

SUMMARY REPORT ON COMMUNITY FEEDBACK

SH1 Ashley to Belfast including Woodend Safety Improvements

SH1 Waikuku to Lineside Road Speed Review



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OVERVIEW

This report incorporates community feedback regarding the SH1 Ashley to Belfast Safety Improvement Project (section one), and the Woodend Safety Improvement Project (section two) and the speed review from Waikuku to Lineside Road (section three).

Engagement on the SH1 Ashley to Belfast project and the Woodend Corridor Safety Improvement Project ran alongside the formal consultation for the Waikuku to Lineside Road speed review. All three projects were ready to seek public input in August and joint Community Pop-in events were held in Waikuku Beach and Woodend. These included information, maps and feedback mechanisms for all three projects.

The State Highway 1 Ashley to Belfast Safety Improvements Project is 18km long and runs from Salt Water Creek, north of the Ashley River Bridge, through to the Tram Rd motorway ramps, north of Belfast. The project falls within Waimakairiri District Council.

The average daily traffic count on this stretch of road ranges between 11,500 and 46,000 vehicles per day. Traffic volumes are highest south of SH71 and Tram Road. Heavy vehicles make up 5-12%, with the highest proportion closer to Christchurch.

Woodend Corridor Safety improvements Project focuses on Woodend township, it includes the highway and intersections from Woodend Beach Road to 100m north of the Pegasus roundabout. The project seeks to make short to medium term improvements that will help make the highway safer and more accessible. The community was able to see the proposals for safety treatments in Woodend in the context of the wider safety improvement project.

Speed Review: Waikuku to Lineside Road. Formal consultation with the community on a series of proposed speed limit changes along SH1 was open from August 5-September 6. The community was provided with information, maps and the opportunity to talk with NZTA staff about the proposed speed limit changes and see these proposed changes in context with the other safety treatment proposals. An online survey was also available for people to utilise, and printed submission forms were distributed.

Waimakariri District Council also consulted on their own local roads speed review proposals at the same time.

SECTION ONE

SH1 ASHLEY TO BELFAST SAFETY IMPROVEMENTS PROJECT



SUMMARY OF ENGAGEMENT APPROACH

Waka Kotahi NZ Transport Agency undertakes end to end engagement from project initiation to implementation and post construction. Locals and stakeholders know their roads, so we invite people to share their views on the road. We use this information alongside our research to tailor possible road safety solutions.

The first phase of engagement in November 2017 included meetings with key stakeholders to introduce and outline the project and determine key issues. The team also carried out community research, holding a pop-up event and inviting feedback online and via email and phone.

Phase two included meetings and presentations to stakeholders, road user groups and local elected officials. Face to face meetings with landowners and neighbourhood meeting with groups of potentially affected residents were held. The final part of the engagement was community open days where a preferred option is outlined to the community, members of whom then provide their feedback.

The speed review was a formal consultation which is required under the Land Transport Rule: Setting of Speed Limits (2017).

SUMMARY OF ENGAGEMENT ACTIVITIES

Phase one: What people told us about SH1 from Saltwater Creek to Tram Road during engagement in November 2017

We talked to the community about this high-risk stretch of road, the crash history and the types of crashes. We asked what made them feel unsafe and what they thought we could do to make the road safer.

The information collected from the community and stakeholders was reported back to the community via an engagement summary (see appendix one) in March 2018.

An assessment of the route to identify communities and businesses, schools, new housing developments as well as community organisations along the project extent was undertaken. Key stakeholders were identified. Information gathered during previous engagements with stakeholders was also considered.

- An 'Issues and problems workshop' (workshop one) with key stakeholders was held in April 2017.
- A presentation was made to the Waimakairiri District Council Road Safety Co-ordinating Committee on 12 April 2017.

Community Pop-in day held Woodend Community Centre 27 November 2017



We produced a range of supporting material:

- **Aerial maps** of the project location were available. Attendees were invited to place post-it note comments and suggestions directly onto the maps. Feedback from these maps has been included in the overall feedback themes.
- **Posters** outlining the range of safety treatments that could be considered for the route, for example side barriers and wide centrelines.
- **Information sheets** about the project and specific kinds of safety treatments that could be used on the highway.
- **Hardcopy feedback form** – for open day attendees to give their feedback (freepost envelopes were also provided for open day attendees who wanted to give their feedback at a later date).
- **Online feedback form** – for those who wanted to go to the website and enter their feedback.

The Project Team used this feedback and other information, research and analysis to work through a long list and a short list before reaching a potential option.



Phase two: Proposed option engagement – July/August 2019

This engagement phase involved introducing a proposed design/draft option to stakeholders and the community in July and August 2019.

ENGAGEMENT METHODS AND CHANNELS

A range of tools and channels were used to advertise the community pop-up events, and other ways people could give feedback on the proposed plan.

Letters inviting landowners to neighbourhood sessions with the team were sent out on July 11 followed by a newsletter drop to local homes and businesses the week commencing July 28, 2019.

A media release was sent to local and national media outlets on July 25, 2019 with stories running in the Christchurch Press, North Canterbury News, on the Star Media news site and on local radio stations such as Compass FM.

Print advertisements ran in the North Canterbury News and Christchurch Press in the fortnight ahead of the open day events. Radio advertisements played for 10 days before the open days.

The NZ Transport Agency's Facebook page was also used to reach people, with boosted posts running from mid-July until August 9, the day of the first open day.

Transport Agency partners, including Waimakariri District Council also shared information on their channels. Local schools were sent information for their school newsletters.

Those who didn't attend the open days could leave feedback online via Social Pinpoint or by calling or emailing the Engagement Manager.

At the open days aerial maps of the project location were available. Attendees were invited to place post-it note comments and suggestions directly onto the maps. Feedback from these maps has been included in the overall feedback themes.

