



Ashley to Belfast, including Woodend

SAFETY IMPROVEMENTS

Tell us what you think

The NZ Transport Agency has been looking at ways to make it safer and easier to travel on State Highway 1 between the Ashley River Bridge and Tram Road, north of Christchurch. We've got a proposed plan, but we need your help to get it right.



Working with our partners

With the road toll increasing we need to take action to prevent deaths and serious injuries on this highway and keep communities safe.

We've been working with stakeholders including Waimakariri District Council to consider how best to connect key Woodend areas with good walking and cycling options, integration with bus stops and where best to safely route traffic.

Speed

While we're proposing improvements like road safety barriers and a wider road shoulder, there is something more we can do to prevent people from dying or being seriously injured – reduce speed limits so they are safe and right for the road.

You've told us that speed limits on State Highway 1 between Waikuku and Lineside Road feel too high to be safe. We've reviewed them and will be proposing new limits.

You'll have a chance to have your say on proposed changes when we come out for formal consultation in August. You'll find more information about this on our website.

Median barriers

Almost 80 percent of the deaths on this road are caused by head-on crashes.

Flexible road safety barriers catch vehicles that leave their lane before they hit something less forgiving – like other vehicles or roadside hazards such as trees, poles and ditches.

When a vehicle hits a barrier, the high-tension wire cables flex, slowing down the vehicle and keeping it upright during and after a collision. The barrier absorbs the impact, reducing the force on the people in the vehicle. Flexible road safety barriers are designed so they don't penetrate the passenger compartment of a vehicle. They are also designed so a vehicle is not deflected into another traffic lane. Depending on the speed and angle of the impact, a number of posts may bend over. This is how the posts are designed.

This design is not final. Over the next few months we will take this proposed plan out to landowners, stakeholders and the wider community to see what people think.

What makes them ideally suited to many New Zealand roads is that they are narrow so can often be installed without significant widening of the road. They are cost effective to install, and they work – results show a 70–80 percent reduction in road fatalities.

What about the bypass?

The proposed safety upgrades to Woodend township and the highway that we are working on now will not prevent the bypass, or other large-scale works, from going ahead in the future.

However, they will help connect communities and keep people safe straight away. A designation remains in place east of Woodend Township to protect land needed for a bypass in the longer term.

Next steps

We'll consider feedback and make tweaks to our proposal before making any final decisions and applying for construction funding. If funding is approved, we will update the community again with expected construction dates and stages.

We will also consider your feedback when making a final decision on what the speed limits should be. It is hoped any new speed limits can be implemented this year.



Help us get it right

State Highway 1 is the main road into Christchurch and an important link for people driving to work, along with local businesses and freight operators. This road is becoming busier as more people make Waimakariri District their home.

Unfortunately, too many people are being killed or seriously injured in crashes on this stretch of road, and locals tell us they feel unsafe using some intersections and walking or cycling – especially around the Woodend Township area.

People also told us speed is a concern.


We have some ideas to improve this stretch of road and make it safer and easier to get around.

We want to make sure we have got it right before we move to the next stage of the project and apply for construction funding.

We are looking at long-term changes, such as the Woodend Bypass, but there are things we can do to make this road safer in the meantime.

Our proposed ideas are designed to improve safety and access and help prevent people dying or being seriously injured in crashes.

- People told us it is difficult for pedestrians to cross SH1 at Woodend School and near bus stops and shops. We are looking at providing better access across the highway, by upgrading the school pedestrian crossing and improving facilities to the north of Woodend Road.
- We are working with Waimakariri District Council to look



Flexible barriers
are your
safety net

80km/h

at options to link the existing cycle path on Rangiora Woodend Road to the eastern side of Woodend.

- People told us speed is a concern. We plan to start consultation on changes to speed limits in August.
- To help prevent head-on crashes we want to add a wide centreline or install flexible road safety barriers down the middle of the road in some areas (not in towns along the route).
- If we install flexible safety barriers, we'd add turnaround facilities along the route to give people a safe place to turn around, out of the traffic.



Eight people died and 41 were seriously injured on this stretch of road between 2008 and 2017. Most deaths were from head-on crashes.



