Southern airport access

We received feedback from the Christchurch International Airport Limited, the Christchurch City Council, emergency organisations, businesses and the general public voicing concerns about reduced access to the airport with the closure of Avonhead Road and the changes at Wairakei Road. For these reasons the planned increases in capacity around the airport we are planning a third access point to the south west of Avonhead Road.

As well as providing additional access to the airport, the southern access will Mean heavy vehicles servicing the business and cargo areas of the airport will be separated from the light vehicles entering the passenger terminals of the airport.

Western airport bypass

A significant number of people who provided feedback on this project base asked whether we have considered diverting SH1 to the west of the Airport.

We have done considerable amount of work to determine if a western airport bypass would be a better option for SH1 than the current plan (Russley SH1) upgrade. We have considered two options: a bypass running from Johns Road (north of Lawyers Arms) and then into Russley Road. If it was to go to the new SH1 it would need to be of a similar standard as SH1 with limited entry and exit points. This would also allow the construction of the northern corridor around Lawyers Arms Road to meet highway safety standards.

We have assessed this option and found it is not viable at this time.

We are planning a number of minor road upgrades that will allow traffic to use Russley Road. This includes:

- Better access to SH1 at the north through an upgraded Harewood Road roundabout.
- Better access to SH1 at the south through an upgraded John's Road roundabout.
- Christchurch International Airport Limited will develop a new south gateway around the airport.
- Additional access to the airport through McLeans Island Road.

We have assessed this option and found it is not viable at this stage because:

- The western airport bypass option has a high cost that outweighs the benefits it provides.
- The western airport bypass option would not meet highway safety standards.
- The western airport bypass option has limited entry and exit points.
- This route would also need to be four-lane highway (two lanes in each direction) with a median separating oncoming traffic. This would not allow two-way traffic to run concurrently.
- The proposed route would have a high cost that outweighs the benefits it would provide to the area.

The Western Corridor will be four-lane (two lanes in each direction) high-speed (100 km/h) route with limited entry and exit points. This route will also meet highway safety standards. The project needs to go through a Resource Management Act approvals process with Environment Canterbury and the Christchurch City Council.

The project updates we have made to the proposals for the SH1 Western Corridor are:

- Some properties.
- Traffic growth.
- Traffic congestion.
- Traffic volumes on this corridor are increasing and there is a significant need to continue the future as commercial and strategic activity grows particularly in the Port Hills. The Western Corridor will add an extra lane to the current road, which will help reduce congestion and allow for increased safety.

The Western Corridor is part of NZ Transport Agency (NZTA) Western Corridor project, which aims to improve safety and support economic growth. It will also be a key project in the rebuild of Christchurch.

We have considered the following:

- What has been planned for the SH1 Western Corridor
- What you can expect in the project
- What has been done so far
- Open day
- How to contact us.
Feedback

In 2010, the project team received a large number of comments on the Harewood Road roundabout and the surrounding local network. Traffic modelling was used to determine the likely impacts of traffic around the project. This modelling confirmed predicted traffic volumes and movements in 2021 with and without the Roadway (SH1) improvements. Conclusions from the study include:

• Safe access across and along Russley Road (SH1) for cyclists and pedestrians is a concern.
• Some determinations such as no impact to the west of the airport have been considered.
• General road safety concerns.

In November 2012, we are happy to report that we have made the changes to the roundabout and the surrounding local road.

Concern about reduced access to the airport and increased delays at the airport interchange. Without the roundabout improvements, predictions for traffic volumes and the movements indicate that these delays are likely to occur in the future. This study has confirmed the need for the four-laning of Russell Road (SH1)/Memorial Avenue due to drivers choosing to use the improved Russell Road (SH1)/Memorial interchange.

There would be heavy congestion and continued delays on a number of local roads especially into the Roundabout. This is why we have planned this intersection in the form shown by the following diagrams. There were many alternatives for the roundabout, traffic signals, a signalised roundabout, and a larger multi-laned roundabout. The advantages of this design are:

• Uninterrupted traffic flow along SH1
• Improved road safety
• Improved transit and cycling
• Improved pedestrian safety

In June 2012, the project team surveyed the community to determine the impact of the proposed roundabout. The survey included images of the roundabout and the surrounding area. We have passed this information on to the Christchurch City Council to be considered in their decision-making process.

