

## 17. CHRISTCHURCH TO ROLLESTON AND ENVIRONS TRANSPORTATION STUDY

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The purpose of this report is to report to the Committee on a new joint transportation study that has recently begun, and also to allow consideration of any outcomes arising from the initial meeting with consultants on Tuesday 5 March 2002. A number of Councillors (and Board Members) will have taken the opportunity of attending this initial meeting on the project. This study is a vital strategic study for the City Council as it addresses the cross-boundary roading network to the west and south-west of the city.

This study will look at an area from the western fringes of Christchurch through to south-west of Rolleston, and south to Lake Ellesmere (see attached figure). The extent of the study area includes four City Council Community Board areas, and may be generally described as:

- the Waimakariri River in the north,
- south to State Highway 1 at the Selwyn River (including Burnham);
- east along the Selwyn River to Lake Ellesmere;
- along coast to State Highway 75 near Motukarara;
- north to the Selwyn/Banks Peninsula Districts boundary;
- north generally through Curletts Road and Masham/Russley/Johns to the Waimakariri River

This work is required because the latest population, development and economic growth rates and the predictions for future growth have increased. Growth in demand on the roading network is now expected to exceed its capacity.

The partners in this study are Christchurch City Council, Transit New Zealand, Selwyn District Council, Environment Canterbury and Christchurch International Airport Ltd. Stuart Woods and Paul Roberts are the City Council staff on a seven-strong study management team.

The key output of this study is a strategy (including detailing the most appropriate staging) for transportation network improvements that will achieve the best roading network to satisfy the new projected demands over the next 25 years.

This study will be principally focused on all road types from collector up to motorway, and will include the consideration of priorities in relation to public transport and cyclist facilities within the study area. It will also give consideration to the internal Christchurch International Airport roading network layout and its interface with State Highway 1.

Some of the key options of interest to the City Council that have been identified in the study brief for attention are:

- The potential extension of the Southern Motorway beyond the Halswell Junction Road/Springs Road intersection (an extension beyond the current proposals to extend the Southern Arterial from Curletts Road to Halswell Junction Road);
- The potential four-laning of State Highway 1 south of Christchurch;
- The potential realignment of McLeans Island Road to Harewood Road and possible associated closure of McLeans Island Road/Johns Road intersection;
- Possible improvements of State Highway 75 between Halswell and Tai Tapu;
- The potential bypass of Hornby from Russley Road (south of the Airport) to Main South Road (near Templeton);
- Provision for heavy traffic, including possible heavy traffic bans in selected areas;
- The ability to accommodate cycling networks and pedestrian needs in accordance with City Council policies;
- Provision for public transport.

It is expected that this study will take until at least mid-2003 to complete. At that point, the study report will be presented to the partners' authorities for consideration. Partner authorities will be kept informed and consulted over options during the course of the study

The consultancy appointed to undertake this study is Connell Wagner, through its Christchurch office.

As a first stage of the study, the consultants will look to consult, identify and review issues in the study area. This will involve consultation with stakeholders and the wider public on the transport issues in the study area. As an initial part of this stage, the consultants have met with the elected members of the three Council partners in the study. Shortly, an initial public consultation period will occur with the consultants seeking feedback from the public and interest groups on the transport issues in the study area.

The study will follow a common overall process of:

- review of issues and deficiencies;
- traffic model preparation;
- identification of options and strategies;
- analysis and assessment of options and strategies;
- public consultation; and
- final reporting.

There are requirements in the contract to consult with elected members at a number of points through these stages, in addition to normal staff reporting.

**Chairman's**

**Recommendation:** That the information be received.