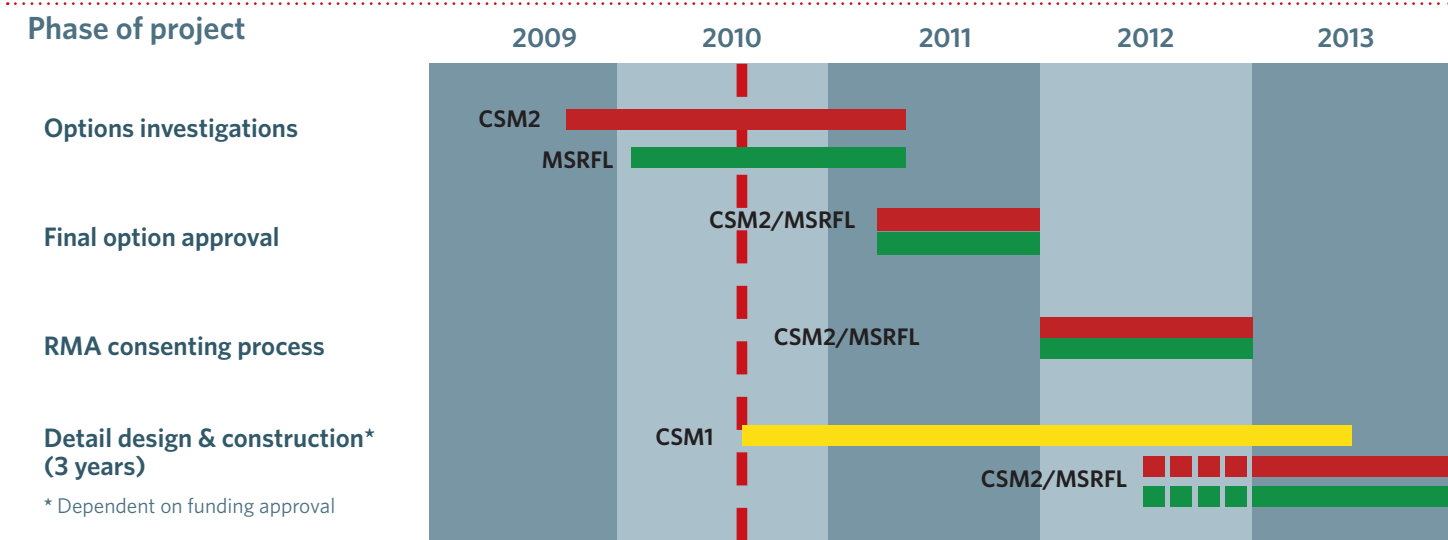


Benefits to the community

Reduced congestion Improved traffic flows will reduce journey times and enhance travelling efficiency.	Improved safety CSM2 will reduce vehicles on local roads around Templeton, Hornby and Prebbleton, making these roads safer for local residents, particularly school children and the elderly. Introducing a raised median and safety barrier on MSRFL will improve safety by separating oncoming traffic. Restricting right-hand turns across the busy state highway will also improve safety.
Improved access and connectivity CSM2 and MSRFL will improve access to and from Lyttelton Port, the City Centre and industrial areas in the south of Christchurch. Reduced traffic on Main South Road will make access from side roads easier and safer. The growing populations of Rolleston, Lincoln and West Melton will benefit from improved interconnections.	Improved public transport With additional lanes on SH1 and less traffic through Templeton, Hornby and Prebbleton, reduced congestion increases opportunities for bus priority, to improve service reliability.
Improved environment Less traffic travelling through the Templeton, Hornby and Prebbleton communities is expected to reduce noise, vibration, air pollution and other effects of high volumes of traffic, resulting in a more pleasant environment for residents.	Improved cycling With traffic moving onto CSM2, Main South Road and other local roads through Templeton and into Christchurch will be safer for cyclists due to reduced traffic volumes.

Project programme



Greater Christchurch Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) is a 35-year strategy for managing growth in Greater Christchurch, through the integration of the planning, funding and implementation of land use, transport and infrastructure.

The UDS partners are Christchurch City Council, Environment Canterbury, Waimakariri District Council, Selwyn District Council and the NZTA. These 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, visit: www.greaterchristchurch.org.nz.

What do you think?

The NZTA is consulting with the community and key stakeholders on the MSRFL project and the preferred alignment and design options for CSM2.

The NZTA is seeking feedback on issues such as:

- community support (or otherwise) for the construction of the highway projects
- views on four-laning Main South Road between Robinsons Road and Rolleston
- the communities' preferred alignment or any aspect of CSM2
- how the projects should connect to existing roads
- any other concerns or opportunities that may be relevant to the projects.

Your feedback will assist with future investigations and planning.

Please provide feedback no later than **Friday 19 November 2010** by:

- completing and posting the feedback form (attached to this newsletter) to the NZTA
- emailing feedback to csm2-msrfl@nzta.govt.nz
- using the online feedback form on the project website at www.nzta.govt.nz/csm2-msrfl.

All feedback received will be acknowledged and those who have provided feedback will be kept informed of future opportunities to have their say.



What happens next?

The NZTA project team are undertaking the necessary investigations to develop a preferred option for both CSM2 and MSRFL sections by April 2011. The feedback received during consultation will assist the project design. Further consultation will be undertaken in the second quarter of 2011 to gain feedback on the preferred option.

Subject to finalising design, obtaining the necessary planning consents and confirmation of funding, the earliest start date for construction of both CSM2 and MSRFL would be mid-2013, with completion expected in 2015.

Through newsletters and updates to the website, you can keep up to date with project developments.

