

10. CHRISTCHURCH, ROLLESTON AND ENVIRONS TRANSPORTATION STUDY – TRANSPORTATION STRATEGY

General Managers responsible:	General Manager City Environment, DDI 941-8608 General Manager Strategy and Planning DDI 941 8281
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PURPOSE OF REPORT

1. The purpose of this report is to seek formal Council adoption of the Christchurch, Rolleston and Environs Transportation Study – Transportation Strategy.

EXECUTIVE SUMMARY

2. The Christchurch, Rolleston and Environs Transportation Study (CRETS) is a major strategic transportation study of southwest Christchurch, the SH 1 Russley – John’s route including Christchurch International Airport, and the area of Selwyn District covering the outlying townships of Tai Tapu, Lincoln, Rolleston and West Melton. The Study is a collaborative multiparty project involving Christchurch City Council, Christchurch International Airport Ltd, Environment Canterbury, Selwyn District Council and Transit New Zealand.
3. The study which began in 2002, culminated with the delivery of the Transport Strategy Final Report in September 2007. The Study has been through public consultation twice; at the beginning to identify issues and also with respect to a draft transport strategy in late 2006. The Study was modified midstream to address sustainable transport issues subsequent to the passing of the Land Transport Management Act 2003 and also delayed to take into account the Greater Christchurch Urban Development Strategy.
4. The key components of the Strategy are Transit’s Southern Motorway duplication and extension to Halswell Junction Road from Barrington Street (programmed for around mid 2010), and the future stage two extension to south of Templeton. Another significant component is the four laning of the SH1 Carmen - Masham – Russley – Johns route. Council’s key components of the Strategy include the four laning of Lincoln Road between Wrights Road and Curletts Road, and the upgrading of the Wigram Road route towards the central city and south towards Prebbleton and Lincoln via Ellesmere Road to provide better accessibility to and from southwest Christchurch. The Strategy recommends protection of the rail corridor to Rolleston for potential future commuter services, specific public transport corridors and park and ride opportunities in Selwyn District, and acknowledges the Council’s own bus priority corridor strategy within the city’s part of the study area contributing to an integrated transport system.
5. The final recommended Transport Strategy provides a reviewable strategic transportation framework to accommodate medium term urban growth projected to occur in southwest Christchurch and Selwyn District as part of the Urban Development Strategy. Formal adoption of the Transportation Strategy by the Council is sought to give weight to the Strategy itself, as well as give certainty to the Urban Development Strategy associated processes such as the South West Area Plan and proposed Awatea Plan Change which are interdependent on the Christchurch, Rolleston and Environs Transportation Strategy framework.
6. In recent months the other stakeholders to the study have formally adopted the Transport Strategy, except for Environment Canterbury which at the time of writing was proposing to report to the Regional Land Transport Committee on 19 March 2008.

FINANCIAL IMPLICATIONS

7. There are no direct financial implications from adopting the Transportation Strategy.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. Yes. There are no 2006-16 LTCCP budget implications adopting the Transportation Strategy. Provision has already been made for some Council projects being those mainly associated with Transit’s pending Southern Motorway project in the LTCCP budgets to 2016. Programming and funding of the other Strategy projects will be subject to future LTCCP and Annual Plan processes as well as Land Transport New Zealand funding availability and procedures.

LEGAL CONSIDERATIONS

9. There are no known legal considerations from adopting the Transportation Strategy. Legal advice has not been sought.

Have you considered the legal implications of the issue under consideration?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Short term works in the strategy align with the planned changes for assets (increased demand) in the LTCCP. The remainder of the strategy falls beyond the current LTCCP period.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. As above.

ALIGNMENT WITH STRATEGIES

13. Greater Christchurch Urban Development Strategy, South West Area Plan (Proposed strategy in development), Metropolitan Christchurch Transport Statement, Regional Land Transport Strategy (Transport – Regional Implementation Plan)

Do the recommendations align with the Council's strategies?

14. Yes

CONSULTATION FULFILMENT

15. The Study has been through public consultation twice; at the beginning to identify issues and also with respect to a draft transport strategy in late 2006.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopt, in general, the Transport Strategy of the Christchurch, Rolleston and Environs Transportation Study, Final Report, September 2007, and specifically adopt the Christchurch City components of the Strategy as set out and modified by the recommendations below:
- (b) Not adopt the roading hierarchy set out in Attachment 2 as the 'Transport Strategy Network Hierarchy' but resolve that the roading network develop in broad accordance with the diagram and that it is used as an input into any future review of the City Plan roading hierarchy.
- (c) Adopt the project timing as set out in Attachment 3 as 'Transport Strategy Staging And Timing Diagram' as a guiding framework for prioritising the delivery of projects, but not adopt the specific timings as capital funding for the projects will subject to Council budgets as well as Land Transport funding availability where required.
- (d) Adopt the following Transport Strategy projects for which the Council is responsible as the road controlling authority and resolve to continue them along the transport planning process at the appropriate times:
 - Amyes – Awatea - Dunbars route – Upgraded two lane road route (orbital route between Halswell and SH1)
 - Brouchs Road – Extension and upgraded two lane road from Sawyers Arms Road to McLeans Island Road (alternative access when the latter road is limited to left in only with the SH1 Johns Road four laning)
 - Dunbars Road – Extension south-eastwards from Halswell Road to the Sparks Road / Hendersons Road intersection as a new two lane road if the adjoining land is rezoned for urban purposes as proposed by the Urban Development Strategy (urban development access and extended orbital route SH1 to south Christchurch)

