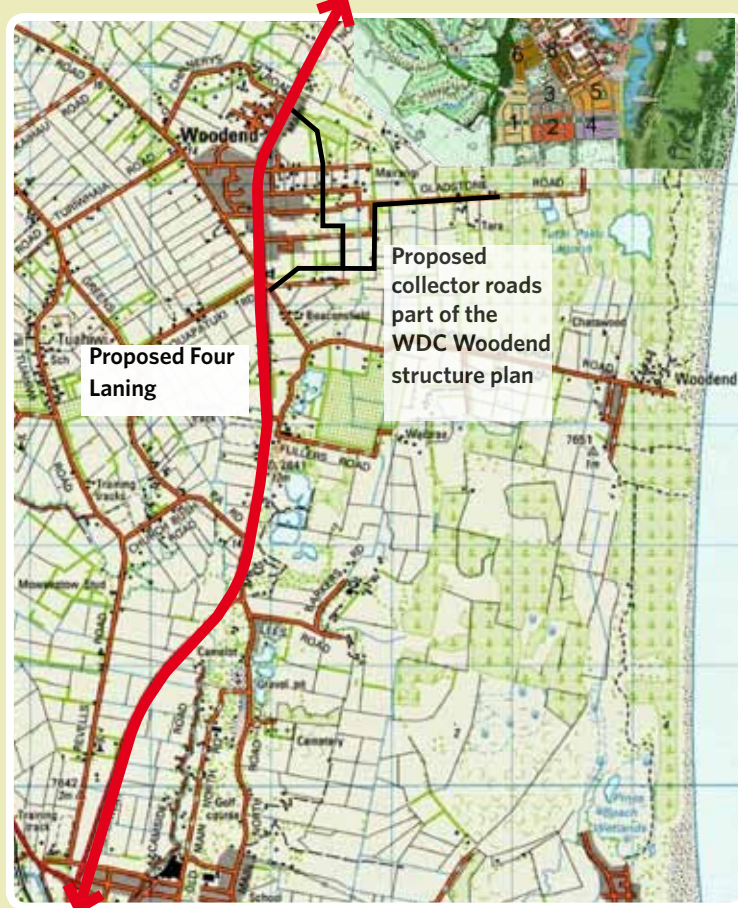


Proposed SH1 4 Laning

Four laning of State Highway 1 from Pegasus entrance to the Lineside Road / Smith Street overbridge would include:

- a 4-lane median divided expressway/arterial between Pegasus and Pineacres (Some land purchase will be necessary to accommodate four lanes)
- duplication of the Cam River Bridge
- revised interchanges or intersections at Pegasus, the main intersections through Woodend, Pineacres, and at Kaiapoi (Smith Street)
- traffic signals only or traffic signals and roundabouts through Woodend
- left in/left out vehicle movements only at Chinnerys Road, Hewitts Road, Eders Road and Sandhills Road
- the closure of Parsonage Road
- a 4-lane motorway from Pineacres to Lineside Road
- the State Highway integrating and/or complementing adjoining road plans where possible
- continuing the restricted vehicle access on the motorway. (Access onto the motorway would be from main road intersections or interchanges only).



Pegasus Boulevard
At grade roundabout (2 circulating lanes).

Option X

Pineacres Intersection
At grade intersection layout with left in/left out only for Williams Street traffic.

Option Y

Legend

- Traffic Signal
- Roundabout
- Four lane motorway/expressway

Option Z

Lineside Road/Smith Street
Interchange north facing on and off ramps.

Option Z

Pegasus Boulevard
At grade roundabout (2 circulating lanes).

Option Y

Pineacres Intersection
At grade intersection layout with left in/left out only for Williams Street traffic.

Option Z

Legend

- Traffic Signal
- Roundabout
- Four lane motorway/expressway

Option Z

Lineside Road/Smith Street
Interchange north facing on and off ramps.

Option Z

Pegasus Boulevard
Full diamond grade separated interchange, bridge over the motorway, full access to Ravenswood and Pegasus via ramps

Option Z

Pineacres Intersection
Quarter clover leaf grade separated interchange
» Williams Street right turn over highway.
» Left slip lane from highway to Kaiapoi

Option Z

Legend

- Traffic Signal
- Four lane motorway/expressway

Option Z

Lineside Road/Smith Street
Interchange north facing on ramp.

Option Z



Woodend Corridor Investigations

What's inside?

- Side 1** Existing SH1
- Side 2** Short Eastern Alignment
- Back** What happens next?
Want to know more?