At open days we produced posters outlining the range of safety treatments that could be considered for the route, for example side barriers and wide centrelines.

Information sheets were available about the project and specific kinds of safety treatments that could be used on the highway.

Also available were hardcopy feedback forms – for open day attendees to give their feedback (freepost envelopes were also provided for open day attendees who wanted to give their feedback at a later date).

Meetings held by project team:

- Waimakariri District Councillors
- Waimakariri District Council All Board meeting
- Several meetings with ReadyMix Concrete
- AA – Canterbury West Coast District Committee
- Road Transport Association (RTANZ)
- Trucking Association
- Heavy Haulage (Over Dimension) representatives
- Meeting organised by RTANZ with Rural Contractors and others at Papanui – included representatives from local contractors and rural transport operators

- Ministry of Education – Transport Contract Manager
- Onsite with residents on SH1 south of Waikuku

Presentations to:

- Regional Transport Committee
- Presented at the Canterbury Regional Road Safety Co-ordinators Forum
- FENZ Amberley Volunteer Fire Brigade
- Woodend Volunteer Fire Brigade
- NZ Police – Rangiora Road Policing Team
- Woodend Community Association
- Woodend School Board of Trustees
- Pegasus Residents Group

Phone calls, information sent, and meeting offered to:

- NZ Post Rural Delivery Contracts Manager
- Federated Farmers north Canterbury

Neighbourhood Meetings held in July 2019:

- Meetings/drop-ins held for invited residents. Letters explaining the project, with invitation to meeting and project information sheet (see appendix 2) sent to all residents on SH1 and side roads along SH1 where a change was proposed (closure, left-in/left-out or upgrades).

Neighbourhood meetings:

- Brick Mill Monday 22nd July 10-12pm &
- Brick Mill Tuesday 23 July 2-4pm
- Woodend Community Centre Monday 22 July 1-3pm &
- Woodend Community Centre Tuesday 23 July 5-7pm &
- Woodend Community Centre Wednesday 24 July 10-12pm

We met with over 50 local residents to talk about the proposal in relation to their property

Landowners were focussed on the wire rope barrier down the middle of the road.

Their concerns include:

- How far they would have to travel to a turn-around facility
- Ensuring that their driveways were safe for a left-turn in, and those that needed it can have large vehicles turn onto their properties
- Several farmers are worried about taking their large agricultural vehicles down the road and that there should be enough room to the left for them to pull-over to allow others to pass them

Community Pop-in events held in August 2019

- Woodend Beach Community Hall: Friday 9th August 10-1pm
- Woodend Community Centre: Saturday 10 August 1.30-4.30pm

We talked to over **150 people** at the community pop-ins about the proposal and received **1416 pieces of feedback** from **776 people**





SUMMARY OF FEEDBACK ON PROPOSED PREFERRED OPTION

Key Themes

People support

- Median barriers, especially between Pineacres/Williams Street and Woodend
- A roundabout at SH1 Woodend Beach Road intersection
- No right turn at Sandhill Road and associated safety works at Sandhill/Woodend Beach Road intersection
- A roundabout at Williams Street
- Work to improve visibility at SH1 Waikuku Beach Road intersection
- Proposals to make Waikuku safer including lower speed limit and flush median
- Dropping the speed from north of Ashley River Bridge to Pineacres, with many people calling for the speed limit at the Pegasus roundabout to be dropped to 50km

“This intersection is a nightmare” (SH1 Woodend Beach Road)

“We live off Woodend Beach road and regularly need to turn right onto SH1 which is never a simple task. Definitely need a roundabout or lights as traffic approaching from Pineacres very rarely has slowed to 50km making it extremely difficult to cross SH1 and nearly impossible during peak traffic times”

“Yes to flexible barrier”

Key Concerns

People had concerns about flexible wire rope barriers down the middle of the road. They were worried about perceived impacts including:

Driver frustration/impatience

People are concerned that they will have to follow behind slow moving vehicles, causing driver frustration.

Bus Stops

People were worried about how they would cross the road get to bus stops if flexible safety barriers were installed down the middle of the road.

Agricultural vehicles

People were worried that they would have to travel behind slow moving agricultural vehicles without the ability to pass. Agricultural contractors and farmers were worried about travelling further on the State Highway.

Other Concerns

Rangiora Woodend Road becoming left in/left out if the roundabout option is chosen

Some people were worried about the traffic being diverted to Woodend Road if the right-hand turn out of Rangiora Woodend Road is removed.

Truck parking

Several people commented on trucks parking on Rangiora Woodend Road obstructing visibility. Many people are also concerned about the truck parking in Waikuku.

Other Suggestions

Some people suggested that the Pineacres/Williams Street intersection should either become left in/left out only or be closed altogether.

Many people commented on the need for off-road cycle facilities especially from Woodend to Kaiapoi and Pegasus to Rangiora.