- Hayton Road – Extension across the Main South Railway line as a new two lane road to connect to Alloy Place and the Sockburn roundabout. (Wigram Airfield urban development and Parkhouse area alternative access)
 - Lincoln Road – Upgraded to a four lane road between Wrights Road and Curletts Road (route continuity)
 - Quaifes – Sabys Realignment – Realignment as a new two lane road of Quaifes Road to Candys Road and two lane upgrading of Sabys Road towards Trices Road to improve road geometry (orbital routes)
 - Shands Road – Upgraded two lane road between Halswell Junction Road and Marshs Road (secondary route to SH1)
 - Wigram Road Northeast Extension and Route Upgrade
 - Grade separated extension between Treffers Road northeast over Curletts Road to Magdala Place.
 - Upgraded two lane roads along the Magdala Place – Birmingham Drive - Matipo Street route to Blenheim Road and the Birmingham Drive – Wrights Road route to Lincoln Road.
 - Wigram Road – Upgraded two lane road between Treffers Road and Awatea Road (radial arterial route)
 - Wigram Road Southwest Extension – Upgraded or new two lane road route between Awatea Road and Longstaffs Road including an eventual grade separated crossing of the Southern Motorway and using all or parts of Wigram Road and/or Whincops Road to connect to Longstaffs Road and the Ellesmere Road route to Prebbleton / Lincoln (radial arterial route). Whether land protection is needed for possible future long term south facing motorway ramps on the grade separated crossing is to be determined during the subsequent transport planning process investigations and in further discussions with Transit New Zealand.
- (e) Resolve that the projects identified above:
- Include upgraded intersection controls, public transport, cycling and walking facilities, and service lanes as and where appropriate.
 - Are integrated and constructed with/as sub-divisional or other development work where possible and appropriate (eg an urban development link such as the Dunbars Extension would be constructed by land developers when the adjoining land is rezoned, as proposed by the Urban Development Strategy, for urban purposes).
- (f) Note that the projects do not include any Council works specifically related to the Southern Motorway duplication and extension to Halswell Junction Road such as the associated cycleway and under or overpasses.
- (g) Note the existence of the additional collector roads in the Aidanfield, Wigram Airfield and Halswell – Sparks areas (Attachment 4) that make up part of the network structure but have been or will be provided by land developers with urban zoning of the land.
- (h) Acknowledge that various Council controlled roads at their intersections with roads controlled by Christchurch International Airport, Selwyn District Council and Transit New Zealand will be modified by projects the other road controlling authorities are responsible for through joint project processes.
- (i) Resolve that until further information on the effects is forthcoming as part of an impact assessment, the Council take a neutral position on the restriction of vehicle movements at the Wairakei Road/Russley Road intersection as part of the proposed Memorial / Russley grade separation by Transit New Zealand.
- (j) Resolve to consider helping to protect the rail corridor to Rolleston for future commuter rail services should the need arise for such protection.

BACKGROUND (THE ISSUES)

Study Area

17. The study area for the Christchurch, Rolleston and Environs Transport Study is Attachment 1 of this report. It covered that part of Selwyn District within the commuter catchment of Christchurch City and included the townships of Tai Tapu, Lincoln, Springston, Rolleston, Burnham and West Melton. Within Christchurch City the study area included southwest Christchurch west of Curletts Road, Templeton through to Christchurch International Airport and the State Highway 1 corridor along the Carmen – Masham - Russley – Johns Road route.

Study Objective

18. The Study Objective was set out in the 2002 terms of reference for the study as: “The study of transportation requirements in the Christchurch to Rolleston broad area is seen as a key component in the planning for the development of the roading network to the west and south of Christchurch for the ensuing 25 year period. The key output of the study is the identification, justification and reporting of a strategy that details the most appropriate stages for the progression of improvement projects that will achieve an ideal roading network to satisfy projected demands.”
19. With the passing of the Land Transport Management Act (LTMA) in 2003, the study was subsequently modified to take into account the purpose of the LTMA which “is to contribute to an integrated, safe, responsive and sustainable land transport system”. As a result, the study also considered other transport mode opportunities, including passenger services (both road and rail), cycling and walking.
20. The study was also modified and delayed towards the end to take into account of the urban development patterns set out in the Greater Christchurch Urban Development Strategies released in 2007.

