

**Community Forum**

Private Bag 4999

Christchurch 8140

**Meeting notes for the meeting of the Community Forum****7 May 2015, 6pm****Cambridge Room, Canterbury Club, Christchurch**

<b>Present:</b>	Community Forum members: Weng Kei Chen, Phil Clearwater, Martin Evans, Ruth Jones, Tom McBrearty, Trevor McIntyre, Lesley Murdoch, Faye Parfitt, John Peet, Patricia Siataga, Emma Twaddell, Brian Vieceli, Rachel Vogan, Amanda Williams, Siong Sah (John) Wong, Darren Wright
<b>Apologies:</b>	Community Forum members: Leah Carr, Gill Cox, Wendy Gilchrist, Maria Godinet-Watts, Deborah McComick, Jocelyn Pappill  Hon Nicky Wagner, Associate Minister for Canterbury Earthquake Recovery Benesia Smith, Deputy Chief Executive, Strategy and Governance, CERA Sheridan Smith, Ministerial and Executive Services Director, CERA
<b>Chair:</b>	Darren Wright
<b>In Attendance:</b>	Emma Jacka, Built and Natural Manager, Policy, CERA (first and second items only) Christine Toner, Consultation Leader, Christchurch City Council (third item only) Richard Holland, Team Leader Planning Transport, Christchurch City Council (third item only) Michael Blyleven, Transport Planning Manager, New Zealand Transport Agency (third item only) Colin Mackay, Roads of National Significance Programme Manager, New Zealand Transport Agency (third item only) Shannon Boorer, Senior Strategy Adviser, Environment Canterbury (third item only) Ken Stevenson, Rooding Manager, Waimakariri District Council (third item only) s9(2)(a), Project Stakeholder Advisor, Christchurch Central Development Unit, CERA (until 7pm) s9(2)(a), Advisor, Ministerial and Executive Services, CERA
<b>Agenda</b>	
<b>Introduction of new Community Forum member</b> Darren Wright – Community Forum Chair	
<b>Discussion:</b>	
1. Darren Wright introduced Amanda Williams, a new Forum member. Amanda spoke about herself, her interests and explained how she hopes to contribute to	

the Forum's work. The Forum members introduced themselves to Amanda.

### Update from CERA

Emma Jacka and s9(2)(a), CERA

#### Discussion:

2. The Forum was updated by Emma Jacka on the preliminary Residential Red Zone Offer Recovery Plan that CERA has drafted. The preliminary Recovery Plan is to assist the Crown in determining whether it should make new offers to buy vacant, commercial and uninsured properties in the residential red zone and, if so, how such offers should be structured.
3. The document has been notified for public consultation and the presenter invited Forum members to make submissions via the CERA website. She also asked the Forum to use their networks to encourage others to make submissions on the document. The Forum discussed the early reaction to the draft document.
4. The Forum was updated by s9(2)(a) about the draft Community Forum Report. The Report has been drafted to provide a record of the Forum's contribution to earthquake recovery, from its establishment to the present. The draft Report was given to the Forum for their feedback which will be discussed at the next meeting on 21 May 2015. The feedback will be incorporated into a final version to be supplied to the Minister for Canterbury Earthquake Recovery and the public.

#### Decisions taken:

1. The Community Forum agreed to supply s9(2)(a) with feedback on the draft Report before 21 May 2015.

### Presentation on the northern transport system

Richard Holland – Christchurch City Council

Michael Blyleven and Colin Mackay – New Zealand Transport Agency

Ken Stevenson, Rooding Manager, Waimakariri District Council

Shannon Boorer – Environment Canterbury

#### Discussion:

5. Michael Blyleven introduced the joint presentation (**Attachment A**) on the northern transport system. The Forum heard about the Greater Christchurch Transport Statement, created after the earthquakes to support growth in Canterbury, earthquake recovery and unify transport partners. It is also designed to connect people and places. The transport partners for the northern transport system are the Christchurch City Council, New Zealand Transport Agency, Environment Canterbury and Waimakariri District Council (the partners).
6. The partners' top five transport priorities were discussed – two of which are within Christchurch's northern transport system. The Northern Arterial development has been under consideration since the 1960s.
7. Following the earthquakes household growth in Waimakariri doubled and traffic volume grew 6 per cent in 12 months. Eighty-four per cent of vehicles are occupied by one person (data on vehicle occupancy is gathered twice a year). A short term response to improve access to Christchurch from the north was developed for implementation in 2015/2016.

8. The maximum number of vehicles that can cross the Waimakariri bridge in an hour is 3,000 and once this threshold is crossed, significant time delays start occurring. The aim is to reduce the number of vehicles crossing the bridge in peak traffic by 10 per cent by increasing vehicle occupancy and public transport use. The sudden change in speed limit (for motorists travelling south at end of the motorway in Belfast) from 100 kilometres per hour to 60 kilometres per hour also creates delays. Variable speed limits will be put in place to slow traffic down sooner, creating less of a bottle neck.
9. The Forum heard that bus delays at peak traffic times deter people from using them. The presenter explained that to increase bus patronage improvements are being made to road shoulders, prioritise buses on the road and increase bus services.
10. The 2013 census showed that Waimakariri residents are still commuting to the central city but are also commuting in large numbers to the airport, Hornby and Addington, which is another challenge for transport planners.
11. The Forum was interested to know about park and ride options and was assured that commuters will not have to pay for car parks. The park and ride option at the shopping centre in Silverstream was also discussed.
12. The Forum discussed the funding for the work on Cranford Street, given that the project accommodates commuters who do not pay rates in Christchurch City. They also discussed if the proposed plans would solve the transport problems. The presenter spoke about encouraging a culture shift to get people to live closer to where they work and shop and to get them to use public transport.
13. The Forum spoke about initiatives such as rail and using traffic light signals to ease congestion. They also spoke about bus timetables and increasing passengers numbers. It was noted that commuter behaviour is changing, with more vehicles on the road between 5am and 6.30am.
14. The Forum spoke about the change in designation for Cranford Street and asked if the presenter could provide more information about the reason for the change.
15. The next presenter, Shannon Boorer, spoke about short term public transport options, particularly rail. Rail was investigated as an immediate solution for traffic congestion but it was concluded to be too difficult in the short term.
16. Auckland's old trains are available to use, however, maintenance and specially trained drivers would be needed. There would have been timetable restrictions due to freight activity (Kiwi Rail's freight, because it owns the single line, would get priority). Investment would be needed to make stations usable and some of the single track sections are controlled manually. There is no rail link to the central city and buses would need to be used as links.
17. Making rail work successfully in the short term was unlikely and the decision was made not to pursue it. It is still a long term option.
18. The New Zealand Transport Agency, Environment Canterbury, Christchurch City Council and Selwyn District Council are working together to provide and fund a bus system – the preferred short term public transport option.

19. Before the earthquakes there were 40 bus routes into the central city. Now there are five high-frequency, core routes with other routes that feed into them. The key to encourage people to take two buses is making sure that the buses on the core routes come often. In the northern transport system, Papanui Road is an important bus link, especially for express routes.
20. The Forum discussed park and ride options and the placement of bus routes with the presenter.
21. The next presenter, Richard Holland, spoke to the Forum about cycle routes and the importance of encouraging people onto bicycles. Three per cent of commuters go by bicycle.
22. One important link is the Waimakariri bridge and planning is being under way to make this better for cyclists.
23. The next presenter, Colin Mackay, spoke about the Northern Arterial route and QEII Drive. It will be the South Island's biggest roading project at a cost of \$260 million. The design is almost complete and enabling work (building embankments) will begin later in 2015.
24. The Forum also heard about the Western Bypass. The contract has been awarded and work is beginning.
25. The next presenter, Richard Holland, spoke to the Forum about the Northern Arterial Extension, Cranford Street Upgrade and Cranford Basin Stormwater projects. The Forum heard about the options considered to link the Northern Arterial to the Christchurch City Council owned road network and the criteria they were weighed against.
26. The Cranford Basin is part of the stormwater project for the Dudley Creek diversion.
27. The predicted vehicle volumes were discussed. The importance of keeping traffic on Cranford Street to stop vehicles from taking short cuts was considered, particularly in St Albans.
28. The Forum discussed the level of community engagement in the decisions made on the Northern Arterial Extension and Cranford Street Upgrade. The presenter said it would begin when the concept and scheme design are in place. Certainty, the Forum commented, was important and presenter spoke about balancing engagement with progress. The Forum explained that community engagement is crucial for the public to support projects.
29. The Forum then had the opportunity to ask questions of all the presenters.
30. The Forum asked about safety for pedestrians and cyclists and was concerned about the narrow width of the proposed median strip on Cranford Street. The Forum was disappointed there was no community consultation and questioned the testing process.
31. The Forum discussed a three lane road option and acknowledged the connectivity that would be lost with pedestrians and cyclists if this option was chosen. The loss of on street parking, especially with residential density

increasing in St Albans is an important consideration. The Forum also asked about traffic calming options and discussed their preferences to discourage motorists from entering side streets to help stop short cutting.

32. The Waimakariri District Council was asked if it had considered giving preloading bus cards to residents and suggesting they try using the bus service. The Waimakariri District Council said they are currently exploring a campaign to increase commuter numbers and that was an option.
33. The Forum asked if a separate lane for vehicles with passengers had been considered and it was explained that it had been ruled out because of the volume of traffic that needs to make the right hand turn into Johns Road. Many vehicles would need to cut across the traffic flow to make the turn, making it too dangerous.
34. The Forum was concerned about the hierarchy of roads in St Albans and the length of time since those hierarchies have been updated. The status of Courtenay Street was of particular interest to the Forum and they asked for more information on the subject.
35. The quality of the bus fleet was discussed, particularly the plans for a more comfortable service on the airport bus.
36. Buses that could travel on train tracks had been considered and rejected by the partners.
37. The presenters were urged to think about the disabled population, especially considering reliable data about their numbers is unavailable. The disabled community needs to be consulted, especially on public transport, because they rely on it. Segregation is a real risk for the disabled community, especially when young disabled people become adults.
38. The monitoring of the roading projects was discussed.
39. The Forum commended the co-governance and co-management of the approach taken by the Christchurch City Council, New Zealand Transport Agency, Environment Canterbury and Waimakariri District Council and reiterated the importance of community participation in decision-making and communicating the whole process to the public.

<b>Decisions taken:</b>	
-------------------------	--

1. The Community Forum agreed that:
  - More information would be provided to members about the change in designation for Cranford Street.
  - More information would be provided to members about street statuses in St Albans.
2. The Community Forum asked to have it noted that the Christchurch City Council, New Zealand Transport Agency, Environment Canterbury and Waimakariri District Council had displayed excellent co-governance and co-management and the Community Forum commended their teamwork to the Minister for Canterbury Earthquake Recovery.

