

23. 2. 2011

**TRANSPORT COMMITTEE
3 FEBRUARY 2011**

**A meeting of the Transport Committee was held in
Committee Room 2, Civic Offices, 53 Hereford Street
on Thursday 3 February 2011 at 9am.**

- PRESENT:** Councillor Chrissie Williams (Chair),
Councillors Tim Carter (retired at 11.20am and was absent for item 6),
Jimmy Chen, Barry Corbett and Sue Wells (retired at 11.20am and were absent
for item 6).
- IN ATTENDANCE:** Councillor Glenn Livingstone.
- APOLOGIES:** An apology for absence was received and accepted from Aaron Keown.

The Committee reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. ESTABLISHMENT OF TERMS OF REFERENCE FOR TRANSPORT COMMITTEE

This item will be considered by the Council at its 23 February 2010 meeting.

2. ROADS OF NATIONAL SIGNIFICANCE

General Manager responsible:	General Manager Mike Theelen, DDI 941-8281
Officer responsible:	Programme Manager Liveable City and Network and Asset Planning Manager
Author:	David Falconer, Transport Policy Planner & Will Doughty, Senior Project Manager

PURPOSE OF REPORT

- The purpose of this report is to provide the Committee with an overview of the Roads of National Significance (RoNS) programme. It outlines some of the high level implications of the programme for the City Council and how Council officers are working with New Zealand Transport Agency (NZTA) to address these implications. It is not intended to provide a detailed outline of the NZTA RoNS programme; NZTA have asked to brief the Committee and as such that detail can be covered off at that time.

EXECUTIVE SUMMARY

The NZTA RoNS Programme

- In 2009 the Government identified seven essential state highway projects across the country that are linked to New Zealand's economic prosperity. Called the Roads of National Significance (RoNS), NZTA is charged with delivering these highway projects within the next ten years. These projects are shown in figure 1.0.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

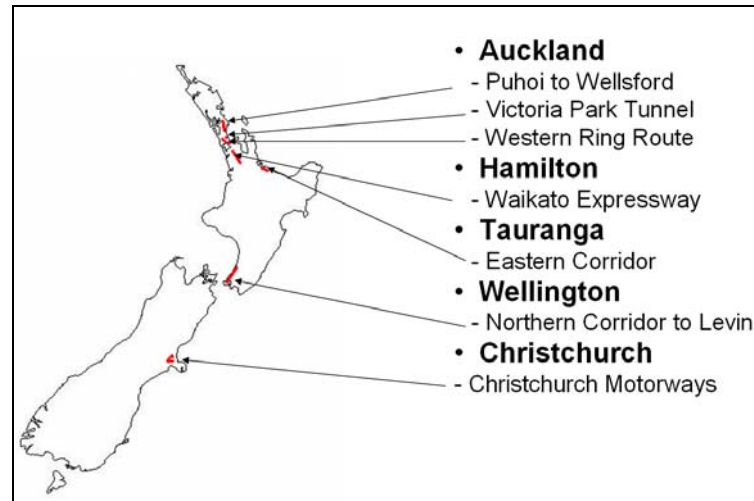


Figure 1.0 National RoNS Projects.

The RoNS programme is a key part of the Government's National Infrastructure Plan and Government's Policy Statement on Land Transport Funding. It represents one of New Zealand's biggest ever transport infrastructure investments with the aim of encouraging future economic growth by moving people and freight more safely and efficiently.

2.1 What does it mean for Christchurch?

The Christchurch Motorways are one of the seven RoNS and represent a \$600 million highway construction programme for Christchurch to be delivered by NZTA within the next 10 years. They can be separated into three main corridors (northern, western and southern). These corridors aim to improve connectivity around the city in particular improving access to Lyttelton Port and Christchurch International Airport (CIAL). The works within the corridors include a combination of construction of new Motorways or upgrades of existing State Highways. The RoNS programme is anticipated to stimulate economic growth for the region by improving travel efficiencies, encouraging development as well as providing employment during construction. The three corridors are shown in Figure 2.0 below.