Study Partners And Transport Consultant

21. The Study was a collaborative multiparty project involving the Christchurch City Council, Christchurch International Airport Ltd, Environment Canterbury, Selwyn District Council and Transit New Zealand as stakeholders. Land Transport New Zealand were also represented as a part-funder of the study. The study was undertaken by transport planning consultants Connell Wagner in association with Gabites Porter.
22. The relevant interests in of the stakeholders in the study were:
 - Christchurch City Council - Transport network and hierarchy strategy within the City boundary and connections to Selwyn District.
 - Christchurch International Airport Ltd – Transport access to and within the designated airport zone.
 - Environment Canterbury – Regional Land Transport Strategy and public transport.
 - Selwyn District Council – Transport network and hierarchy strategy within Selwyn and connections to Christchurch
 - Transit New Zealand – State highway network strategy

A Transportation Study

23. A ‘Transportation Study’ is a strategic transport planning study that is a new ‘first-cut’ look at improvement options available to address high level network needs in a study area. This is particularly appropriate to this study area where significant urban growth is proposed as part of the Urban Development Strategy. Transportation studies provide a strategic level of assessment which has a low level of detail in terms of design and only broad-brush commentary and assessment on the effects of proposals. They identify the best conceptual ‘Transport Strategy’, or package of works and allow the dismissal of ideas which are not as viable or useful.

24. A transportation strategy then leads on to more detailed development stages for the individual projects that make up a strategy:
- Project Feasibility (or Scoping) – A more detailed but still rough order feasibility assessment of the economic viability, timing, range of alignment, cross section and intersection options for a specific project. One or two of the best options will be chosen to take forward to the next stage.
 - Scheme Assessment - Issues such as layout geometry, improved costing, social-environmental impact assessment, consultation, land needs, planning requirements and ground conditions are taken to the next level of detail and certainty.
 - Designation – If the transport project requires private land and is going to be constructed in the longer term then a designation can be sought to protect the corridor needed for the project. For short term projects the option exists to acquire land through negotiation or the Public Works Act.
 - Detailed Design – The scheme design is completed in sufficient detail for construction purposes. Property purchase if required, often occurs in parallel.
 - Construction – It can take 1 to 5 years to get to the point of finally constructing an individual project after starting on the detailed development stages.
25. It is normal and good practise to review a transport strategy over time if the assumptions underlying the strategy, legislation, or funding availability changes.

Study Process

26. The study process involved ten consecutive steps:
- (a) **Identification, Review of, and Consultation on Issues**
Issues for consideration were provided in the Scope for Services. Initial consultation with the stakeholders and public was carried also out to identify issues of concern to the community. The initial consultation data was reported in the *Stage 1 Consultation Report – July 2002, Revision 1*.
 - (b) **Review of Data**
Initially available technical transport data was reviewed.
 - (c) **Data Collection**
Additional technical transport data was collected and reported in the *Traffic Data Report – March 2003, Revision 0*.
 - (d) **Traffic Model Preparation**
The traffic models (study area and sub areas) for the study were updated with the latest available census land use data and validated against observed traffic data, with the process documented in the *Model Validation Report – April 2005, Revision 12*. Detail of the Airport project and submodel models development was included in the *Christchurch International Airport Model Validation Report – August 2005 – Version 2*.
 - (e) **Deficiency Analysis**
Future 2021 traffic demands were applied in the traffic models and the areas of the network identified as under pressure documented in the *Identification of Potential Problem Areas Report – April 2005, Revision 10* and *Christchurch International Airport Model Validation and Identification of Potential Problem Areas Report – August 2005 – Version 2*.

- (f) **Identification of Project Options and Potential Strategies**
This step of the study process involved bringing together, summarising and grouping the issues to be considered in this study and identifying options that may potentially address the issues. Using these issues, project options were identified to potentially address the issues. Detail of this step of the study is included in the *Issues and Options Identification Report – April 2005, Revision 9*.
- (g) **Analysis and Assessment of Project Options and Potential Strategies**
The viable project options were grouped into packages of options (potential strategies) and were analysed. Detail of this step of the study is included in the *Options Analysis Report – December 2005, Revision 4*.
- (h) **Detailed Analysis and Assessment to form a Draft (Consultation) Transport Strategy**
The Draft Transport Strategy was formed after more detailed analysis of the potential strategies. The Draft Transport Strategy, including the Executive Summary, formed the basis of the 2006 public consultation documents.
- (i) **Public Consultation on the Draft Transport Strategy**
Public consultation on the Draft Transport Strategy was undertaken between late September 2006 and mid November 2006. The public consultation process, feedback and outcomes were documented in the report titled *Consultation Report 2007, Christchurch, Rolleston and Environs Transportation Study*.
- (j) **Final Report**
The final report titled *Christchurch, Rolleston and Environs Transportation Study, Transport Strategy Final Report, September 2007* sets out the consultants recommended Transport Strategy prepared following, and taking into account, feedback from stakeholders and public consultation. The report also documents final sensitivity testing of this transport strategy including traffic forecasts using the latest UDS land use projections and higher levels of public transport usage.