<b>Meeting closed:</b>	8.05pm
<b>Next meeting:</b>	21 May 2015

**Attachment A**

**Presentation on the northern transport system**

Released under the Official Information Act 1982



**Greater Christchurch  
Transport Statement  
Northern Access Update  
Community Forum, May 2015**

# Why the GCTS?

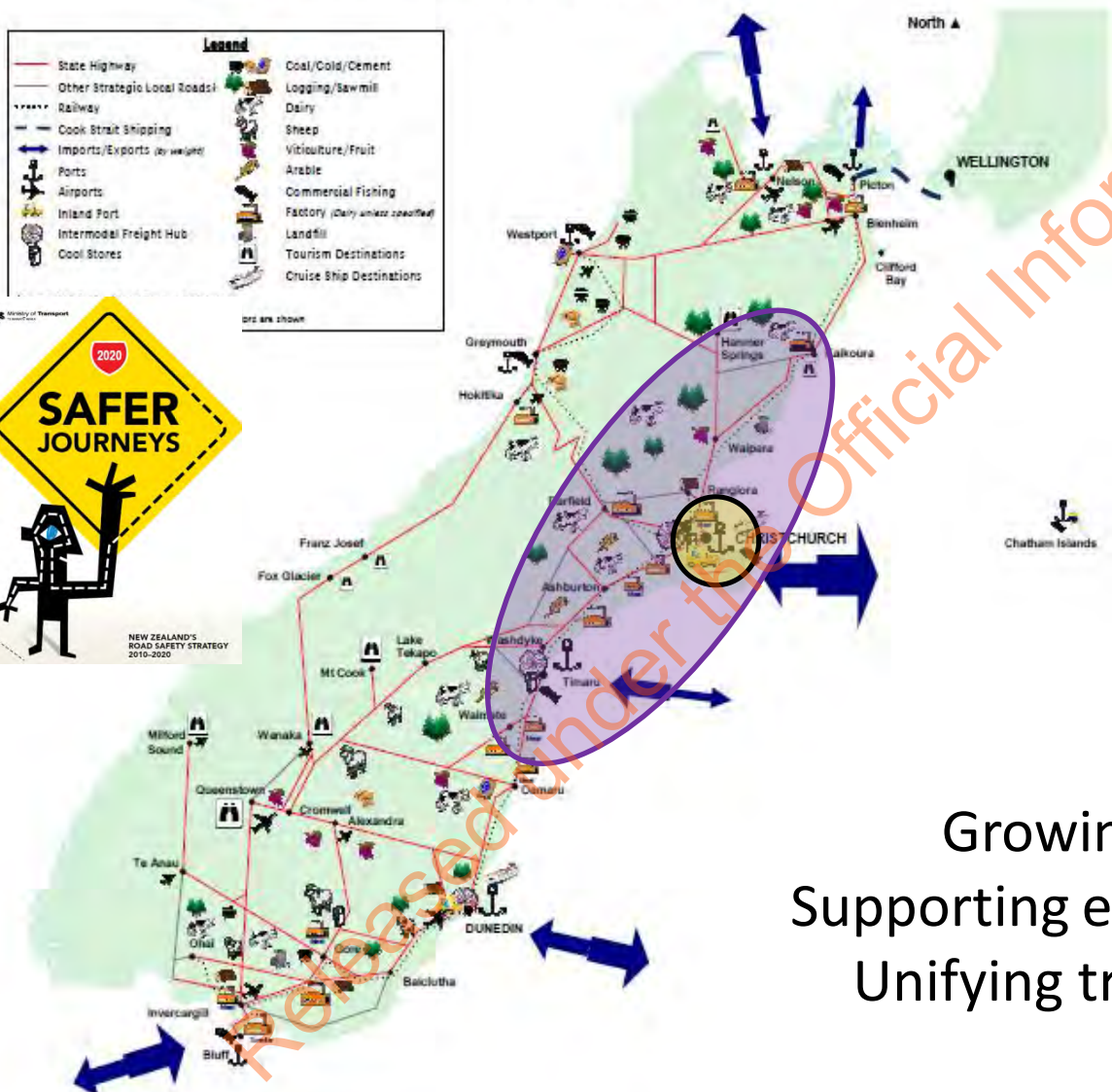
South Island Freight Production/Generators

Legend			
	State Highway		Coal/Cold/Cement
	Other Strategic Local Roads		Logging/Sawmill
	Railway		Dairy
	Cook Strait Shipping		Sheep
	Imports/Exports (by weight)		Viticulture/Fruit
	Ports		Arable
	Airports		Commercial Fishing
	Inland Port		Factory (Dairy unless specified)
	Intermodal Freight Hub		Landfill
	Cool Stores		Tourism Destinations
			Cruise Ship Destinations

ORC are shown



NEW ZEALAND'S ROAD SAFETY STRATEGY 2010-2020



## CONNECTING NEW ZEALAND

A summary of the government's policy direction for transport



New Zealand Government



### Christchurch Transport Strategic Plan 2012 - 2042



Growing Canterbury  
Supporting earthquake recovery  
Unifying transport partners



The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:

- Supports earthquake recovery and the growth of Canterbury.
- Connects people and places with a range of affordable transport options.

This will be achieved through:

- Integrated transport and land use decision making.
- Aligning our transport investments to achieve better value for money.



## New Zealand Transport Agency

Michael Blyleven, Transport Planning Manager

Colin Mackay, Roads of National Significance programme manager

## Christchurch City Council

Richard Holland, Team Leader, Asset & Networks

Michael Ferigo, Transport Planner, Sustainable Transport

## Environment Canterbury

Shannon Boorer, Senior Strategy Adviser

## Waimakariri District Council

Ken Stevenson, Roading Manager



# Top Priorities

*The most pressing strategic transport issues needing action in the short term*

- Efficient Access to Lyttelton Port
- Public transport operation and growth
- Western corridor, airport access and overall freight growth and opportunities
- Northern and south-west access, future growth and changing land use
- Central City linkages to other key places.

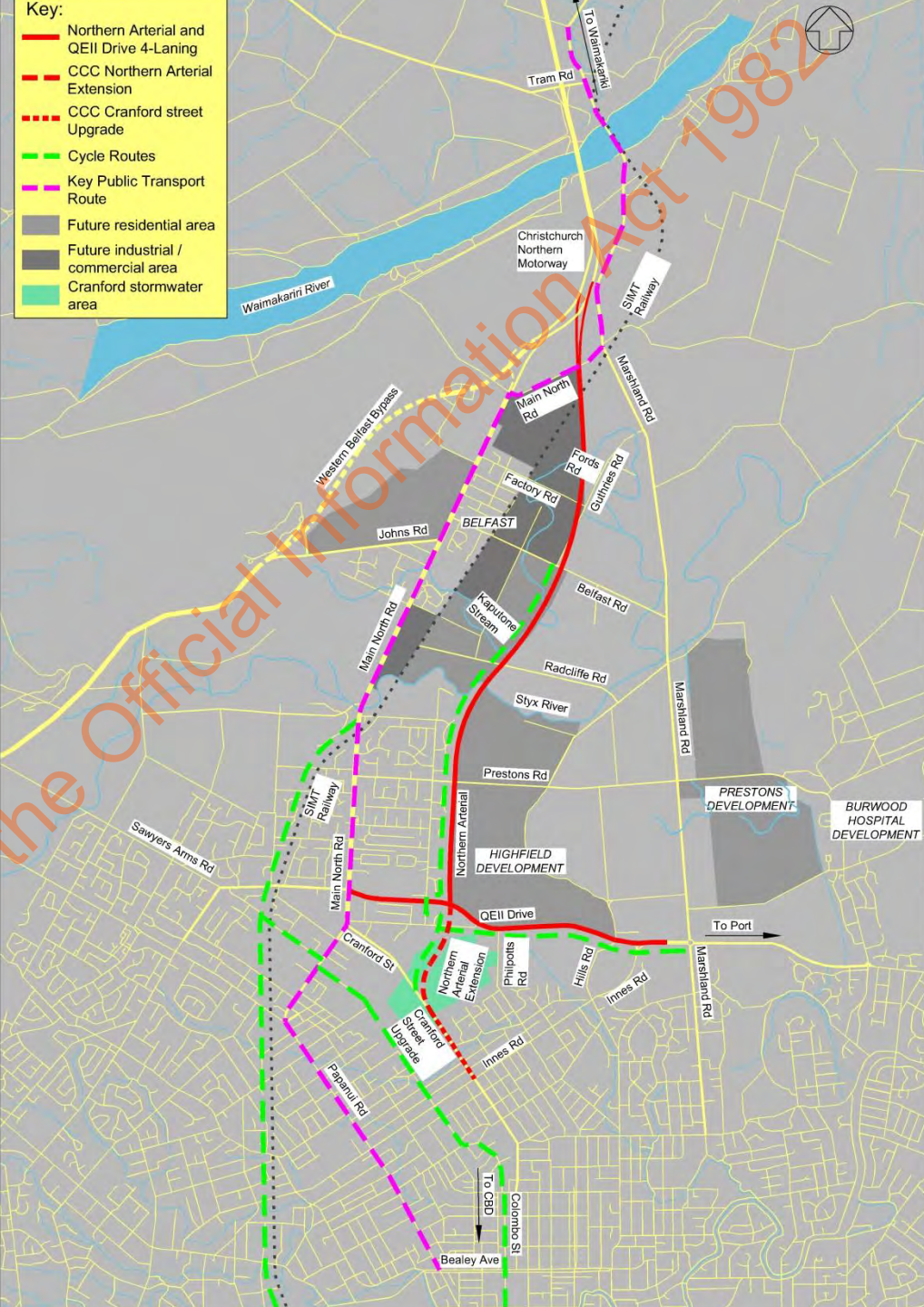


# Northern Arterial development

Long planning history since the 1960's

- Urban designation uplifted in 1990's
- NROSS 2002
- UDS Enquiry by Design alignment review 2008
- Christchurch Northern Access Package 2008
- Christchurch Roads of National Significance 2009
- Post EQ CTM update and travel demand review 2011
- Canterbury Regional Land Transport Strategy 2012
- Christchurch Transport Strategic Plan 2012
- LURP land-use growth into RPS 2013
- Northern Arterial investigation 2014
- NAE/Cranford Street investigation 2014

Part of a wider package

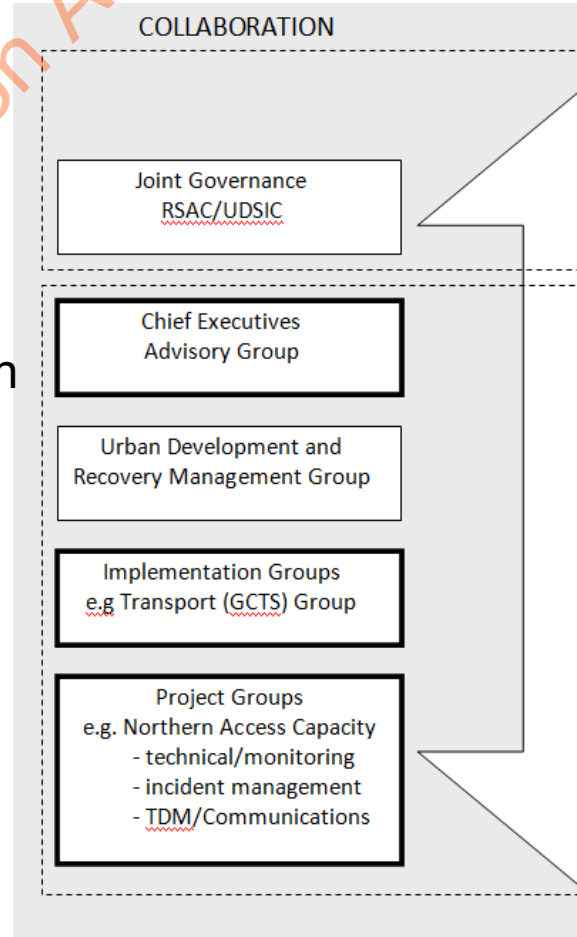


# Northern Access short term response

- Chief executive and staff working groups established.
- Short term response package assessed
- Implementation 2015/16

