

24. 11. 2011

24. COUNCIL POSITION ON THE ROADS OF NATIONAL SIGNIFICANCE



General Manager responsible:	General Manager Strategy and Planning, 941-8281
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Shaun Hardcastle, Transport Network Planning, Team Leader Rae-Anne Kurucz, Principal Advisor Transport

PURPOSE

1. The purpose of this report is to seek Council endorsement of a Council position on New Zealand Transport Agency programme of work around the Roads of National Significance.

EXECUTIVE SUMMARY

2. New Zealand Transport Agency (NZTA) have renewed business-as-usual and the Roads of National Significance (RoNS) projects are being advanced. Significant progress on construction has been made on the first stages of the Southern and Western corridors and NZTA are submitting Notices of Requirements for large parts of the Northern Arterial and second stages of the Western Corridor.
3. There are issues associated with each of these corridors that impact on the Council's local network and surrounding land use. Council decisions need to be made on the overall principles of investing in the local road network to support RoNS and more specifically, on the individual issues associated with each corridor.
4. At a meeting on the 22 February 2011, the Council met to hear presentations from CCC and NZTA Officers on the RoNS projects. As follow up to this workshop, Council officers were requested to compile a report to assist Council in their decision making on the RoNS issues relating to the Christchurch City network. Due to the earthquake on that day, the report was not progressed. A further presentation was given to Council on the 20 September 2011, at this meeting, Council requested a further workshop and a report to enable them to make decision on the RoNS issues.
5. A Council workshop on 9 November allowed both NZTA officers and Council staff to update the Council on the programme and outline the issues and options relating to the three RoNS corridors – Southern, Northern Arterial, and the Western. This report formalises the Council position through support of the staff recommendations.

BACKGROUND

Overall network principles

6. RoNS form part of the Region's strategic road network as set out in the Regional Land Transport Strategy, and serve an important role for longer distance trips and the distribution of goods. They provide; National and Regional access to Lyttelton Port and Christchurch International Airport; improve efficiency of local road networks by catering for strategic traffic; and reduces the conflict between heavy goods vehicles and sensitive urban areas and communities.
7. As a resource the RoNS sit within the Christchurch Transport Plan (CTP) as part of our strategic network. The objective is to create "one balanced network" by linking our local roads to the strategic network, and to do so in a way which supports local land use and growth; and to support the strategic direction of the Christchurch Transport Plan which not only provides for road network improvements but also suggesting additional investment in public transport and active travel to provide a more balance transport network.
8. A set of principles relating to the planning, design and implementation of the RoNS projects has been developed by Council staff (see **Attachment 1**). These outline the desired outcomes that staff expect the RoNS projects to achieve. While these principles have been discussed with Council and NZTA staff, they have not been formally adopted, nor formally agreed with NZTA. The RoNS principles are:

24. 11. 2011

24 Cont'd

- (a) Land use and transport planning will be well integrated with the RoNS
 - (b) Travel demand management principals will be use to minimise demand on the RoNS
 - (c) The RoNS will be designed and managed as safe multi-modal corridors
 - (d) RoNS will exemplify best practice environmental planning and context sensitive urban design
 - (e) CCC and NZTA will work in partnership to enhance the state highway network and achieve positive outcomes for the city and its residents and the wider Canterbury community.
9. The issues relating to the RoNS are discussed within the context of a network wide approach, rather than on an individual basis.

Rationale for the RONS Corridors

10. The Christchurch Southern Motorway (CSM) project is proposed to reduce journey times and increase reliability for people travelling from Main South Road to the central city and to the Port. It will also assist with removing freight traffic from SH73A through Hornby.
11. The Northern Corridor, which forms a key component to the region's strategic network includes the Northern Arterial (RoNS) the Northern Arterial extension (CCC) and the Cranford Street upgrade (CCC). The Northern Corridor provides benefits to the local road network by:
- (a) Removal of strategic traffic from Main North Road through the northern suburbs of Belfast (growth area), Northwood and Redwood (these benefits are further supported by the Western Belfast Bypass);
 - (b) Allowing for re-allocation of road space on Main North Road to allow a greater public transport function, street treatments to improve amenity and reduce speed and greening of the corridor; and
 - (c) Reducing conflict between heavy traffic and community uses in the suburbs and increasing connectivity and place-making opportunities (as identified in the Council's Belfast Area Plan).
12. The Western Corridor, serves an arterial function for moving short local trips and strategic traffic through the Christchurch Network. The future efficiency (traffic growth) of the overall network requires the four laning of the Russley Road corridor. However, there is potential for large scale conflict between land use and transport planning as the current design for the corridor is not dealing with the existing numerous connections and existing and proposed land use.

