

# WOODEND CORRIDOR SAFETY IMPROVEMENTS

## Consultation report

December 2018



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## Background

The NZ Transport Agency is investigating the State Highway 1 corridor within the Woodend community with the aim of improving safety and accessibility for all users.

## Summary of consultation approach

In 2016, some members within the Woodend community provided the NZ Transport Agency with feedback on the challenges they face using SH1 through their town.

The Transport Agency appreciated that information and given some time had passed, wanted to check the information was still relevant and identify if there had been any changes since this research was conducted.

The consultation objectives were the following:

- To ensure all information gathered from the Woodend community by the Transport Agency was current and accurate
- To gather recent local experiences of using this section of SH1
- To assist more detailed investigation and analysis with the aim of developing options for improvements.

While there was obvious frustration and concern around accessing and using SH1 safely, as well as the amount of time that had passed since the initial research was undertaken, individual members of the public and key stakeholders, such as Woodend Full Primary School, the Woodend Community Association and Waimakariri District Council staff were welcoming, helpful and generous with their time and resources. We would like to thank the Woodend community for their cooperation and for accommodating the Transport Agency during this period of engagement.

## Consultation methods and channels

### Online feedback

Ahead of the consultation, a database of businesses and community groups within and surrounding the project area was developed via google maps and google businesses search. A 'drive by' identification also took place to identify businesses and community groups/buildings not on google and contact was made to advise of the consultation and to establish the best method of communication.

On 12 October 2018, an email update was distributed to the database introducing the project, advertising a public drop-in session on 29 October at the Woodend Community Centre, offering an online feedback option, and inviting the email recipient to help spread the word and share the update through their networks. A media release regarding the consultation and public drop-in session was also distributed and the information was reported on Newstalk ZB and in free local newsletter, *The Woodpecker*.

The agency received 54 on-line feedback submissions.

## Public drop-in session

Throughout October the consultation and public drop-in session was advertised to members of the public in community newspapers including the *Northern Outlook* and *North Canterbury News*. The Waimakariri District Council took the opportunity to collaborate and share the drop-in event with the Transport Agency and held a consultation on speed limits in the area. The Agency and Council worked together to promote the consultations via their social media channels. The Woodend Community Association also posted information on their website and encouraged the community to have their say via their Facebook page.

The public drop in session took place at the Woodend Community Centre on School Road from 2-7pm on Monday 29 October. The session was well attended, and Agency and Council staff were able to assist and field questions and queries steadily over the five hours.

Over the session, 27 completed feedback forms were collected from members of the public and many more were taken home for further consideration and completion at later date. An anecdotal summary of feedback based on discussions with members of the public who attended was also prepared and is incorporated below.

### October 29 Public Drop-In Session



## Feedback collected via post

The community newsletter offered the option to provide written feedback via a tear-off free post return form.

The agency received 20 submissions via post.

**FEEDBACK FORM**  
Tell us what you think

46

What do you think of the ideas held at 29th as outlined in this newsletter? Do they still apply today? Have we missed something? Has anything changed?

**QUESTION** **YOUR RESPONSE**

Big too many trucks on the road now in general the traffic has really built up to a dangerous volume

There needs to be lights so that motor can get into the main road so people can't go left or right off the side roads.

There needs to be lights or a roundabout on State Hwy 1 at Beach Road. It is not safe to go through on a main highway so please

What else should we know?

The end of the consultation period is 5pm, Friday 9 November 2018.

We can also receive your feedback through our website [www.nzta.govt.nz/projects/woodend-canton-improvements](http://www.nzta.govt.nz/projects/woodend-canton-improvements) or you can write your answers to the above questions, tear along the perforation, fold the form in three up the provided section & 'tear' it out, address the edge with a street name, and 'post' it to us.

