A detailed construction management plan is in place to address public safety, temporary traffic management, working hours, noise and vibration, dust management, stormwater and sediment. The construction team has appointed a stakeholder liaison manager who will work with the public during construction.

**ECOLOGICAL EFFECTS**

The retention of the water-race network and landscaping, including tree species and native planting areas, will complement and enhance the biodiversity in the area. Studies of local flora and fauna have been carried out to determine any further habitat support needed. As part of the project we will construct new sections of motorway built from near Rolleston to Robinsons Road and through Trentham, including McConnell Dowell Joint Venture. The project will four-lane State Highway 1 across the wider Selwyn District. It will bring significant economic benefits for Canterbury districts. It will bring significant social benefits including improved access to work, schools and a range of services. Localised and temporary social effects during construction are expected to minimise disruption.

**PUBLIC SAFETY INFORMATION**

Our project team takes every care to ensure harm to anyone on-site, both workers and members of the public. We ask for your assistance with this. Please obey all site signage and drive to the conditions.

Transport Minister Simon Bridges and former Prime Minister John Key were among dignitaries who attended an event in November 4 2016 to mark the start of construction on the Christchurch Southern Motorway Stage 2 (CSM2).

**Key information as work starts**

**LANDSCAPE AND VISUAL IMPACTS**

Landscaping will minimise the visual impact of the project and help integrate the roads in the local environment. The landscaping plan for the project will continue the ‘parkway theme’ used on the Christchurch Southern Motorway Stage 1 (CSM1). The project will protect and enhance a range of native, exotic trees and shrubs. Trees retained during the site establishment phase will be chipped and reused as much as possible of the Transport Agency’s environmental policy.

**LIGHT**

Lighting will be designed to minimise light spill and glare. LED light fittings will be used.

**NOISE AND VIBRATION**

As part of the project we will construct noise barriers in areas where it is necessary and we will also see low noise road surfacing. This is consistent with national noise standards.

**TRAFFIC ON LOCAL ROADS**

Traffic on some local roads may increase during construction but there will still be an overall reduction on the surrounding networks since the motorway is complete. We will work with both Selwyn District Council and Christchurch City Council to assess traffic effects on local roads. This may include improving intersections, laying temporary traffic management and lowering speed limits on some roads.

**SOCIAL EFFECTS**

The project will bring significant social benefits including improved access to work, schools and a range of services. Localised and temporary social effects during construction are expected to minimise disruption.

**PROJECT UPDATE**

Transport Minister Simon Bridges and former Prime Minister John Key were among dignitaries who attended an event in November 4 2016 to mark the start of construction on the Christchurch Southern Motorway Stage 2 (CSM2).

**Project benefits**

CSM2 will be more than double the traffic volume of the current route with improved access to Christchurch and Selwyn districts. It will bring significant economic benefits for Canterbury and the wider South Island. The project is expected to:

- Halve travel times between Rolleston and Christchurch CBD at peak times from around 35 minutes to about 15 minutes (based on 2041 traffic figures)
- Reduce congestion and crashes on the existing rural road network
- Support continuing growth across the wider Selwyn District
- Reduce traffic volumes on State Highway 1 (Main South Road) through Trentham, including McConnell Dowell Joint Venture
- Reduce traffic volumes on many local roads making travel safer for pedestrians, cyclists and public transport
- Without the new roadworks, traffic volumes on Main South Road would be expected to double in the next 15 years making access to and from areas such as Rolleston and Christchurch difficult and less safe.

The Downer McConnell Dowell Joint Venture is committed to managing the project in a way that creates the least possible disruption to the local community. We are working closely with the Ngai Tahu, Historic Places Trust, and other organisations to ensure that any unrecorded sites or cultural heritage sites within the construction-designated area are protected.

**ECOLOGICAL EFFECTS**

The retention of the water-race network and landscaping, including tree species and native planting areas, will complement and enhance the biodiversity in the area. Studies of local flora and fauna have been carried out to determine any further habitat support needed.

**ARCHAEOLOGICAL AND CULTURAL IMPACTS**

There are no known archaeological or cultural/heritage sites within the construction-designated area. In the event that any unrecorded sites or remains are discovered, we will use the Accident/Incident Protocol adopted by Ngai Tahu, Historic Places Trust, and Kōiwi Tangata Policy (1993).

**STORMWATER MANAGEMENT**

The system designed to treat the water through natural processes minimising the impact on the local environment.

**SITE INFORMATION ROOM**

The Downer McConnell Dowell Joint Venture is able to answer any site-related questions. This includes any site-related questions.

**PUBLIC SAFETY INFORMATION**

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The Christchurch Roads of National Significance programme is a package of projects on the National Significance programme. These projects will support New Zealand’s economic growth and productivity by moving people more efficiently.

The government has prioritised seven transportation projects throughout New Zealand that meet the Roads of National Significance principles.

These projects will support New Zealand’s economic growth and productivity by moving people more efficiently.

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