

Waka Kotahi NZ Transport Agency

22 July 2022

Re. SH1 Rolleston Transport Improvements

To whom it may concern,

Property Council is the leading not-for-profit advocate for New Zealand's most significant industry, property. There are around \$160.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.7 billion (14 percent) and employment for 31,380 residents. We connect property professionals and represent the interests of 146 Christchurch based member companies across the private, public and charitable sectors.

We are writing to you in response to your request for feedback on the SH1 Rolleston Transport Improvements. Property Council supports the 'skewed' flyover connection between Rolleston township and industrial areas that was consulted on last year. We do not support a 'straight' flyover connection which, if implemented, will result in significant consequences to residents and businesses in the local area.

Future proofing the transport network

Rolleston is one of New Zealand's fastest-growing regions and it is therefore important to ensure its transport network is future proofed. The 'straight' option will not do this. If implemented, it will not enable the development of a multi-modal transport hub or likely facilitate mode shift (from car users to public transportation or active transport options). The 'skewed' option on the other hand, will provide greater opportunity for future public transport facilities/infrastructure such as an integrated park and ride option, a passenger bus station, and a link to a potential commuter rail station.

Proposed Bridge Gradient of eight per cent is outside of recommended guidelines

The proposed gradient under the 'straight' option is eight per cent which is too steep and outside of the recommended guidelines for cyclists, pedestrians, and wheelchair users. Providing a less steep gradient is safer and more user friendly which is important in future-proofing the overbridge to allow for use by all members of the community. In contrast, the proposed five percent gradient under the 'skewed' option not only meets Council standards and Waka Kotahi Cycling Network Guidance, but also international standards.

State Highway Impact

If the 'straight' option is implemented, State Highway One is only proposed to be a single lane each way under the flyover, thereby creating a bottleneck. This will have a far-reaching impact on the future movement of people and goods. For example, the 'straight' option will not be able to accommodate four lanes of State Highway One from Christchurch to Ashburton, preventing future development. A 'skewed' alignment will be less constrained and will allow for better free flowing traffic as it is able to accommodate a four-lane highway, when this is pursued in the future.

Traffic Congestion 40 per cent worse off under the 'straight' option

The 'straight' option will increase traffic congestion with traffic modelling indicating it will result in 40 per cent more delay in the morning peak hour compared to the 'skewed' option. It has also been predicted that this option will result in more intersections operating beyond their capacity in the morning peak and afternoon peak periods. The 'skewed' option provides a more direct and efficient connection to the recently upgraded Jones Road arterial route, Weedons Ross Road interchange, State Highway One and the proposed Large Format Retail Centre at IPort.

Impact on businesses

The 'straight' option does not deliver people directly to the growth areas within the industrial zone. Businesses have invested in the area based on the originally proposed and supported 'skewed' option, which has been in the district's Long Term Plan since 2015. This is particularly concerning as businesses were not aware of this alternative plan for the straight option, as it does not appear in any LIM reports. The importance of certainty for businesses cannot be understated. If the 'straight' option is implemented, this will risk losing future private and public sector investment in other transport projects. The straight option will also require businesses to relocate and additional properties to be purchased to enable construction.

Environmental Impact

The 'straight' option does not have better environmental outcomes. It is contradictory to Waka Kotahi's response to the Government's Emissions Reduction Plan where they plan to put additional focus on transport options and mode shifts to lower emissions. The proposed gradient of eight per cent will see less uptake of active modes of travel i.e., cycling and walking. A greater proportion of trips will therefore be undertaken in emissions emitting vehicles. While the 'straight' option is likely to have lower embodied carbon, this may be offset under the 'skewed' option as it supports long term mode shift, reduces congestion and reduces average travel times relative to the 'straight' option.

Conclusion

Overall, Property Council supports the 'skewed' option as the only viable option. It provides an accessible flyover which will help in reducing emissions and cater to Rolleston's current and future growth. Although the 'straight' option may be less costly, we need a solution that supports a range of transport options for people of all ages and abilities.

Should you have any questions, please contact [Sandamali Gunawardena](#), Advocacy Advisor.

Yours sincerely,



James Riddoch
South Island Branch Chair
Property Council New Zealand