



Transport central to rebuild

Welcome to this transport edition of the UDS Partners' newsletter.

It may seem as though we dedicate a great deal of our regular newsletter content to transport. There's a simple reason for that – transport is critical for sustainable, affordable growth – and in this post-quake environment getting it right is non-negotiable.

Dramatic shifts in travel patterns post-quake, that have increased travelling times and are costing people and businesses time and money, require changes to transport planning and priorities. It may not be widely known, but we're in a much better position to make the changes required because the UDS provides the framework and tools to get transport flowing in a new direction.

Back when the UDS was being prepared the inter-relationship between land-use, transport and infrastructure was recognised as the key determinant of whether development succeeded in creating connected communities and supporting sustainable business growth, or instead produced disconnected suburban sprawl and restricted businesses.

The UDS Partners agreed on Strategic Directions, including managing growth by:

“Providing an effective and efficient transport system to people and businesses;

Ensuring public passenger transport, cycling and walking are part of the way of life for Greater Christchurch residents; and

Protecting and enhancing strategic regional and sub-regional infrastructure and service hubs including Christchurch International Airport, Lyttelton Port, and road and rail corridors.”

(UDS Strategy and Action Plan, page 16)

Once the Partners agreed on the future settlement pattern (locating growth in the north and southwest) these directions were developed into an action plan for transport, which the Partners began implementing after the UDS was adopted in 2007. The primary planning document for implementing the UDS transport directions is the Regional Land Transport Strategy (RLTS).

A revised, post-quake version (2012-2042) was adopted by Environment Canterbury (ECan) earlier this year, and provides certainty for transport planning and setting priorities by the Partners.

A good example of how the strategic directions for transport within the UDS have been translated into action is with the NZ Transport Agency's (NZTA) Christchurch Motorway projects.

With future growth to the north and southwest, and freight access to both the Airport and Lyttelton Port identified as priorities, the NZTA has focused on planning for the Southern Motorway (linking Rolleston and the Selwyn business hub at Izone to the Central City and Lyttelton Port), Western Corridor (providing improved access to the Airport) and the Northern Arterial (improving access to the Central City and Lyttelton Port from the north).

The earthquakes validated the need for these projects.

Construction commenced on the Southern Motorway and Western Corridor prior to the earthquakes, and both are progressing well.

Bus priority measures to make public transport more reliable were also implemented prior to the quakes, and the latest bus lanes have recently opened – in Hornby where they're greatly needed.

Other changes to the Metro public transport system will be required to reflect people's changed travel patterns and ensure connections are provided between where people now live and where they work, go to school, socialise, shop and relax. ECan has prepared a draft Regional Public Transport Plan to provide direction for setting priorities and developing new services, which will be released for community feedback. Bus lanes and the Public Transport Plan are discussed in this newsletter.

In the short term the frustration at traffic delays and lost time spent travelling is an annoyance we'll have to put up with. Thankfully, due to the forward planning of the UDS Partners a number of projects, such as the Christchurch Motorways and bus priority lanes, are underway and when completed will restore efficiency (and sanity) to transport in Greater Christchurch. It may seem we're in the slow lane, but we're on the road to recovery.

Bill Wasley
Independent Chair, UDSIC

News in brief – land updates

Where are sections available?

Information on section availability and land zoned for residential subdivision in Christchurch City and Selwyn District is now online at: www.ccc.govt.nz/landavailability and www.selwyn.govt.nz/landavailability to help buyers see at a glance what's available.

The maps on the websites have pop-up information for each development, including: the name of the development,

the address, and number of sections still available, based on information provided by the developer or real estate agent; and for future developments, the number of sections proposed and at what stage of the process the development is at.

Developers with subdivisions of five sections or more are invited to email their Council –

land@ccc.govt.nz for Christchurch developers;

land@selwyn.govt.nz for Selwyn developers
-with details to get their developments listed.



Introducing the draft Christchurch Transport Plan

An effective transport network is critical for Christchurch to recover from the earthquakes and enable the city to grow and attract new business, investment and people.