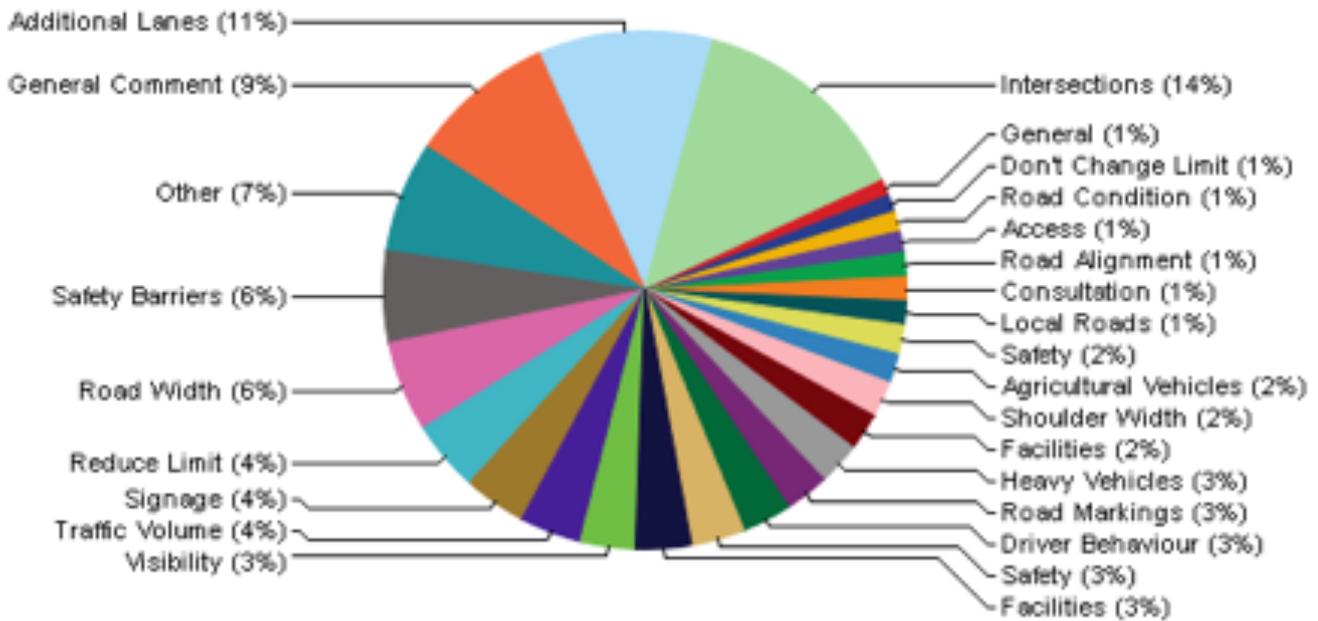
"This is a busy and dangerous intersection. However, there is no reason for this intersection to be here anymore. There are on and off ramps to and from Kaiapoi at the Lineside Road, which provide a safer transit to and from Kaiapoi from the north".

*"Stop traffic turning right here off Williams St. Very dangerous."
Can we please have a "No exhaust braking" sign here as trucks late at night slowing to a 50 often use their low thudding breaking system (Woodend)".*



Summary of issues raised

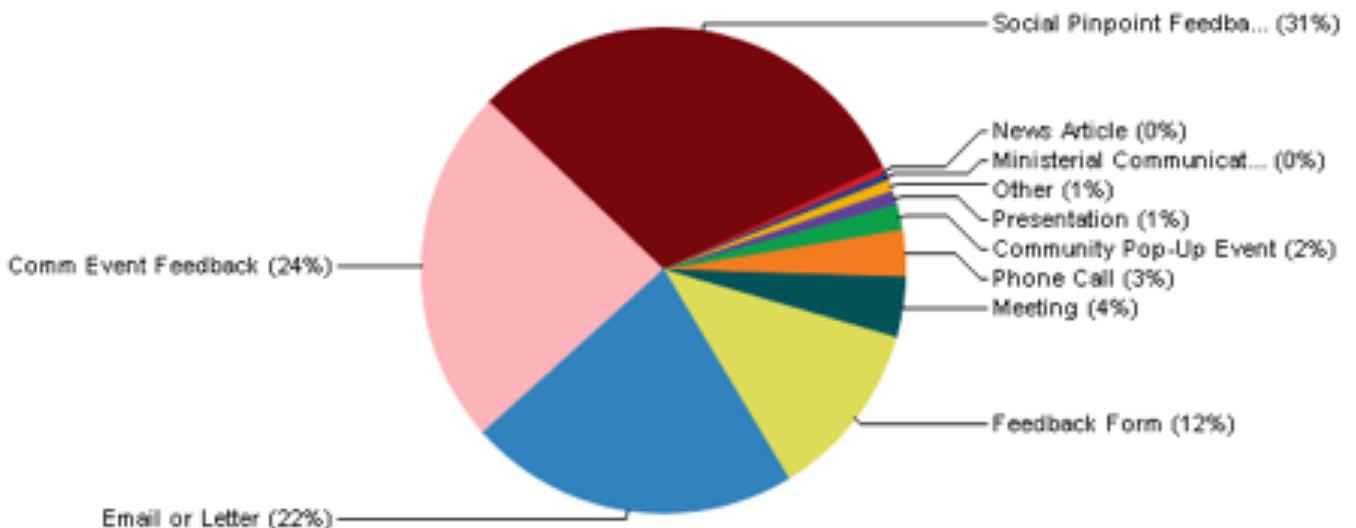
Issues Raised - Total Events



This graph gives us an understanding of the types of issues raised and the level of interest.

How we heard from people

Event Types - Total Events



ADDRESSING KEY CONCERNS

Driver frustration

People are concerned that they will be forced to follow behind slow moving/large vehicles

The traffic volumes on this route mean the passing is often not a safe option.

Our design will include space for vehicles to pull over, or stop, to allow people to pass or if they break down.

Flexible barriers save lives. They prevent head-on collisions. They reduce the number of people being killed or seriously injured by 90%.

Agricultural vehicles

People were worried that they would have to travel behind slow moving agricultural vehicles

As no side barriers will be installed, there will still be room to pull over and allow other drivers to pass. Over dimension vehicles will be able to lift their loads above the barrier height to travel.

Emergency Services

Some people were concerned about how emergency services will operate with a median barrier on SH1.

It is important to note that the safety measures, such as median barriers, are extremely effective in reducing high severity head-on crashes. This means that emergency services will have far fewer serious crashes to respond to.