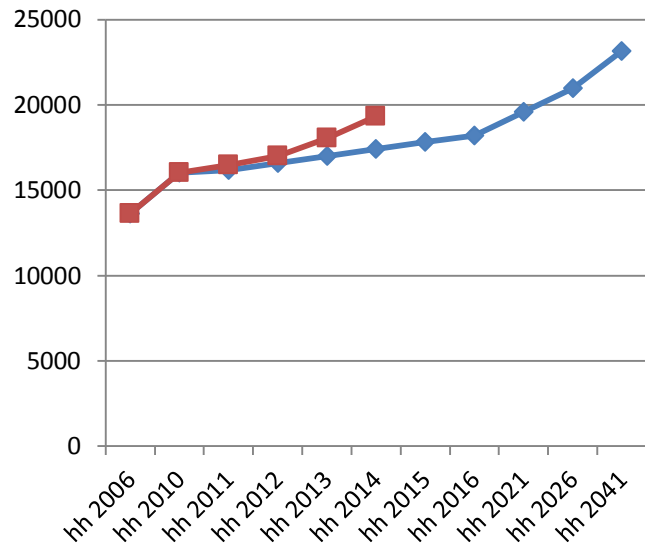


Northern Access



# The Problem –

Accelerated household growth results in increased traffic demand that exceeds supply

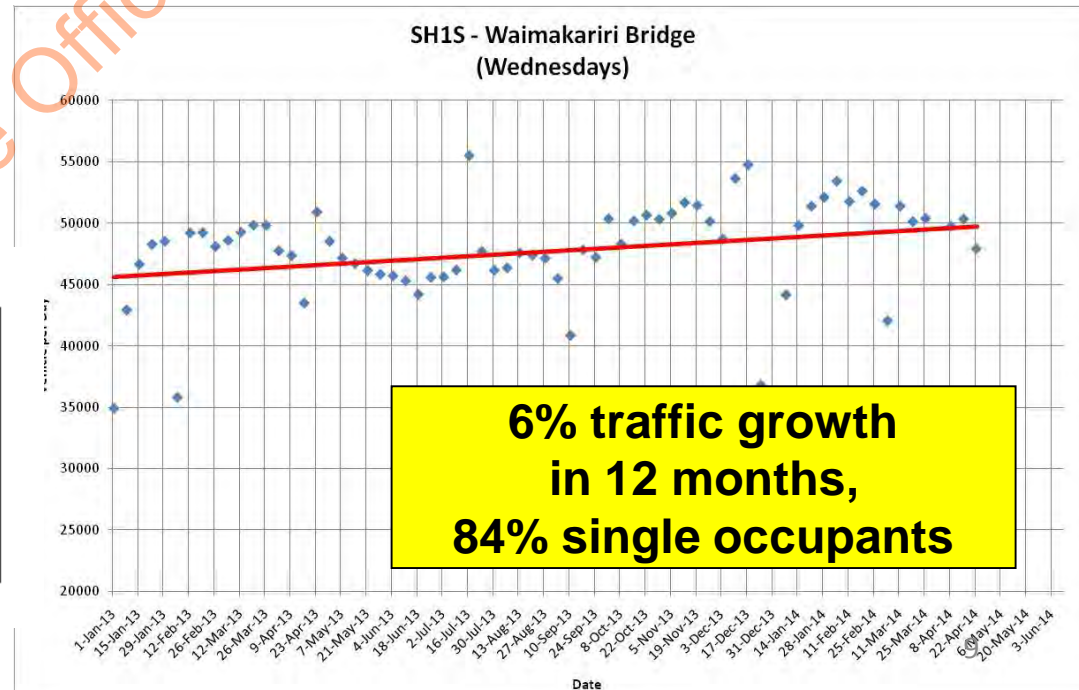


**Waimak HH consent usually around 500 pa,  
Accelerated to over 1000 pa  
for 2012 and 2013**

Forecast HH  
Waimakariri HH consents

Vehicle Occupancy Survey Summary Statistics

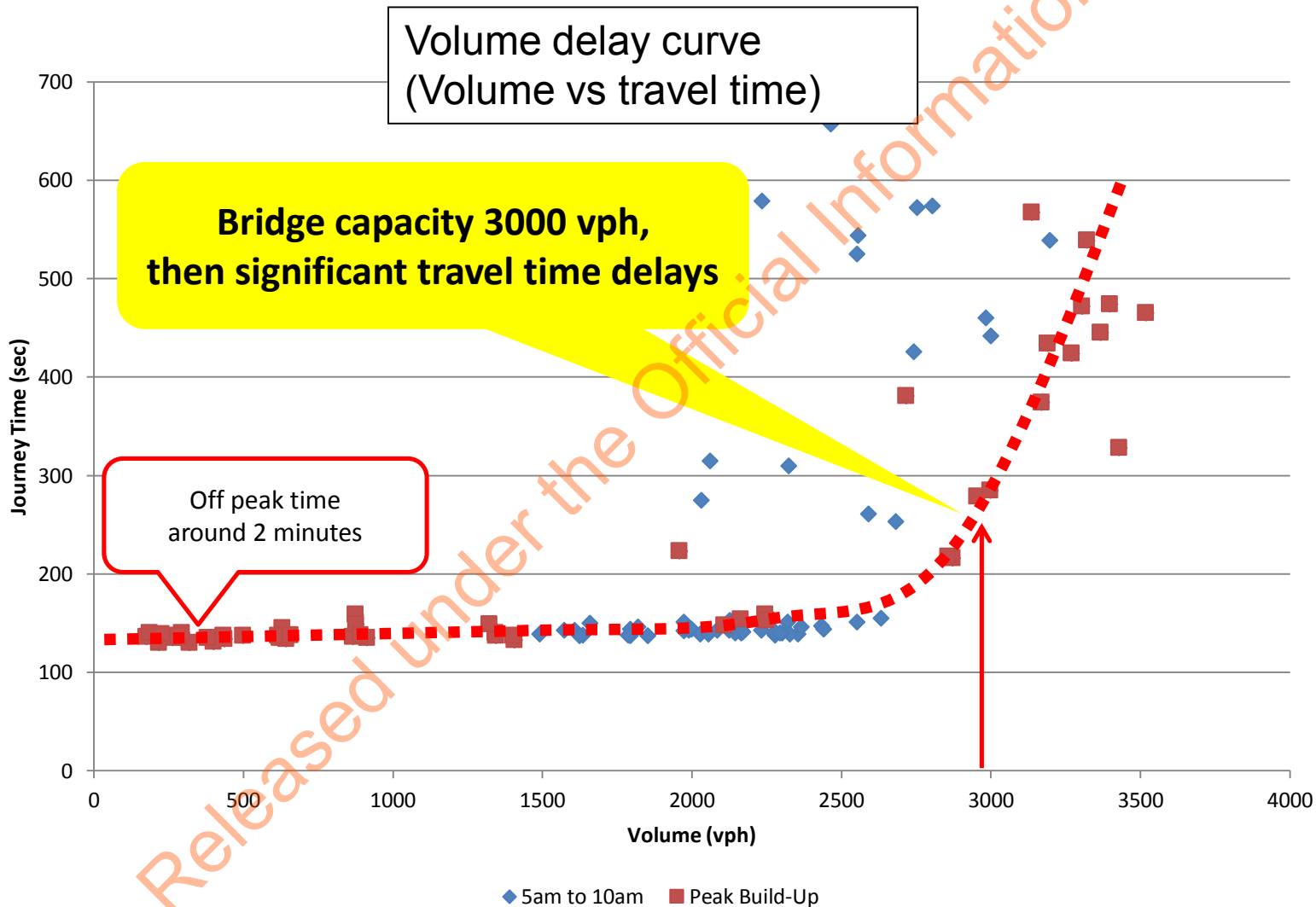
	Total Veh	% of Occupants			
		1	2	3	4+
Tram Road	887	86%	13%	0%	0%
Lineside Road	1049	85%	12%	2%	1%
Main North Road	1126	82%	15%	2%	2%
<b>Weighted Average</b>	<b>1021</b>	<b>84%</b>	<b>14%</b>	<b>2%</b>	<b>1%</b>



**6% traffic growth  
in 12 months,  
84% single occupants**

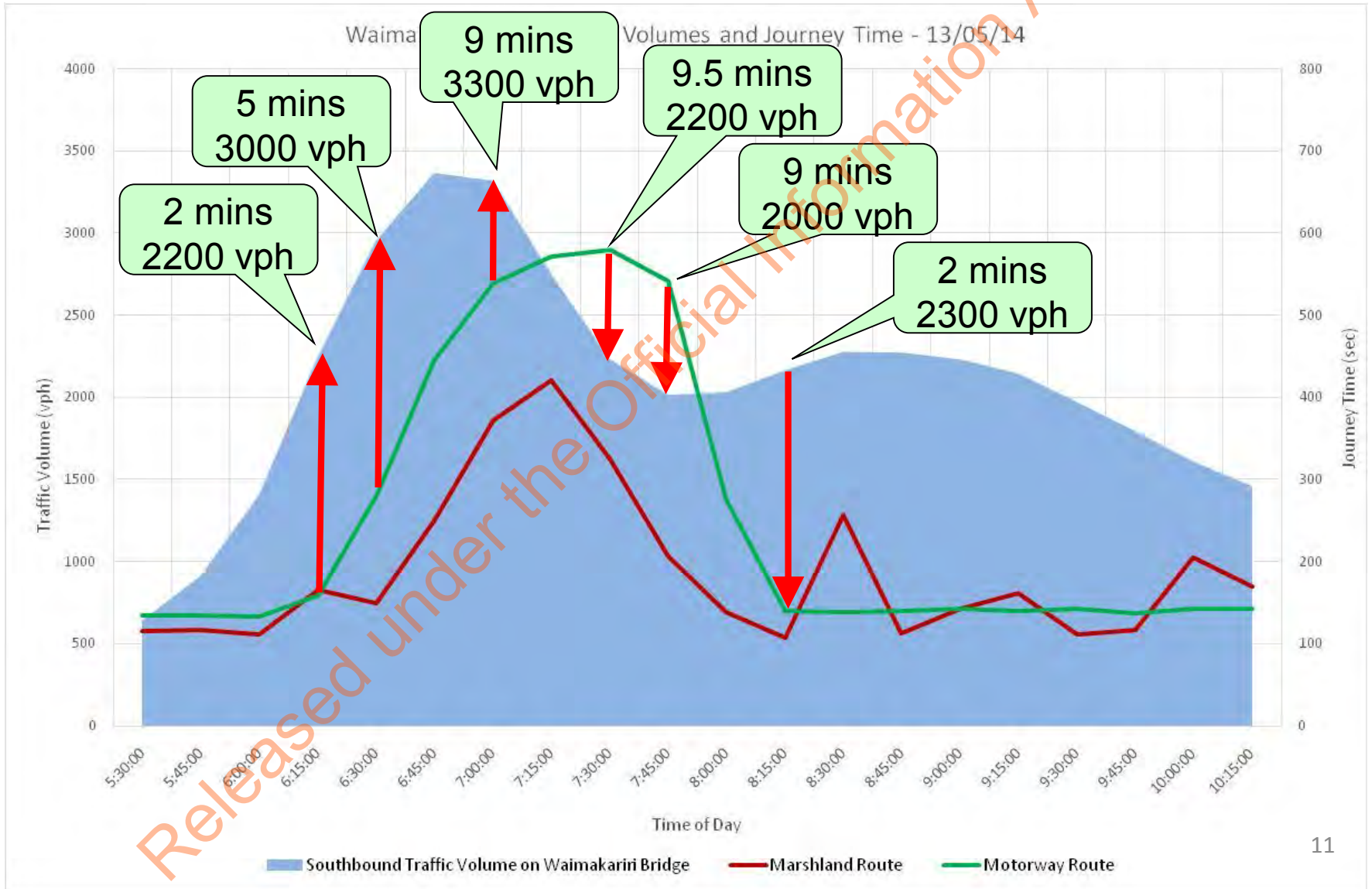
# The Problem –

Travel demand exceeds network supply leading to delays and travel time unpredictability





