

Proposed variation to Regional Land Transport Plan – third southbound lane on the Waimakariri Bridge

Officer summary of submissions
and recommendations

August 2017



Table of Contents

1	Introduction.....	3
2	Response to comments raised in submissions.....	5
3	Summary of submissions.....	18

1 Introduction

On 26 May 2017, the Regional Transport Committee appointed a Panel to oversee a consultation process on a variation to the Regional Land Transport Plan proposed by the New Zealand Transport Agency (NZTA). The proposed variation is to build a third southbound higher occupancy vehicle (HOV) lane on the Waimakariri Bridge.

A Panel comprising the Regional Transport Committee members from Christchurch City Council (Councillor Mike Davidson), Waimakariri District Council (Mayor David Ayers), Environment Canterbury (Councillor Peter Scott), NZTA (Jim Harland), and an independent Chair (David McLernon) was established to oversee this process. The Panel is being supported by transport officers at the Christchurch City Council, Waimakariri District Council, Environment Canterbury and NZTA.

Submissions opened on 13 June 2017 and closed on 13 July 2017. The Panel will hear oral submissions on 7 August 2017. The Panel will then provide a report, with recommendations, to the Regional Transport Committee for consideration at its meeting on 25 August 2017.

Consultation on variations to the Regional Land Transport Plan

The Regional Transport Committee may prepare a variation to the Regional Land Transport Plan if the variation addresses an issue raised by a review or good reason exists for making the variation. A variation may be prepared by the Committee at the request of an approved organisation (including NZTA) or on the Committee's own motion. The Committee must consider any variation request promptly.

Consultation is required for any variation that is deemed significant in accordance with the criteria set out in the Regional Land Transport Plan. The Committee may recommend that Environment Canterbury vary the Plan, though final approval of the variation rests with Environment Canterbury.

The proposed variation to build a third southbound lane on the Waimakariri Bridge is for an amount greater than the \$5 million threshold in the significance policy in the Regional Land Transport Plan, and consultation is therefore required.

Purpose of Officer's Report

The purpose of this report is to provide the Panel with a summary of submissions on the proposed variation and responses to those submissions, including recommendations. Environment Canterbury staff, with the assistance of staff from Christchurch City Council, Waimakariri District Council and NZTA, have prepared this report.

Environment Canterbury will send a copy of this report to submitters prior to the oral hearings, and they will be able to comment on the responses at the hearings. This report will also be made publicly available on Environment Canterbury's website.

Overview of report

Section 1 provides background information.

Section 2 outlines the comments raised in submissions that included a comment, and provides officers' responses to issues raised.

Section 3 provides a list of submitters, indicates whether submitters supported or opposed the proposed variation, and provides a summary of any comments made.

Overview of submissions

There were 178 submissions in total. Submitters were asked to complete an online form which:

- asked if they supported or opposed the proposed variation
- asked if they wished to be heard in support of their submission
- provided a field for any other comments.

All but two submitters completed the online form. Eight submitters provided a supplement to their submission via email or post.

Of the 178 submitters:

- 154 supported the proposed variation (87%)
- 22 opposed the proposed variation (12%)
- 2 did not complete the online field which asked them to specify whether they supported or opposed the proposed variation (1%).

While there was an additional field for providing comments, many submitters did not provide a comment. This report summarises comments made in section three and responds to comments by theme in section two.

Common acronyms used in this report

Common acronyms used in this report include:

- HOV – Higher Occupancy Vehicle, as in HOV lane (a lane dedicated to high occupancy and other specified vehicles, such as buses)
- SOV – Single Occupancy Vehicle
- EV – electric (or advanced hybrid) vehicles
- NZTA – New Zealand Transport Agency.

It should also be noted that a number of submissions refer to the following NZTA projects:

- Northern Arterial – a new section of State Highway 74 running from just south of the Waimakariri River to QEII Drive near Winters Road
- Belfast Western Bypass – a new four-lane, median separated motorway bypassing Belfast and running from the existing Northern Motorway to join Johns Road south of The Groynes entrance.

More information about these projects is available on NZTA's website.

2 Response to comments raised in submissions

The submission form did not ask specific questions about the proposed variation, other than whether submitters supported or opposed the variation. The form instead contained a field for comments.

Overview

A number of the submitters who provided specific comments, raised similar matters. This section summarises and responds to those comments by theme.

Five key themes were identified:

1. *The need to build the third lane as part of a wider package*

Submitters emphasised the need to build the third lane as part of a wider package of work, including other roading projects as well as travel demand management initiatives and educational campaigns.

2. *Congestion and quality of life*

A variety of views were presented, with some submitters considering that the third lane would manage congestion, some considering that it would have little impact on or would increase congestion, and some considering that congestion should be managed another way. Some submitters considered it would improve quality of life and others considered it would detract from quality of life.

3. *Type of vehicles able to use the third lane*

A variety of views were presented, with some submitters supporting the lane only as an HOV lane, some suggesting certain other vehicles be allowed (for example, electric vehicles), and others suggesting the lane should be open to all vehicles.

4. *Role of rail*

Some submitters considered the issues (in particular, congestion) should be addressed by rail.

5. *Cycling access and safety*

A number of submitters commented on the need to improve access and safety for cyclists, whether through a “cycle clip on” (a dedicated cycle lane added to the outside of the bridge) or an alternative approach.

Other comments that do not relate to these themes are covered at the end of this section.

Officers’ responses to comments are outlined below under each theme.

2.1 The need to build the third lane as part of a wider package

Some submitters requested a wider package of work, emphasising the need:

- for a package of HOV/public transport service initiatives, and related demand management measures: 168, 174, 175, 177, 179, 181, 182
- to add signage in the area promoting car pooling: 13
- for greater public awareness of correct merging manoeuvres: 12
- to improve public transport: 21, 44, 112, 177, 179.

Response

The third lane on the Waimakariri Bridge is the first phase of a wider programme of work identified in the State Highway One Picton to Christchurch Programme Business Case. The relevant investment objectives are:

- reduce travel time variability on State Highway One between Woodend and Belfast during the morning peak
- reduce deaths and serious injuries throughout the corridor.

Transport partners are looking at a package of initiatives, including:

- public transport with park and ride
- marketing and education
- Waimakariri Bridge third southbound lane incorporating Smart Motorway for better lane utilisation with HOV
- cycle clip-on for Waimakariri Bridge
- Ashley to Belfast safety improvements
- Woodend corridor safety improvements
- localised speed management, widening and edge protection
- Woodend Bypass (four lanes Lineside to Pegasus).

A comprehensive package of travel demand management measures and initiatives, such as improved public transport services, car pooling schemes and behaviour change programmes will support the infrastructure design and delivery process to add an extra southbound lane. This will include education, promotion and incentives to use alternatives to SOVs.

Recommendation:

Officers recommend that NZTA work with the Greater Christchurch councils (Environment Canterbury, Christchurch City Council, and Waimakariri and Selwyn District Councils) to develop a comprehensive package of investment and travel demand measures across Greater Christchurch.

Officers also recommend that councils and NZTA consider the suggestions from submitters when progressing this work, in particular the work relating to the Waimakariri Bridge Improvements.

2.2 Congestion and quality of life

Submitters expressed a wide range of views on whether building a third southbound HOV lane on the Waimakariri Bridge would manage, have no impact on, or increase congestion. They also expressed different views on whether and how the changes would impact quality of life.

Views supporting the third lane

The following submitters, broadly in favour of the proposal, considered that the third HOV lane:

- would deal with congestion, and improve travel times and reliability, and quality of life: 19, 22, 25, 30, 34, 55, 63, 69, 71, 87, 102, 107, 122, 137, 140, 160, 161, 168, 169, 170, 172, 174, 175, 177, 178, 179, 181, 182
- would provide an opportunity to increase public transport trips across the old Main North Road bridge, which would improve travel time and travel time reliability: 178
- would respond to and/or support growth: 12, 14, 25, 29, 47, 49, 55, 63, 84, 87, 123, 137, 141, 152, 174, 175, 177, 178, 179, 181
- should progress now when cost savings can be achieved: 13, 30, 33, 40, 47, 63, 88, 135, 137, 141, 153, 162, 174, 175, 177, 178, 179, 181
- will need to take place at the same time as other work to avoid disruption at a later stage: 33, 170, 177, 178, 179
- would merit a toll if needed to fund construction: 161
- would promote safety: 11, 14, 19, 25, 131, 170
- would complement other roading projects and better public transport services/be consistent with existing strategies: 71, 87, 116, 168, 170, 172, 174, 175, 177, 178, 179, 181
- would improve reliability of the public transport system, which has the potential to greatly reduce the discharges to air from multiple SOVs: 172.