In the event of an emergency, barriers can be lowered and driven over, and our contractors and FENZ will provide training for emergency services, so they can drop the barriers, if they are installed.

Regarding traffic backing up after a crash, a key benefit of a median barrier is that it generally contains crashes within one side of the road. This allows the other lane to be closed, giving emergency vehicles unimpeded access to the crash site and the ability to contra-flow traffic, if necessary.

We have begun discussions with emergency service areas commanders to talk about the process around call-outs and how they decide who attends certain areas. Our initial discussions have been positive, and our experience in other parts of the country suggest that emergency services can adapt their call-out patterns, and that emergency service helicopters can continue to land on the road, or nearby, even when barriers are installed. NZTA will continue to take responsibility for discussions with emergency services.

NEXT STEPS

The Transport Agency's Safe Network Programme is looking to implement some key elements of this investigation within the next 12 months, particularly the design and construction of sections of median barrier.

Next steps also include submitting all the proposed changes as a completed business case, ready to apply for project funding.

SECTION TWO

WOODEND CORRIDOR SAFETY IMPROVEMENTS PROJECT



BACKGROUND

State Highway 1 (SH1) forms the 'main street' of Woodend and bisects the community. The Woodend Corridor safety improvements project extends along SH1 from Pegasus Roundabout to south of Woodend Beach Road.

After discussions with the community and industry groups, the NZ Transport Agency has developed some options for improvements to the Woodend corridor, so it is safer, more accessible and provides a good level of service for all users.

SUMMARY OF ENGAGEMENT ACTIVITIES

Phase one: Exploratory

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

Phase two: Information Gathering

In October 2018, the Agency went back out to the community and interest groups to

1. Ensure initial information gathered was current and accurate
2. Gather recent local experiences of using the Woodend Corridor
3. Assist more detailed investigation and analysis with the aim of developing options for improvements.

Phase three: Proposed Improvements

This report summarises this phase of the community engagement. It began in July 2019, with the issuing of draft improvements to the Woodend Corridor. The community was invited to provide feedback on the proposed improvements at the same time as being invited to provide feedback on related projects (see page 4 for an overview of the joint consultation).

SUMMARY OF FEEDBACK ON PROPOSED IMPROVEMENTS

Key Themes

Safety around Woodend School

Many people expressed concern around provision of a safe crossing point at Woodend School. Most supported installing a signalised crossing near the school and many requested this work be either 'fast-tracked' and/or flagged as high priority.

Safe and connected cycle/walkways

Providing safe crossing for pedestrians and cyclists at multiple points along SH1 was supported by many people. There were a number of requests for a continuation of the footpath and cycleways between Chinnerys Road and Pegasus Roundabout. One person suggested a shared cycle/footpath connecting Judsons Road (where there is a pre-school) to the Woodend School crossing and into School Road to connect with the Rangiora cycle/walkway.

SH1 access to and from side roads

Intersection improvements at Woodend Road/SH1 intersection were largely supported.

Regarding a no-right-turn at Rangiora/Woodend Road/SH1, the Pegasus Residents Group indicated they prefer traffic to use Woodend Road, rather than School Road, past the school.

Pegasus/Ravenswood roundabout

There were many requests for safety to be improved here in particular safe crossing for cyclists and pedestrians. Community groups expressed a desire for the speed to be reduced to 50km/h as part of proposed safety improvements. There were some requests for an underpass to assist safe pedestrian crossing near this roundabout.

SH1/Woodend Beach Road intersection

There was good support for lights or a roundabout here, with most opting for a roundabout. Two people noted that without information on how each layout would work, it was difficult to state a preference.

Traffic calming

Traffic calming measures were largely supported, including speed reductions. Additional signage was regularly mentioned by people such as forewarning of reduced speeds including electronic signs near the school.

Canterbury District Health Board

The Canterbury District Health Board would like central separation barriers to assist in reducing death and injury from south of Waikuku to Pegasus and south of Woodend through to Lineside Road. The Board suggest speed reductions will encourage community connectedness and encourage the use of cycle facilities. They recommend electronic signs to indicate when drivers are entering reduced speed areas.

KEY CONCERNS

Access and safety at SH1

Some people wanted a controlled kea crossing at Woodend School as a matter of priority. More safe pedestrian/cycle crossing points and opportunities for safe and timely vehicle movements to and from side roads were also supported.

Reducing speed

Speed was a particular concern especially for community groups who supported a reduction in the speed limits, including at the Pegasus Roundabout and through to Woodend, and extending the 50km limit south of the Woodend corridor.

Cycle safety and connectivity

There was considerable feedback on the need to improve amenity and safety for cyclists in and around Woodend.

Timeliness

Many noted that while a bypass was preferred, safety improvements to SH1 need to happen as soon as possible in Woodend. A bypass to the east of Woodend township has been identified as a long-term planning need and a programme for construction is yet to commence. The proposed safety upgrades and speed reductions on State Highway 1 will not prevent the bypass from going ahead in the future. The Transport Agency is working with the Woodend community on short-to-medium-term safety improvements which will be implemented ahead of a bypass, which is not proposed for another eight to ten years. More information is available here: <https://nzta.govt.nz/projects/woodend-corridor-safety-improvements/>

NEXT STEPS

The Woodend Corridor Safety Improvements project is currently in the investigation phase. The next steps are to develop the proposed changes into a business case, ready to apply for project funding.

SECTION THREE

SH1 WAIKUKU TO LINESIDE ROAD SPEED REVIEW



BACKGROUND

We knew from our discussions with locals and others who use the road what the main issues were. A technical assessment of the road was also done to understand the safe and appropriate speed.

