

Project overview

January 2017

IN A NUT SHELL

The NZ Transport Agency's Northern Arterial project and Christchurch City Council's Northern Arterial Extension and Cranford Street Upgrade projects have been combined into one project called the Christchurch Northern Corridor.

A contract to build this project had been let to the CNC Alliance. The project will take four years to build.



The Christchurch Northern Corridor (CNC) combines the NZ Transport Agency's Northern Arterial (a new section of SH74 running from just south of the Waimakariri River to QEII Drive, near Winters Rd) and two Christchurch City Council projects that link QEII Drive to Cranford St and four-lane Cranford St to Innes Rd.

This \$240m project is designed to reduce congestion and improve the journey times between North Canterbury and Christchurch, particularly the Port of Lyttelton and the central city. It will also reduce traffic on nearby local roads and improve safety for all road users, including cyclists and pedestrians. The Northern Arterial is one of the Christchurch Motorways projects and part of the Government's Road of National Significance (RoNS) projects.

The contract was awarded to the CNC Alliance, a partnership between Fulton Hogan, Jacobs Engineering, Aurecon, NZ Transport Agency and Christchurch City Council.

The project is jointly funded by the Transport Agency and the Christchurch City Council.

The construction of the CNC started in November and will be ramping up in early 2017. The project will take around four years to complete.

Project update

The designations and consents for the project were granted following a joint publicly notified process that was completed in 2015. The Transport Agency and Christchurch City Council would like to thank all those who took the time to submit and/or provide feedback during this process.

The CNC Alliance was awarded the detailed design and construction contract in August 2016 and is now completing the detailed design for the motorway. Site set-up work is well underway and construction will step up over the next months. The project will take four years and will cost \$240m to build.



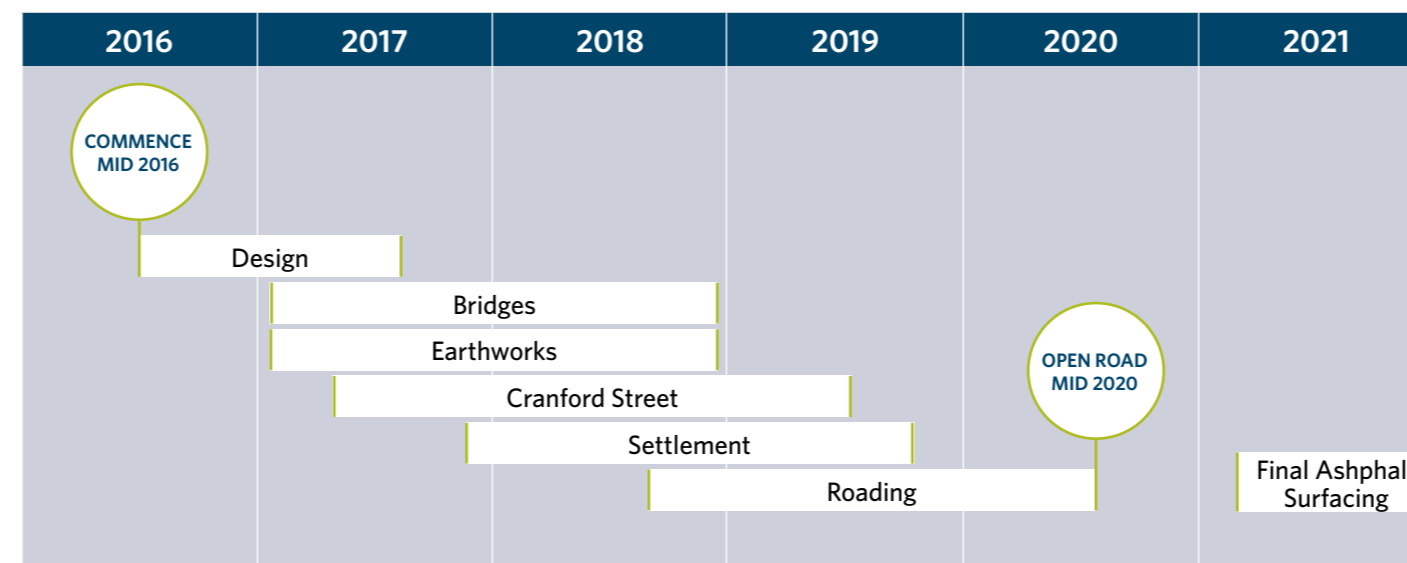
LANDSCAPING AND ENVIRONMENT

This motorway corridor will become the main northern entrance to Ōtautahi Christchurch and we want this arrival experience to celebrate Christchurch's proud natural character and love of parks and gardens. The urban design concept for this project has been christened the 'Totara Highway' as we hope to reflect the historic ecology of the area while also acknowledging the changes that have happened as local communities have grown. This concept will create a parkland corridor, which softens the edges of the new motorway, providing pleasant human-scale places and a shared pedestrian/cycle path that will meander through a natural landscape connecting locals to schools, shops and work.

