



M E M O R A N D U M

To: Rachael Carruthers, Processing Planner

From: Andrew Mazey, Asset Manager Transportation

Date: 4 December 2020

Subject: Transport Comments on Plan Change 59, Wilfield West Melton Rezone

Introduction

1. My name is Andrew McDonald Mazey. I have worked for Selwyn District Council since 1991 in a number of roading related roles over this time. I currently hold the position of Asset Manager Transportation and have been in this and an equivalent earlier position for 19 years. Part of my role is to provide strategic asset management and planning advice to Council across its roading and transport systems. A key component of this is to ensure the appropriate integration of both transport and land use planning for activities that depend on both.
2. Because of the relatively non-contentious nature of this Plan Change 59 Application (PC) from a transport perspective, my comments are provided in memo form. I have been involved in pre application meetings and have provided transport advice on behalf of Council to the Applicant. This has included an assessment of the Application and the Request for Further Information (RFI) processes.
3. I have read in particular the August 2018 Transportation Assessment by Stantec Ltd included in the PC Application and the further information supplied through RFI processes. From the outset I am generally supportive of the proposed Application from a transport perspective, based on this information

and also the 25 August 2020 “update submission” provided by the NZ Transport Agency (NZTA) advising of its intentions to upgrade the West Coast Road - State Highway 73 (SH73) and Weedons Ross Road Intersection. Concerns relating to the safety and performance of the existing intersection is a common theme across numerous submissions on this PC.

4. Apart from any general discussion or comments, others are on an “exception” basis to discuss any specific aspects of interest or note. This includes roading and transport submission points directed to me by the Processing Planner to consider.

General Comments

5. From a local roading and traffic perspective I have no concerns with the increase in density sought to rezone the proposed area to provide a further 72 lots. As estimated this will generate a further 432 vehicle movements per day (6 vehicle movements per lot). The as built configuration and standard of the local roading network within the existing Wilfield Development will cater for this through the current, and also proposed, extension of 18m wide road reserves with 8m wide carriageways such as Ridgeland Way.
6. On a wider local network perspective, Weedons Ross Road is classified as an arterial road that runs between SH73 at West Melton and the Christchurch Southern Motorway (CSM) Weedons Interchange at Rolleston. Council has already anticipated that Weedons Ross road will be used more by local and sub regional traffic. It has a project programmed for 2020/21 in its Draft 2021-2031 Long Term Plan to upgrade this route by seal widening with related intersection safety upgrades. Final approval is subject to the confirmation of Council and NZTA funding for this work.
7. The most long standing and underlying transport issue associated with West Melton relates to the severance that SH73 creates between the northern (township) and southern (residential and community facilities) areas. In 2016 a Corridor Management Plan for West Melton was developed by this PC Applicant, Selwyn Council and the NZTA. This identified taking a planned and integrated transport approach to upgrade SH73 through West Melton to cater

for growth, increased traffic and severance issues etc. This included lowering of speed limits, improved pedestrian crossing points and a range of ancillary road management improvements along SH73. However the main element it formally identified was the need to upgrade of the SH73 and Weedons Ross Road intersection to allow safer and more effective vehicle, pedestrian and cycling movements at this key intersection. This would include for the existing township and also any further residential growth such as in the Wilfield areas and elsewhere in the West Melton township within reason.

8. It was very fortunate that the Governments 2019 NZ Upgrade Programme (NZUP) funding package included the upgrade of this intersection. This was likely much earlier than what the NZTA could have normally achieved through their own national funding allocation processes. The NZTA are planning to install traffic signals at the intersection in the summer of 2021/22. Stakeholder and a public open days have been held in the last few months with the aim of finalising the details of the overall upgrade package for detailed design. Appendix A shows the current details and draft plan being consulted on of which the important elements are:
 - Installation of traffic signals at the SH73 and Weedons Ross Road Intersection. This includes signalised pedestrian crossing points.
 - The realignment of West Melton Road onto Weedons Road and;
 - a new roundabout aligning with Kingsdowne Road north improving access to the overall Wilfield area.
 - Upgrade of pedestrian linkages
9. In my opinion that the current upgrade plans currently proposed by the NZTA will satisfy the Councils and residents long standing safety and performance concerns with the current intersection, and will cater for any reasonably anticipated traffic increases and usages in the area that will occur over time associated with the West Melton township.