The consultation process was used to identify any other factors we needed to know before make our decision about the proposed speed limits. It is also required under the Land Transport Rule: Setting of Speed Limits (2017).

The following were the proposed speed limits the Agency formally consulted on:

1. SH1 Waikuku township. A proposed new speed limit of 60km/h that extends 70m north of the current 80km/h area and 150m south of the current 80km/h area. The proposed 60km/h is a reduction from the current legal limit of 80km/h.
2. SH1 south end of Waikuku township to Pegasus. A proposed new speed limit of 80km/h from 150m south of where the current 80km/h begins at Waikuku township to where the speed limit currently changes from 100km/h to 70km/h near Pegasus. This is a reduction from the current legal limit of 100km/h on this section of road. It was also proposed that the speed limit at the Pegasus roundabout remain at the current speed of 70km/h.
3. SH1 south end of Woodend to Pineacres. A proposed new speed limit of 80km/h from where the speed limit currently changes from 50km/h to 100km/h at the south end of Woodend township to the north end of the existing Pineacres Intersection Speed Zone. This is a reduction from the current legal limit of 100km/h on this section of road.
4. SH1 Pineacres intersection. A proposed new variable speed limit of 60km/h on the Intersection Speed Zone at Pineacres intersection. This would temporarily reduce the speed on SH1 to 60km/h when someone is turning right into or out of Williams Street. This is a reduction from the current variable speed limit of 70km/h.
5. SH1 south of Pineacres intersection to Lineside Road interchange. A proposed new speed limit of 80km/h from south of the existing Pineacres speed zone intersection to 90m north of the Lineside Road overbridge. This is a reduction from the current legal limit of 100km/h on this section of road.

The question we asked was: **“Are there any other factors that we should consider when making our decision?”**

SUMMARY OF CONSULTATION ACTIVITIES

- Printed submission forms and NZ Transport Agency staff available at community pop-in events
- Online consultation forms available that could be downloaded and printed or completed online
- Media coverage
- Social media posts

SUMMARY OF FEEDBACK ON SPEED REVIEW

We appreciate the submissions we received on the formal consultation on the proposed speed limit changes. We received submissions from 119 people. Some of the themes from the submissions included:

- People were concerned about the narrowness of the road, dangerous intersections, vulnerable road users (children, pedestrians and cyclists), heavy haulage, the condition of the roads and drive behaviour
- People wanted to see consistent speed limits throughout the corridor
- Most people who said they did not want the speeds changed called instead for a bypass of Woodend to be added (see page 19 for Bypass information)
- Some said that a decrease in speed limits would cause congestion and impact traffic volume
- Some believed that speed was not a main factor in crashes on New Zealand roads
- Many people suggested the Ashley River Bridge should be included in the proposal, as they think 100km/h is too fast given the narrowness of the bridge.

NEXT STEPS

We are always looking for ways to improve safety on our roads. Feedback received has been shared with the Transport Agency to look for opportunities to further improve safety on the road in future.

We are currently finalising our analysis of the submissions and our technical data, and a decision should be available in early 2020 on the speed review.

Once a final decision on the speed review has been made we will post an update on our website and make sure this is well communicated to the community.

Appendix one

Newsletter One

NZ TRANSPORT AGENCY **Safe Roads**

INFORMATION SHEET ONE | NOVEMBER 2017

1 Ashley to Belfast safety improvements

We are looking at ways to make State Highway 1 between Saltwater Creek and Tram Road safer for everyone. We all know people make mistakes, but there are changes we can make so that simple mistakes don't cost lives.

Help us make your road safer

New Zealand Government

HELP US TO MAKE YOUR ROAD SAFER

13 people died and 48 were seriously injured on this stretch of road*

Many of these crashes involved drivers running off the road and hitting trees, power poles and deep ditches. There have also been a number of head-on crashes on this highway.

*between 2007 and 2016

What safety measures are we considering?

People will always make mistakes, but there are things we can do to make this stretch of road safer. We are considering:

- widening the shoulders in high-risk sections to give drivers more room to recover if they lose control
- installing flexible roadside safety barriers to stop drivers running off the road
- widening the centreline or installing flexible median safety barriers to keep vehicles apart and prevent head-on crashes
- improving risky intersections so it's safer to turn
- improvements at Waikuku Village, such as new signs, line markings and landscaping that are designed to slow down traffic
- revising the speed between Saltwater Creek and Pinesaces to make sure it's right for the road.

Improvements to the road between the Pegasus roundabout and the Woodend Beach Road intersection are also being looked into. Public consultation will start on this in early 2018. These improvements should make this stretch of road safer before the Woodend Bypass is built.

Something has to change

We understand this is the main road into Christchurch and is an important link for people driving to work, local businesses and freight, but some intersections, speed, and roadside hazards like poles or ditches mean it's unsafe. This road is becoming busier as more people make Waimakariri district their home.

There are proven ways we can make this high-risk road safer and help prevent more crashes like these from happening, but to get it right, we need your help.

Wide centrelines

Widening the centreline is a simple and effective way to keep distance between drivers.

Speed

Speed can be the difference between a correctable mistake and a fatal error.

Flexible road safety barriers

These barriers catch drivers who leave their lane before they hit something harder, like trees, poles or other vehicles.

