regional Public Transport Plan (2018-28)

This sets out Environment Canterbury's objectives and policies for delivering public transport in Canterbury. It describes the services proposed to provide in the future to meet the needs of new and existing customers and the policies which those services will operate by.

ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-transport-plans/

Canterbury Regional Policy Statement 2013

The Canterbury Regional Policy Statement 2013 provides an overview of the resource management issues in the Canterbury region, and the objectives, policies, and methods to achieve integrated management of natural and physical resources. The methods include directions for provisions in district and regional plans.

ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-regional-policy-statement/

Greater Christchurch Public Transport Futures (PT Futures) 2020

This outlines a programme of works needed to improve the performance of public transport and deliver the benefits that result from a more efficient network.

ecan.govt.nz/your-region/living-here/transport/public-transport-services/future-public-transport/

Draft Greater Christchurch Spatial Plan

A draft Spatial Plan has been developed by the Greater Christchurch Partnership that reviews the settlement pattern, centre roles, and land use and transport planning for the subregion to provide a blueprint for how future population and business growth will be accommodated.

greaterchristchurch.org.nz/urbangrowthprogramme/draft-greater-christchurch-spatial-plan/

Waimakariri Long Term Plan and Annual Plan

The Long Term Plan describes Community Outcomes for the district, outlines the activities of the Council, and sets out a long-term focus for the decisions and activities of the Council. The Annual Plan contains proposed changes to the work programme and budgets, and key considerations for the Council to address.

waimakariri.govt.nz/your-council/council-documents/long-term-plan

Waimakariri District Plan

The Waimakariri District Plan manages land use and subdivision activities within the district. The Waimakariri District Plan is currently in review.

waimakariri.govt.nz/property-and-building/planning/district-plan

Waimakariri District Development Strategy—Our District, Our Future—Waimakariri 2048

This document guides the district's anticipated residential and business growth over the next 30 years to ensure growth is well planned, integrated, and sustainable.

waimakariri.govt.nz/_data/assets/pdf_file/0022/33727/180525057771-District-Development-Strategy-DDS-2018-FINAL-Web.pdf

Waimakariri Walking and Cycling Network Plan

This plan identifies the overall district walking and cycling network and includes all current facilities as well as required infrastructure to complete the network plan. It provides treatment options for all routes and is accompanied by a proposed infrastructure prioritisation programme.

waimakariri.govt.nz/_data/assets/pdf_file/0016/136330/Walking-and-Cycling-Network-Plan-Recommended-Network-Plan.pdf

2018 Census of Population and Dwellings

The New Zealand Census of Population and Dwellings is the official count of the people and dwellings in New Zealand. Held every five years, census data helps us understand how, as a country, we are changing over time.

stats.govt.nz/tools/2018-census-place-summaries/waimakariri-district

National Party's Transport for the Future

This plan sets out the National Party's intended priorities for transport investment under a National-led government.

https://assets.nationbuilder.com/nationalparty/pages/18131/attachments/original/1690759286/Transport_for_the_Future.pdf?1690759286

Appendix A. Implementation Actions

We have developed a range of high-level implementation actions that will collectively drive the realisation of our Key Moves and ultimately see the vision of this strategy come to fruition. Our strategy sets a framework for the future; it is not a detailed plan. The following set of actions are envisaged to be 'live' and subject to ongoing review to reflect growth and change. We recognise that some of these actions can be undertaken relatively easily by Council, while other projects require the buy-in, partnership and full support of other stakeholders, or require varying amounts of additional funding.

The full cost of implementing the Waimakariri Integrated Transport Strategy is not yet known. Any significant cost for projects to be funded by Council (as opposed to by external funding sources) will be sought through Council's Long Term Plan(s) and/or Annual Plan(s) on which the community has a further opportunity to comment.

Ultimately, the actions proposed in this strategy contribute towards achieving Community Outcomes, which are the aspirations for the district, indicated by the Waimakariri community and articulated in the Council's Long Term Plan.