Views opposing the third lane

In contrast, the following submitters considered that:

- the third lane would lead to more congestion (in particular, congestion at Cranford Street-Innes Road intersection and beyond), decrease travel time reliability, and affect quality of life in surrounding neighbourhoods: 17, 38, 44, 50, 60, 67, 180
- creating additional traffic lanes would have a negligible effect on transit times: 16
- the congestion issue occurs south of the Waimakariri Bridge, not at the Bridge: 26, 173
- congestion could ease when the new highways are finished (so at least delay the bridge until that can be assessed): 26, 138, 142, 173
- there is no guarantee the HOV designation will remain in the future: 180
- people living in North Canterbury should change their travel behaviour (for example, commute early in the morning) rather than have others pay for their lifestyle choice: 159
- the third lane would be costly and excessive given that the problem is not significant: 42, 173
- if there is a problem it could be solved with an extra merging lane to the north of the Tram Road overbridge: 173
- a more significant yet costlier alternative would be a route down Two Chain Road, over a new bridge and through Chattertons Road to the west of Orana Park and on to Templeton: 142
- there should be an HOV lane, but the third lane should not be built: 32.

Other comments

The following comments were also made relating to this theme:

- an approach is needed that mitigates downstream effects: 168, 179, 180
- NZTA should provide financial support for the mitigation measures that are needed as a result of the third lane on the Waimakariri Bridge: 180
- the existing four lanes should be used to manage demand by using three of the four lanes for peak time movement, with one of those lanes being an HOV/bus lane: 182, 183
- employers should be encouraged to put more energy into trialling glide time, and educational institutions should trial designated school buses: 182
- other bridges/the development of alternative roads may be required: 75, 136, 182
- clear jurisdictional co-ordination is needed to ensure there is leadership when adverse situations arise: 180
- the HOV lane must be long enough to offer significant time savings to its users, meaning this proposal for a standalone HOV lane will be problematic: 180
- there will be a high risk of collisions, and operating speeds and reliability will be compromised, if the lane design does not adequately isolate HOVs from other vehicle and does not provide adequate breakdown areas: 180
- there is a need for a second bridge short cutting to the airport or towards Rolleston: 23
- clarification is needed as to where the first lane would start and end: 142.

Response

Congestion, delays and reliability

People are currently experiencing significant delays during peak periods. This impacts on customer travel experiences and businesses. The median travel time from Woodend to Belfast during the morning peak is approximately 14 minutes, while during the rest of the day the same journey takes about nine minutes. That is an average delay of five minutes. The variability is such that one in seven people experience variability of around a further nine minutes.

The capacity of the highway between Tram Road southbound on-ramp and the Chaney's off-ramp will be exceeded during the morning peak by 2021. After this, volumes will continue to rise.

Eighty-five percent of household trips between Waimakariri District and Christchurch are made in SOVs. This is a major cause of the high traffic demand on this route, resulting in traffic problems in upstream areas around the Tram Road on-ramp as well as in some downstream locations on the Christchurch City road network such as Cranford Street.

Rationale for HOV lane

The primary reason for building a third southbound lane is to enable NZTA to create an effective HOV lane that can start on the Waimakariri Bridge and run on to the planned new Northern Arterial. The reason for setting aside a dedicated lane for people travelling in HOVs is to promote carpooling and public transport use as preferred travel behaviours, reducing the number of vehicles needed to transport them. If significant numbers of people who currently travel in SOVs shift to carpooling or buses, which this scheme supports, capacity problems will reduce and the benefits of the bridge widening could be maximised.

A southbound HOV lane will offer significant travel time benefits compared to normal traffic, providing a strong incentive for morning commuters to consider alternative transport modes such as HOVs and buses.

It is acknowledged that for the HOV lane to be effective in achieving mode shift from SOV to HOV and buses, it needs to be supported by an effective travel demand management programme, and marketing and educational programmes. This will require a joint and coordinated effort by all partners.

NZTA is currently evaluating various HOV lane configurations to maximise travel time advantages for HOV users during the morning peak compared to other normal traffic lanes.

Commitment to third lane as an HOV lane

Improving access through reducing the volume of single occupancy vehicles is a priority for Greater Christchurch councils. As such, the risk that the HOV designation could be reversed in the future is low. The Greater Christchurch Partnership has agreed to support the proposal only if the third lane is designated as an HOV lane. Members of the Greater Christchurch partnership are:

- Christchurch City Council
- Environment Canterbury
- Selwyn District Council
- Waimakariri District Council
- New Zealand Transport Agency (Christchurch motorways)
- Te Rūnanga o Ngāi Tahu
- Canterbury District Health Board
- Greater Christchurch Group – the Department of Prime Minister and Cabinet.

NZTA is working closely with all appropriate agencies to jointly develop and implement the HOV lane solution, including Greater Christchurch Partnership partners, the Christchurch Transport Operations Centre and the NZ Police.

Enforcement of the HOV lane

NZTA is leading work to explore a number of network control measures and, if necessary, enforcement measures, to enable the new HOV lane to operate as intended. This will also involve exploring ongoing governance arrangements, including control mechanisms, such as a corridor operation plan to inform the future management of the lane.

Other solutions considered

NZTA considered a number of solutions to address capacity and merging issues on the Northern Motorway, including at the Tram Road on-ramp, before a third lane was agreed as the most appropriate option.

The third lane project will be implemented in 2021, following the Belfast Bypass, which is due to open in 2018. This project is targeted at improving upstream traffic problems, especially at the Tram Road merging point, which the Belfast Bypass and Northern Arterial projects are not likely to address.

A second bridge solution from Two Chain Road to Chattertons Road has been looked at in the past and was recently reconsidered. It was found that a second bridge across the Waimakariri River would not be as effective as the proposed third lane solution in addressing the traffic problems, because the traffic reduction on the Waimakariri Bridge would not be large enough.

Some submitters asked whether NZTA could manage demand by using the existing four lanes by using three for peak time movement, with one of those lanes being an HOV/bus lane. This would pose a logistical and technological challenge, with an unknown cost, and

NZTA would need to address safety issues through additional infrastructure and signage. In terms of operational effectiveness, there is no evidence to indicate that this would address the traffic problems on the Waimakariri Bridge and downstream impacts on the Christchurch network, or that the benefits of doing this would outweigh the costs associated with this option.

Community impacts

Community impacts, especially those downstream of this proposal, will be a key part of evaluation of this project.

One of the main reasons for introducing the HOV lane between Tram Road and Queen Elizabeth II Drive is the need to minimise the impacts of the third lane on the downstream Christchurch transport network in areas such as Cranford Street and Innes Road. Christchurch City Council is required to employ an independent expert to develop a downstream effects management plan as a condition of the consent granted on the Christchurch Northern Corridor. The independent expert will assess the traffic impacts of the Corridor, and design a series of mitigation measures to address these impacts.

Christchurch City Council will therefore make changes to the roading network in the area around the Cranford Street and Innes Road intersection (and further south) to address the traffic impacts of this work. Currently, Christchurch City Council is planning for community engagement on this process to start at the end of 2017, with construction of any works to start before the opening of the Christchurch Northern Corridor.

Supporting measures

NZTA and Greater Christchurch councils are working together to explore options for travel demand management.

It should be noted that high school bus services currently operate from the Waimakariri District to schools along the Main North/Papanui Road corridor and Marshlands Road corridor into city schools and return every day. These dedicated school trips run in peak periods every day schools are open. These services run in addition to the scheduled bus services from Rangiora, Pegasus and Kaiapoi. These aim to reduce peak loading on these bus routes during peak commuting times, ensuring that space is available for other commuters.