# The Problem – Variable travel times across Waimakariri River

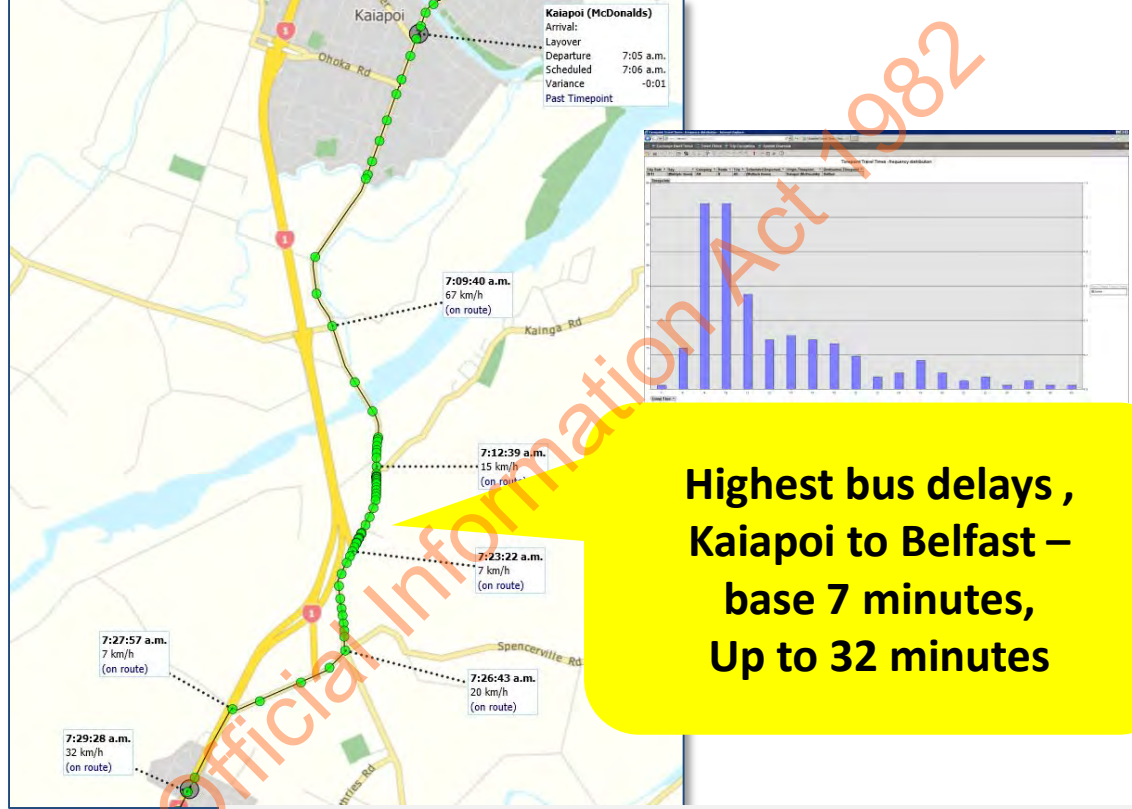


# The Problem – bus travel time delays

**Moderate bus delays:  
-Dickeys to Johns**



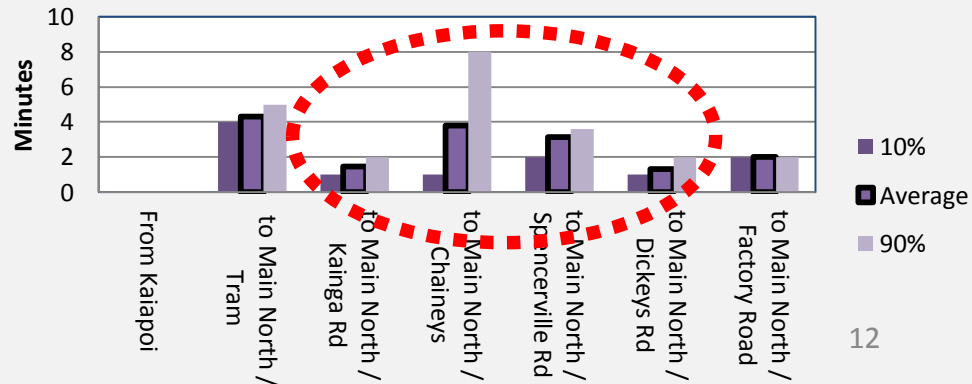
**Moderate bus delays:  
- Johns to QEII Drive**



**Highest bus delays,  
Kaiapoi to Belfast –  
base 7 minutes,  
Up to 32 minutes**

## Bus travel times and percentile change between Kaiapoi and Belfast

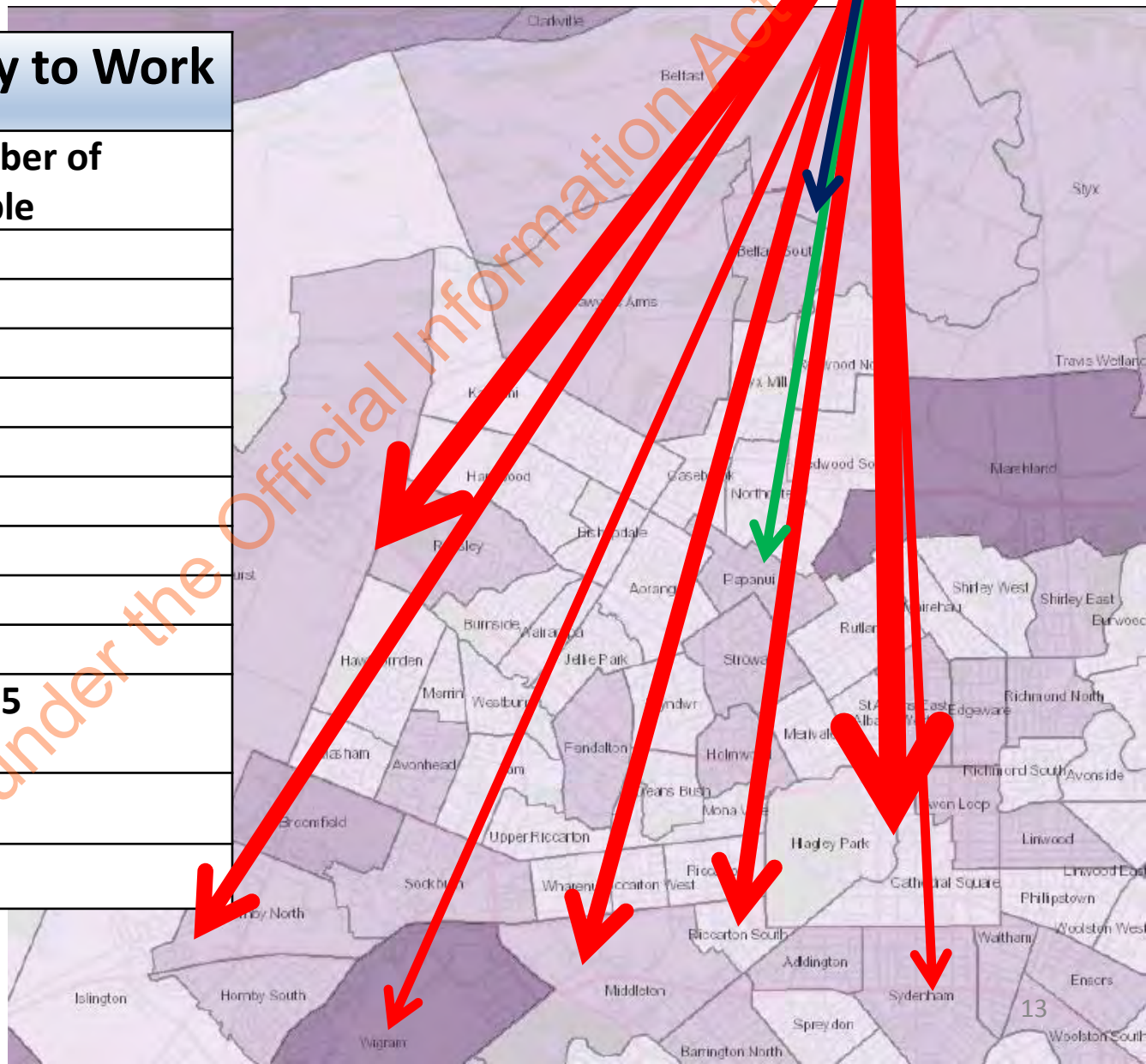
Trips scheduled to be at Kaiapoi at 7:06am, Mon-Fri, 12th-30th May



# Where are Waimakariri people going?

## 2013 Census Journey to Work

Journey to work destinations	Number of people
Airport/Russley	987
Belfast	453
Papanui	414
Christchurch Central	1179
Sydenham	483
Addington	699
Middleton	702
Wigram	378
Hornby	717
<b>Total from Waimakariri</b>	<b>10725</b>
From Rangiora area	4221
From Kaiapoi	5073



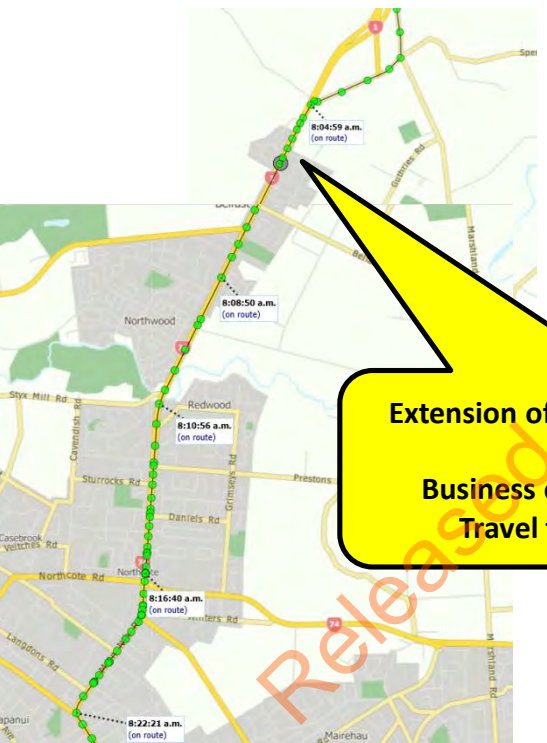
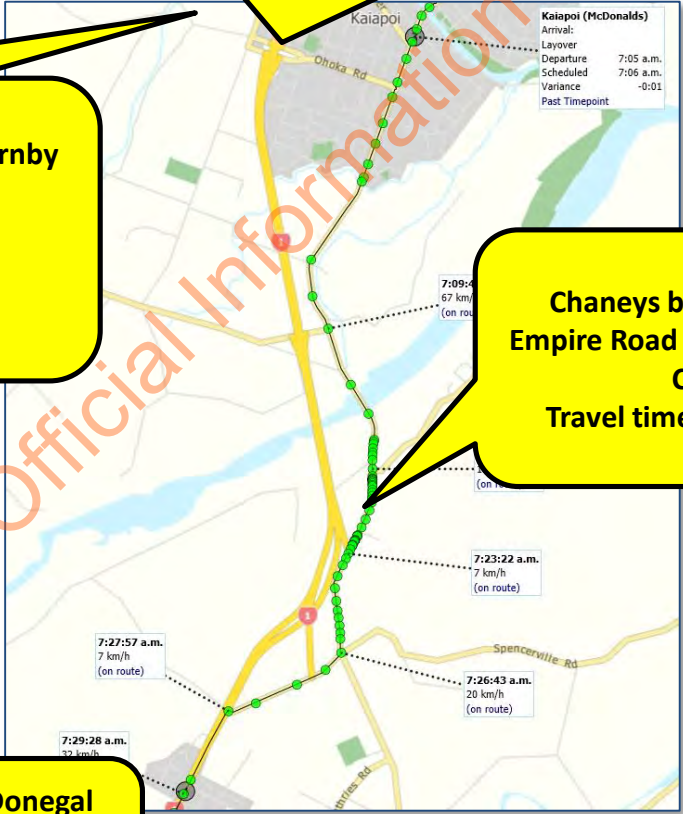
# Bus Package (\$1.95m)