SPECIFIC CORRIDOR ISSUES

Southern Corridor Discussion

13. The Christchurch Southern Motorway project comprises three stages: 1) CSM1 - Collins Street to Halswell Junction Road, 2) CSM2 - Halswell Junction Road to Waterholes Road, and 3) Main South Road Four Laning from Waterholes Road to Weedons Road in Rolleston.

CSM – Stage 1 Discussion

14. The changes to the layout of the Curletts Interchange and the limited access nature of this link has resulted in additional infrastructure requirements and costs to serve development in the southwest area. At present the changes have resulted in an increase in construction costs for the Wigram-Magdala Bridge extension, this is currently under further investigation and review .

24. 11. 2011

24 Cont'd**CSM – Stage 2 Discussion**

15. Historically there have been concerns with alignment options for CSM2, which have now been resolved. Specific issues relating to this section of the corridor primarily involve intersection arrangements and accessibility.
16. There are concerns with the proximity of the two signal controlled intersections at the Shands Road/Marshs Road intersection and the northern off-ramp/on-ramp intersection to CSM2. The proposed intersection is for signal control within a high speed environment, but there is reduced visibility due to the over-bridge. This increases the potential for collision with queued traffic. Work needs to be undertaken to ensure that any lights based management system does not create additional accident risks on the local network.
17. There are existing cycle facilities on Marshs Road with several cycle routes converging in the immediate area such as the Christchurch to Little River Rail Trail, Templeton and the north western cycleway catchments to both the Christchurch to Little River Rail Trail and the CSM1 cycle-path which Council has funded. Staff consider that NZTA, should extend and fund the CSM1 cyclepath as part of the CSM2 build, which will enable a number of connections to be made, as well as providing a separated cyclepath on the proposed Marshs Road overbridge.
18. NZTA propose a freight only access at the Halswell Junction Road/Springs Road intersection. However, there is potential, subject to demand, to provide express public transport services from Halswell and Selwyn District to central city via the CSM. This would assist in promoting rapid public transport into the central city, without compromising NZTA's desire to keep commuter traffic off the State Highway network.
19. The provision of the two stages of CSM is proposed to relieve strategic traffic from Main South Road through Hornby and east to Blenheim Road and Riccarton Road, future responsibility for these roads will need to be discussed with NZTA.
20. As the Southwest Area developments are progressed there is potential to secure Main South Road and Riccarton Road as a high quality public transport corridor. (Similar to that proposed for Main Road North) This will improve public transport options, and also help to regenerate the Key Activity Centre of Hornby to serve local requirements rather than just providing a through traffic function.

Northern Corridor Discussion

21. Current proposals by NZTA for the northern interchange to connect SH1, the Northern Arterial and the Western Belfast Bypass include the increase in lane provision on the SH1 Waimakariri Bridge from the existing four lanes to five or potentially six lanes to improve legibility and safety at the intersection. Increasing the capacity of the bridge has three key impacts for Council to consider:
 - (a) Increased congestion on the local network as the increased volume of traffic on the Northern Arterial funnels into the City's network.
 - (b) Downstream effects such as congestion at local intersections and an influx of traffic on the four avenues of the Central City.
 - (c) Facilitating development capacity beyond Christchurch at the expense of local city development (the Belfast 293 scenario), in a manner inconsistent with the agreed Urban Development Strategy position.
22. The Northern Arterial connects with QEII Drive and in the Council's Long Term Plan there is a proposal for the Northern Arterial Extension and the Cranford Street upgrade to support this RoNS project. The Northern Arterial extension requires land purchase within the Cranford Basin, there are currently issues that need to be resolved to enable the required properties to be secured. In addition the provision of four general traffic lanes will encourage car based travel to the city centre.

