

20. Halswell Junction Road Extension- Funding

Reference / Te Tohutoro: 23/401402

Report of / Te Pou
Matua:

Lindsay White, Senior Project Manager- Transport

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

Confidentiality

Section under the Act:	The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
Sub-clause and Reason:	s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
Plain English Reason:	This report contains commercially sensitive information relating to construction contracts
Report can be released:	Report can be released once the roading contract has been awarded and contractual negotiations have ceased.

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is to advise the Council of the increased forecast costs to implement the Halswell Junction Road Extension project due to project cost escalation and additional KiwiRail costs.
- 1.2 This report is staff generated and has been written following a briefing to elected members on 04 April where the additional project costs were outlined.
- 1.3 The decision in this report is of Medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.4 The level of significance was determined by using the Significance and Engagement Assessment sheet and has been classified as Medium due to the new road providing a strategic link in the freight transport network, and also due to the significance of the additional budget required to complete the project.
- 1.5 This significance level also takes into account the agreement Council has with KiwiRail and the works required to be undertaken on their network for the project to progress.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approve the project 924 Halswell Junction Road Extension to continue to construction and approve additional project budget request of \$7,251,000.
2. Approve that project budget requirements are funded via changes to the following projects for the values shown in table 3.9.8 below:
 - a. 68389 Condell Ave Street Renewals
 - b. 55894 Evans Pass Road & Reserve Terrace Remedial Works
 - c. 26607 Major Cycleway - Southern Lights Route (Section 1) Strickland to Tennyson
 - d. 60293 Programme - Bus Lane Priority
3. Notes the report can be released once the roading contract has been awarded and contractual negotiations have ceased.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project creates a new link road from Halswell Junction Road at Foremans Road to Waterloo Road providing a significant improvement for the local freight network connecting through to Pound Road as well as safety benefits for cyclists and pedestrians in the area, see Attachment A. The new link road includes a proposed level crossing and new traffic signals over existing KiwiRail infrastructure. The rail infrastructure includes four existing tracks and sidings.
- 3.2 The first stage of the project has been completed in conjunction with a section of the South Express Major Cycleway Route Section 1 (Hei Hei to Jones). This section of the cycleway runs along Waterloo Road on the north side of the proposed level crossing and incorporates a pedestrian/cycle crossing. It then runs along Waterloo Road to where the existing level crossing is at the intersection of Halswell Junction Road and Waterloo Road. A short section of the cycleway heading east from the existing level crossing is due to be delivered by the roading project. Construction of this first stage started in August 2021 and was completed in February 2022.
- 3.3 This next stage of the project delivers the majority of the works including the construction of the new link road and associated connections back into the existing network, as well as the removal of the existing Halswell Junction Road rail crossing with a road closure and cul-de-sac installation at that location. The project went to tender in October 2022 for the roading component of the project and a preferred tenderer was informed in November 2022. Since then staff have been working closely with the preferred tenderer to gain as much cost certainty as possible on their price.
- 3.4 There is significant integration with KiwiRail infrastructure required for the installation for the new road. Due to the location of the new road, KiwiRail sidings and track are having to be relocated as well as significant rail signals changes to accommodate the new level crossing. These changes form part of the project and overall project cost.
- 3.5 In June 2022, \$5.5m was added to the project budget via the Annual Plan process due to additional cost to the project taking the project budget to \$18,028,847. The majority of the budget was required due to additional KiwiRail costs impacted by COVID and time delays due to staff shortages. It also included increases to the cost of the roading components of the project due to escalated detailed design costs due to the road being designed for a HAIL site, rising utility costs and an updated construction estimate using contract rates at the time.

- 3.6 Since January staff have been working with the preferred tenderer to gain cost certainty around the works and de-risk the project.
- 3.7 There has been an increase to expected projects costs of \$3,281,000 which is due to:
- 3.7.1 Professional services - \$1,174,200 (This is mainly due to staff time across the whole project. Previous estimates have been reassessed.)
 - 3.7.2 Professional services contingency- \$126,800
 - 3.7.3 Additional roading construction costs (Completed with Stage 1)- \$230,000
 - 3.7.4 Forecast roading construction costs (currently in Tender process) - \$695,000
 - 3.7.5 Additional roading construction contingency - \$370,000
 - 3.7.6 Additional property costs - \$80,000
 - 3.7.7 New road opening processes- \$50,000
 - 3.7.8 Increased utility costs - \$355,000
 - 3.7.9 Project contingency- \$200,000
- 3.8 In March 2023 KiwiRail informed staff that their costs had increased again and they required a further \$3,970,000 to complete their elements of the work. This increase is due to:
- 3.8.1 Additional signals design costs;
 - 3.8.2 Civil works construction estimate from the market higher than anticipated;
 - 3.8.3 Additional trenching works identified as the design has progressed;
 - 3.8.4 Construction material cost increases;
 - 3.8.5 Programme has extended due to challenges with the signals design which has caused an increase in management costs;
 - 3.8.6 Contingency amount of \$1.4m to reflect the remaining risks (included in the \$3.97m).
- 3.9 If Council wish to see this road completed then the preferred option and staff recommendation is to proceed with the roading construction as soon as possible allowing construction to begin thus limiting cost escalation across this component of the project (Option 1).
- 3.9.1 This option delivers the objectives of the project as planned over FY23/FY24. Full project benefits are then realised for both the Halswell Junction Road project and the South Express Major Cycleway Section 1 (Hei Hei to Jones).
 - 3.9.2 The benefits for the freight network would be achieved as well as the key route to Waterloo Business Park and surrounding businesses.
 - 3.9.3 Safety benefits are realised for cyclists, pedestrians in the area and the section of the South Express Major Cycleway is completed.
 - 3.9.4 This option provides amenity improvements for residents and the local community in the area. There is community support for the project to be completed, especially as the construction has been delayed previously due to KiwiRail timeframes.
 - 3.9.5 Council would have cost certainty over the roading elements of the project due to the roading contract being awarded and price locked in, the utilities contracts being awarded and the works being completed in FY24. A risk would remain around escalation as the roading contractor would have to return after KiwiRail have completed their

works to finish the final roading elements, such as the cul-de-sac of the existing road, and as a mitigation measure, an allowance for this has been made in current forecasts.

- 3.9.6 For any decision making, Council needs to be aware there remains a risk of further increases in time and cost due to the unconfirmed KiwiRail programme and their as yet incomplete detailed civil, and signals designs. They are also yet to tender for their civil works. This risk would need to be accepted by Council should this option be selected.
- 3.9.7 To reduce the KiwiRail risk, staff are working with independent rail and cost experts to gain more confidence in KiwiRail's costs. This is in collaboration with KiwiRail and is anticipated to provide better confidence in the remaining cost to complete. It is expected the results of this will be available in time to be presented to Council at the meeting on 17 May. It should be noted this will reduce, but not eliminate the risk.
- 3.9.8 The additional project budget of \$7,251,000 will be funded through substitution via the budget changes outlined in the table below and follow the Change Request Management process administered by the Programme Management Office with associated delegations.

CPMS ID	Project Name	FY23 (to be carried forward)	Proposed budget changes								Impact on project	
			FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31		
68389	Condell Ave Street Renewals	-\$2,400,000			-\$422,265	\$2,822,265						This project is currently in Scheme Development phase and this change effectively moves construction from FY25 to FY26/27
55894	Evans Pass Road & Reserve Terrace Remedial Works		-\$563,200	-\$1,200,000	-\$1,417,221					\$3,180,421		This is a delivery package of works to be completed in phases and this change effectively moves construction start funding from FY25 to FY26.
26607	Major Cycleway - Southern Lights Route (Section 1) Strickland to Tennyson			-\$37,300	-\$1,211,014		\$1,248,314					Scheme development has not yet started on this project and this change effectively moves construction start funding from FY26 to FY28.
924	Halswell Junction Road Extension	\$2,400,000	\$563,200	\$1,237,300	\$3,066,500							Allows project to continue through construction and reduces overall project risk in relation to budget
60293	Programme - Bus Lane Priority										-\$7,251,000	Business cases are currently being prepared for Public Transport improvements in Christchurch City in the expectation that they will qualify for the Government's \$78m PT Futures funding allocation.
	Financial year total change	\$0	\$0	\$0	\$0	\$2,822,265	\$1,248,314	\$0	\$3,180,421	-\$7,251,000		
												Total change to LTP Transport Programme Budget
											\$0	

- 3.9.9 Should the budget be provided as "new funding" to the Transport programme the impact on rates would be 0.05%.
- 3.9.10 Delivery will be managed through a series of bringbacks and carry forwards as project process requires.
- 3.9.11 A high level breakdown of the total forecasted project cost is included in Appendix C.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 Option 2- Postpone project to a later date

- 4.1.1 This option would delay the project until KiwiRail can provide cost certainty for the costs of their elements of the design and construction, with lower risk of design change. However, in delaying awarding the roading contract for which there is currently a tendered price, it is likely that the price of the roading contract would escalate, and therefore the overall project cost (roading and rail) is likely to be higher. There may also be increases to utility prices due to the time elapsed between tender and construction start.
- 4.1.2 Additional budget would still be required with this option, and is expected to be more than that sought with the staff recommendation (Option 1). This option would incur additional professional services costs to undertake a new tender process, anticipated

escalation on current contract rates, and potentially less competition in the market. It is anticipated that the additional increase in the Council component of the works from this option could be in the realm of \$2m extra (in addition to the \$7,251,000). Any additional budget would need to be sought through the Annual Plan or Long Term Plan process.

- 4.1.3 The roading construction would not be able to start until March 2024 at the earliest, in order to meet the requirements and construction complexities associated with one of the key stakeholders AGCO. They are a directly affected stakeholder with the new road running outside their business and level changes required to their site yard. They receive a high number of deliveries of large farm machinery during their busy period from September- February so construction works outside their business would need to be outside of this time.
- 4.1.4 There is a risk that the KiwiRail programme would not align with these timeframes due to programme delays and Block of Line bookings for the physical works. This would mean that as with Option 1, the roading component would be constructed in two separable portions incurring reestablishment costs to the roading contract.
- 4.1.5 If Council were to support this option it would be recommended that the current estimated shortfall of \$7.2m be funded in future years with staff reporting back to Council for approval to access the funding at a later date when there is more certainty around KiwiRail figures. The only expected change required to the funding table as shown in 3.9.8 above would be to carry forward the Condell Ave Street Renewals funding more than one financial year.
- 4.1.6 It should be noted that if this option is pursued, any future costs incurred if the project was then cancelled would be higher.
- 4.1.7 There is a reputational risk to Council with the community who are expecting work to start imminently. The community may lose trust in Council for delaying the work to a later date, which has happened previously due to KiwiRail timeframes.

4.2 **Option 3- Cancel project**

- 4.2.1 This option is not supported as it does not achieve the objectives of the project or realise any safety benefits for cyclists, pedestrians, or residential amenity on the section of Halswell Junction Road between Foremans and Waterloo Road, which the new road provides. It does not provide any improvement on connectivity to Waterloo Business Park and other businesses north of Waterloo Road for the freight network and other road users.
- 4.2.2 The current/existing level crossing represents a safety risk to the network, scoring Medium/High risk in the ALCAM (Australian Level Crossing Assessment Model) and this risk would remain, unless mitigated.
- 4.2.3 This option would also require changes to the South Express Major Cycleway Section 1 (Hei Hei to Jones) which is now partially constructed. There would be additional design and physical works costs to connect the cycleway and make it a safe route, as well as additional signals and rail infrastructure at the existing level crossing on Waterloo Road. This would also require a new process of engagement with KiwiRail to collaborate on a new design around the existing level crossing and is expected would include the requirement for pedestrian gates.
- 4.2.4 This option has significant remaining costs associated with it. The project has already spent \$10.6m to date and it is anticipated that it would cost approximately a further \$6.1m to cancel the project, which includes:

- Complete works with KiwiRail to enable them to return to business as usual on their network,
 - Costs of KiwiRail infrastructure associated with the changes required at the existing level crossing,
 - Costs to make required changes to the South Express Major Cycleway Section 1 (Hei Hei to Jones), including probable traffic signals and pedestrian gates at the railway,
 - Make any required utility changes, and
 - Professional services time.
- 4.2.5 The option has significant reputational risk to Council as there would be a loss of trust from the community, residents and businesses who are in support of the project.
- 4.2.6 There may also be loss of trust with KiwiRail as a Council partner, given the investment of time by KiwiRail to date (seven years), withdrawing at this point could impact the delivery of other KiwiRail integrated projects within the wider transport programme.
- 4.2.7 There is a significant risk if the Council were to reactivate the project in the future, that the project cost would escalate and that the KiwiRail requirements would have changed impacting costs and scope.