Increase Blueline frequency  
 OPEX \$360k pa  
 Improved Pegasus shuttle services  
 OPEX \$210k pa  
 Minor improvements to parking in Rangiora  
 (White St and Mainpower site)

Addition commuter bus service – Rangiora, Silverstream, Kaiapoi, Belfatst, Airport/Russley, Hornby  
 OPEX \$380k pa  
 New park and ride – Silverstream (captures Ohoka and rural residents)  
 Low cost, needs agreement from developer

Chaney's bus lanes, approach to Empire Road with bus jump at signals  
 CAPEX \$800k  
 Travel time saving : 2 -4 minutes

Extension of bus lanes – Richell to Donegal  
 CAPEX \$180k  
 Business owner consultation required  
 Travel time saving : 1 -2 minutes

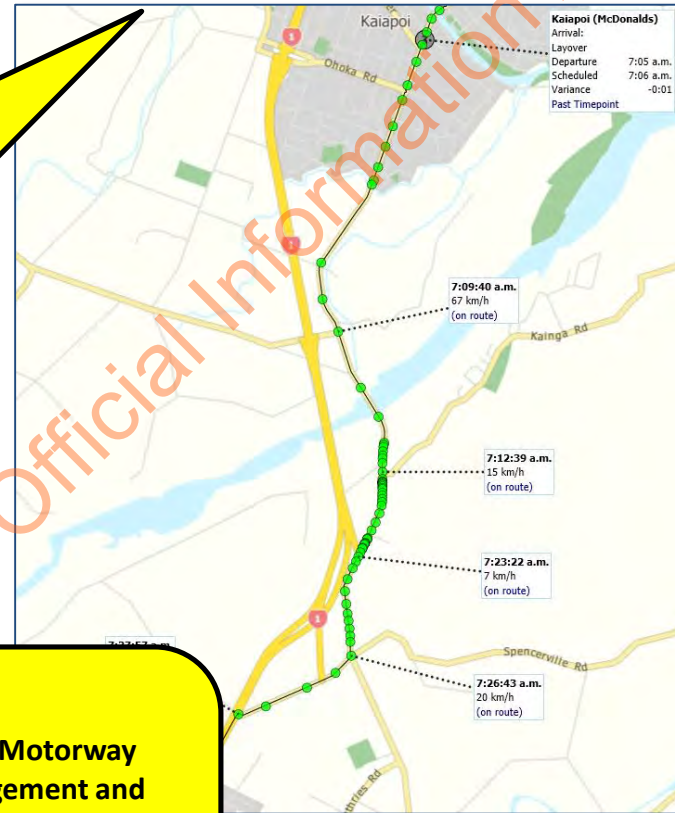


Released under the Official Information Act 1987

# Road optimisation (\$120k) and traveller information (\$160k)

**Traveller information support all outcomes:**  
New Journey coordinator staff resource WDC  
Promote greater use of public transport and carpooling (higher occupancy vehicles)  
Educate drivers to better utilise existing road space, such as merge like a zip campaign and traveling at different times of day (peak spreading)  
OPEX \$160k

**Road optimisation:**  
Variable speed limit on Northern Motorway  
Variable message signs (for management and information)  
Merges and traffic signal optimisation (Richell and Empire Road)  
Minor travel time gains  
CAPEX \$120k



# 5 minute Question time

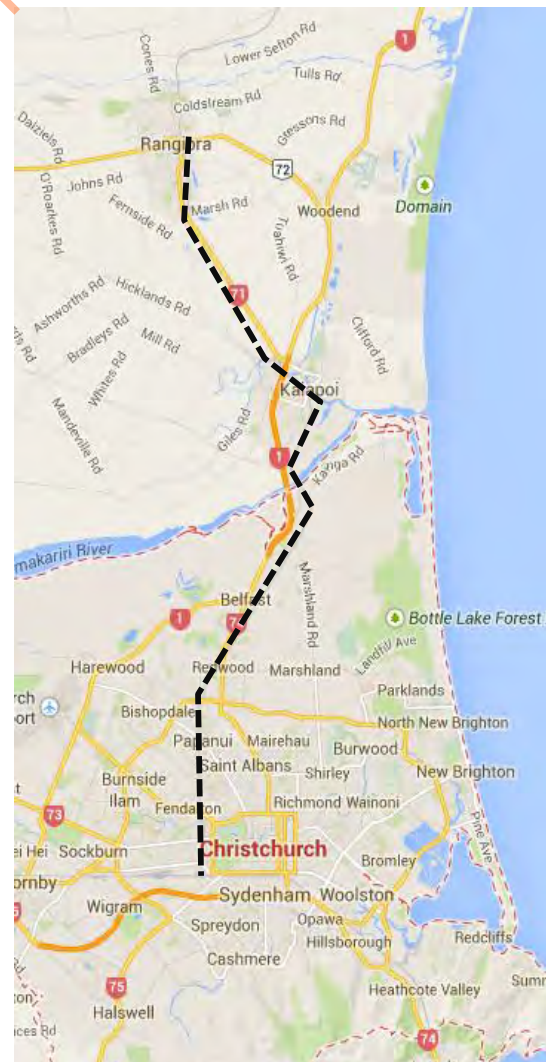


Released under the Official Information Act 1982

# Public Transport - Short term rail options

## Key findings:

- Single track restricts schedule
- Signals ok but level crossing issues
- Stations needed at Kaiapoi, Belfast, Riccarton
- No access to central city
- Auckland trains suitable
- High costs for short term



# Short term rail options

## Travel demand:

- Waimakariri residents commute to Airport (684 trips), South CBD (597), Belfast (311)
- Feeder buses = transfers and congestion
- Would need 20% mode share (currently 1%)

**Outcome =  
rail not viable in short term**





# Agreed short term response

## Bus based package:

- Aim = Reduce XX car trips (NZTA data?)
- Bus lane improvements
- Park and Ride – Silverstream and Rangiora
- Bus service improvements
  - Increased frequency
  - Reviewing routes
  - Airport commuter service



# Public Transport



Please refer to the Official Information Act 1982

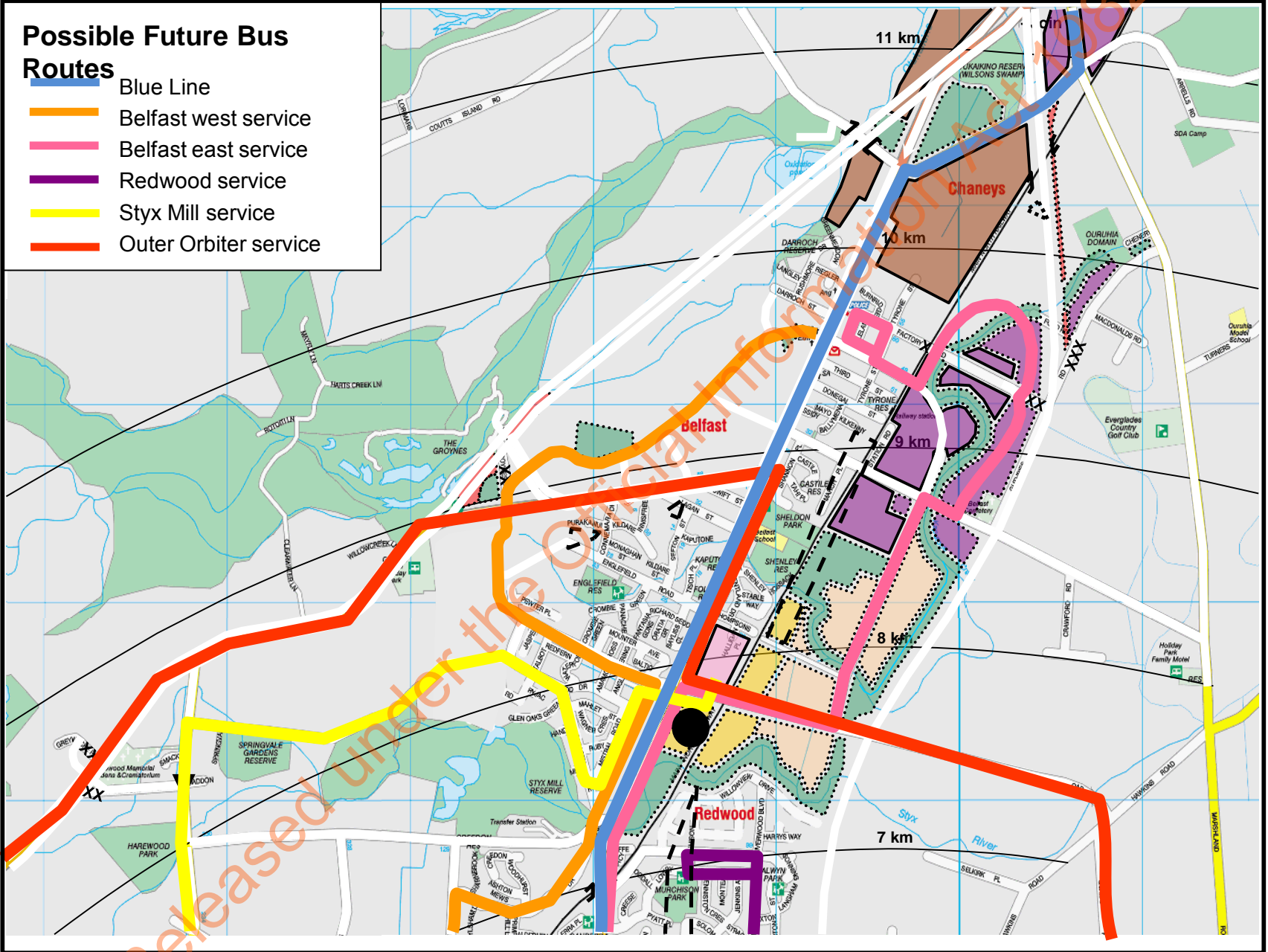
# Public Transport

- Papanui/Main North Road = key corridor
- Blue Line ↑ 10% March 2015
- Over 500 passengers commute over Waimakariri bridge on buses each day
- Northlands hub important
- Northern Arterial express trips