Recent Communications

27. The following recent communications have occurred since the release of the Final Report in September 2007:
- The Final Report was made available on the Environment Canterbury website alongside the Interim Assessment Report (draft strategy) and the Consultation Report. <http://www.ecan.govt.nz/Our+Environment/Transport/Christchurch+Rolleston+Transportation+Study/>
 - A letter was sent to all submitters on the draft strategy notifying them of the release of the Final Report.
 - There was a Council press release to the media in early December 2007. <http://www.ccc.govt.nz/MediaReleases/2007/December/04165721.asp>
 - The Final Report was delivered to all libraries and service centres as a reference copy.
 - A memorandum noting the completion of the study and the executive summary of the Final Report were delivered to all Councillors and affected Community Boards in December 2007.
 - A Council and affected Community Boards seminar was held on 27 February 2008 to discuss the transport consultants recommended transport strategy.

The Consultants Recommended Transport Strategy

28. This section of the report sets out those parts of the Transport Strategy that fall mainly within the City boundaries.
29. **Christchurch Southern Access Corridor (Stage I) – Christchurch Southern Motorway, Barrington to Halswell Junction / Main South**
Duplication of the existing Christchurch Southern Motorway between Barrington Street and Curletts Road. Four lane extension of the Southern Motorway west of Curletts Road to Halswell Junction Road / Springs Road roundabout and upgrading of Halswell Junction Road north to Main South Road. Local road overbridges at Nash Road and a realigned Awatea / Dunbars Road. Major interchanges at Barrington Street and Curletts Road.
30. **Christchurch Southern Access Corridor (Stage II)**
Four lane extension of the Christchurch Southern Motorway south west from Halswell Junction Road / Springs Road intersection to connect to State Highway 1 about 2km south of Templeton, including intersection upgrades and closures. Major interchange at Marshs / Shands Roads intersection with no access at Springs / Halswell Junction Roads intersection. Possible south facing ramps around Awatea / Dunbars Road in the longer term.
31. **Belfast to Hornby Corridor**
Four-laning (with median) of Johns Road, Russley Road, Masham Road and Carmen Road from the vicinity of Groynes Drive to the Main South Railway Line (at Hornby) including intersection upgrades, closures and access restrictions. Longer term development of a state highway bypass of Hornby via Yaldhurst Road and Pound Road to rejoin Main South Road at an upgraded Barbers Road intersection, with associated realignment of Waterloo Road.
32. **Hornby to Templeton Township**
Traffic through Templeton is reduced by a diversion to the proposed Christchurch Southern Access Corridor works. Main South Road (State Highway 1) through Templeton remains a state highway route and has no changes proposed except for new traffic signals at Barbers Road. This facilitates right turns into Templeton and provides for safe pedestrian crossing of State Highway 1.
33. **Lincoln, Prebbleton and Tai Tapu to Christchurch Corridors**
The aim is to reduce future traffic growth on Springs Road through Prebbleton Township. This includes:
34. The promotion of a route between Lincoln and Christchurch that uses:
- Improvements to Ellesmere Road, Longstaffs and Whincops Road to Halswell Junction Road to create a district arterial route
 - An upgrade and modification of Wigram Road between Halswell Junction Road and Dunbars / Awatea Road (then extended to Blenheim Road via Wigram Road, Magdala Place, Birmingham Drive and Matipo Street; see south-west Christchurch map - Attachment 4).
35. Improvements to Hamptons Road, Trices Road, Sabys Road (including Quaifes realignment) and Candys Road to provide an orbital route between Templeton (SH1), Prebbleton and Halswell (SH75) and onto southern Christchurch via Sparks/Frankleigh/Milton Roads. No significant improvement between Tai Tapu and Halswell, but four-laning of Halswell Road (SH75) and Lincoln Road from Dunbars Road to Wrights Road, to strengthen its use as a passenger transport corridor, (see south west Christchurch map - Attachment 4).
36. Removing access to the Southern Motorway at Halswell Junction/Springs Roads when the Southern Motorway is extended to State Highway 1 south of Templeton and providing a full interchange at Shands/Marshs Roads intersection which will attract traffic to use Shands Road in preference to Springs Road to access the central city and beyond.

37 Christchurch International Airport

The main entrance to the airport would be via a grade separated interchange at the intersection of Russley Road and Memorial Ave. This would require Wairakei Road and Avonhead Road to be closed or convert to left in/left out.

38. Harewood and Sawyers Arms Roads provide arterial access to the state highway.
39. McLeans Island Road from State Highway 1 would be left-in traffic only from the south and Brouchs Road would be upgraded and extended to provide a new link between McLeans Island Road and Sawyers Arms Road for all other traffic.
40. A proposed airport freight area south of Memorial Avenue would be served by the interchange and a new road (called Capital A Road).

41. South West Christchurch

Orbital Arterial Roads

Amyes Road - Awatea Road - Dunbars Road upgrade (medium term)

42. Extension of Dunbars Road south-eastwards to the Sparks / Hendersons intersection (long term, dependent upon future growth decisions).

Radial Arterial Roads

Springs Road, improvements to intersections (Halswell Junction intersection short term).

44. Shands Road, road and intersection upgrades as part of the development of a secondary local roading alternative route to State Highway 1 including Selwyn Road, and Lincoln-Rolleston Road as part of the Hornby to Burnham corridor package of works (short term). Full interchange planned at Shands/Marshs Roads for access to Southern Motorway Extension.

