

20. METROPOLITAN CHRISTCHURCH TRANSPORT STRATEGY - UPDATE

RR 10563

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| Corporate Plan Output: Transport Policy Advice | |

The purpose of this report is to update the Committee on progress of the Metropolitan Christchurch Transport Strategy and the current Regional Land Transport Strategy review.

The last report to this Committee on this matter in May 1999 outlined the background work of the study completed to that time, the structure of the strategy documentation and the draft Vision from the Canterbury Dialogues Transport Vision Group. The Committee adopted the Vision (with minor modifications) for the purposes of consultation. The Canterbury Dialogues Transport Vision Group has since then also produced a small brochure covering the Vision and the background of the group (attached).

The establishment of a Vision allows the formulation of goals, objectives, assessment criteria and targets. This is the focus of work currently underway, although a significant amount of work required on the Central City Bus Interchange for several staff involved has slowed progress considerably.

On 15 July staff of the City and Regional Councils held a joint workshop that:

- discussed the draft objectives and assessment criteria that the study officer's group had identified;
- sought to identify all types of transport projects and policy measures possible in Christchurch. Over 50 distinct measures were identified, grouped under general headings of land use, infrastructure, traffic management, information and transport pricing;
- discussed how the measures could be assessed; and
- constructed initial generic system development scenarios (or "cartoon strategies"), such as do-minimum, free-flow roading, modern public transport, efficient pricing, and strong cycling.

Further work and another staff workshop is required to refine the matters addressed in the above workshop. This further work will include liaising with transport planning professionals from the various road controlling authorities in the study area.

Since the workshop, work has also been undertaken on establishing future land use statistics for a number of different growth scenarios. These growth scenarios principally relate to alternative patterns for location of households and jobs in the study area over the next twenty years. These will form an important element for testing the sensitivity of future travel patterns, as travel is strongly related to household and job numbers, type and location.

The strategic traffic model, which will be used to assist the technical assessment of options, has at present some existing deficiencies, such as the method of assessing intersection performance and identifying the sometimes subtle differences between similar network options. Christchurch City Council and Canterbury Regional Council staff are currently seeking expert opinion from Transfund's strategic transport planning consultant on the minimum changes that need be made to this traffic model so that the technical assessment will be robust, and satisfy Transfund's technical requirements.

Technical work for the study will now move over the next 2-3 months into assessing the permutations of transport system scenarios and land use scenarios, against the assessment criteria. The results of the do-minimum (or baseline) scenario will allow the identification and checking of the completeness of the assessment criteria and targets. Towards the end of this period, a seminar will be held for Councillors to discuss the objectives, targets and future scenarios.

From that seminar (probably in early November) further technical work will move the study to the point where a report back to Committee would be appropriate in February 2000. This would present the results of assessments of the cartoon strategies (which are relatively "one-dimensional", such as more cycling, or major roading improvements). Following this would be assessments of combinations of the cartoon strategies, seeking to find more optimal results in terms of the targets being sought. After that work, there should be public consultation to seek the views of the community on the combination strategies. Reports to Committee for approvals of the consultation process and material would be presented, about May 2000. This consultation would be a major input to identifying a preferred option, with adoption in approximately August 2000. The adopted option would then need development into a works and policy development programme. This would be an ongoing process, although initial reviews and programmes should be possible by about the end of the 2000/01 year.

Deputy Chairman's

Recommendation: That the information be received.