24. 11. 2011

24 Cont'd

23. In addition to the Cranford Street link, there have been discussions regarding the need for additional links to further facilitate the anticipated Northern Arterial traffic demands. The other links considered are Hills Road, Philpotts Road, Innes Road and Marshland Road. These links would add additional capacity for vehicle travel and further encourage car based travel to the city centre. The additional investment in upgrading intersections and providing additional lanes would need to be funded by CCC. Investigations into a number of alternatives was carried out prior to the September and February Earthquakes. Changing traffic patterns following these events are likely to impact on the preferred solution, as will the impact of new development at Prestons, and other north eastern areas. Further remodelling of these links is required.
24. There will also be additional pressures on the transport infrastructure in the northern areas with the Preston's Plan Change and the Plan Change submitted to council for the Highfield development. To consider the impacts of this land use, it is essential that Council have an overall network wide approach for delivering transport infrastructure to support the Northern Arterial and additional demands from development proposals. Council staff are currently working with CERA and NZTA to consider the impacts of the additional and accelerated demands on the northern network.
25. The provision of the two stages of the Northern Arterial Motorway is proposed to relieve strategic traffic from Main North Road through the northern suburbs of Belfast, Northwood and Redwood. The future form of Main North Road is undecided as NZTA has not confirmed its intentions with regards to the future of SH1.
26. A package of measures entitled 'The Christchurch Northern Access Package' (CNAP) was agreed following the 'Christchurch Northern Access Transport Investigations' (CNATI) commissioned by CCC, NZTA and ECan. The package identified Main North Road as a high capacity public transport corridor. The removal of strategic and freight traffic from Main North Road would allow the delivery of a high quality public transport corridor with interchange facilities at Belfast and Northlands. The change in function of Main North Road would also allow enhanced connectivity across Main North Road for all modes of transport rather than primarily providing a through traffic function, and facilitate accessibility and place-making opportunities in and around the centres of Belfast, Northwood and Redwood. These will be positive outcomes from the development of the Northern Arterial.

Western Corridor Discussion

27. There are a number of issues with the long term objectives of the Western Corridor, in particular the application of national motorway design principles to an existing road corridor that has significant traffic volumes/ movements in a semi urban environment.
28. Russley Road and Johns Road provides an informal boundary between the semi-urban area, the airport and rural surrounds. The corridor provides access not only to the airport but to existing and zoned business development.
29. NZTA has five projects scheduled for the upgrading of the western corridor including the Western Belfast Bypass, the four-laning of Johns Road and Russley Road from the Groynes through to Memorial Avenue including a new grade-separated intersection at Memorial Avenue and Russley Road, four laning of Russley Road to Yaldhurst Road and the four laning of Masham and Carmen Roads between Yaldhurst Road and Waterloo Road. Each of the sections is considered individually below.
30. The design and safety of cycle provisions along the corridor needs to be discussed with NZTA to agree an acceptable type of facility for the corridor.

Western Belfast Bypass Section

31. Detailed design elements that require agreement and finalisation relating to the impact on the Groynes and access ramps for the Belfast area are being undertaken by CCC and ECAN officers. The other issues relating to the merging of the Western corridor with the Northern Corridor (at the Waimakariri Bridge) have been identified in the discussion of the Northern corridor.

24. 11. 2011

24 Cont'd

Johns Road - Groynes to Sawyers Arms Road Section

32. The proposals limit access to the following links to provide safe intersection arrangements:
 - (a) Left turn in only at Gardiners Road (southbound)
 - (b) Left turn out only at Wilkinsons Road (southbound)
 - (c) Left turn in and out at Greywacke Road (northbound)
33. There is potential to add a service road between Greywacke Road and Sawyers Arms Road and NZTA and ECan are investigating this.
34. The current traffic model (the UDS Christchurch Traffic Model) shows that the Johns Road/Sawyers Arms Road intersection will require grade separation in 10-15 years at current growth levels.

Johns Road/Russley Road – Sawyers Arms Road to Harewood Road Section

35. A safety audit of the design shows that Waimakariri Road was required to be left in/left out to Sawyers Arms Road. This is a local road, and NZTA's solution is appropriate.

