



Western Belfast Bypass

Part of the Western Corridor

APRIL 2014



PROJECT UPDATE

This update explains what stage the Western Belfast Bypass project is at now and the next steps for the project.

Consultation on this project started in 2010. The last project newsletter was delivered in October 2010 and an open day was held in November 2010 to present options and seek further comment from the community. Since this time, updates have been available on the website and we have met with many affected parties.

Project in a nutshell

- Public notification and hearing process likely to start in mid-2014.
- Design completed by late 2014.
- Tender for construction late 2014.
- Construction starts in early 2015.



CHANGES TO THE BYPASS

As a result of the 2010 consultation, we have made changes to the plan to address issues of concern, including:

- confirmation of the connections at the northern and southern ends of the bypass
- reduction of impacts on the Groynes area with:
 - the alignment moved further to the east
 - no impact on the existing dog park
 - no impact on the historic pump shed

- significant reduction of the impacts on the Otukaikino Stream
- coordination between the bypass alignment and Environment Canterbury's development of the Waimakariri River secondary stopbank.

A plan of the proposed alignment that best addresses the issues raised during consultation is shown over the page. The Transport Agency will be seeking a designation and resource consents for this alignment.

PROJECT BENEFITS

When complete, the Western Belfast Bypass will re-route about half the traffic driving through Belfast connecting it directly to the Western Corridor (SH1).

This will provide many benefits for drivers and the local community including:

- reduced congestion and fewer trucks on Main North Road
- reduced commuter travel times
- support for economic growth

- the reduction in traffic through Belfast enables urban renewal and an improved walking/cycling environment along Main North Road
- more reliable public transport along Main North Road
- improved access to the north and west of Christchurch will support growth and employment in north Christchurch and Canterbury.



REDUCED
COMMUTER
TRAVEL TIME



REDUCED
CONGESTION



IMPROVE
SAFETY



IMPROVE
WALKING
AND CYCLING



SUPPORT
ECONOMIC
GROWTH



JOB CREATION
AND ACCESS
TO JOBS

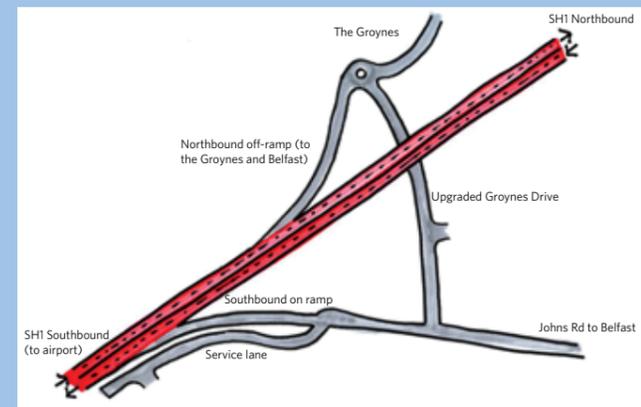
SOUTHERN CONNECTION

The Western Belfast Bypass will connect to SH1 (Johns Road) via a grade-separated connection where the Western Belfast Bypass will pass over Groyne Drive and the Waimakariri Secondary Stopbank.

This layout will provide for the following traffic movements:

- All SH1 through traffic will flow directly to and from the Western Belfast Bypass.
- A northbound off-ramp will enable motorists on SH1 to access the Groyne, the north-eastern end of Johns Road and the Belfast area.
- A southbound on-ramp will enable motorists from the Belfast area to access SH1 southbound via Johns Road (and SH1 northbound via a u-turn at the proposed Clearwater roundabout).
- Access to the Groyne will be maintained via Groyne Drive which will be upgraded to include a flush median, cycleways and pedestrian pavements.
- A service lane will provide continued access for residents to their properties on the southern side of Johns Road.

SOUTHERN CONNECTION LAYOUT



NORTHERN ALIGNMENT and OTUKAIKINO STREAM

The alignment will pass immediately between the sawmill and the Otukaikino Stream. This is a change from earlier options which considered diverting the Otukaikino Stream into an old tributary channel or constructing two bridges across the stream. Both of these options involved considerable environmental risk.