# Possible Future Bus Routes

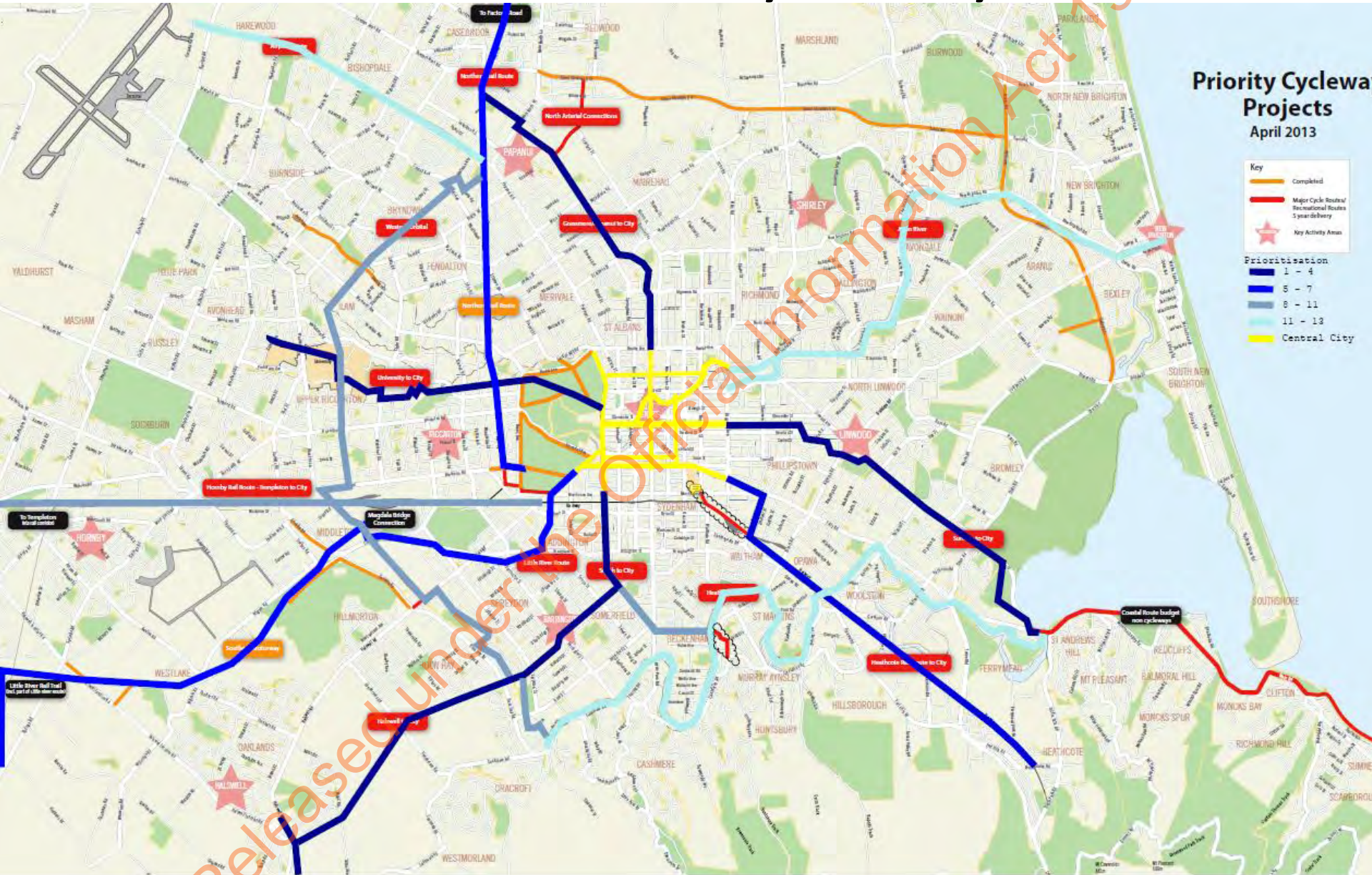
- Blue Line
- Belfast west service
- Belfast east service
- Redwood service
- Styx Mill service
- Outer Orbiter service



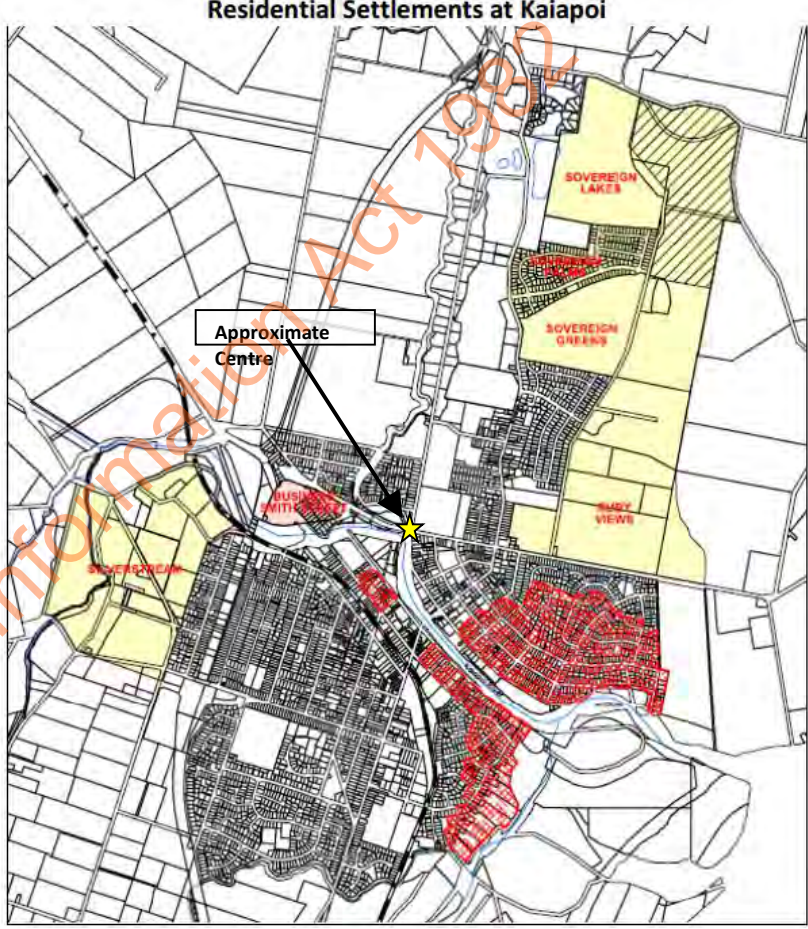
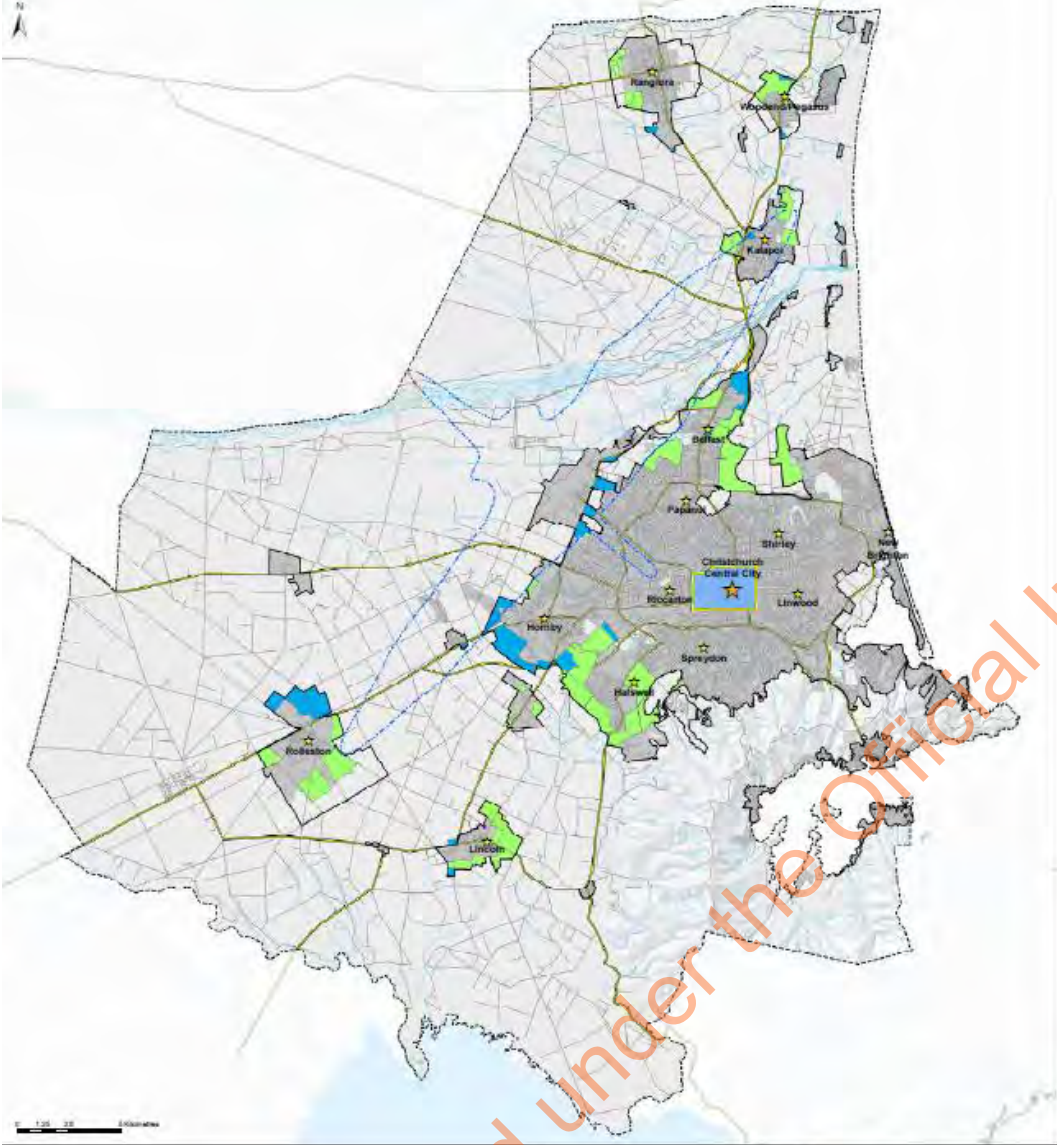
# Park & Ride

- Aim = to encourage commuters to use public transport for part of their journey to reduce congestion and transfer parking demand from busy areas to fringe locations
- Locate in outer areas upstream of congestion e.g. Rolleston, Waimakariri, Lincoln
- Complement not compete with public transport
- Funding in WDC and SDC Long Term Plans

# Northern Arterial Cycleway



Released under the Official Information Act 1982



- Legend**
- Key Activity Centres
  - ★ Key Activity Centres
  - ★ Christchurch Central City
  - Airport Noise Contour
  - State Airport Noise Contour
  - Christchurch Central Recovery Plan Area
  - Christchurch Central Recovery Plan Area
  - Greenfield Priority Area
  - Greenfield Priority Area - Residential
  - Greenfield Priority Area - Business
  - Existing Urban Area
  - Existing Urban Area - Pre 2011
  - Boundary of infrastructure supported priority, existing urban and greenfield areas



Scale:  
1:125,000  
(Original sheet size A2)

