

9. CHRISTCHURCH-ROLLESTON AND ENVIRONS TRANSPORT STUDY UPDATE

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The purpose of this report is to provide the committee with a bi-monthly update on progress with the Christchurch-Rolleston & Environs Transport Study ('CRETS').

Unfortunately, the study has recently made poor progress against the programme, with validation of the CRETS project model taking longer than anticipated. This may primarily be attributed to the difficulty in fine-tuning the model to adequately replicate travel patterns on relatively low-volume roads within Selwyn District, whilst at the same time maintaining accuracy on higher volume roads within Christchurch City. These difficulties do, however, appear to have been overcome and validation of the base model is essentially complete. However, as a consequence of these delays the currently programmed completion date for the study has slid to early October 2003, compared with the earlier advised completion date of late August 2003. This does not have budget implications for the Council, given the fixed price nature of the contract with the consultant.

Over the past couple of months the consultants have undertaken work in the following areas:

- Extending/refining the CTS model. The model has been modified to be more appropriate to the analytical tasks which will be required. This has included detailed examination of airport trip demand at Christchurch International Airport and fine-tuning within Selwyn District as noted above. The draft Validation Report for the CRETS project model has now been received from the consultant and will be finalised shortly.
- Development of Land-use Projections. The potential impact of various 25 year development scenarios is to be examined by the study and these projections thus form an important input for the analysis.
- Finalisation of Do-minimum Network. This has involved the inclusion of all committed roading works in the base model transport network.
- Initial deficiency analysis. This involves identification of perceived existing deficiencies (via the initial consultation exercise) and the projected future deficiencies based on projected demands using the analytical modeling work.

Over the next two months, the network deficiency analyses (using the traffic model) will be completed, the initial set of future network improvement strategies to be tested will be confirmed and preliminary design and costing of options undertaken.

It is likely that the need to confirm the initial set of improvement strategies will require a meeting of the study's elected member 'contact group' (comprising the Land Transport Subcommittee plus one nominee from the Spreydon/Heathcote and Fendalton/Waimairi Community Boards and two nominees from the Riccarton/Wigram Community Board) to discuss the strategies being proposed. A date will be advised to members in due course.

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Recommendation: That information be received.