

13. CHRISTCHURCH-ROLLESTON & ENVIRONS TRANSPORT STUDY UPDATE

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The purpose of this report is to provide members with a bi-monthly update on progress with the Christchurch-Rolleston & Environs Transport Study.

Over the past couple of months the consultants have undertaken the work in the following areas:

- Extending and refining the 'CTS' model. This will provide a modelling tool that is more appropriate to the analytical tasks which will be required in this area, and validation testing/initial runs have begun.
- A set of agreed committed works to be used as a base road network was established between the consultant and the partner authorities.
- Work was started on future growth scenarios to be used for the study.
- Initial consultation has been completed (closed 31 May 2001). This consultation sought feedback on issues and problems perceived by the community in the study area. The submissions have been entered into a GIS submission management system and summary report produced (see comments below).

Progress on the study has slowed in the past two months as matters related to the traffic model being transferred to Windows 2000 having not gone smoothly. These matters appear resolved and good progress is again expected. Other streams of work are on track against programme. The consultant has been requested to review the study programme to achieve the currently programmed completion date for the study, which is still late August 2003.

By the end of this initial consultation period, 80 submissions had been received, ranging from general matters (ie have no spatial location) to the very specific. The general matters covered were:

- Access to and through the city,
- Safety,
- Public transport,
- Halswell traffic problems,
- Urban growth,
- Regional Land Transport Strategy,
- Environmental and social effects,
- Transpower infrastructure – consultation ???
- Cycle ways,
- Heavy vehicles.

SPECIFIC ISSUES

Most specific issues that have arisen out of the initial public consultation have been grouped according to the issues/areas identified in the Study Brief. The number of responses to each of the issues identified in the Study Brief are contained in the 'Study Brief Issues' Table below. Although these cover a majority of public responses, further issues have also been identified by the public that are beyond those identified specifically in the Study Brief. These are presented in the 'Further Issues Raised' Table below.

'Study Brief Issues' Table

Study Brief Issues	# of Responses
State Highway 1 from Hornby to Burnham	38
- Access from Rolleston	
- Access from Burnham	
- Burnham/SH1 crossing	
- Access to Christchurch from Rolleston	
- Volume of traffic	
- 4 laning	
- Access from local road intersections (Templeton, Weedons Ross Road, Hoskyns Road, at Rolleston)	
- Hornby (traffic volume, access, intersection)	

Study Brief Issues	# of Responses
Southern Motorway Extension - Opposition for private land usage - Link at Templeton, not Halswell Junction Road	7
State Highway 1, Johns Road - Traffic volume - Access - Heavy vehicles - Noise - 4 laning - Dangerous roundabout – Yaldhurst Road	8
State Highway 1, Russley/Masham/Carmen Roads (Note: The responses to this issue are the same as that of the State Highway 1, Johns Road issue as response covered these two issues as one.) - Traffic volume - Access - Heavy vehicles - Noise - 4 laning - Dangerous roundabout – Yaldhurst Road	8
Christchurch International Airport - Access - Bypass	5
State Highway 75, Curletts Road to Tai Tapu - Traffic volume - Access	6
South Western Bypass of Christchurch - Bypass Airport - Traffic volume	4
Rolleston (Note: The responses in respect to Rolleston and its interaction with State Highway 1 have been counted in this issue category and that of State Highway 1 from Hornby to Burnham due to the cross over of the issues.) - Access from Rolleston - Access to Rolleston from the northwest - Internal roading - Local roading provisions - Volume of traffic - Heavy vehicles	19
Proposed Rolleston Industrial Park - Roading provisions/access	1
Total	96

Further Issues Raised Table

Further Issues Raised	Responses
General issues - Cycling - Environmental issues	11
West Melton - Intersection and access to State Highway 73	6
Prebbleton - Intersection and access to Springs Road	2
Tai Tapu - Public transport	1
Lincoln - Internal roading - Road design - Bypass options - Safety - University	11

Further Issues Raised	Responses
Templeton - Kirk Road - Heavy vehicles	4
Springston - Access to Lincoln - Public transport - Cycle ways	4
State Highway 73 - Access - Intersections - Heavy vehicles	3
Heavy vehicles - Presence on local roads - Old West Coast Road	13
Access - From local roads onto arterial road network	8
Road design	4
Intersections - Access - Design - Safety	10
Accidents (actual accidents occurred)	3
Safety - Speed - Accident risk - Cangerous intersections	18
Vehicle noise	3
Traffic Volume	8
Cycling - Provision of cycle ways	12
Buses - School buses - Public buses	4
Public transport - Provision or lack of	7
Effluent - At rural intersections from stock trucks	1
Total	133

NEXT STEPS

Over the next two months, the traffic model validation and associated reporting will be completed, along with network deficiency analyses (using the traffic model). Future growth scenarios will be finalised and the initial set of future network improvement strategies to be tested requires confirmation. It is likely that this last item will raise the need to call a meeting of the study's elected member 'contact group' (comprising the Land Transport Subcommittee plus one nominee from the Spreydon/Heathcote and Fendalton/Waimairi Community Boards and two nominees from the Riccarton/Wigram Community Board) to discuss the strategies being proposed. These strategies will be principally derived from information from the consultation feedback and the deficiency analysis.

NATURAL + PEOPLE + ECONOMIC STEP ASSESSMENT

#	CONDITION:	Meets condition ✓✓0*	HOW IT HELPS MEET CONDITION:
The Natural Step			
N1	Reduce non-renewable resource use	✓	More efficient network operation reduces energy usage
N2	Eliminate emission of harmful substances	✓	More efficient network operation reduces emissions loadings
N3	Protect and restore biodiversity and ecosystems	0	Unclear detail currently, mitigation options likely to be available
N4	People needs met fairly and efficiently	NA	NA - See People Step + Economic Step

#	CONDITION:	Meets condition ✓✓0*	HOW IT HELPS MEET CONDITION:
The People Step			
P1	Basic needs met	✓	Allows better movement at a district level
P2	Full potential developed	0	
P3	Social capital enhanced	✓	Better accessibility to opportunities
P4	Culture and identity protected	0	
P5	Governance and participatory democracy strengthened	✓	Normal consultation practices will be undertaken
The Economic Step			
E1	Effective and efficient use of all resources	0	
E2	Job rich local economy	✓	Construction of projects and better accessibility for movement of business
E3	Financial sustainability	✓	Projects will only be constructed if B/C analysis is significantly positive

Chairman's Recommendation: That information be received.