



Christchurch Southern Motorway stage 1

## THE DETAILED DESIGN PROCESS

The CSM2 Team is developing the detailed design for the project. This team includes Transport Agency staff and staff from three Christchurch-based consultant engineering companies URS, AECOM and GHD.

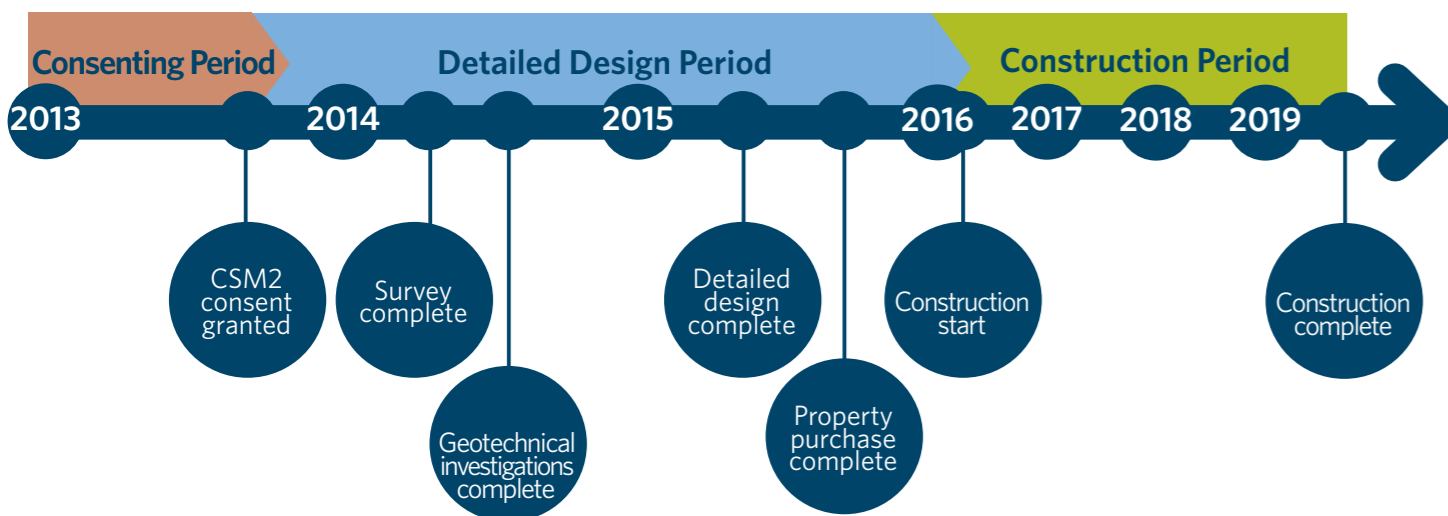
- In September 2013 activity began on site with a topographical survey of the corridor. This will allow the team to finalise road levels, bridge positions and stormwater facilities.
- Geotechnical investigations to assess the condition of the land started in November 2013. The team will use this information to optimise the design for bridge and motorway foundations.
- The team will then draw up the designs for the main carriageway and local roads that pass over/under the motorway.
- An important part of developing the detailed design is working with landowners whose property access needs to change as a result of the CSM2 layout. The project team will work with landowners to agree alternative access and reconfiguration of the property if necessary.
- The project team will be working closely with local councils and other service providers to ensure infrastructure affected by the motorway project (such as the water pipes and power cables) are relocated before work begins.
- The project construction will start in early 2016.

## PROPERTY PURCHASE PROGRAMME

We have already purchased some properties along the CSM2 route and now have around half the land needed for the corridor.

During the next 18 months we will continue to talk to affected landowners to buy the remaining land needed to construct the motorway. 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 on the project website: [www.nzta.govt.nz/csm2](http://www.nzta.govt.nz/csm2) or at [www.lin.govt.nz/crown-property/public-works](http://www.lin.govt.nz/crown-property/public-works).

## PROJECT PROGRAMME



## FREQUENTLY ASKED QUESTIONS (FAQs)

### WHAT PART OF THE ROAD WILL BE BUILT FIRST?

The CSM2 project will be constructed over 3 to 3 ½ years. The exact order of construction will be determined by the contractor who wins the tender. However, we expect the nine bridge structures will be built early in the process and the new public and private roads providing alternative access to affected properties will be in place before changes are made to Main South Road.

### WHAT WILL BE DONE TO MINIMISE CONSTRUCTION EFFECTS?

It is the job of the contractor building the motorway to ensure construction and related environmental effects are dealt with in compliance with consent conditions. They are required to have plans outlining how they will deal with:

- temporary traffic management
- noise and vibration
- dust management
- existing soil contamination
- erosion and sediment control
- aquifer protection
- accidental discovery (heritage and cultural).

