



# Woodend Corridor investigation

The NZ Transport Agency (NZTA) recently decided on its preferred route for State Highway 1 (SH1) between Pineacres and Pegasus.

The corridor chosen is a bypass to the east of Woodend, known as the Short Eastern Alignment (SEA). This decision was made after extensive consultation with the local community and brings to an end more than 50 years of community uncertainty. The preferred route will allow local authorities, the community and the NZTA to plan, with greater certainty for the future growth and prosperity of Woodend and North Canterbury.

The next stage of this project is to apply for a designation in the district plan for the land needed to build the Short Eastern Alignment (and part of the two-lane section of the Northern Motorway – SH1). The designation will protect the land from future development so it is available when we are ready to build the new motorway in about 15 years. The designation process will be run by Waimakariri District Council, and the public will be invited to make submissions.

At this time, construction of this project is not planned for at least 15 years.

## Why this decision?

The Short Eastern Alignment was chosen because it:

- achieves better travel time and reliability
- offers improved road network access
- provides road safety benefits
- helps to bring the Woodend community together by reducing traffic volumes through the town and making access easier and safer for residents
- avoids almost all land under the jurisdiction of the Māori Land Court
- provides an alternative route through this area in case of emergency
- is consistent with the objectives of the Greater Christchurch Urban Development Strategy (UDS)
- was preferred by the majority of the local community.

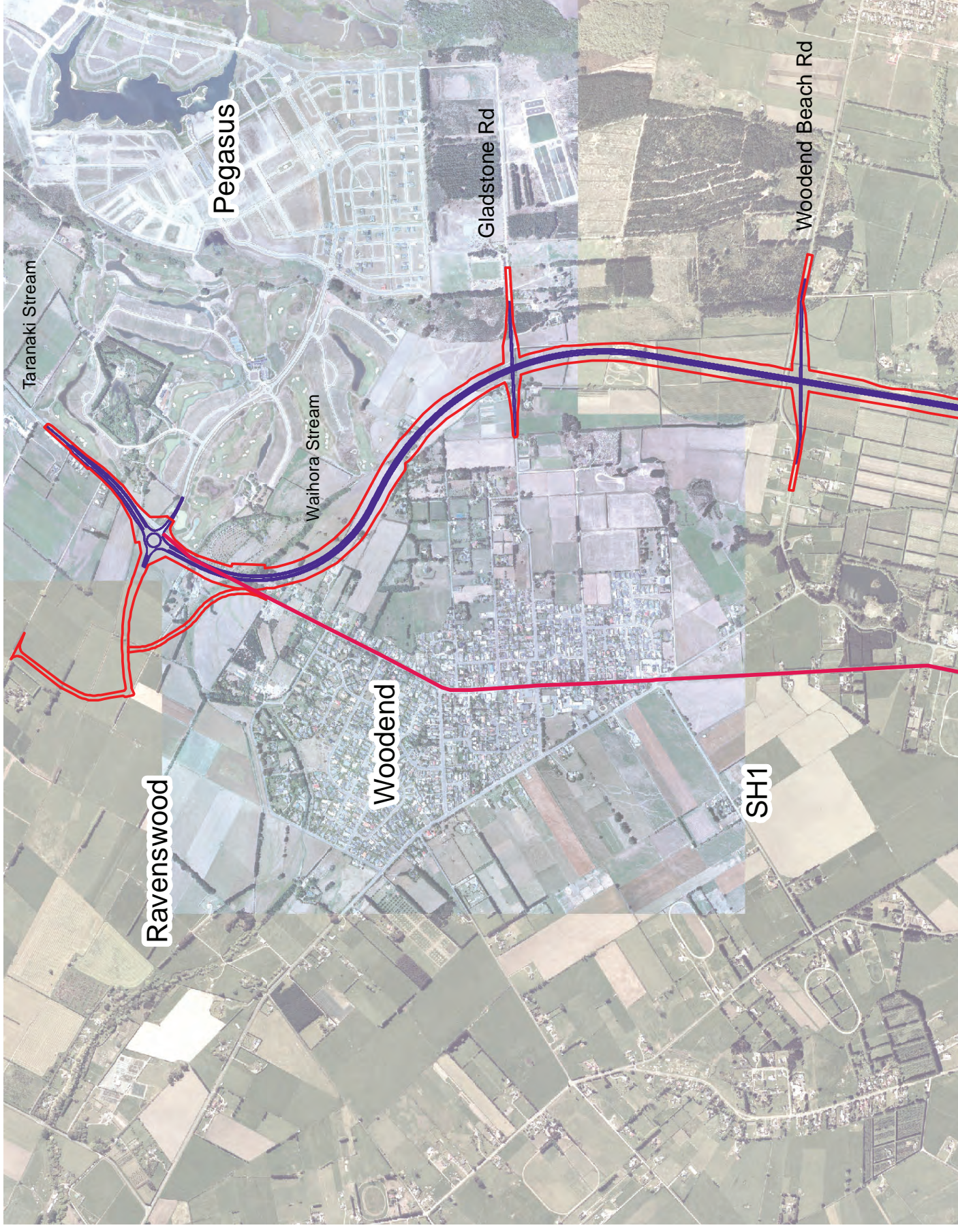


## Project background

In recent years, the NZTA and Waimakariri District Council have investigated a number of options to address expected traffic growth on SH1 from growing freight volumes and continual development of many North Canterbury communities. This work has become more important with greater residential development in the area following the Canterbury earthquakes. The number of options has gradually been reduced to the two considered in this recent study.

