



## SUBMISSION

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Submission: Which option for Cranford Street?

To: Christchurch City Council [Letstalk@ccc.govt.nz](mailto:Letstalk@ccc.govt.nz)

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## **About Ia Ara Aotearoa Transporting New Zealand**

Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is a national membership association representing the road freight transport industry. Our 1,200 member companies operate and support urban, rural and inter-regional commercial freight transport services throughout the country.

As the peak body and authoritative voice of the road freight sector, Transporting New Zealand helps trucking firms operate successful, safe and sustainable businesses. Our strategic priorities are:

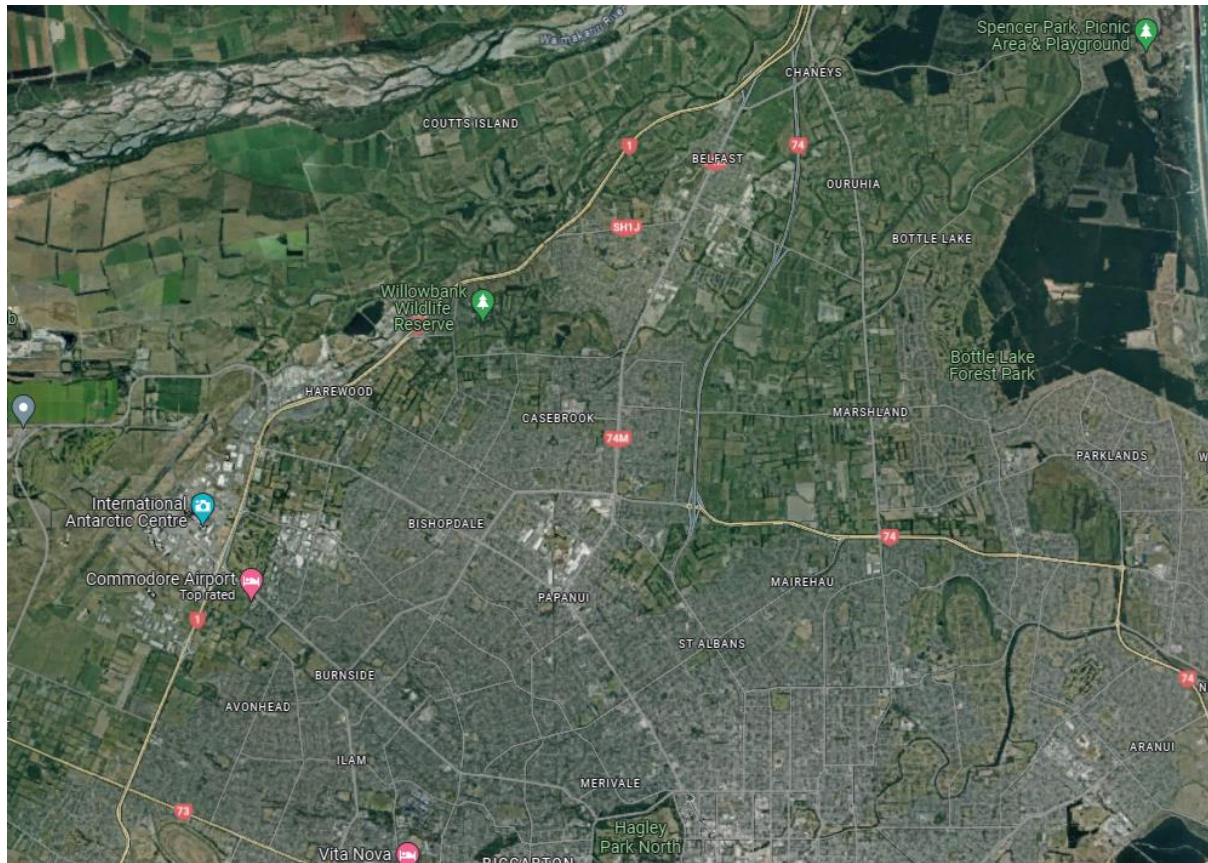
- Providing one industry voice for advocacy
- Promoting the road freight transport industry
- Attracting talent and promoting workforce development
- Supporting our members and customers
- Sustainability, safety and responsible emissions reduction

New Zealand's commercial road transport sector employs 55,384 people (2.1% of the total workforce) and has a gross annual turnover in the order of \$6.4 billion (1.8% of GDP). Road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand (MoT National Freight Demands Study 2018).

