Project update

June 2017

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Cranford Street

The design of Cranford Street between the Christchurch Northern Corridor connection and Innes Road is being upgraded to include four traffic lanes, a central median and some turning bays for u-turns are added. North of McFaddens Road, Cranford Street will have shared cycle/footpaths. The road narrows south of McFaddens Road so on-road cycle lanes will be provided along with a footpath on each side of the road. We expect to have completed our design work by August and then we would really like to show the drawings to you and talk about how we will manage the construction and possible traffic impacts during construction. **Would you like to meet with our project team personally or as a group of residents from your area?** Please let us know. We are more than happy to organise a street meeting or a drop-in session in your area. We plan to start work on Cranford Street in September 2017.



In 2020 you will be able to go straight onto the new motorway from Cranford Street heading north. This will reduce congestion and improve commuter travel times.



Full steam ahead this year

It's been six months since the first sod was turned and work started on the Christchurch Northern Corridor (CNC). The project team have been testing land conditions, preparing land for construction and moving key services such as power and water. Construction is now in full swing, with work underway on the Belfast Road Bridge and Winters Road Subway. There is good progress on the detailed design with many of the plans nearing completion. The final design for the whole project will be completed this year and construction will ramp up.

WHERE ARE WE WORKING?

Right now we are focused on areas around Belfast Road, Main North Road and Winters Road. The team have been installing wick drains and pile driving to prepare the ground for the structures and the motorway. We plan to start working on the QEII Drive and Cranford Street upgrades once the detailed design is completed later this year.

More piling work to come

During the CNC build we will use timber piles to support the many structures on the motorway. So far 246 piles have been installed in the **Winters Road area**. These piles will support the planned subway and culvert and the new road over the top. While we relocate underground services we have stopped the piling work here. Over the next two months the piling rig will return to install the remaining 416 piles on the Winters Road site. This will take around four weeks. Around half of the 400 piles needed for the **Belfast Bridge** embankments have been installed. You may have noticed the steel traffic barriers along **QEII Drive.** Behind the barriers a crane has been brought in to start piling for the bridge structure that will take the new motorway over QEII Drive. Piling work has also started near **Main North Road and the railway line.**

CRANFORD STREET AREA

The remaining trees within the Cranford Street work site were removed in late May. From early June you will see more trucks: our drivers will be bringing in fill for the motorway along Cranford Street.

Ever wondered about those grey short strips sticking out in the ground on site? They are wick drains. Check our website and Facebook @nztasouthisland for a video on the wick drain installation works and for progress updates.



Left: Winters Road/QEII Drive site from the air. Below: Photos from our Community Open Day on March 28.





Frequently asked questions

Why is this project needed?

Main North Road (State Highway 74) passes through Belfast and Redwood and provides the main access to the Christchurch City Centre and Lyttelton Port from the north (via QEII Drive). Large volumes of local and through traffic along Main North Road are creating significant congestion - reducing the safety and efficiency of transport using this vital road. This project will improve safety and reduce congestion for all road users on this vital transport corridor. It will also enable improvements to public transport, walking and cycling and local access. An efficient and reliable transport network into, out of and across Greater Christchurch is important to the social, economic and environmental future of the City and the South Island. Efficient transport links to Lyttelton Port are also critical for supporting New Zealand trade.

What changes are planned for the Waimakariri Bridge?

A northbound lane is being added to the Waimakariri Bridge to help with the merge of five lanes of traffic from Main North Road, the Western Belfast Bypass and Christchurch Northern Corridor at the start of the Northern Motorway. The NZ Transport Agency is investigating building a third southbound lane for high occupancy vehicles and buses on the Waimakariri Bridge to help ease congestion in the morning, and adding a separated cycle lane on the bridge. The congestion in the morning is creating lengthy delays, long queues and unpredictable journey times. If this project is approved by the Transport Agency's Board later this year, and progresses through the public consultation and consenting processes, it may be built as part of the Christchurch Northern Corridor construction.

How will the Christchurch Northern Corridor affect public transport?

Once the Christchurch Northern Corridor project is completed Main North Road will no longer be a state highway and its control will be handed to Christchurch City Council. As the construction of the Christchurch Northern Corridor will result in significantly reduced traffic volumes on Main North Road, Council has plans to make changes to Main North Road which will further enhance public transport along the route, extending bus lanes, and making changes to intersection configurations. These changes will result in improved public transport journey times along Main North Road. Express buses may also use the Christchurch Northern Corridor route, making use of the high occupancy vehicle lane.

