

Environmental effects of selected
Port rebuild & development plans

TRANSPORT & ACCESS

From trucks, cars and ferries to pedestrians and cyclists – a busy port town is all about movement, 24 hours a day. Arriving and departing or accessing different parts of town and the Port, there is a constant flow of people and vehicles around Lyttelton Port of Christchurch (LPC).

In 2014, LPC commissioned assessments of public transport, traffic volumes, urban design, and pedestrian and cyclist safety. These studies were undertaken to determine any impacts on the environment from the Port Lyttelton Plan (PLP) to help with planning and management strategies. Some key aspects of those reports are summarised in this brochure.

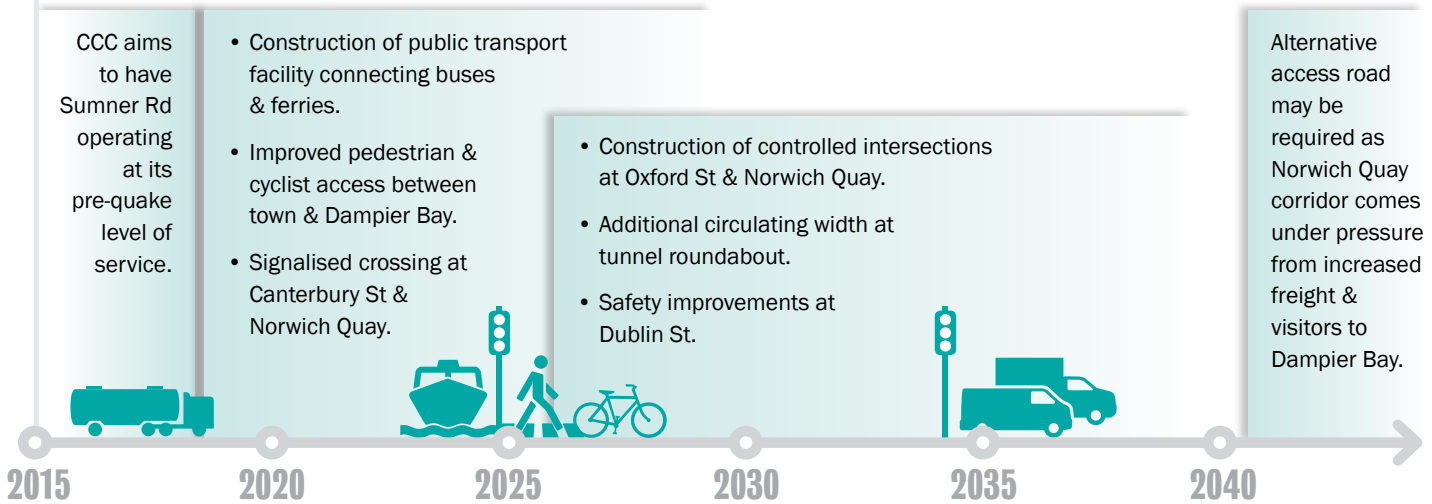
ENTRY





Timeline for development

LPC are not responsible for the implementation of all projects on this development timeline.



ENTRY

PORT & WATERFRONT ACCESS



Commercial Port access

The Lyttelton Access Project (made up of Christchurch City Council, NZ Transport Agency, LPC and KiwiRail) identified that the most feasible option for long-term road freight access to the Port is to retain Norwich Quay as the primary access, with a focus on making improvements to amenity and safety.

The assessments undertaken for LPC agree with the findings of the Lyttelton Access Project, and confirm that Norwich Quay has the capacity to carry future traffic demands without

modifications up to 2026. Beyond that some improvements to the road and intersections will be required.

Public waterfront access

The assessments show that the provision of a public promenade for pedestrian and cycle access at Dampier Bay will have the benefit of connecting the town centre and new ferry terminal with other Harbour locations, such as the recreation grounds at Naval Point, the western bays (Magazine and Corsair Bays) and beyond.

Enhancements to the visual character of pedestrian and cycle routes to the waterfront would further improve the sense of connection between the town and its coastal environment.

These enhancements would include:

- plantings to soften man-made structures
- careful choice of materials for paving
- the inclusion of public art
- seating for those wanting to observe port activities.



PUBLIC TRANSPORT

Within 10 years the public ferry wharf will move to Dampier Bay at the base of No. 7 wharf.

This purpose-built ferry terminal at No. 7 wharf would provide the opportunity to create an effective public transport facility, with bus services continuing to connect with ferries from Diamond Harbour and Quail Island.

There's a lot of public interest about the ferry wharf relocation. Its new location within the Dampier Bay development will offer commuters, tourists and weekend users a better travel experience – including car parking, easier safer access, toilet facilities, shelter from the elements and nearby food and beverage outlets.