5. Detail Te Whakamahuki

- 5.1 This project was consulted on with the community in 2017 and at that time it was envisaged that construction would be completed by 2019. Due to complexities around the KiwiRail interface the project delivery was delayed. The project is strongly supported by the Community Board, Waterloo Business Park and the local community as it provides a significant improvement in freight connectivity through the area and moves the current freight movements away from the residential street.
- 5.2 At the close of the consultation, 81 submissions were received with 58 (72%) generally supporting the plan. Full consultation responses are attached to this report as Attachment B. Twenty three submitters expressed concerns about a range of issues including facilities for cyclists, access, parking availability and landscaping.
- 5.3 Previously approved design changes made following consultation as a result of feedback and further technical advice were:
- 5.3.1 The design now includes shared paths on both sides of the new link road between Waterloo Road and Foremans Road.
 - 5.3.2 The south bound bus shelter has been moved slightly south to allow the new shared path to be located behind the shelter, removing any conflict with bus passengers.
 - 5.3.3 The road has been widened slightly to the north of the new level crossing to allow a wider flush median that can be used by vehicles turning into the new driveway for 370 Waterloo Road
 - 5.3.4 An indented mobility space will be located on Halswell Junction Road outside the premises of Fulton Hogan
 - 5.3.5 An additional bus shelter and bus seat will be located on the new link road to provide additional facilities for bus users.
- 5.4 There is no Waka Kotahi subsidy for this project due to the low Benefit Cost Ratio analysis.

- 5.5 The project spend to date is approximately \$10,601,319 and includes property purchase, design, staff costs, construction of the first stage of the works in conjunction with the South Express Major Cycleway Section 1 (Hei Hei to Jones) and the KiwiRail costs to date. Breakdown of costs to date are:
- 5.5.1 Professional services- \$ 1,601,679
 - 5.5.2 Property (purchase)- \$1,300,000
 - 5.5.3 Construction (Stage 1 completed with MCR)- \$1,100,000
 - 5.5.4 KiwiRail- \$6,599,640
 - 5.5.5 The KiwiRail costs to date are \$6,599,640 and this is broken down as follows:
 - Management - \$467,905
 - Engineering/Design- \$1,502,917
 - Construction- \$4,628,818 (signals, civils and track works to date)
- 5.6 In June 2022, the total KiwiRail costs were estimated to be \$10,400,000, this has now escalated to \$14,370,000 and includes \$1,400,000 of contingency. This increase is due to:
- 5.6.1 Additional signals design costs;
 - 5.6.2 Civil works construction estimate from the market higher than anticipated;
 - 5.6.3 Additional trenching works identified as the design has progressed;
 - 5.6.4 Material cost increases;
 - 5.6.5 Programme has extended due to challenges with the signals design which has caused an increase in management costs;
 - 5.6.6 Contingency amount of \$1.4m to reflect the remaining risks (included in the \$3.97m).
- 5.7 The roading costs have also escalated by \$3,281,000. This increase is due to:
- 5.7.1 Professional services - \$1,174,200 (This is mainly due to staff time across the whole project. Previous estimates have been reassessed.)
 - 5.7.2 Professional services contingency- \$126,800
 - 5.7.3 Additional roading construction costs (Completed with Stage 1)- \$230,000
 - 5.7.4 Forecast roading construction costs (currently in Tender process) - \$695,000
 - 5.7.5 Additional roading construction contingency - \$370,000
 - 5.7.6 Additional property costs - \$80,000
 - 5.7.7 New road opening processes- \$50,000
 - 5.7.8 Increased utility costs - \$355,000
 - 5.7.9 Project contingency- \$200,000
- 5.8 Staff have been working to de-risk the project as much as possible and this has included:
- 5.8.1 Coal tar items included in the schedule;
 - 5.8.2 Contaminated fill items included in the schedule as it is a HAIL site;
 - 5.8.3 Risk- based construction contingency;
 - 5.8.4 In depth negotiations with the preferred contractor to gain costs certainty for roading elements;

- 5.8.5 Specific utility assessment and management prior to contract award to locate any clashes and then focussed management through an additional resource through construction;
- 5.8.6 Exploring options for investigation works to happen prior to contract start.
- 5.9 The decision affects the following wards/Community Board areas:
 - 5.9.1 Waipuna Halswell Hornby Riccarton Community Board

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The decision relates to approval of additional funding to extend Halswell Junction Road from Foremans Rd to Waterloo Rd with a new proposed level crossing. This will provide a more direct link between Halswell Junction Road and Pound Road improving the Hornby Freight Hub route.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 16.0.3 Improve resident satisfaction with road condition - >=25% resident satisfaction

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.
- 6.4 This project is a Network Improvement to support CTSP (Christchurch Transport Strategic Plan). Provide a direct route for freight to Hornby Business Hub.
- 6.5 This project is the link to the northern section of Halswell Junction Road from Waterloo Road to Pound Road which has been constructed by the Waterloo Business Park with contribution from the Council.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.6 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.7 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.8 The option proposed promotes completion of the new link road including a level crossing and aligns with promoting active travel through a more direct network with better cycle, public transport and pedestrian facilities contributing to reduced carbon emissions.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.9 The new link road will give a more direct network for the freight industry and will give better and safer facilities for cyclist and pedestrians. It will also deliver a safer new level crossing with the closure of the current/existing level crossing. A new footpath will be provided on the east side of Halswell Junction Road between Main South Road and Foremans Road.
- 6.10 The current/existing level crossing represents a safety risk to the network, scoring Medium/High risk in the ALCAM (Australian Level Crossing Assessment Model) and this risk would remain, unless mitigated.

7. Resource Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$25,280,000
- 7.2 Maintenance/Ongoing costs the costs of the new link road will be covered by the Transport maintenance budgets. If the project is delayed then the Transport maintenance budgets will be used to maintain the existing road network.
- 7.3 Funding Source - The additional project budget of \$7,251,000 will be funded through substitution via the budget changes outlined in the table below.

CPMS ID	Project Name	Proposed budget changes									Impact on project
		FY23 (to be carried forward)	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	
68389	Condell Ave Street Renewals	-\$2,400,000			-\$422,265	\$2,822,265					This project is currently in Scheme Development phase and this change effectively moves construction from FY25 to FY26/27
55894	Evans Pass Road & Reserve Terrace Remedial Works		-\$563,200	-\$1,200,000	-\$1,417,221				\$3,180,421	This is a delivery package of works to be completed in phases and this change effectively moves construction start funding from FY25 to FY26.	
26607	Major Cycleway - Southern Lights Route (Section 1) Strickland to Tennyson			-\$37,300	-\$1,211,014		\$1,248,314			Scheme development has not yet started on this project and this change effectively moves construction start funding from FY26 to FY28.	
924	Halswell Junction Road Extension	\$2,400,000	\$563,200	\$1,237,300	\$3,050,500					Allows project to continue through construction and reduces overall project risk in relation to budget	
60293	Programme - Bus Lane Priority									Business cases are currently being prepared for Public Transport improvements in Christchurch City in the expectation that they will qualify for the Government's \$78m PT Futures funding allocation.	
	Financial year total change	\$0	\$0	\$0	\$0	\$2,822,265	\$1,248,314	\$0	\$3,180,421	-\$7,251,000	
						Total change to LTP Transport Programme Budget				\$0	

Other He mea anō

- 7.4 None.

8. Legal Implications Ngā Hiraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 The Council has authority to approve the additional funds allowing the project to continue.







Other Legal Implications Ētahi atu Hiraunga-ā-Ture

- 8.2 Council has entered into a legal agreement with KiwiRail regarding relocation of their infrastructure.
- 8.3 Should this project not continue and the cost required to complete their infrastructure to a state where they can continue with business as usual has been estimated to be \$2,400,000.
- 8.4 When accepting the Shovel Ready funding from the Government for the South Express Major Cycleway (MCR), Council agreed to fund any costs beyond the agreed Shovel Ready funding amount. Should the project be cancelled, Council would be required to complete the section of South Express Major Cycleway that was to be constructed with the extension of Halswell junction Road. This would incur additional costs associated with the likes of gates at the existing level crossing.

9. Risk Management Implications Ngā Hiraunga Tūraru

- 9.1 If the project does proceed as per the recommendation (Option 1), there is a risk that there may be additional KiwiRail cost escalation and programme impacts due to delays to their own programme
- 9.2 If the project is cancelled or is put on hold there is significant reputational risk to Council due to a loss of trust from the community, the freight network, local residents and local businesses who strongly support the project.
- 9.3 If the project is cancelled or is put on hold there is significant reputational risk to Council due to a loss of trust from KiwiRail. This may have an impact on other projects within the wider Transport programme.
- 9.4 If the project is cancelled or put on hold there is an existing safety risk around the existing level crossing on the network at Waterloo Road which poses a risk of injury to pedestrians and cyclists.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A - Approved scheme plan	22/557447	16
B  	Attachment B- Consultation submissions and project team responses	17/1438152	21
C  	Attachment C- High level breakdown of total project cost	23/694321	40

In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūrutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

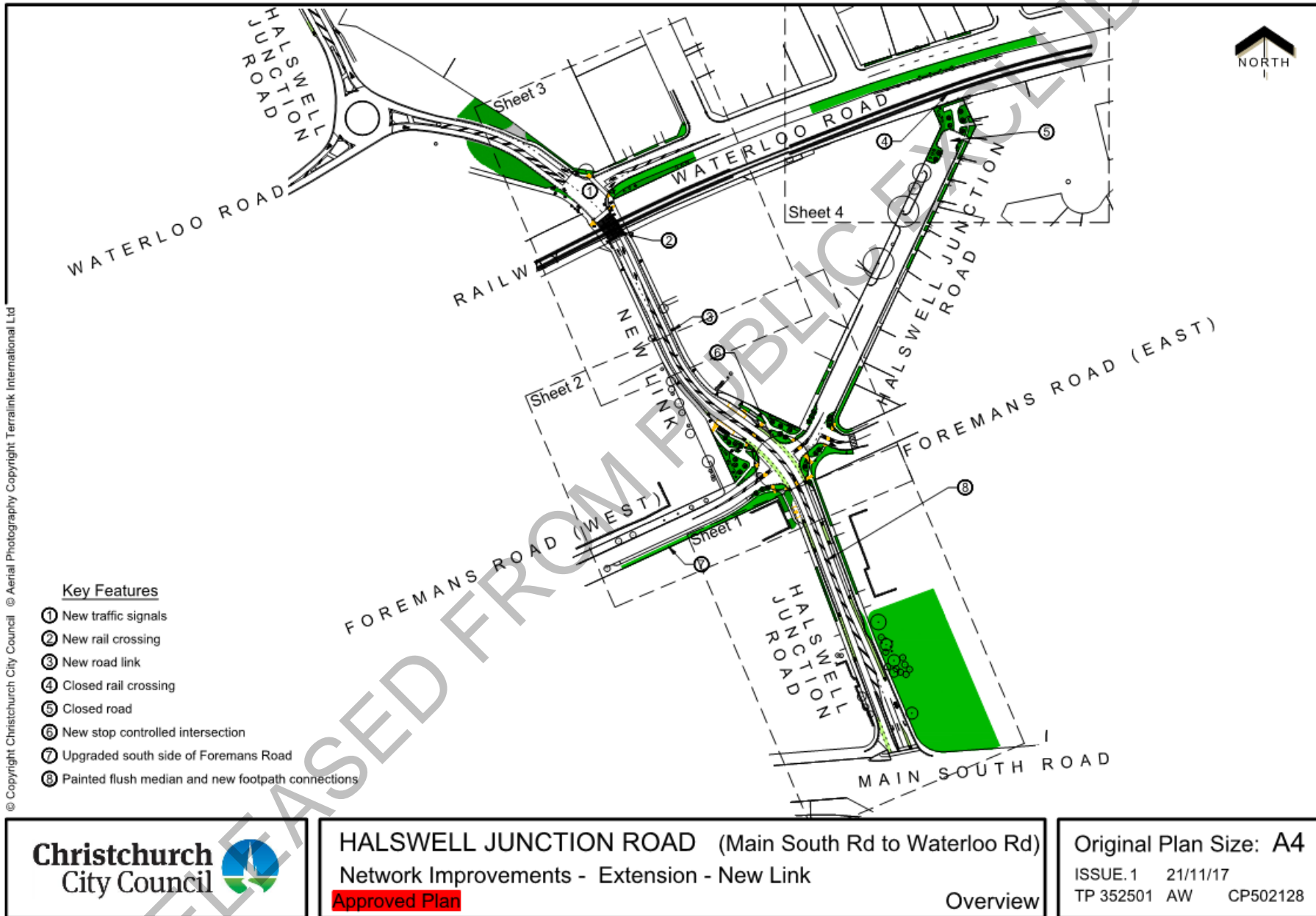
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories Ngā Kaiwaitohu