1 We're making the road between Ashley and Belfast safer

We're looking at these possible improvements

Saltwater Creek to north of Waikuku Beach Rd

- Revised speed so it is safe and appropriate
- Shoulder widening
- Wide centreline
- Improve the barriers on either side of the Ashley Power Station
- Barrier upgrade at Saltwater Creek

South of Gressons Rd to Pegasus roundabout

- Revised speed so it is safe and appropriate
- Shoulder widening
- Wide centreline

South of Woodend Beach Rd to Pinesaces intersection

- Revised speed so it is safe and appropriate
- Flexible roadside safety barriers
- High barrier on east of Saltwater Creek
- Widen existing median construction, or
- Flexible median barrier
- Assess for barriers around the intersection if a median barrier is not used

Lineside Rd to Tram Rd (motorway)

- Flexible median and side safety barriers
- Upgrade motorway off-ramps to improve visibility

Waikuku Village area

- Revised speed so it is safe and appropriate
- Village safety improvements designed to slow down traffic, such as signs, line marking and landscaping
- Safer turning on and out of driveways
- Intersection improvements for Waikuku Beach Rd and Gressons Rd
- Revised speed to match parking

Woodend Corridor safety improvements (Pegasus roundabout to south of Woodend Beach Rd)

- Urban area improvements ahead of the Woodend Bypass
- Improve access and pedestrian safety
- Public consultation to start early 2018

Pinesaces intersection to Lineside Rd (motorway)

- Flexible median safety barriers
- Wide centreline, or
- Flexible median barriers

What you told us and what we know

- Some intersections feel unsafe, eg Waikuku Beach Rd, Pinesaces Woodend Rd and Pinesaces
- A public road too unsafe to turn on and off the highway
- Shoulder parking is unsafe in some areas
- The Woodend community is separated by a busy state highway
- The Ashley River bridge is too narrow
- Pegasus roundabout - it's hard to stay in lanes and some people see it as an overtaking opportunity

Proposed project

- State Highway
- Local roads
- Woodend (urban area not part of this project)
- Future Woodend Bypass

HELP US TO MAKE YOUR ROAD SAFER

1 Tell us what you think

Join our community conversation and come and see us at the upcoming open day. You know the road better than anyone, and your feedback is important to us.

Can't make it to the open day?

You can tell us your views online or email:

- Provide feedback online at nzta.govt.nz/azb/have-your-say before 4 December
- team@saferoads.co.nz

COME AND SEE US

Our team will be available to talk about the project, answer questions and collect your feedback.

Monday 27 November
 Woodend Community Centre
 6A School Road, Woodend
 2pm to 7pm

Making rural roads safer

This project is part of the government's \$600m Safe Roads and Roadside Program to reduce the number of people dying or being seriously injured on our rural state highways, through measures such as rumble strips, shoulder widening, safety barriers, better signs and changes to speed limits.

NZ TRANSPORT AGENCY **Safe Roads**

Appendix two

Feedback Summary

1

**Ashley to Belfast
safety improvements**

FEEDBACK SUMMARY

MARCH 2018



The State Highway 1 safety improvements are planned from just north of Saltwater Creek to Tram Rd and will make this busy road safer for everyone who uses it.

Based on research and what you've told us, we're planning some improvements to make this stretch of road safer. But before we make decisions on our next steps, we want to make sure we have got it right.

We held an open day in November 2017 - 76 people attended.
 We received 74 feedback forms and 39 emails or letters.

How your feedback is being used

Your feedback is important to us. We use it, along with our research, to find the safety improvements that will make this road safer, and to make sure we haven't missed anything important.

What happens next?

We'll make final decisions on the safety improvements and share them with the community later this year.

You told us you supported

- » Considering safer and more consistent speed limits
- » Signs to make people more aware of speed limits
- » Improving safety at intersections
- » Wider road shoulders
- » Flexible safety barriers along the side of the road in high-risk areas
- » Flexible safety barriers in the middle of the road to prevent head-on crashes
- » Reviewing the parking outside the Z petrol station in Waikuku.

You told us you were mostly concerned about

- » Barriers along the middle of the road. You are not sure if they are needed and wondered why they are in some areas and not others. You told us you are concerned about getting in and out of driveways and local roads and where the turnaround areas may be located.
- » Safety improvements at intersections. You are worried about visibility at some intersections and you do not feel safe turning into and out of some side roads.
- » People driving too fast or too slow.
- » Ashley/Rakahuri River Bridge. You said you would like to see a new bridge built or the existing bridge widened.

Proposed improvements



South of Gressons Rd to Pegasus roundabout

- Review speed so it is safe and appropriate
- Road shoulder widening
- Wide centreline
- Flexible safety barriers along the side of the road in high-risk areas
- Flexible safety barriers in the middle of the road to prevent head-on crashes
- Areas for turning around will be included if a barrier is put in along the centre of the road

You told us we could
Lower the speed limit at the Pegasus roundabout

Saltwater Creek to north of Waikuku Beach Rd

- Review speed so it is safe and appropriate
- Flexible safety barriers along the side of the road in high-risk areas
- Flexible safety barriers in the middle of the road to prevent head-on crashes
- Wide centerlines down the middle of the road
- Areas for turning around will be included if a barrier is put in

Waikuku Village area

- Review speed so it is safe and appropriate
- Village safety improvements designed to slow down traffic eg signs, line marking and landscaping
- Safer turning in and out of driveways
- Intersection improvements for Waikuku Beach Rd and Gressons Rd

You told us we could
Review unsale roadside parking, especially outside the Z petrol station

South of Woodend Beach Rd to Pineacres intersection

- Review speed so it is safe and appropriate
- Flexible roadside safety barriers in high-risk areas
- No right turn in or out of Sandhill Rd
- Widen existing wide centreline, or
- Put in flexible safety barriers in the middle of the road to prevent head-on crashes
- Areas for turning around will be considered if a barrier is built in along the middle of the road

You told us we could
Improve safety at Pineacres intersection

Pineacres intersection to Lineside Rd (motorway)

- Flexible roadside safety barriers
- Wide centreline, or
- Flexible safety barriers along the middle of the road

Lineside Rd to Tram Rd (motorway)

- Flexible safety barriers along the side and middle of the road
- Upgrade motorway off-ramps to improve visibility

You told us we could
Improve the Tram Road off-ramps, where they meet local roads

? You also raised some questions about other projects

- » **Woodend Urban Safety Improvements.** This separate project will identify safety and other improvements through the Woodend urban area.
- » **The Woodend Bypass.** This project will be looked at over the longer term by the NZ Transport Agency.