Submission Responses

10. As the submissions follow similar transport themes, these are grouped into general topics to provide a summarised response rather than a repetitive individual response to each one.

a) **SH73 and Weedons Ross Road Intersection**

As discussed above the plans currently being developed by the NZTA will address the safety and performance issues raised by submitters with the existing intersection, and in relation to its further use from the traffic generated by this PC. I consider it appropriate to include a plan change rule (or similar), as referred to by the NZTA in their updated submission on the 20 August 2020, that will appropriately pause the subdivision phases of the development until this intersection is upgraded with traffic signals.

b) **Weedons Ross Road**

As described in Section 6, Council has an upgrade project programmed for Weedons Ross Road in 2021/22. This will also coordinate with the proposed NZTA intersection works where applicable. The inclusion of a proposed roundabout at Kingdowne Drive (north), along with the realignment of West Melton Road, will improve access to the wider Wilfield Development compared to the existing Tee Intersection.

The speed limit along Weedons Ross Road between SH73 and south of Kingsdowne Drive south is 60 km/hr and is sign posted. This is appropriate for this current environment. Speed limits will be reviewed as part of the design processes for the roading and intersection upgrades planned in this area.

Unlike that envisaged in Section 10 a), I do not consider a condition of consent is necessary to pause this PC development until any upgrades or improvements occur along Weedons Ross Road.

The current footpath along the western side of Weedons Ross Road is proposed to be widened and improved where possible between the Wilfield Development and the upgraded SH73 and Weedons Ross Road intersection.

c) Public Transport

The current 86 Metro Bus Darfield Service stops at West Melton. This is a morning and evening service aimed at commuters along the SH73 Selwyn townships between Darfield and the Central City. While Environment Canterbury has no current plans to provide more specific direct services for West Melton, the planned upgrades to the intersections and roads will facilitate this occurring in the future.

d) Walking and Cycling.

In its draft 2021-2031 Long Term Plan, an off road cycleway is planned for 2034/35 to provide a walking and cycling linkage between Rolleston and West Melton.

Conclusions

From a roading and transport perspective I support Plan Change 59 subject to a plan change rule (or similar) being provided that will appropriately pause the subdivision phases of this Plan Change until the SH73 and Weedons Ross Road intersection is upgraded with traffic signals.

A handwritten signature in black ink, appearing to read 'Andrew Mazey', enclosed within a large, loopy oval shape.

Andrew Mazey

Asset Manager Transportation

73 Making it safer and easier to get around West Melton



Waka Kotahi NZ Transport Agency is proposing changes to the intersection of State Highway 73 and Weedons Ross Road, and a new link road between Weedons Ross and West Melton Roads. We'd like your help to make sure we have got it right.

People in the community have told us they would like to feel safer when walking and cycling around the village, and that drivers using the intersection are worried about accidents and often feel frustrated because of the lengthy delays at busy times.

The changes we are looking to make include:

- Traffic lights at the intersection of State Highway 73 and Weedon Ross Road, which will help make travel times more reliable and give cyclists and pedestrians a safe place to cross.
- New paths and pedestrian facilities to connect key parts of the community.
- A new link road connecting Weedons Ross and West Melton Roads.
- A new roundabout at the intersection of the new link road and Weedons Ross Road.

These changes will help reconnect the community to key facilities, like the community and recreation centre, the Domain, local shops, West Melton School and early childcare facilities. They will also help reduce delays and make travel times at the intersection more reliable – which is really important as the Christchurch Southern Motorway is opening soon, and the Selwyn district is growing.

We have been collecting feedback from stakeholders such as the Selwyn District Council and community representatives, and working on a draft design over the past few months.

Take a look and let us know if there is anything else that we should consider. We want to make sure we have got it right.

TELL US WHAT YOU THINK

Please give us your comments on our draft design and let us know if there is anything else we should consider.

You can come and meet the project team at our drop-in session on 26 November, share your thoughts online on our easy-to-use interactive map www.nzta.govt.nz/wmwr-feedback or email west.melton@nzta.govt.nz

Please provide your comments by 5pm on Friday 11 December 2020.