45. Upgrade of existing parts of Wigram Road (medium term)

46. Wigram Road extension north-eastwards for Lincoln, Halswell and Wigram development traffic (medium term) via:

- grade separated link (over Curletts Road) to Magdala Place,
- upgrade Magdala Place, Birmingham Drive and Matipo Street (to link with Blenheim Road) and Wrights Road (to link with Lincoln Road).

47. Wigram Road extension south-westwards for Lincoln and Halswell development traffic (medium term), via:

- new roundabout with Awatea Road,
- grade separated link (over new Southern motorway) realignment of Wigram Road to Whincops Road and the route to Lincoln via Whincops, Longstaffs and Ellesmere Road.

48. Halswell Road (SH75),(medium term) upgrade to four lanes with public transport priority between Dunbars Road and Curletts Road, including:

- traffic signals at Dunbars Road (already planned) and new Aidanfield North connection,
- give way and stop controlled intersections at other side road intersections with u-turn facilities where intersection movements are restricted.

49. Lincoln Road, (medium term) upgrade to four lanes with public transport priority between Curletts Road and Wrights Road including give way and stop controlled intersections at other side road intersections with u-turn facilities where intersection movements are restricted.

50. Other features (medium to long term, dependent upon future urban growth decisions)

New link paralleling Hendersons Road connecting to the proposed traffic signals at the Aidanfield north connection with Halswell Road

51. Radial and orbital collector roads within the proposed Wigram development area,

52. Hayton Extension across the railway line to connect with Alloy Place at the Sockburn roundabout.

Funding Requirements

53. The total works proposed in the Transport Strategy are estimated to cost \$230.5m including contingencies and professional fees associated with further project development. This cost excludes the Southern Motorway duplication and extension to Halswell Junction Road and completion of the four laning of Lincoln Road between Curletts Road and Wrights Road which have been assumed as committed works. Of this cost approximately \$181m is associated with the major strategy projects. The remaining \$49.5m is for minor works such as seal widening to bring roads up to engineering guideline standards to cater for increased traffic volumes and provide adequate shoulders for cyclists. Benefits exist for the latter works but are below the resolution of traffic models.
54. Based on the major project construction costs, the Transport Strategy produces a positive benefit / cost ratio of 1.2 assuming construction of the full strategy immediately (detailed staging benefit cost ratios are only considered as individual projects are further developed). The benefit stream is positive and the benefit / cost ratio for the whole Strategy reaches 2.0 around 2021. As the benefit stream is increasing with time the Transport Strategy is sustainable and will continue to provide economic benefits into the future.
55. Attachment 3 'Transport Strategy Staging And Timing' and the Attachment 4 insert 'SW Chch Transport Strategy Staging and Timing propose individual project timings based on service levels (travel demand as a % of infrastructure capacity). The actual construction timing of individual projects in the Strategy will depend on the ability to fund them which will be determined by budget availability within the Council's LTCCP, how an individual project stacks up against other transport priorities around the City, and the ability to secure Land Transport New Zealand funding. In this respect the detailed timing and staging of the projects the Council would be responsible for is best left to be considered during the development of the capital works programme for the 2009 LTCCP where the diagram can be used as input into the process.

Transport Strategy – Estimated Cost Of Council's Strategy Component		
Project	Cost Estimate (\$ millions)(1)	Total Cost (\$ millions)(2)
Amyes – Awatea – Dunbars Upgrade (3)	\$1.67m	\$2.59m
Broughs Rd Extension – Sawyers Arms to McLeans Island	\$1.59m	\$2.48m
Dunbars Rd Extension – Halswell to Sparks/Hendersons (4)	\$0.67m	\$1.04m
Hayton Rd Extension – Hayton to Alloy	\$0.60m	\$0.94m
Lincoln Rd 4 Laning – Wrights to Curletts (5)	\$4.57m	\$7.12m
Quaifes and Sabys Realignment and Candys Upgrade	\$2.47m	\$3.85m
Shands Rd Upgrade – Halswell Junction to Marshs	\$0.71m	\$1.10m
Wigram Route Northeast Extension and Upgrade – Matipo and Wrights to Treffers	\$4.54m	\$7.08m
Wigram Rd Upgrade – Treffers to Awatea (6)	\$2.28m	\$3.55m
Wigram Route Southwest Extension and Upgrade – Awatea to Longstaffs (7)	\$9.39m	\$14.63m
Total		\$44.38m

(1) Cost estimate for construction and land only
(2) 5% site establishment and 2.5% traffic management added to Cost Estimate then 30% contingency and 15% professional fees added to the subtotal to get Total Cost.
(3) Cost excludes fact some of the seal widening will be provided by adjoining developments on Awatea Rd
(4) Link to be provided as subdivision road. Costs are for additional legal road and carriageway width for arterial standard road.
(5) CCC cost estimate based on Halswell Rd 4 laning costs
(6) Cost excludes fact some of the seal widening will be provided by adjoining developments. Includes intersection works. There will be additional cost if the Heathcote culvert replaced.
(7) Cost assumes upgrade of existing roads only and new bridge. A new route alignment may add additional cost. Land purchase to protect south facing ramps would add additional cost.

