

What has happened since the last newsletter?

Since the last project newsletter in March 2010 the project team have looked at potential options for further investigation. The work has included:

- considering the feedback received
- traffic modelling
- investigating the soil types and ground conditions
- monitoring existing noise levels
- surveying and preliminary environmental assessments
- preliminary assessment and screening of options.

As a result of the assessments a number of options have been selected (shown on the following pages). It is these options that will be investigated further and which are open for feedback in this round of consultation.

Over the next 6-7 months further investigation of the options will occur. The work will involve:

- developing the noise mitigation options
- confirming the total area of land affected by the options
- monitoring air quality
- continuing to survey the proposed alignments for springs
- more detailed assessment of interchange and intersection forms
- further development of environmental and stormwater mitigation
- consideration of consultation feedback

In 2011 the NZTA will determine the preferred option and apply for approvals under the Resource Management Act.

Other features of the project

The Arterial crosses existing local roads and the main railway line, between the existing Northern Motorway connection and the interchange at QEII Drive.

Where possible the road will be kept close to existing ground levels, to reduce the visual impact, noise and the amount of land required. The Arterial will need to be elevated over the Main North Road and the railway in the north, and at approaches to the southern connection interchange at QEII Drive.

The total width of the road is determined by the projected traffic flow, the combined cycle/walkway, medians, stormwater treatment and landscape enhancement.

An ambient noise assessment has been completed for the project which confirms the need for noise reduction measures for the existing residents located west of the Arterial from QEII Drive north to the Styx River, and at other sensitive locations. Noise mitigation options to be assessed include: landscaped buffer zones, barriers (bunds and/or fences) and low noise road surfacing. In localised cases, where these options are not effective, the noise assessment may consider treatment of particular buildings to achieve acceptable internal noise levels.

There are several options for managing and treating the stormwater including swales, kerb and channel, drains/sumps and pipes and treatment basins. The NZTA has been working closely with CCC to ensure the road stormwater system is compatible with the Belfast Area Plan proposals.

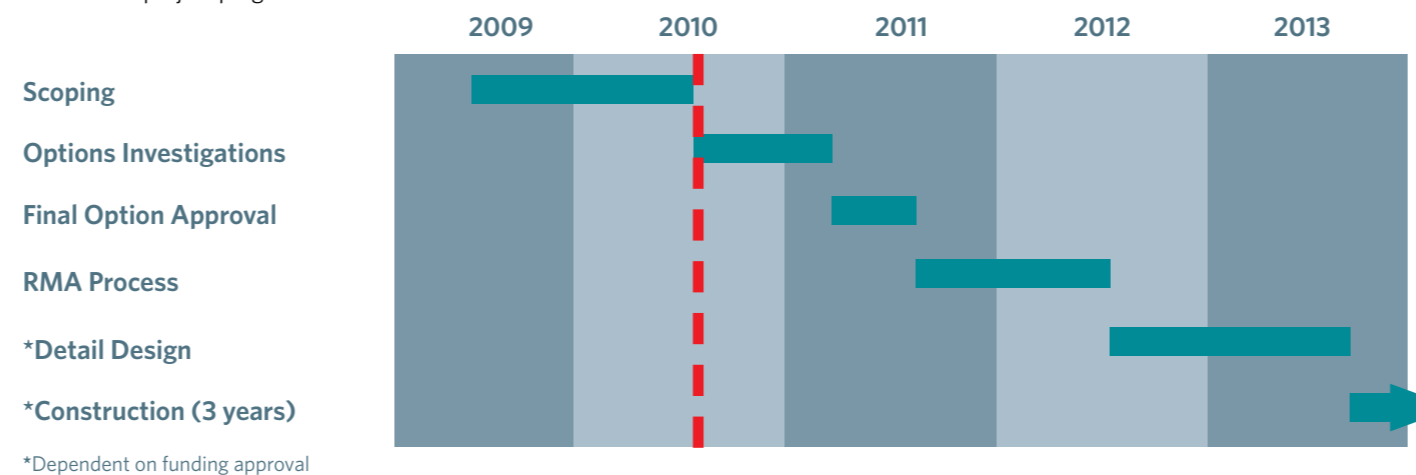
Within the corridor there is opportunity to create a varied and diverse environment through urban design and landscape planting. The Styx River and Kaputone Creek crossings have been identified as particular features.



Northern Arterial alignment from the Styx River looking south.

Project Programme

The current project programme is:



What do you think?

The NZTA is seeking feedback on issues such as the communities' support for the project and on the communities' preferred options. Please provide feedback before 17 September 2010 by one of the methods below:

Post the completed feedback form:

Fill in comments, include contact details, fold and tape the edges together before posting.