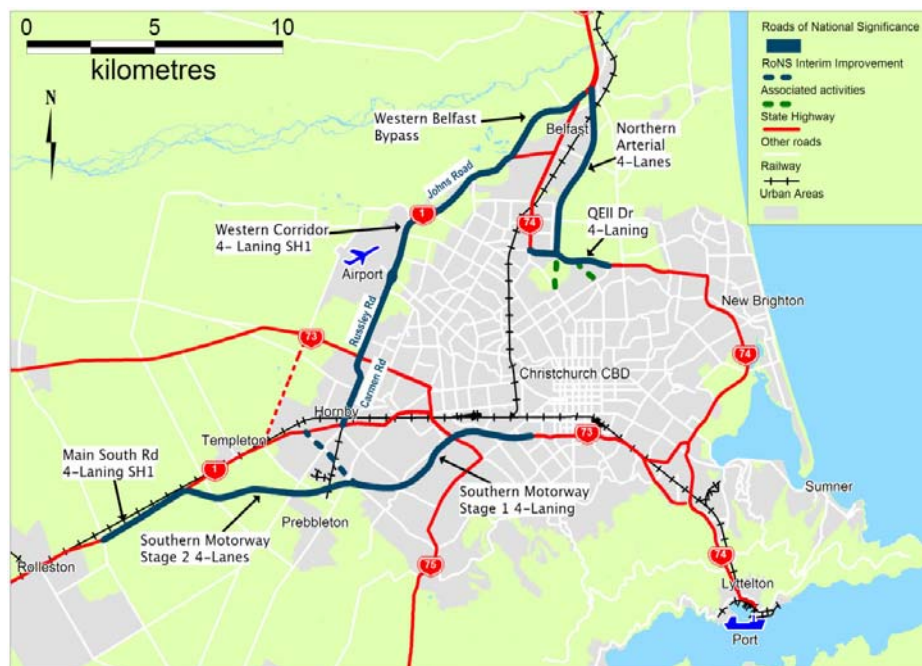


Figure 2.0 Christchurch Motorways RoNS Projects.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

2.1.1 *The Northern Corridor/ Northern Arterial (NZTA Projects)* - The Northern Corridor projects are shown in Table 1.0. These projects are expected to reduce heavy vehicle traffic on Main North Road and improve travel times from the north to the Lyttelton Port and the Central City. It also passes through the area covered by the Belfast Area Plan (BAP) that provides the framework for future development of that area. No local road connections with the Northern Arterial are proposed between the end of the existing Northern Motorway and QEII Drive.

NZTA Projects	NZTA Project Details	Current Stage	Indicative Dates for start of Construction (subject to funding and approval)	Indicative Construction Cost
Northern Arterial	A new four-lane, highway that will connect with the existing Christchurch Northern Motorway, south of the Waimakariri River bridge, and runs to the east of Belfast and Redwood connecting with QEII Drive near Winters Rd	Investigation	September 2014	\$140m
QEII Drive Four Laning	From Main North Road to the Innes Road Roundabout			

Table 1.0 Summary of the NZTA Northern Corridor Projects

2.1.2 *The Western Corridor (NZTA Projects)* - The Western Corridor (SH1) connects the northern and southern Canterbury areas with Christchurch International Airport (CIAL) and runs between Belfast in the north and Hornby in the south. The Western Corridor is broken into a series of projects as shown in Table 2.0.

NZTA Projects	NZTA Project Details	Current Stage	Indicative Dates for start of Construction (subject to funding and approval)	Indicative Construction Cost
Western Belfast Bypass	A new four-lane, median separated highway that will connect with the existing Christchurch Northern Motorway, south of the Waimakariri River bridge, and runs to the west of Belfast connecting with Johns Road near the Groynes.	Investigation	September 2014	\$50m
Existing	Groynes to Sawyers Arms Road Section	Design	December 2012	\$25m
State	Sawyers Arms to Wairakei Roads Section	Design	November 2011	\$14m
Highway One four-laning	Wairakei to Yaldhurst Roads Section (including the Memorial Ave/ Russley Road Interchange)	Construction	Began in December 2010	\$50m
	Yaldhurst to Waterloo Roads Section	Design	May 2012	\$12m

Table 2.0 Summary of the NZTA Western Corridor Projects

2.1.3 *The Southern Corridor (NZTA Projects)* - The Southern Corridor projects are shown in Table 3.0. These projects aim to improve travel time reliability for traffic travelling from the south to Lyttelton Port and the central city. It also passes through the area covered by the South West Area Plan (SWAP) that provides the framework for future development of that area.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

