



# Western Belfast Bypass



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## The NZ Transport Agency is seeking your feedback on options for the Western Belfast Bypass



The main artery of the Belfast community is congested.

Around 37,000 vehicles a day use Main North Road to enter and exit Christchurch - among the highest volume for any road in Canterbury. This volume of traffic, and in particular the trucks and heavy vehicles using the road, discourage walking and cycling and restrict public transport. As traffic volumes grow, congestion will become worse, and safety and public health concerns will increase around the Main North Road/Belfast area.

The NZ Transport Agency (NZTA) is currently investigating improvements for the northern and western corridors to Christchurch, including a bypass of Belfast, known as the Western Belfast Bypass. It will provide a new route from the Northern Motorway (SH1) for approximately five kilometres south to Johns Road (SH1) near The Groynes entrance.

The alignment for the bypass has not been finalised, so this project consultation brochure outlines what is being proposed, and invites feedback on the initial options for the Western Belfast Bypass.

Consultation closes on **Friday 16 April**, so read on and then have your say by completing the feedback form.



## What are the benefits of a Western Belfast Bypass?

- **For traffic travelling through Belfast** - reduced congestion and shorter travelling times between the north and western Christchurch.
- **For the local community** - an estimated 17,000 fewer vehicles a day on Main North Road will improve the safety and quality of life for Belfast residents. With the decrease in traffic volumes, walking and cycling will be much safer and more attractive and there'll be scope for more public transport. It will be easier to cross Main North Road, and noise and air pollution will also be reduced.
- **For the future** - The bypass, as part of the Belfast Area Plan, will enable Belfast to become a vibrant growing community served by a network of roads that enable development of new housing, social, commercial and recreational facilities.

## Where should the new bypass run?

An alignment for the bypass is being investigated, with two variations at the northern end. The first option avoids all existing buildings, but crosses the Otukaikino River (requiring bridges), whereas the second option avoids the river, but may impact on the operation of the Stoneyhurst Sawmill.

### Short-term options

#### Option 1a (blue line)

The bypass would run from the bend in Johns Road across the entrance to The Groynes in the south, to follow the edge of The Groynes Reserve, then run across the Otukaikino River, to the west of the sawmill, then turn east to run along Dickey's Road to connect with Main North Road. The proposed speed limit is 80km/h.

#### Option 2a (green line)

This route alignment is the same at the southern end of the road, but instead of crossing the Otukaikino River, would travel through the former oxidation ponds and the northern portion of the sawmill site, then turn east to run along Dickey's Road to connect with Main North Road. The proposed speed limit is 80km/h.

Options 1a and 2a are short-term options that will operate efficiently and safely until approximately 2020. At this time, option 1b or 2b would likely be required to relieve congestion at the Dickey's Road/Main North Road intersection.

### Long-term options

#### Option 1b and 2b (dotted lines)

Instead of connecting with the Main North Road via Dickey's Road, these long-term options would continue either of options 1a or 2a on to connect directly with the Northern Motorway, north of Dickey's Road. With a direct connection to the Northern Motorway the proposed speed limit is 100km/h, north of Johns Road intersection.

You can tell us which option you prefer (and why) in the feedback form or online at [www.nzta.govt.nz/westernbelfastbypass/](http://www.nzta.govt.nz/westernbelfastbypass/).

## Getting on and off the bypass

### Short-term options

#### At the Johns Road intersection

Signals are proposed for southbound traffic to assist traffic turning right onto Johns Road to travel into Belfast. There would be no signals affecting northbound traffic. To improve efficiency and safety, there would be no right turn from Johns Road on to the bypass.

#### At the Dickey's Road/Western Belfast Bypass intersection

Dickey's Road would be a stop sign controlled T intersection. All movements would be allowed.

#### At the Dickey's Road/Main North Road intersection

This intersection could be managed with either traffic signals or a roundabout. To improve safety, there would be no right turn from Main North Road onto the Christchurch Northern Motorway with the traffic signals option.

### Long-term options

#### At the Northern Motorway intersection

The bypass would be an extension of the existing motorway, so no signals or roundabouts would be required.

#### At the Johns Road intersection

As proposed for the short-term option.

## Features of the bypass

- A safer road, with a raised median and no driveways - access to adjoining properties will continue from Johns Road and Main North Road.
- Lighting along the bypass route will be designed to minimise glare to adjacent properties while meeting safety requirements.
- Pedestrian and cycle links across the Western Belfast Bypass will enable safe and convenient access to The Groynes and maintain the Waimairi walkway circuit. Underpasses or overpasses are currently being investigated.
- Cycle or pedestrian paths along the Western Belfast Bypass are likely to be limited to connections between local development and access to The Groynes.
- Landscaping, including planting and ground contouring will reduce the impact of the road on its surroundings.

## Will The Groynes Regional Park still be accessible?

The NZTA is working with the Christchurch City Council to ensure the bypass supports the council's development plans for The Groynes. Safe, public access is a top priority for both organisations. A vehicle, cycle and pedestrian underpass (with restricted heavy vehicle access) is likely to be provided close to the current entrance. An additional pedestrian and cycle only entrance to the north is being investigated. If you have any ideas, use the feedback form to let us know.

# What are the roads of national significance?

The government has identified roads of national significance that are critical for supporting economic growth, reducing congestion and improving safety in our region.

There are a number of projects in the Christchurch roads of national significance programme, located in the Northern Corridor, Southern Corridor and Western Corridor.

The Western Belfast Bypass is part of the Western Corridor package.

For more information, visit the NZTA website at [www.nzta.govt.nz](http://www.nzta.govt.nz).



## Greater Christchurch Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) is a 35-year plan for managing growth in Greater Christchurch. The UDS integrates planning, funding and implementation, of land use, transport and infrastructure. The UDS partners are the NZ Transport Agency, Christchurch City Council, Environment Canterbury, Waimakariri District Council and Selwyn District Council. All the roads of national significance projects are included in the UDS and are integral to achieving the UDS vision of a sustainable transport system that supports prosperous communities. For more information go to [www.greaterchristchurch.org.nz/](http://www.greaterchristchurch.org.nz/).

## The Belfast Area Plan

The Belfast area is identified for future urban growth in the Greater Christchurch Urban Development Strategy. The Belfast Area Plan, prepared by the Christchurch City Council, provides for a strategic direction for managing the growth of Belfast and identifies the Western Belfast Bypass as critical for successful implementation of that plan.

For more information on the Belfast Area Plan visit [www.ccc.govt.nz/belfastareaplan](http://www.ccc.govt.nz/belfastareaplan).

## What do you think?

We want to hear the communities' view and comments.

The NZ Transport Agency is seeking feedback on issues such as the communities' support for constructing the road, the communities' preferred option, how it should connect to existing roads and any other concerns. Your feedback will assist with future investigations and planning.

Please submit your feedback no later than **Friday 16 April** by the following means:

- Completing and posting the feedback form to the NZ Transport Agency.
- Emailing feedback to [wbb@nzta.govt.nz](mailto:wbb@nzta.govt.nz).
- Using the online submission form on the project website at: [www.nzta.govt.nz/westernbelfastbypass](http://www.nzta.govt.nz/westernbelfastbypass).

We will acknowledge all feedback received and keep you informed of future opportunities to have your say.

## Want to know more?

For more information, contact:

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