### HOW WILL ROAD NOISE BE ADDRESSED WHEN COMPLETE?

Open Graded Porous Asphalt (OGPA) will be used along the majority of the new motorway. This is a quieter surface than the current chipseal used on Main South Road. Noise reducing fences will also be used in some specific locations.

### WHAT MEASURES ARE PROPOSED TO PREVENT LIGHT SPILLING ONTO RESIDENTIAL PROPERTIES?

For the safety of road users lighting will be installed at intersections, interchanges and on/off ramps. This lighting will be designed to limit the amount of light and glare spilling onto the neighbouring environment.

### WHAT FACILITIES ARE THERE FOR CYCLISTS AND PEDESTRIANS?

The project includes a cycle and pedestrian shared path linking the Christchurch Southern Motorway Stage 1 cycle path to the existing Little River Rail Trail at Marshs Road. All local road bridges and underpasses will also cater specifically for cyclists and pedestrians.

There will be no dedicated cycle route alongside CSM2 beyond Marshs Road. However, lower traffic volumes on the local road network will improve the cycling environment.

### WILL STOCK WATER SUPPLY CONTINUITY BE ENSURED DURING CONSTRUCTION?

The project design will include places where stock water races will be piped under the motorway. The disruption to the supply in the stock water races will be minimised by working closely with the Selwyn District Council and existing users.

### HOW WILL EFFECTS ON TERRESTRIAL ECOLOGY BE MANAGED?

The project will result in minor loss of habitat for bird and lizard populations. Experts believe the birds will easily adapt and move to similar habitats nearby. We have designed new habitats along the motorway for lizards to minimise any adverse effect.

### WHAT WILL THE FINAL MOTORWAY LOOK LIKE?

It will look similar to Christchurch Southern Motorway Stage 1. The motorway will have two lanes in each direction, separated by a central median with a wire rope safety barrier. There will be no direct access from private properties onto the motorway. Landscaping for the project is designed to complement the existing environment and is expected to be similar to the Christchurch Southern Motorway Stage 1 landscaping, while acknowledging the generally rural environment of CSM2. The project has a gently curving alignment open to views of the Southern Alps and Port Hills.

### HOW WILL CULTURAL EFFECTS BE MANAGED?

A Cultural Advisory Group (CAG) has been set up, with help from Mahaanui Kurataiao Ltd (MKT), to obtain input from local runanga during development of final designs.



If you require any additional information, please contact:

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FOR MORE INFORMATION OR UPDATES ON THIS PROJECT OR OTHER LOCAL PROJECTS FOLLOW US ON FACEBOOK OR TWITTER OR VISIT THE PROJECT WEBSITE:  
[www.nzta.govt.nz/csm2](http://www.nzta.govt.nz/csm2)

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# Christchurch Southern Motorway Stage 2 (CSM2)

APRIL 2014



## PROJECT UPDATE

The Christchurch Southern Motorway Stage 2 Project (CSM2) has now been through the consenting phase. This newsletter will update you on the consented plans and the next steps for the project.

### A BRIEF OVERVIEW OF THE PROJECT TO DATE

- Designation and consents granted in November 2013.
- No significant changes were made to the project plans as a result of the Board of Inquiry designation and consenting process.
- The detailed design is expected to be completed by July 2015.
- Private land purchase will continue through 2014 and 2015.
- Construction is likely to begin in early 2016 and is expected to take 3 to 3 ½ years.



Shands Road Interchange

## What are the benefits of the project?

CSM2 will be able to carry more than double the traffic volumes of the current route with improved access to Christchurch and Selwyn District. It will bring significant economic benefits for Canterbury and the wider South Island. The project is expected to:

- Halve travel times between Rolleston and Christchurch's Central City at peak times from around 30 minutes to about 15 minutes (based on 2041 traffic figures).
- Reduce congestion and crashes on the surrounding road network.
- Support planned growth in Selwyn District.
- Reduce traffic volumes on State Highway 1 (Main South Road) through Templeton, including 2000 fewer trucks per day.
- Reduce traffic volumes on many local roads making them safer for pedestrians, cyclists and public transport.

Without the new motorway traffic volumes on Main South Road are expected to double in the next 15 years, making access to and crossing Main South Road difficult and unsafe.



## KEY FEATURES

Main South Road (SH1) will be widened to two lanes in each direction from the passing lanes north of Rolleston to Robinsons Road. A new section of motorway will be built from Robinsons Road to join the Christchurch Southern Motorway Stage 1 (CSM1) at Halswell Junction Road. A median safety barrier will separate oncoming traffic. The existing Rolleston Drive and Hoskyns Road traffic signals will not change as part of this project.

- A** A full grade-separated interchange at the Weedons Road/Main South Road intersection will allow full access to and from Weedons Road and Weedons Ross Road, while allowing Main South Road to remain free-flowing.
- B** Weedons Road will be realigned at Levi Road, with the priority changing at this intersection.

