

Update on previous consultation

The NZTA undertook consultation in March 2010, and sought feedback on four options for the WBB – two full bypass and two lower-cost interim bypass options.

The NZTA liaised with targeted stakeholders, distributed newsletters to residents and attended local meetings (eg the Groynes Recreational Area Annual Users meeting). An open day was also held on 18 March 2010. Over 150 people attended and this turnout was the result of public notices placed in local newspapers, signs in the Groynes and an invitation that was distributed to key stakeholders and over 600 properties within the Belfast area.

The consultation produced 413 responses, which provided the NZTA with valuable feedback and direction from the community. Key issues raised in the feedback included:

- the loss of land from the dog park
- safety at the interim intersection with Dickey's Road / Main North Road
- noise
- impact on property values
- potential for a diversion of the Otukaikino Stream
- maintaining the ecological values of the land around the proposed highway
- potential disruption to business.

As part of the feedback, a petition concerning the impacts of the highway on the dog park within the Groynes Recreational Area was received. A subsequent on-site meeting was arranged with the petition organiser and others to discuss the impact of the highway on the dog park. At this meeting, the NZTA clarified that

the construction of the highway would require only a minor amount of land from the dog park at its south-western and north-eastern extents and it is not as significant as had been first envisaged by the petition authors. Consequently, the majority of the concerns raised in the petition have been addressed.

In general, positive support for the highway was gained from the community, with the preferred option being the long-term alignment option (1B) that avoids the sawmill and former oxidation ponds, and provides a direct connection to the Northern Motorway. After further consideration, the NZTA is now progressing with this alignment option.

The NZTA is very grateful for the feedback provided earlier this year and wishes to thank those who provided feedback and attended the public open day.

What happens next?

The NZTA is now seeking feedback on this proposal, with specific input sought on the location of the northbound off-ramp and the proposed stream realignment.

Following this further consultation, the preferred option will be developed and finalised around March 2011. A period of detailed design will then follow, with the necessary planning consent approvals sought mid to late 2011.

Construction of the bypass is still some time away. The earliest date for commencing construction works is 2013.

What do you think?

The NZTA would like to know what you think about the options for the location of the northbound off-ramp and proposed diversion of the Otukaikino Stream.

Please provide feedback to the NZTA no later than **Friday 26 November 2010** by one of the methods below:

Attend an open day

Feedback forms will be available to complete at the open day.

Post the completed feedback form

Fill in your comments, include contact details so that we can keep you informed of the project progress, fold and tape the edges together before posting.

Email feedback to: wbb@nzta.govt.nz

Use the online submission form on the project website:

www.nzta.govt.nz/westernbelfastbypass

Our contact details

For more information, contact:

Ryan Cooney
NZ Transport Agency
03 963 3224
ryan.cooney@nzta.govt.nz

Mary O'Callahan
GHD Ltd
03 378 0926
mary.ocallahan@ghd.com

Christchurch Motorways



Western Belfast Bypass

Consultation
October 2010

What is being proposed?

The NZ Transport Agency (NZTA) is seeking feedback on the preferred option for the proposed Western Belfast Bypass (WBB).

The WBB runs from Johns Road (near the Groynes Recreational Park intersection) and connects to the existing Northern Motorway, north of Belfast.

The WBB will reduce traffic on Johns Road and Main North Road, thereby reducing congestion and making travel times more predictable. By reducing traffic on those roads, the WBB will also make cycling and walking more attractive in Belfast and improve the reliability of public transport on Main North Road. Current walking and cycling tracks within the Groynes will also be maintained.

The WBB is an important link in the Christchurch Western Corridor and has been identified as part of the government's seven roads of national significance (RoNS) programme. The RoNS are critical for

supporting economic growth, reducing congestion and improving safety in our region.

This newsletter outlines the progress of the project and reports on the outcomes of the public consultation undertaken in March 2010. It also discusses the two options currently being considered for the location of a northbound off-ramp and the option of diverting part of the Otukaikino Stream. The NZTA is seeking feedback on these options.

What's inside?

- Page 2 Project overview plan
- Page 4 Update on previous consultation
- What happens next?
- What do you think?

Public open days

The NZTA is holding a public open day to discuss the proposed options and seek community feedback on the proposed project. Information on two RoNS projects in the Belfast area will be available for discussion at the open day. These two projects are:

- the Western Belfast Bypass
- the Northern Arterial & QEII Drive Four-Laning.

NZTA staff and the project consultants will present plans and be available to discuss the options for these projects.

The time and location is:

Tuesday 16 November 2010

3.30 to 7.30pm – Belfast Rugby Clubrooms (18 March Place, Belfast)



Belfast area looking south towards the proposed Western Belfast Bypass alignment (indicative)

Options for the northbound off-ramp

Further design work and safety analysis has been undertaken since the previous consultation and identified safety concerns with the traffic signals previously proposed at the intersection of Johns Road and the WBB. With traffic signals, there would be a high risk of crashes due to the high travel speeds on the highway. Consequently, this intersection was subject to more detailed investigations as the project progressed.