A number of private bus services also operate from Waimakariri to Christchurch schools on a daily basis. The HOV lane will assist these services to operate more effectively and efficiently, which should enable them to continue to offer an alternative to private car travel at a reasonable price.

Recommendation

Given the issues with congestion/travel time reliability, and the contributing factors of growth and high use of SOVs, officers recommend that a third lane be constructed, and that it be designated as an HOV lane. This will enable the benefits of the widened bridge to be maximised, including as a mechanism for managing the unwelcome effects of trip growth on downstream communities, by incentivising the use of HOVs.

Officers recommend that NZTA and councils take note of the suggestions in submissions relating to travel demand management, educational campaigns (such as the need for education on safe merging techniques), and safety to support implementation.

2.3 Type of vehicles able to use the third lane

This section covers:

- general comments
- electric vehicles
- all vehicles.

General comments

A number of submitters expressed support for the designation of the third lane as a lane for HOVs and buses (some indicated support for the third lane was dependent on designation of the third lane as an HOV lane):

The following submitters supported designation of the third lane as an HOV lane to increase vehicle occupancy: 13, 21, 152, 168, 172, 174, 175, 177, 178, 181.

Submitters also made the following comments:

- an HOV lane will lead to reduced levels of discharges from SOVs and improved freight efficiency, leading to reduced levels of Carbon Monoxide and Nitrogen Dioxide discharges: 72
- there will be a need for public education and effective enforcement of the HOV lane: 13, 172, 180
- HOV lanes may not be effective: 112
- the third lane needs to be part of a more comprehensive package of HOV lanes: 180
- there will be a need to open the third lane to general traffic if the lane is found to be underused: 180.

Response

As outlined under the previous theme, NZTA is leading work to explore a number of network control measures and, if necessary, enforcement measures, to enable the new HOV lane to operate as intended.

Recommendation

Officers recommend that NZTA and partner councils explore a range of options for effectively implementing and enforcing the HOV lane.

Electric vehicles (EVs)

One submitter proposed that EVs be allowed on the third southbound lane, due to the environmental benefits offered by these vehicles and the desire to encourage their uptake: 13

Response

EVs offer environment benefits. Councils are looking at how best to incentivise environmentally sustainable travel across Greater Christchurch, whether this be by public transport, ride share (reducing the number of cars on the road) or through the purchase of environmentally-friendly vehicle types. With respect to EVs, further work is needed on how best to encourage uptake of EVs. A range of options is likely to be possible (for example, these could include preferential parking rates and more e-charging stations).

To date, Single occupancy EVs have not been specifically considered in relation to the proposed HOV lane. Officers do not propose that the third lane be extended to EVs at this point in time for the following reasons:

- The responsible agencies are primarily wishing to reduce the number of SOVs, in order to reduce the number of vehicles on the road and thereby decrease congestion and increase travel time reliability. Agencies are also wanting to encourage the uptake of public transport. These objectives are not directly supported by allowing single occupancy vehicles in the HOV lane, no matter how they are powered.
- There needs to be a consistent approach to supporting use of EVs across the Canterbury region, rather than specifically for the Waimakariri Bridge
- It is officers' understanding that developments in EVs by leading motor manufacturers worldwide, are intending EVs to mostly look just like any other car. As such, it could risk undermining the effectiveness of the HOV lane if EVs are permitted to use it. It is likely that single occupants in EVs would be impossible to distinguish in enforcement terms from single occupants in other vehicles who would not be permitted to access the HOV lane. NZTA and partner councils would need to look into the costs, benefits and associated logistic challenges of allowing EVs on the HOV lane.

Recommendation

Officers recommend that the third lane only permit EVs with more than one person for the time being. It would be possible to review this approach as councils develop a consistent policy around and better understanding of EVs.

Other vehicles

A small number of submitters proposed that the third lane be open to all vehicles, not just HOVs.

One submitter endorsed the designation of the lane as a lane for HOVs and freight vehicles:
21

One submitter suggested that emergency vehicles and motorcycles be allowed on the lane:
88.

Response

NZTA is moving towards a Smart Motorways approach to make the best use of infrastructure. The continued reliance on SOVs creates pressures on the network downstream and for parking within the central city. With the introduction of a third southbound lane at the Waimakariri Bridge to address merging issues at Tram Road, the introduction of an HOV lane and resultant travel time advantage is intended to encourage people to use the motorway more efficiently. By reducing the number of SOVs, the whole network benefits.

The HOV lane will not therefore permit SOVs, including motorcycles.

Freight vehicles will not use the HOV lane, as they would slow down HOV vehicles to an unacceptable level. This could undermine the intent of designating the third lane as an HOV lane, which is a core part of the proposed variation. However, decreasing travel times due to increasing ride share will support the faster and more reliable travel time for freight vehicles. Exclusion of freight vehicles could be reviewed in the future, if appropriate.

Emergency vehicles should be able to use HOV lanes in emergency circumstances.

Recommendation

The designation of the third lane as an HOV lane is an integral part of this proposal in order to address problems arising from the high use of SOVs. Officers do not recommend a change to this approach.

Officers recommend that emergency vehicles be able to use HOV lanes in emergency circumstances.

2.4 Role of rail

Some submitters suggested the promoters should seek to address the issues by introducing rail (or that rail should be introduced in addition to the third lane). In particular, the following submitters suggested that:

- commuter rail would be a much better alternative investment: 16, 18, 21, 38, 67, 133, 134, 180 (need to consider opportunity)
- rail could/should be introduced as well: 53, 123, 143, 150.

Response

Commuter rail was considered by the Greater Christchurch Partnership in 2014 (see Aurecon's report: *Greater Christchurch Northern Rail – Rapid Assessment*). It was subsequently reconsidered as part of the NZTA State Highway One business case process in 2016.

This took into consideration the results of a number of studies on the efficacy of operating commuter rail from Waimakariri District since the last commuter train from Rangiora ceased operation in 1975.

The Greater Christchurch Public Transport Joint Committee in early 2017 approved the preparation of a Future Public Transport Business Case for the area, to explore any and all leading public passenger transport opportunities over a broadly 30 year horizon (that is, beyond 2040). This analysis, which will commence later this year will explore whether there is a sound investment case for improvement in any alternative forms of public transport to meet the region's economic, employment and residential growth needs over that period.

The following issues are examples of issues that would need to be considered if rail is reconsidered in the future:

- There are significant infrastructure limitations (and therefore issues to be addressed) to enable rail passenger services from Waimakariri District to Christchurch
- The rail line north of Belfast to Rangiora is currently single track with no passing opportunities – which would impact on any passenger services and on freight capacity without improvement
- The signalling system would require a significant upgrade for any passenger services to meet strict rail safety standards
- There is only one station currently in Waimakariri District
- There is no station in central Christchurch
- The current line hosts a number of existing freight and long haul passenger services that operate through popular commuting times – making effective scheduling of passenger services highly challenging without significant infrastructure investments
- Supporting linking bus services (or similar) would also be required to complete journeys in Christchurch and potentially to/from stations in Waimakariri, to overcome the limitations of a very small number of station access points to any new rail network
- The railway line does not currently directly service Woodend/Pegasus or Mandeville/Oxford.

Resolving these issues would require significant investigation and investment.

Recommendation

Officers recommend no change to the proposed approach.

The Greater Christchurch Future Public Transport Business Case will analyse the form, function and evolution of the public transport network over the next 30 years, and will explore alternative forms of public transport to meet the region's economic, employment and residential growth needs over that period. The project is being co-ordinated by the Greater Christchurch Public Transport Joint Committee, and will be commissioned shortly.

2.5 Cycling access and safety

A number of submitters raised concerns about current conditions for cyclists in terms of access and safety: In particular the following comments were made:

- there is support for a cycling clip on/appropriate cycleway (some submitters indicated this was a condition of their support for the third lane): 10, 13, 21, 31, 83, 85, 88, 133, 161, 168, 172, 174, 175, 177, 178, 179, 181, 183
- access is needed in both directions: 85
- the old Waimakariri Bridge should be improved for cyclists (for example, because it offers a better route line): 26, 37, 173
- there is a need to consider/provide park and ride facilities, and secure parking facilities: 13, 183
- there is a need for a connected and far reaching cycle network in support of whole trip cycle use, to address the dominance of SOVs and encourage people to change their travel behaviour: 183
- disabled access should be included: 20
- there is a need to provide a link into Waimakariri Regional Park and all other areas people need or would like to visit by bicycle: 183.