How will Cranford Street cope with traffic south-east of Innes Road?

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. Public engagement will be part of this ongoing investigation.



We are looking for interesting stories to share and to enhance the different areas of the motorway alignment. Can you help us? We are going to install 11 information signs along the CNC shared pedestrian/cycle path and we need your stories about the local area to help make them interesting.

Story Competition

The Christchurch Northern Corridor team is looking for tales to tell. Along the new motorway there will be eleven information signs to educate and inform users and visitors (pedestrians and cyclists) on the area. We want these signs to reflect the history of the land. What memories do you have of living here, working here, visiting here or just knowing something about the place?

What can I write about?

We would like to see narratives about: the Waimakariri Bridge, industry in Belfast (did you work at the Kaputone Wool Works or Canterbury Frozen Meats), market gardening in the area, Tangata Whenua and the Otukaikino Area, the Styx River, Kā Pūtahi (Kaputone) Creek, the Main North Railway line, cycling in the area, flora and fauna and historic houses in the area. You may have more and other ideas. Tell us your tales and share your personal stories about this area. Please give us your personal accounts, yarns, an anecdote or a short story to use on our information signs. We have no restrictions on ideas however we would like to ask that you keep the words to a 250 maximum.

What's the deadline?

You will have until August 2017 to provide us with your stories. A panel of experts will determine three winners who will receive a $250 gift voucher each. A selection of stories will be published in a booklet which all story submitters will receive.

Email your submission(s) to **stories@cncalliance.co.nz** You can also post your stories: 145 Winters Road, Mairehau, Christchurch 8052.

FRASER STREET INTERSECTION

To further improve the Cranford Street/Fraser Street intersection a traffic island, agreed with the Papanui-Innes Community Board, has been installed to make it easier to turn right out of Fraser Street onto Cranford Street. More flexi posts have been installed at the Cranford Street/Fraser Street intersection to stop traffic using the right turning bay as a straight through.

Following consultation we will not be opening Grimseys Road south (currently a cul-de-sac) temporarily during construction to allow a left turn onto QEII Drive.

We promised to look at ways to open access at Winters Road more quickly. Unfortunately we are not able to change our programme to finish the connection to QEII Drive from Winters Road any earlier.

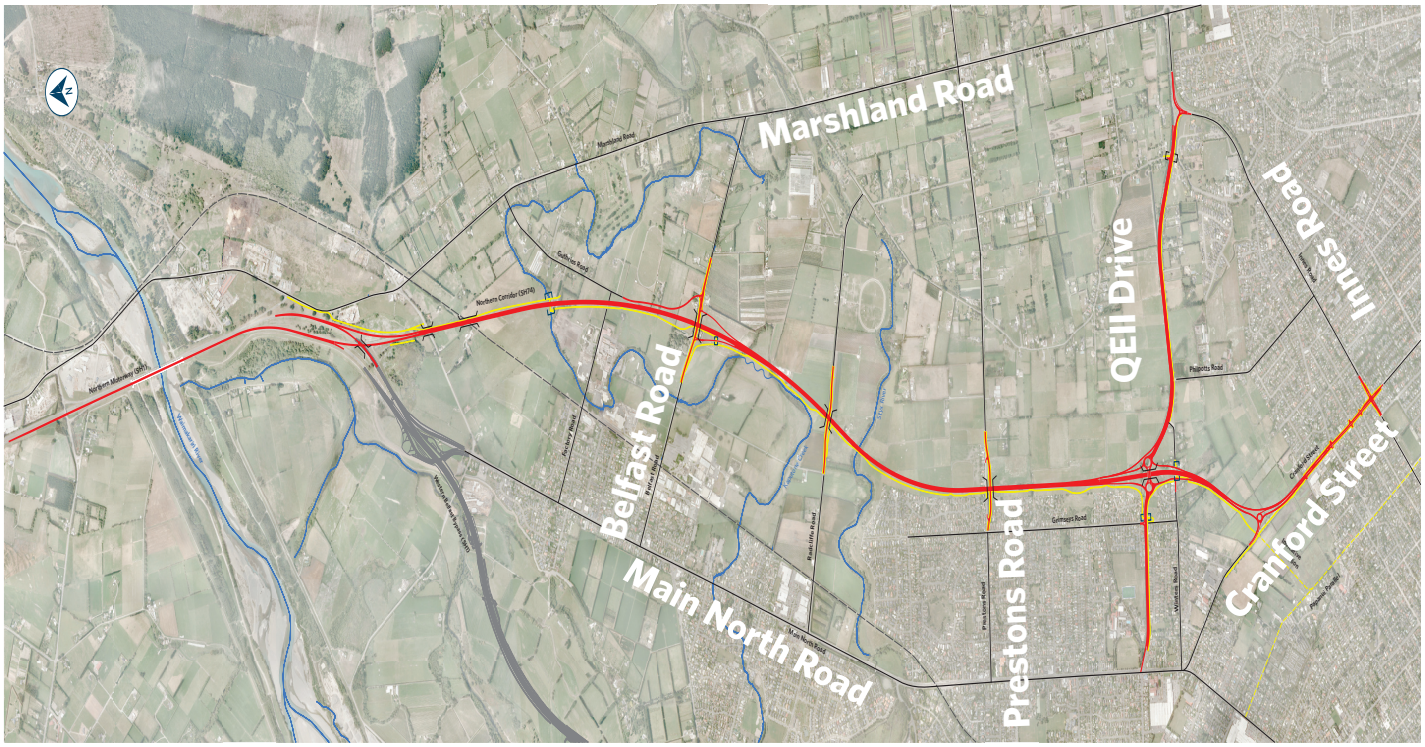
When the new motorway is finished you will be able to turn left in and left out of Winters Road via the new Winters Road off-ramp on the new motorway. Residents on Winters Road from 143 to 147 will continue to have access from QEII Drive (left-in and out option only).