@ For more information go to nzta.govt.nz/g2b



Safe Roads



NZ TRANSPORT AGENCY

Published

25

Appendix three

Newsletter Two

Ashley to Belfast, including Woodend July 2019 NZ Transport Agency

Working with our partners

With the road toll increasing we need to take action to prevent deaths and serious injuries on this highway and keep communities safe.

We've been working with stakeholders including Waimakariri District Council to consider how best to connect key Woodend areas with good walking and cycling options, integration with bus stops and where best to safely route traffic.

Speed

While we're proposing improvements like road safety barriers and a wider road shoulder, there is something more we can do to prevent people from dying or being seriously injured - reduce speed limits so they are safe and right for the road.

You've told us that speed limits on State Highway 1 between Waikuku and Lineside Road feel too high to be safe. We've reviewed them and will be proposing new limits.

You'll have a chance to have your say on proposed changes when we come out for formal consultation in August. You'll find more information about this on our website.

Median barriers

Almost 80 percent of the deaths on this road are caused by head-on crashes.

Flexible road safety barriers catch vehicles that leave their lane before they hit something less forgiving - like other vehicles or roadside hazards such as trees, poles and ditches.

When a vehicle hits a barrier, the high-tension wire cables flex, slowing down the vehicle and keeping it upright during and after a collision. The barrier absorbs the impact, reducing the force on the people in the vehicle. Flexible road safety barriers are designed so they don't penetrate the passenger compartment of a vehicle. They are also designed so a vehicle is not deflected into another traffic lane. Depending on the speed and angle of the impact, a number of posts may bend over. This is how the posts are designed.

What makes them ideally suited to many New Zealand roads is that they are narrow so can often be installed without significant widening of the road. They are cost effective to install, and they work - results show a 70-80 percent reduction in road fatalities.

What about the bypass?

The proposed safety upgrades to Woodend township and the highway that we are working on now will not prevent the bypass, or other large-scale works, from going ahead in the future.

However, they will help connect communities and keep people safe straight away. A designation remains in place east of Woodend Township to protect land needed for a bypass in the longer term.

Next steps

We'll consider feedback and make tweaks to our proposal before making any final decisions and applying for construction funding. If funding is approved, we will update the community again with expected construction dates and stages.

We will also consider your feedback when making a final decision on what the speed limits should be. It is hoped any new speed limits can be implemented this year.



This design is not final. Over the next few months we will take this proposed plan out to landowners, stakeholders and the wider community to see what people think.

Help us get it right

Come meet the team and share your views on our proposals at one of our community drop-ins.

Friday 9 August
 Waikuku Beach Hall
 Park Terrace
 Waikuku Beach
 10am to 1pm

Saturday 10 August
 Woodend Community Centre
 School Rd
 Woodend
 1.30pm to 4.30pm

Can't make it to one of our drop-in sessions? You can also give feedback online, by email or phone.

Janet Luxton
 Community Engagement Manager
 022 313 3012

info@nzta.govt.nz
 info@nzta.govt.nz
 @nzta.govt.nz

Have your say on safer speeds

Formal consultation on speeds will be held 5 August to 6 September. To find out more about the changes to speed limits we're proposing and to make a formal submission:

Janet Luxton
 Community Engagement Manager
 022 313 3012

info@nzta.govt.nz to request a postage paid submission form

info@nzta.govt.nz/ta-have-your-say
 Consultation guidelines with submission forms will also be available at the community drop-ins and at local libraries.



Give feedback and see what others have to say about our proposals on our interactive map
 info@nzta.govt.nz/ta-have-your-say



New Zealand Government

PROJECT UPDATE

July 2019

1 Ashley to Belfast, including Woodend SAFETY IMPROVEMENTS

Tell us what you think

The NZ Transport Agency has been looking at ways to make it safer and easier to travel on State Highway 1 between the Ashley River Bridge and Tram Road, north of Christchurch. We've got a proposed plan, but we need your help to get it right.



New Zealand Government

NZ Transport Agency Ashley to Belfast, including Woodend July 2019

Help us get it right

State Highway 1 is the main road into Christchurch and an important link for people driving to work, along with local businesses and freight operators. This road is becoming busier as more people make Waimakariri District their home.

Unfortunately, too many people are being killed or seriously injured in crashes on this stretch of road, and locals tell us they feel unsafe using some intersections and walking or cycling - especially around the Woodend Township area.

People also told us speed is a concern.

We have some ideas to improve this stretch of road and make it safer and easier to get around.

We want to make sure we have got it right before we move to the next stage of the project and apply for construction funding.

We are looking at long-term changes, such as the Woodend Bypass, but there are things we can do to make this road safer in the meantime.



Flexible barriers are your safety net

Eight people died and 41 were seriously injured on this stretch of road between 2008 and 2017. Most deaths were from head-on crashes.



Flexible road safety barriers
 When fitted along the side and centre of the road, barriers reduce the number of people killed by up to 90 percent.*

Our proposed ideas are designed to improve safety and access and help prevent people dying or being seriously injured in crashes.

- People told us it's difficult for pedestrians to cross SH1 at Woodend School and near bus stops and shops. We are looking at providing better access across the highway, by upgrading the school pedestrian crossing and improving facilities to the north of Woodend Road.
- We are working with Waimakariri District Council to look

at options to link the existing cycle path on Rangiora Woodend Road to the eastern side of Woodend.