Email feedback to:

northernarterial@nzta.govt.nz

Use the online submission form on the project website:

www.nzta.govt.nz/northernarterial

Please send in feedback before consultation closes on 17 September 2010. The NZTA will acknowledge all feedback received and advise of future opportunities to have your say. It is intended that an open day will be held in late 2010 in the Belfast area to present the options as they have been further developed and enable further comment and input.

Connections into Central Christchurch

CCC will undertake investigations to consider the need for additional links south of QEII Drive and/or any upgrades to existing local roads. The public will be consulted on any options early in 2011.

For further information email to northernlinks@ccc.govt.nz

Our contact details

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Christchurch Motorways

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Northern Arterial & Queen Elizabeth II Drive Four-Laning

Consultation
August 2010

What is being proposed?

The NZ Transport Agency (NZTA) is seeking feedback on options for the proposed Northern Arterial and improvements to a section of Queen Elizabeth II Drive (QE II Drive).

The proposed Northern Arterial (Arterial) extends the existing Christchurch Northern Motorway through to connect with QEII Drive.

The Arterial crosses five local roads (Main North, Factory, Belfast, Radcliffe and Prestons Roads) and the main trunk railway. It is proposed to keep access from these local roads to the Arterial to a minimum.

It is proposed that QEII Drive be widened to four lanes between Main North Road and Innes Road. Most of this widening can be achieved within the existing road reserve and property boundaries of land already owned by the NZTA or Christchurch City Council (CCC).

By connecting the Northern Motorway with QEII Drive, the Northern Arterial would reduce traffic on Main North Road and Marshland Road thereby reducing congestion and making travel times more predictable.

This new route is also expected to reduce heavy vehicle traffic on Main North Road, making walking and cycling in the area more attractive and improving the reliability of public transport on Main North Road.

The proposal includes a parallel cycle/walkway connecting with Owen Mitchell Park in the south, running alongside the Arterial crossing at Belfast Road and connecting with the old state highway bridge over the Waimakariri River in the north, via local roads.

The purpose of this project...

The purpose of this project is to:

- Improve travel times from the north to the central city and the Port
- Reduce traffic on the adjacent local roads to support the urban development strategies including the Belfast Area Plan
- Improve local access on the existing roading network for public transport improvements, greater walking opportunities and cycleways.



Belfast area looking west across to Northern Arterial alignment.

NORTHERN CONNECTION

The Arterial would connect to the existing Northern Motorway and will pass over 'Old' Main North Road and the railway. Options for the Northern Connection are being developed in conjunction with the Western Belfast Bypass Project and consultation on this aspect of the project will occur at a later date. Access along 'Old' Main North Road will be maintained.

A FACTORY ROAD

Road to be stopped at the western boundary of the Arterial. This would remove the connection with Guthries Road. Alternative access will be available via Belfast Road and CCC's future extension of Blakes Road under the proposed Belfast Area Plan.

A FORDS ROAD

Road to be stopped.

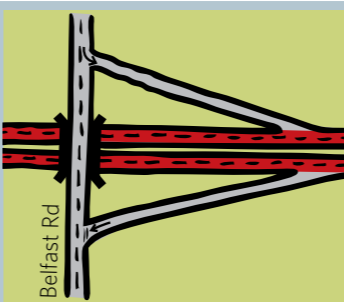
B BELFAST ROAD

In all cases Belfast Road would pass over the top of the Arterial.

To avoid impacting on the Belfast cemetery, the overbridge would be offset to the south from the current alignment.

Option 1: No access onto the Arterial from Belfast Road.

Option 2: Access to and from the Arterial from Belfast Road from the southern side only. The purpose of the ramps would be to provide access to/from the south (e.g. the Port and central city) to the Belfast Industrial Area. Further assessment will consider whether the access should be for freight only versus general traffic access.



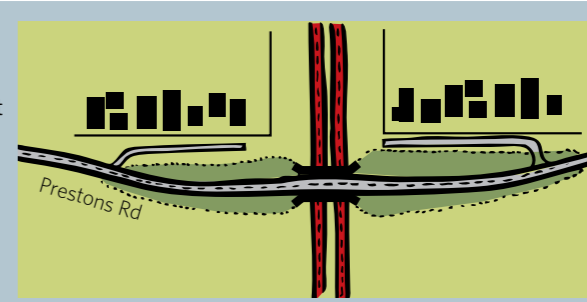
C RADCLIFFE ROAD

Radcliffe Road would pass over the top of the Arterial. There would be no access to the Arterial from Radcliffe Road.