The chosen alignment also makes it possible to better integrate the Otukaikino Stream into any future extensions of the Groyne and Waimakariri River Regional Park areas by either Christchurch City Council or Environment Canterbury.

NORTHERN CONNECTION

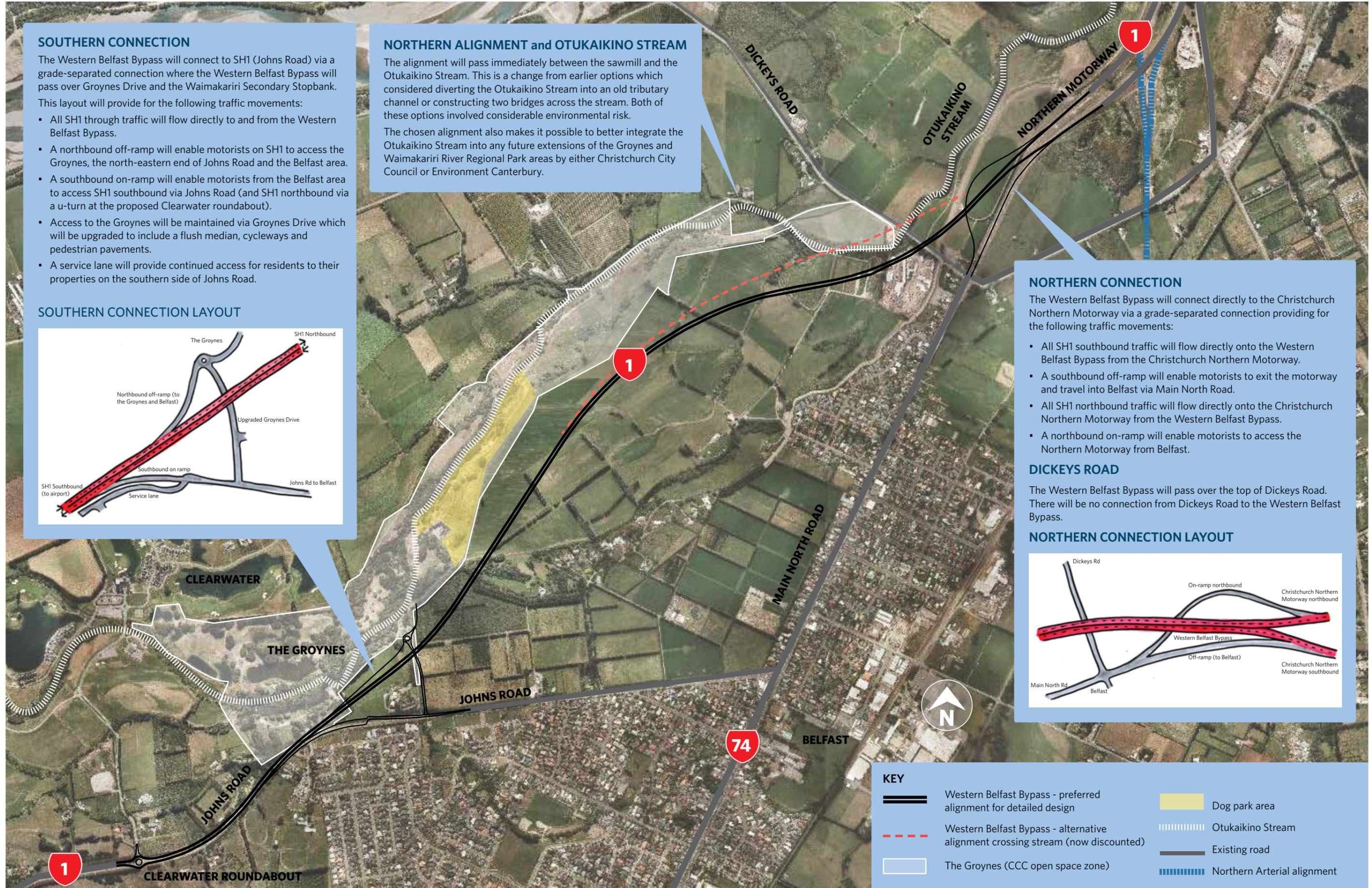
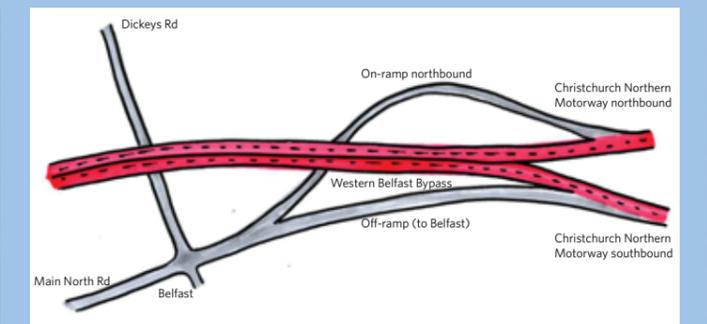
The Western Belfast Bypass will connect directly to the Christchurch Northern Motorway via a grade-separated connection providing for the following traffic movements:

- All SH1 southbound traffic will flow directly onto the Western Belfast Bypass from the Christchurch Northern Motorway.
- A southbound off-ramp will enable motorists to exit the motorway and travel into Belfast via Main North Road.
- All SH1 northbound traffic will flow directly onto the Christchurch Northern Motorway from the Western Belfast Bypass.
- A northbound on-ramp will enable motorists to access the Northern Motorway from Belfast.

DICKEYS ROAD

The Western Belfast Bypass will pass over the top of Dickeys Road. There will be no connection from Dickeys Road to the Western Belfast Bypass.

NORTHERN CONNECTION LAYOUT



KEY

- Western Belfast Bypass - preferred alignment for detailed design
- Western Belfast Bypass - alternative alignment crossing stream (now discounted)
- The Groyne (CCC open space zone)
- Dog park area
- Otukaikino Stream
- Existing road
- Northern Arterial alignment

WHAT'S NEXT?

Consenting

We need a designation from the Christchurch City Council to allow the construction and operation of the Western Belfast Bypass. Resource consents are also needed from Environment Canterbury to allow for activities such as earthworks, vegetation clearance, stormwater discharge and the building of embankments, retaining walls, culverts and a pedestrian subway.

These applications will be publicly notified. This process, run by the councils, gives you another opportunity to have your say by filling in a submission form. You can also ask to be heard at the hearing. This process is likely to start in April or May and will be advertised in the public notices.

Design

This involves working out how the new road will be built and includes surveying, geotechnical testing and deciding on the best building methods for each structure (bridges, embankments, retaining walls). Drainage, lighting and landscaping details will also be included. We have appointed Opus International to do this work and their contact details are listed below.

As design progresses, we will meet and discuss issues with directly affected landowners (parties whose land is required for the bypass alignment) and with key stakeholders. If you have any questions please contact us.

We expect the designation, consenting and design to be completed before the end of 2014.

Land purchase

We have already purchased some properties required for the bypass route. We will continue to talk to affected landowners to buy the remaining land needed to construct the bypass. The Transport Agency uses independent property consultants to negotiate and purchase property at market value. More information on the property purchase process can be found at www.linz.govt.nz/crown-property/public-works.

Construction

We expect to start building the bypass in early 2015. The project will take about three years to build (subject to consenting, property purchase and funding being available).

Roads of National Significance (RoNS)

The government has prioritised seven transportation projects throughout New Zealand that meet the Roads of National Significance principles. These projects will support New Zealand's economic growth and productivity by moving people and freight faster, safer and more efficiently.

The Christchurch Roads of National Significance project is a package of work on the Northern, Western and Southern Corridors. The Western Belfast Bypass is part of the Western Corridor.



Otukaikino Stream



If you require any additional information, please visit the project website www.nzta.govt.nz/wbb

or email us at wbb@nzta.govt.nz

or contact: **Richard Shaw**
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03 964 2800

Steve Baker
Opus International Consultants Ltd
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