Project background

The NZ Transport Agency (NZTA) needs your help to plan for the future of the state highway network. At present we are investigating two possible alignments for State Highway 1 (SH1) in the Woodend area and we would like your feedback on both corridors. Once both corridors are fully understood the 'best' one will be chosen.

What is the NZTA Woodend Corridor Investigation?

- A **strategic plan** for the future of State Highway 1 in the Woodend area
- A **study of two possible corridors**
 - four-laning the existing SH1
 - a new Short Eastern Alignment (SEA)
- Once the study is finished one corridor will be chosen and the land protected from development by either an **alteration to the existing designation** or a **new designation** in the Waimakariri District Plan.



Each corridor is being studied independently and we encourage your **feedback on each corridor**. Your feedback and our investigations will help select the best option from each corridor, before selecting the best one overall.

Planning now for the future

Traffic volumes along SH1 in North Canterbury and through Woodend are expected to double over the next 30 years. These traffic increases will come from the increase in long distance traffic such as freight vehicles and from the development of Pegasus, Ravenswood and Woodend (as planned in the Greater Christchurch Urban Development Strategy).

To cope with this growth the capacity on SH1 will need to be increased. If we plan for this now and protect the extra land needed it will make things easier in the future.

Once the Woodend Corridor Investigation is complete and the option for SH1 has been chosen, the land needed will be protected by designation in the District Plan. This will enable construction of the 'best' option when required by the increased traffic volumes in the future.

NZTA is committed to working with the Waimakariri District Council and the community to integrate this project with other community plans, including Kaiapoi North, Woodend east, Ravenswood and Pegasus outline development plans.

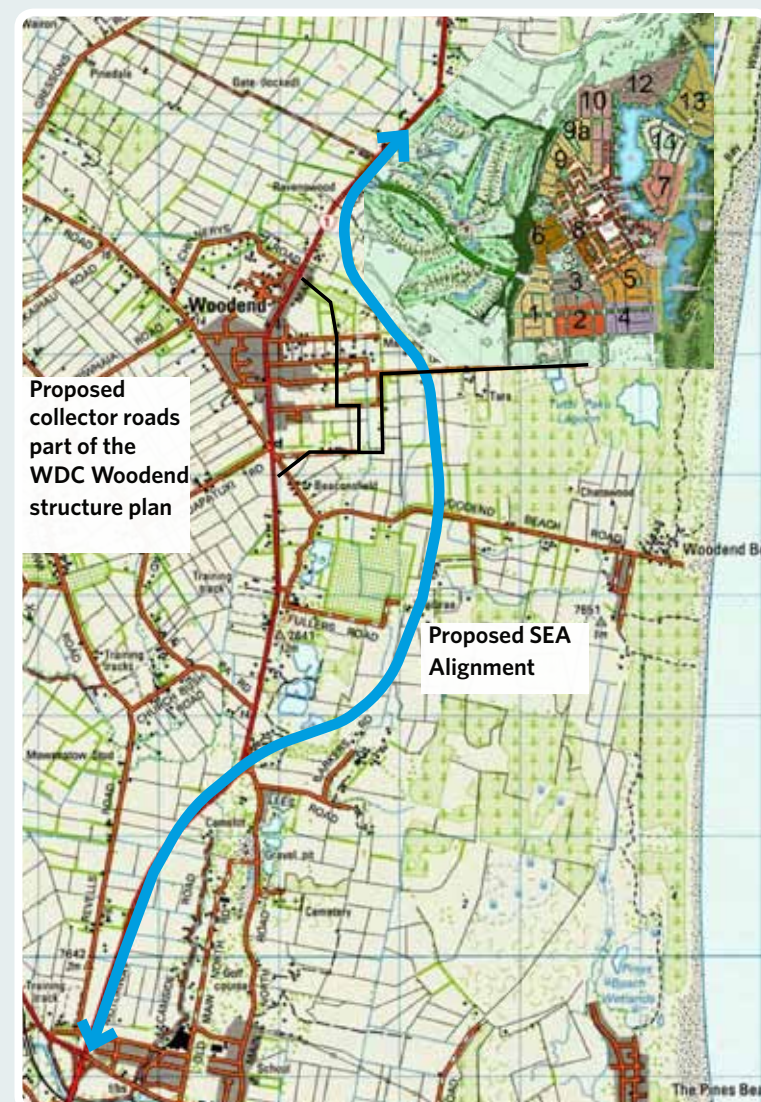
Open Day
Woodend Corridor Investigation
Open Day
Saturday 6 August
9am-6pm
At the Woodend Community Centre.

