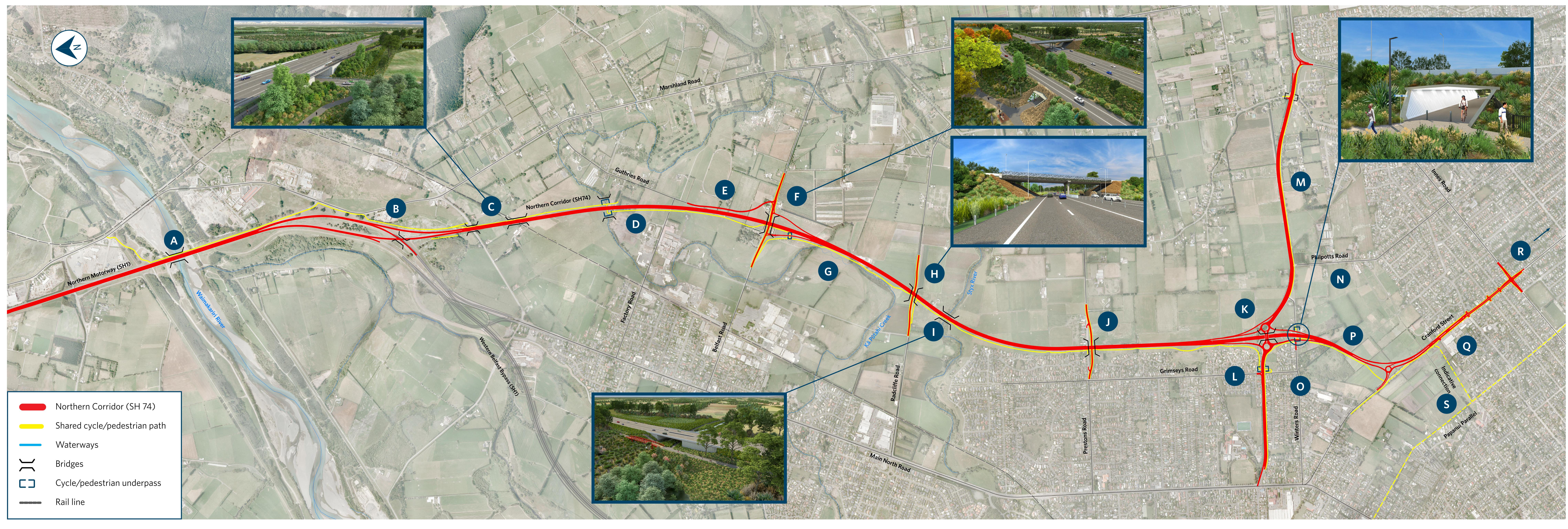
CHRISTCHURCH NORTHERN CORRIDOR









The CNC is a 12km motorway extension that will provide improved options for cyclists, pedestrians, private vehicles and freight, and makes improved public transport possible on this and other existing routes. It will reduce traffic on nearby local roads and improve safety for all road users. The CNC Alliance expects to complete this project in 2020.

















A WAIMAKARIRI BRIDGE

The Waimakariri Bridge is being widened and strengthened so it can carry two extra traffic lanes and a new clip-on cycleway. The additional northbound lane will help traffic merge from Main North Road, the Western Belfast Bypass and Christchurch Northern Corridor at the start of the Northern Motorway. The NZ Transport Agency is currently investigating the best design for the third southbound lane so it can safely operate as a high occupancy vehicle (HOV) lane during the morning peak.

The separated cycle lane will clip-on the east side of the southbound bridge. The shared cycle path addresses safety concerns for cyclists and pedestrians wishing to cross the Waimakariri River...

B NORTHERN CONNECTION

An existing 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 Chaneys 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/ Dickeys Road intersection.

MAIN NORTH ROAD & RAILWAY LINE BRIDGES

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

D THE KĀ PŪTAHI CREEK

A bridge over the Kā Pūtahi Creek will also allow the shared cycle/ pedestrian path to move to the other side of the motorway and a connection to Guthries Road. At 😉 The Kā Pūtahi Creek has been realigned and developed into a small forested wetland area. The CNC will run along the east side of the realigned Kā Pūtahi Creek.

B GUTHRIES, FACTORY AND FORDS ROADS

Guthries Road is realigned to connect with Belfast 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.

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

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

PRESTONS ROAD

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

IS 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 on and off-ramps and double roundabouts below the

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 roundabouts.

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. Hills Road will remain left-in left-out as it is now.

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.

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. The western section of Winters Road will have left-in left-out access to the southern interchange's northbound off ramp. (This mean drivers can come from Cranford Street and turn left into Winters Road and they can turn left out of Winters Road to access QEII Drive and the new motorway). The eastern section of Winters Road will have left-in and left-out access to QEII Drive only. Pedestrians and cyclists will have access between both sides of Winters Road via a subway under the motorway.

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 is a Christchurch City Council project which is well underway. Turning this area into a forested wetland area with public walkways and other facilities is a possible future Council project that will need public support to gain funding through the Council's planning processes.

© CRANFORD STREET TO INNES ROAD AND THE CRANFORD/INNES INTERSECTION

Cranford Street will be four-laned with a continuous central median. In narrow areas on-street parking will be removed and the footpath will be narrowed. The Cranford Street/Innes Road intersection will be widened and turning lanes and signals will be improved. The CNC off-road cycle path will finish at McFaddens Road and an onroad cycle lane will be added on both sides of Cranford Street to Innes Road. A signalised pedestrian crossing will be added near McFaddens Road.

The central median along Cranford Street will improve safety by removing right turns at Knowles Street, Weston Road and McFaddens Road, 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 reduce through traffic on local roads.

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. More public engagement will be part of this ongoing investigation.

PEDESTRIAN / CYCLE SHARED PATHS AND CONNECTION

A shared pedestrian and cycle path will run the entire length of the CNC. A clip-on shared path will be added to the Northern Motorway Bridge over the Waimakariri River to get pedestrian and cyclists safely over the river. Local councils and the NZ Transport Agency are still considering options to improve cycle connections to and from the new clip-on. Subways will provide access where marked on the map and the shared path will cross the Innes Road intersection. Styx River 💶 and Kā Pūtahi 🔃 on separate

pedestrian/cycle bridges. Shared paths will also link to and improve cycle facilities along QEII Drive. From Cranford Street, a separate Christchurch City Council project will link the CNC cycle facilities to the Papanui Parallel S. From a signalised pedestrian crossing at McFaddens Road, the CNC cycle path will connect to on-road cycle lanes on both sides of Cranford Street up to and including the

OUR CONTACT DETAILS

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