

Management of effects

- **Landscape and visual impacts** - Landscaping will minimise the visual impact of the project and help integrate the road into the local environment. The landscaping plan for the project will continue the 'Parkway Theme' used on the Christchurch Southern Motorway Stage 1 and will use a mixture of native and exotic trees, shrubs and ground cover similar to the planting shown here.



Established highway side planting at Rolleston

- **Light** - Lighting will be designed to minimise light-spill and glare. The type of light fittings used will be similar to fittings on the Southern Motorway Stage 1. Lighting will generally only be used around intersections and areas where it is required for safety.
- **Noise and vibration** - As part of the project we will construct noise barriers in areas where it is necessary and we will also use low noise road surfacing. This is consistent with national noise standards.
- **Traffic on local roads** - Traffic may focus on some key connections to the motorway, but there will also be an overall reduction in traffic on the surrounding network once the motorway is constructed. We will work with Selwyn District Council and Christchurch City Council to minimise potential negative effects on local roads. This may include improving intersection layouts and management, and lowering speed limits on some roads. The project will also relieve pressure on Halswell Junction Road which will be providing a temporary connection from the Christchurch Southern Motorway Stage 1 CSM1 to Main South Road (SH1) until this project is built.



Visual simulation looking south on the off ramp at Main South Rd and CSM interchange

- **Social effects** - Overall the project will bring significant social benefits including improved travel times, greatly enhanced road safety, and improved access to work and a range of services including education. Localised and temporary social effects during construction will be managed to minimise disruptions

- **Ecological effects** - The retention of the water-race network and landscaping, including tree scapes and low level planting areas, will complement and enhance the biodiversity in the area. Studies of local flora and fauna are underway to determine additional habitat support needed.



Common Skink

- **Archaeological and cultural impacts** - There are no known archaeological or cultural heritage sites within the designation area. We are continuing to seek guidance from local iwi representatives to confirm a cultural impact assessment for the project. In the event of uncovering any unrecorded sites or remains we will use the Accidental Discovery Protocol adopted by Ngai Tahu, Historic Places Trust and NZTA and the Ngai Tahu Koiwi Tangata Policy (1993).
- **Stormwater management** - This will be collected in a stormwater system designed to treat the water through natural processes minimising the impact on the local environment.
- **Construction effects** - A detailed construction management plan will address issues such as public safety, temporary traffic management, operating hours, noise and vibration, dust management, stormwater and sediment. A liaison person will be appointed during construction to deal with any issues.

What happens next?

The NZ Transport Agency (NZTA) is lodging the designation and consent applications for this project with the Environmental Protection Authority (EPA) for consideration as a Proposal of National Significance. This means instead of getting consents from the Christchurch City Council, Selwyn District Council and Environment Canterbury separately, the EPA will run one process to do all this at one time. We hope the benefit will be a more streamlined process that gives everyone certainty much sooner.

The EPA process gives anyone the right to make a submission for or against the project, and assuming the EPA accepts our application and a Board of Inquiry is appointed, we are hopeful the submission process will start in late January 2013, with hearings midyear and the decision later in 2013.

As part of the submission process, the NZTA has asked the EPA to appoint an independent 'Friend of Submitter' who will guide submitters through the process. The Friend of Submitter will not provide advice on the merits of

the proposal, but is there to help you to understand the process.

The project application including plans and technical reports will be on the project website (www.nzta.govt.nz/csm2/) by mid November 2012. If and when the project application is notified the EPA will arrange for printed copy to be available to view.

The EPA website has general information on their process at (www.epa.govt.nz/Resource-management/info-submitters/Pages/default.aspx) and will have information on this project by mid November at (www.epa.govt.nz/Resource-management/chsm/Pages/default.aspx).

These links are also on our project website (www.nzta.govt.nz/csm2/).

Subject to government funding, we expect construction to start in 2015/2016.



Existing view from Springs Road towards Halswell Junction Road



Visual simulation from Springs Road

Our contact details

For more information please visit our website or contact:
www.nzta.govt.nz/csm2

Project Planners: Natasha Sitarz or Godwell Mahowa
Project Manager: Steve Proud
Project Consultant: David Aldridge (Beca)
03 964 2800 ext. 4
csm2@nzta.govt.nz

Christchurch Motorways



Christchurch Southern Motorway Stage 2 (including Main South Road four-laning)

November 2012

Project update

The plans for Christchurch Southern Motorway Stage 2 (CSM2) are ready to go through a formal consenting process. This newsletter shows the project's latest plans including changes and enhancements made following community and stakeholder consultation. It also outlines the benefits this project will bring and summarises the consenting process moving forward.