Russley Road – Harewood Road to Yaldhurst Road Section

36. The four laning project is under construction from Avonhead Road south to Yaldhurst Road. Access changes are to be incorporated at Ryans Road, which restricts right turning movements out on to Russley Road.
37. The Memorial Avenue / Russley Road intersection traffic model indicates that a signal controlled intersection would have a minimal design life before grade-separation is required. Therefore a decision to proceed with a grade-separated intersection was made by NZTA. This intersection provides a gateway to Christchurch as it is the first intersection on departing the airport. As a result a feature bridge is being proposed as a gateway. While this is a NZTA cost, it was agreed by CIAL, NZTA and CCC to fund the "difference" to create a more sculptural or architectural bridge feature. NZTA have recently announced that they will pay for this difference (estimated at \$5 million) directly. However, this includes some "value engineering" of the original design, which is likely to reduce its visual attractiveness. At the workshop there was some criticism of the design adopted, but Council will have less input on the final form if NZTA are the sole funder of any bridge.
38. The grade-separation of Russley Road/Memorial Avenue significantly impacts the Memorial Avenue/Ron Guthery/Peter Leeming intersection and restricts access at the Russley Road/Wairakei Road intersection and Russley Road/Avonhead Road this may be in part related to the speed environment proposed.. The access restrictions will result in changes to local traffic patterns and displaces traffic into community areas, particularly where schools are present, (Roydvale Avenue has been identified to implement a School Speed Zone in June 2012). Council officers have yet to see the NZTA transport assessment or any proposed mitigation, measures for these issues.
39. Central median closures at these local road intersections will reduce accessibility between the City and the Airport, including the adjacent employment area.
40. The initial studies undertaken by council staff (as background to the CCP) for a rapid transit network identified a link from the Airport to Central City. If a light rail vehicle is to use Memorial Avenue and route under the proposed Russley Road over-bridge then a minimum clearance of 6 metres is required. The absolute minimum vertical clearances set by the TRANSIT guidelines (NZTA) is 4.5 metres, but if this is the specified over-dimension route into the airport and surrounding business zones then this minimum increases to 6 metres. NZTA must provide a 6 metre clearance at Russley / Memorial regardless of CCC's requirement to accommodate a potential light rail vehicle clearance if such a structure is constructed. The proposed bridge is a first step in the eventual provision of a number of grade separated intersections, and the upgrading of the speed environment along this route.

24. 11. 2011

24 Cont'd

41. Council has a fundamental concern with the programme being undertaken by NZTA. While the current four laning is desirable, the proposed bridged Memorial should not be pursued if it results in approach ramps which require a reduction in the function of the Wairakei Road intersection.
42. Similarly if the bridge is confirmed, final design and configuration should be agreed between NZTA, Council and CIAL, to protect its future functionality and ensure the city has an attractive as well as future proofed design. Finally any decisions on the development of this intersection needs to be cognisant of the longer term options for the Western Airport Bypass (discussed below). There is a risk that without that the short term decisions might effectively foreclose on these options, despite NZTA's verbal assurances.

Russley Road – Yaldhurst Road to Waterloo Road Section

43. Scheduled for four laning to proceed to construction, no current issues.

Western Corridor – Western Airport Bypass

44. The proposed grade-separation of Russley Road/Memorial Avenue and the resulting effects of restricted movements at Capital A access options , Wairakei Road and Avonhead Road, will reduce access to the airport. In response, CIAL developed an alternative arrangement that would see high speed traffic routed to the west of the airport (Western Airport Bypass) and thereby reduce the need for grade-separation at Russley Road/Memorial Avenue and the associated access restrictions to the airport and east to residential communities. This approach is consistent with Council staff views, which also had identified a far Western preference for a permanent motorway route for the western side of the city.
45. Council staff have identified that the Western Airport Bypass would provide benefits including enabling supporting land uses (freight / distribution / industrial) at the airport and around the proposed Islington Park (on Main South Road), and set future land use direction in the land around the state highways. With the Western Airport Bypass in place a more balanced network with increased connectivity would enable transport networks to facilitate economic growth for Christchurch around the airport.
46. The Western Airport Bypass could also displace strategic traffic from Hornby and with the combination of the southern motorway significant freight movements could be reduced from a Key Activity Centre that is set to support the southwest growth area.
47. NZTA has stated its position on the Western Airport Bypass and does not deem the option as viable and they are currently proceeding with the Russley Road alignment for the Western Corridor.
48. A parallel assessment was commissioned by NZTA and CCC to consider the implications for a Western Airport Bypass. The methodology and findings of the report were not endorsed by council or CIAL staff. Further work has been carried out by CIAL on reviewing the parallel assessment. CCC staff concur with the conclusions of the review that more detailed analysis and costing is required in consideration of a western airport bypass as part of the network solution. In particular Council is concerned that the short term work programme by NZTA will result in a level of commitment to the Russley Road route which would make a future alternative unviable. Council should continue to encourage NZTA to review their assessment of the WAB option, and commit only to those immediate projects on Russley Road, that do not impact on the long term case for a dedicated Bypass.