Community Office
Open 8-12 August, 10am to 6pm
Woodend Community Centre
Details on back page

Short Eastern Alignment (SEA)

An extension of the northern motorway aligned to the east of Woodend, between the Pegasus entrance and the Lineside Road / Smith Street overbridge, would include:

- a 4-lane motorway
- duplicate of the Cam River Bridge
- revised interchanges or intersections at Pineacres, Kaiapoi (Smith Street) and either at Pegasus or east of Woodend
- the motorway integrating and/or complementing adjoining road plans where possible
- restricted access on to the motorway, except at major intersections or interchanges
- the current Woodend main road becoming a local (Council) road
- a bridge over the motorway (SEA) at Gladstone Road and Woodend Beach Road



Option A

Pegasus Boulevard
At grade roundabout on highway (2 circulating lanes).
» Roundabout and connection between SH1 Ravenswood and Woodend.

Pineacres Intersection
At grade roundabout with 2 circulating lanes
» Left turn slip lane to Woodend.
» Left turn slip lane to Kaiapoi.

Lineside Road/Smith Street
Interchange north facing on ramp.

Legend
Four lane median divided motorway

Option B

Pegasus Boulevard Intersection
Diamond grade separated interchange.
» Full on and off ramps into Pegasus and Ravenswood.
» Bridge over highway between Pegasus and Ravenswood.

Pineacres Intersection
Grade separated flyover interchange with left turn slip lane to Kaiapoi and left turn slip lane to Woodend.

Lineside Road/Smith Street
Interchange north facing on ramp.

Legend
Four lane median divided motorway

Option C

Pegasus Boulevard Intersection
Overbridge between Pegasus and Ravenswood.
» Left turn in / left turn out to Highway
» Northbound on ramp from Main North Road

Pegasus /Woodend Interchange
Full diamond grade separated interchange
» Full on and off ramps to Pegasus and Woodend.
» Bridge over highway to connect Pegasus and Woodend.
» Priority control connection to Gladstone Road.

Pineacres Intersection
Half diamond grade separated interchange, with south facing on and off ramps to / from Woodend and Kaiapoi

Lineside Road/Smith Street
Interchange north facing on and off ramps.

Legend
Four lane median divided motorway

Community benefits

We wish to select the corridor that has the greatest benefits to transport, the community and the economy as a whole and we want to understand your views on these benefits. Some of the benefits that the NZTA has identified for both corridors include:

Reduced congestion	Improved traffic flows will reduce journey times and enhance travel efficiency.
Improved safety	The chosen alignment will be designed to provide a safer environment, benefiting not only drivers, but also other road users, such as cyclists and pedestrians.
Improved traffic control	Sequencing traffic signals will mean better connections along and across the State Highway. Better controlled and laid-out intersections will improve flow for all road users.
Improved access and connectivity	Access to and from Christchurch and North Canterbury will be easier, and the movement within and across townships (the movement network) will function with more ease. This will better define Woodend and also improve driver behaviour in these environments (i.e. encouraging lower speeds and looking out for pedestrians).
Environmental	Improve the urban design and form within Woodend with improved connections for all modes and trips in and around Woodend.

Open day and community office

The NZTA will hold an Open Day on **Saturday 6 August 2011** and we will be available from **9am-6pm at the Woodend Community Centre**.

The Open Day will provide an opportunity for you to view the corridor options and discuss these with staff and consultants involved in the investigation. If you can not make it to the Open Day, a staff member or a consultant will be available in the Woodend Community Centre for the week following the Open Day (8-12 August), between 10am and 6pm. You can either drop-in during the week following the Open Day, or make an appointment if you have a specific enquiry.

Your feedback

We encourage you to study both alignments and each intersection option and provide your preference and comments.

- You can provide your feedback by:
- Filling in the feedback form provided and posting it back to us
 - Emailing us at - woodend@nzta.govt.nz
 - Filling in our on-line form at www.nzta.govt.nz/woodend-corridor
 - Please have your feedback to us by **Friday 19th August 2011**

Want to know more?

Information on this project is also available on the NZTA website
www.nzta.govt.nz/woodend-corridor

If you have further questions you can send us an email at woodend@nzta.govt.nz

Or contact one of our people below

What happens next?

Following consultation, the NZTA will analyse the feedback and with all the information to hand, determine the best option for each corridor. The two corridors will be intensively studied and modelled, before a recommendation is made on the best practicable option. The chosen option will not be built right away but the land needed will be protected through a designation within the Waimakariri District Plan. It is intended that the new alignment will be built in about 15 years, but this will be reviewed periodically.

Our contact details

For more information contact:	Melanie Williams NZ Transport Agency 03 963 3233 melanie.williams@nzta.govt.nz	Hamish Peacock MWH (NZ) Ltd 03 343 8766 hamish.peacock@mwhglobal.com
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