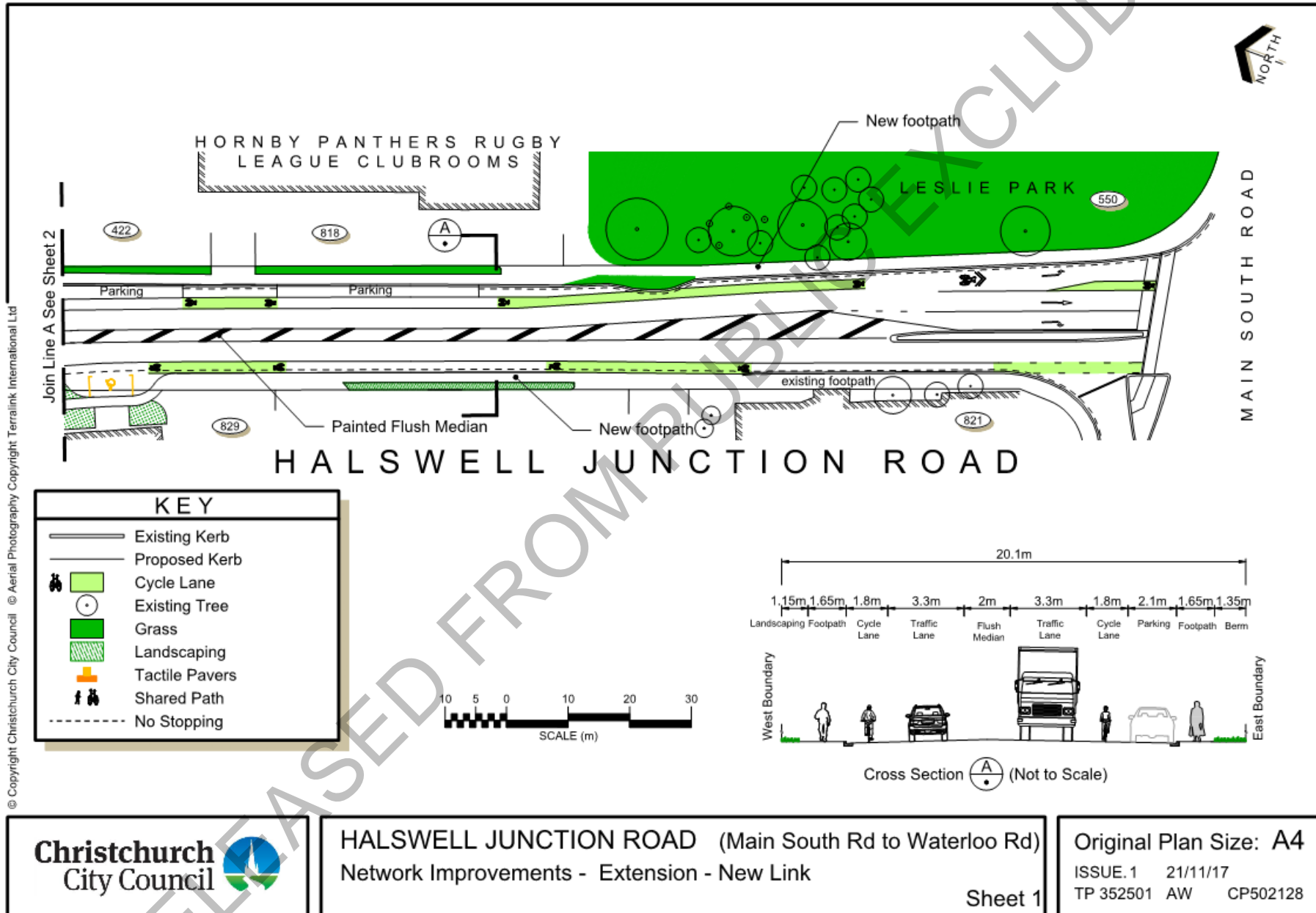
Author	Lindsay White - Senior Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management Andrew Robinson - Head of Programme Management Office Mary Richardson - General Manager Citizens & Community

Public Excluded Item 20

RELEASED FROM PUBLIC EXCLUDED

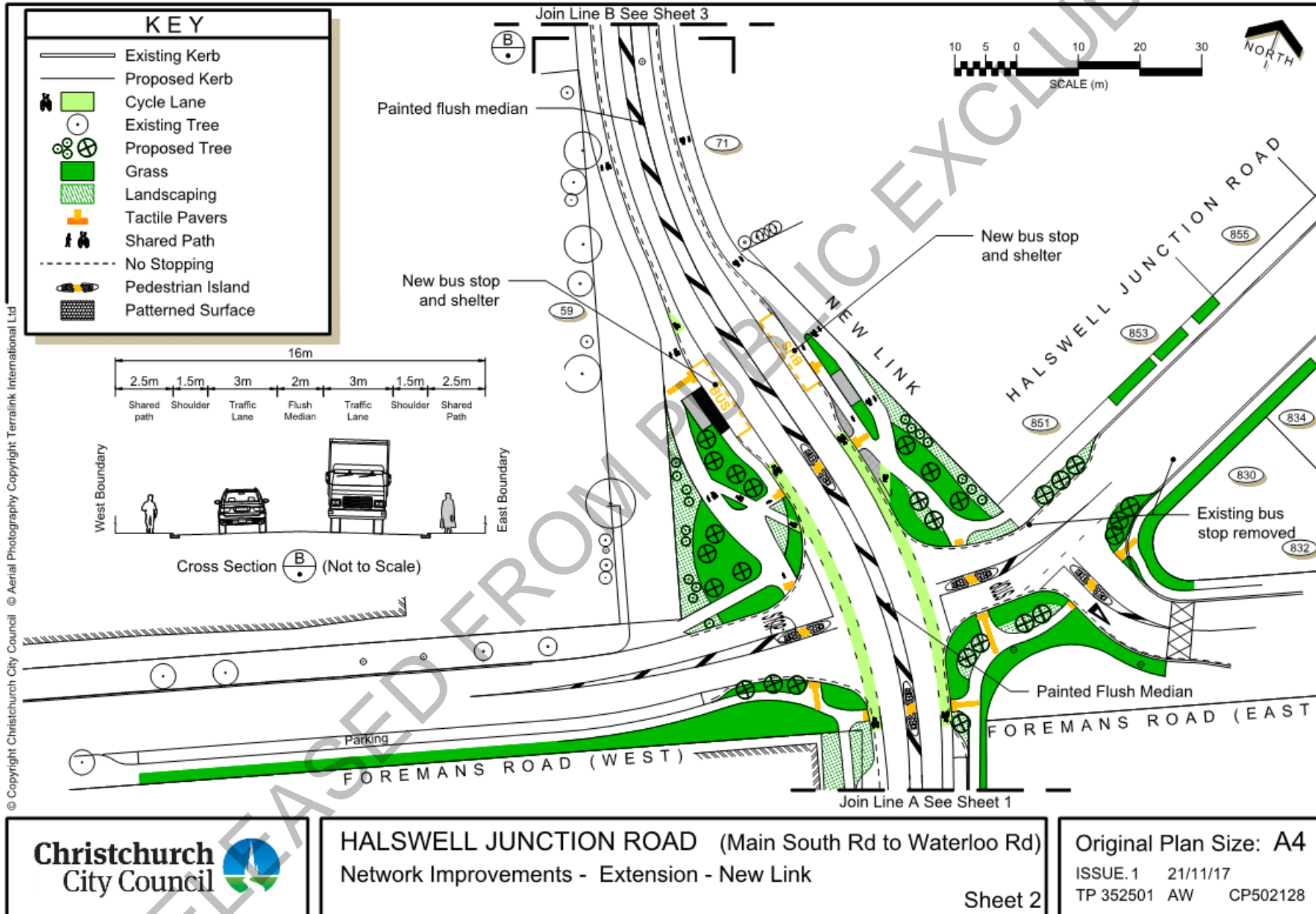


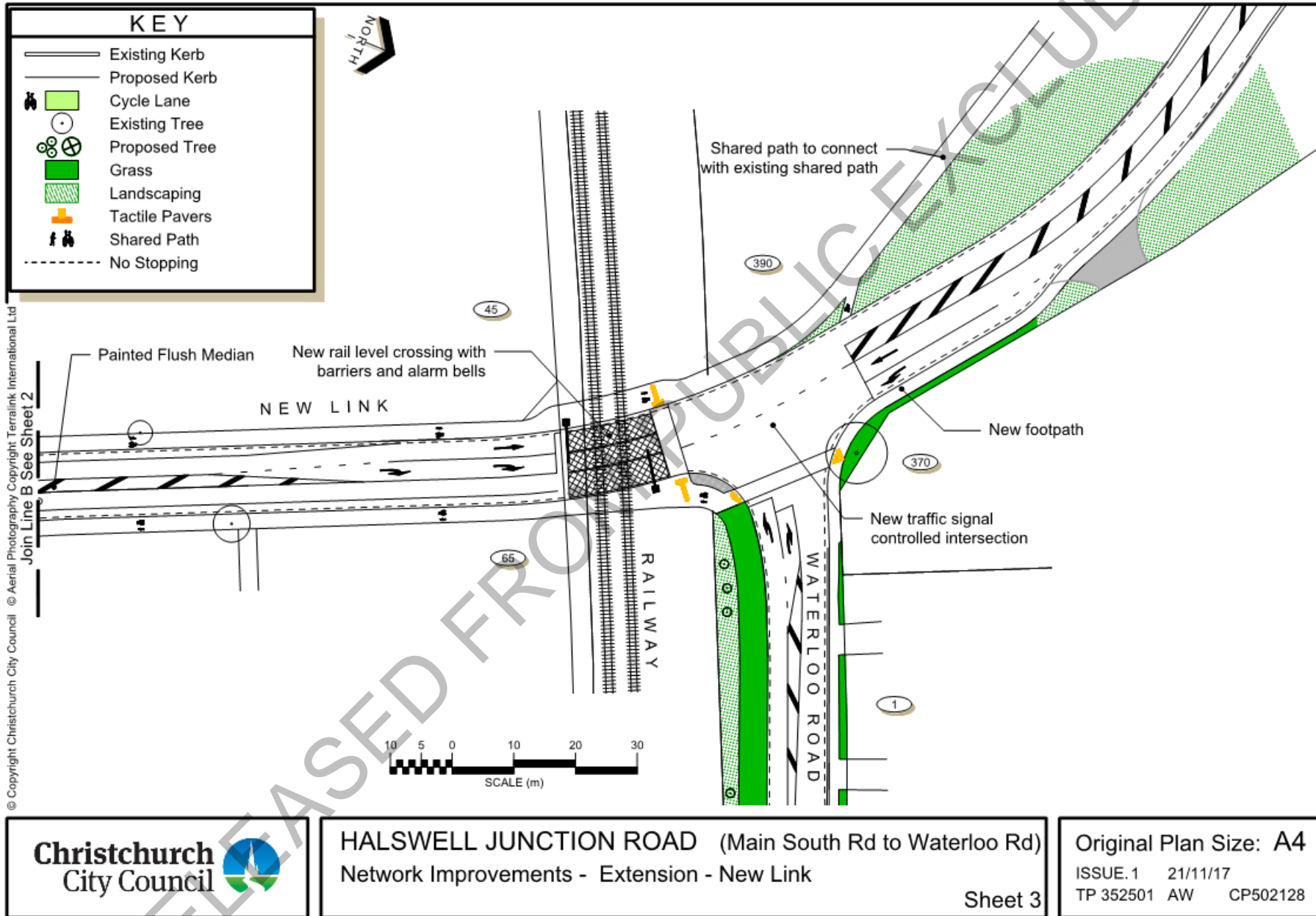
© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd

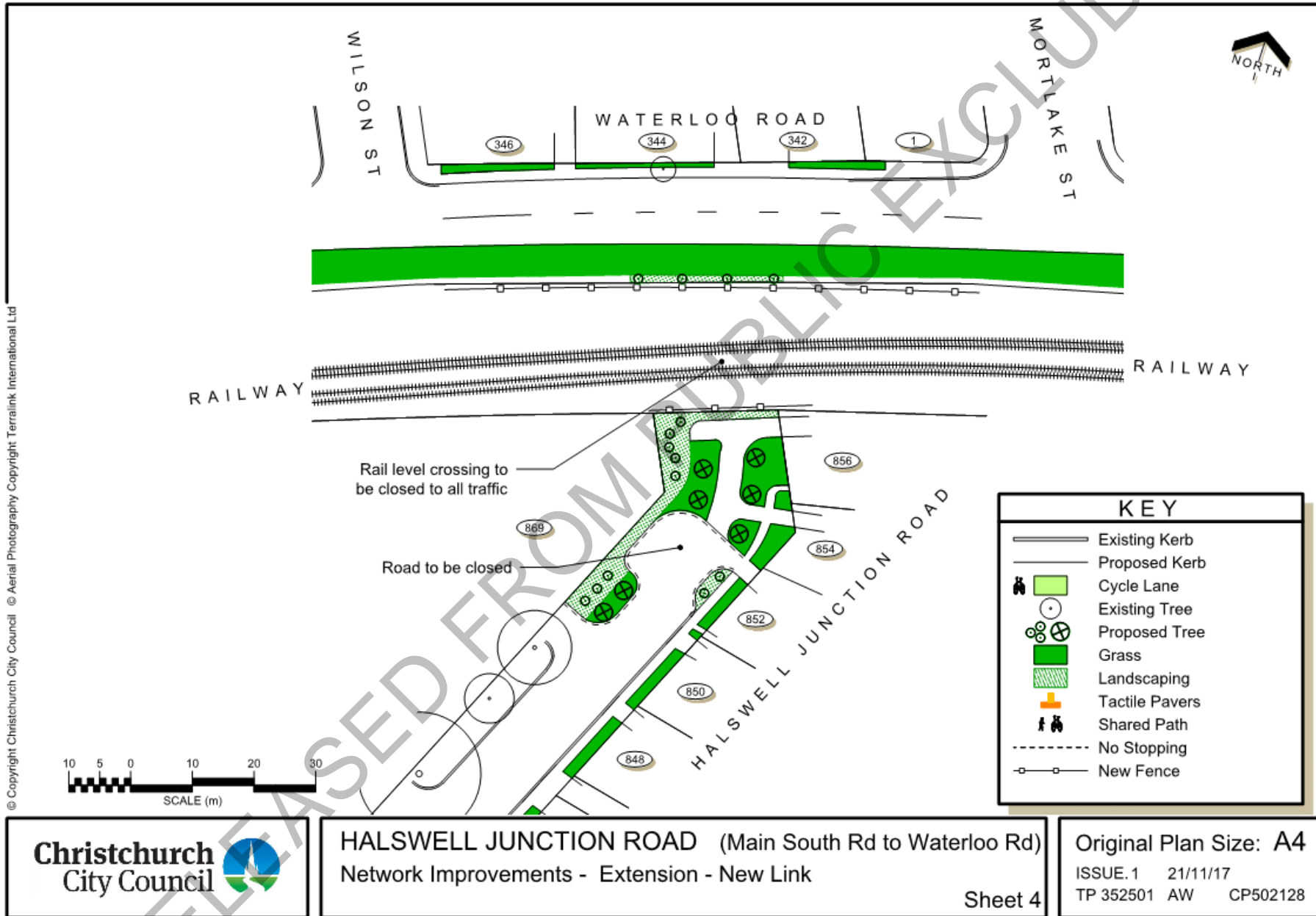


HALSWELL JUNCTION ROAD (Main South Rd to Waterloo Rd)
Network Improvements - Extension - New Link
Sheet 1