This study considered: widening the existing the SH1 corridor through Woodend or building a new four-lane bypass to the east of Woodend. Both options considered four-laning the existing two-lane section of the Northern Motorway between the Lineside Road interchange and Pineacres.

# Short Eastern Alignment





Short Eastern Alignment

Pineacres

Williams Street

Cam River

Lineside Road

Kaiapoi River

Kaiapoi

### Key features of the Short Eastern Alignment

- A four-lane motorway with a median and safety barrier between Lineside Road and Pegasus.
- An interchange with south-facing ramps at Williams Street, Pineacres. The motorway will pass over Williams Street.
- A dual-lane roundabout at Pegasus Boulevard.
- A new local road connection between north Woodend and the Pegasus Roundabout via new Ravenswood local roads.
- Restricted access onto the motorway, except at major intersections or interchanges.
- The current Woodend main road becoming a local (council) road.
- A bridge over the motorway at Gladstone Road.
- A bridge over the motorway at Woodend Beach Road.

# Consultation overview

Community consultation for this latest corridor investigation began in mid-2011 with information being sent to more than 3000 households in the greater Woodend area. Letters were also sent to all landowners on or near both corridor options. An open day was held in the Woodend Community Centre in August 2011 and during the following week a temporary drop-in office was set up in Woodend to provide easy access for people to ask questions and discuss the project in more detail. The project team also met with many individual residents and community representatives throughout this process.

More than 300 people provided feedback to the project team. This feedback was considered, and changes were made to both corridor designs as a result. Affected property owners were kept informed about all changes and improvements to the corridor plans throughout 2012. In 2013, the Short Eastern Alignment was chosen as the preferred option and affected stakeholders and landowners were informed.

## Summary of feedback

The feedback from the 2011 consultation was overwhelmingly in support of the Short Eastern Alignment. The main reasons given were that Woodend is perceived as a 'community in two halves' because of the busy state highway running through its centre. This problem would be made worse by widening and four-laning the highway. The majority of the community believed the Short Eastern Alignment would significantly reduce this problem while improving safety for all road users, especially for pedestrian and cyclists in the Woodend area.

It is recognised the Short Eastern Alignment will impact on properties on or near its footprint. These landowners have identified noise, access and visual intrusion as key issues. The design for the Short Eastern Alignment will respond to these concerns where possible, and landscaping, access, low-noise surfacing and noise fences will be considered.

## What happens next?

We protect the land needed for this project by designating it in the district plan. To do this we will develop and lodge a Notice of Requirement (NoR) with Waimakariri District Council. The way the council handles this application is set out in the Resource Management Act 1991. The process will involve further public engagement and opportunities for the public to make submissions in support of, or against the NoR. We plan to lodge the NoR application in the third quarter of 2013, and it will be publicly notified by the council.

Building consents, resource consents and Historic Places Trust approvals for the construction of the project are also needed. These consents and approvals will be sought closer to the start of construction. Currently, it is not planned to build the new motorway for at least 15 years.

## Community benefits

The chosen corridor offers benefits to the transport industry, the community and the economy. This decision also resolves more than 50 years of community uncertainty and will allow development to progress with confidence. Some of the benefits the NZTA has identified for the Short Eastern Alignment corridor include:

- **Reduced congestion** – Improved traffic flows will reduce journey times.
- **Improved safety** – The Short Eastern Alignment's design will provide a safer environment, reducing crashes and crash severity. Reduced traffic and traffic speed through Woodend will improve safety for all road users, but particularly cyclists and pedestrians.
- **Improved traffic control** – Separating state highway traffic from local traffic will enable better management of the traffic on both the state highway and local roads in Woodend.
- **Improved access and connectivity** – Access to and from Christchurch and North Canterbury will be easier, as will vehicle movement within and across the towns in the area.
- **Environmental** – Reduced traffic (particularly heavy traffic) through Woodend will improve the environment and allow improved community cohesion and urban design within Woodend.



## Want to know more?

Information on this project is also available on the NZTA website at [www.nzta.govt.nz/woodend-corridor](http://www.nzta.govt.nz/woodend-corridor).

If you have further questions, you can email us at [woodend@nzta.govt.nz](mailto:woodend@nzta.govt.nz) or contact one of our people below:

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