

12.1. Notices of Motion

Council report

The Chief Executive has advised that, pursuant to Standing Order 27.1, a notice of motion dated 1 December 2021 was received from Councillor Vicky Southworth.

Notice of Motion

That the Council:

- 1. notes that the Foundations and Rest of Network component of PT Futures has been endorsed by local Councils and approved by Waka Kotahi Board**
- 2. notes the ongoing work with the Mass Rapid Transit (MRT) business case**
- 3. requests the Chair, in partnership with the Mayor of Christchurch City Council, to approach the Minister of Transport to accelerate upgrading Christchurch city's bus network.**

Rationale

On-road transport makes up 36% of Christchurch Ōtautahi's greenhouse gas emissions. Residents from throughout Christchurch, Selwyn and Waimakariri surveyed for the Greater Christchurch 2050 project last year put quality, affordable public transport high on the list of needs for the area.

Of the three major cities in New Zealand, we have the highest car ownership rate and the lowest public transport funding per head of population. To address transport emissions and growing congestion we need a step-change in funding to provide a fit-for-purpose public transport system for both Christchurch and the Greater Christchurch urban area.

PT Futures provides the blueprint for future public transport in Greater Christchurch. The business case is being developed in two parts, funded by Waka Kotahi (NZTA):

- 1) a plan to upgrade the bus network, and
- 2) a plan for mass rapid transit to our neighbouring districts (MRT).

The first part is complete and has been signed off by the local councils and by the Waka Kotahi board. This will see \$96m of capital investment by Christchurch City Council in infrastructure, including measures such as bus priority lanes, intersection improvements, and shelters. In addition, the provision of bus services within the city and to neighbouring districts is to be enhanced, implemented by Environment Canterbury. Once complete the increase in routes, improved journey times and greater frequency of buses across the network is predicted to increase patronage by 44%.

The rollout of these improvements is planned to take more than 10 years and is dependent on aligning funding from local and central governments. It is also waiting for the MRT business case to be finalised which could take at least another year.

With central government support this work could be delivered more rapidly and without waiting for the MRT business case to be completed before progressing. For this reason, notices of motion are being brought to Environment Canterbury and Christchurch City Council to request the Chair and Mayor approach the Minister of Transport and request a partnering approach to accelerate delivery of the first part of PT Futures, recognising the urgent need to reduce our transport carbon footprint.