NZTA Projects	NZTA Project Details	Current Stage	Indicative dates for start of Construction (subject to funding and approval)	Indicative Construction Cost
Southern Motorway Stage 1	Four-laning of the existing two lane Christchurch Southern Motorway between Barrington Street and Curletts Road	Construction	Completion Feb 2013	\$140m
	Grade separated interchanges at Barrington Street and Curletts Road			
	A new four-lane, median separated extension of the existing Christchurch Southern Motorway from Curletts Road to Halswell Junction/ Springs Road intersection			
	Upgrade of Halswell Junction Road between Springs and Main South Roads.			
Southern Motorway Stage 2	The Southern Motorway will be further extended from the Halswell Junction/ Springs Road intersection to Main South Road (State Highway One), south of Templeton.	Investigation	July 2015	\$120m
Main South Road four-laning	Four-laning of Main South Road (State Highway One) from Rolleston to connect with the extended Christchurch Southern Motorway.	Investigation	November 2014	\$65m

Table 3.0 Summary of the NZTA Southern Corridor Projects

3. Key Christchurch City Council implications of the RoNS Programme

The RoNS programme has significant potential impact on the city. In particular there is a need to understand the local, traffic and land use impacts of the RoNS, particularly on established stable communities. There are also a large number of related, and ancillary capital works which Council will be responsible for, whose funding will need to be addressed through the next review of the LTP.

Due to the complexity of the RoNS programme the implications and potential issues for the City are varied and, in some cases, corridor specific. The following sections of the report outlines some of the key implications identified by Council officers both at a general and corridor specific level.

3.1 Overall general implications

3.1.1 *Local road network implications* – implementation of the various NZTA projects within the three corridors will have downstream effects on the local roading network. As the NZTA proposals develop it is important these implications are fully understood to ensure that they will either be consistent with future local network plans or, if not, alternative solutions are explored with NZTA. This is particularly important for the western corridor as the existing state highway has multiple local connections and proposed intersection treatments along the route will have significant implications to the local network.

3.1.2 *Timings of associated works in the Councils LTCCP* – a number of the RoNS projects and downstream local network effects were identified in earlier strategic studies for the future development of Christchurch. e.g. Northern Roding Options Scoping Study (NROSS) in 2002, Christchurch Northern Access Transport Investigation (CNATI), Christchurch, Rolleston and Environs Transportation Study (CRETS), and the South West Area Plan Transportation Assessment (SWAPTA). These strategic studies have informed previous LTCCP's with a number of RoNS related downstream network projects being included. Table 4.0 below summarises some of the major LTCCP projects associated with RoNS.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

RoNS Corridor	LTCCP related Project	2009-2019 LTCCP Timings
Northern Corridor	Hills Rd Extension (now Northern links)	15/16 – 18-19
	Cranford Street Upgrade	15/16 – 18/19
	Northern Arterial Extension	16/17 – 18/19
Western Corridor	Sawyers Arms Road/ Gardiners Road intersection	10/11
	Greers Road/ Northcote Road/ Sawyers Arms Road intersection	09/10 – 12/13
Southern Corridor	Wigram Magdala Link	10/11 – 12/13
	CSM - Aidanfield Drive underpass	10/11 – 12/13
	CSM Cycleway and Auxillaries	09/10 – 13/14
	Ngai Puna Wai and Canterbury Agricultural Park Access Improvements	09/10 – 10/11
	Carrs Rd Pedestrian Overbridge	10/11 – 12/13

Table 4.0 Major LTCCP RoNS related projects

With the acceleration of the RoNS programme, there are implications to the delivery timeframes for these projects already in the LTCCP. An example of this are the three LTCCP projects relating to the Northern Corridor where Council has committed to accelerating the investigations phases into the 2010/11 and 2011/12 financial years to be more aligned with the Northern Arterial Motorway project. No decision has been made to bring forward any construction funding.

It is also important to note that, as far as possible, whilst some of the downstream effects have already been identified and included in the LTCCP, not all implications have been fully understood and therefore provided for. This is particularly relevant for the Western Corridor where few significant local network projects have yet been identified. Council officers are working with NZTA to identify the downstream effects for consideration for the future LTCCPs. Until Western Corridor intersection arrangements are confirmed, the exact downstream impacts are uncertain.