Response

By providing a cycle link across the bridge, the project provides the final "missing link" that enables cycling connections to be made between Kaiapoi and Christchurch City. The Waimakariri District Council will provide cycleways, which will join the cycleway connections across the Waimakariri Bridge, the shared cycle/footpath alongside the Christchurch Northern Corridor, and Christchurch City Council's Papanui Parallel. The cycle clip on will be used by both north and southbound cyclists.

Small Park and Ride facilities are available at Silverstream (Kaiapoi) and White Street (Rangiora), which are accessed by existing public transport services. More of these facilities have been included in the Waimakariri District Council's Long Term Plan.

NZTA considered constructing a cycle link using the Old Waimakariri Bridge. However, this was discounted as routing a cycleway that way would provide relatively poor connectivity with the Christchurch Northern Corridor cycleway to the south. In addition, the Old Waimakariri Bridge has a shorter future lifespan than the motorway bridge.

The cycleway will promote cycle safety by physically separating cyclists from motor vehicles.

Recommendation

The construction of a cycle lane is an integral part of this proposal and will improve the safety of those who cycle between the Waimakariri District and Christchurch City.

There will be cycle and pedestrian access to the Bridge. Officers recommend that NZTA consider the requirements of those with disabilities (including those who use mobility aids like scooters and wheelchairs) when designing pedestrian access.

2.6 Other comments

The following two comments focus on other aspects of the transport network:

- one way bridges in Canterbury need improvement: 11
- after the third lane is constructed, the old bridge should be upgraded so there are two points of access north of Christchurch: 89

Responding to comments on other parts of the transport network are out of the scope of this report. However, these comments have been passed on to transport officers at NZTA and Greater Christchurch councils for their information.

The following comment was also made about the proposed bypass of Woodend township:

- construction of the third lane must not delay the establishment of the Woodend township bypass, which should be considered a vital safety and social undertaking: 29, 176.

Construction of the third lane is separate from the proposed bypass of Woodend township and will not affect programme timelines.

3 Summary of submissions

Submissions 1, 6, 7, 8 and 9 were removed from this table as they were entered as test submissions by Environment Canterbury IT staff to make sure the online submission form was working properly. They have not been included in the tally of submissions.

Submitter		Support or oppose proposed variation	Summary of comments
Submission #2	Peter Crew	Support	-
Submission #3	Shirley Yates	Support	-
Submission #4	Linda Dawson	Support	-
Submission #5	Ken Fortune	Support	-
Submission #10	Lindsay Blakie	Support	<ul style="list-style-type: none"> Providing for cyclists over the Waimakariri River is long overdue. The only route for cyclists travelling north is over the old Waimakariri Bridge and this is very dangerous as there is insufficient lane width for cyclists and traffic. Fully supports any proposal that includes provision for a separated cycle access over the Waimakariri River as part of the proposed third southbound lane.
Submission #11	Chris McDowell	Support	<ul style="list-style-type: none"> The roads between cities and towns are dangerous. Rail is not the answer. What about one way bridges?
Submission #12	Shona Willis	Support	<ul style="list-style-type: none"> North Canterbury has grown significantly since the earthquake and with that growth has come associated transport difficulties. Needs to be greater public awareness of correct merging manoeuvres.
Submission #13	John Whittaker	Support	<ul style="list-style-type: none"> Supports the third lane going forward now when cost savings can be achieved. Supports the third lane being an HOV/T2 lane to incentivise people to increase vehicle occupancy. Car pooling would solve the current congestion problem, and we need to avoid being in this position when the three lanes approach capacity. Many may be concerned the HOV lane will mean the new lane will not make a difference. We do not need much of a drop in volumes to make a huge

			<p>difference to throughput.</p> <ul style="list-style-type: none"> • Supports inclusion of a bike lane as there is currently no safe means for a cyclist to cross the Waimakariri River, ruling out the longer commutes e-bikes are otherwise now enabling. • Need to add signage in the area promoting car pooling immediately. • Should permit electric vehicles on the HOV lane. We need to promote their uptake for environmental reasons. • Need to ensure there is enforcement for the HOV lane • Should not create a bus only lane as there is not enough bus traffic to justify this over a bus and T2 lane. • Need to consider connections to a secure and monitored park and ride area. • Need to include high-resolution diagrams in further proposals.
Submission #14	Danielle Hadfield	Support	<ul style="list-style-type: none"> • Third lane needed to respond to growth. Will help alleviate some of the congestion that occurs as many cars are transporting people to work in Christchurch City from the surrounding North Canterbury region. The commute into the city is uncertain and stressful, and in winter leaving early means cars and roads are frosty and the driving conditions are more difficult. There are going to be more people considering moving to North Canterbury for the lifestyle, and this will have a negative impact on the traffic volumes coming in for work. An additional lane is needed, not just for now but for the long term.
Submission #15	Amanda Beukes	Support	-
Submission # 16	George Moon	Oppose	<ul style="list-style-type: none"> • Commuter rail a much better investment, at half the cost (based on Environment Canterbury's own report). Rail patronage is consistently underestimated. • Creating additional traffic lanes tends to have negligible effect on transit times, as evidenced by the transit times of new motorways in Wellington in which times have either changed negligibly or they have increased.
Submission #17	Aaron Campbell	Oppose	<ul style="list-style-type: none"> • A terrible idea that will lead to gridlock congestion at Cranford-Innes road and beyond. One-sided and short sighted planning by NZTA choosing to not work with the City Council and more importantly its residents that will be most affected by this proposal.
Submission #18	John Carter	Oppose	<ul style="list-style-type: none"> • \$20 million could be better spent on rail and provide a true alternative transport option. Car pooling has not taken off, with 85% of cars having single occupancy, so building a third lane is not the best idea. Having a train service

			would remove multiple vehicles off the road freeing up capacity for freight.
Submission #19	Robert Williams	Support	<ul style="list-style-type: none"> The addition of a third southbound lane on the Waimakariri Bridge is essential to handling the ever increasing amount of traffic from North Canterbury. At present, there is a dangerous situation where large volumes of traffic from Tram Road have to converge with motorway traffic at the Tram Road on-ramp. Shortly after this on-ramp, this huge volume of traffic has to then squeeze across the Waimakariri Bridge in only two lanes. This whole situation is ridiculous and dangerous. It is a no-brainer - we have to have a third southbound lane. We should have had one years ago.
Submission #20	Karen Baas	Support	<ul style="list-style-type: none"> Would like a cycle lane/pedestrian/disabled clip on lane attached to the third lane as well.
Submission #21	Charlotte Bebbington	Support	<ul style="list-style-type: none"> Only supports this addition for the separated cycleway and high use vehicles, freight and buses - the money should be invested in better public transport systems instead such as light rail and a better bus service.
Submission #22	Alan Gilchrist	Support	<ul style="list-style-type: none"> Travelled from the Swannanoa, Rangiora and Ohoka areas to Christchurch for approximately 30 years. Over the years seen traffic levels increase, with a marked increase since 2011. Currently the first congestion on the Motorway in the morning commute is found at the Tram Road on-ramp in what can only be described as a bottle neck. After passing the Marshlands Road off-ramp this congestion disappears. The next area of congestion will be resolved with the completion of the extensive road up grading occurring at present. The Waimakariri motorway bridge was built to allow for a third lane. It will never be cheaper and is needed now.
Submission #23	Martin Schnelle	Support	<ul style="list-style-type: none"> Would also support a second bridge short cutting to the airport or towards Rolleston.
Submission #24	Elise Williams	Support	-
Submission #25	David Brandts-Giesen	Support	<ul style="list-style-type: none"> With the growing population in North Canterbury communities and surrounding rural areas, the number of commuters to Christchurch will continue to increase. A motorway is needed that accommodates this without congestion. Current motorway capacity is inadequate for current volumes, resulting in daily congestion and increasing length of travel time during the morning commute. We need infrastructure that will accommodate future forecast populations in the wider Canterbury region.