Key Move 1: Create a well-connected multi-modal district	
Public transport	Collaborate with the Greater Christchurch Partnership to improve existing public transport connections, frequency, and reliability
	Seek to enhance intra-District bus services that provide better, additional public transport connections to district towns and settlements
	Seek to expand linkages to neighbouring districts, particularly to other higher destination demand areas such as Christchurch West.
	Identify and protect corridors for the potential long-term opportunity for future high frequency public transport services to Christchurch from key district locations that integrate with a potential Mass Rapid Transport system
	Explore opportunities and trial other innovative public transport schemes such as mobility as a service, on-demand public transport and vanpools integrated with Environment Canterbury services. This would also have a focus on our rural communities such as Oxford or Cust
	Investigate bus prioritisation on key routes to reduce journey times
	Review the locations of the existing bus stops, particularly for schools, to improve access
	Continue Council's supporting role in local public transport infrastructure including provision of multi-modal transport hubs, e.g., Park & Ride facilities
Cycling	Improve internal cycling connections within urban areas by establishing facilities for all ages and abilities
	Provide cycling connections between urban centres and rural developments
	Require developers to provide cycle connections to surrounding developments and destinations
	Provide more end of trip and cycle lock up facilities to make cycling more attractive and safer for users of all abilities
Walking	Consider scope to improve pedestrian amenity and accessibility (e.g., enhancing footpath quality and capacity) in high pedestrian areas such as town centres on a case-by-case basis alongside private redevelopment as opportunities arise.
	Provide more pedestrian linkages in town centres by expanding our lanes network to key destinations in town centres
	Maintain good walking levels of service on arterial roads to ensure that people accessing destinations on those roads are not negatively affected
	Prioritise the provision of safe walking connections to schools and high pedestrian demand destinations
	Seek to deliver high levels of services and amenity are realised in the delivery of the Waimakariri Walking and Cycling Network Action Plan
	Require developers to establish footpaths on both sides of the roads for new developments and subdivisions in urban zones.

Key Move 2: Integrate land use and transport to underpin higher density living in urban areas

Policy	Encourage and investigate incentivising high-density development in existing areas that are close to key transit corridors for alternative modes
	Subject to action above, apply relevant implementation mechanisms to high-density development in existing areas and Priority Development Areas that are close to key transit corridors for alternative modes
	Require higher density development in greenfield areas in locations with connections to existing or proposed key transport corridors and public transport routes or are close to town centres
	Continue to collaborate with subregional partners on the development and application of Significance Criteria to provide a decision-making framework for responding to demands for new greenfield areas
	Incentivise developers to provide for travel demand management and emission reduction at high density developments if no off-street parking is provided, e.g., provide shared EV charging and secure bike storage
	Ensure our regulatory stance protects and provides good urban spaces, streets, and footpaths, including limiting conflict points between vehicles and pedestrians in public spaces such as on footpaths
Infrastructure	Undertake transport network capacity assessments to identify where further funding is needed within our network to support growth
	Upgrade our existing network to support growth (e.g., bridges, eastern Rangiora Link Road, and Southbrook)
	Collaborate with developers (private and Government) to provide walking and cycling connections and Park & Ride in high density areas to reduce private vehicle reliance and enable continuity within the transport network
Guidance	Develop a parking management plan for town centre and higher-density developments to reduce the adverse effects of residential parking spill over
	Create and implement transport design guidance, ODPs and structure plans for affordable housing and higher-density developments to ensure there are transport connections for all modes and there are no adverse effects of parking supply shortages
	Revise the Engineering Code of Practice so roads are designed to accommodate higher density developments where appropriate
	Scope and develop an intensification plan that directs Council's role in encouraging and incentivising high-density development in main towns to influence and plan intensification in appropriate places. This could include consideration of better integration of retirement villages
	Continue to collaborate with Greater Christchurch Partnership on development and implementation of subregional growth and transport planning frameworks (for example, Transport Plan, Spatial Plan), advocating for good multi-modal connectivity

Key Move 3: Design the transport network for the efficient movement of freight

Network	Discourage through traffic in Rangiora and Kaiapoi town centres by developing an alternative preferred freight network that bypasses town centres.
	Support the timely delivery of the Belfast to Pegasus Motorway and Woodend Bypass
	Review safe stopping point locations and loading zones, especially within town centres
	Investigate, prioritise, and upgrade our rural roads and bridges on strategic freight routes to support servicing to rural areas for dairy and farming industries as appropriate
Development	Map current freight movements and transfer locations to better understand impact on transport network
	Include climate change and sustainability considerations (e.g., carbon reduction) in Council's procurement policies related to the delivery of good and services for the Council
	Favourably consider land use changes/consenting related to EV charging operations and hydrogen infrastructure, particularly for rapid chargers that are required for freight purposes
	Investigate the demand for integrated transport, logistics and storage hubs (an inland port, for example), with proximity to the rail network, to reduce freight movements and support decarbonising freight.

