



# Northern Corridor

## PROJECT UPDATE

NOVEMBER 2015



## THE NORTHERN CORRIDOR: AN OVERVIEW

State Highway 1, Main North Road and Marshland Road form the Northern Corridor leading into Christchurch. At peak times, these roads are congested and this congestion will only get worse as residential and industrial growth continues to move north. Plans are in place to cater for this growth and improve traffic flows.

The Christchurch Northern Motorway ends at Belfast where it joins Main North Road. When the motorway was built in the 1970s, the plan included an arterial from the Northern Motorway bypassing Belfast and allowing a more direct connection with Christchurch's Central Business District and the Lyttelton Port. Land for the arterial was designated (protected) about 40 years ago and the route has been in the City Plan ever since.

## WHY IS THE NORTHERN ARTERIAL NEEDED?

Canterbury is growing and with residential and business growth to the north, good access routes are needed into central Christchurch and the Lyttelton Port. This growth cannot be catered for solely with improvements to existing routes and encouraging road users to opt for alternative modes of transport. The main issues are on Main North Road (SH74) which passes through Belfast providing the main access to Christchurch's Central City and Lyttelton Port, along QEII Drive. Large volumes of both local and through traffic travel along Main North Road,

creating significant congestion and reducing the safety and efficiency of transport using the road.

This traffic splits the Belfast community in two, discouraging walking, cycling and restricting public transport. As traffic volumes grow, congestion will continue to get worse, and safety and public health concerns will increase around this corridor. Belfast is one of two areas identified for future urban growth in the Greater Christchurch Urban Development Strategy (UDS) and the Land Use Recovery Plan (LURP).

The Belfast Area Plan, a strategy for managing urban growth, recognises the Northern Arterial is critical for Christchurch's future.

## WHAT ARE THE BENEFITS OF THE NORTHERN ARTERIAL?

The new four-lane Northern Arterial and QEII Drive four-laning, between Main North Road and Innes Road, will improve access to the Central City, industrial hubs on the eastern side of Christchurch, the Lyttelton Port and enable further development in the Belfast area.

Traffic congestion will be reduced and travelling times improved for both through-traffic and local trips. Moving traffic, particularly freight heading to the Port, off Main North Road will enable more public transport enhancements, as well as safer cycling and walking.

Without a state highway dividing Belfast, the local community will benefit from improved safety, health and stronger social connections.



**REDUCED**  
COMMUTER  
TRAVEL TIME



**REDUCED**  
CONGESTION



**IMPROVE**  
SAFETY



**ENABLE**  
EFFICIENT PUBLIC  
TRANSPORT

## WHAT WILL THE NORTHERN CORRIDOR PROJECT INVOLVE?

The Northern Arterial is a new four-lane, median separated highway that will connect with the existing Christchurch Northern Motorway, south of the Waimakariri River bridges, and run to the east of Belfast and Redwood, connecting with QEII Drive near Winters Road.

This project includes:

- the new motorway - from south of the Waimakariri River bridges to QEII Drive
- the addition of a third northbound lane on the Waimakariri Motorway Bridge through to Tram Road
- the four-laning of QEII Drive from Main North Road to Innes Road
- off-road pedestrian and cycle facilities.

The construction of the Northern Arterial will divert more traffic onto QEII Drive. Upgrading this road from two lanes to four, between Main North Road and Innes Road, will reduce congestion and delays for traffic travelling to the port.



Impression of the Northern Arterial alignment looking south



Impression of the Northern Arterial alignment looking north

## WHAT STAGE IS THE PROJECT AT?

The route designation for the Northern Arterial was in place. However, it required widening to allow for a modern motorway design with additional landscaping, a cycle/pedestrian path, and noise and visual buffers where necessary.

Public consultation and preliminary design was carried out from 2010 to mid-2013. An application to build the Northern Arterial and to amend the current designation was publicly notified and processed jointly with the Northern Arterial Extension in 2014. All consents and the extended designation are now in place.

Construction is expected to start in late 2016 and take about 3-3½ years to build.

## THE NORTHERN ARTERIAL EXTENSION TO CRANFORD STREET

The section of the Northern Arterial that crosses QEII Drive to join with Cranford Street is a Christchurch City Council project.

However, as the Northern Arterial and the Northern Arterial Extension are closely linked, they are likely to be built at the same time. For more information on this project you will need to contact the Christchurch City Council. This project will allow traffic using the Northern Arterial to access the central city via Cranford Street.



**IMPROVE**  
WALKING  
AND CYCLING



**SUPPORT**  
ECONOMIC  
GROWTH



**JOB CREATION**  
AND ACCESS  
TO JOBS



**LINKING**  
COMMUNITIES



Information on this project is available at  
[www.nzta.govt.nz/Christchurch-Motorways/](http://www.nzta.govt.nz/Christchurch-Motorways/)

The NZ Transport Agency produces project update newsletters. If you would like to receive these, fill in the online form on the website.

You can follow us on Facebook and Twitter:



[www.facebook.com/nztasouthisland](https://www.facebook.com/nztasouthisland)



[www.twitter.com/nztacwc](https://www.twitter.com/nztacwc)