The key southern roads into Christchurch are currently reaching capacity during peak-hours. This is leading to delays that will worsen over the next decades if significant improvements are not made. The Christchurch Southern Motorway Stage 2 is part of the Christchurch Southern Corridor and together with the Christchurch Southern Motorway Stage 1 (nearing completion) will provide better access to and from the south of Christchurch, the City Centre and Lyttelton, by improving the capacity, safety and alignment of the Christchurch Southern Corridor.

What are the benefits this project brings?

When complete, the Southern Corridor will be able to carry more than twice as much traffic and travel time between Rolleston and Christchurch will be halved at peak-times (from around 30mins down to below 15mins). This will enable reliable and efficient access to the city, the port and the south of Canterbury leading to improved productivity and employment. Employment will also be created during the construction phase of the project.

Safety and alignment improvements on the Southern Corridor along with reduced traffic on local roads are expected to reduce fatal and serious crashes by 40%.

The project will reduce traffic on many local roads freeing them up for better pedestrian, cycling and public transport amenity. Re-routing of heavy vehicles on to the new motorway will mean 2000 fewer trucks a day through Templeton and Hornby.

This project will also play a positive role in Canterbury's earthquake recovery.



Visual simulation looking north towards Shands Road overbridge

What's inside?

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Roads of national significance (RoNS)

The Christchurch Southern Motorway Stage 2 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 will support New Zealand's economic growth and productivity by moving people and freight faster, safer and more efficiently.

Christchurch Southern Motorway Stage 2 – The plan

This project includes the four-laning of the Main South Road (SH1) from north of Rolleston to near Robinsons Road and a new section of four-lane median separated motorway that starts near Robinsons Road and joins the Christchurch Southern Motorway Stage 1 (nearing completion) close to Halswell Junction Road.

Since the last newsletter we have refined and finalised the plans and alignment for the project, taking into account the feedback received from the community.

The Main South Road (SH1) section will be widened toward the west (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 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. Access on to this section of the Main South Road (SH1) is being removed from side roads and private driveways to improve safety.

The new motorway section will also 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, along with Christchurch Southern Motorway Stage 1, will be known as State Highway 76 (SH76).

Key features

- The Main South Road (SH1) will be widened to two lanes each way from the passing lanes north of Rolleston to Robinsons Road. A median and safety barrier will separate oncoming traffic. (The existing Rolleston Drive traffic signals will not change as part of this project).
- A full grade-separated interchange at the Weedons Road/ Main South Road (SH1) intersection will allow full access to and from Weedons Road while allowing Main South Road (SH1) to remain free flowing. **A**
- The motorway will be built close to the existing ground level.
- Larcombs Road will be restricted to a left turn into Main South Road (SH1) only.
- Berketts Road will be restricted to left turns in and out of Main South Road (SH1).
- Robinsons Road will pass under Main South Road (SH1) and connect with Curraghs Road. **B**
- Waterholes Road will pass over the new motorway on a bridge. A minor realignment of Waterholes Road and Hamptons Road will increase safety at this intersection. **C**
- Trents Road will pass over the new motorway. **D**
- Blakes Road will become two cul-de-sac roads. **E**
- A full 'diamond' grade-separated 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. **F**
- Halswell Junction Road and Springs Road will go over the motorway on bridges. Cycle lanes are included. **G**
- Access ramps at Halswell Junction Road will provide access to the city on the Christchurch Southern Motorway and from the city to Halswell Junction Road. **G**
- A cycleway link will connect the Christchurch Southern Motorway Stage 1 Cycleway with the existing Little River Rail Trail Cycleway. Pedestrian and cycle facilities will be included on all local road under- and overpasses. **H**
- Emergency services will be able to cross the median and safety barrier at identified locations.

What's new since last time?

- A new local road next to the railway line will provide alternative access to properties along the west side of the Main South Road. **1**
- Alternative access to properties along the east side of the Main South Road will also be developed. A new local road to the East between Robinsons Road and Berketts will provide access to some of these properties. **2**
- A roundabout will be built at the Dawsons Rd / Main South Road (SH1) intersection. **3**
- A roundabout will be included on Robinsons Road. **4**
- John Paterson Drive will be realigned for safer access. **5**
- A new cycleway will link the Christchurch Southern Motorway Stage 1 Cycleway to the existing Little River Rail Trail. **6**