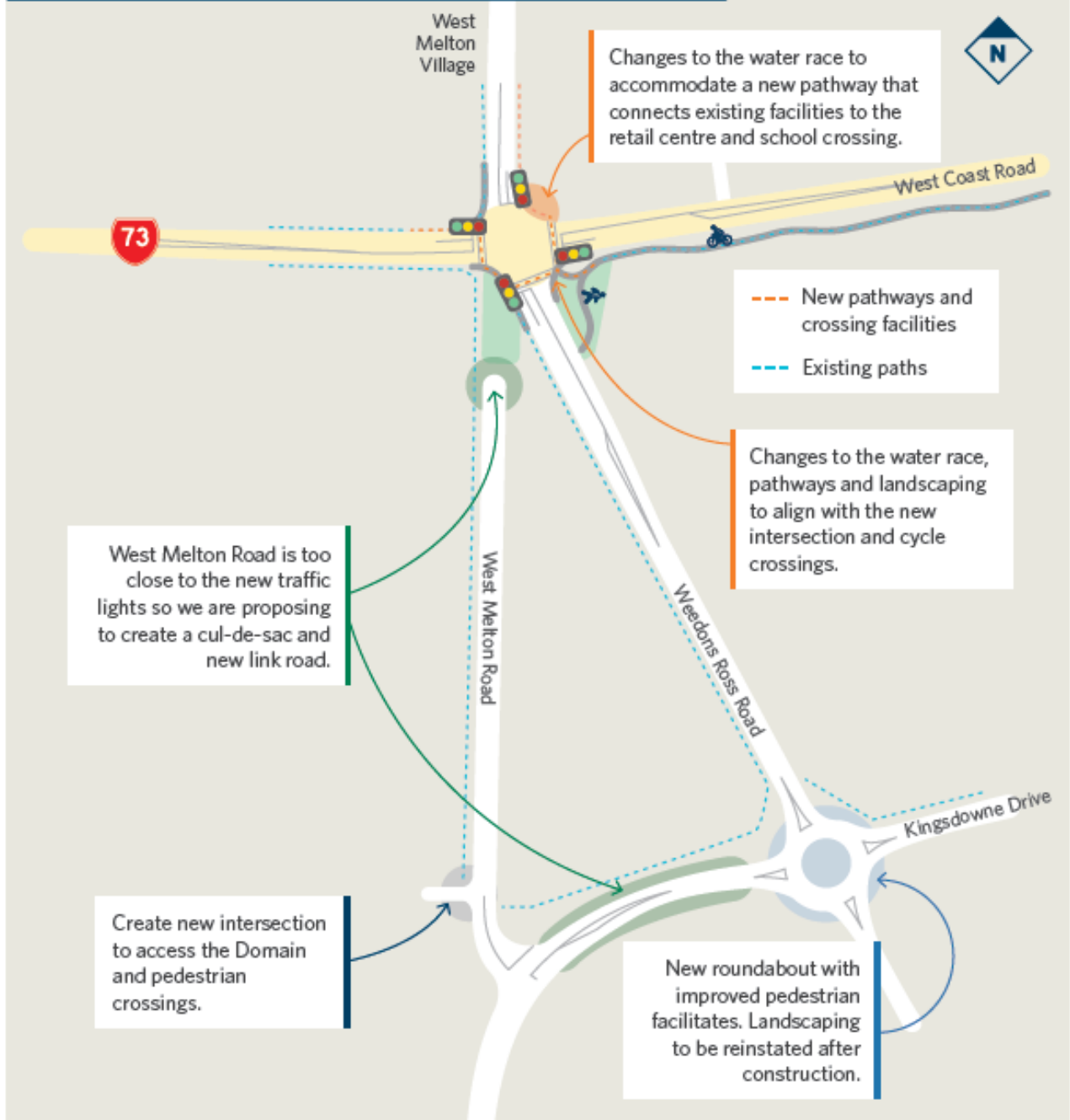
DROP-IN SESSION

Thursday 26 November
2pm – 6pm

West Melton School Hall
743 Weedons Ross Road,
West Melton

For more information
go to our project page:
www.nzta.govt.nz/wmwr

SH73 WEST MELTON PROPOSED CHANGES



ABOUT NZ UPGRADE PROGRAMME

This project is part of the NZ Upgrade Programme (NZUP) which is investing \$6.8 billion to save lives, get our cities moving and boost productivity in the country's growth areas.

The programme will play a vital role in helping to stimulate the economy and support the country as it recovers from the impacts of COVID 19.

NZUP provides a pipeline of work for the construction industry for the next decade – 800 to 1000 direct jobs as the first five projects get underway in the next 12 months, and 7000 to 9000 indirect opportunities for our wider supply chain.

It supports a shift to greater transport choice – with a balanced investment in public transport, roads and walking and cycling. New transport corridors are being built that unlock new housing developments, support economic growth and improve safety and accessibility.

Find out more at: www.nzta.govt.nz/planning-and-investment/nz-upgrade/overview/