We are working on ways to make the design sensitive to the current and historic environment and we will share these ideas with the community as they progress. We want the motorway corridor to enhance the everyday lives of the local community for generations to come.

We have management plans in place to minimise our environmental effects including construction noise, dust control and contaminated soils. The CNC Alliance is also seeking a Greenroads certification to demonstrate our commitment to environmental outcomes. Over the next four years, we will share our designs with you, keep you updated on what we are doing and show you some of the key things we find along the way.

PROJECT TIMING



The CNC Alliance's first jobs are to complete the project's detailed design, test land conditions and get the site ready for construction. In some areas this will include relocating services, like water, power and telecommunications. Some of the services need to be moved

because of the new motorway while others are being installed to future proof the project from future disruption.

The actual construction of the motorway will start late 2016/early 2017 and will take four years to complete.

More information on the exact order of construction will be available in March and at the open day. However, we will start building the bridge structures early in the process. This table gives a general overview of project timing.

WHAT TO EXPECT

Traffic management: It will be necessary to limit traffic speed and access in a number of areas around the project. We will provide information when access is going to change. Cranford Street and QEII Drive will stay open to two-way traffic at peak times throughout the project. Lane shifts and lane width reductions will be used to enable construction in these areas.

Pedestrian/cyclist access will also be maintained in all areas where there are footpaths and cycleways.

Public transport: We will need to move certain bus stops on Cranford Street and changes to the bus route on Philpotts Road will be necessary. Environment Canterbury will discuss bus route options with affected communities, in about a years time, well before any changes are necessary.

Once this project is finished traffic numbers will reduce on Main North Road, this will make it possible to improve bus travel times and infrastructure on Main North Road.

Truck movements: To build this motorway we need to bring in tons of material to strengthen and

build up the level of the road. This material will be trucked in from several quarries close to the city. This will increase the number of trucks using roads in the area. To minimise the impact of trucks delivering fill to the project site, they will be well maintained and we are also planning safe travel routes to minimise the effect on other traffic.

Waimakariri River users: When we are working on the Waimakariri motorway bridge it may not be safe for waterway recreationalists to be near the work site. Warning signs and other communications will let users know when restrictions are in place. Some restrictions may also be necessary near the Styx River and Kaputone Creek.

Our work hours: Monday to Saturday between the hours of 7.00am and 7.00pm. Night work may be required as part of this project but we will let you know if and when this will be needed.

Noise, dust and vibration: There will be increased noise, dust and vibration as a result of this project. However, we will do what we can to minimise the effects.

NOISE MITIGATION

ROAD SURFACE MATERIAL

Ashphalt and open graded porous asphalt (OGPA) have been chosen for the motorway surface. Asphalt surfaces are significantly quieter than a chip seal surface. This final surface will not be laid until the end of the project (2021)

BARRIERS

Where possible earth bunds (embankments) will be constructed along sections of the new motorway close to suburban areas to help reduce noise.

CONCRETE BARRIER

A solid concrete safety barrier is required on both sides of all bridges. Concrete barriers address both road safety and noise issues.

Need more information? We will stay in touch.

We will keep you informed when work is likely to impact your neighbourhood. Information may include one-on-one meetings, public meetings, newsletters, emails, website updates, signage and social media.

Open Day

We are planning an open day in March so you can see plans and ask questions, keep an eye out for your invitation.

