

3. Northern Canterbury

CHRISTCHURCH (RURAL), HURUNUI, KAIKOURA, SELWYN (RURAL), WAIMAKARIRI (RURAL)

The Northern Canterbury sub-region is predominantly rural along with some well founded towns such as Kaikoura, Waipara, Amberley, Oxford, Darfield and Akaroa. The sub-region is known for the tourist areas of Kaikoura, Hanmer Springs and Banks Peninsula, farming, and wine making.

3.1 ISSUES / INFLUENCES

The issues and influences for the Northern Canterbury sub-region were identified as follows:

- The need for more corridor protection, particularly in the longer term.
- Through traffic and its impact on local communities, particularly the dual function of State Highway 1 (local and through traffic).
- Barriers to access by alternative modes because of heavy through traffic.
- Increasing heavy vehicles to service farms and forestry
- Increasing long haul freight use on roads.
- A desire for more rail freight and coastal shipping. It is estimated that about 80 – 90% of all freight is carried via road and only 10 – 20% by rail.
- Changing land use patterns, in particular the shift to dairying and the rise of lifestyle blocks. This has significant implications for transport.
- Reverse sensitivity issues, eg land use impacting on key transport routes and activities.
- Increase in the number of dairy conversions. Dairy farming results in an increase in heavy transport which is damaging the roads. The Central Plains irrigation scheme that is planned will likely facilitate an increase in dairy conversions.
- Tourist activity growth putting pressure on local roads
- Safety issues, including a lack of passing opportunities
- Increasing personal and commercial trips from urban and rural growth
- Conflicts between modes.
- Environmental concerns around dust.
- Congestion problems along key arterial routes.
- Public Transport unavailable in many rural areas.

3.2 LAND USE PATTERNS

Christchurch (Rural): This is made up of some of the Banks Peninsula area. Most of the development is occurring around Lyttelton Harbour (within commuting distance of Christchurch City) and Akaroa Harbour (leisure and tourism related). Most of the Lyttelton Harbour basin is covered by Greater Christchurch area (see section 4). One of the main issues for the Banks Peninsula area is protecting the open expanses, coastlines and volcanic landscapes as development occurs.

Hurunui: The conversion of forestry and other land into dairy farms (for example the proposed removal of Balmoral forest) is having a significant impact on the district. There are increasing numbers of lifestyle properties. Hanmer Springs is a popular tourist and lifestyle town and its population is likely to double or treble in size in 10 years. A \$60 million conference and hotel development is planned for Waipara at the SH 1 / 7 junction.

Kaikoura: The district has significant growth in tourism, including visitors and tourism-related business (for example, 100,000 visitors annually to Whale Watch). The district has a number of holiday homes and experiences a significant population increase over summer. There are several developments proposed for Kaikoura which will impact on the district. These include a major scale urban subdivision on the southern edges of the town (the "Ocean Ridge" development). There are an increasing number of rural subdivisions occurring in the district, particularly to the north towards Picton. The residential property marketing is often targeted internationally due to Kaikoura's significant tourist appeal. A potential business park has also been proposed for the southern end of the town. Large footprint retailing has been migrating out of the existing town centre and up the state highway towards Picton.

Selwyn (Rural): The district has a number of small rural townships. There is strong demand for rural-residential and lifestyle properties. A 200 lot subdivision is planned for Lake Coleridge. The district has also seen an increase in the number of dairy conversions. The Selwyn Plantation Board has signaled that it is more economic to use land on the plains to farm for dairy than for forestry. The forests are not being replaced.

Waimakariri (Rural): The district has a growing number of lifestyle properties (4 hectare lots). It is also experiencing a rise in the number of conversions to dairy farms. Traditional sheep and beef farming are declining with this land being replaced by lifestyle properties and dairying. Towns in the district act as important rural service centres. The Medium Density Fibreboard (MDF) Plant at Sefton is a large employer for the district, processing logs and producing significant product for domestic and international markets.

Dairying: A number of dairy conversions are occurring in Hurunui, Selwyn and Waimakariri. Sustainability of the water resource will be a limiting factor for dairying. Dairying is a recent addition to the landscape. It has an impact on population (which often rises as a result of dairying) and in terms of heavy traffic on the roads.

Irrigation - Central Plains Water: There is an irrigation proposal for the Central Plains which involves damming the Waimakariri and Rakaia Rivers. Hearings for resource consent have been deferred until 2008. If approved this irrigation scheme and others which may follow could lead to a significant increase in agricultural activity with associated transport impacts.

There have also been two resource consents lodged to dam the Hurunui River. This will also lead to land use changes (ie an increase in dairying).