**FREE**

**NZ TRANSPORT AGENCY**  
Project Authority: Woodend Safety

Free of cost

RECEIVED  
08 NOV 2018

Woodend Safety  
PO Transport Agency  
PO Box 1476  
Christchurch Mail Centre  
Christchurch 8141

Example of feedback returned by post

## Feedback from discussion at the drop-in session

Following engagement with public drop-in session participants, NZ Transport Agency staff members reported back the following anecdotal information which aligns with written feedback forms gathered from the session, mailed forms and on-line feedback received:

### Key concerns

- The pedestrian crossing outside Woodend School on SH1 doesn't provide a safe crossing for pedestrians, especially for school children due to high speed environment. This is likely to be deterring pedestrian use at this location
- 50km/h speed limit sign south of Woodend township is too close to the SH1/Rangiora-Woodend Rd intersection, causing speeding issues entering the township
- Vehicles speed southbound through the Pegasus roundabout
- SH1/Rangiora Woodend Rd and SH1/Woodend Beach Rd intersection layout is described as "diabolical"
- Locals have difficulty traveling south from the west side of town as they can't turn right onto SH1. This increases traffic on side roads as vehicles access these streets from SH1 to make U-turns. This is also caused by the fact that there are no other routes to travel south other than the SH1.

### New insights

- Rangiora Police school community officer considers the pedestrian crossing on SH1 outside Woodend School to be the second most dangerous kea school crossing in North Canterbury. School patrol volunteers train for one year on School Road to gain experience before volunteering on SH1
- Difficulty crossing the road safely in front of the bus stop deters people from taking the bus
- There is a desire for a pedestrian crossing outside the shops near Gladstone Road
- The school bus parked between Rangiora Woodend Rd, Te Pouapatuki Rd and SH1, blocks a safe view
- Large trucks parked opposite the motel also block a safe view, and encroach into the road
- Recreational cyclists travelling down Woodend Beach Rd to Rangiora Woodend Rd "have to run the gauntlet" as they go through the State Highway
- Some residents south of Woodend living on the western side of SH1 support speed limit changes south of Woodend – bring 50km/h speed limit further south
- Drivers double right out of Rangiora Woodend Rd onto SH1, despite the left-most lane being left-turn only
- Drivers find it hard to judge the vehicle gap between SH1 traffic from Woodend Beach Rd because of different speed limits on either side of the road(50km/h one side, 100km/h on the other).

## Feedback from Safe Roads

In November 2017, a wide variety of stakeholders were consulted by the Safe Roads team for the Ashley to Belfast project. While this project focusses on the corridor each side and does not include the Woodend township section of SH1, it was made clear to the project team that speed through Woodend was a major concern for locals. This also aligns with other forms of feedback received.

## Summary of feedback

The feedback form, available online and in hardcopy, presented five questions. These questions were broad in their approach and designed to:

1. Check the 2016 research was representative and,

2. Elicit first hand local experiences of road safety and SH1 access in Woodend township with a view to developing solutions.

The following is a summary of this feedback:

***What do you think of the views held in 2016 as outlined in this newsletter? Do they still apply today? Have we missed something? Has anything changed?***

Nearly all responses agreed with the 2016 findings with most stating the issues had intensified due to increased traffic volumes.

***Is there anything about road safety and access through Woodend that you don't think we have thought about? What else should we know?***

- Most responses cite speed as a major concern and provide various suggestions for lowering the speed limit
- Nearly all feedback cites the intersection of SH1 with Rangiora Woodend Road, Woodend Beach Road and Te Pouapatuki Road as dangerous and suggests either a roundabout or traffic lights as a solution
- Nearly all feedback cites experiences of turning right onto SH1 from driveways and access roads as dangerous and difficult, with residents saying they wait around 10–15 minutes for a break in traffic. Roundabouts and lights are suggested as solutions to create breaks in traffic to allow opportunities for turning
- Turning right off SH1 onto side roads is an issue often mentioned. Suggestions include restricting parking to the left of where traffic turns right to prevent blocking through-traffic and the creation of turning bays
- Safe pedestrian crossing over SH1 is also a key concern, particularly at Woodend School and further north (between Chinnerys Road and Hewitts Road) to allow safer access and passage to shops and businesses and after exiting the bus
- The low quality or absence of footpaths and cycleways is a concern – particularly in the section of SH1 from Chinnerys Road to Pegasus Boulevard roundabout and beyond
- Perceived delays to the development of an Eastern Bypass is also a concern, with some respondents referring to the Bypass as having been 'scrapped', although at the pop-up session and on the website it was clear the Bypass was a longer-term option, not available within the short to medium 10–year timeframe.

## **Key themes and suggested responses**

### **Speed**

- Move 50kmh sign back South of Sandhill Road
- Provide more distance to slow from 100–50kmh from the South and warnings of speed changes
- Reduce speed limit to 70km from before Pineacres
- Reduce speed limit between Woodend and north of the Pegasus roundabout
- Reduce speed limit to 50 km/h entering Pegasus roundabout from the north and through to south of Woodend
- Provide more policing and consequences for drivers exceeding speed limits, texting, driving in the middle of the road and not stopping for pedestrians, especially past the school.