D PRESTONS ROAD

Prestons Road would pass over the top of the Arterial but realigned to the south onto rural land to reduce the impact on properties to the north of Prestons Road. Access roads would be provided to serve residents on the north side of Prestons Road.

Maintaining the existing alignment of Prestons Road was considered but discounted as it would have significant property and amenity impacts.



E QEII DRIVE

It is proposed to widen QEII Drive on the northern side to provide four lanes, from Main North Road to the Innes Road roundabout.

The proposed 4-laning of QEII Drive would require some modifications to existing access roads to ensure the safety and efficiency for users of QEII Drive and intersecting roads. This may include closure or restrictions to certain vehicle movements from local side roads.

CCC will undertake investigations to consider the need for additional links south of QEII Drive and/or any upgrades to existing local roads.

As part of its scoping work, the NZTA have considered:

Winters Road - closing the road east of the residential subdivision off Autumn Place where any Cranford Street extension crosses to meet QEII Drive. There are two options for the eastern section of Winters Road, partial or full access to QEII Drive and possible supplementary southbound access to any Cranford Street extension. The western section of Winters Road would be accessed from Main North Rd.

Philpotts Road - options for this road include restricting the movements to left turn in and out only with possibility of retaining the right turn if the Orbiter bus route is unchanged.

Innes Road roundabout - to remain in a similar form with some modifications.

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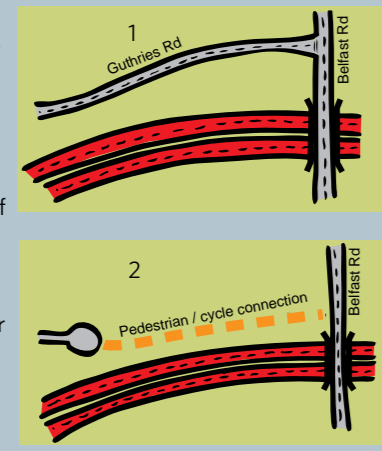
KEY

- Northern Arterial and QEII Drive Alignments
- Designation footprint
- Proposed cycleway and pedestrian access
- Existing waterways

J GUTHRIES ROAD

Option 1: realign to the east and parallel to the Arterial to re-connect with Belfast Road. This would maintain the existing connection between Belfast Road and Guthries Road.

Option 2: close Guthries Road just north of Factory Road, while retaining access for property owners. For those that would normally travel along the full length of Guthries Road this would result in a detour along Belfast and Marshland Roads or via Main North Road. Access will be provided for properties that currently access directly off of Guthries Road.



K KAPUTONE CREEK AREA

Three Arterial alignment options are being considered between Belfast Road and just south of the Styx River. For each option the Arterial would cross the Styx River in a slightly different location.

Option 1: follows the existing designation alignment and is on the western side of Kaputone Creek.
 Option 2: is along the eastern side of Kaputone Creek.
 Option 3: eastern most alignment.
 Options to realign Kaputone Creek were

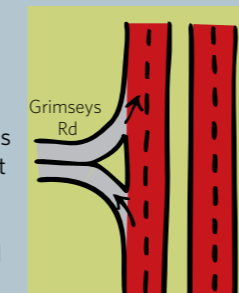
identified to avoid two stream crossings, but eliminated due to significant environmental concerns.
 Option 1 is generally the line of the existing designation, crosses a landfill and will require designation widening to the west into the proposed residential development under the Belfast Area Plan. Options 2 and 3 avoid the landfill and potentially provide a larger area and enhanced amenity for the future residential development by using the stream as a buffer. Options 2 and 3 however do not use the existing designation over this section and potentially have greater property impacts to the east of the Arterial.

STYX RIVER CROSSING

An approximately 50 metre long bridge to provide for the waterway, greenway and recreational access along both sides of the river.

H GRIMSEYS ROAD

Movements in and out of Grimseys Road at QEII Drive will need to be restricted. This could include banning the left and right turn in and/or the right turn out of Grimseys Road. The left turn out would remain for all options.



G PEDESTRIAN/CYCLE CONNECTIONS

A combined pedestrian and cycleway would be provided that is separated from the Arterial. The route starts at Owen Mitchell Park running between the residential properties and the Arterial until it crosses over the Arterial at Belfast Road. North of Belfast Road it would travel along Guthries Road and connect into the existing local road network.

The existing Grimseys Road and Hills Road subways would be extended.
 The existing pathway on the southern side of QEII Drive will be maintained but require some modifications for example at the Arterial / QEII Drive interchange. The form of crossings will be investigated with the interchange form.