Sign up to receive email updates by visiting the website www.nzta.govt.nz/cnc or emailing info@cncalliance.co.nz

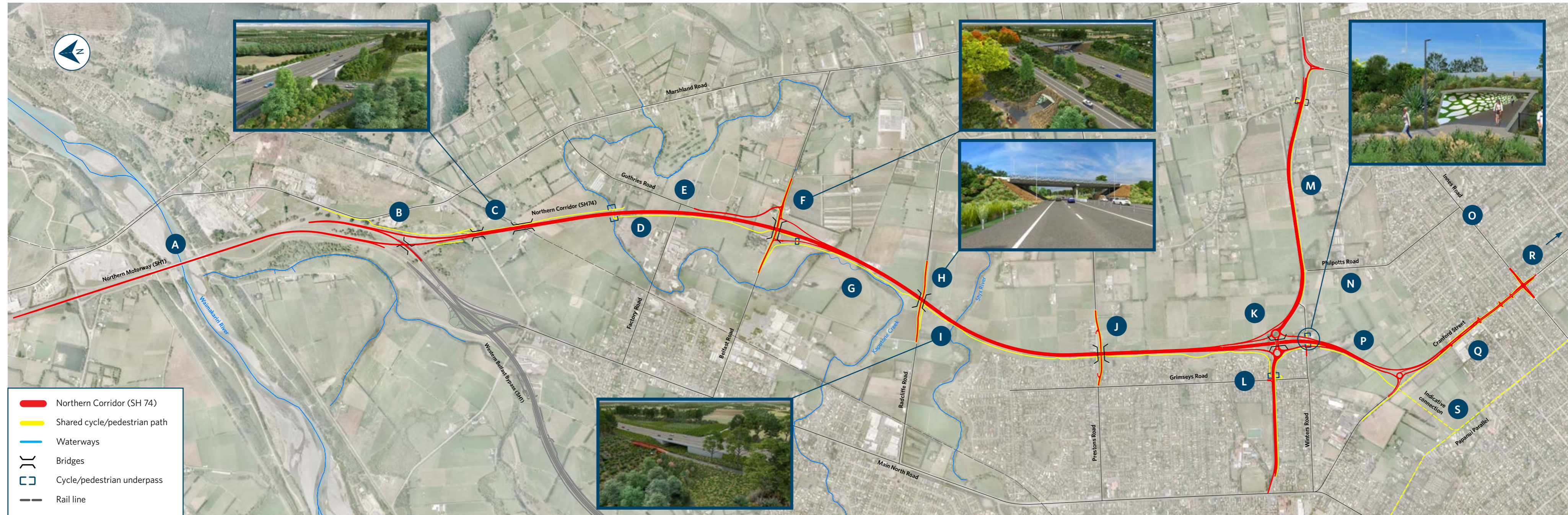
OUR CONTACT DETAILS

Please contact the team on our free phone number 0800 CNC 200 (0800 262 200) if you have any further questions or if you would like to meet with us.

Our project site office is at 145 Winters Road, we can arrange a meeting here (hours 9am to 5pm Monday to Friday) or we are happy to visit you.

www.nzta.govt.nz/cnc
0800 CNC 200 (0800 262 200)

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- REDUCED** CONGESTION
- IMPROVE** WALKING AND CYCLING
- SUPPORT** ECONOMIC GROWTH
- IMPROVE** SAFETY
- JOB CREATION** AND ACCESS TO JOBS

A WAIMAKARIRI BRIDGE

An additional northbound lane is needed on the existing Waimakariri River Bridge to provide for safe and efficient traffic merging from the CNC, Western Belfast Bypass (under construction) and the Main North Road.

B NORTHERN CONNECTION

A bridge will take the southbound lanes of the northern motorway over the northbound lanes of the CNC.

In order to connect the CNC to the existing Northern Motorway some changes are needed. The existing Chaney's on-ramp will be removed, meaning there will be no access at this point onto the motorway. Access will be further west at the Main North Road/Dickies Road intersection.

C RAILWAY LINE BRIDGE

Bridges will take the CNC over Main North Road and the railway line.

D FACTORY AND FORDS ROAD

Factory and Fords roads will both end in a cul-de-sac at the boundary of the motorway. Access to Factory Road from Guthries will no longer be possible.

E GUTHRIES ROAD

Guthries Road will be realigned to connect with Belfast Road. This means access to local amenities in Belfast will be maintained and there will be less impact on Guthries Road residents.

F BELFAST ROAD

Belfast Road will pass over the top of the motorway on a bridge and ramps will provide access to the CNC - to and from the south. These will provide access between this industrial area and the Port of Lyttelton.

G THE KAPUTONE CREEK

The CNC alignment has been moved to the east, away from housing in this area. The Kaputone Creek has been realigned and developed into a small forested wetland area. The CNC will run along the east side of the realigned Kaputone Creek. At **D** the motorway will go over the Kaputone Creek on a bridge. This bridge will also include an underpass for pedestrians and cyclists.