Viticulture: Hurunui district has 400 hectares of grapes. There are four large vineyards in Waipara. Viticulture is on the rise particularly given that land is cheaper than in other parts of the country. There has been an impact on Amberley from this land use. Light industry is needed to service viticulture, eg light engineering, farm supplies, sprays. This is taking place in the centres, such as Amberley and Waipara. More land for these support industries will be required. People are also commuting from Christchurch to Waipara for the viticulture industry and this is likely to increase.

The land use pattern for Northern Canterbury can be summarised by the rise of dairying, increases in rural-residential lifestyle properties and growth in tourism. These patterns give rise to the transport outcomes that are set out below.

3.3 TRANSPORT OUTCOMES

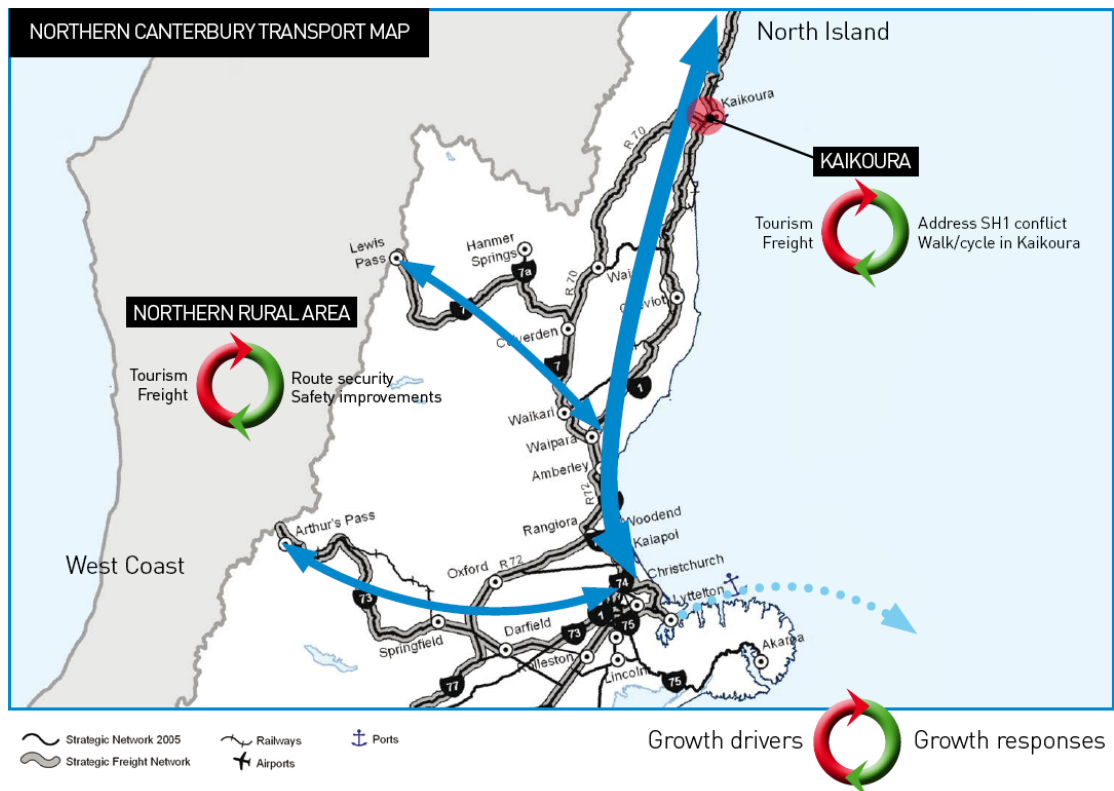
The Northern Canterbury sub-region has identified the following transport outcomes that it wishes to achieve:

- Reduce conflict between modes
- Improve safety
- Improve quality of access routes to tourist destinations
- Route security and provision of alternative routes
- Improve connectivity between population and growth centres
- Improve the environment

3.4 TRANSPORT PACKAGES

Two transport packages have been developed for the Northern Canterbury sub-region as a response to the issues and outcomes outlined above. Figure 3 below illustrates the growth drivers and responses for the Northern Canterbury sub-region.

Figure 3: Northern Canterbury Growth Drivers and Responses



The package components have been assessed against the transport outcomes for each package area and then the whole package has been assessed against the objectives of the NZTS. Further detail on these packages is provided in Appendix 3 and the process for prioritisation is set out in Appendix 4.