### **Roundabout and/or traffic lights**

- SH1/Rangiora Woodend Road Intersection
- Either School Road/SH1 or Woodend Road/SH1
- Provide for safe cycle and pedestrian crossing at any new roundabout or traffic lights

## **Urgency in making changes**

Nearly all feedback expressed frustration with the time-frames for process and improvements particularly regarding

- Reducing speed limits
- Upgrading the Rangiora Woodend Road/SH1 intersection
- Safe pedestrian and cycle crossing of SH1
- Right hand turn access onto SH1 from side roads and driveways.

## **Providing for right hand turns off SH1**

- Apply road treatments to create gaps in traffic
- Provide a turning lane into Sandhills Road (or no right turn)
- Provide right hand turning bays into Chinnerys Road, Hewitts Road and Woodend Road as well as no parking yellow lines to the left of these bays to allow southbound traffic to pass through
- Streamline and provide safer and greater right-hand turns School Road, Gladstone Road and business car parking.

## **Visibility**

- Turning right out of Parsonage Road was described by multiple respondents as dangerous because of a 'blind corner' – no right turn out of this road suggested
- A pole partially blocks visibility to the right coming out of Gladstone Road onto SH1 – suggest this be remedied.

## **Improved pedestrian access and movement**

- Woodend's single kea crossing is described as inadequate for providing safe crossing for pedestrians at all times
- Some respondents described being 'marooned' in the middle of SH1
- A pedestrian crossing hand rail is damaged at Pegasus roundabout
- A pedestrian crossing petition containing 123 signatures was provided by Woodend Community Association requesting pedestrian crossings on SH1 in Woodend township
- A video of limited gaps in traffic while the kea crossing is patrolled by school pupils was submitted by the Association
- Some feedback suggested installing a second pedestrian crossing across SH1 between Chinnerys and Hewitts Roads
- Improve pedestrian and cycle access across SH1 between the Ravenswood commercial area and Pegasus and along SH1 between Woodend and the Ravenswood commercial area
- Make pedestrian refuges safer with smoother curbs for wheelchairs
- Locate bus stops close to crossings
- Provide footpaths connecting Woodend, Pegasus, Ravenswood and Waikuku.

*Photo of Pegasus roundabout south east corner  
(refer: Woodend–Sefton Community Board  
submission)*



### **Parking provision and management**

- Restrict parking at right hand turn into Hewitts Road
- Trucks resting on the side of road in north Woodend (outside the church) and south Woodend (outside the motel) block cyclists and pedestrians, impinge into moving traffic and inhibit driver vision – provide adequate resting areas for trucks and blocking walking and cycle paths
- Prevent/limit parking close to and at intersections
- Yellow lines on Parsonage Road have been worn down and are being parked on – repaint the yellow lines.

### **Bypass**

While this consultation was not about the bypass, there is a lot of community frustration and concern regarding the perceived delay for an Eastern Bypass. There is significant community expectation that the development should be brought forward and prioritised.

### **Other comments**

- Open up the gate between Petries Road and Copper Beach Road to allow exit from Woodend Beach
- Open Pegasus onto Gladstone Road
- Place a give way sign on Fullers Road before Sandhill Road
- Ensure school zone signs are installed
- Examine speed data from warning signs south of Woodend
- Place chevrons at Pegasus roundabout
- Examine school bus route pick up/drop off points – parked buses between Rangiora Woodend Road, Te Pouapatuki Road and SH1 inhibit driver vision
- Ensure integration and alignment with Safe Roads Ashley to Belfast project
- Parking outside businesses and signage on footpaths needs to be better managed
- Replace Pegasus roundabout with traffic lights to accommodate pressure from Ravenswood
- Pedestrian and cycle underpass at Pegasus roundabout



- Use traffic management measures to discourage traffic from using Chinnerys Road as a through road to Rangiora (no turning bay and winding and blind in parts).

## Next steps

The Woodend Corridor Improvements Project is currently in the investigation phase. The next steps for the Transport Agency in terms of community engagement and consultation are:

- The design and development of options for improvements appropriate for a business case and for community feedback (early 2019).