Flexible road safety barriers

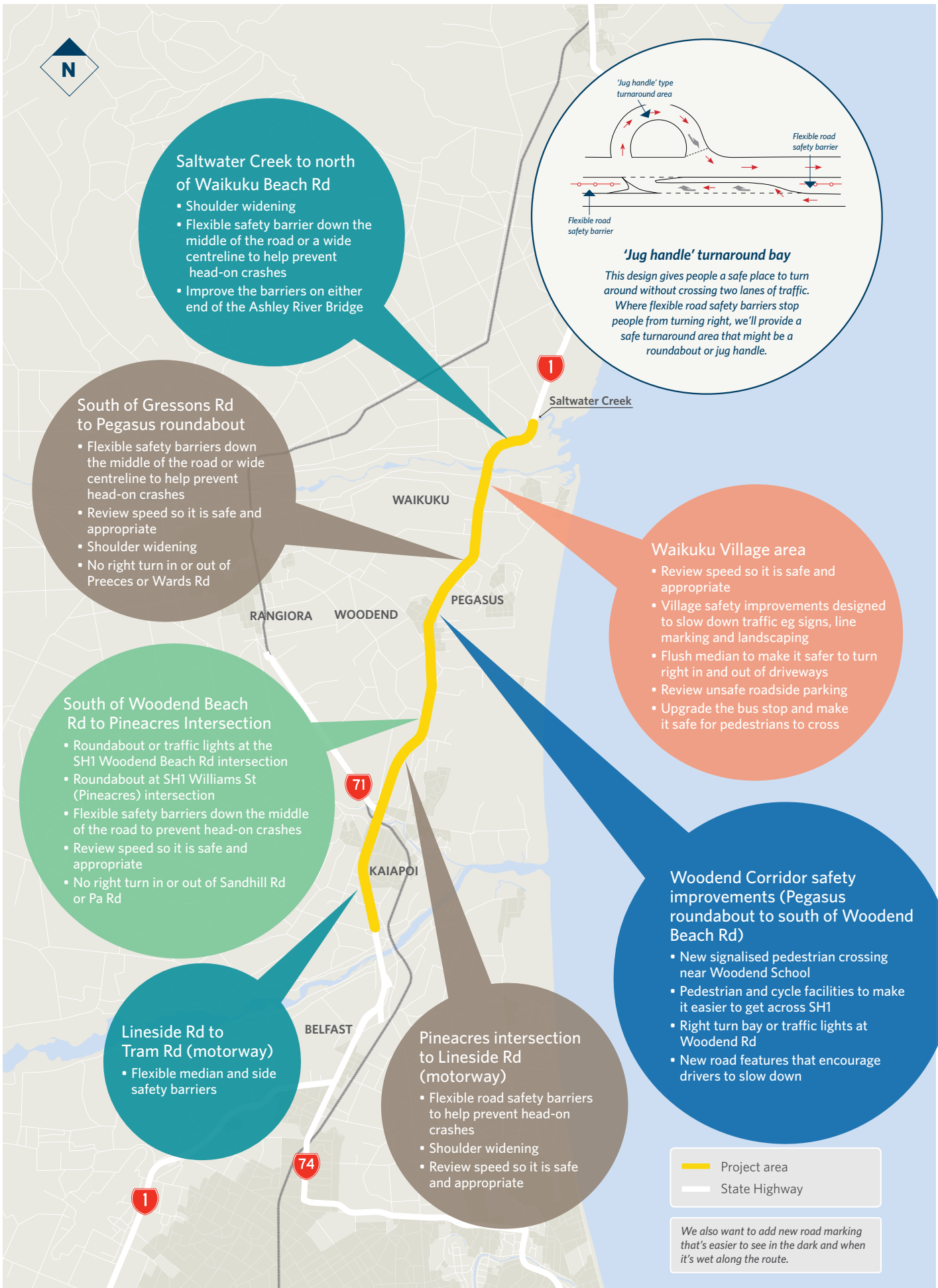
When fitted along the side and centre of the road, barriers reduce the number of people killed by up to 90 percent.*

- People said they found it hard to turn on and off the highway at some intersections.
- We're looking at upgrading the southern entrance to Woodend to a roundabout or traffic signals. If it is to be a roundabout, we would make the Rangiora Woodend Road left in/left out only. This would reduce traffic past the school and remove the current high-risk right-hand turn on to the state highway. We will work with Waimakariri District Council on alternative routes to get traffic travelling from Rangiora on to the state highway. This could then be supported by either a new right turning bay

or traffic signals at the Woodend Road/SH1 intersection that could also incorporate pedestrian facilities.