Table 2: Northern Canterbury Transport Packages

KAIKOURA																
Package Context	Package Response															
<p>Kaikoura <i>Kaikoura township has significant tourist activity creating conflict between local traffic and through traffic on SH1. The route from Picton to the South, gives Kaikoura a point of difference from the rest of the Northern area.</i></p>	<ul style="list-style-type: none"> ▪ The Kaikoura package response consists of upgrading and constructing walking and cycling links within Kaikoura to reduce reliance on the motor vehicle for local accessibility and short trips on the state highway, and to encourage active modes. This will also provide facilities that will attract and benefit visitors and tourists. ▪ The package also consists of Beach Road (SH1) network management and key intersection improvements to improve safety for all users, and to better manage the conflicting needs of the through traffic function and the local access function. ▪ Rail will continue to provide an important freight and tourist link. 															
Components	Response Type															
<ul style="list-style-type: none"> ▪ Walking and cycling facilities, including South Bay to town centre and northern end of town to town centre ▪ Beach Road network management ▪ Intersection upgrade - Churchill Street and Ludstone Road ▪ WestEnd/Beach Road intersection improvement ▪ Kaikoura intersection improvements 	<p style="text-align: center;">Timeframe (years)⁸</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Walk/Cycle</td> <td style="width: 50%;">Within 10</td> <td style="width: 50%;">KDC</td> </tr> <tr> <td>Road</td> <td>Within 10</td> <td>TNZ</td> </tr> <tr> <td>Road</td> <td>Within 10</td> <td>KDC</td> </tr> <tr> <td>Road</td> <td>11 – 20</td> <td>TNZ / KDC</td> </tr> <tr> <td>Road</td> <td>20 +</td> <td>TNZ</td> </tr> </table>	Walk/Cycle	Within 10	KDC	Road	Within 10	TNZ	Road	Within 10	KDC	Road	11 – 20	TNZ / KDC	Road	20 +	TNZ
Walk/Cycle	Within 10	KDC														
Road	Within 10	TNZ														
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Road	11 – 20	TNZ / KDC														
Road	20 +	TNZ														
Total Cost Estimate⁹: \$9.5 million																
NORTHERN RURAL AREA																
Package Context	Package Response															
<p><i>The Northern area is largely rural with only small settlements. There are specific issues on the strategic network, which provides the key links through the area. Issues include limited passing opportunities on state highways and regional routes, narrow bridges, safety issues and high peak traffic issues to tourist destinations. There are also route security issues as the routes out of the region are vulnerable to disruption.</i></p>	<ul style="list-style-type: none"> ▪ The Northern Rural Area package response is predominately focussed on safety, efficiency and route security of the strategic road network. ▪ Cycle facilities on key bridges are included and seal widening and corner improvements will improve cycle safety on the strategic routes. Other activities will be initiated locally in townships. ▪ Rail continued for TranzAlpine, freight and coal to West Coast (see Southern/Western Approach (Selwyn) for siding improvements and National Rail Strategy for Otira Tunnel upgrade). 															

⁸ The timeframe column is an indication of when projects are likely to start. Note that this is indicative only and may be subject to change.

⁹ Note that these costs are estimates only and may be subject to change. The costs cover the 30 year timeframe of this plan. There is some uncertainty surrounding cost estimates for projects beyond the first 10 years.

Components	Response Type	Timeframe (years)	Responsible Agency
<ul style="list-style-type: none"> ▪ Mingha Bluff to Halpings (Klondyke Arthurs Pass) ▪ East Snowy to Rough Creek realignment (Klondyke Arthurs Pass) ▪ Kaikoura coastal route security ▪ Hapuku Southbound passing lane ▪ Springfield to Arthurs Pass - slope failure programme ▪ Ashley River Bridge (SH 1) cycle facility ▪ Shingle fans (fords) improvements SH1 ▪ Seal widening on Leaches Road (Selwyn) regional strategic route ▪ Seal widening and corner improvements on a regional strategic route (Route 70) ▪ Cycle facility addition to Leeston Road bridge on a regional strategic route ▪ Stewarts Fan realignment ▪ Strategic seal extensions to complete sealed routes of increasing use ▪ Kekerengu northbound passing lane ▪ Tirohanga passing lane ▪ Upgrade of Waimakariri Gorge Bridge and approaches on a regional strategic route (Route 72) ▪ SH75 passing opportunities ▪ Hurunui Bridge widening to two lanes ▪ Ashley River Bridge (Cones Road) widening ▪ Waipara junction improvements 	<ul style="list-style-type: none"> Road Road Road Road Road Cycle Road Road Road Cycle Road Road Road Road Road Road Road Road Road Road Road 	<ul style="list-style-type: none"> Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 Within 10 11 – 20 11 – 20 11 – 20 11 - 20 11 – 20 20 + 20 + 	<ul style="list-style-type: none"> TNZ TNZ TNZ TNZ TNZ TNZ TNZ SDC HDC/KDC SDC TNZ SDC TNZ TNZ SDC/WKDC TNZ TNZ WKDC TNZ
Total Cost Estimate: \$69.7 million			