Western Corridor – CCC Network Discussion

49. An additional consideration is the future function and classification of Sawyers Arms Road. Sawyers Arms Road is currently a two-lane road that varies in use from rural to residential. Change 1 has a land use allocation at Upper Styx (CN3) for 2,470 residential units that sits to the north of Sawyers Arms Road.

24. 11. 2011

24 Cont'd

50. QEII Drive is to be upgraded to four lanes from Main North Road to Innes Road to support the Northern Arterial. Northcote Road is also due to be upgraded to four lanes by CCC (LTCCP 2014-2017) which includes changes (safety project) to the Greers Road/Northcote Road/Sawyers Arms Road intersection (LTCCP 2009-2013). There is also a further safety project at Gardiners Road/Sawyers Arms Road (LTCCP 2009-2011).
51. Sawyers Arms Road could potentially provide an upgraded link from Johns Road to Northcote Road to complete an orbital connection. Harewood Road is currently designated as an arterial and is predominantly four lanes; however a CCC cycle project proposes to reduce the capacity of this link by removing two lanes of traffic between Bishopdale Mall and Nunweek Boulevard to assist with school crossings and enhance amenity and connectedness by reducing the dominance of vehicle based travel.
52. All of the above suggests that upgrading and reclassifying Sawyers Arms Road to provide four lanes could have positive and negative impacts for different stakeholders. A full investigation for Sawyers Arms Road and its CCC and strategic function is required with full council visibility.

FINANCIAL IMPLICATIONS

53. There are several local roading projects that are being investigated as part of the supporting network to RoNS. Funding or part-funding is listed in the LTCCP for:

Southern Corridor:

- Southern Motorway Cycleway & Auxiliaries 2009-2014
- Aidenfield Drive Underpass 2010-2013
- Carrs Rd Overbridge 2010-2013
- Wigram-Magdala Link Bridge 2010-2013
- Wigram Road Extension 2016-2018
- Awatea/Dunbars Route Upgrade 2015-2018
- Wigram Road Upgrade 2015-2018
- Lincoln Road Widening (Curletts - Sylvan) 2012-2015
- Halswell Bus Priority Route 2012-2014
- Frankleigh / Lyttelton Intersection 2010-2013
- Hoon Hay / Sparks Intersection 2012-2014
- Halswell Junction Road Extension 2013/14
- Whincops Road 2012/13
- Sockburn Roundabout 2016-2018
- Brougham / Burlington Intersection 2012-2014

Northern Corridor:

- Northern Arterial Extension 2016-2019
- Cranford Street Upgrade 2015-2019
- Cranford Bus Priority Route 2016-2018
- "Hills Road Extension" - 2nd Link (to QEII Drive) 2015-2019
- Hills Road Upgrade 2014-2019

Western Corridor:

- Northcote Road (4 Laning) 2014-2017
- Greers / Northcote / Sawyers Arms Intersection 2009-2013
- Gardiners/Sawyers Arms Intersection 2009-2011 (on-hold due to EQ)

54. All of the above projects require CCC funding, currently programmed in the LTCCP 2009-2019. The timing and funding allocation of each will be reviewed in the capital investigation stage. This will be addressed in the next Annual Plan or Long Term Plan.
55. Additional projects not currently scheduled in the LTCCP may be required because of accelerated development and will be included in the next Annual Plan or Long Term Plan.

24. 11. 2011

24 Cont'd

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

56. Investigations are underway which will identify existing projects that may require extra funding and new projects which need applications to be added in LTCCP.

LEGAL CONSIDERATIONS

57. There is a high court case related to the Cranford Street Upgrade and Northern Arterial Extension that could be at risk in supporting the Northern Arterial RoNS.

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

58. Officers from the Property and Legal teams at CCC are aware of the Cranford Street high court case.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

59. No as existing being prioritised and new projections in application.

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

60. Pending outcomes of investigations currently being undertaken as discussed earlier.

ALIGNMENT WITH STRATEGIES

61. "Connecting New Zealand" Government Policy Direction for Transport 2012, Regional Policy Statement, Urban Development Strategy, Draft Christchurch Transport Plan. The recommendations will better align RONS projects with Council Sustainability and Climate Change Policies.