The *draft Christchurch Transport Plan* (CTP) is a 30-year vision being developed by the Christchurch City Council (CCC) to create a future where it is easier to move around.

The earthquakes have provided an opportunity to shift towards a more sustainable transport network for the city that provides greater choice and efficiency than currently available. The draft CTP will establish the principles for that long term vision and shape the CCC's transport investment in the future to support a vibrant economy, create stronger communities and a healthier environment.

This approach ensures Christchurch will have a network of safer street environments, efficient freight routes, attractive cycleways, easy pedestrian access and a public transport infrastructure that makes it an attractive and economical travel option for more people.

Some of the challenges facing Christchurch's transport network are congestion, the city's ageing population, increasing fuel prices, earthquake damage and changes in travel patterns. The biggest challenge is funding the improvements to the city's transport network. This can only be done if the CCC and its partner agencies recognise opportunities during the earthquake rebuild and make a long-term commitment to the CTP.

To achieve the vision and address the challenges, the draft CTP will focus on four goals:

- To improve access and choice
- To create safe, healthy and liveable communities
- To support economic vitality
- To create opportunities for environmental enhancements.

To improve access and choice, the draft CTP will encourage more efficient use of the road network, greater use of public transport and more walking and cycling for trips fewer than two kilometres, as well as introducing a road classification system that matches a road's function to its environment, rather than simply allowing roads to dominate.

New road designs and ongoing operational management will integrate better with surrounding land use and recognise that roads and streets have a wider function than simply moving vehicles. In essence, it would give greater priority to people in the design of new streets. For example, where streets pass through retail centres, street design would be used to reduce traffic speed and increase pedestrian crossing facilities.

To create safe, healthy and liveable communities, the draft CTP is aiming to better integrate transport networks into existing and new communities to reduce the reliance on private vehicle use and to improve safety. Good street design will be used to encourage more residents to walk or cycle, particularly where land use and transport planning has been integrated.

To support economic vitality, the draft CTP is aiming to protect and enhance regional and local freight routes, to improve access to and between the Christchurch International Airport, Lyttelton Port and freight hubs, with a freight strategy to manage growth and improve reliability of regional freight movement.

Strong, reliable freight connections are critical and recognise Christchurch's role as the economic hub for the South Island.

The city has an important role to play, supporting the work being done by the NZTA to upgrade/build the southern, western and northern corridors, which will increase the capacity of the city's roads to handle ever-increasing freight traffic safely and efficiently.

The CCC is responding to climate change and peak oil by seeking environmental enhancement opportunities in the rebuild and design of its transport networks and infrastructure. The draft CTP will aim to do this by reducing emissions, investing in green infrastructure and planning for future change.

To achieve the draft CTP's final goal, it is recognised the city needs to increase vehicle occupancy (e.g. car pooling), develop intelligent transport systems, particularly information technology, and invest in attractive, safe networks to increase the number of people walking, cycling and using public transport.

The draft CTP will be a big picture view of what needs to happen in the next 30 years to meet the challenges Christchurch faces to keep the city moving forward by providing transport choices to connect people and places.

- **The draft CTP will be considered by the Council at the end of June and is expected to go out for public consultation in July.**

Selwyn Road upgrade

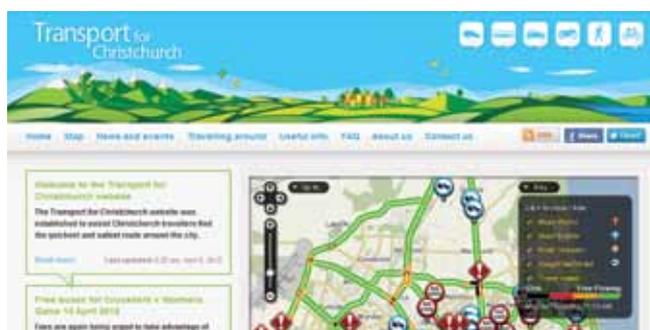
Selwyn District Council has been focusing on a two-year roading upgrade to create a new 7.7km long district arterial alternative to State Highway 1 between Rolleston and Christchurch using Lincoln Rolleston Road and Selwyn Road.