H RADCLIFFE ROAD

Radcliffe Road will pass over the top of the motorway on a bridge. There will be no access to the motorway from Radcliffe Road.

I STYX RIVER BRIDGE

A separate bridge will take pedestrians and cyclists over the Styx River.

J PRESTONS ROAD

Prestons Road will pass over the top of the motorway on a bridge. It will be realigned to

the south to reduce the impact on properties to the north of Prestons Road. Service lanes will be built for residents on the north side of Prestons Road. There will be no access to the motorway from Prestons Road.

K SOUTHERN INTERCHANGE

The new motorway will go over QEII Drive on a bridge while access to and from QEII Drive and the new motorway will be provided by double roundabouts below the bridge.

L GRIMSEYS ROAD

Access at Grimseys Road will be left-in and left-out only. Vehicles travelling westbound on QEII Drive will be able to access Grimseys Road by using a u-turn bay before the Main North Road/QEII Drive intersection. Drivers exiting Grimseys Road wishing to go west on QEII Drive can turn left and then turn around at the roundabout.

M QEII DRIVE

QEII Drive will be four-laned between Main North Road and Innes Road. A raised median will prevent right turns into and out of Philpotts Road, Grimseys Road and Winters Road.

N PHILPOTTS ROAD

Access at Philpotts Road will be left-in and left-out only. Vehicles travelling eastbound on QEII Drive will be able to access Philpotts Road via the Innes Road roundabout. There will be a left turn lane from QEII Drive into Philpotts Road.

O WINTERS ROAD AREA

Winters Road will be divided by the new motorway. There will be no vehicle access between the two sections of Winters Road. Pedestrians and cyclists will have access via a subway under the motorway.

The eastern section of Winters Road will only

have left-in and left-out access to QEII Drive.

Following feedback from the community during consultation, the western section of Winters Road will also have access to QEII Drive via the CNC/QEII Drive interchange. This access is currently being designed. We will talk to the affected community as soon as the design is complete.

P CRANFORD BASIN

The motorway will continue over QEII Drive through the Cranford Basin to join Cranford Street.

The upgrade of the Cranford Basin into an improved storm-water retention area and possible new forested wetland area is a separate project. Work on the improved storm-water retention area will start in mid-2017 and take about six months to complete. Turning this area into a forested wetland area with public walkways and other facilities is a possible future Christchurch City Council

project that will need public support to gain funding through the Council's planning processes.

Q CRANFORD STREET TO INNES ROAD

Cranford Street will be four-laned with a continuous central median, a cycle lane will be added on both sides of the road and the footpath will be narrowed in some areas. In narrow areas on-street parking will also be removed. The detailed design for this area is still being finalised. We will talk to the affected community as soon as the design is complete.

The central median along Cranford Street will improve safety by removing right turns at Knowles, Weston and McFaddens Roads, and by reducing the possibility of front-on collisions on Cranford Street. The median will also reduce delays and stop commuters using suburban streets as rat-runs or shortcuts.

While this may mean a longer drive for local residents, the median will improve safety and quality of life by removing extra traffic from local side streets.

R CRANFORD STREET INNES ROAD TO CITY

The Christchurch City Council is working on plans to ensure traffic can easily continue along Cranford Street on the city-side of the Innes Road intersection. Some initial investigations have already been done and more in-depth investigations and traffic modelling on the effects and solutions needed south-east of Cranford Street are under way. Public engagement will be part of this ongoing investigation.

PEDESTRIAN /CYCLE SHARED PATHS AND CONNECTION

A shared pedestrian and cycle path will run almost the entire length of the CNC, from Empire Road to Cranford Street. Shared paths will also link to and improve cycle facilities along QEII Drive. Subways will provide safe access across the CNC where marked on the map and the shared path will cross the Styx River **I** on a separated pedestrian/cycle bridge. From the new Cranford Street roundabout, a separate Christchurch City Council project will link the CNC cycle facilities to the Papanui Parallel **S** and a cycle path will also connect to on-road cycle lanes along Cranford Street.

Local councils are looking into options for improving cycle connections to and from North Canterbury including improved facilities to cross the Waimakariri River. The Christchurch Northern Corridor cycle/pedestrian path will link into this network once confirmed.