- People told us speed is a concern. We plan to start consultation on changes to speed limits in August.
- To help prevent head-on crashes we want to add a wide centreline or install flexible road safety barriers down the middle of the road in some areas (not in towns along the route).
- If we install flexible safety barriers, we'd add tamaround facilities along the route to give people a safe place to turn around, out of the traffic.

• People said they found it hard to turn on and off the highway at some intersections.

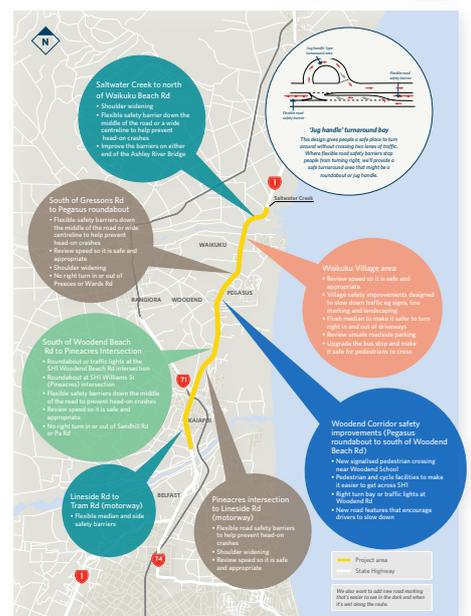
- We're looking at upgrading the southern entrance to Woodend to a roundabout or traffic signals. If it is to be a roundabout, we would make the Rangiora Woodend Road left to left out only. This would reduce traffic past the school and remove the current high-risk right-hand turn on to the state highway. We will work with Waimakariri District Council on alternative routes to get traffic travelling from Rangiora on to the state highway. This could then be supported by either a new right turning bay

or traffic signals at the Woodend Road/SH1 intersection that could also incorporate pedestrian facilities.

- We'd like to make improvements at Waikuku Village to help slow traffic. This could include new signs, line markings and landscaping that are designed to slow down traffic. We also want to look at improving the bus stop.
- People also told us that large vehicles were parking beside the state highway, interrupting visibility and restricting right-hand turning. We are looking at creating some parking.



Ashley to Belfast, including Woodend July 2019 NZ Transport Agency



New Zealand Government

Appendix four

Neighbourhood meeting letter

Level 7, Pacific Brands House
 123 Victoria Street
 PO Box 1479
 Christchurch Mail Centre
 Christchurch 8140
 New Zealand
 T 64 3 366 4455
 F 64 3 365 6576
www.nzta.govt.nz

8 July 2019

«CONTACTNAME»
 «ADDRESSONE»
 «ADDRESSTWO»
 «CITY.POSTCODE»
 «COUNTRY»

Re: «LOCATION»

Dear «ContactName»

State Highway 1 Saltwater Creek to Tram Road proposed safety improvements neighbourhood meetings

We want to make SH1 between Saltwater Creek and Tram Road safer. As you own property on this road we'd like to invite you to a meeting to talk about safety improvements we're proposing and how they may affect the way you travel. We'll hold open days for the wider community in early August.

Eight people died and 41 were seriously injured in crashes on this section of State Highway 1 between 2008 and 2017. Almost 80 percent of the deaths were from head-on crashes.

We have developed a proposed plan to make the road safer after getting feedback from the community, Waimakariri District Council and groups that use the road, such as heavy haulage operators.

You can see some of our ideas in the diagram below. To help prevent head-on crashes we are considering adding flexible safety barriers down the middle of the road. These barriers could add a few minutes to your journey as you may need to travel to a turnaround bay (jug handle) or roundabout to change direction.

Along with new roundabouts and turnaround bays, we're also considering intersection improvements and new road markings that are easier to see when it's dark and wet.

We've heard your community's concerns about speed on this stretch of road so we are also consulting on proposals to change speed limits on sections of the road from Waikuku township to Lineside Road. You can find out more and make a formal submission on these proposals at nzta.govt.nz/a2b/have-your-say or at one of the neighbourhood meetings. The consultation period runs from 5 August to 6 September 2019.

We are keen to speak to everyone living on this stretch of road so if you have tenants or workers living on your property please pass this information on. Alternatively, you can call me on the number below and I'll arrange to have the information sent to them directly.

Level 7, Pacific Brands House
 123 Victoria Street
 PO Box 1479
 Christchurch Mail Centre
 Christchurch 8140
 New Zealand
 T 64 3 366 4455
 F 64 3 365 6576
www.nzta.govt.nz

We hope you can make it to one of our neighbourhood meetings. Please spread the word to make sure your neighbours know they are welcome to attend.

Please RSVP online at a2b.nzta.eventbrite.co.nz or call Marilyn Bishop on (03) 3633451 to book your spot.

Meeting dates and times

- Monday, 22nd July: 10am-12pm at Sanderson Pottery, 1473 Main N Road, Waikuku
- Monday, 22nd July: 1pm-3pm at Woodend Community Centre, School Road, Woodend
- Tuesday, 23rd July: 2.00pm-4.00pm at Sanderson Pottery, 1473 Main N Road, Waikuku
- Tuesday, 23rd July: 5pm-7pm at Woodend Community Centre, School Road, Woodend
- Wednesday, 24 July: 10am-12pm at Woodend Community Centre, School Road, Woodend

There's lots more we have to do before we finalise any construction plans and apply for construction funding. Along with asking for input from landowners we will talk to groups like the AA, Rural Contractors NZ, Fire and Emergency Services (FENZ) and the Heavy Haulage Association.

Want to know more? Check out nzta.govt.nz/a2b or give me a call.

Yours sincerely

Janet Luxton
 Community Engagement Manager
 022 313 3012
janet.luxton@saferoads.co.nz

Proposed safety improvements