Original Plan Size: A4
ISSUE.1 21/11/17
TP 352501 AW CP502128







Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
1	David	Patterson	support the plans		Yes that would be a great improvement along Waterloo Road	Thank you for your feedback. Your support is noted.
2	PA & JE	Johnstone	support the plans		<p>I think that this proposal is absolutely essential and long overdue.</p> <p>I note from previous annual plans etc. that this topic was first raised way back in 2006/2007. Why has it taken ten years to get off the ground?</p> <p>This has obvious safety benefits, together with a much smoother and safer traffic flow projection.</p> <p>We have purchased a property in Waterloo Business Park on the Halswell Junction Road extension on the clear understanding this would be completed long before now - Please just get it DONE!</p> <p>No concerns - we just need to see urgency!</p>	Thank you for your comments. Your support is noted.
3	Russell	Benge	support the plans	Davis Ogilvie and Partners Ltd	<p>I completely support this proposal as I believe that it provides many benefits.</p> <p>These benefits include</p> <ul style="list-style-type: none"> - Safety is of paramount importance and the existing crossing is substandard and a definite cause for concern. As an example existing road users are confused at the current intersection as to who to give way to. The existing crossing is not future proofed for the level of activity that is now generated by the Waterloo Business Park and increased traffic movements, the new rail crossing will cater for the current and future use which will add to the road and rail safety. - The proposal improves safety by providing a more direct route for road users, especially large trucks moving through this area. I believe that it is important for heavy transport to be diverted away from the surrounding residential areas which is of substantial benefit for efficiency of the operators and for the well being of the community. - The new link will cater for future growth without congestion. The development of Waterloo Business Park generates in excess of an additional \$500,000 rates since the development began with this to increase further once the development is complete. This will only increase over time and is a huge benefit to Christchurch City providing an additional rating base when it is desperately needed after the 2011 earthquakes. The roading network in Waterloo Business Park was designed and developed to cater for this new link road with Halswell Junction and Waterloo Roads both widened to cater for future transport capacity. It would seem futile not to utilise what has been designed for efficient transport use. - The new link will utilise the existing roading network more efficiently and take local traffic off a State Highway by providing a major connection to the surrounding area and community. <p>The proposal will enable good access to the new Waterloo Business Park, which is a key part of the areas business district.</p>	Thank you for your feedback. Your support is noted.
4	John	Sergeant	have some concerns	Thermo Fisher Scientific	Concerning the proposal to relocate our Thermo Fisher Scientific site entrance from Waterloo Road to HJR, CCC staff at the drop-in session indicated that there will be sufficient space in the median strip opposite our proposed new entrance for a (B train) truck to stop to allow it to turn into our site, without blocking the traffic lanes in both directions. We have doubts that there is space for this in the CCC proposed drawings.	<p>Thank you for your comments.</p> <p>The kerb alignment has been altered opposite the proposed new entrance to provide extra space on the road for the painted median and traffic lane.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>Concerning cycle paths on the new link road, I am concerned that the current design will mean that cyclists travelling south will attempt to cross from one side of the road to the other across the junction of HJR & Foremans Rd rather than use the pedestrian crossing(s). Cyclists traveling south from Waterloo Business Park will be on the shared path on the east side of the road which, as it approaches the junction, goes round the back of the bus shelter. They then have one option to stop and cross the road at the pedestrian crossing/island and join the cycle lane heading south. The other option is to carry on to Foremans Road West, stop, cross it and then use the pedestrian crossing to cross the road and join the cycle lane or to cycle across the junction at a diagonal. Why is there no provision of cycles lanes on both sides on the road for the whole road? This is going to be a busy road and will be hard to cross.</p> <p>Concerning the cycle lane on HJR travelling south towards Main South Road. Firstly, having the cycle lane next to parking lane increases the risk of dooring. Secondly, the cycle lane just stops when the single traffic lane becomes 3 lanes, increasing the risk of a cyclist being left-hooked by a car or truck turning left. This design does not indicate clearly who has right of way and based on experience, motorized traffic will (wrongly) assume they do and put the safety of the cyclist at risk. The danger is equal for cyclists turning left, going straight on or turning right onto MSR.</p>	<p>The scheme has also been revised so that southbound cyclists do not need to cross the road to access the southbound cycle lane. The revised scheme now includes shared paths on both sides of the new link road between Waterloo Road and Foremans Road. The paths will be 2.5m wide which is sufficient given the likely low volume of pedestrians and very few driveways in this section of new road.</p> <p>The southbound bus shelter has been moved slightly south to allow the new shared path to be located behind the shelter, removing any conflict with bus passengers.</p> <p>The two sections of Halswell Junction Road (shared path in new link and cycle lanes in existing southern section) have different characteristics in terms of corridor width, adjacent activity and accesses, and the design reflects this. Providing a consistent facility would only be feasible if cycle lanes were added to the new link. However, the northbound cycle lane would need to go off road prior to rail level crossing due to need for a right turn lane. Shared paths in the new link are considered to offer cyclists an appropriate facility and provide good connections to the shared path north of Waterloo Road and the potential major cycleway on Waterloo Road east.</p> <p>The proposed plan between Foremans Road and Main South Road includes the existing layout for cyclists. Additional cycle facilities in this section are outside the scope of this project and a revised road layout requires reserve land. This is currently being investigated by the Council's Asset Planning (Transport) section.</p> <p>The Christchurch Cycle Design Guide requires a cycle lane width of 1.8 to 2.0 metres on an arterial with a 50km/h speed limit, which is what is being proposed for the on-road sections of cycle lane.</p>
5	Megan	Reid	support the plans		Fully support this project. The current intersection of Waterloo and Halswell Junction isn't very good and people are often confused as to who has to give way. Hopefully this project can be allocated funding so that it can be completed sooner rather than later.	Thank you for your comments. Your feedback is noted.
6	Hamish	Clarke	support the plans		<p>I completely support this proposal as I believe that it provides many benefits. These benefits include</p> <ul style="list-style-type: none"> - Safety is of paramount importance and the existing crossing is substandard and a definite cause for concern. As an example existing road users are confused at the current intersection as to who to give way to. The existing crossing is not future proofed for the level of activity that is 	Thank you for your comments. Your support is noted.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>now generated by the Waterloo Business Park and increased traffic movements, the new rail crossing will cater for the current and future use which will add to the road and rail safety.</p> <ul style="list-style-type: none"> - The proposal improves safety by providing a more direct route for road users, especially large trucks moving through this area. I believe that it is important for heavy transport to be diverted away from the surrounding residential areas which is of substantial benefit for efficiency of the operators and for the well being of the community. - The new link will cater for future growth without congestion. The development of Waterloo Business Park generates in excess of an additional \$500,000 rates since the development began with this to increase further once the development is complete. This will only increase over time and is a huge benefit to Christchurch City providing an additional rating base when it is desperately needed after the 2011 earthquakes. The roading network in Waterloo Business Park was designed and developed to cater for this new link road with Halswell Junction and Waterloo Roads both widened to cater for future transport capacity. It would seem futile not to utilise what has been designed for efficient transport use. - The new link will utilise the existing roading network more efficiently and take local traffic off a State Highway by providing a major connection to the surrounding area and community. 	
7	Dr Ramon	Pink	have some concerns	Canterbury District Health Board	<p>Details of submitter</p> <ol style="list-style-type: none"> 1. Canterbury District Health Board (CDHB). 2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development. <p>Details of submission</p> <ol style="list-style-type: none"> 3. We welcome the opportunity to comment on the Proposed Halswell Junction Road Extension - new link. 4. Health and wellbeing is influenced by a wide range of factors beyond the health sector. They are often referred to as the "social determinants of health" as illustrated by Barton and Grant's Health Map (2006) http://www.bne.uwe.ac.uk/who/healthmap/default.asp. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. <p>General Comments</p> <ol style="list-style-type: none"> 6. The CDHB supports efforts to improve connectivity and safety via the proposed Halswell Junction Road Extension new link. 7. The CDHB recommends that a shared path instead of the proposed on-road cycle lane is used for the entirety of Main South Road to Waterloo Road section. This section of road carries a significant volume of freight due to proximity to industrial sites. Trucks are disproportionately involved in crashes which cause serious injury or death of cyclists therefore ensuring that cyclists have safe facilities in such areas is paramount. Painted cycle lanes are unable to provide 	<p>Thank you for your feedback. Your concerns are noted. Please see below for additional comments.</p> <p>Following consultation the project team is proposing that the shared path should extend on both sides of the road from Waterloo Road to Foremans Road.</p> <p>The proposed plan between Foremans Road and Main South Road includes the existing layout for cyclists.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>protection to cyclists for impeding traffic such as wide trucks. A shared path would reduce this risk.</p> <p>8. Additionally, extending the shared path for the entire section would ensure this design feature is consistent along Halswell Junction Road. There are already shared paths before and after the proposed new link section. Consistent design of the cycle facilities will improve way-finding and useability for cyclists.</p> <p>9. The CDHB also recommends that CPTED audits are completed in relation to bus stops along the proposed new link to ensure personal safety for bus users given the proximity to trees.</p>	<p>Additional cycle facilities in this section are outside the scope of this project and a revised road layout requires reserve land. This is currently being investigated by the Council's Asset Planning (Transport) section.</p> <p>The two sections of road (shared path in new link and cycle lanes in existing southern section) have different characteristics in terms of corridor width, adjacent activity and accesses, and the design reflects this. Providing a consistent facility would only be feasible if cycle lanes were added to the new link however the northbound cycle lane would need to go off road prior to rail level crossing anyway due to need for a right turn lane, therefore shared paths in the new link are considered to offer cyclists an appropriate facility and provide good connections to the shared path north of Waterloo Road and the potential major cycleway on Waterloo Road east.</p> <p>Care has been taken to ensure that proposed landscaping will not obscure the new bus stops on the new link road.</p>
8	Shane	Blackburn	support the plans	Brick & Stone South Island / Midland Brick	The proposed heavy traffic link of Halswell Junction Road extension link, was influential in our decision to purchase and build new premises in Waterloo Business Park. We strongly support this link as it removes our heavy transport vehicles from the current parts of residential streets, Halswell Junction Road and Waterloo Road.	Thank you for your comments. Your support is noted.
9	Brian & Christine	Duke	have some concerns		<p>On looking through your proposal for the changes to our street we are concerned about the loss of car parking in the area with the new road layout. Approximately 140 vehicles park in the area daily reducing these parking areas will cause problems and if the Hornby League Club were to stop people parking outside the hall it will cause major problems.</p> <p>Once the drainage is fixed we would like to see the grass area on Foremans Road removed and turn the proposed parallel parking into angle parking to provide extra parks or is the new culdesac going to become public parking.</p> <p>The grass area at the end of the new culdesac could be reduced beyond the turning circle to provide parking for residents etc.</p> <p>Another issue is the planting of shrubs and tussocks on the corners of intersections it makes it difficult to see approaching traffic or pedestrians, a good example is the Springs Road roundabout.</p> <p>The lack of a walkway across the rail corridor where the old crossing is should be addressed - Human nature is to take the shortest route and people will find a way to get across. I've worked in the rail for many years and have witnessed this happening many times. It would be easier to put something in place now and not after someone has been hit by a train.</p>	<p>Thank you for your feedback. The changes to the road layout should not reduce the overall number of spaces substantially. If all-day car parking along the cul-de-sac section of Halswell Junction Road becomes a problem for the residents and businesses then could Council introduce parking restrictions. The project involves the removal of 10 car park spaces on Halswell Junction Road and creates 15 on Foremans Road in an area where about 8 cars can park informally. This is an overall loss of 3 spaces.</p> <p>Parallel parking is proposed to be formed along Foremans Road as there is not enough road width to safely provide for angle parking and a footpath along this section of road.</p> <p>No submissions have been received from the adjacent residents requesting changes to the proposed layout.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>A simple latch gate or zigzag walk way to stop people walking onto the tracks would be great for pedestrians not to mention a safe way for them to cross the tracks without taking risky shortcuts. These walkways are done all over the country. I have seen it plenty of times.</p> <p>We hope these road alterations will be done quickly as the heavy traffic shakes our houses like small earthquakes causing minor damage to them. It is also affecting the road surface which was recently repaired but is now starting to brake up again.</p>	<p>As consistent with safe design practice, the type of planting provided will ensure that visibility for road users is not restricted.</p> <p>Fences and vegetation will be provided to prevent people trespassing on the rail corridor at this point as per the requirements of KiwiRail.</p> <p>KiwiRail is opposed to any crossing facility remaining at this location.</p>
10	Bret	Highsted	support the plans		<p>I completely support this proposal as I believe that it provides many benefits.</p> <p>These benefits include</p> <ul style="list-style-type: none"> - Safety is of paramount importance and the existing crossing is substandard and a definite cause for concern. As an example existing road users are confused at the current intersection as to who to give way to. The existing crossing is not future proofed for the level of activity that is now generated by the Waterloo Business Park and increased traffic movements, the new rail crossing will cater for the current and future use which will add to the road and rail safety. - The proposal improves safety by providing a more direct route for road users, especially large trucks moving through this area. I believe that it is important for heavy transport to be diverted away from the surrounding residential areas which is of substantial benefit for efficiency of the operators and for the well being of the community. - The new link will cater for future growth without congestion. The development of Waterloo Business Park generates in excess of an additional \$500,000 rates since the development began with this to increase further once the development is complete. This will only increase over time and is a huge benefit to Christchurch City providing an additional rating base when it is desperately needed after the 2011 earthquakes. The roading network in Waterloo Business Park was designed and developed to cater for this new link road with Halswell Junction and Waterloo Roads both widened to cater for future transport capacity. It would seem futile not to utilise what has been designed for efficient transport use. - The new link will utilise the existing roading network more efficiently and take local traffic off a State Highway by providing a major connection to the surrounding area and community. 	<p>Thank you for your comments. Your support is noted.</p>
11	Bill	Drayton	support the plans		<p>This will be a great improvement, will sort out the traffic nicely</p>	<p>Thank you for your feedback. Your support is noted.</p>
12	Anita	Grosvenor	have some concerns		<p>The proposed intersection change will benefit industrial traffic & divert it away from residential Islington - good.</p> <p>But this change will increase pressure on the 5-point intersection of Gilberthorpes Rd, Waterloo Rd & Moffett St, as residential traffic that currently uses Halswell Junction Rd/Waterloo Rd will switch to it unless going south.</p>	<p>Thank you for your feedback.</p> <p>Modelling of the new layout for HJR and the new road network associated with Waterloo Business Park indicates that the new link will generate less traffic along Waterloo Rd</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					The Waterloo/Gilberthorpes/Moffett intersection is already dangerous, especially at busy school times, with an adjacent railway crossing & difficult pedestrian approach. I recommend your proposal highlight this, as an intersection re-design will become increasingly needed	It is acknowledged that the intersection of Gilberthorpes/Moffett/Waterloo Roads is complex, but this complexity is not reflected in the crash statistics for the site. The intersection is not in the worst 100 intersections for the city and with limited funding available there are currently no plans to undertake any works at this location.
13	Grant	Thomlinson	support the plans		We fully support the plans and look forward to earliest possible implementation	Thank you for your feedback. Your support is noted.
14	Peter M	Hobbs	have some concerns		Stop sign at Halswell Junction Foremans Road corner should be a roundabout or lights. Getting out of Halswell Jnc Road could become a nightmare as more traffic will use the new link road. This refers to Waterloo Road end item #6	Thank you for your feedback. The introduction of a roundabout or signals at this intersection would incur potentially substantial delays to Halswell Junction Road, which is an arterial route. These delays would be a cost to the network and would reduce the overall benefits in undertaking this work.
15	Andrew	Bell	support the plans		Good design	Thank you for your feedback. Your support is noted.
16	Karl & Sharleen	Cranston	have some concerns		<p>Pedestrian access should be in place over the rail lines or a path along the tracks to new crossing!! If I was an owner of the last two properties I wouldn't be happy to have to put my bins out in the middle of winter half way up the street!! I would like to see parking created along Formans Rd at the park to stop our street having cars park all up it. Our street has been disadvantaged for years! Heavy vehicles, lack of repairs and if repaired half assed job. Damage to our properties.</p> <p>Why should we not have what we would like.</p>	<p>Thank you for your comments. KiwiRail is opposed to any crossing facility remaining at this location. No submissions have been received from the adjacent owners of the affected properties opposing these features. Parallel parking has been included along Foremans Road up to the area where the trees are planted.</p>
17	Geoff	Ball	support the plans	Hagley Windows & Doors	<p>As a property owner and business operator in Waterloo Business Park I support the proposed new railway crossing and extension of Halswell Junction Road.</p> <p>The current railway crossing and its proximity to the junction of Halswell Junction, Foremans and Waterloo Roads is extremely dangerous. My staff witness near misses regularly. The number of large trucks using this very dangerous intersection and railway crossing has increased considerably since the establishment of Waterloo Business Park.</p> <p>The public do not understand that Halswell Junction Road stops at the railway crossing and recommences in Waterloo Business Park and then continues to Pound Road. There is a disconnect currently in Halswell Junction Road. It is very frustrating for clients finding our new premises.</p> <p>Waterloo Business Park have designed a dynamic environment for businesses and the people who work within.</p> <p>It is essential that the proposed Halswell Junction Road extension and railway crossing is approved and constructed as soon as possible to ensure the safety of road users and to ensure our clients can find us.</p>	Thank you for your feedback. Your support is noted.
18	Tony	Goddard	support the plans		The existing intersection of Halswell Junction Rd & Waterloo Rd is quite dangerous in my opinion. I travel through this intersection between 2 & 4 times a day, it is very poorly designed & I have seen many near misses over the years because few drivers know who has the right of	Thank you for your comments. Your support is noted.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					way. There has been a considerable increase in the number & size of trucks on the roads in recent years & the proposed realignment & rail crossing will be a lot safer & easier to negotiate.	
19	Tony	Schreuder	have some concerns	Nufarm NZ	<p>I have a concern as to the provisions made for cyclists through the new diversion.</p> <p>This appears to work fine on Halswell Junction Road where the total width is 20.1 meters but on the new diversion section of Halswell Junction Road the width is only 16 meters and is relying on a shared pathway in both directions.</p> <p>This mirrors what is already in place with regards to cyclist safety on the existing Waterloo Road / Halswell Junction Road roundabout in the business park and is less than ideal.</p> <p>This is the perfect opportunity to do it right with regards to cyclist safety. As the business park grows there will be greater use of the cycle lanes by commuter cyclists.</p>	<p>Thank you for your comments.</p> <p>As you note, the corridor width is narrower than other sections of Halswell Junction Road however, the available corridor width is limited and cannot be widened. The shared path on the south side of the proposed HJR extension was considered to be the safest option for cyclists using this area through a corridor which will carry a high percentage of heavy vehicles. Following consultation however, the project team is proposing that a shared pathway be provided on both sides of the road from Waterloo Road to Foremans Road.</p>
20	KJ	Randall	support the plans	Doppelmayr NZ		Thank you for your feedback. Your support is noted.
21	Ashley	McLachlan	support the plans	Waterloo Business Park		Thank you for your feedback. Your support is noted.
22	Emily	Thornton	support the plans		There are so many benefits to this proposal.	Thank you for your feedback. Your support is noted.
23	Glenn	Milroy	support the plans	Graham Hill roofing		Thank you for your feedback. Your support is noted.
24	Jim & Robyn	Veitch	support the plans	Lifestream Ltd	totally support this long standing proposed project which has so many benefits	Thank you for your feedback. Your support is noted.
25	Keith	Thomlinson	support the plans	Rental Car Village	The new proposal will eliminate the difficult and confusing traffic intersection where "West heading" Halswell Junction Road bends "North" & becomes Waterloo Road at rail crossing, then looping back "South" for a couple of hundred metres before heading West, becoming Halswell Junction road again. The new crossing is a safer option than present.	Thank you for your comments. Your support is noted.
26	Wayne	Fenton	support the plans	Cardinal Logistics	I support these plans due to the issues of the current Waterloo Road and Halswell Junction road intersection being so troublesome with most people not knowing when to give way and the blind vision for traffic coming from Waterloo Business Park of traffic coming from Halswell Junction road into the intersection. This has a safety impact on our trucks delivering into Foodstuffs and Countdown with this being the direct route. These issues will only magnify as more businesses are established in the Waterloo Business Park.	Thank you for your feedback. Your support is noted.
27	Tim	Dalglish	support the plans	Wakefield Metals		Thank you for your feedback. Your support is noted.
28	Helen	Timms	have some concerns		<ol style="list-style-type: none"> 1. Bus Stop: Currently workers working east of the Main South Road have to walk down H. Junction Road to stop. New stop further away. Need to either put a new one in on Main South Road close to corner. 2. Trees curbing on Foremans Road. You can't drive down the street now with all the trucks and when they swing in are on the wrong side of the road. Suggest you spend a day observing the traffic. Total chaos and somebody will get killed. 3. Not in favour of stopping the old Halswell Junction Road. Our customers come this way to our business 	<p>Thank you for your comments.</p> <p>A bus stop on the Main South Road is outside the scope of this project. However, your comments will be referred to the Council's Passenger Transport Engineer.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
						KiwiRail is opposed to any crossing facility remaining at this location. The new road should make it easier for customers to access Foremans Road.
29	Beverley	Frampton	have some concerns		<p>Thank you for the opportunity to add my comments. I have lived in Islington all my life, just over 77 years, I am passionate about Islington and very excited about the proposed extension and new link, as it also provides the CCC an opportunity to contribute to the "Beautification" of our lovely suburb. Our area has many residents who have lived in Islington all their life and therefore it is a great community, adding value to Christchurch because we are helping keep a high "social" standard.</p> <p>Approximately 30 years ago I was secretary of the Islington Residents Association and I fought hard to convince the CCC Landscapers that our suburb needed some landscaping, trees, grass, greenery on the railway line side of Waterloo Road, from Gilberthorpes to Brixton. Eventually the CCC did plant trees along the side of the road. The trees they planted then are now a great asset to the roadside.</p> <p>The "beautification" of this area is really important to me, because I believe that this raises the standard of the public's behaviour, reducing petty crime and vandalism and it encourages home owners to keep their properties tidy. This then keeps the values of the properties higher and therefore the CCC is able to collect more rates, resulting in "win-win" for all.</p> <p>I am generally happy with the proposed plan as it does involve beautification by planting of some extra trees and a grassed area. However I would ask that CCC seriously consider adding 10-20 more trees than is on the proposed plan, as this would enhance the area to the standard it deserves and assist the many valued residents of the area in keeping a high "social" standard, all for the benefit of our great city</p>	<p>Thank you for your feedback. We will look to maximise spaces where existing underground and overhead services allow us to plant. We also need to ensure sightlines and visibility to traffic. However, we will look for as many opportunities as possible to plant.</p>
30	Mrs E A	McDrury	have some concerns		<p>Pages sent:</p> <ol style="list-style-type: none"> 1. Support 2. Concerns Rail 3 & 4. From my observations 4. In addition/consequences 5 Request of traffic engineering staff <p>Ref Affected Property – (Number provided) Parker Street</p> <p>I support the New Link (sheets 2 & 3)</p> <p>(1) Thank you for notifying me by mail.</p> <p>I support the rearrangement of Waterloo Road/Halswell Junction Road.</p>	<p>Thank you for your comments.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>To stop through traffic at this point (sheet 4) will enhance living conditions for the residential housing by redirecting the heavy haulage traffic that has passed their home for years.</p> <p>(2) YES I SUPPORT THE PLANS BUT HAVE SOME CONCERNS</p> <p>I visited the Drop In Session, and spoke with representatives.</p> <p>I WAS DISAPPOINTED TO FIND A CONNECTED MAP OF THE SHEETS OF PLANS WAS NOT ON SITE.</p> <p>ALSO, I would have like to have seen a broader look at the area, particularly as many other traffic (motorway, road & rail) issues are in place, or, could be at the planning stage.</p> <p>I enquired as to whether Rail stations would become common again, and where would they be - thinking PARK & RIDE situations would attract patronage.</p> <p>THE CHANGES IN HORNBY, ISLINGTON, TEMPLETON & ROLLESTON AREAS REGARDING COMMUTERS AND FREIGHT MEAN THAT THIS ISSUE SHOULD NOT BE SET ASIDE.</p> <p>(3) YES I SUPPORT THE PLANS BUT HAVE SOME CONCERNS</p> <p>FROM MY OWN OBSERVATIONS</p> <p>I began permanently living in Parker Street in 1970. The house was one of the first 4 homes built in the street c1968.</p> <p>The rail/Roading areas of Islington have long been a problem as a consequence of increasing usage by heavy haulage trucking.</p> <p>Due to the weight of vehicles, the degradation of the rail crossings (and their repair) will have been financially Onerous this past 50 years.</p> <p>PARKER STREET evolved from a dead end street that was opened up to connect with Waterloo & Gilberthorpes Road across the main trunk railway, with Moffett Street being part of this intersection.</p> <p>PARKER STREET'S TRAFFIC FLOW HAS INCREASED CONSIDERABLY OVER THE YEARS.</p> <p>The effects of the noise of the heavier vehicles can be judged by the fencing decisions having to be made by myself over the years.</p> <p>Until the Wahine storm, the house had no front fence - just a pleasant lawn.</p> <p>The front lawn was then fenced off; with a drive on oneside and footpath & garden on the other side.</p> <p>This was when 2 local freezing works were the main reason for heavy haulage trucks.</p>	<p>Agree, although that the proposed changes will not affect the future ability to make provision for commuter rail.</p>