TRUCK MOVEMENTS

In early April our crew on the Winters Road site established the working platform all the way up to Cranford Street. If you stand on the Cranford Street road shoulder a view all the way to Winters Road and QEII Drive is almost possible.

We enter our construction zones along the motorway alignment from several existing roads: Main North Road, Guthries Road, Fords Road, Belfast Road, Radcliffe Road, Prestons Road, QEII Drive, Winters Road and Cranford Street. These access ways will be well fenced and locked after hours.Please be aware there will be increased truck movements in these areas.

For safety and efficiency we plan our truck movements with minimal right turns. So you will see our trucks entering from Cranford Street left onto our Winters Road site and leaving the Winters Road site left onto QEII Drive.



The new motorway is critical to supporting the continued growth of Christchurch as a business centre and the export hub for the South Island's economy, and to improving journey times for commuters. For the full project overview map go online to our website: http://www.nzta.govt.nz/CNC and click on the map image.

388 kilometers

A total of almost 400km of wick drain material will be installed; that's as far as the distance between Christchurch and Kaikoura.

11.5 and a bit

The motorway is about 11.5km long from the Waimakariri River to the Cranford Street and Innes Road intersection plus another 3km for the QEII Drive four-laning.

4000 piles

To support our structures like bridges and subways we need to install a total of 4000 timber piles. Each pile needs roughly 150 (!) hammer hits to be pushed in the ground. Timber provides the best earthquake resistance.

50 percent

When the new motorway is opened we expect traffic on Main North Road to be reduced by up to 50%.

45 months

It will take us almost four years to build the motorway and the QEII Drive and Cranford Street upgrades. This includes time for settlement, like the 300 days for Guthries Road to 'settle'.

OUR CONTACT DETAILS

We will keep you informed and further updates will be provided when work may impact you. This may include one-on-one or public meetings with directly affected property owners and businesses. General project information is available through the NZ Transport Agency and Christchurch City Council's websites. We encourage people to share our information with anyone who may be interested.

Sign up to receive email updates on this project by emailing info@cncalliance.co.nz or online at **www.nzta.govt.nz/cnc**

Contact us at: free phone **0800 262 200** or via **info@cncalliance.co.nz**

Our project site office is at 145 Winters Road (access via QEII Drive), we're happy to meet with you, so either drop in at our project site office or call us at 0800 CNC 200 to arrange an appointment.

NZ TRANSPORT AGENCY WAKA KOTAHI / Christchurch City Council / CNC ALLIANCE / New Zealand Government