			<ul style="list-style-type: none"> Improving commuter conditions (reduced time on road, improved safety) improves quality of life for commuters, whanau and wider community with which commuters interact.
Submission #26	Debbie Donald	Oppose	<ul style="list-style-type: none"> Every morning at peak times it is not the bridge width that is holding up traffic flow. The bottle-neck occurs when the traffic hits Belfast. Proposes waiting until the new Belfast Bypass is up and running before any bridge decisions are made. Would rather see that money spent on making the Old Waimakariri Bridge safer for cyclists.
Submission #27	Yolande Lawrence	Support	-
Submission #28	Clive Miller	Support	-
Submission #29	Andrew Lugg	Support	<ul style="list-style-type: none"> The third lane is important for growth in North Canterbury. The Woodend bypass needs to be done as well soon, as the traffic is not safe for children in Woodend.
Submission #30	Mike Lugg	Support	<ul style="list-style-type: none"> It will be more efficient and more economic to add the third lane now while the other road construction projects are being undertaken. If it is not completed now, it will create a bottleneck for southbound traffic which will, inevitably, need to be addressed within 10 years.
Submission #31	Kathleen Graham	Support	<ul style="list-style-type: none"> Particularly supports the inclusion of a cycle facility.
Submission #32	Richard Houghton	Oppose	<ul style="list-style-type: none"> Approves of an HOV lane, but not the additional third lane.
Submission #33	Alannah Jones	Support	<ul style="list-style-type: none"> Makes sense both economically and physically to increase the southbound corridor to three lanes. Firstly it is cheaper to do it now, and secondly we are in the mind-set of traffic delays for the current project, and once the bypass is open traffic will free up further down leaving just the bridge alterations as a delay.
Submission #34	Tracy Gilledspie-Barber	Support	<ul style="list-style-type: none"> A good solution towards helping ease morning traffic congestion.
Submission #35	Jason Brophy	Support	-
Submission #36	Paul Beswick	Support	-

Submission #37	Rob V	Support	<ul style="list-style-type: none"> Better to upgrade the old bridge for cycling.
Submission #38	Tony Trewinnard	Support	<ul style="list-style-type: none"> Rail preferred. There is an existing rail corridor and track that is underutilised. Another lane will lead to more congestion.
Submission #39	Jeanette Bellany	Oppose	<ul style="list-style-type: none"> The short sightedness and the continual reliance on roads over other forms of transport, in particular rail, needs to be considered. It is evident that cities all over the world facing urban sprawl need to incorporate various forms of transport infrastructure. Now is the time to plan for future growth and implement a fast efficient railway system instead of forever playing a game of catch up. Christchurch could lessen the burden of Auckland's housing and road problems if it offered New Zealanders a modern city with slick transport hubs and affordable housing.
Submission #40	Alan Mc	Support	<ul style="list-style-type: none"> Should be three open lanes. Makes sense to build the third southbound lane while building the third northbound lane.
Submission #41	Joanne Smart	Support	-
Submission #42	Mishalla Allen	Support	-
Submission #43	Scott Wilson	Support	-
Submission #44	Sarah Johnston	Oppose	<ul style="list-style-type: none"> The full consequences have not been thought through. An extra lane would deliver more traffic, more quickly to the Innes Road-Cranford Street intersection. There is no plan for directing the increased traffic beyond this point, and the end result will be congestion on Cranford Street, followed by the inevitable "rat runs" in adjoining streets in St Albans as drivers try to avoid the bottleneck on Cranford Street. This will increase traffic and pollution in St Albans and make streets more dangerous for pedestrians and cyclists. Local authorities should be encouraging more sustainable transport options for residents living north of the city. Improved public transport has to be part of the solution.
Submission #45	Luke McKay	Support	-

Submission #46	Brendon Sturgeon	Support	-
Submission #47	Tom Aiken	Support	<ul style="list-style-type: none"> Best to do it at the same time as the southbound lane. Will save money and time, and future proof the northern motorway for population growth.
Submission #48	Martin McGregor	Support	-
Submission #49	Tami Whitlock	Support	<ul style="list-style-type: none"> Needed given size of population. More of a priority than the northbound third lane. Makes sense to complete the extra lanes in line with the motorway changes.
Submission #50	Liz Van Montfort	Oppose	<ul style="list-style-type: none"> The traffic problem is not solved once you get to Cranford Street. A smaller bridge further up the Waimakariri river that cuts through to the airport would ease all congestion.
Submission #51	Bruce Bells	Support	-
Submission #52	Gemma Aiken	Support	-
Submission #53	Ian Wright	Support	<ul style="list-style-type: none"> Opposes the restriction of the third lane to HOVs until a viable public commuter service is provided from both the Hurunui and the Waimakariri areas. Also supports a commuter train option.
Submission #54	Anna Flanagan	Support	-
Submission #55	Paul Flanagan	Support	<ul style="list-style-type: none"> This is just common sense, the bottle neck in traffic starts at the bridge every morning, putting the third lane in will take this away completely and will allow traffic to flow onto the new motorways and will decrease accidents significantly. Please let common sense prevail.
Submission #56	Daniel McNaughton	Support	-
Submission #57	Kelly Payne	Support	-
Submission #58	Kevin Hunt	Support	-
Submission #59	Christopher Joseph	Support	<ul style="list-style-type: none"> A great investment in our future infrastructure - will significantly assist in connecting the northern townships to the city, by alleviating congestion and improving travel times. Investment in infrastructure is never wasted and

			provides the opportunity for future growth in the northern regions.
Submission #60	Clinton Minchington	Oppose	<ul style="list-style-type: none"> Traffic is directed to Bealey Avenue, the sixth busiest road in Christchurch. There will be a devastating impact on residents and no measures will be in place to help with this. Cranford Street should be rezoned as a business area so residents can sell up and move.
Submission #61	Tim Robinson	Oppose	-
Submission #62	Amanda Smith	Support	-
Submission #63	Wendy Averis	Support	<ul style="list-style-type: none"> A great opportunity, given the current motorway upgrades, to include a third lane southbound. It would be very expensive to add this at a later date. The population of North Canterbury is continuing to grow. The bridge has the potential to be the 'bottle neck' once the motorway improvements through the Groyne and the new road to Queen Elizabeth II Drive are complete.
Submission #64	Dominic McKeown	Oppose	<ul style="list-style-type: none"> Need to look at alternate methods of public transport like rail.
Submission #65	Alison Balsom	Support	-
Submission #66	Hamish Maxwell	Support	-
Submission #67	Brian Turner	Oppose	<ul style="list-style-type: none"> Additional highways attract greater not lesser patronage, and it has been estimated that only a 10% decrease in commuter traffic on SH1 into Christchurch would drastically reduce the present congestion. A commuter rail service which ran morning and evening 5/6 days a week from Waipara to Christchurch return, would be more beneficial. Regarding the argument that a commuter rail service would not be cost effective, not everything that is socially useful has to be cost effective.
Submission #68	Ann Kirwan	Support	<ul style="list-style-type: none"> There is no sense in adding one lane to the motorway going in one direction without doing the same thing in the other direction.
Submission #69	Daria Martin	Support	<ul style="list-style-type: none"> It is essential that this additional lane be built as traffic congestion is intolerable.
Submission #70	Nicole Weber	Support	-

Submission #71	Keith Nelson	Support	<ul style="list-style-type: none"> The third south bound lane is needed to complement the other roading projects currently under way to the south. Access to Christchurch is slowing development in North Canterbury with travel times increasing.
Submission #72	Robert Dick	Support	-
Submission #73	Trudy Keys	Support	-
Submission #74	Sam Willis	Support	-
Submission #75	Craig Woodham	Support	<ul style="list-style-type: none"> Additional bridges proposed.
Submission #76	Julie Webb	Support	-
Submission #77	Sarah Simmerson	Support	-
Submission #78	Michael Hrynkewycz	Support	-
Submission #79	Patrick Pfeifer	Support	-
Submission #80	Mark Kellaway	Support	-
Submission #81	Andrew Bufton	Support	-
Submission #82	Charlotte Bishop	Support	-
Submission #83	Wendy Davis	Support	<ul style="list-style-type: none"> Need a clip on bike lane as this is the only way for cyclists to commute north and it is currently dangerous.
Submission #84	Kelly LaValley	Support	<ul style="list-style-type: none"> Key to growth in the region and should be constructed at this time.
Submission #85	Garth Forsberg	Support	<ul style="list-style-type: none"> A cycle lane is needed – the current set up is dangerous and does not improve congestion. Need to ensure access on both sides.
Submission #86	Jonny Rovers	Support	-
Submission #87	Sue Redman	Support	<ul style="list-style-type: none"> Significant increase in travel time observed The Waimakariri is the fastest growing district in New Zealand and the extra