RELEASED FROM PUBLIC EXCLUDED

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>It then became a fence with hedging behind it and with hedging screening the street along side that fence.</p> <p>The front & back of the house was double glazed.</p> <p>This year, we fenced in front of the remaining hedge facing the public footpath, & put up a high sided path gate in order to reduce the continuing effects of traffic noise off the intersection we face down.</p> <p>(4) YES I SUPPORT THE PLANS BUT HAVE SOME CONCERNS</p> <p>FROM MY OWN OBSERVATIONS continued</p> <p>IN ADDITION</p> <p>As a result of 2 tiny cracks of 2cm found after the Kaikoura earthquakes, the insurer was notified February 14, 2017 of this minor damage.</p> <p>Family vacated the house this year, and the property is now rented under Property Management.</p> <p>AN INSPECTION SHEET DATED JUNE 22 2017 WAS SHOWN TO THE DROP IN STAFF.</p> <p>The comment alongside the photograph of the Lounge crack said:</p> <p>CRACK IN WALL ABOVE WINDOW IN LOUNGE.</p> <p>TENANT SAYS IT GETS WORSE WITH THE TRUCKS.</p> <p>I can verify that this crack has travelled markedly.</p> <p>AS A PENSIONER, I AM NOT HAPPY TO BE IN CHARGE OF REPAIRING A HOUSE THAT HAS EARTHQUAKE DAMAGE MARKEDLY DEGRADED BY THE EFFECTS OF STREET TRAFFIC FLOW MOVEMENTS.</p> <p>Maintenance of property should not be occurring as a result of the use of the road.</p> <p>(5) YES I SUPPORT THE PLANS BUT HAVE SOME CONCERNS</p> <p>I WOULD LIKE TO ASK THE TRAFFIC ENGINEERING STAFF to look closely at the changing traffic patterns in the greater area of Hornby & Islington.</p> <p>I appreciate that much has changed, with more to occur; particularly with the installation of new roading controls.</p> <p>Heavy haulage and multi trailer trucks are using Parker Street as a convenient shortcut between the Gilberthope/Waterloo intersection and the various connector roads/streets off Shands Road or the Main South Road.</p>	<p>The Traffic Operations team has been modelling changing traffic patterns in Hornby and Islington.</p>