Do the recommendations align with the Council's strategies?

62. The Roads of National Significance align with the draft Christchurch Transport Plan (CTP) as the Regional strategic network and the regional, national and local freight routes. The recommendations will better align RoNS projects with Council Sustainability and Climate Change Policies.

CONSULTATION FULFILMENT

63. NZTA have undertaken consultation on the RoNS network.
64. Initial consultation completed for the Wigram-Magdala Link Bridge in approaching directly affected property owners.
65. Information sessions have been held with residents' associations in the vicinity of the Northern Arterial Extension.

RECOMMENDATIONS

66. It is recommended to Council that:

SOUTHERN CORRIDOR

- (a) The location and type of works for the Western and Southern RoNS in support of the proposed additional infrastructure required to support the southwest area developments primarily focuses on active transport to reduce the reliance on travel by private vehicles. Further downstream modelling is required due to post earthquake changes in the South west Christchurch area.

24. 11. 2011

24 Cont'd

- (b) New Zealand Transport Agency be requested to review the intersection arrangements at the Shands Road/Marshs Road on-ramp/off-ramp intersection and the southern on-ramp/off-ramp intersection (both currently programmed to be controlled by traffic lights), to ensure traffic safety is not compromised.
- (c) New Zealand Transport Agency be requested to provide separated cycle facilities both on the Marshs Road overbridge and along a parallel pathway with the section of the CSM2 from Springs Road to Marshs Road and from the CSM2 pathway along the rail corridor south to Marshs Road.
- (d) New Zealand Transport Agency be requested to consider allowing future public transport access at the Springs Road 'Freight Only' access.
- (e) New Zealand Transport Agency is requested to confirm the future status of SH73A Main South Road and Yaldhurst Road to allow Christchurch City Council to plan the future of these links and protect them for public transport corridors.

NORTHERN CORRIDOR

- (f) The connections to the SH1 Waimakariri Bridge is reviewed to ensure that lane additions create a safe and efficient river crossing and interchange, and do not create capacity which exceeds that planned to be accommodated as part of the agreed Greater Christchurch Urban Development Strategy.
- (g) New Zealand Transport Agency investigate and implement Park and Ride site at Tram Road to offer transport choice and reduce the volumes of trips over SH1 Waimakariri Bridge.
- (h) Christchurch City Council and Waimakariri District Council investigate public transport and cycling priority measures for the Old Waimakariri Bridge.
- (i) That the parallel cycleway, and adjoining links, to the Northern Arterial be implemented by New Zealand Transport Agency as part of the corridors transport provision.
- (j) The additional lanes proposed for the Cranford Street upgrade be capable of being used as High Occupancy Vehicle lanes if future congestion on Cranford Street shows these as desirable solutions.
- (k) That a 'second link' to the Northern Corridor be further reviewed in light of accelerated land uses in the area. Any changes to the parallel links, particularly Hills Road should include public transport priority measures and cycle facilities.
- (l) Christchurch City Council continue to work with New Zealand Transport Agency on a strategic traffic model for the northern area and to propose suitable multi-modal infrastructure improvements to support growth in the area and reduce downstream effects in northern suburbs.
- (m) New Zealand Transport Agency are requested to confirm the future status of Main North Road SH1 and SH74 to allow the Council to plan the future of this link and protect them for public transport corridors.

WESTERN CORRIDOR

- (n) Urgently investigate further the Western Airport Bypass as this could reduce the need for grade-separation at Russley Road / Memorial Avenue and enable existing connectivity to continue. The design of the Johns Road/Sawyers Arms Road would be subject to further investigation and future demands.
- (p) As a minimum, provide for the increased transport demand generated by proposed developments and encourage active transport by providing cycle connections across Russley Road and Johns Road at Memorial, Wairakei and Harewood and consider alternate designs of the cycle facilities along the corridor e.g. shared pedestrian/cycle paths to increase the safety for cyclists.

24. 11. 2011

24 Cont'd

- (q) Request New Zealand Transport Agency to review the proposed Memorial Overbridge to ensure that any bridge not compromise current levels of access to Wairakei Road.
- (r) Request that New Zealand Transport Agency continue to work in partnership with Christchurch City Council and Christchurch International Airport Ltd on any final bridge design, and not act unilaterally to amend the design or to “value engineer” the outcome.

(Attachment 5 - RoNs Related LTCCP Projects.)