The project team also commissioned a gateway bridge design to welcome visitors and both tourists and residents.

Social impact assessment

This study focuses on the community impacts of an observable project impacts on the health and well-being of the local neighborhoods. These impacts were evaluated in a range of social, business, and community representatives, who either requested to be involved or were considered by the project team.

Transportation impact assessment

The NZ Transport Agency received a significant amount of feedback in response to the consultation newsletter and images which were available at the open day held in November 2010. The common findings of these studies combined with the community feedback have shaped the changes we have made.

Social impact assessment

The NZ Transport Agency has identified a number of existing issues in the surrounding area that the NZ Transport Agency has continued to receive. These include parking and increased traffic congestion in the business areas near the airport. We have passed this information on to the Christchurch City Council.

Concern about a possible increase in traffic on SH1 because of the changes at the roundabout. Without the roundabout improvements, the increase in traffic on SH1 will find travel time and travel time reliability significantly improved as congestion in markedly reduced. We also enjoy improved safety.

RUSSELY ROAD (SH1) / WAIKAREKI ROAD INTERSECTION

The intersection at Waihareki Road needs to be changed and is too close to the Russell Road (SH1). Future improvements include a left turn from Russell Road (SH1) onto the SH1 interchange. The safety standards require a minimum of 900m separation between two intersections of this type, so the existing solutions are not considered.

In June 2012, the project team surveyed the community to determine the impact of the proposed roundabout. The survey included images of the roundabout and the surrounding area. We have passed this information on to the Christchurch City Council to be considered in their decision-making process.

SOUPHON AIRPORT ACCESS

The social impact assessment gathered a large number of comments from the surrounding area that the NZ Transport Agency has continued to receive. These include parking and increased traffic congestion in the business areas near the airport. We have passed this information on to the Christchurch City Council.

The project team also commissioned a gateway bridge design to welcome visitors and both tourists and residents.

HAREWOOD ROAD ROUNDBOUND

This roundabout would remain and would be replaced with a larger diameter roundabout and additional lanes on the Harewood Road approach to the roundabout. The roundabout will provide safe access across Harewood Road, and the proposed roundabout will be especially important to pedestrians in future. The distance of this roundabout to the next roundabout will be reduced.

The ROUNDBOUND AT ORCHARD ROAD

To improve safety of this sharp corner, we are proposing a roundabout.

RUSSLEY ROAD (SH1) / MEMORIAL AVENUE INTERCHANGE

The interchange at the Russell Road Roundabout needs to be changed and is too close to the Russell Road (SH1)/Memorial Avenue interchange. The safety standards require a minimum of 900m separation between two intersections of this type, so the existing solutions are not considered.

In June 2012, the project team surveyed the community to determine the impact of the proposed roundabout. The survey included images of the roundabout and the surrounding area. We have passed this information on to the Christchurch City Council to be considered in their decision-making process.

AS THE RUSSELY ROAD (SH1) / WAIKAREKI ROAD INTERSECTION

As with the Russell Road (SH1)/Waihareki Road (SH1) interchange, the Russell Road (SH1)/Memorial Avenue (SH1) interchange will be designed to allow uninterrupted traffic flow along SH1, with reduced access to the airport interchange. A large multi-laned roundabout will be replaced with a grade separated interchange with Russell Road (SH1) going over Memorial Avenue. The advantages of this design are:

• Uninterrupted traffic flow along SH1
• Improved road safety
• Improved transit and cycling
• Improved pedestrian safety

In June 2012, the project team surveyed the community to determine the impact of the proposed roundabout. The survey included images of the roundabout and the surrounding area. We have passed this information on to the Christchurch City Council to be considered in their decision-making process.

To improve safety of this sharp corner, we are proposing a roundabout.

The southern airport access to a response in feedback we received during our consultation asking for more access to the airport. This response shows direct access for both north and south ends of the airport. Access to the airport includes a new access to Avonhead Road via the Avonhead Road (east) to access site. Access to the airport at the Avon North and Memorial Avenue. For those returning home. The design can be seen on the back page and more images will be available at the open day and on the website.

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