RELEASED FROM PUBLIC EXCLUDED

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>PARKER STREET IS THE ONLY RESIDENTIAL STREET WITHOUT THE SIGN FORBIDDING TRUCKS UNLESS THEY HAVE A DELIVERY.</p> <p>AS HALSWELL JUNCTION ROAD REDEVELOPS IN CONJUNCTION WITH POUND ROAD & THE ASSOCIATED MOTORWAY DEVELOPMENTS, I would like the Traffic Engineering Department to REAPPRAISE THE IMPACT OF WEIGHTY TRANSPORT ON NEARBY RESIDENTIAL AREAS.</p> <p>I HAVE WRITTEN TODAY OF THE IMPACT ON (Number provided) PARKER STREET</p> <p>I would appreciate seeing LARGE & HIGH signage (at the truck cab height) established so that the trucking fraternity have indications that they are entering a Residential area.</p> <p>In particular,</p> <p>PARKER Street - both ends (i.e. Main Sth + Railway line)</p> <p>ROBERTS Road Pound Road end</p> <p>GILBERTHORPES Road Buchanan Road end</p> <p>WATERLOO Road about Brixton or Wilson St corner</p> <p>WATERLOO Road Carmen Rd/Hornby multi schools area</p>	<p>This request has been passed on to the Area Engineer for consideration.</p>
31	Paul	Glover	have some concerns		<p>The intersection Waterloo/New Link on sheet 3 should have a Stop or Give Way sign, not traffic lights, because: (1) vehicles, esp heavy trucks, will encounter less disruption to their passage along the new link and (2) this in turn will make it more convenient for heavy vehicles to use the new link rather than transit through the residential Waterloo/ Gilberthorpes roads. (3) the double lanes on Waterloo and New Link intersection are essential to allow some traffic flow when the train is crossing- provided this is a Stop or Give Way and not traffic lights.</p> <p>There are many pedestrians and cyclists currently using the railway crossing on Halswell Junction Road near Waterloo Road. The new plan shows the footpath on the north side of the road with a pedestrian crossing at the proposed lights. This will greatly increase the walking distance for pedestrians who are using the crossing now and also is useless for cyclists who use the south side of Waterloo. Better to add a cycleway/footpath on the south side of Waterloo Road or, better still, to retain a cycle/ pedestrian level crossing in the current location.</p> <p>The net effect of the changes retains the ease of use of Waterloo Road by heavy vehicles; this is not desirable as this rebuild must help to remove as many heavy vehicles from the residential Gilberthorpes/Waterloo Roads as is possible. Critical to this is the ease of passage of all vehicle along the new link ie, not installing traffic lights at the Waterloo/New Link intersection.</p>	<p>Thank you for your comments. The traffic lights are a requirement from KiwiRail to provide for safety at the rail crossing given the proximity of the Waterloo / HJR intersection to the rail corridor.</p> <p>It is likely that a shared cycleway facility will be provided on the southern side of Waterloo Road as part of the Major Cycle Routes programme given the lack of access points on that side of the road. KiwiRail is opposed to any crossing facility remaining at this location.</p> <p>Modelling of the new layout for HJR and the new road network associated with Waterloo Business Park indicates that the new link will generate less traffic.</p>
32	Steve	Hume	support the plans		<p>Excellent plan. Like landscaping and layout, so much safer.</p> <p>Good bus stop and cycling provisions.</p> <p>Just get on and do it.</p>	<p>Thank you for your feedback. Your support is noted.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
33	Mike	Miles	have some concerns	Orion New Zealand Limited	<p>Orion has no objection to the proposed new road extension and layout alterations.</p> <p>However Orion sees conflict with the CCC design and existing Orion cables that need to be resolved before CCC finalise this design.</p> <p>Proposed trees on both sides of Halswell Junction Rd to north of Foremans Rd are either directly over underground 33kV cables or within the 2.5m required clearance.</p> <p>So do not meet the Orion/CCC agreement for tree clearances as per CCC IDS section 10.</p> <p>Trees will need to be removed or relocated clear of cables.</p> <p>Proposed trees on proposed kerb buildout in Foremans Rd are either directly over underground 33kV cables or within the 2.5m required clearance.</p> <p>So do not meet the Orion/CCC agreement for tree clearances as per CCC IDS section 10.</p> <p>Trees will need to be removed or relocated clear of cables.</p> <p>Proposed trees at proposed cul-de-sac in Halswell Junction Rd are either directly over underground 33kV cables or within the 2.5m required clearance.</p> <p>So do not meet the Orion/CCC agreement for tree clearances as per CCC IDS section 10.</p> <p>Trees will need to be removed or relocated clear of cables.</p> <p>Several existing underground cables in the Halswell Junction Rd / Foremans Rd intersection will require relocation.</p> <p>Several existing underground cables in the future Halswell Junction Rd extension will require relocation.</p> <p>Several existing underground cables in the future Halswell Junction Rd / Waterloo Rd intersection will require relocation.</p>	<p>Thank you for your comments. Any new plantings will need to be 2.5m clear of 33kv cable and meet CCC IDS guidelines. Exact locations will be adjusted during detailed design. Orion will be consulted prior to the detailed design phase of the project. Lines in the new link road will need to be undergrounded.</p>
34	Frank & Isobel	Hooper	support the plans			Thank you for your feedback. Your support is noted.
35	J P	Salter	support the plans		Our only worry was - would we still have a bus stop. But yes will have one	Thank you for your feedback. Your support is noted.
36	Euan	Gutteridge	support the plans		The sooner the better really - should have been part of the Pound Rd realignment and Waterloo Business Park. Existing alignment is a rat run and Waterloo / HJR intersection not good.	Thank you for your feedback. Your support is noted.
37	Luke	Mckay	support the plans			Thank you for your feedback. Your support is noted.
38	Ben	Larter	support the plans	Canterbury Glass	<p>Thoroughly support this proposed plan.</p> <p>Waterloo Business Park is only going to get busier, meaning increased traffic, and also</p>	Thank you for your feedback. Your support is noted.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					increased heavy vehicles. At the moment the Waterloo/Halswell Junction intersection and then flow onto the level crossing is confusing, and potentially dangerous.	
39	Ariana	Johansson	support the plans		Our household supports the new changes and think it is good for re-diverting a lot of larger vehicles given the new industrial park going up behind us. I think it will also be better because the big trucks on the roads have created a lot of holes in the road where the old crossing is and it's very frustrating when you have a smaller vehicle trying to negotiate the pot holes.	Thank you for your comments. Your support is noted.
40	Norma	Larkin	support the plans		This will be a big improvement compared to the current alignment. I use this road regularly and am pleased it will finally be dealt with. Thank you!!!	Thank you for your feedback. Your support is noted.
41	Kerrie Maynard & Scott Fowler	None	have some concerns		We have a concern about boy-racers especially if the road outside 344 Waterloo Road is straightened. There is already a problem on Waterloo Road and on the new road in the new industrial park. Judder bars or something similar would be helpful, especially once the railway crossing is gone and the intersection gone. Straightening the road here would mean removal of bushes and trees both of which give us a lot of privacy	Thank you for your feedback. This issue has been forwarded on to the Area Engineer for consideration. While there will be some loss of planting, the final design will ensure this is as little as practicable. It should be noted that with the closure of the level crossing, there would be fencing and planting to prevent access across the railway line.
42	None	None	support the plans	P.R. Mayes & Associates Ltd	Thank you for your feedback. Your support is noted.	Thank you for your feedback. Your support is noted.
43	Helen	Howden	support the plans			Thank you for your feedback. Your support is noted.
44	Mrs Beverley	Hill	have some concerns		I support the plans generally, but have a query about Foremans Road, between Halswell Junction Road and Parker Street (Foremans Road East). Some years ago, the City Council put a by-law in place, which was supposed to prevent heavy trucks (except delivery trucks and the rubbish collection trucks) from travelling up and down Foremans Road East. most of the trucks abided by this, but we still get some of them ignoring this rule. I note that you will be realigning the intersection of Halswell Junction Road/Foremans Road and hope that there will be some way these heavy trucks will stop using Foremans Road!	Thank you for your feedback. The realignment of the intersection will make it more difficult for heavy vehicles to access Foremans Road (East) and we anticipate that this will reduce the number of HGVs using this section of Foremans Road.
45	Damon Cacciar	Birch	have some concerns		Need to ensure it is good and wide, mountable curbs etc, future proofed Spend time if money on the foundation prep of turning area (concrete base?), so it is not continuously torn up from large trucks turning sharply. Waterloo into Halswell Junction should have a 'Free left Turn' lane	Thank you for your comments. The road will be built to applicable national standards for the anticipated heavy vehicle volumes. A 'Free left turn' cannot be constructed for safety reasons due to the proximity of the intersection to the rail corridor.
46	Richard	Henderson	have some concerns		I am concerned about the lack of space heading north on Halswell Junction road for turning right into Waterloo road when the road user is riding a bicycle (and when heading the other way there is no space to turn left). I will be riding through this intersection twice a day on the	Thank you for your feedback. Cyclists on Halswell Junction Road turning left into Waterloo can utilise the on road left turning lane where traffic will have slowed

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>bike and I will NOT be using the "shared path" apart from not taking me where I need to go they are the one of the stupidest ideas out there! I normally ride at about 30km/h pedestrians normally walk at about 5km/h that is a speed difference of 6 times! Pedestrians can be very unpredictable and normally wear dark colours and quite often have hoodies on and headphones in so are quite unaware of their surroundings. I don't want to be responsible for putting somebody and possibly myself in hospital because the Council were too lazy to make the road a proper width and have an on road marked cycle lane. I trust this road will be made strong enough to take the extra heavy traffic ("H" labeled trucks) that will be using this road, the current re-sealing (using a good grade of proper seal) is already breaking up after only being down for about 6 weeks! Are there any plans to re-build Foremans road west and Waterloo road east of this intersection up to Carmen road? They both are not coping with the current traffic volume.</p>	<p>to negotiate the turn. High pedestrian numbers are unlikely on this section of shared pathway which is provided to safely separate cyclists from heavy traffic.</p> <p>The road will be built to applicable standards to cater for the anticipated heavy vehicle volumes.</p> <p>Maintenance works are proposed for Waterloo Road in 2019/20</p>
47	Dirk	De Lu	Have some concerns	Spokes Cant. Cyclists Assoc.	<p>From: https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/80</p> <p>CCC desperately needs professional planners who understand the needs of people who cycle. What is offered here is a throwback to the bad old days of squeezing cyclists in with no sense of what works or is safe.</p> <p>Nb: in the following CCC has labelled the files as pages, not sheets, and has labelled them 1 digit lower than the sheet number</p> <p>Sheet 1:</p> <p>https://www.ccc.govt.nz/assets/Documents/Consultation/2017/September/HJR-Page-2.pdf</p> <p>Halswell Jct south west of Main South Road</p> <p>Cycle lanes are 1.8m and on east side hard up against very narrow 2.1m wide parking lane. This is very likely to result in dooring and cycles swerving into traffic lane, or simply riding there as cycle lane is so unsafe. No one is going to like this. A parking lane of 2.5 is what many drivers essentially use, add in 0.9m door buffer and there is effectively 0.5m cycle lane. The Cycle Design guidelines recommend a 2.4m wide cycle lane</p> <p>Given the 2m wide flush median and 2.5m wide (total) berm/landscaping there is ample room to provide safer infrastructure.</p> <p>SPOKES would like to see the bi directional separated shared path extended from Foremans road along this section to Main South Road with provision made for cyclists to use the traffic lights on Main South road. If cyclists crossing main south are directed onto the shared path there probably doesn't need to be an on road cycle lane on the West side of sheet 1.</p> <p>With both a rugby grounds and park on this street there is likely a high pent up demand for safe cycling.</p> <p>Sheet 2:</p> <p>https://www.ccc.govt.nz/assets/Documents/Consultation/2017/September/HJR-Page-3.pdf</p>	<p>Thank you for your comments.</p> <p>The Christchurch Cycle Design Guide requires a cycle lane width of 1.8 to 2.0 metres on an arterial with a 50kph speed limit, which is what is being proposed for the on-road sections of cycle lane. The concerns over "dooring" are acknowledged and is more of a risk in areas where there is high parking turnover. In this location, the parking turnover is very low given that the on-street parking caters for all day parking for those working in the area.</p> <p>Following consultation the project team is proposing that the shared path should extend on both sides of the road from Waterloo Road to Foreman's Road.</p> <p>The proposed plan between Foremans Road and Main South Road includes the existing layout for cyclists. Additional cycle facilities in this section are outside the scope of this project and a revised road layout requires reserve land. This is currently being investigated by the Council's Asset Planning (Transport) section.</p> <p>The two sections of road (shared path in new link and cycle lanes in existing southern section) have different characteristics in terms of corridor width, adjacent activity and accesses, and the design reflects this. Providing a consistent facility would only be feasible if cycle lanes were added to the new link. However, the northbound cycle lane would need to go off road prior to rail level crossing due to need for a right turn lane. Shared paths in the new link are considered to offer cyclists an appropriate facility and provide good connections to the shared path north of Waterloo Road and the potential major cycleway on Waterloo Road east.</p>

