

**14. PUBLIC PASSENGER TRANSPORT STRATEGY -  
A REVIEW OF CCC PROGRESS SINCE JUNE 1998**

RR 10166

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Corporate Plan Output: Signals, Signs and Shelters Page 9.5.70 Planning Page 9.5.5	

The purpose of this report is to review the progress of the implementation of the Public Passenger Transport Strategy since its adoption by both the City and Regional Councils in June 1998. It is proposed that regular updates will be provided to this Committee covering these and other projects.

**SHELTERS**

It was proposed that 30 shelters would be installed in the first year 1998/99. A total of 32 bus shelters have been installed consisting of 22 of the new type Council shelters and 10 advertising shelters. The P.T. strategy proposes that 30 to 80 new shelters per year be provided from 1999/00, and an additional 250 to 500 shelters are required overall. The Regional Council has suggested that the City Council should target 80 per year. This view was shared by the Christchurch Otautahi Agenda 21 Forum in its submission on the 1998/99 Annual Plan.

The 1999/00 budgets for P.T. initiatives and shelter provision have been reduced to \$200,000 and \$0 respectively on the basis that the advertising on shelters policy will be reviewed and more allowed. However Adshel, the company that provides advertising shelters, are proposing to install between 50 to 80 shelters over the next 12 months and to increase their current number of 55 shelters to 200 within the next 3 years. The available P.T. budget will also need to be allocated to other projects as detailed below.

**STOP INFRASTRUCTURE**

The City Council's contribution to the proposed Ring Route service is the provision of 84 new bus stop signs. These are basically the same sign as used on the Shuttle service but have been painted silver grey/green to match the proposed bus shelter colours. The information provided at each stop includes:

Timetable  
Route Map  
Route name and number  
Stop name

**TRAFFIC PRIORITY**

A project team, consisting of staff from both the City and Regional Councils, is currently investigating options for the provision of bus priority measures at traffic signal controlled intersections.

## **REAL TIME INFORMATION**

The first step in the provision of real time information has now been introduced. This has involved fitting the majority of the traffic controlled intersections within the city with interrogation equipment. Together with the tags also fitted to the majority of the bus fleet enables bus travel time data to be gathered. This will be integrated into the Automatic Network Travel Time System (ANTTS) that the Council uses for traffic signal control management.

The other stages to be introduced as part of this project include:

- Installation of software to track bus positions in real time
- Development of interface with CRC "Master Scheduler" timetable system
- Development of interface with on board bus electronic ticketing machines
- Installation of real time information hardware at bus stops and other key locations eg. major shopping malls

## **PARKING POLICY**

The preparation of a city wide parking strategy is underway with the preparation of a discussion document for public distribution. It is anticipated that a set of policies controlling the distribution and amount of parking to be provided both on and off street will result from this process. The parking strategy document is planned to be completed in the year 2000.

## **PARK AND RIDE**

A report on the potential for the use of park and ride in Christchurch has been prepared for the Council by planning consultants Booz Allen (New Zealand) Ltd. A summary of the main findings and conclusions will be covered in a separate report to this Committee.

## **CYCLE AND RIDE**

No investigation has so far been undertaken. It is proposed to undertake this work early in the 1999/00 financial year.

## **LIGHT RAIL/RAIL**

A report on the potential for the development of a light rail system for Christchurch has been prepared for the Council by planning consultants Booz Allen (New Zealand) Limited. A summary of the main findings and conclusions was presented to Councillors at a seminar earlier in the year.

This report also considered an option of using the existing rail corridors from Rangiora and Kaiapoi to Christchurch and Lyttelton to Christchurch, as well as three generic on-road options. The main finding of this report was that the cost of a light rail system would be very expensive and not justifiable on current financial criteria for passenger transport services.

## **ELECTRIC HYBRID BUSES**

The Shuttle service commenced on 12 December 1998 and the patronage to date has so far exceeded expectations. Passenger numbers are being continuously monitored and approximately 350,000 have been carried in the first five months of operation. This service has proved so popular that at peak times the capacity of the vehicles is being exceeded.

As a result \$50,000 has been allocated to provide a fourth Shuttle vehicle, which subject to other decisions, may be added to the service in the next financial year. Also a study will be undertaken to investigate further central city passenger transport services.

## **PROMOTIONS/INITIATIVES**

Although not a part of the current strategy joint initiatives with the Regional Council will be aimed at promoting alternatives to the car. This will also include the setting up of a PT users group.

## **SUPER LOW FLOOR BUSES**

The ongoing programme of street alterations to kerb, channel and footpath will continue so that all bus stops are compatible with super low floor bus requirements.

## **PASSENGER TRANSPORT INTERCHANGE**

The passenger transport interchange, together with the introduction of the peripheral termini proposal, will assist in meeting the vision of the strategy of providing attractive, high quality and convenient infrastructure for public transport passengers.

**Recommendation:** That the information be received.

### **Chairman's**

- Recommendation:**
1. That the above recommendation be adopted.
  2. That it be noted that the Council has made no decision for nor against the eventual introduction of light rail within Christchurch or from central Christchurch to nearby towns, and that this matter be considered as part of the transport strategy work to be carried out following the recent adoption of the Canterbury Dialogues transport vision by the Council.