			<p>lane is really needed now - as the district grows it will be needed more and more.</p> <ul style="list-style-type: none"> • Third lane will complete the work already being done to spread the traffic down four roads after the bridge. • Not having a third lane will not make traffic go away or stop the Waimakariri growing - it just means that those living there will have to sit in ever worsening traffic every morning. The new works after the bridge mean that the three lane bridge will lead into four possible roads.
Submission #88	Gary Wells	Support	<ul style="list-style-type: none"> • Definitely need clip on cycle lanes on the old bridge to get cyclists out of the way of motorists. We need extra lanes on the motorway bridge for buses, emergency vehicles and motorcycles, these need to be built now to tie into the new roading to keep costs down.
Submission #89	John Hicking	Support	<ul style="list-style-type: none"> • With the state of the old bridge, it is time to carry out the proposed variation. After the new bridge is completed the old bridge should be upgraded so we have two points of access north of Christchurch.
Submission #90	Neil Hamilton	Support	<ul style="list-style-type: none"> • Supports the addition of a third southbound lane and the idea that it should be for HOVs.
Submission #91	Keith Thorpe	Oppose	-
Submission #92	Conny Joling	Support	-
Submission #93	Sandy McPherson	Support	-
Submission #94	Cheryl York	Support	-
Submission #95	Moray Wilson	Support	-
Submission #96	Sandra Odgers	Support	-
Submission #97	Karen Matthews	Support	-
Submission #98	Vivien Fraser	Support	<ul style="list-style-type: none"> • A good idea as long as the traffic does not bank up further down the track.
Submission #99	Nick Barrett	Support	-

Submission #100	Karen Claridge	Support	-
Submission #101	Kurtis Hewitt	Support	-
Submission #102	Jan Stevenson	Support	<ul style="list-style-type: none"> Drives to work every day, leaving at 6am to miss the worst of the traffic. If leave at 7.15am it can take 40 minutes to just get onto the motorway, whereas it only takes 15 minutes at 6am. The southbound lanes of the Bridge are the pinchpoint for all merging off Tram Road.
Submission #103	Jeremy Ford	Support	-
Submission #104	Scott Goodsir	Support	-
Submission #105	Andrew McIntosh	Support	<ul style="list-style-type: none"> Base infrastructure already in place.
Submission #106	Chloe Goodsir	Support	-
Submission #107	Sharon Miller	Support	<ul style="list-style-type: none"> This would make a big difference to morning traffic.
Submission #108	Kristine Goodsir	Support	-
Submission #109	Tim Sinnott	Support	-
Submission #110	Graeme Coard	Support	-
Submission #111	Catherine Batchelor	Support	-
Submission #112	Damion Haines	Support	<ul style="list-style-type: none"> Not convinced about HOV as not that successful in countries using the system and is costly to monitor. Improved public transport needed.
Submission #113	Darryn Hopkins	Support	<ul style="list-style-type: none"> Need both third lane for southbound traffic as well as northbound traffic
Submission #114	Terry Hodgson	Support	<ul style="list-style-type: none"> Need to prepare for the future and not react to it when it is too late.

Submission #115	Geoff Hale	Support	-
Submission #116	Barry Robertson	Support	<ul style="list-style-type: none"> Bridge needs to have three lanes each way.
Submission #117	Scott Wilson	Support	-
Submission #118	Edward Barnett	Support	<ul style="list-style-type: none"> A third south bound lane will support improved traffic flow between the Tram Rd on-ramp and the Channeys off-ramp.
Submission #119	Aimee Hendry	Support	-
Submission #120	Rachel King	Support	-
Submission #121	Tess Jolly	Support	-
Submission #122	Russell Hocken	Support	<ul style="list-style-type: none"> South of the bridge we are soon going to have the motorway split into three (new northern bypass, Main North Road, and the new extension of the motorway). So there will be six lanes for traffic to go. Clearly northwards of this is going to become a bottleneck - the Waimakariri Bridge.
Submission #123	Cushlia Young	Support	<ul style="list-style-type: none"> This will help with growing the community in the future and managing that impact. Rail is also worth considering.
Submission #124	Bryar Mackenzie	Support	-
Submission #125	Georgina Wirihana	Support	-
Submission #126	Desiree Hanson	Oppose	-
Submission #127	Anne Readman	Support	-
Submission #128	Ray Calder	Support	-
Submission #129	Richard Boxall	Support	-
Submission #130	Chris Wing	Support	<ul style="list-style-type: none"> Have one lane from Tram Road over the bridge then exits on the northern

			bypass, with no merging lanes.
Submission #131	Kim Glover	Support	<ul style="list-style-type: none"> A third lane is necessary for safety reasons where Tram Rd on-ramp joins the motorway.
Submission #132	Wendy Glover	Support	-
Submission #133	Anthony Rimell	Oppose	<ul style="list-style-type: none"> A far better, more environmentally friendly option would be to include a commuter rail option from Rangiora into Christchurch. This option would greatly reduce the number of single user vehicles on State Highway One from the edge of Belfast through to Woodend. Two lanes would thus be sufficient for the heavy trucks, and buses that need this route, and allow cars the current access. A proper cycle way is preferred if we are aiming to provide cyclists with a safe alternative. They will then have the choice of cycling, training or busing through this busy area.
Submission #134	Declan Lennon	Oppose	<ul style="list-style-type: none"> Public mass transit, like rail, is a much better alternative.
Submission #135	Ross Paterson	Support	<ul style="list-style-type: none"> Makes economic sense to add the third lane at the time of the Northern Arterial route. Waiting and spending an estimated \$14 million more does not.
Submission #136	Andy Woodhouse	Oppose	<ul style="list-style-type: none"> Build another bridge upstream to take traffic away from the current bridge.
Submission #137	Paul Delis	Support	<ul style="list-style-type: none"> The congestion that gathers from Tram Road adds to an already busy motorway - the third lane would effectively help remove a huge bottleneck by adding 50% more capability to the current bridge and somewhat future proof the motorway system. It would be poor management to complete the southern bypass without increasing the bridge capability. It makes sense cost-wise and congestion will only get worse as North Canterbury keeps growing.
Submission #138	Lisa Hetherington	Oppose	<ul style="list-style-type: none"> Most of the issue will likely go away with the new roads finished.
Submission #139	Ben Deckbridge	Support	-
Submission #140	Mohammed Zaahid	Support	<ul style="list-style-type: none"> This is a great idea because the bridge becomes a bottle neck and creates traffic.
Submission #141	Margaret Kraack	Support	<ul style="list-style-type: none"> Need to be proactive and build the third southbound lane along with the other

			<p>proposed changes.</p> <ul style="list-style-type: none"> The population north of the Waimakariri Bridge is growing significantly and it seems sensible to proceed with this plan now, rather than wait then pay even more later.
Submission #142	Barry Bishop	Oppose	<ul style="list-style-type: none"> A little premature - should be reconsidered after the Belfast bypass and northern arterial are completed and will lessen the pressure on the bridge. If a third lane were provided, from where would you start it on approach and where would the merge back to two lanes occur? Adding a third in bound lane for a buildup of traffic over two hours in the morning is a rather costly and excessive exercise. A more significant yet costlier alternative would be a route down Two Chain Road, over a 'new bridge' and through Chattertons Road to the west of Orana Park and on to Templeton. That would take a lot of north/south traffic out of Christchurch all together and in turn releasing a lot of the pressure, also benefiting freight heading to Templeton/Rolleston.
Submission #143	Shane McInroe	Support	<ul style="list-style-type: none"> Would like light rail between Christchurch and North Canterbury. Fewer buses could ease pressure on roads. Bring Snapper to Canterbury.
Submission #144	Tom Hedges	Support	-
Submission #145	Aaron Clark	Support	<ul style="list-style-type: none"> Make the motorway bridge three lanes in both directions.
Submission #146	Naomi Rattanong	Support	-
Submission #147	Rick Leslie	Support	-
Submission #148	Peter Hobill	Support	-
Submission #149	Brenda Kiesanowski	Support	-
Submission #150	Bruce Shalders	Support	<ul style="list-style-type: none"> Why not utilise the parallel railway line that has ample spare capacity?
Submission #151	Rae Noble-Adams	Support	<ul style="list-style-type: none"> Another lane across the bridge would be useful

