# Managing Downstream Effects of the CNC

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| The extension of the Christchurch Northern Arterial (to the south) and upgrade of a section of Cranford Street (collectively called the Christchurch Northern Corridor, CNC) is expected to open later this year (2020). As a requirement of the CNC designation conditions this study examined the expected transport impacts of this new road link on the road network immediately downstream of the CNC and what measures need to be put into place to mitigate these effects. Transport modelling showed that the current 2-lane operation of Cranford Street south of the CNC is inadequate to accommodate the forecast traffic volumes when the CNC opens and through to 2030, which if untreated could result in considerable rat-running (>30% increase) in local streets. A key element of the study was to develop a plan of potential interventions (road upgrades and traffic calming) to encourage traffic to stay on the preferred (arterial) traffic routes and off the local roads. However, on its own this approach was deficient in addressing community concerns. Hence the study recommended that improvement also be made to 1) support safer cycling, 2) support safer access to school, 3) make streets healthier and 4) consider the safety and access issues around parks and commercial areas (shops) for all road users. The study also requires monitoring of traffic, safety and environmental changes through to 2030, triggering further improvements if adverse impacts do occur. |