

# Western Belfast Bypass

## Frequently asked questions

### Q. Why the need for a Western Belfast Bypass?

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

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

For motorists travelling through Belfast, the bypass would reduce congestion and shorten travelling times between the Northern Motorway and the west of Christchurch. For the residents of Belfast, an estimated 17,000 fewer vehicles a day would travel on Main North Road, making it safer for walking and cycling, and easier to cross the road. Noise and air pollution would be reduced, improving the quality of life for Belfast residents.

### Q. Why are there short- and long-term options?

The NZ Transport Agency (NZTA) is investigating both short- and long-term options for the Western Belfast Bypass. The short-term options are being explored as an interim solution that would enable development of the land along Johns Road to proceed. This option would link with Dickeys Road and require a controlled intersection (such as traffic lights) at Main North Road. It is anticipated that this intersection would experience congestion and safety concerns in the future but may be feasible for a short time. The long-term options have been investigated as a means of avoiding the Dickeys Road/Main North Road intersection and providing greater safety and travel time improvements for motorists using the state highway.

### Q. What is happening to the entrance to The Groynes?

*Important update – Tuesday 23 March*

Ensuring safe public access to The Groynes is a top priority for the NZTA, who is working with the Christchurch City Council (CCC) to ensure the bypass supports the CCC's development plans for The Groynes. The CCC is looking to develop a new main access to The Groynes from Clearwater Drive to cater for large vehicles and provide access for major events. A shared vehicle, cycle and pedestrian underpass (with height restriction) is likely to be provided by the NZTA as a second access close to the current entrance. An alternative pedestrian and cycle-only entrance to the north is also being investigated.

### Q. Is any part of The Groynes required for the Western Belfast Bypass?

The intention is to keep the bypass outside the Groynes reserve land adjacent to the Otukaikino River. This may not be possible where adjacent land development (near the current entrance) and road design standards mean the alignment may encroach into The Groynes a small amount where the Groynes boundary protrudes into neighbouring land.

### Q. What is happening to the dog park?

Access to the dog park will be retained near the current entrance. The bypass may require a small part of the land occupied by the dog park.

### Q. What is the proposed speed limit?

For both the short-term alignment options, the speed limit would be 80km/h. The short-term options connect with the Northern Motorway at the Dickeys Road/Main North Road intersection, which will require either a roundabout or traffic signals and therefore the speed limit would be lower. For both the long-term options the speed limit would be 100km/h. The reason for the difference is that the long-term options connect directly to the existing Northern Motorway, which has a speed limit of 100km/h. With no intersections between the two highways, there is no need to reduce speeds.

### Q. What relationship does the Western Belfast Bypass have with the Greater Christchurch Urban Development Strategy (UDS)?

The Western Corridor is a key component of the Greater Christchurch Urban Development Strategy (UDS), the 35-year plan for managing growth in Greater Christchurch. The UDS integrates planning, funding and implementation of land use, transport and infrastructure provision. The UDS partners are the NZTA, CCC, Environment Canterbury, Selwyn District Council and Waimakariri District Council.

The UDS considers access from the north of Christchurch to the airport, the industrial area at Hornby and destinations to the south as critical for the long-term economic growth of the Greater Christchurch area. The Western Belfast Bypass is a critical component for achieving the UDS vision of a sustainable transport system that supports prosperous communities.

### Q. How does the Western Belfast Bypass fit into the Belfast Area Plan?

The Belfast Area Plan, prepared by the CCC under the UDS umbrella, provides a strategic direction for managing the growth of Belfast and identifies the Western Belfast Bypass as critical for successful implementation of that plan. Belfast is a key growth area in the UDS, and the bypass will enable better development of the growing community.

### Q. Why doesn't the Western Belfast Bypass go further to the east across the farmland?

The farmland to the east is managed by Environment Canterbury for flood protection purposes. This land is currently leased and used as a dairy farm that is intended to remain in the future. The area to the west of the bypass is being retained as river reserve and is used as part of The Groynes and other recreational areas.