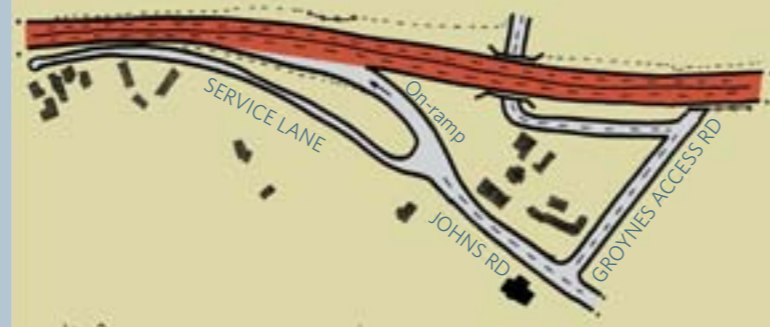
The NZTA has been investigating an underpass in this area and the nature of the potential on and off-ramps. People travelling from the Belfast area who want to access the Groyne will use an underpass that goes beneath the highway and there will be an on-ramp from Johns Road onto the highway for people wishing to travel south towards the city and airport from Belfast. There is no southbound off-ramp proposed at Johns Road, as southbound traffic from the north of the city will use the Main North Road off-ramp.

Two options are being investigated for a northbound off-ramp. The NZTA seeks your feedback on the two northbound off-ramp options, outlined below:

Option 1 - Off-ramp at Johns Road, no off-ramp at Dickeys Road

Option 2 - Off-ramp at Dickeys Road, no off-ramp at Johns Road

Option 2: No off-ramp at Johns Road



Option 2: Off-ramp at Dickeys Road



Option 2 - Dickeys Road location

This option includes locating the northbound off-ramp at Dickeys Road, with no off-ramp at the Johns Road intersection. Northbound traffic accessing the Belfast area would use the Dickeys Road off-ramp or the Sawyers Arms Road intersection. Northbound traffic heading to the Groyne would use an upgraded access from Clearwater Avenue.

Advantages

- No off-ramp at Johns Road means less land is required from the Groyne Recreational area
- Lower embankments and retaining walls in the vicinity of the Groyne as the underpass will be of a lower height (3 metres)
- Less visual impacts of the highway on Groyne users
- Improved access to Northern Belfast, future industrial land for Belfast and the Chaney's Industrial Area
- Reduction of vehicles along Johns Road and Main North Road, including heavy vehicles travelling to industrial areas

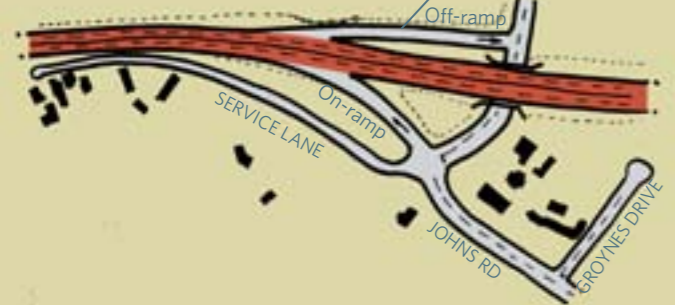
Disadvantages

- Travel times for Johns Road residents would increase slightly as either Sawyers Arms Road or Dickeys Road would become the connection into Belfast
- Minor increases of traffic on local roads
- No direct access to the Groyne from the south

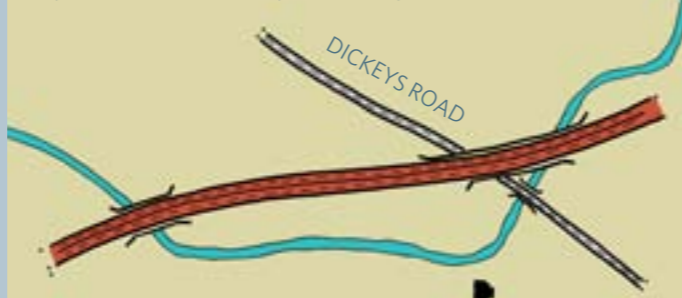


Option 1 - Johns Road location

Option 1: Off-ramp at Johns Road



Option 1: No off-ramp at Dickeys Road



This option includes locating the northbound off-ramp at the Johns Road intersection and having no off-ramp at Dickeys Road. People travelling north on the bypass would be able to exit onto Johns Road, using the off-ramp, and then travel into Belfast.

Advantages

- Direct access to Johns Road from the highway
- A high clearance underpass (6 metres) for traffic accessing Johns Road from the highway
- Direct access to the Groyne from the highway (northbound)

Disadvantages

- High embankments and retaining walls in the vicinity of the Groyne Recreational Area
- More land required from the Groyne Recreational Area
- Heavy vehicles will have to use Johns Road and Main North Road to access industrial land at Chaney's and future industrial land in Northern Belfast

Otukaikino Stream diversion

The NZTA is also seeking feedback on the proposed realignment of the Otukaikino Stream near Dickeys Road. This proposal is to divert the Otukaikino Stream back to its original course approximately 100m north of the highway. It will rejoin the current stream course close to the existing Northern Motorway.

Advantages

- The diversion will complement the bypass alignment by reducing the number of highway bridges across the Otukaikino stream
- Provides an opportunity for better integration of the highway with proposed extensions to the Groyne and Regional Park areas - eg proposed cyclelanes, walkways and landscape plantings
- Provides for managed riparian (stream-side) restoration of the Otukaikino Stream in this area

Disadvantages

- A new stream channel will need to be constructed - however, any potential effects can be mitigated with good construction techniques and extensive riparian plantings and restoration

STREAM REALIGNMENT FOLLOWING PATH OF OLD OTUKAIKINO STREAM