56. The table above provides the 'transport strategy level' estimate of cost for the individual projects the Council would be responsible for. Cost estimates subject to refinement as individual projects are progressed through the transport planning process. The table shows that the Council's component of the Transport Strategy amounts to \$42m including the cost of the Lincoln Rd 4-laning.

Key Issues For Council

57. ***Public Consultation On The Draft Transport Strategy***

Public consultation on the draft transport strategy occurred between late September and mid-November 2006. Extensive consultation was carried out which included:

- Articles in the newsletters to the stakeholders
- Media release and features in The Press and Christchurch Mail
- Public notice of, and the running of, three open days held at Hornby, Halswell and Rolleston
- Study website including feedback form, executive summary, full draft strategy report (interim assessment report) and frequently asked questions, with links from the stakeholder websites
- 3,000 consultation flyers were hand delivered within the study area along the transport corridors identified in the draft transport strategy. The 2,000 remaining flyers were placed at stakeholder offices and service centres, and also available at the open days. Key organisations and people that provided feedback during the initial consultation at the beginning of the study were also sent flyers.

58. A total of 259 responses were received. Of these, 24% were in support, 44% opposed and 32% neutral or unspecified. All respondents were sent a letter acknowledging their feedback and notifying them when the transport consultants Consultation Report, which analysed the feedback, was posted on the Environment Canterbury website in the second quarter of 2007.

59. ***The Ellesmere Road To Wigram Road Route***

The key issue raised in consultation for the Council was the Fountains Road part of the Wigram Road – Ellesmere Road route (Wigram Southwest Extension) between Lincoln, Prebbleton and southwest Christchurch. The draft transport strategy proposed that the Wigram – Ellesmere route would be a regional arterial (major arterial) with limited access provisions implying a 70 to 100 kmh speed environment along the route. The draft transport strategy network hierarchy diagram is included as Attachment 5 for comparison to the Transport Strategy network hierarchy diagram which is Attachment 2.

60. Of the 259 responses, 80 (31%) were about this route, and of those 64 (80%) were opposed to it. The key issues raised were:

- The effect on Fountains Road, a local road in the City Plan
- The effect on rural amenity
- The effect on Knights Stream as another crossing is required
- Alternatives are available via Shands, Springs, SH75, and Whincops.
- The impact on recreational and horse riding activities

61. A small number of responses also raised issues about the alignment of the Quaifes - Sabys realignment.

62. ***Changes From Draft Transport Strategy To The Recommended Transport Strategy***

The public consultation was considered by the transport consultant not to have raised any fundamental issues with the overall strategy when the feedback was analysed. However, a number of changes were made between the draft strategy and the recommended Transport Strategy as a response to the consultation. The key changes impacting on the Council include:

- The need to ensure cycle facilities and business access issues are considered in the development of specific projects
- The recognition of the level of feedback supporting public transport (including rail options). The recommended Transport Strategy recommends protection of the rail corridor to Rolleston for potential future commuter services, specific public transport corridors and park and ride opportunities in Selwyn District, and acknowledges the Council's own bus priority corridor strategy within the City's part of the study area contributing to an integrated transport system.
- Inclusion of the Urban Development Strategy urban growth proposals.
- The retention of the Wigram Road – Ellesmere Road route (Wigram Southwest Extension) with it being downgraded from a regional arterial (major arterial, limited access, 70-100kmh) to a district arterial (minor arterial, direct property access, 50 kmh speed limit in urban areas and a 70-80 kmh speed limit in rural parts of the City). The rationale for the route includes the following:
 - It is a direct route between Lincoln and southwest Christchurch.
 - The route is not a new proposal as the route already exists and Lincoln – Prebbleton – southwest Christchurch traffic would use it, requiring some safety improvements as a minimum.
 - Selwyn District Council's desire to limit traffic growth on Springs Road through Prebbleton to avoid the need to four lane through the township.
 - It would be one of five arterial routes feeding traffic between the City and Selwyn District (SH75, Ellesmere, Springs, Shands, Southern Motorway-Main South) avoiding the need to provide four lanes on all but the Southern Motorway.
 - The route is expected to carry around 7,000 vehicles per day at the edge of the City by 2021 that would otherwise have to be catered for elsewhere. The route will be at no more than a third its capacity at this point.
 - No major upgrades to the route will be required as it will remain a two lane route with property access.
 - The loss of rural amenity will be similar for all rural landowners on the edge of the City where the Urban Development Strategy is proposing future urban development.
 - Selwyn District Council's commitment to the Ellesmere Road part of the route.
- The use of Whincops Road and Wigram Road as part of the Wigram – Ellesmere route with retention of Fountains Road as a local road. The two route options are shown in Attachment 6. The rationale for this includes:
 - Whincops and Wigram Roads are already collector roads and part of the main road network
 - A new crossing of Knights Stream is not required
 - More direct existing route and easier to incrementally upgrade this route
 - Use of Fountains Road would require interim use of parts of Whincops and Wigram.
 - Options to use these existing roads, the existing roads with service lanes or new parallel roads remain open