3.1.3 *Ensuring consistency with existing policies and strategies* – there is a need to ensure that both the NZTA proposals and the local network projects are consistent with the long term strategies and vision for the City as well as policy documents that all major stakeholders, including NZTA, have signed up to. Prime examples of these include the Greater Christchurch Urban Development Strategy (UDS) and proposed Christchurch Transport Plan (CTP). The UDS is particularly relevant for integrating future transport planning and future land use planning, whilst the Christchurch Transport Plan is relevant for local network projects to ensure multi modal integration and to manage the local road network and travel demand.

3.2 Northern Corridor/ Northern Arterial Implications

3.2.1 *The Northern Links projects* - as identified above, investigations for the Northern Arterial Extension, Cranford Street Upgrade, and Northern links to QEII Drive (formerly Hills Rd extension) have been accelerated in order to align with the Northern Arterial Motorway project (at this stage there is only a commitment to bring forward the investigations and not construction). Opus Consulting were engaged by the Council in September 2010 to progress these investigations under three commissions:

- Investigations for Northern Arterial Extension and Cranford Street Upgrade.
- Investigations for a second strategic link to QEII Drive - options being considered include Hills Rd Extension (East Ellington Drive), Philpotts Rd, Innes Rd and Marshlands Rd.
- Downstream implications of these links on traffic entering the central city.
- Figure 3.0 shows the scope of the study areas for these investigations.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

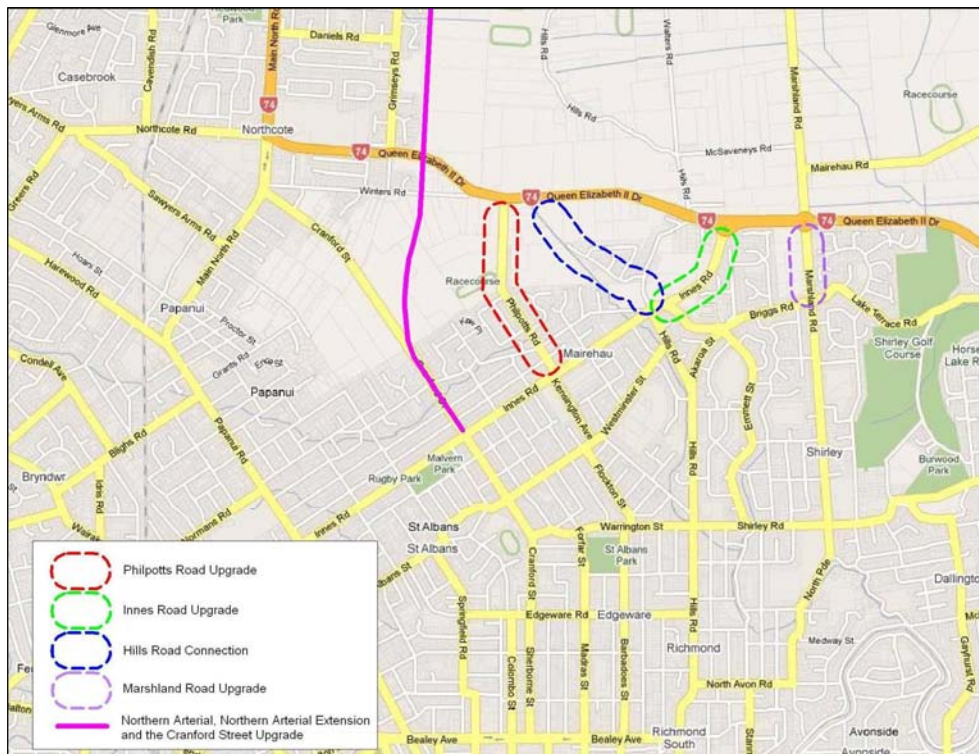


Figure 3.0 Council Northern links project

NZTA have indicated that these links, in particular the Northern Arterial Extension and the Cranford Street Upgrade, are critical for maximising the benefits of the Northern Arterial Motorway. As these projects are the responsibility of the Council, decisions will need to be made with regard to the form, costs and timings of these links as the investigations develop. At this stage it is anticipated that the first round of consultation on these projects will occur from May 2011. NZTA have requested that the consent applications for Northern Arterial and Northern Arterial Extension be lodged concurrently.

