

Memorandum

To : UDSIC

From : Steve Higgs

Date : 30 August 2010

Subject: Christchurch Motorways RoNS Network Plan

Background

The Government Policy Statement on Transport Funding (GPS) identifies 7 Roads of National Significance (RoNS), which the Government has indicated will receive funding priority over the next 10 years. The Christchurch Motorways, which includes the improvement of the Western Corridor, and construction of the Northern and Southern Motorway, is one of the 7 RoNS

NZTA has been tasked to deliver the RoNS as part of its National Land Transport Program (NLTP). The NZTA is required to ensure that it is obtaining value for money in its investments and the Board has tasked staff with the development of Network Plans to accompany the RoNS.

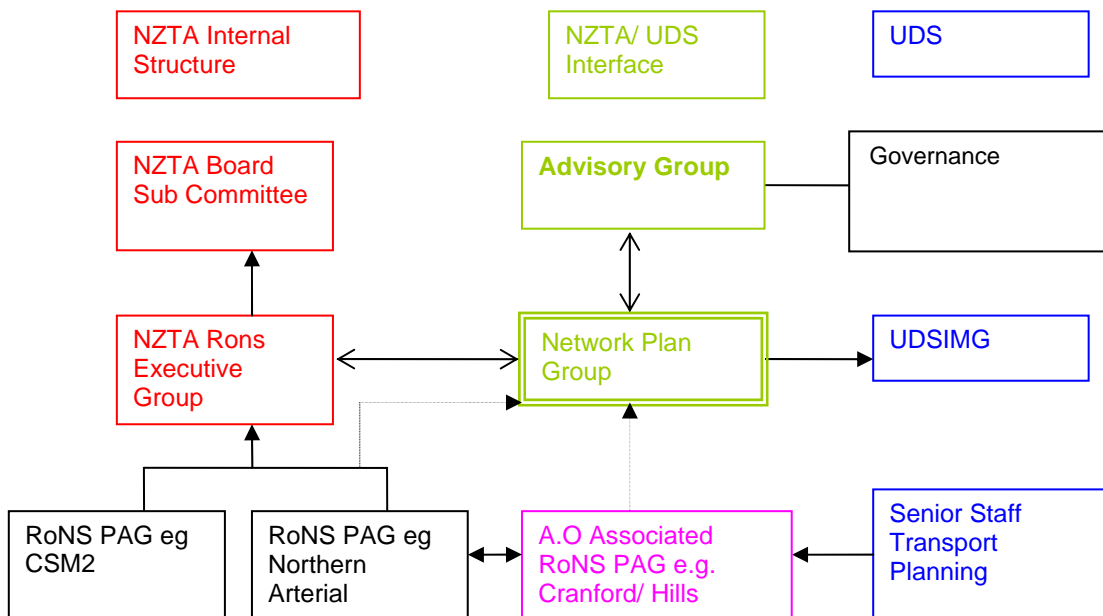
In October 2009, NZTA staff provided an update on the RoNS projects the UDSIC and outlined its intention to develop a network plan using the UDS staff and governance representatives. These groups have since been established to work on RoNS partnership issues and develop the Network Plan.

The Christchurch Motorways network plan has been developed through the Network Plan Co-Ordination Group. In addition, a Network Plan Governance Group, consisting of UDSIC representatives from each partner council has met twice over the past 6 months to provide updates and discuss the RoNS programme.

The RoNS projects are generally on track with most in investigation phases and several (along the Western Corridor and the Southern Motorway (stage 1)) in the construction phase.

Greater Christchurch Urban Development Strategy

The RoNS management and governance structure is as follows:



By building the Network Plan on the UDS it provides a good platform to develop a comprehensive overview of the transport network around the RoNS including cycling and passenger transport links, future land use demands and, eventually, development of a funding plan.

Structure of the Network Plan

The Network Plan adopts a similar outlook to the UDS – i.e. to 2041 – to align with the UDS and the next RLTS (2011 – 2041) timeframes. The front end of the network plan provides a strategic overview based on the UDS and how the RoNS fit within the UDS land use pattern.

The Network Plan focuses on benefits and effects (or costs) of the RoNS for the Northern, Western and Southern state highway corridors. The Northern corridor has previously been assessed and supported by the NZTA board as a transport package (through the Christchurch Northern Access Transport Investigation (CNATI)). The Northern and Southern corridors provide greatest opportunities and risks with land use integration given they are the major growth corridors for Christchurch. The Western Corridor provides a different function as an ‘outer ring route’ for linking north and south Christchurch with the Airport, which has its own specific transport and land use integration issues.

The principle purpose of the network plan is to identify transport issues, provide an assessment of the existing transport programme and identifying the likely funding gaps. The network plan provides for a work programme largely based on the Christchurch Transport Investment Program (CTIP) work completed several years ago, but amended to take into account land use demand. There will be a RoNS monitoring programme to measure benefits once the works are completed.

Greater Christchurch Urban Development Strategy

Key Issues and Benefits

The Network Plan identifies the following high level issues as follows:

- 1 The need to ensure that both the RoNS and UDS land use planning support and reinforce one another.
- 2 RoNS are supported by a range of transport modes that includes passenger transport and cycling.
- 3 Identification of opportunities to work with the development community to provide transport infrastructure.
- 4 Working through, with the UDS Partnership appropriate levels of service issues for existing parts of the network being improved by RoNS.

The Network Plan identifies a number of unresolved specific network issues, which Council staff and NZTA are working through at a project and corridor level.

Benefits from the completion of the Plan include the centralisation of information on components on Christchurch's Strategic road network and associated transport networks. It will identify key links between land use development, transport needs and likely funding sources (including any timing issues). Therefore the key benefit is the improvement of alignment between the transport network, land use development and funding for the transport network.

To date it has formed a useful point of reference between the Council's and NZTA in advancing the investigation phases.

Future use of the Network Plan

The Network Plan is a NZTA document and will provide the basis for its engagement on the RoNS network and will provide the basis for its input into the RLTS and other policy documents.

The Network Plan will be a valuable tool to align regional funding priorities.

Next Steps

The Network Plan is currently being finalized and will be presented to the NZTA Planning Committee's September meeting.

Recommendation

That UDISC receives the draft Network Plan.