Publication Date:  
15/10/2013

Coordinate System:  
NZGD 2000 New Zealand Transverse Mercator

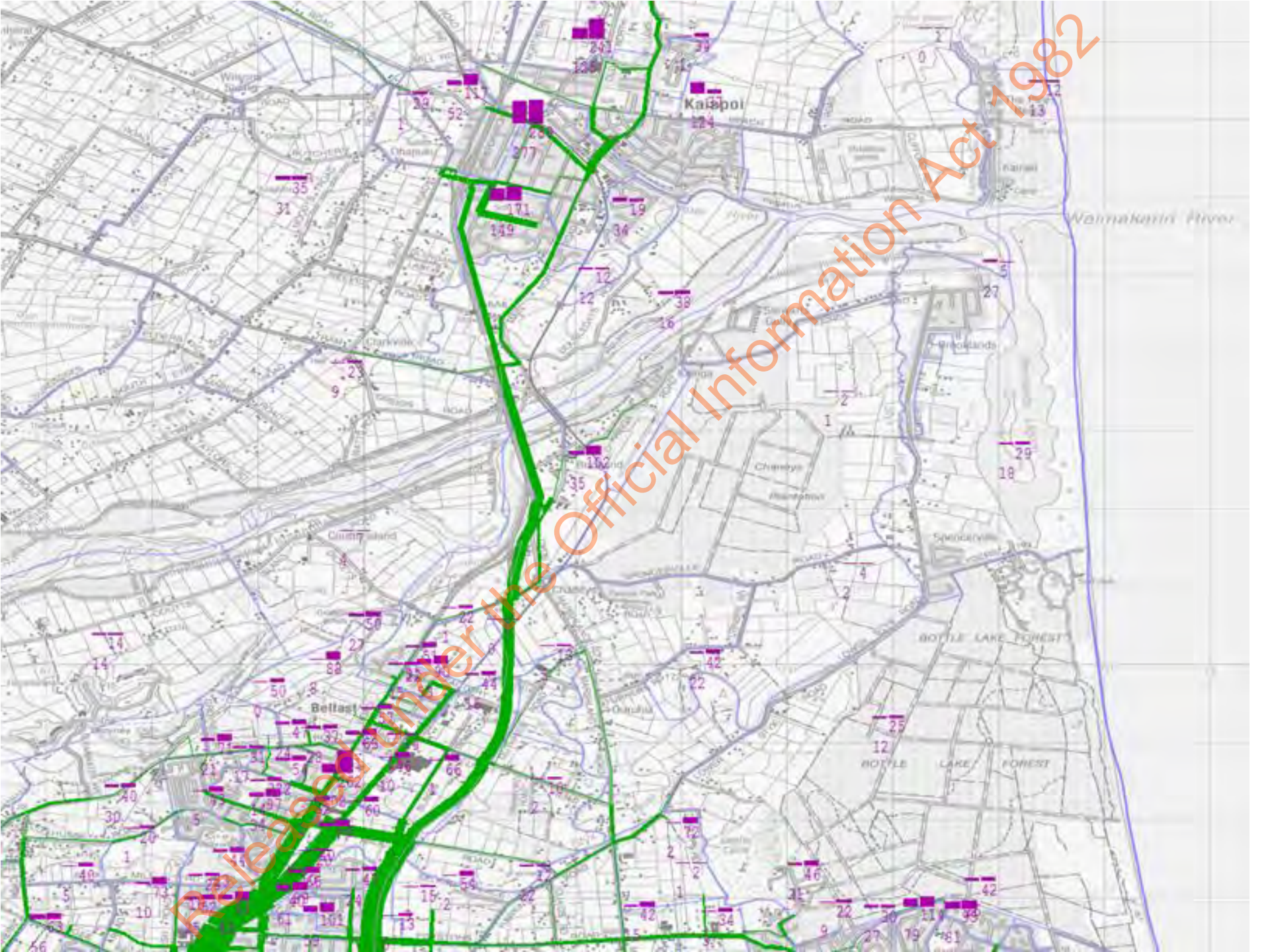
Disclaimer:  
This map is a static output of desktop layers and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Map Document:  
5026\_LURP\_Priority.mxd

Released under the Official Information Act 1982





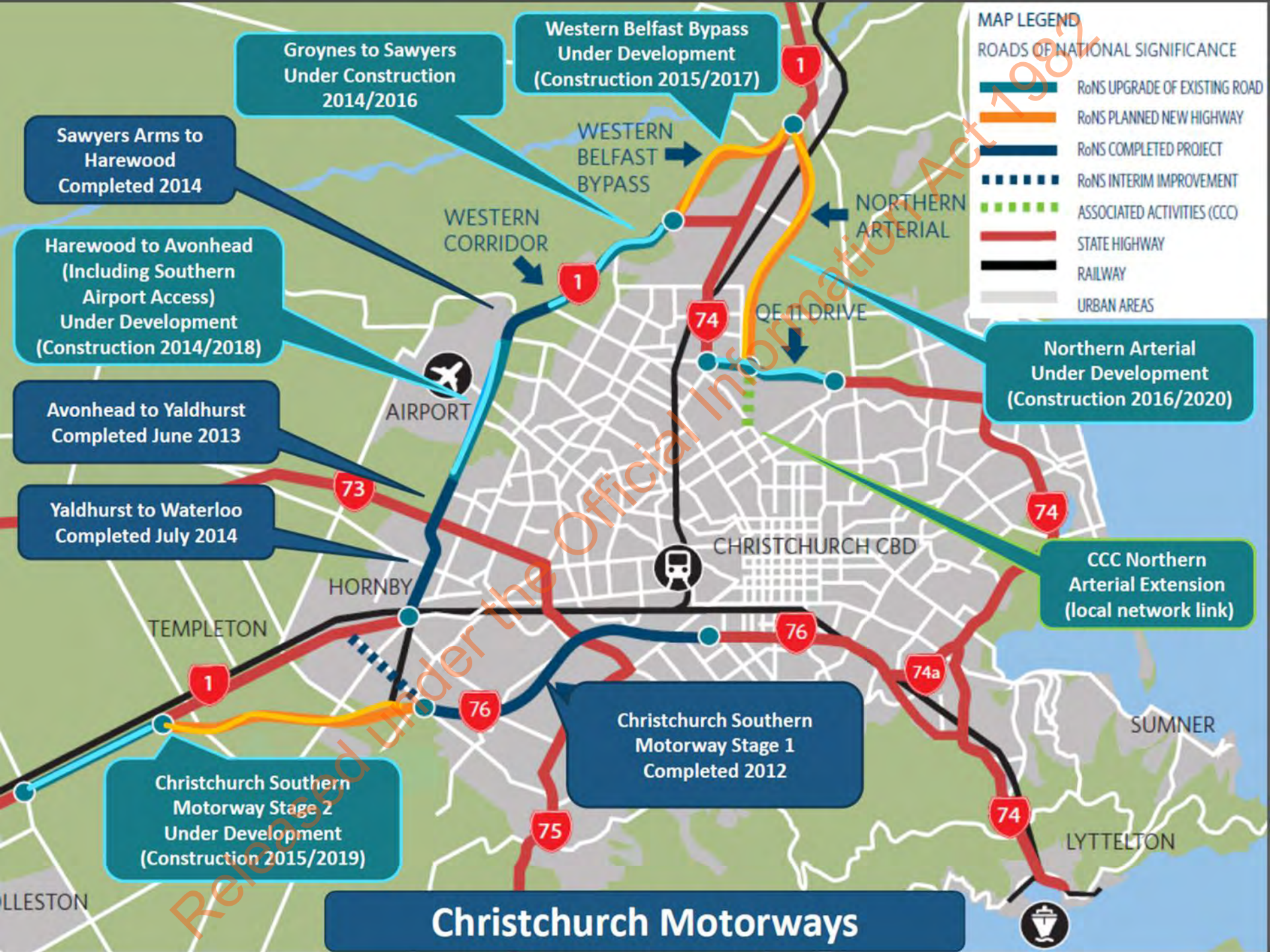


- Christchurch Northern Arterial & QEII Four Laning



NZ TRANSPORT AGENCY  
WAKA KOTAHĪ

New Zealand Government



# Christchurch Motorways

# Outline of Project

- New 4 lane Greenfields motorway from the Northern Motorway to QEII Drive
- Includes 3<sup>rd</sup> Northbound lane over Waimakariri River and as far as Tram Rd
- Includes 4 laning of QEII Drive between Main North Road and Innes Road
- Full access interchanges at Northern and Southern ends
- Local Road crossing at Belfast Road is grade separated with south facing ramps only
- Local Road crossings at Radcliffe and Prestons Roads are grade separated with no access to the Arterial
- Expected construction phase cost = \$260M.

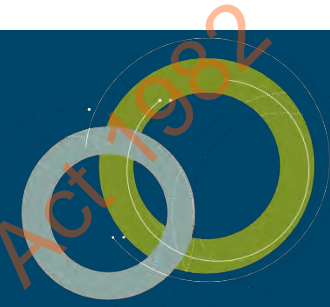


# Current Status

- Specimen design is nearing completion
- Consent Hearing held at end of April
- Property purchase negotiations are on going with 38 out of 84 purchases still to be concluded.



# Construction Procurement Model



- Enabling works – Traditional M&V Construct Only
- Rest of Project – Competitive Alliance.

Released under the Official Information Act 1982



# Programme to Opening



- Enabling works Tendering Aug 15 to Sep 15
- Enabling works Construction Oct 15 to May 16
- Main Contract Tendering Nov 15 to Mar 16
- Main Contract Detailed Design Apr 16 to Aug 16
- Main Contract Construction Sep 16 to Dec 19.



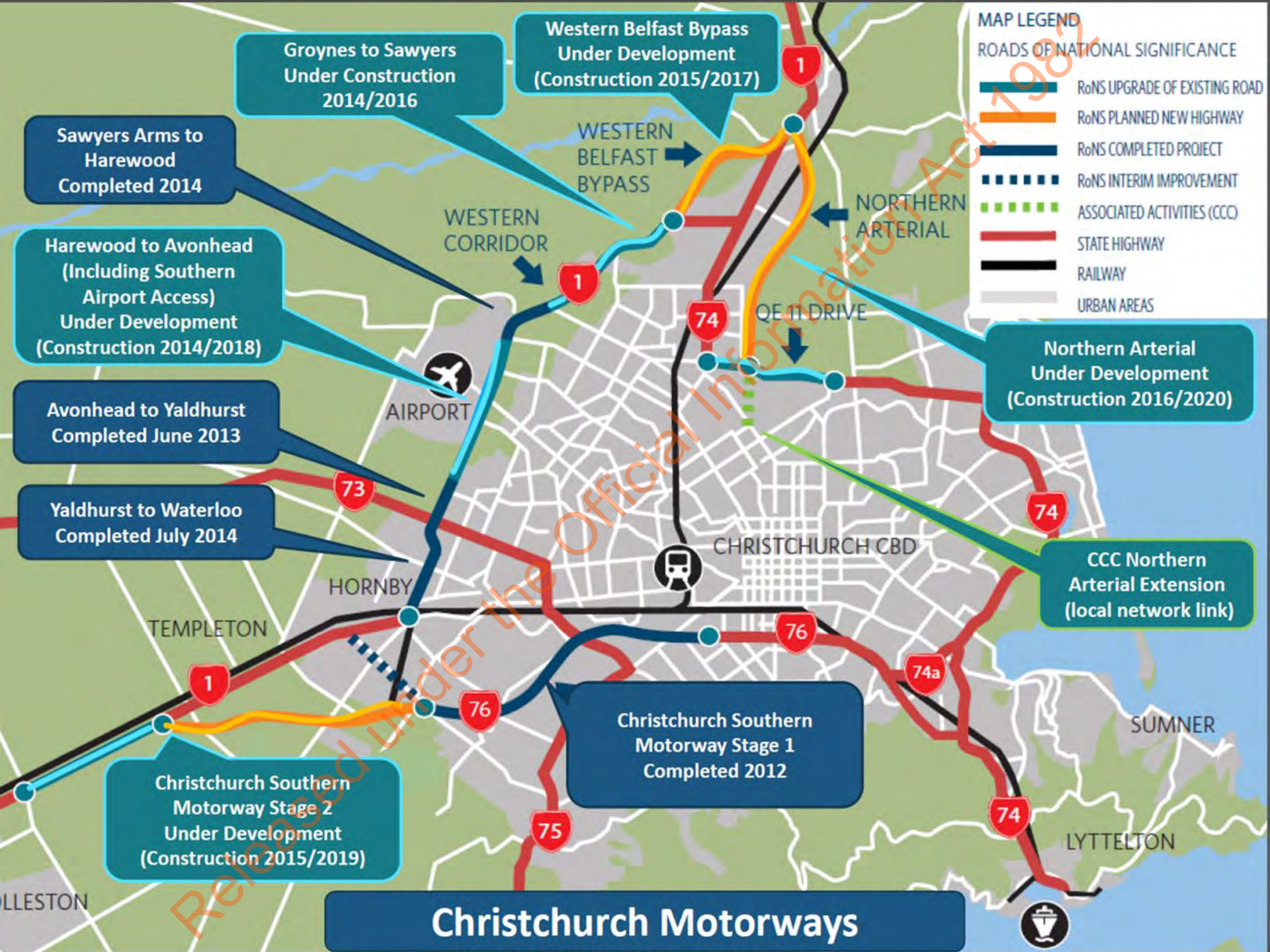
- Western Belfast Bypass



NZ TRANSPORT AGENCY  
WAKA KOTAHĪ

New Zealand Government





# Christchurch Motorways

# Outline of Project

- New 4 lane Greenfields Bypass from the Groynes entrance to the Northern Motorway
- Full access interchange at Northern and Southern ends
- Local Road crossing at Dickeys Road is grade separation with no access to the Bypass
- Expected Construction phase cost = \$120M.

