

Update on previous consultation

We asked the public for their feedback from 22 October 2010 to 13 December 2010.

A project newsletter was sent to stakeholders and those directly affected explaining our proposal for CSM2 and MSRFL.

The newsletter and feedback form was also distributed to approximately 6,000 households in Prebbleton, Templeton, Rolleston and the surrounding area. We held three open days to give people a chance to meet the project team and discuss the project. We asked people to provide feedback on issues that should be considered and opportunities that could reduce the potential effects of the proposal.

Some 300 respondents provided written comments, providing the project team with valuable feedback from the community. We also received a petition with 415 signatures calling for a more northerly alignment of CSM2.



Key feedback and response

- Create a more northerly CSM2 alignment (north of original options)** - This was a common theme from many respondents and the subject of the petition. We took particular notice of this feedback and developed an option that ran further north. This option was seriously considered but was found to be a more costly option and was also not the best option based on future land-use in the southwest growth area.
- Provide an interchange at Springs Road** - This has been discounted due to the likely traffic problems it would cause along stage one of the Christchurch Southern Motorway (CSM1) and Brougham Street and it would also increase traffic volumes through Prebbleton. However, there is provision for freight-only access between Halswell Junction Road and CSM1 in this location.
- Concern over access from properties along Main South Road with traffic being restricted to left-in and left-out movements** - We are looking into building a two-lane road behind some properties on the western side of MSRFL to provide alternative access. We understand left-in and left-out access may be inconvenient for some businesses and residents along SH1. However, the safety of all road users is paramount and the inclusion of a median barrier will significantly increase safety for all road users.
- Concern over reduced local road connectivity and increased travel distance in the vicinity of Main South Road** - We now intend to include an overpass at Robinsons Road, allowing traffic to pass beneath SH1 and join onto Curraghs Road, enhancing local road connectivity.
- Safety concerns were raised regarding emergency services access, rural mail collection and rural delivery services along Main South Road** - We are working with the relevant agencies to come up with workable solutions.
- Provide landscaping** - Landscaping will be incorporated into the project to fit in with the landscape design for Stage 1 of the Christchurch Southern Motorway using a combination of native and exotic plants.

- Provide a cycleway** - A cycle link is being designed in response to this feedback. It will link the CSM1 cycleway to the existing Little River Rail Trail. Elsewhere Christchurch City Council and Selwyn District Council are considering future cycle network upgrades.
- Potential effects on the local community due to proximity, noise and visual effects** - We will avoid, remedy or mitigate the potential effects of this project where practicable. We have a number of environmental experts completing assessments that will be taken into account in the final design of the project. For more information please refer to the section on 'Mitigating potential effects'.
- Implications on local road capacity and safety** - Upgrading of the local road network is being looked into by Selwyn District Council and the NZTA.
- Disruptions and impacts on businesses and residences during construction** - We will develop a comprehensive construction management plan to minimise impacts on neighbouring properties.

Mitigating potential effects

There are a number of ways we can avoid, remedy or mitigate the effects of the project on the local environment:

- Noise and vibration** - We are currently looking into the level of road noise along the route. There are national noise standards we adhere to and a variety of tools we use to reduce noise and vibration, including bunding (embankments), noise barriers and the selection of road surface.
- Landscape and visual impacts** - Landscaping will minimise the visual impact of the project and help integrate the road into the local environment.
- Traffic on local roads** - Traffic on some local roads may increase but there may also be an overall reduction in traffic on the surrounding network once the motorway is constructed. We are working with Selwyn District Council to see where we can minimise potential negative effects on local roads.
- Social impacts** - We are completing a social impact assessment of the project. This will identify opportunities to reduce the effects of the project on the community - such as maintaining connections between communities.
- Ecological effects** - Ecologists are assessing the project's impact on the local ecology and will recommend ways to mitigate effects on waterways, wildlife and vegetation.
- Light** - Lighting will be designed to minimise light-spill and glare. The intention is to light the motorway from Springs Road through to Shands Road, the interchange at the junction of CSM2 and MSRFL and the Weedons Road interchange.
- Construction effects** - A detailed construction management plan will address issues such as public safety, temporary traffic management, operating hours, noise and vibration controls, dust management, and stormwater and sediment control.
- Stormwater management** - Rainfall running off the road will be collected in a stormwater system designed to treat the water through natural processes minimising the impact on the local environment.
- Stockwater race management** - The project design will include places where stockwater races can run beneath CSM2 and MSRFL. This is subject to further consultation between the NZTA, Selwyn District Council and affected parties.

What to expect at the open days

We encourage you to attend an open day where there will be more detailed information and the project team will be available to answer your questions. There will also be an opportunity at the open days to provide written feedback on aspects of the project.

- Wednesday 24 August** - 5.30pm - 9.00pm
Prebbleton Hall, 617 Springs Road
- Friday 26 August** - 10am - 2pm
Prebbleton Hall, 617 Springs Road
- Saturday 27 August** - 10am - 2pm
Rolleston Community Centre, 94 Rolleston Drive

What happens next?

We will complete our preliminary design using feedback from the open days to refine aspects of this design. At the end of 2011 the project will go to the NZTA Board for approval and then move into the detailed design phase.

The consenting programme for the project is expected to commence in mid-2012 with a public hearing held in 2013. Subject to finalising design, obtaining the necessary planning consents and funding, the earliest construction start date is likely to be 2015.

Our contact details

For more information please visit our website or contact:

Joe Colgan	Ainsley McLeod
NZ Transport Agency	Beca
03 963 3239	03 371 3661
joe.colgan@nzta.govt.nz	ainsley.mcleod@beca.com

Christchurch Motorways

Christchurch Southern Motorway Stage 2 and Main South Road Four-Laning

August 2011

The chosen alignment

The NZ Transport Agency (NZTA) wishes to confirm our chosen alignment for Stage 2 of the Christchurch Southern Motorway (CSM2) and Main South Road Four-Laning (MSRFL) project.