### **Transporting New Zealand submission on “Which option for Cranford Street?”.**

- 1 Transporting New Zealand appreciates the opportunity to make a submission to Christchurch City Council (Council) on the peak-hour lanes on Cranford Street between Innes Road and Berwick Street.
- 2 The roads are the workplace for many of Transporting New Zealand’s members:
  - a. None of our members want to risk their staff getting injured, nor do they wish to endanger any other road users.
  - b. Our members want to go about their business and get it done in an efficient manner.
  - c. Transport operators much prefer positive interactions with other road users that they share the network with than negative ones
- 3 Transporting New Zealand is aware that since 2018 the Council has been considering ways to improve access into the city and that led to the opening of the Christchurch Northern Corridor (CNC) in 2020.
- 4 Transporting New Zealand is also appreciative that in 2019 Council staff recommended a refined clearway proposal as the most effective option for managing the expected increase in traffic from the CNC. However feedback during consultation was for Council to explore solutions that encourages greater bus use.
- 5 The Green Compact is Transporting New Zealand’s roadmap for decarbonising commercial road transport by 2050. Pillar Three of that strategy is Collective Mobility. That pillar’s objective is moving people from their private cars to collective means of transport, including public bus transport and private coach and ride sharing services. This, coupled with a clear enabling legal framework in support of collective mobility, will help reduce transport-linked CO<sub>2</sub> emissions. Therefore Transporting New Zealand is generally supportive of public transport, particularly bus use.
- 6 Transporting New Zealand supports the Government’s vision for a land transport system that boosts productivity and economic growth and allows New Zealanders to get to where they want to go, quickly and safely.
- 7 Transporting New Zealand is pleased to see, and is supportive of, Council taking a multi-faceted approach to consider the future road layout which includes productivity, safety, travel choice and local connectivity.
- 8 There is a predominant flow of road freight from north to south and for intermodal trips (road/sea) a significant amount of southbound road freight will travel to the Port of Lyttelton.

- 9 For the reasons referred to in paragraph 2, unless there is a need to deliver goods to the central business district, road freight operators will avoid using Cranford Street as much as possible.
- 10 Southbound linehaul road freight will travel on SH1 and southbound road freight that is bound for Port Lyttelton will use SH74 from Belfast. And similarly, northbound road freight originating from areas south of Christchurch will travel on SH1 bypassing the city and road freight departing the Port for destinations other than Christchurch city will use SH74.



**Figure 1:** SH1 and SH74 ring roads around Christchurch City

- 11 The Council has sought feedback on three options and the summary of those options from the Council's consultation information is copied below:
- a. Option 1, Bus Lane: this option maintains priority for buses. Traffic modelling shows that buses would travel faster than other vehicles and cyclists will have more road space.

- b. Option 2, Clearway: This option creates a second lane that all vehicles can use. Traffic modelling show that all vehicles would travel faster, as congestion is reduced with traffic spread across two lanes.
- c. Option 3, T2 lane: This option gives priority to vehicles with two or more people. Traffic modelling shows that vehicles with two or more people would travel faster, and congestion would be reduced due to fewer vehicles occupying the general traffic lane.

12 Based on the advice that Council has provided above, Transporting New Zealand recommends Option 2 be implemented:

- a. The Council's modelling shows that with Option 2 all vehicles would travel faster, as congestion is reduced with traffic spread across two lanes. Transporting New Zealand's understanding is therefore that this option is the most effective and efficient at enabling the primary purpose of a road, that is, to enable road users to travel between two points.
- b. Transporting New Zealand is mindful all three options are used elsewhere in other New Zealand cities. For example Auckland has T2 lanes and clearways, Wellington has clearways, and both those cities have bus lanes.

Transporting New Zealand has the following concerns with the other options:

- i. T2 lanes are difficult to enforce. In the Greater Wellington area of Mana, a T2 lane was implemented and widely considered a failure and caused an unnecessary loss of network efficiency.
- ii. Bus lanes are also difficult to enforce and the requirements are not well understood. Bus travel is largely based around peak commuter travel therefore inherently, the available road space is not being optimised.

**ENDS**