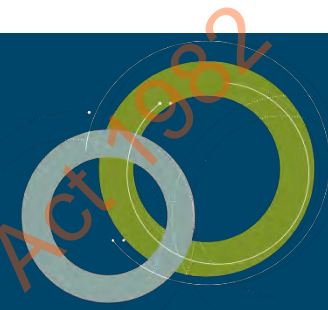


# Current Status

- Detailed Design Complete
- Consenting Complete
- Property purchase Complete
- Construction Contract Awarded 1 May 2015.



# Construction Procurement Model



- Traditional Construct Only M&V Contract.

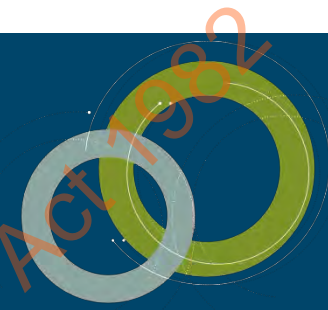
Released under the Official Information Act 1982



NZ TRANSPORT AGENCY  
WAKA KOTAHĪ

New Zealand Government

# Programme to Opening

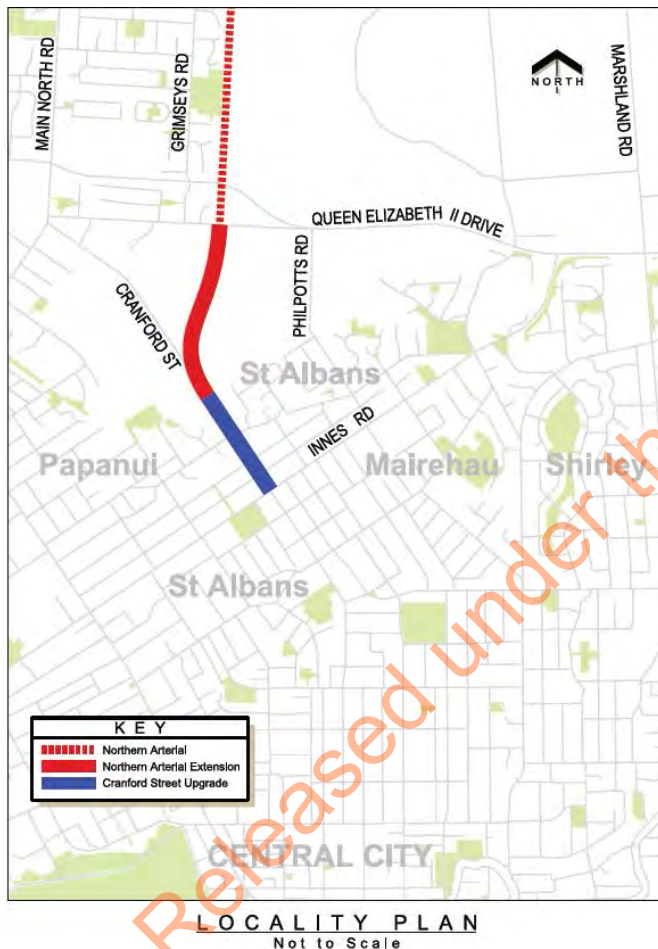


- Complete Stoneyhurst Sawmill Reconfiguration on going to Feb 16
- Construction of Bypass May 15 to Dec 17.

Released under the Official Information Act 1982



# Northern Arterial Extension, Cranford Street Upgrade and Cranford Basin Stormwater projects



## Proposal

- Link to NZTAs Nart over Qe2 Drive
- Roundabout on Cranford
- 4 lane Cranford
- Wider intersection at Innes

# NAE/CSU Options Considered

- ✓ Six reasonable practical options were considered as alternative options for connecting the Northern Arterial to the Christchurch City Council owned road network.
  - ✓ Do Minimum
  - ✓ Northern Arterial Extension and Cranford Street Upgrade
  - ✓ Philpotts Road Upgrade
  - ✓ Hills Road Connection
  - ✓ Innes Road Connection
  - ✓ Marshland Road Option
- ✓ Analysis Criteria
  - ✓ Optimal Network (i.e. total travel time, travel distance, queues and average speed)
  - ✓ High quality route into CBD
  - ✓ Potential for Public Transport/High Occupancy Vehicle lanes
  - ✓ Safety Improvements
  - ✓ Objective of Christchurch Transport Plan

# Option Conclusions

- **Philpotts Road Upgrade Option:** Failed an initial “fatal flaw” exercise due to its proximity to the Northern Arterial southern interchange and its potential for high accident risk, caused by vehicles need to weave sharply between left turn off Northern Arterial and the right turn from QE2 Drive to Philpotts Road.
- **Marshland Road Option:** This option has not been further investigated due to its very minor benefits when compared to “Do Minimum” (i.e very few benefits in terms of travel time and distance benefits).
- **Innes Road Connection Option:** This option will have negligible travel time savings and distance benefits compared with the Do Minimum option.
- **Hills Road Connection option:** Shows positive benefits, although has roughly half of the total travel time savings and total travel distance benefits compared to the NAE&CSU option. Taken forward to multi-criteria analysis
- **NAE & CSU Option:** Provide the maximum benefits under all project objectives and was taken forward to multi-criteria analysis.

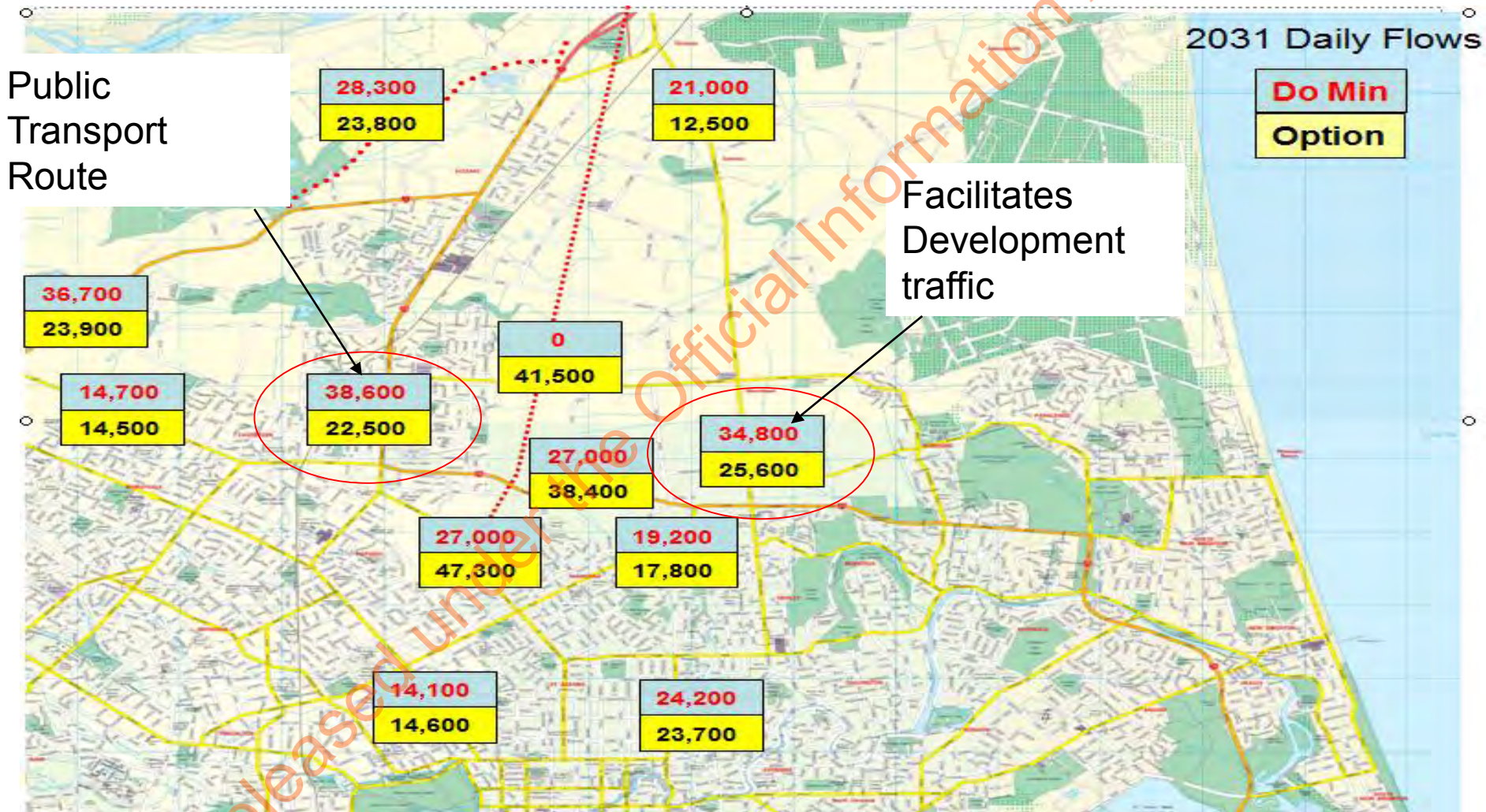


# Multi-criteria analysis

- Do Min, NAE/CSU and East Ellington/Hills Road connection considered
- Critical issue –Cranford an Arterial Road, East Ellington/Hills a Local/Collector Road
- Environmental implications of Cranford preferable to East Ellington/Hills

Released under the Official Information Act 1982

# Impacts 1 - Moves traffic off key strategic routes



Released under the Official Information Act 1982

# Impacts 2- increases on Cranford, North of Innes



Released under the Official Information Act 1982

# Impacts 3



# Why do flows decrease further south? – Traffic disperses



# Downstream effects

- Need to ensure traffic stays on Arterial Routes and doesn't "rat run"
- Some uncertainty re traffic flows south of Cranford/Innes
- Flow increases on Cranford significantly less than further north
- 4 laning probably not necessary
- Key issue – ensure Cranford Street and other arterials remain attractive routes, so people don't "rat run"
- Pattern of Arterial roads to the north of Bealey does help to "spread the load"

## Downstream effects – cont'd

- Likely requirements – peak hour clearways, intersection upgrades at Westminster, Berwick and Forfar
- Possibly allied to traffic calming regime in residential areas if required
- Uncertainty means cant be included in NOR, but will be delivered through Capital Programme – consultation stage to be included
- A “Management Plan” likely to be included as part of any consent process

# NAE Conclusions

- Proposals as part of UDS, CTSP and LURP critical to network in north of city
- Increasingly necessary as a result of huge resi and industrial growth
- Positive impacts on wider area in north of city
- Offers opportunities to encourage PT and cycle use on other routes
- NAE/CSU still best option
- Localised significant impacts to north of Innes
- Less significant impacts to south of Innes – less intervention required
- “Downstream effects” projects manage issues



# Future

- Once roading infrastructure in place we can start/continue investing in other modes
- Cycling –Papanui Parallel + Northern Arterial route – (in place at time of NArt)
- Public Transport – Enhanced Bus Priority along Main North & Rail investigations, potential P+R
- TDM
- Intention to “Promote Modal Choice”