



KEY TRANSPORT ISSUES

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Canterbury region include:

- › Road safety
- › Congestion: traffic on the main arterial routes into and within Christchurch City is increasing by 4 percent each year. Journeys during peak periods are regularly taking 15-20 minutes longer than during off-peak periods
- › Ongoing residential development on the outskirts of Christchurch. The Greater Christchurch Urban Development Strategy aims to integrate land use and transport for the social, economic and cultural wellbeing of the Christchurch community, including integrating other forms of transport with the road network
- › Route security of interdistrict highway especially Alpine passes
- › Ongoing commercial development to the west of Christchurch, around SH1 and SH73
- › Dairy activity in Canterbury centred on the Clandeboye Dairy Factory
- › Access to the Ports of Lyttleton and Timaru
- › Continuing tourism development around Kaikoura, south Canterbury and the Mackenzie Country
- › Provision of passing opportunities on SH1, north of Kaikoura and south of Ashburton
- › Provision of walking and cycling activities
- › Provision for public transport priorities where necessary
- › Significant heavy vehicle growth on SH1
- › High car ownership and use in Christchurch and Canterbury.

How we plan to address these key issues

Transit will work closely with the regional and district councils to ensure there is alignment in priorities, to relieve congestion and support regional growth strategies, particularly the Christchurch Urban Development Strategy.

While there is a significant emphasis for Transit in Canterbury on maintaining the existing state highway network, there are a number of activities prioritised in the 10-year State Highway Forecast to reduce congestion, improve road safety, and improve the security and efficiency of routes into and out of Canterbury.

A further priority is managing the connections between state highways and local roads, as well as access to state highways from adjacent land, to support the strategic long distance travel function of key arterial roads.

Travel Demand Management

The highest priority for the Canterbury region is the implementation of measures to support a Travel Demand Strategy outlined in the Regional Land Transport Strategy. Travel Demand Management (TDM) is a combination of activities that together seek to reduce the rate of traffic growth by measures such as encouraging the use of alternative modes.

Transit intends to implement TDM in Christchurch through infrastructure improvements for public transport on state highways that coincide with core public transport routes, such as Main North Rd. Transit will continue to work with Environment Canterbury and Christchurch City Council to further the development of the Christchurch Travel Demand Management Strategy.

Access to the North

Further project investigation and scoping will be undertaken on improving access on northern approaches to Christchurch. Specific activities include a four-lane arterial to link the Northern Motorway with QE2 Drive, and the Western Bypass of Belfast (Christchurch Northern Links Study).

Access and Mobility around Christchurch

The duplication and extension of the Christchurch Southern Motorway (SH73) south of the city and the four-laning of the Western Corridor between Sawyers Arms and Yaldhurst Road will ensure efficient travel along these key routes.

Road Safety – Secure and Efficient Transport Corridors

Transit has identified a number of activities to improve the safety and efficiency of sections of state highway, including at intersections. Proposed improvements are aimed at reducing congestion and contributing towards more efficient transport corridors. Work on the management or removal of roadside hazards will continue.

Passing Opportunities

Limited passing opportunities in some parts of the region's road network lead to driver frustration and crashes. Transit plans to progress further passing lanes on SH1 south of Timaru and south of Ashburton.

Walking and Cycling

Walking and cycling activities identified for Canterbury include continuing Christchurch City Cycle Lane Safety Improvements and investigations into options for improving cycle safety at “pinch points” around Canterbury.

Stock Effluent Disposal Facilities

Canterbury is part of a national programme to provide a safe and convenient network of stock effluent disposal facilities. The network will be completed with the Pareora Stock Effluent Disposal Facility, south of Timaru and the Kaikoura facility. Glasnevin, Tinwald and Springfield continue to be monitored and promoted.

Strategic Studies

Strategic studies for the Canterbury region will further improve our long-term planning and assist good decision-making.

New Studies proposed are the Halswell Rd Strategic Study, the southern Motorway Extension (Halswell Rd Junction Rd to Waterholes) and the Strategy Study Implementation for Urban Christchurch.

A study of the Waitaki bridges will be undertaken to identify the designation and design requirements of a future bridge replacement. A study of Kaikoura's transportation needs will be undertaken to develop an appropriate management plan.

Maintenance and Operations

Maintenance activities make up the majority of the forecast expenditure in the Canterbury. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Undertake 117km of resurfacing, including 2km with low noise surfacing
- › Strengthen 25km of state highway
- › Improve the availability of road condition information to road users using electronic variable message signs, as already in place on SH7 (Lewis Pass), on SH73 (Arthurs Pass) and in Kaikoura on SH1
- › Use thermal mapping technology on the inland network to better predict where ice will occur
- › Introduce more road weather stations to improve road condition predictions and maintenance team responses to ice and snow, and continue the use of the de-icer calcium magnesium acetate
- › Continue risk analysis of rock falls and river erosion and prioritise work accordingly
- › Strengthen a number of bridges on the network to reduce their vulnerability in the event of a severe earthquake
- › Continue to maintain and improve the coastal defences of SH1, north and south of Kaikoura
- › Work with the Department of Conservation to ensure that maintenance work within New Zealand's national parks represents international best practice
- › Continue with a programme of improvements and upgrade work to tunnels to more closely meet appropriate safety standards.