63. The one remaining issue is that of the impact on recreational and horse riding activities. This issue is best addressed when the project is considered in more detail through the transport planning process. Likewise the alignment of the Quaifes – Sabys realignment is best addressed when the project is considered in more detail through the transport planning process.
64. **Study Completion**
The study took almost six years to complete and the transport consultant has fulfilled the requirement of the contract. There is no further funding set aside by the stakeholders or Land Transport New Zealand.
65. **Transport – Regional Implementation Plan**
The Transport – Regional Implementation Plan (TRIP) is set out in the Draft Regional Land Transport Strategy 2008 in response to the Urban Development Strategy, as the broad implementation plan agreed as required to achieve the outcomes of the Regional Land Transport Strategy. TRIP includes the main components of the Christchurch, Rolleston and Environs Transport Strategy. Adoption of the Transport Strategy will formalise the Council's commitment to those parts of TRIP.
66. **Urban Development Strategy, Public Transport And National Context**
The Transport Strategy was tested against the Urban Development Strategy 2026 land use proposals in the later parts of the study. The additional five years growth beyond 2021 increases pressure on the Transport Strategy network in some limited locations such as the Southern Motorway east of Curletts Road, and Main South Road through the Sockburn roundabout area where travel demand would exceed the infrastructure capacity.
67. Public transport tests on the Transport Strategy using 13% travel by public transport (which is twice the current Regional Land Transport Strategy target of 6% for 2011 and 10% higher than current patronage) show that these limited pressure points will remain but will be reduced in intensity. In this context the Council already has its transport planning processes underway to implement bus priority measures on the key corridors.
68. In the national context and in response to the climate change and potential peak oil paradigms the Government's draft updated New Zealand Transport Strategy discussion document includes long term targets to achieve 20% peak hour travel using public transport by 2040 for Christchurch as well as significant increases in travel by cycling and walking. Incremental moves towards these long term proposals are likely to be made mandatory through proposed triennial Government Policy Statements on transport starting next year.
69. The Transport Strategy is a robust medium term strategy that is reviewable over time as the underlying paradigm changes. Should the future play out as the Government's discussion document assumes, then the recommended Transport Strategy is likely to provide sufficient infrastructure well beyond the 2021-26 period.
70. **South West Area Plan**
The timeline for the development of the South West Area Plan (SWAP) proposes that it be delivered to Council later this year. There is currently a transport assessment of the Area Plan underway (SWAPTA) reviewing the transport network at the next level of detail down from the Christchurch, Rolleston Transport Study. Both SWAP and SWAPTA are interdependent on the Transport Strategy and each other. Formalisation of the Council position on the Transport Strategy is required to give certainty to these two processes.
71. **Proposed Awatea Plan Change**
The Council passed a resolution last year requiring that the RMA section 32 report setting out the benefits and costs of the proposed Awatea Plan Change be completed by May 2008. Completion of the s32 report is dependent on associated assessment reports being finished to support the s32 analysis. One of the associated reports is a transport assessment.

72. To be able to complete the transport assessment report and to proceed with the Awatea Plan Change ideally requires certainty over the route alignment of the Ellesmere – Wigram route (Wigram Southwest Extension) through the Awatea area, even if it is not constructed immediately (as a designation would be required). The route chosen through the Awatea area also impacts on the route options that could be pursued west of Halswell Junction Road.
73. To this end it has been necessary as part of SWAPTA to progress a scheme assessment of route options for the Wigram Southwest Extension. The intention is to bring the assessment to Council with the draft Awatea Plan Change for ratification so that a designation can be pursued if required.
74. Furthermore, to be able to complete the scheme assessment process requires consultation with the land owners in the area about the scheme options being considered. This has not been progressed to date as proceeding with it is considered dependent on Council's formal adoption of the Transport Strategy.
75. ***Wairakei / Russley Intersection***
The only other potential issue in the Transport Strategy is that Transit's proposed Memorial / Russley grade separation project would remove the ability to crossover Russley Road at Wairakei Road. This may affect airport related businesses on the city-side of Russley Road. As CRETS is a strategy study, sufficient detail about those potential effects is not yet known. When Transit undertakes more detailed planning for the Memorial / Russley project further information on the effect on airport related businesses on Wairakei Road will be forthcoming as part of an impact assessment.
76. ***Positions Of Other Stakeholders***
Christchurch International Airport Limited has received the final report and planning for access to the airport is proceeding in line with the Transport Strategy.
77. Environment Canterbury will be taking a report on the Transport Strategy to the Regional Land Transport Committee on 19 March for adoption.
78. The Transport Strategy and Selwyn District components has been reported to, and adopted by, the Selwyn District Council.
79. The state highway components of the Transport Strategy have been reported to, and adopted by, the Transit New Zealand Board.
80. ***Officers Conclusions***
Two Council officers have been involved from the beginning of the Study, have sat on the officer management team overseeing the Study, and been responsible for representing Council and reporting the Study's progress to the elected members of Council and affected Community Boards.
81. Our key conclusions, for the Council to consider, are that:
- The Transport Strategy is considered robust, noting that it provides a framework through to the medium term planning horizon and is not a commitment to immediate construction. The strategy is reviewable over time as are all the individual projects that make up the strategy as they progress through the transport planning process.
 - There is strategic justification for a Wigram Road to Ellesmere Road minor arterial route to connect Lincoln and southwest Christchurch and that the issues raised during public consultation do not negate the need for the linkage (which already exists but is poorly connected) and that the issues are best addressed in detail during subsequent parts of the transport planning process.