This \$3.5 million project includes widening seal on existing roads, realigning bends and improving intersections to cater for increased traffic due to the growth of Rolleston.

The upgraded arterial route will connect to the future extensions of the Southern Motorway at Prebbleton and will be complete this year. The project originated from the Christchurch, Rolleston and Environs Transport Study (CRETS) and was endorsed as a UDS transport project, which has been jointly funded by the NZTA.

Avoid traffic delays

The *Transport for Christchurch* website enables travellers around the city to learn where the major road works and closures are, so that they can minimise travel delays. The interactive map also provides real-time traffic flow information on arterial roads within the city area. Visit www.transportforchch.govt.nz



Bus priority lanes expanded

Bus priority lanes on Main South Road in Hornby and Sockburn will improve bus services and help ease increasing traffic congestion in the south west of the city, areas experiencing considerable population and traffic growth since the quakes.

Buses started using the new lanes between the Sockburn roundabout and Halswell Junction Road in March. Signs let drivers know when the bus lanes, which can also be used by cyclists and motorcyclists, are in use. The new bus lanes are a joint NZTA, ECan and CCC project.

Work on this project was underway before the February 2011 earthquakes struck but was put on hold as priority was given to earthquake-related work. These separate bus lanes will improve the service reliability and speed up journey times for passengers and improve the flow of traffic by reducing the need for buses to merge with traffic after picking up and dropping off passengers. Main South Road still provides motorists with two lanes in each direction from the Sockburn roundabout through to Chalmers Street.



The new city bound bus priority lane at Hornby.

Review of Metro Public Transport

ECan is inviting community feedback on the Draft Regional Public Transport Plan during June/July 2012.

The Draft Plan outlines ways to provide a better network of services in urban areas, and provide public transport solutions that best suit smaller local communities.

The earthquakes in Canterbury brought about a significant downturn in bus patronage in Christchurch. This was mainly due to the shift in activity away from the central city, which has traditionally been the focus of the bus network. Over the period July 2011 to April 2012, 9 million trips were made in the Christchurch network, down just below 40% from pre-earthquake levels. The resulting decline in fare revenues has placed the system under increased financial pressure. The earthquakes have also changed travel patterns.

Short-term changes were made to bus routes and timetables

immediately after the earthquakes, and more service levels on some routes reduced in response to changes in demand. A longer-term solution is required to respond to changes in travel patterns and ensure financial sustainability.

ECan has undertaken a thorough review of how the network should operate, in partnership with the NZTA, bus operators and local councils and proposes to reconfigure the network to better match services to travel demand, make services more direct and simpler to use, while maintaining access to key destinations throughout the city.

Feedback on the draft Regional Public Transport Plan is invited. Details will be available on ECan's website in late June at www.ecan.govt.nz/

Green light for Regional Transport Strategy

ECan adopted the Canterbury Regional Land Transport Strategy 2012 – 2042 (RLTS) in February this year.

The RLTS aims to move the region towards a multi-modal transport system giving people greater choice, supported by land use patterns that make transport accessible and affordable. The long-term strategy also considered the impact of the earthquakes.

Though it acknowledges there is work required to repair earthquake damage, that doesn't change the need to set out long-term goals for the region's land transport system. The earthquake provides an opportunity to improve the transport network within the region during the rebuild process that also will help meet some of the strategy's objectives.

The RLTS was adopted after public consultation and reflects many of the submissions received. The strategic direction for Canterbury is summed up as:

Finishing what we started

Completing agreed strategic infrastructure projects

Looking after what we have

Greater attention to maintaining existing networks

Providing more choice

Investing more in initiatives that facilitate walking, cycling and public transport usage (particularly in urban areas) to provide greater mode choice

Doing things smarter

Ensuring that land use, pricing, education and enforcement measures will achieve network efficiency and safety gains

This strategic direction applies equally to rural areas, small urban areas and Greater Christchurch. It will help local councils and the NZTA decide transport priorities for the region in the future.

The RLTS may be viewed on ECan's website at

<http://ecan.govt.nz/publications/Plans/rlts-2012.pdf>



New Southern Motorway on track

Recent good weather has helped with the pavement and sealing works on the first stage of the new Christchurch Southern Motorway.

