The NZTA is consulting with the community and key stakeholders on the UDS project and the preferred alignment and design options for CSM2.

The NZTA is seeking feedback on issues such as:

- community support (or otherwise) for the construction of the highway
- the four-laning Main South Road between Robinsons Road and Rosedale
- the communities’ preferred alignment or any aspect of CSM2
- how the projects should connect to existing roads
- any other concerns or opportunities that may be relevant to the projects.

Your feedback will be seek in future investigations and planning.

Please provide feedback no later than Friday 19 November 2010 by completing and posting the feedback form (attached to this newsletter) or using the online feedback form on the project website at www.greaterchristchurch.org.nz/csm2.

All feedback received will be acknowledged and those who have provided feedback will be kept informed of future opportunities to have their say.

What happens next?

The NZTA project team are undertaking the necessary investigations to develop a preferred option for both CSM2 and MSRFL sections by April 2011.

Subject to finalising design, obtaining the necessary planning consents and confirmation of funding, the earliest start date for construction of both CSM2 and MSRFL would be mid-2013, with completion expected in 2015.

The feedback received during consultation will assist the project design. Further consultation will be undertaken in the second quarter of 2011 to gain feedback on the preferred option.

You can also provide feedback online or by visit.

Want to know more?

If you have questions about any aspect of the design process or require any additional information, please contact the project representatives below or visit www.greaterchristchurch.org.nz/csm2.

NZ Transport Agency  October 2010

Benefits to the community

The Greater Christchurch Urban Development Strategy (UDS) is a 35-year strategy for managing growth in the Christchurch region.

Roads of national significance

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The following features are proposed for CSM2:

- A four-lane motorway, with two lanes in each direction with a median and barrier dividing the lanes, within green safety by equipping
  traversing traffic.
- Interchange at key intersections will improve
  traffic flow and safety (see indicative diagrams
  below).
- CSM2 will link to CSM1 and provide an efficient
  and safe access to Christchurch City Centre
  and Lyttelton Port.

The NZTA then investigated a number of alternative
options which were then evaluated against a
series of criteria to develop a shortlist of
options that are being progressed as potential routes for
CSM2. Options were: the Southern Alignment, the
Northern Alignment, and a combined version of
both of the above. It is possible that the final route could:
- be either one option or the other; combine parts
  of both options; or run between them.

This newsletter seeks feedback from the public on the
proposed motorway project, which could lead to
improvements of two additional lanes and a central
motorway. It is yet to be decided whether adjoining
land will be required on both sides of the exiting
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KEY FEATURES OF MSRFL

The following features are proposed for MSRFL:

- Properties with access onto SH1 will have access
  on-ramps and off-ramps) will be built at the
  Springs Road interchange (see indicative
  diagrams below).
- A landscaped roading corridor will be provided.
- Treatment of stormwater runoff will be
  managed effectively.
- Interchange at key intersections will improve
  traffic flow and safety (see indicative diagrams
  below).

In June 2010 the NZTA appointed a project
consultant to undertake preliminary
investigation, and conduct preliminary
design work that builds on the earlier studies.
Christchurch Southern Motorway Stage 2 – CSM2

Christchurch Southern Motorway Stage 2 – CSM2

The site of the new interchange will be near the
intersection of SH1 and the Old Main
Street. This area will be developed as a
commercial and residential
development.

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The proposed CSM2 will connect to both CSM1
(Northaling Road Junction) and to near Robinsons Road on
SH1 (Strategic Road Project) and will connect SH1 to Rolleston
town centre will be investigated as part of the
project.

The following features are proposed for the upgrade
of SH1 between Rolleston and Robinsons Road:

- A full grade-separated interchange (flyover, with
  on-ramps and off-ramps) will be built at the
  Springs Road interchange (see indicative
  diagrams below).
- A landscaped roading corridor will be provided.
- Traffic will be restricted to left turns in and out of
  other roads intersecting with SH1.
- Properties with access onto SH1 will have access
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The previous consultation and factors above led
to two inclusive routes, as shown on the
plan – the Northern Alignment and the Southern
Alignment.

This is the broad corridor for the next phase of
investigations. It is possible the final route could
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The NZTA is examining the

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