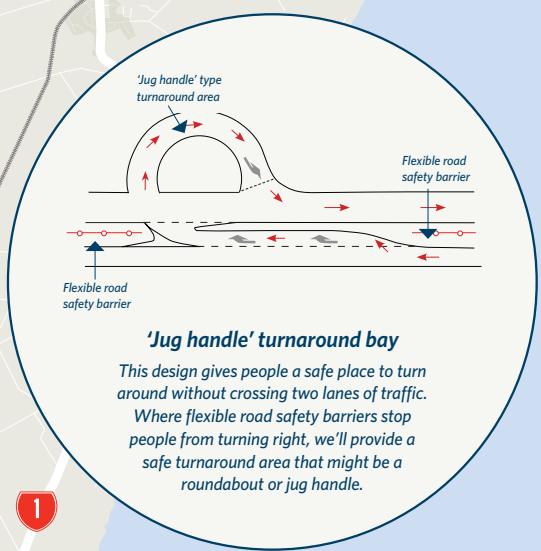
- We'd like to make improvements at Waikuku Village to help slow traffic. This could include new signs, line markings and landscaping that are designed to slow down traffic. We also want to look at improving the bus stop.
- People also told us that large vehicles were parking beside the state highway, interrupting visibility and restricting right-hand turning. We are looking at removing some parking.

*Johansson, R. (2009). Vision Zero - Implementing a policy for traffic safety. *Safety Science*. 47(6), 826-831. doi: 10.1016/j.ssci.2008.10.023.



Saltwater Creek to north of Waikuku Beach Rd

- Shoulder widening
- Flexible safety barrier down the middle of the road or a wide centreline to help prevent head-on crashes
- Improve the barriers on either end of the Ashley River Bridge



South of Gressons Rd to Pegasus roundabout

- Flexible safety barriers down the middle of the road or wide centreline to help prevent head-on crashes
- Review speed so it is safe and appropriate
- Shoulder widening
- No right turn in or out of Preeceys or Wards Rd

Waikuku Village area

- Review speed so it is safe and appropriate
- Village safety improvements designed to slow down traffic eg signs, line marking and landscaping
- Flush median to make it safer to turn right in and out of driveways
- Review unsafe roadside parking
- Upgrade the bus stop and make it safe for pedestrians to cross

South of Woodend Beach Rd to Pineacres Intersection

- Roundabout or traffic lights at the SH1 Woodend Beach Rd intersection
- Roundabout at SH1 Williams St (Pineacres) intersection
- Flexible safety barriers down the middle of the road to prevent head-on crashes
- Review speed so it is safe and appropriate
- No right turn in or out of Sandhill Rd or Pa Rd

Woodend Corridor safety improvements (Pegasus roundabout to south of Woodend Beach Rd)

- New signalled pedestrian crossing near Woodend School
- Pedestrian and cycle facilities to make it easier to get across SH1
- Right turn bay or traffic lights at Woodend Rd
- New road features that encourage drivers to slow down

Lineside Rd to Tram Rd (motorway)

- Flexible median and side safety barriers

Pineacres intersection to Lineside Rd (motorway)

- Flexible road safety barriers to help prevent head-on crashes
- Shoulder widening
- Review speed so it is safe and appropriate

— Project area
— State Highway

We also want to add new road marking that's easier to see in the dark and when it's wet along the route.

Help us get it right

Come meet the team and share your views on our proposals at one of our community drop-ins.

Friday 9 August
Waikuku Beach Hall
Park Terrace
Waikuku Beach
10am to 1pm

Saturday 10 August
Woodend Community Centre
School Rd
Woodend
1.30pm to 4.30pm

Can't make it to one of our drop-in sessions?