Want to know more?




If you have questions about any aspect of the design process or require any additional information, please contact the project representatives below or visit www.nzta.govt.nz/csm2-msrfl.


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Christchurch Motorways



Christchurch Southern Motorway Stage 2 and Main South Road Four Laning

Consultation October 2010

What is being proposed?

The NZ Transport Agency (NZTA) is seeking feedback on options for Stage 2 of the Christchurch Southern Motorway and the four-laning of Main South Road (State Highway 1).

The NZTA is improving access to and from the south of Christchurch via State Highway 1 (SH1) to the Christchurch City Centre and Lyttelton, by improving the capacity, safety and alignment of the Christchurch Southern Corridor.

The roads into Christchurch from the south currently reach capacity during peak-hour travel times, leading to frustrating delays for motorists travelling to and from the Christchurch City Centre, Lyttelton Port and industrial areas in the south and east of the city. Traffic volumes and congestion are likely to worsen over the next decade without significant improvements, due to growth in the south and southwest of Greater Christchurch.

The NZTA is upgrading the Christchurch Southern Corridor in three stages:

Stage 1 – Christchurch Southern Motorway Stage 1 (CSM1) will connect the Brougham Street Arterial (SH 73) in the east with Main South Road (SH 1 via Halswell Junction Road) in the west with a four-lane median-separated motorway. Construction works for CSM1 commenced in February 2010 and are likely to be complete in early 2013.

Stage 2 – Christchurch Southern Motorway Stage 2 (CSM2) will link into CSM1 and consist of a four-lane median-separated motorway, from Halswell Junction Road to join SH1 near Robinsons Road.

Stage 3 – Main South Road Four Laning (MSRFL) involves four laning the existing two-lane state highway from Robinsons Road to Rolleston.

The government has identified CSM1, CSM2 and MSRFL as roads of national significance (RoNS). These roads are critical for supporting economic growth, reducing congestion and improving safety in our region.

The NZTA is currently investigating alignment and design options for CSM2 and MSRFL and is seeking feedback during the investigation process. Key features of the project, a visual plan and a summary of the project benefits are provided on the following pages.

What's inside?

- Further details on CSM2 and MSRFL
- The project programme
- The Urban Development Strategy
- What do you think?
- What happens next?
- Want to know more?



Looking south towards Rolleston and IZone Industrial Area

Main South Road Four Laning – MSRFL

The four laning of Main South Road (SH1) will increase capacity and improve the safety of SH1 from the new intersection with CSM2 near Robinsons Road to Rolleston (approximately 5.5km long). These improvements are necessary to ease congestion, particularly in light of the planned development in the south and southwest of Christchurch and Selwyn District over the next 30 years. Additional land is likely to be required for the road improvements of two additional lanes and a central

median. It is yet to be decided whether adjoining land will be required on both sides of the existing SH1, or whether land will be needed from only one side of the existing highway.

KEY FEATURES OF MSRFL

The following features are proposed for the upgrade of SH1 between Rolleston and Robinsons Road:

- SH1 will be widened to two lanes each way with a median and safety barrier dividing opposing lanes. This will improve safety by separating oncoming traffic.

- A full grade-separated interchange (flyover, with on-ramps and off-ramps) will be built at the Weedons Road intersection (see the indicative diagrams below).
- A landscaped roading corridor will be provided for.
- Traffic will be restricted to left turns in and out of other roads intersecting with SH1.
- Properties with access onto SH1 will have access restricted to left-hand turns in and out to improve safety.
- MSRFL will link to CSM2 and connect to the

Christchurch Motorway network and provide efficient and safe access to Christchurch City Centre and Lyttelton Port.

- Treatment of stormwater runoff will be managed effectively.
- Connections at Rolleston around the IZone and town centre will be investigated as part of the project.

Christchurch Southern Motorway Stage 2 – CSM2

The proposed CSM2 will extend from CSM1 (Halswell Junction Road) to near Robinsons Road on SH1 (approximately 7.5km long). CSM2 will bypass the existing built-up areas of Templeton and Hornby, reducing traffic and congestion in these areas, improving safety and providing for the potential for increased community activities.

The proposed route for CSM2 was identified through the Christchurch Rolleston and Environs Transportation Study (CRETS) completed in 2007. The NZTA then investigated a number of alternative

alignments for the motorway in a strategic study and consulted with potentially affected parties in 2009. As a result of the strategic study, two alignment options are being progressed as potential routes for CSM2.

KEY FEATURES OF CSM2

The following features are proposed for CSM2:

- A four-lane motorway, with two lanes in each direction with a median and barrier dividing the

lanes, will improve safety by separating oncoming traffic.

- Interchanges at key intersections will improve traffic flow and safety (see indicative diagrams below).
- CSM2 will link to CSM1 and provide an efficient and safe access to Christchurch City Centre and Lyttelton Port.
- Treatment of stormwater runoff will be managed effectively.
- A landscaped roading corridor will be provided.

MOTORWAY ALIGNMENT

Within the broad corridor for CSM2, the route options have:

- avoided residential subdivisions (such as Claremont and Aberdeen)
- avoided power pylons
- aligned with CSM1 (which began construction in February 2010).

The previous consultation and factors above led to the two indicative routes, as shown on the plan – the Northern Alignment and the Southern Alignment.

This is the broad corridor for the next phase of investigation. It is possible the final route could be either one option or the other; combine parts of both options; or run between them.

In June 2010 the NZTA appointed a project investigation and design team to undertake further investigations and conduct preliminary design work that builds on the earlier studies. This newsletter seeks feedback from the community and other stakeholders to assist the design and investigation process.