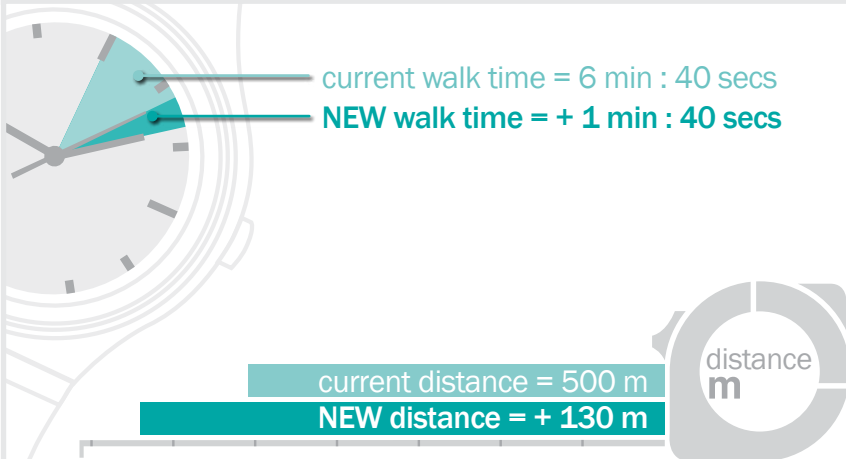


PEDESTRIANS & CYCLISTS

Access to the town centre from the new ferry terminal at Dampier Bay would be via Norwich Quay, with a signalised pedestrian/cyclist crossing point providing a safe connection to the town centre. The walk to London Street will be slightly longer, but not as steep – providing a less physically demanding stroll.



Pedestrian access to London St from proposed ferry location



After considering all options, the assessment carried out by transport experts recommended the installation of signalised crossings for pedestrians and cyclists at the junction of both Canterbury Street and Norwich Quay (by 2020 or when access to the north eastern end of Dampier Bay is opened) and Oxford Street and Norwich Quay (after 2026).

LPC will work with NZ Transport Agency and Christchurch City Council who are responsible for the implementation of these works.



Proposed Inner Harbour in 2026



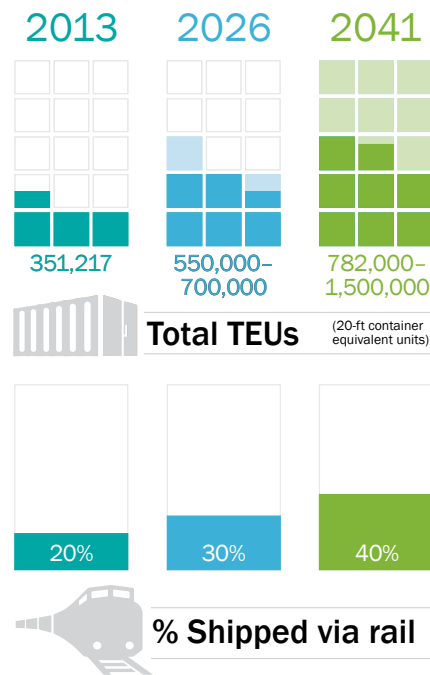


FREIGHT TRANSPORT

LPC commissioned detailed assessments of predicted increases in freight volumes across road and rail networks. Container freight is predicted to increase at least a third by 2026 (from 2013 total) and to at least double by 2041. The rail network currently transports 20% of containers – this is anticipated to rise to 30% in 2026 and 40% by 2041, thereby easing potential pressure on the road network from these increases in freight volumes.

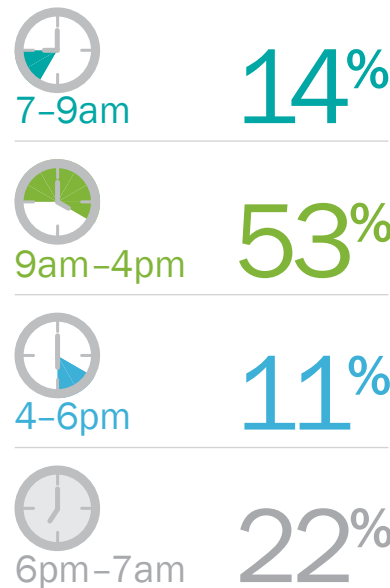


Freight volume increases




Busy times in the tunnel

% breakdown of times heavy vehicles use Lyttelton tunnel on week days. These percentages are not expected to change significantly.



Results of the assessment also demonstrated that Norwich Quay has the capacity to continue conveying both Port and local traffic. From 2026 onwards, some minor improvements to the road be required to enhance pedestrian and cyclist safety and better support access between the town and waterfront.

Dangerous goods transport

Since the 2011 earthquakes closed the Evans Pass to Sumner Road route, all hazardous or oversized loads have to travel the long Gebbies Pass route, or go through Lyttelton tunnel – causing delays as it needs to temporarily close to other traffic.

LPC continues to support Christchurch City Council to reopen the Sumner Road as soon as possible.



MORE DETAIL

The content of this document has been summarised from a number of comprehensive studies commissioned by LPC. For detailed data you are encouraged to access the complete reports at www.portlytteltonplan.co.nz.

The following reports are relevant to Transport & Access:

APPENDIX 10 – LANDSCAPE CHARACTER AND VISUAL EFFECTS, Boffa Miskell Ltd

APPENDIX 11 – URBAN DESIGN EFFECTS, Boffa Miskell Ltd

APPENDIX 12 – TRANSPORTATION EFFECTS, Abley Transportation Consultants



Port Talk

If you want to have a chat with us, we are at Port Talk on the corner of Oxford and London Streets every Friday, 11am–1pm, or you can email us at communications@lpc.co.nz.



Website www.portlytteltonplan.co.nz

We have established a website that has lots of information and answers to common questions about our plans, and their effects on the local community and environment.



Other communication

Updates will be available in our quarterly newsletter in hardcopy or digital form. Pick up a hardcopy at Port Talk, or go to www.lpc.co.nz to download a pdf.