Key Move 4: Deliver a safe transport system for everyone

Active users	Increase investment in transport infrastructural improvements for cyclists and pedestrians and other micro mobility modes. This will include: <ul style="list-style-type: none"> widening of footpaths in areas with a high pedestrian demand improving road crossing infrastructure to be Safe System aligned funding to accelerate implementation of the Waimakariri District Walking and Cycling Network Plan installing appropriately designed cycling infrastructure that is connected to other parts of the transport network
	Improve the standard of street lighting and passive surveillance to improve visibility (and perceptions of safety) for active mode and public transport users during hours of darkness
	Encourage, where the District Plan doesn't already require it, reductions in front fence heights to increase passive surveillance, pedestrian amenity, and child-friendly cycling in our residential areas
	Improve pedestrian and cyclist safety to schools through cycle routes, footpath maintenance and speed limit reductions across all schools in the district
	Work with schools to develop safe travel initiatives that encourage walking and cycling to school
	Ensure active mode connections to public transport hubs, bus stops and bicycle lock-up facilities are of a high standard and quality to encourage more multimodal trips
	Road network
	Implement safe neighbourhoods where wider network speed reductions are needed
	Deliver targeted road safety improvements in areas prioritising where the greatest safety benefit can be realised, such as intersection upgrades where crash rates and/or the likelihood of crashes resulting in death or serious injuries are high
	Undertake driver/ cyclist education campaigns to improve user behaviour and raise road safety awareness e.g., amber, or red-light running campaigns.

Key Move 5: Support alternative travel choices

Infrastructure aligned (with Key Move 1)	Deliver complementary travel behaviour change programmes with infrastructure developments, e.g., encourage wider benefits of car share schemes such as free parking spaces as part of high-density housing developments
	Rebalance infrastructure investment to support alternative mode requirements including provision of high-quality public transport infrastructure and Park & Ride facilities
	Develop a target for alternative modes capital funding that will increase over time
	Enable, encourage and support more micro-mobility services and infrastructure (e.g., electric scooter parking and charging stations) to support mode shift for longer trips
	Enable, encourage, and support more carbon neutral vehicle infrastructure (e.g., EV charging stations)
Engagement	Undertake research and monitoring to identify the barriers that the community faces moving towards more sustainable travel choices
	Engage with school communities to develop, implement, and monitor school travel plans, to encourage active modes for students and staff
	Work with organisations and community groups to develop, implement and monitor workplace, and personalised travel plans to reduce single occupancy vehicles. This can include encouraging active mode travel or wellbeing discounts
	Proactively market new infrastructure for walking and cycling as alternative modes for key journeys
	Work with Environment Canterbury to develop and promote an app that shows travel choice options, routes, live bus tracking and the number of bike parks available on the bus, to increase users' confidence and certainty. This includes providing Wi-Fi on buses
Parking	Ensure Council's Parking Management Plan optimises parking demand and supply aligning with the district's sustainability goals
	Continue to monitor effectiveness of car parking enforcement to encourage people wishing to stay longer to use alternative modes or park further away to receive the benefits of walking (including proactive warning)
	Investigate incentives Council could provide to encourage travel behaviour change through enabling and supporting initiatives such as car share schemes and car-pooling schemes.

Contact Us

HAVE QUESTIONS?

If you have any questions,
please get in touch.

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Rangiora service centre

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Email: office@wmk.govt.nz

Opening hours: Monday to Friday 8.30am–5pm

Kaiapoi service centre

Email: kaiapoi@wmk.govt.nz

Oxford service centre

Email: oxford@wmk.govt.nz