You can also give feedback online, by email or phone:



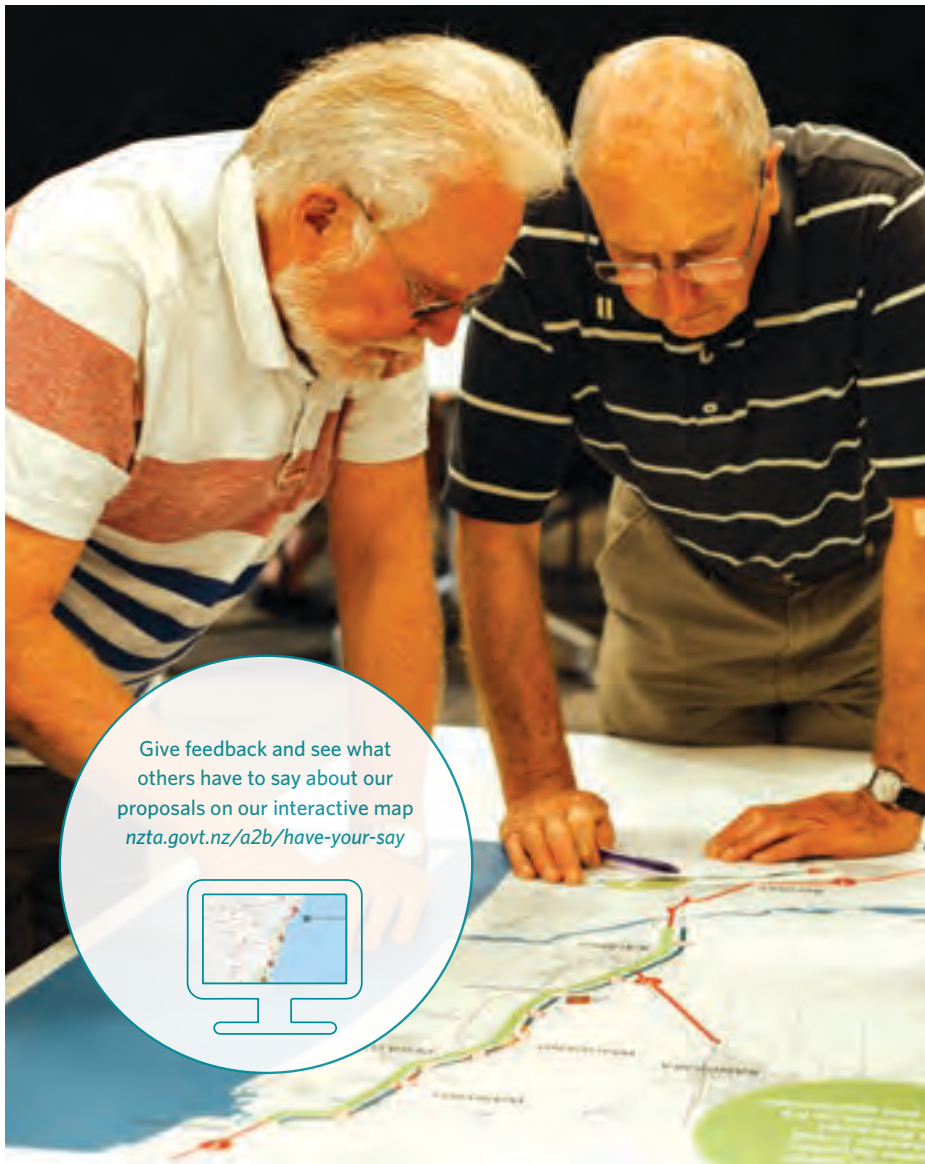
Janet Luxton
Community Engagement
Manager
022 313 3012



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nzta.govt.nz/a2b/have-your-say



Give feedback and see what others have to say about our proposals on our interactive map nzta.govt.nz/a2b/have-your-say



Have your say on safer speeds

Formal consultation on speeds will be held 5 August to 6 September. To find out more about the changes to speed limits we're proposing and to make a formal submission:



Janet Luxton
Community Engagement
Manager
022 313 3012



safetynorthcanterbury@nzta.govt.nz to request a postage paid submission form



nzta.govt.nz/a2b/have-your-say

Consultation guidelines with submission forms will also be available at the community drop-ins and at local libraries.