

Greater Christchurch Urban Development Strategy

Report To: UDS Implementation Committee
Subject: Draft Greater Christchurch Travel Management Strategy and Action Plan (GC TDMS)
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1. Purpose of Report

To update the Urban Development Strategy Implementation Committee (UDS IC) on the minor changes to the draft Strategy as result of feedback received during GC TDMS presentation on 17 November, and from the UDS IC sub group which met prior to Christmas.

To seek approval of the proposed consultation process for seeking wider stakeholder and community views on the draft Strategy.

2. Background

The draft GC TDMS was approved in principle by the UDS IC on 17 November 2008. It was decided that a sub group of the UDS IC would meet to work on further changes. This was circulated to the full UDS IC on 22 December 2008. This updated version will be used for wider consultation.

3. Proposed consultation

Travel Demand Management has previously been widely consulted on through the Regional Land Transport Strategy, Regional Travel Demand Management Strategy and the UDS. Funding for travel behaviour change actions will be included in partner councils' forthcoming LTCCPs and public consultation will be an integral part of the development of specific actions, e.g. the 'pricing disincentives for long-stay parking.'

Within this context, a Communication and consultation plan has been developed. This sets out how the draft GC TDMS will be communicated to identified stakeholders and members of the community in order to gather feedback. The process for consultation is to directly contact key stakeholders identified by each of the Strategy partners and invite them to contribute feedback. Stakeholders will be able to submit feedback via mail, email or the website. There will be opportunities to provide more information and gather verbal feedback at local presentations and workshops if they are

requested. The extent to which wider public feedback will be gathered will be tailored, according to the consultation requirements and preferences of each UDS partner.

It is proposed that a formal hearing process for this Strategy will not be held. Instead, a sub committee of the UDS IC (comprising a representative from each partner and chaired by Bill Wasley) will be established to assess the written submissions, and if required will ask specific submitters to provide more detail through a verbal feedback opportunity.

A report summarising submissions and any subsequent changes to the draft strategy, and recommending a final strategy for adoption will be presented to the UDS IC in May 2009.

In order to reduce or avoid multiple public consultations running concurrently with draft LTCCPs a consultation period from Monday 16 February to Friday 13 March 2009 is recommended.

4. Changes to the draft strategy

Changes based on feedback from UDSIC Sub committee at their December meeting

Feedback Points:

The Executive Summary needs to be more meaningful to the general reader and to include the following points:

- 1 trip per household/week off the network
- The NZTS targets we are meant to be meeting
- Long term 'sustainable shift' in travel behaviour required
- Regardless of petrol price fluctuations we need to change our travel habits
- TDM isn't a quick fix – it will take time and it takes a range of programmes etc.

2.2 Include an explanation of the Supply and Demand model.

2.4 Include a breakdown of work place destination of people travelling in from Waimakariri and Selwyn Districts and a break down of the place of residence of people travelling into the Central City.

2.3 Freight Movement – is there more detail? Not really, the current trend is based on the premise that growth of freight is based on economic growth, and that freight is increasingly being moved on road. The issue is that road space is reaching capacity – to trade competitively domestically and overseas there must be efficient movement of freight, therefore we need to open to different ways of moving freight

3.3 More detail on the RLTS

5.2 Amenity value: Can we specify the value of urban amenity to economic well being? Included reference to study in Melbourne

Action Plan: "Does the Action Plan take it to the supply side enough?" particular links are under Approach 2.

Add in refs to NZTA funding responsibilities wherever we can

Add in refs to the monitoring and reporting programme and their timing/processes to the action plan i.e. the info that is on p32.

Changes based on the feedback from UDSIC members at their 17 November meeting

5.1. (b) Travel Pricing – include wording ‘mitigate the risk of deterring commuters and visitors to the Central city as a result of implementing parking measures’

Throughout the document have changed the references from bus to public transport

4.4 Re-phased some of the six policies to give a stronger UDS focus

5.2 and 6.2 Provided more detail and explanation under approach two on land use and transport integration

2.2 Developed a diagram to illustrate the distinction between supply and demand aspects o transport.

5. Recommendations

- 5.1** *That this report on the draft GC TDMS be received.*
- 5.2** *That the UDSIC approve the consultation process and timeframe outlined.*
- 5.3** *That the UDSIC appoint a sub committee, comprising one member from each of the partners and the independent chair of the UDS iC to*
 - *convene and consider submissions on the draft strategy*
 - *invite further representation to the sub committee from any identified submitters*
 - *report to the UDS IC any changes to the draft strategy and recommend a final strategy for adoption*