The Southern Motorway was identified as a priority project to ensure the successful implementation of the UDS, and support future growth in southwest Christchurch, around Hornby and in Selwyn District, by improving access to the Lyttelton Port and Central City for businesses and residents.

The Springs Road and Halswell Junction Road roundabouts are finished along with the four laning between them. The upgrade of the rest of Halswell Junction Road to Main South Road is close to completion.

The new section of motorway, from the Curletts Road interchange to Halswell Junction Road, is well underway. A significant portion of the westbound lanes should be completed, and work on eastbound (city-bound) lanes continued if weather permits.

Steady progress is being made on the Curletts interchange, with piling on the east side of the Curletts Road Bridge ending and pavement work scheduled to continue over winter.

The remaining section of the project that duplicates the two-lane motorway between Curletts Road and Barrington Street is on target to be finished as planned in February 2013. The Wrights Road Bridge is complete and the beams will be placed on the Lincoln Road Bridge shortly. The opening of the Barrington Street Bridge to traffic at the end of June marks a major milestone for this project.

Planning for the extension of the Southern Motorway to Rolleston is underway and planning applications will be lodged later this year.



Work is well advanced on completing the Curletts Road interchange on the first stage of the new Christchurch Southern Motorway.

Construction starts on second Western Corridor project

Work is underway on upgrading Carmen and Masham Roads in Hornby to help ease increasing traffic congestion.

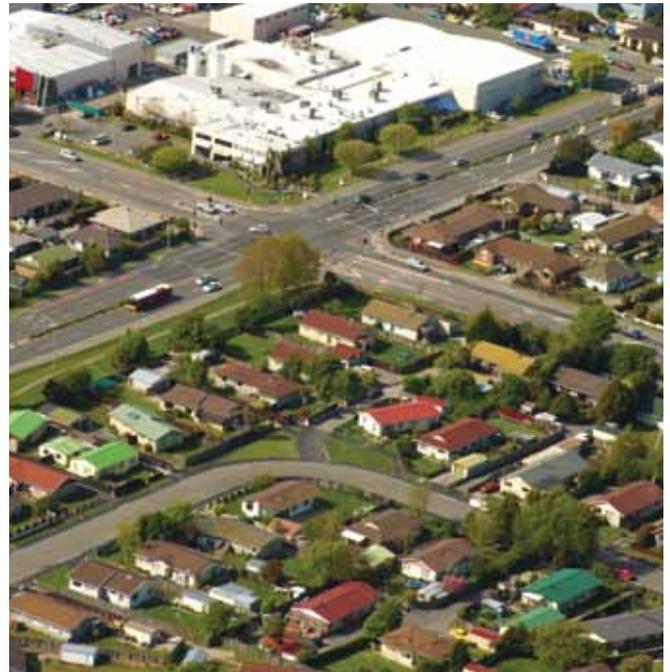
This project is at the southern end of the Western Corridor, a part of the roads of national significance programme, and identified by the UDS as essential to enabling improved access to the airport.

HEB Construction Ltd was awarded the contract in February 2012. The job involves four laning the existing highway between Yaldhurst and Smarts Roads, with junction improvements at Waterloo and Buchanans Roads. The project is scheduled to be complete in November 2014.

To reduce disruption for road users, residents and businesses in the area, the project has been divided into several zones. The first of these zones runs along the west side of Masham and Carmen Roads between Yaldhurst Road and Buchanans Road.

Currently site preparation work is underway. Existing utility services are being relocated and overhead high voltage power lines placed underground. Heavy equipment will move onto the site once a footpath through a local reserve is completed, to provide a safe route for cyclists and pedestrians away from construction zones.

The Paparua Stream is being re-aligned to flow through the reserve and a new culvert being built for it under Carmen Road. Work will start on the west side of the road and when finished traffic will be diverted to allow the eastern side to be built. This new four-lane section of SH1 will be surfaced with a chip seal level before a final low noise asphalt layer is applied.



An aerial shot of Masham Road in Hornby, where work is underway to four-lane this section of SH1.

