



ATTACHMENTS MINUTES

Geraldine Community Board Meeting

Wednesday, 7 October 2020

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**GERALDINE TRANSPORT STRATEGY
CYCLING IMPROVEMENTS**

Item #	Location	Item	Proposed
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**GERALDINE TRANSPORT STRATEGY
DRIVING IMPROVEMENTS**

Upper Otter River Bridge

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**GERALDINE TRANSPORT STRATEGY
WALKING IMPROVEMENTS**

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How to have your say

Go online
Go to www.timaru.govt.nz
Click the Have Your Say link and fill in the form.

Email
Email your ideas to xxx@timdc.govt.nz

Post or deliver
If you can't do it online, please fill in the form below and post it back to us for free!

Freeport Authority Number 95136
Geraldine Transport Strategy
Timaru District Council
PO Box 522
Timaru 7940

or drop it into the Council offices at:
78 Talbot Street, Geraldine

Your details

Name	Phone (landline or mobile)
Organisation (if applicable)	Email address
Postal address	

<p>1 Do you support the vision and the key objectives for the Geraldine's transport system identified in the Transport Strategy? If not, please tell us what you would change.</p>	<p>4 Do you support the priority routes for each mode shown in the maps above? If not, please tell us what element you disagree with and what you would change.*</p>
<p>2 Do you agree with the key transport problems in Geraldine identified in the Transport Strategy? If not, please tell us what you would change.</p>	<p>5 Do you support the package of improvements identified for each mode? **</p>
<p>3 Are there other significant transport problems in Geraldine not identified in the Transport Strategy? If so, please tell us what they are.</p>	<p>6 Do you have any other feedback on the Geraldine Transport Strategy? Note the full Transport Strategy can be accessed through xxx</p>

* Further details on the reasoning behind the chosen priority routes is provided in the Geraldine Transport Strategy report, that can be accessed through [xxx](#).
** Details on individual infrastructure improvement projects are provided in the online consultation tool, which can be accessed through [www.xxx.xxxxxx.com](#). Note that comments on individual improvement projects are easiest to be provided through the online consultation tool. If you prefer to provide written feedback on individual projects, please clearly identify the location and the improvement project relating to your comment.

GERALDINE TRANSPORT STRATEGY



Why are we doing this?

Geraldine is on a busy tourist route between Christchurch and Queenstown and is experiencing increasing traffic volumes. This presents an opportunity for Geraldine to maximise the economic opportunities from passing through tourists. The economy is also founded on the agricultural industry which relies on an efficient transport system for the import and export of its products. The transport system in Geraldine currently has a heavy focus on personal car use.

However, with an increasing global focus on sustainable transport and an aging population in Geraldine that is likely to rely on modes other than personal vehicles, there is a growing need to better provide for walking and cycling.

The transport system is therefore pivotal to the success of Geraldine. To extract the most from the transport system for the people of Geraldine and its visitors, the Timaru District Council (TDC) is developing a 30-year transport strategy to guide investment in the transport system.

What is the vision for Geraldine?

The strategic vision for Geraldine's transport system is to provide safe access for all types of travel and promote economic growth by enabling tourism and freight. This is described further through the four objectives:

<p>Safe</p> <p>A transport system where there are no deaths or serious injuries</p>	<p>Access to all types of travel</p> <p>A transport system that provides a range of options to move around the town</p>	<p>Tourism</p> <p>A transport system that encourages visitors to spend time and money in Geraldine</p>	<p>Freight</p> <p>A transport system that enables efficient movement of freight</p>
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GERALDINE TRANSPORT STRATEGY

WWW.TIMARU.GOV.T.NZ



What are the problems in Geraldine?

Walking and cycling accessibility

Lack of connectivity and crossing points between residential areas and the key locations such as the schools, the domain, and the swimming pool

Quality of pedestrian facilities

Narrow and uneven footpaths that are unsafe/inconvenient, particularly for the increasing aging population

Unsafe/poor performing Intersections

Congestion at Talbot Street/ Cox Street intersection and the confusing layout and safety concerns at Kennedy Street/ SH79 intersection

State Highway 79 Routing

SH traffic being led along Cox Street where there are sensitive land uses and high pedestrian activity. Also contributes to the congestion at Talbot Street/ Cox Street intersection

Parking

Lack of parking for over dimension vehicles

Vehicle speeds

High vehicle operating speeds

When will the strategy be delivered?

The infrastructure improvement programme has been phased into short term (0 – 3yrs), medium term (3 – 10yrs) and long term (10 – 30yrs) periods. Funding is yet to be allocated to these initiatives.

The walking improvements are phased to be delivered in the short-to-medium term whereas cycling improvements are generally phased in the medium term.

The network improvements are mostly phased to be delivered in the long term apart from lower cost options such as a speed limit reductions and parking improvements. A number of other factors such as the priority in terms of the practical need and interactions with other infrastructure projects will also influence the timing of the programme delivery over the next 30 years.

What is proposed?

The transport strategy identifies the priority routes for each mode of transport. A priority route is where a mode is encouraged by either improving the facilities along the route to make it safer, faster or easier, or to discourage the use of other modes by making it slower or less convenient. The preferred long-term priority routes are shown overleaf.



Walking route

Connects the residential areas with the high school, primary school, town centre (Talbot Street) and the Domain.

School children are generally separated from the key traffic routes.



Vehicle route

Change to the state highway route – vehicles diverted from Cox Street to Talbot Street and Kennedy Street, that is away from the sensitive land uses and to pass along commercial and industrial areas.

Expected to mitigate the congestion issue at Cox Street/ Talbot Street intersection and safety issues.



Cycle route

Primarily focused around providing good connectivity between the residential areas, the high school, the Domain, recreational cycling routes and the swimming pool.

To achieve the priority routes for each of these modes, a package of infrastructure improvements is proposed. Please visit [xxxx](#) for further information on the individual infrastructure improvements projects.

The draft Geraldine Transport Strategy can be accessed through [xxx](#).





GERALDINE TRANSPORT STRATEGY

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Access to all types of travel

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Tourism

A transport system that encourages visitors to spend time and money in Geraldine



Freight

A transport system that enables efficient movement of freight

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