Submission #152	Jordan Dryer	Support	<ul style="list-style-type: none"> • Maybe make it a T2/T3 lane like Auckland has. That will encourage people to carpool in from North Canterbury. • A third lane will happen eventually, with North Canterbury continuing to grow, so it should be built now.
Submission #153	Tania Cotton	Support	<ul style="list-style-type: none"> • It needs to be done now while it is more cost-effective to do so.
Submission #154	Michelle Williams	Support	-
Submission #155	Natasha Nortje	Support	-
Submission #156	Jen Burgess	Support	-
Submission #157	Bob Burgess	Support	-
Submission #158	Daniel Burgess	Support	-
Submission #159	Len Fleete	Oppose	<ul style="list-style-type: none"> • People who live in Waimakariri District should appreciate that one of the costs to living out of a major urban settlement is that they are transport constrained. The no cost solution is in their hands - change their travel behaviours rather than have everyone pay for their lifestyle choices. The current bridge works well for an early commute.
Submission #160	Matt Doocey MP	Support	<ul style="list-style-type: none"> • Need to respond to congestion and improve commuter travel times into the city. • Presented a petition of 1,021 signatures from around the Waimakariri to the Greater Christchurch Urban Development Strategy Implementation Committee (UDSIC) and the New Zealand Transport Agency (NZTA), urging that they consider the addition of a third lane to the Waimakariri Bridge before the issue of congestion grows and the cost of a solution rises.
Submission #161	Michelle Hayton	Support	<ul style="list-style-type: none"> • All the money and time spent improving the traffic congestion with the Western Bypass and the Northern Arterial will no doubt improve the congestion after the Waimakariri Bridge but it will not reduce the congestion before and on the Bridge. • Hopes the proposal will give access to cyclists going over the Waimakariri River so they no longer have to bike the dangerous narrow old bridge from Kaiapoi. • Would pay a toll order to have the extra south bound lane on the Bridge.

Submission #162	Fiona Bennetts	Support	<ul style="list-style-type: none"> The additional south-bound lane should be built, and in the most economical fashion.
Submission #163	Anne Cook	Support	-
Submission #164	Tracey Wynands	Support	-
Submission #165	Kate Wynands	Support	-
Submission #166	Claire Wynands	Support	-
Submission #167	Philip Wynands	Support	-
Submission #168	Christchurch City Council staff submission	Support	<ul style="list-style-type: none"> The Council formally adopted a position on the matter that supports the third southbound lane being added to the bridge only if it is prioritised for the sole use of public transport and/or high occupancy vehicles. This development would be consistent with Christchurch's transport policies, which seeks to reduce dependency on private motor vehicles and promote active and public transport as a way of reducing traffic volumes and congestion. A separated cycleway and HOV lane is the best way to encourage mode shift and mitigate downstream effects on the transport network.
Submission #169	Rachel McClung	Support	<ul style="list-style-type: none"> Commuter congestion into the city is unacceptable.
Submission #170	Malcolm Taylor	Support	<ul style="list-style-type: none"> The southbound lane proposed across the Waimakariri Bridge makes sense, especially while the northbound addition is being constructed. It will ease congestion and the potential for accidents as vehicles merge.
Submission #171	S Unro	Support	-
Submission #172	CDHB	Support	<p>Email submission</p> <ul style="list-style-type: none"> The CDHB supports the proposal subject to the inclusion of a separated cycleway and an HOV lane. A separated cycleway will offer greater opportunities for active transport for commuters and recreational cyclists, which has many health benefits (e.g. improved cardiovascular health and respiratory health, reduced levels of discharges to air).

			<ul style="list-style-type: none"> • An HOV lane is supported as it will lead to reduced levels of discharges from SOVs and improved freight efficiency leading to reduced levels of Carbon Monoxide and Nitrogen Dioxide discharges. • The CDHB notes that the introduction of an HOV lane will need to be supported by sufficient public education and enforcement to ensure its success. • A reliable public transport system also has the potential to greatly reduce the discharges to air from multiple SOVs, with the proposal allowing for more efficient express services through reduced congestion.
Submission #173	Simon Rutherford	Oppose	<ul style="list-style-type: none"> • A third lane is not needed - the Waimakariri Bridge is not a bottleneck. The issues causing significant delay are all downstream of the river, and will be solved with the addition of the Belfast Bypass. • If there is an issue with merging traffic from Tram Road, this can be solved with an extra merging lane to the north of the Tram Road overbridge. • There is a need for better cycle access – add a cycle path to the Old Waimakariri Bridge or make it four lanes plus cycle lanes both ways on a new bridge. The Old Bridge offers better route lines for cyclists than the motorway corridor and is less of a detour.
Submission #174	Rangiora-Ashley Community Board	Support	<p>Email submission:</p> <ul style="list-style-type: none"> • The majority of residents in area covered by Rangiora-Ashley Community Board are regular users of the Waimakariri Bridge. • Additional public transport options have been recently introduced, including an express city bound service but are hampered by the volume of traffic and hold ups encountered at peak periods, discouraging take up and hampering a move away from private vehicle usage. • Firmly supports proposal, particular at this point in time when it is cost-effective. • A comprehensive package of measures is needed, including the possibility of a dedicated lane for buses and multi-occupancy vehicles, in order to address the significant and rising number of SOVs. • This could be accompanied by a cycleway connection across the Bridge.
Submission #175	Kaiapoi-Tuahiwi Community Board	Support	<p>Email submission:</p> <ul style="list-style-type: none"> • A high number of residents in the area covered by the Board are regular users of the Bridge. • Population growth has increased the number of vehicles carrying residents to work in Christchurch, creating longer travel times and causing frustration and inconvenience, which will be mitigated by changes to the Northern Arterial. Once these are complete, there will still be an issue with the bottle neck for

			<p>traffic heading over the Bridge.</p> <ul style="list-style-type: none"> • It is economically expedient for this to go ahead at the same time as work on the Northern Arterial. • Attempts to reduce the number of cars by improving public transport will only be possible once the traffic flows improve by removing the bottleneck. • Provision of separated cycleway and HOV lane also supported. • A comprehensive package of measures including the possibility of a dedicated lane for buses and multi occupancy vehicles is needed to address the already significant and rising number of single occupancy commuter vehicles which the Board notes with concern.
Submission #176	Woodend-Sefton Community Association	Support	<p>Email submission:</p> <ul style="list-style-type: none"> • Establishment of a bypass of the Woodend township is needed for the safety and social wellbeing of the Woodend community. • Third lane opposed if delays establishment of bypass – bypass should be considered a vital safety and social undertaking.
Submission #177	Oxford-Ohoka Community Board	Support	<p>Email submission:</p> <ul style="list-style-type: none"> • The Waimakariri District has experienced rapid population growth, which is projected to continue to increase in the short to medium term. • Public transport services are hampered by traffic volumes, and hold ups encountered at peak periods discourage public transport take up and hamper a move away from private vehicle use. • Strong community support for improved southbound access, with support for the development to be brought forward to align with the Western Belfast Bypass. • The Board supports the effective and efficient use of public funds through a RLTP variation. • The Board identifies the opportunity to construct the third lane now so that construction of the Northern Arterial Road can be cost-effectively integrated, and not necessitate further disruption. • Need a comprehensive package to address the significant and rising number of single occupancy commuter vehicles, including the possibility of a dedicated bus and HOV lane. • The development also provides the opportunity to focus public transport across the old Main North Road Bridge, and it could cost-effectively be accompanied by a cycleway link across the river.