- That the route alignment options for the Wigram Road – Ellesmere Road linkage run through the Awatea area. To progress the proposed Plan Change for Awatea in the timeframe resolved by the Council (s32 report by May 2008) a commitment to a final alignment will be required later this year. Further investigations are currently underway with a view to bringing the findings to Council with the draft Plan Change proposal.
- Transit's proposed Memorial Russley grade separation project would remove the ability to crossover Russley Road at Wairakei Road. This may, amongst other matters, affect airport related businesses on the city-side of Russley Road. It is recommended that the Council reserve its position on this project until more information is available from a transport impact assessment.
- Formal adoption of the Transportation Strategy by the Council is needed to give weight to the Strategy itself, as well as give more certainty to processes associated with the Urban Development Strategy, namely the South West Area Plan and proposed Awatea Plan Change which are interdependent on the Christchurch, Rolleston and Environs Transportation Strategy framework.

THE OBJECTIVES

82. To provide a strategic transportation planning framework towards the planning horizon for the outer south-western and outer western sectors of Greater Christchurch as the Northern Rooding Options Scoping Study adopted in 2003 has for north Christchurch.

THE OPTIONS

Option 1

83. The Council adopts the Christchurch, Rolleston and Environs Transportation Strategy with/without modifications.

Option 2

84. Status Quo - the Council does not adopt the Christchurch, Rolleston and Environs Transportation Strategy.

THE PREFERRED OPTION

85. The Council adopts the Christchurch, Rolleston and Environs Transportation Strategy with/without modifications.

ASSESSMENT OF OPTIONS

The Preferred Option

86. The Council adopts the Christchurch, Rolleston and Environs Transportation Strategy with/without modifications

	Benefits (current and future)	Costs (current and future)
Social	Able to move around easily to live, work and play	Land acquisition
Cultural	Meet expectations that Council will plan adequately for the future	Nil
Environmental	Improved road safety and lower vehicle emissions than would otherwise result from the increased congestion due to urban growth	Environmental effects of individual projects that will need to be remedied, mitigated or avoided
Economic	Keeps the economy moving freely with economic travel time savings	Cost to implement the transport strategy projects
<p>Extent to which community outcomes are achieved:</p> <p>With implementation of Transport Strategy: Safety - Safer transport system - Yes Community – Easy access to facilities - Yes Environment – Reduce energy consumption – Yes through reduced congestion Governance – By providing the opportunity for the community to participate in decision making - Yes Prosperity – By providing everyone with access to an efficient and affordable transport system - Yes Health – By contributing to improved air quality – Yes through reduced congestion Recreation – NA Knowledge – NA City Development – Provision for a well designed, efficient transport system - Yes</p> <p>Impact on the Council’s capacity and responsibilities:</p> <p>Nil</p> <p>Effects on Maori:</p> <p>Nil</p> <p>Consistency with existing Council policies:</p> <p>Consistent with transport infrastructure requirements of the Urban Development Strategy</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>24% were in support, 44% opposed and 32% neutral or unspecified</p> <p>Other relevant matters:</p> <p>Adoption of the Transport Strategy by the other stakeholders</p>		

Maintain the Status Quo (if not preferred option)

87. The Council does not adopt the Transport Strategy

	Benefits (current and future)	Costs (current and future)
Social	Nil	Not able to move around easily to live, work and play
Cultural	Nil	Won't meet expectations that the Council will plan adequately for the future
Environmental	With no projects no environmental effects from will need to remedied, mitigated or avoided	Reduced road safety and higher vehicle emissions resulting from the increased congestion due to urban growth
Economic	No projects cost to implement the transport strategy projects	Economy will drag with economic costs of congestion

Extent to which community outcomes are achieved:

Without implementation of Transport Strategy:

Safety - Safer transport system - No

Community – Easy access to facilities - No

Environment – Reduce energy consumption – No, through increased congestion

Governance – By providing the opportunity for the community to participate in decision making - Yes

Prosperity – By providing everyone with access to an efficient and affordable transport system - No

Health – By contributing to improved air quality – No, through increased congestion

Recreation – NA

Knowledge – NA

City Development – Provision for a well designed, efficient transport system - No

Impact on the Council's capacity and responsibilities:

Nil

Effects on Maori:

Nil

Consistency with existing Council policies:

Not consistent with transport infrastructure requirements of the Urban Development Strategy

Views and preferences of persons affected or likely to have an interest:

24% were in support, 44% opposed and 32% neutral or unspecified

Other relevant matters:

Adoption of the Transport Strategy by the other stakeholders

At Least one Other Option (or an explanation of why another option has not been considered)

88. Only two options exist. Either the Council adopts the Transport Strategy with or without modifications or it doesn't adopt it.