In October 2010 we started consulting with the community on route options for CSM2 and MSRFL. Since this time we have analysed the community feedback we received and continued with investigations and design work on possible alignments and intersections. Members of our project team have also engaged with directly affected parties along the proposed project routes. Based on feedback and work done to date, we have chosen a route for CSM2 that lies within the study corridor and between the two proposed routes from the October-December 2010 consultation. For Main South Road our chosen alignment widens SH1 to the west.

Public open days

We are holding open days to give you an opportunity to discuss the project in person with our project team and give feedback on aspects of the chosen alignment.

- Wednesday 24 August** - 5.30pm - 9.00pm, Prebbleton Hall, 617 Springs Road
- Friday 26 August** - 10am - 2pm, Prebbleton Hall, 617 Springs Road
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General location of proposed CSM2-MSRFL junction looking south towards Rolleston

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Roads of national significance (RoNS)

The Christchurch Southern Motorway Stage 2 and Main South Road Four-Laning project is part of Christchurch's roads of national significance programme.

The government has prioritised seven transportation projects around New Zealand that meet the roads of national significance principles. These projects are based around New Zealand's five largest population areas and will support New Zealand's economic growth and productivity by moving people and freight faster, safer and more efficiently.

Together with Stage 1 of the Christchurch Southern Motorway (currently under construction), this project will free up the movement of people and freight to and from the south of the city to the port of Lyttelton and Christchurch.

The NZTA is working hard to complete these highway projects by 2020. The construction of CSM2 and MSRFL is likely to start in 2015/2016 subject to funding and the necessary planning consent.

Main South Road Four-Laning update

The chosen alignment involves widening Main South Road to the west of the existing road (towards the railway/Jones Road) to allow for two more lanes and a central median with a safety barrier.

A strip of land up to 22m wide will need to be purchased for the road improvements from properties on the western side of the Main South Road (SH1), 10m of which is subject to an existing designation.

Key features

- SH1 will be widened to two lanes each way between Weedons Road and Robinsons Road with a median and safety barrier separating oncoming traffic.

- Traffic will be restricted to left-hand turns in and out of local roads intersecting with SH1.

- Properties with access on to SH1 will have access restricted to left-hand turns in and out to improve safety. We are working with some directly affected parties to consider an alternative means of access along the western side of MSRFL.

- A full grade-separated interchange at the Weedons Road/SH1 intersection will allow drivers to turn left and right or go straight on from any direction. **(A)**

- An overpass at Robinsons Road will allow traffic to drive under SH1 and connect with Curraghs Road. **(D)**

- Emergency services will be able to cross the median and safety barrier at identified locations.

- A minor change of the Larcombs Road/SH1 intersection will increase safety and visibility.

- South of Weedons Road SH1 will merge into the existing carriageway with a central safety barrier.

- The roading layout from the southern end of the existing passing lanes into Rolleston (through the existing Rolleston Drive traffic signals) will not change as part of this project.

- MSRFL will be built close to the existing ground level.

- MSRFL will link to CSM2 and connect to the Christchurch Motorway network providing safe and efficient access to Christchurch and Lyttelton Port.

Earthquake update

Recent seismic activity in Canterbury, particularly the 22 February earthquake, has impacted the CSM2 and MSRFL project programme in several ways, notably delaying progress of the consultation and design.

Recent discussions with Christchurch City and Selwyn District Councils have highlighted likely accelerated growth and demand for housing and businesses in the southwest in the coming years as Christchurch is rebuilt.

At the earliest, construction is expected to start in 2015.

Christchurch Southern Motorway Stage 2 update

Since the last round of consultation in October – December 2010, we have continued to investigate alignments for CSM2 taking into account the feedback received from the community. It became clear during the consultation that many respondents wanted us to investigate a more northerly option.

In response to this feedback, we designed an alignment that passed to the north of Marshs Road. This alignment option was assessed alongside the best fit option of the alignments originally identified in the October 2010 newsletter.

The two alignments were assessed against relevant criteria such as geometric design, roading standards, impact on property, potential environmental effects, implications for future business land use supply (provided for under regional planning strategies for greater Christchurch) and cost.

Both alignments were equally achievable when considering function and mitigation of potential environmental effects. However, the more northerly option was significantly more expensive for taxpayers as well as having a greater impact on the future development of industrial and business land identified in the Urban Development Strategy. For these reasons we are confirming an alignment within the study corridor as proposed in October 2010.

Key features

- CSM2 will be a four-lane motorway, with two lanes in each direction. It will have a central median and safety barrier separating oncoming traffic. When finished, this road will be known as State Highway 76 (SH76).

- Freight-only on and off ramps between Halswell Junction Road and Christchurch Southern Motorway Stage 1. **(F)**

- Underpasses at Halswell Junction Road and Springs Road will allow local traffic and cyclists to drive/cycle over the motorway. **(F)**

- Full grade-separated interchange at Shands Road south of Marshs Road will allow drivers to turn left and right or go straight on from any direction. **(C)**

- Blakes Road will become two cul-de-sac roads. **(E)**

- An underpass at Trents Road will allow local traffic to drive over the motorway. **(E)**

- An underpass at Waterholes Road will allow local traffic to drive over CSM2. A minor realignment of Waterholes Road and Hamptons Road will increase safety at this intersection. **(B)**

- A cycleway link connecting Christchurch Southern Motorway Stage 1 and the existing Little River Trail.

- CSM2 will be built close to the existing ground level. Current ground investigations show it would not be prudent to construct the motorway below ground level because we can not predict future ground water levels or run the risk of the highway flooding.