Submission #178	Kaiapoi-Tuahiwi Community Board	Support	<p>Submission provided by email:</p> <ul style="list-style-type: none"> • The Waimakariri District has experienced rapid growth and this is expected to continue – a high number of residents are regular users of the bridge. • Population growth has increased vehicles, causing longer travel times, frustration, and inconvenience – when the changes to the Northern Arterial are complete, there will still be an issue with a bottle neck for traffic heading south over the Waimakariri River. • Cost-effective for work to progress at the same time as work on the Northern Arterial and to avoid further disruption at a later stage. • Disagree with suggestion that allowing faster traffic flows will be unmanageable – traffic will move more smoothly and evenly with the addition of the third southbound lane. • Attempts to reduce the number of cars by improving public transport will only be possible once the traffic flows improve by removing the bottleneck – public transport is hampered by volume of traffic and hold ups. • Supports separated cycleway and lane for HOVs. • Opportunity to increasingly focus public transport across the old Main North Road Bridge, with travel time and reliability benefits.
Submission #179	Waimakariri District Council	Support	<p>Email submission</p> <ul style="list-style-type: none"> • The Waimakariri District has experienced rapid population growth, which is projected to continue to increase in the short to medium term. • The Council identifies the opportunity to construct the third lane now so that construction of the Northern Arterial Road can be cost-effectively integrated, and not necessitate further disruption. • A comprehensive package of HOV/public transport lane service development and related demand management measures is supported to help address current and future congestion. • The development also provides the opportunity to focus public transport across the old Main North Road Bridge, and it could cost-effectively be accompanied by a cycleway link across the river. • The Council acknowledges CCC's concerns regarding downstream effects on the transport network and the need for a comprehensive approach that mitigates these potential effects. • The Council notes that the argument for a 'choke point' at the bridge (i.e. not constructing a third lane) are fundamentally flawed. • Constructing the third south-bound lane at the same time as the north-bound

			<p>lane, as well as a cycle lane, is a sensible cost efficiency measure.</p> <ul style="list-style-type: none"> • The recommended programme in relation to travel time reliability includes a balance of behavioural change activities, public transport capacity, quality improvements (including further park-and-ride and dedicated bus lanes) and smart motorway technology. The programme includes the additional southbound lane over the Waimakariri River incorporating HOV lanes. • The Council has been collaboratively working with partners on an agreed and coordinated approach to the development of the Greater Christchurch area. The Council has been consistent in complying with all aspects of this agreement, and has carried out major upgrades to its infrastructure over the last decade. With adequate provision for water and wastewater in the District to allow for growth the road network is now at capacity to allow for the increased traffic associated with growth. Motorway capacity is currently an impediment to growth and the most significant infrastructure constraint limiting the District in accommodating the agreed greenfield development areas.
Submission #180	Papanui-Innes Community Board	Oppose	<ul style="list-style-type: none"> • The projected increase in trips across the Waimakariri Bridge will lead to increased congestion and decreased travel time reliability. • There is no guarantee the proposed designation of the HOV lane (potentially for a combination of T2 vehicles, buses and freight) between Tram Road and QEII Drive will remain in the future. • There will be downstream impacts on Cranford Street and surrounding residential areas, which could cause significant congestion and social impacts in the future. The Board is concerned about the effect on St Albans and the surrounding area in terms of increased vehicle numbers travelling into the City, especially at peak travel periods, with no proposals received to mitigate this issue. • The Board opposes the third lane until the downstream effects have been fully investigated, consulted on with the community and mitigation measures that are acceptable to the St Albans community have been put into place by CCC through a joint initiative with NZTA. • The downstream effects of the Northern Corridor project (along Cranford Street from Innes Road to Bealey Avenue and off the streets along this route) have also not been investigated, with mitigation measures not considered and consulted on. • The Board is concerned the HOV lane would be an element on its own without the supportive framework to assist in its success (e.g. a connecting network of HOV lanes).

			<ul style="list-style-type: none"> • Should the third lane go ahead, the Board asks for urgent action from CCC and NZTA to address downstream issues in St Albans so that mitigation is in place prior to its opening, and that appropriate and timely information is available to the community prior and through the project. • The Board also requests that NZTA provide financial support for the mitigation measures that are needed as a result of the third lane on the Waimakariri Bridge. • The Board also asks that the following issues are strongly considered and addressed: <ul style="list-style-type: none"> ○ Under-utilisation: If the lane appears underused while general traffic experiences severe congestion, there will be public pressure for the lane to be opened for general use. ○ Enforcement: Weak enforcement will likely result in a high level of non HOVs using the lane, which will harm its operational integrity, engender public cynicism and weaken support for the HOV lane and HOV programmes in general. How is the proposed HOV lane on the Waimakariri Bridge proposed to be monitored? ○ Safety: There will be a high risk of collisions, and operating speeds and reliability will be compromised, if the lane design does not adequately isolate HOVs from other vehicle and does not provide adequate breakdown areas. ○ Connectivity: A HOV lane must be long enough to offer significant time savings to its users, meaning this proposal for a standalone HOV lane will be problematic. ○ Jurisdictional co-ordination: There is a need for cooperation between partners to ensure HOV facilities do not become “orphans” with no single proponent or “champion” to lead the project through adverse situations. • Overall, the Board acknowledges the effort to address the congestion on Main North Road/motorway, although it is concerned that for the proposed budget there are other ways that this congestion and related problems could be addressed. • The Board believes the proposal for a commuter rail service has not been fully or fairly considered, and is a lost opportunity. A trial could be undertaken at a fraction of the cost for the third lane to clarify whether a rail service would address the traffic issues. • Without clear answers and more information related to the issues we raise here (i.e. connectivity, enforcement, safety, and systematic and integrated transport measures to support the HOV), the Board holds grave concerns for the
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			proposal and cannot support its development at this time
Submitter #181	Woodend Community Board		<ul style="list-style-type: none"> The District as a whole has experienced rapidly growing population that is projected to continue to increase in the short to medium term. The majority of residents in the area covered by the Board are regular users of the Waimakariri Bridge. Additional public transport options have been recently introduced, but are hampered by the volume of traffic and hold ups encountered at peak periods, leading to a lack of reliability discouraging take up and hampering a move away from private vehicle usage. The third lane needs to be brought forward to align with the Western Belfast Bypass. The window of opportunity to construct the third lane exists now. A comprehensive package of measures including the possibility of a dedicated lane for buses and HOVs is needed to address the already significant and rising number of single occupancy commuter vehicles. A third south-bound lane as part of a comprehensive approach also provides the opportunity to increasingly focus public transport across the old Main North Road bridge, with service time and reliability benefits, and it could cost-effectively be accompanied by a long sought after cycleway connection across the river.
Submitter #182	New Zealand Automobile Association (Canterbury/West Coast District Council)	N/A	<ul style="list-style-type: none"> Supports third lane as an immediate remedy to ease congestion and to make efficient use of what now exists. Other initiatives are required due to rate of growth of North Canterbury (for example, greater bus patronage, use of autonomous vehicles). Making an existing lane on the bridge reversible should be considered, as on the Auckland Harbour Bridge Employers should be encouraged to put more energy into trialling glide time and educational instructions trialling designated school buses. Is the capacity of the Waimakariri Bridge the issue or is it the large number of SOVs? A second upstream bridge and development of alternative roads may ultimately be required.
Submitter #183	Spokes Canterbury		<ul style="list-style-type: none"> Supports separated cycleway for Waimakariri Bridge. Reservations about the third lane as more roads increase car trips - could use existing four lanes to manage demand by using three of the four lanes for peak

			<p>time movement, with one of those lanes being an HOV/bus lane.</p> <ul style="list-style-type: none">• Well developed, connected and far reaching cycle networks should be developed in support of whole trip cycle use, to address the dominance of SOVs and encourage people to change their travel behaviour – funding in support of cycleways must be prioritised.• There is also a need to provide park and ride facilities and secure parking facilities.• There is a need to provide a link into Waimakariri Regional Park and all other areas people need or would like to visit by bicycle.
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