- C** A new local road next to the railway line will provide alternative access to properties along the western side of Main South Road.
  - Direct access to properties along both sides of Main South Road (from Weedons Road to Robinsons Road will be removed to improve safety).
- D** Alternative access to properties along the eastern side of Main South Road will be provided. This will include a new local road between Berketts Road and Robinsons Road.

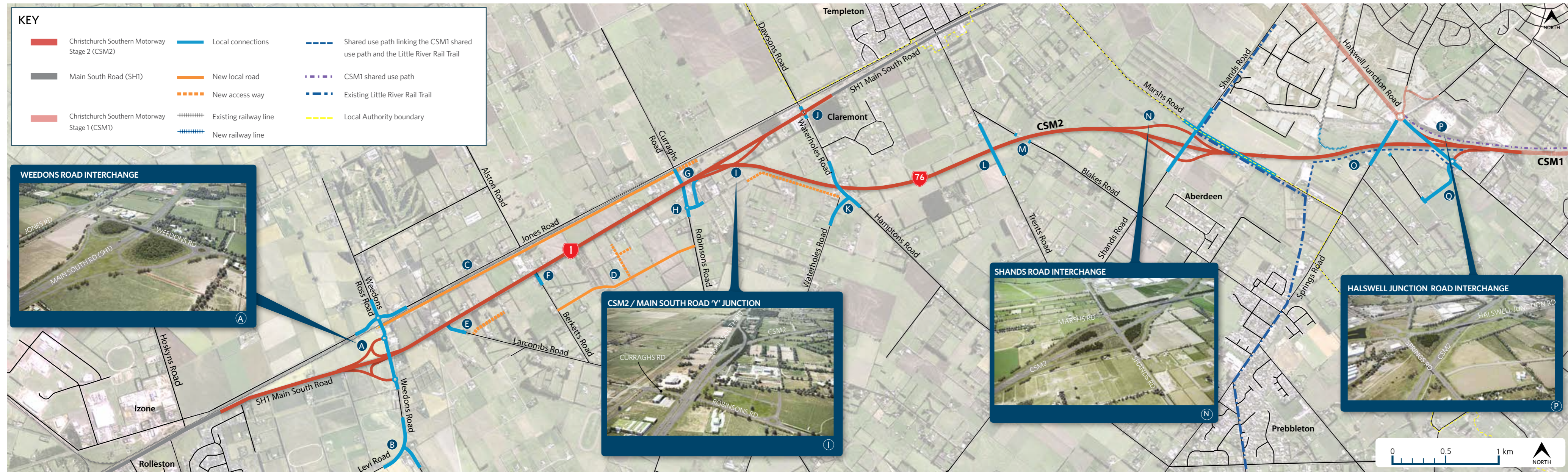
- E** Larcombs Road will be restricted to a left turn in from Main South Road only.
- F** Berketts Road will be restricted to left turns in from Main South Road and left turns out to Main South Road.
- G** Robinsons Road will pass under Main South Road to remain connected with Curraghs Road.
- H** A new roundabout will be included on Robinsons Road.

- I** A new grade separated 'Y-junction' north of Robinsons Road will be included.
- J** A new roundabout will be built at the Dawsons Road/Waterholes Road/Main South Road intersection.
- K** Waterholes Road will pass over the new motorway. A minor realignment of Waterholes Road and Hamptons Road will improve safety at this intersection.

- L** Trents Road will pass over the new motorway.
- M** Blakes Road will be cut by the new motorway, becoming two cul-de-sacs.
- N** A full grade-separated 'diamond' interchange at Shands Road (south of Marshs Road) will allow the new motorway to be free-flowing while providing access to and from Shands Road via on and off-ramps.

- O** A new walking and cycling path will connect the CSM1 shared use path with the Little River Rail Trail.
- P** On and off-ramps at Halswell Junction Road will provide motorway access to and from the city for all vehicles.
  - Halswell Junction Road and Springs Road will pass over the motorway.
- Q** John Paterson Drive will be realigned to join Halswell Junction Road to provide safe access.

- A 1.5m wide shoulder will be provided on all local road bridges and underpasses, which can be used by cyclists.
- A shared pedestrian and cycle path will be provided on the Trents Road and Marshs Road bridges, with pedestrian footpaths included on all the other local road bridges and underpasses.
- The motorway will be built close to the existing ground level.



## 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 more efficiently. The Christchurch RoNS project is a package of works on the Northern, Western and Southern Corridors. The Christchurch Southern Motorway Stage 2 completes the Southern Corridor.



A flyover and drive through animation is available on the project website [www.nzta.govt.nz/csm2](http://www.nzta.govt.nz/csm2)



**REDUCED**  
COMMUTER  
TRAVEL TIME



**REDUCED**  
CONGESTION



**IMPROVE**  
WALKING  
AND CYCLING



**SUPPORT**  
ECONOMIC  
GROWTH



**IMPROVE**  
SAFETY



**JOB CREATION**  
AND ACCESS  
TO JOBS