

Greater Christchurch Transport Statement - Freight Action Plan (May 2015)

| Based on GCFMDS Table 5 | | | | Actions for Indicative Timeframes | | | Comments |
|--------------------------------------------------------------------------------------|----------------------------|---------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|----------|
| Suggested Intervention | Potential Funding Partners | | | Short (0 - 3 years) | Medium (4 - 10 years) | Long-term (10+ years) | |
| | Lead Agency | Supporting Agency | Priority | | | | |
| 1. Implement vehicle booking system at LPC | LPC | | High | LPC to develop proposal, timing will likely be related to Rolleston Inland Port | | | |
| 2. Brougham Street optimisation | CTOC | CCC, NZTA, ECan | High | Work underway with CTOC. Need to provide visibility of the "Optimisation Plan" and confirm implementation mechanism. | | | |
| 3. Brougham Street corridor improvements | NZTA | CCC, ECan | High | NZTA to undertake strategic and programme business case, with partners. Must consider One Network operating plans, adjacent communities and objectives. Consider combining with other projects, or ensure consistency to deliver GCTS outcomes. (Possible linkages with 2 and 4) | | √ (*) | |
| 4. Rail improvements along the rail corridor through Greater Christchurch and at LPC | KiwiRail | LPC | Med | Kiwirail to confirm requirements. LPC to ensure rail siding capacity future proof is part of the Lyttelton Recovery Plan. | √ | | |
| 5. Increase backloading at LPC | LPC | | Med | LPC to investigate opportunities (Linkage with 1) | | | |
| 6. Empty container storage arrangements | LPC | | Med | Work is underway already as part of the Inland Port development. | | | |
| 7. Increase capacity of LPC, particularly to cope with projected container growth | LPC | CCC, SDC | High | LPC to develop through Lyttelton Recovery Plan. (Linkage with 4) | √ | | |
| 8. Protection of freight corridors and land areas adjacent to freight activities | ALL | | High | Ongoing delivery through District Plan reviews and recovery plans (Land-use and Lyttelton) | | | |
| 9. Development of an inland port(s) and associated freight precinct at Rolleston | SDC | Kiwirail, NZTA, LPC | Med | Planning and consenting underway for two inland Ports (Tauranga and Lyttelton). SDC, NZTA, Kiwirail and developers to identify optimisation and improvement requirements (One network) | √ | | |
| 10. Increase Middleton Yard or rail capacity | KiwiRail | | High | Kiwirail to confirm | √ | | |
| 11. Investigate grade separations of rail and road at key locations | CCC | NZTA, KiwiRail | High | Whiteleigh Ave was identified in the SW Needs Study, but is to be progressed separately. CCC to undertake a Corridor Study looking at key crossings and networks operations for all modes. | | √ (*) | |

| GCFMDS Table 5 (page 2 of2) | | | | | | | |
|--------------------------------------------------------------------------------|----------------------------|---------------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|--|
| Suggested Measure | Potential Funding Partners | | | Indicative Timeframes √ early planning work √ main implementation (* large infrastructure require business case confirmation) | | | |
| | Lead Agency | Supporting Agency | Priority | Short (0 - 3 years) | Medium (4 - 10 years) | Long-term (10+ years) | |
| 12. Re-opening of Sumner Road to freight traffic | CCC | NZTA, LPC | High | Funding for the reopening of Sumner Road has been confirmed by the HIGG & NZTA. Resource consents have been lodged and are currently being processed by CCC & ECan. CCC will continue to work with DoC & LPC on implementation plans for the works. | | | |
| 13. Lyttelton long term access investigations | NZTA | GCTS, LPC, Kiwirail | Med | To be considered in longer term following ongoing monitoring and assessment of the road rail and Port operational performance. | | √ (*) | |
| 14. Common user unpack and pack facilities adjacent to the port or inland port | LPC | ALL as required | Low | LPC to initiate discussions with stakeholders as part of Inland Port work (Linkage with 9). Other agencies to consider what actions they will progress. | √ | | |
| 15. Encourage off-peak freight movements | ALL | | Med | CCC are proposing to start dialogue with operators, distribution centres and other customers to enhance local freight movement and distribution. ECAN and NZTA to work through the SI Freight Governance Group to explore opportunities to encourage off peak movements with the strategic industry players. | √ | | |
| 16. Increasing Air freight capacity | CIAL | | Med | CIAL will continue to actively promote South Island tourism and freight with the objective of increasing the frequency of wide bodied passenger services and dedicated freight services calling at Christchurch International Airport. | | | |
| 17. HPMV improvements to the network | NZTA | CCC,SDC, WDC | Low | The state highway network is fully HPMV capable. NZTA propose some improvements in south Canterbury in the next land transport programme. | √ | | |
| 18. Improvement of north and west corridors | NZTA | CCC | Low | Roads of National Significance are underway with major improvements to Western Corridor and Northern Arterial. Further Western Corridor needs study is underway with NZTA, CCC and CIAL. | | √ (*) | |
| 19. One Network Road Classification Implementation | NZTA, CCC, SDC, WDC | | High | Partners to agree ONRC and consider requirements for implementation to meet freight demands. The CCC Network Management Plan which identifies freight routes and gaps will be combined with the ONRC to identify potential freight movement improvements. | | | |