3.2.2 *Northern Arterial Motorway Connection* - NZTA are currently considering various options for the connection between the Northern Arterial, Main North Road, Western Belfast Bypass and the existing Northern Motorway. Council officers are working with NZTA to understand possible land use and transport implications of the connection options.

3.3 Western Corridor

3.3.1 *General Issues* – The western corridor predominantly involves an upgrade of an existing state highway that has multiple local connections. Treatment of those intersections will have major implications on the local road network. Connectivity between the local road network and the Western Corridor is proposed to be reduced at some of the intersections. This reduction in connectivity could increase traffic volumes on some parts of the local road network. Council officers are working with NZTA to understand the implications to the local network as a result of the proposals and whether other connection options are a possibility.

It is also important that the western corridor provides for good permeability across the State Highway, access to and from the Christchurch International Airport (CIAL) and takes consideration of existing and future land use in the area. Council is progressing the North West Review Area study to investigate land use options to 2041. Some of the land included the North West Review Area borders the western corridor.

23. 2. 2011

Transport Committee 3.2.2011**2 Cont'd**

3.3.2 *Issues regarding the Memorial Ave – Russley Road Interchange* - NZTA are planning to replace the existing roundabout at the Memorial Ave/ Russley Road intersection with a grade separated interchange where Russley Road will flyover Memorial Ave. The Memorial Ave/ Russley Road intersection is a major gateway for visitors to Christchurch. Council officers are working with NZTA to ensure that the Memorial Ave/ Russley Road interchange is designed as an attractive gateway.

3.4 Southern Corridor

3.4.1 *Christchurch Southern Motorway (CSM) Stage 1* – Unlike the other NZTA RoNS projects, CCC is a development partner with NZTA for the CSM Stage 1 project with financial contributions to aspects of the project. The CSM Stage 1 is currently one year into a three year design and construction programme with Fulton Hogan as the contractor. Council officers have worked with NZTA as the project has developed to ensure appropriate connectivity to and across the motorway is provided and that adequate provision for pedestrians and cyclists has been made. Stakeholder management is a key focus during construction including the Ngai Puna Wai and Canterbury Agricultural Park users.

3.4.2 *CSM Stage 2 and Main Road South four-laning* – NZTA are at the investigation stages for this project. Council officers are working with NZTA to ensure appropriate connectivity is provided and multi modal travel options are considered that take into account the South West Area Plan (SWAP). Until final decisions are made by NZTA on the proposed alignment and interchange locations, the local transport network and land use implications from the proposals are uncertain.

A number of issues have already been identified with the CSM Stage 2 project, including no provision for cyclists within the motorway corridor, the potential closure of part of the Hornby Industrial Railway Line, adverse noise/visual effects from an elevated motorway and the impact on land use.

4. NZTA-Christchurch City Council liaison

A number of forums have been established for ensuring both internal coordination within Council and external coordination with NZTA. These include an Internal Officer Coordination Group, and an External Liaison with NZTA Group at a management level. Discussions are taking place at a number of levels. While there is broad agreement around the benefits of the RoNS projects, there are a number of areas where there is current disagreement. One of the key questions for Council is to establish firm positions on these going forward so that they provide a firm base for negotiation with NZTA. Given the significance of the RoNS programme it is suggested that a Workshop be held with the whole Council on the RoNS programme and key issues, ahead of Council formally establishing its position on the various RoNS projects. NZTA have also requested the opportunity to present to Council on this topic and an offer to do this could be extended for this Workshop.

5. FINANCIAL IMPLICATIONS

See below.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

Section 3.1.2 of the report outlines some of the key projects relating to the RoNS programmes that are already in the LTCCP.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

As a result of the Government's drivers to deliver the Christchurch Motorways RoNS projects within a ten year timeframe there could be associated impacts to the LTCCP and Capital Programme. These impacts could be both to the project budgets and timeframes. Table 6.0 below summarises the RoNS associated projects that have been already identified in the LTCCP 2009-19 and where probable budget changes have been identified. This list is not comprehensive, since the investigations are underway for many of these projects, thus the exact LTCCP implications are unknown at this stage.