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>Foremans, New Link, Halswell Jnct intersection</p> <p>The cycle lane converts to a shared 3m wide bidirectional path on the west side of the new link. Halswell Junction to the east and Foremans to the west show no cycle infrastructure.</p> <p>The northwest corner on New Link is a mess of duplicating infrastructure with shared bidirectional path and bus stop along with a short continuation of the on road cycle lane only to have it soon vanish at the bus stop, then reappear very briefly only to cease altogether with no indication how the hapless cyclist led astray by the green paint is to not know about and access the shared path. Cyclists need a smooth entry to the shared path.</p> <p>The bus stop south bound will force cyclists into the road. Not good.</p> <p>Traffic lanes are a generous 4m with a 2m flush median. This allows an easy 2m to be reallocated to cycling and pedestrians. There is also a generous amount of green landscaped space. Nb: No driveways are shown so turning vehicles blocking lanes are not anticipated.</p> <p>SPOKES would like the on road cycle lane on the NE side of New Link to continue.</p> <p>Sheet 3: file:///C:/Users/Dirk/Documents/Submission%20Source%20docs/CCC%20Hlswl%20Jnct%204.pdf</p> <p>New Link to Waterloo Road and onto Halswell Jnct roundabout</p> <p>SPOKES would like to see an on road cycle lane continue on the North East side of New Link</p> <p>Sheet 4: file:///C:/Users/Dirk/Documents/Submission%20Source%20docs/CCC%20Hlswl%20Jnct%205.pdf</p> <p>Halswell Jnct Road north cul de sac at Waterloo Rd, no connection</p> <p>This becomes a service road for residents with no access to Waterloo Road. No cycle infrastructure.</p>	<p>The transitions between on-road cycles and the shared paths will be clarified to cyclists. In particular north bound cyclists have two options to join the shared path depending on whether a bus is the bus stop. If there is no bus they use the cut down just north of the stop. When a bus is in the stop they have the option of using the widened cutdown prior to the bus stop that allows them to use the shared path behind the bus shelter.</p> <p>In respect to the formation of the cul-de-sac on the existing Halswell Junction Road, KiwiRail is opposed to any crossing facility remaining at this location for safety reasons.</p>
48	D	Cameron	support the plans	Grounds and Services Limited		Thank you for your feedback. Your support is noted.
49	Peter & Lyn	Anderson	support the plans			Thank you for your feedback. Your support is noted.
50	Jodi	Gauci	support the plans	Tulloch Road Ltd		Thank you for your feedback. Your support is noted.
51	Colin & Joyce	Dunn	have some concerns		<p>We really support the new link and wish it could happen yesterday</p> <p>There is two aspects of the design that is concerning on planning sheet 2.</p>	Thank you for your comments.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					<p>1. Access to old Halswell Junction Rd from the new Foremans Rd corner.</p> <p>At busy times traffic coming from Main South Rd on Halswell Junction Rd and wanting to turn into the old Halswell Junction Rd will be straddling the centre of the road waiting, and run the risk of being rear ended by following or speeding traffic and shunted into oncoming trucks with a not very nice outcome.</p> <p>We suggest that there be a no right turn off Halswell Junction Rd at this intersection coming from either direction.</p> <p>We say this with the knowledge of near misses getting into our own driveway which is on a straight part of the road let alone on a curve as in the new plan.</p> <p>2. Parking on Foremans Rd (West)</p> <p>We notice the plan is to have grass along south side of Foremans Rd (west) where currently the workers park at right angles to the fence and there is often a lot of cars there. By changing this to this to parallel parking will reduce the number of car parks nearby for workers and force them out into the residential area which already happens now.</p> <p>Don't make it worse, perhaps some of the fancy landscaped areas near the new bus stop could have a three or four car parks.</p>	<p>The painted median at this location is 2.0 metres wide, which is the usual width for painted medians and caters for drivers to stop clear of through lanes.</p> <p>This would create some issues for people trying to access the cul-de-sac from the south</p> <p>The project involves the removal of 10 car park spaces on Halswell Junction and creates 15 on Foremans Road in an area where some 8 cars can park informally. This is an overall loss of 3 spaces.</p> <p>Due to the proximity of the landscape area to the intersection it would be difficult to safely make provision for car parking in this location.</p>
52	Victor Robert	Morrison	support the plans		<p>This is great news!</p> <p>The original railway crossing is a nightmare at that intersection with the 2 give way signs - very confusing to most drivers.</p> <p>Don't take too long to get this improvement done!</p> <p>My Wife & I can't wait! My wife, Maureen Anne, is also a driver.</p>	Thank you for your feedback. Your support is noted.
53	Judy	Reed	have some concerns		<p>Yes it's all about progress now being 2017 - 18 coming up firstly population on the rise brings about more & more cars, trucks on our roads. And with the new extension-new link traffic will flow a lot easier. I've lived in Mortlake St, for the last 20 years & have no concerns. I don't have a car only my push bike. I only hope our bus stops aren't going to be to far from where they are at present.</p>	Thank you for your feedback.
54	R	Waldrori	have some concerns		<p>Pedestrian and cycle access at the existing railway crossing Halswell Junction Road New railway crossing should be an over bridge for the road traffic</p>	<p>Thank you for your feedback. KiwiRail is opposed to any crossing facility remaining at this location. An overbridge was looked at but is cost prohibitive.</p>
55	Joanne	Thomson	support the plans			Thank you for your feedback. Your support is noted.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
56	Kevin	Burt	support the plans			Thank you for your feedback. Your support is noted.
57	Anne	Chambers	support the plans		Is a great idea to divert traffic away & through the business park - gets too congested as it is at present & not everyone gives way when they are supposed to. Also the road can't handle the big trucks & keeps turning into giant potholes which wreck your tyres which does not make me happy as they are so expensive.	Thank you for your feedback. Your support is noted.
58	KJ	Randall	support the plans	Doppelmayr NZ		Thank you for your feedback. Your support is noted.
59	Dave	Willis	have some concerns		how busy Waterloo Rd will become, Wilson - Mortlake - Brixton street, which way will truck etc leave the waterloo park. Bus stop long way from home on these street Mortlake - Brixton Wilson Street etc. Would have liked Halswell Junction rd rail crossing left open so traffic in this area could flow from these streets Brixton, Wilsons, Mortlake.	Thank you for your comments. Modelling of the new layout for HJR and the new road network associated with Waterloo Business Park indicates that the new link will generate less traffic KiwiRail is opposed to any crossing facility remaining at this location.
60	D J	Goodwin	have some concerns		Outside 346 Waterloo Road, will the island be going otherwise we can't turn left. Closing the road opposite means going up to Gilberthorpes turning right (this is a blind spot area & will become congested) Also taking away bushes in front of the train tracks will open the noise of the trains, this helps keep the noise to the houses down. If there is an accident in the future at the waterloo Rd intersection & Halswell Road, how is a diversion going to work. Halswell Junction Rd gave the residents another way onto main South Rd without having to back track why not make Halswell Junction Rd one way only onto Main South Rd. An accident is in the waiting at waterloo & Gilberthorpes also may involve a child no safety crossing for school kids. Pls unless your going to maintain Waterloo Rd up to Gilberthorpes Re: pot holes this road is a joke. Makes driving harder on a vehicle P/s I know this has nothing to do with this but can you pass on how dangerous driving is in CHCH at night when the roads are wet, maybe red cats eyes which work great in Auckland, or Fluro centre lines you can not see the centre white lines anymore due to the new road metal black shiny roads. Please consider this.	Thank you for your comments. The island will be removed when the intersection is closed after the completion of the HJR extension. Removal of the island will allow for right turns from your property to head towards the new Waterloo Road and Halswell Junction Road intersection which would be easier than turning right into Gilberthorpes Road. The landscaping in front of the train tracks will be retained. Fencing and additional landscaping is proposed in the area where the existing HJR intersection with Waterloo Road will be closed. In the event that there is an accident at the Waterloo Road and Halswell Junction Road intersection, there are suitable alternative routes via Parker Street or the new Pound Road / Waterloo Road intersection and link to Main South Road. KiwiRail is opposed to any crossing facility remaining at this location. This submission has been passed on to our maintenance staff who will monitor the condition of the road. This issue has been passed on to our Traffic Operations staff.
61	Wayne & Jeanette	James	support the plans		Not soon enough - go right ahead	Thank you for your feedback. Your support is noted.
62	Brian & Raelene	Purcell	support the plans		can't wait so it takes pressure off parker Street, it better!	Thank you for your feedback. Your support is noted.
63	Y Wang & L Chen	None	support the plans			Thank you for your feedback. Your support is noted.
64	Dave	Boyce	support the plans	NZ Trucking Assoc.	We fully support the proposal. Both as residents in the Waterloo Business Park, and also as representative of the trucking industry. The completion of this new Halswell Junction Road link across the main trunk line will give much improved access for trucks coming from both the west and north of Christchurch. This will connect Pound Road with Southern Motorway access points	Thank you for your feedback. Your support is noted.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
					and also provide better access to a significant number of industrial properties. This link will also assist in taking further heavy traffic away from the busy Main South Road / Carmen / Shands Road intersection.	
65	Cameron	Head	support the plans	Pacer Car Clean Products NZ Ltd		Thank you for your feedback. Your support is noted.
66	Dayton	Howie	support the plans	O'Neill Rentals Ltd.		Thank you for your feedback. Your support is noted.
67	darryl	thorburn	support the plans	Canterbury Metalwork Ltd		Thank you for your feedback. Your support is noted.
68	Nichole	Grey	support the plans		My husband and I fully support the proposed extension and feel that it can't come soon enough. The current Halswell Junction Road/Waterloo Road intersection has always been confusing and dangerous. We have been involved in, or have witnessed several near misses at the current intersection, as motorists get confused buy the layout and the curved centre island on Waterloo Road. Road rules seem to go out the window as right turning traffic forgets to give way to those going straight through on Waterloo Road. We believe that the proposed Halswell Junction Road extension will be far safer and will also have the added benefit of redirecting the many large trucks away from the residential area around the current intersection.	Thank you for your feedback. Your support is noted.
69	Mark	Tinning	support the plans			Thank you for your feedback. Your support is noted.
70	Phil	Arras	support the plans	O'Neill Rentals Ltd		Thank you for your feedback. Your support is noted.
71	Henricus	VAN TONGEREN	support the plans	Pillar Property Investments Limited	As a stakeholder in land and property affected by the proposed changes, we endorse the design and support the CCC proposal as provided.	Thank you for your feedback. Your support is noted.
72	Progressive Commercial Limited	Brendon Hill, General Manager	support the plans	Progressive Commercial Limited	As a landowner in Waterloo Business Park, we strongly support the proposed road layout. These changes will improve road safety and improve the overall roading network, in that it will enable superior and safe access into the Waterloo Business Park. Waterloo Business Park is a rapidly growing commercial/industrial precinct that requires these road links to manage the traffic flows into and out of the area and onto the wider roading network.	Thank you for your feedback. Your support is noted.
73	Chris	Harvey	support the plans	Windsor Doors (SI) Ltd	We strongly support this proposal and would urge the redevelopment is commenced as soon as possible. There are considerable safety issues with the current layout.	Thank you for your feedback. Your support is noted.
74	Simon	Boyd	support the plans	CWF Hamilton & Co Ltd		Thank you for your feedback. Your support is noted.
75	Ross	Andrew	support the plans		I fully support the proposal. With the large increase in heavy transport using Waterloo / Halswell Junction Road intersection the egress from Wilson has got more and more difficult at times. It has been more good luck than good management there have not been many accidents at the current intersection, particularly with the huge number of large trucks using it and the unclear prioritising of who goes first with the two give way signs(for those that dont know their road rules). The quicker this is implemented the better.	Thank you for your feedback. Your support is noted.
76	Jan	Hitchen	support the plans			Thank you for your feedback. Your support is noted.

Sub. No	First name	Last name	I / We	Organisation	Comments	Project team responses
77	Don	Chittock	have some concerns	Fulton Hogan Limited	<p>Fulton Hogan Limited is supportive of the proposed upgrade to Halswell Junction Road Extension and added safety it will provide for road users and pedestrians, especially the new rail crossing and the removal of heavy vehicle movements from a residential street .</p> <p>Fulton Hogan would like to discuss this proposal further with the Christchurch City Council as it currently has an impact to our main Canterbury construction yard, including the current off street parking (on our land) outside our Signs and Graphics business. Safety is key and we would like to ensure that there continues to be safe entry/ exit from our main yard gate and weighbridge and movement along the road, with the carriageway reconfiguration that includes cycle lanes and footpaths. With the proposed changes we would also like to understand any impacts to on street parking as this is at a premium now and where possible and it is safe to do so, Fulton Hogan would support more being provided for local business staff and visitors.</p> <p>Fulton Hogan is happy to constructively discuss these questions and concerns further with the Christchurch City Council.</p>	<p>Thank you for your comments.</p> <p>Discussions are continuing with Fulton Hogan.</p> <p>We note that the weighbridge will be removed. This has allowed the right angle customer parking outside the Fulton Hogan office on the corner of Halswell Junction Road and Foremans Road to be replaced with customer parking in the area that is currently accommodating the weighbridge. An indented mobility space will be located outside of the office.</p>
78	Roderick	Burbery	support the plans		My query is item 1 on the overview is new traffic signals. Is this to be traffic lights, stop sign or give way sign?	<p>Thank you for your feedback.</p> <p>The intersection of HJR / Waterloo Road will be controlled by signals which will also include the railway crossing.</p>
79	James	Harris	support the plans		This will greatly enhance the residential area and make the roads and crossing much safer.	Thank you for your feedback. Your support is noted.
80	Paul	Ranson	support the plans		This is fantastic! We have been waiting for this a long time.	Thank you for your feedback. Your support is noted.
81	Terrie-Anne	Ranson	support the plans		This has been a long time coming. The sooner the better.	Thank you for your feedback. Your support is noted.

RELEASED FROM PUBLIC EXCLUDED

Halswell Junction Road Extension

A high level breakdown of the forecasted total project cost is below:

Project Item	Forecasted Total Project Cost	Spend to date
Professional Services	\$2.26m	\$1.6
Property purchase and fees- land required for the new road	\$1.38m	\$1.3m
Stage 1 Construction- completed with South Express MCR	\$1.1m	\$1.1m
Stage 2 Construction- in Tender phase	\$4.47m	\$0
Stage 2 Construction contingency	\$780k	\$0
Stage 2 Utilities	\$680k	\$0
New road opening processes	\$50k	\$0
KiwiRail	\$14.37m	\$6.6m
Total project contingency	\$200k	\$0
Total project cost	\$25.29m	\$10.6m

RELEASED FROM PUBLIC EXCLUDED

RECEIVED