RoNS Corridor	LTCCP associated Project	2009-2019 LTCCP Budget	LTCCP Timeframe	Issues identified
Northern	Northern Arterial Extension	\$14,000,000	16/17 – 18/19	Project may need to be accelerated and budgets may not be sufficient depending on investigations
	Cranford Street Upgrade	\$29,000,000	15/16 – 18-19	Project may need to be accelerated and budgets may not be sufficient depending on investigations
	Hills Rd extension	\$8,800,000	15/16 – 18/19	Scope, timing, and location are under review and require formal confirmation of preferred approach.
	Marshlands/Prestons intersection	\$1,769,000	10/11-11/12	Form and timing will be influenced by RoNS work.
	Belfast/ Marshlands Intersection	\$1,251,741	09/10 – 12/13	Form and timing will be influenced by RoNS work.
Western	Sawyers/Gardiniers intersection	\$476,000	10/11	Form and timing will be influenced by RoNS work.
	Greers/ Northcote Sawyers	\$1,347,455	09/10- 12/13	Form and timing will be influenced by RoNS work.
Southern	CSM Cycleway and auxiliaries and Aidanfield Drive underpass	\$13,500,000	09/10 – 13/14	Timing - Although fully funded in the LTCCP construction completion is expected by Feb 2013 at the latest requiring money brought back from 2013/14.
	Wigram Magdala link	\$12,000,000 +	10/11 – 12/13	Preliminary scheme assessment identified that the budget is insufficient for the preferred option. Construction may not be completed Jun 2013.

Table 6.0 Financial implications for LTCCP RoNS associated Projects

6. LEGAL CONSIDERATIONS

See below.

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

There are no legal implications relating to this report.

There are however potentially broader implications for Council to be aware of in relation to the RoNS Projects:

- For many of the RoNS projects new designations will be required or existing designations will need to be altered.
- There are Resource Management Act consenting processes that the RoNS projects will be subject to. Most of the RoNS projects will require resource consents from Council. However, in the case of the Southern Motorway Stage 2, NZTA have indicated they are planning to use the new Environmental Protection Authority consenting process.
- There are likely to be LTP funding and capital programme issues in relation to local road network implications and the timely provision of appropriate transport infrastructure.

23. 2. 2011

Transport Committee 3.2.2011

2 Cont'd

7. **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

See below.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

The RoNS projects, themselves, are not LTCCP projects as they are not Christchurch City Council projects. However the key Christchurch City Council projects relating to the RoNS programmes which are outlined in Section 3.1.2 of the report are projects listed in the 2009-19 LTCCP.

The Government's timing for the investigation, design and construction of the RoNS will result in new projects being identified in the 2012-2022 and future LTPs.

8. **ALIGNMENT WITH STRATEGIES**

See below.

Do the recommendations align with the Council's strategies?

The projects that form the RoNS programme were identified in the Greater Christchurch Urban Development Strategy. However the RoNS programme has brought the timing of some of these projects forward in relation to timeframes envisaged in the relevant strategies (e.g. Southern Motorway Stage 2). The South West and Belfast Area Plans also show the relevant RoNS projects in those areas.

9. **CONSULTATION FULFILMENT**

There is no consultation requirement for this report. LTCCP projects will be consulted on through the LTP process. NZTA have a public consultation programme for the RoNS projects which they are pursuing.

STAFF RECOMMENDATION

It is recommended that the Committee:

- (a) Receive this report for information.
- (b) Recommend to the Council that a full Council Workshop be held on the Roads of National Significance (RoNS) programme.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION3. **DEPUTATIONS BY APPOINTMENT**

Nil.

4. **BRIEFINGS**

Staff provided a briefing on the Overview of National, Regional and Local Transport Roles and Relationships.

The Committee **decided** to receive this briefing for information.

23. 2. 2011

Transport Committee 3.2.2011

5. CHRISTCHURCH TRANSPORT PLAN

The Committee received a report briefing the background and progress of the Christchurch Transport Plan and the current status of the plan.

The Committee **decided** to receive this report for information.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

6. ELECTION OF DEPUTY CHAIRPERSON

The Committee **resolved** to elect Councillor Barry Corbett as its Deputy Chairperson.

7. APPOINTMENT OF REPRESENTATIVE TO THE NEW ZEALAND LOCAL AUTHORITY TRAFFIC INSTITUTE (TRAFINZ)

The Committee received a report recommending it appoint a Council representative to the New Zealand Local Authority Traffic Institute (TRAFINZ).

The Committee **resolved** that this item lie on the table.

The meeting concluded at 11.41am.

CONSIDERED THIS 23RD DAY OF FEBRUARY 2011

MAYOR