

Greater Christchurch Strategic Transport Studies



UDS TG presentation to **UDS SPF**
8 December 2008



Greater Christchurch **Urban
Development
Strategy**

Together we're making a greater future

Presentation purpose

- Provide overview of transport issues & recent changes (NZTS/GPS)
- Present key studies of UDS TG
 - Strategic Transport Study
 - Public Transport Futures
- Outline key upcoming issues and messages to update/align our strategies

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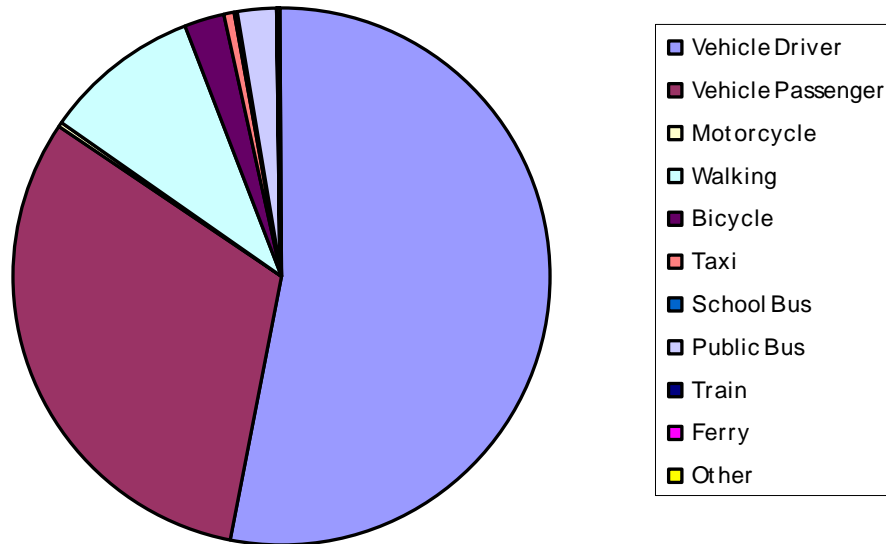
Headlines for today

- Transport is a BIG issue for whole community
- Business as usual is **not** going to work
 - Change is essential
 - The alternatives are not easy nor simple
- Need to be bold early
 - Key direction setting time
 - Need to step forward efficiently, in timely way
- Need to collaborate with other agencies with integrated packages of works

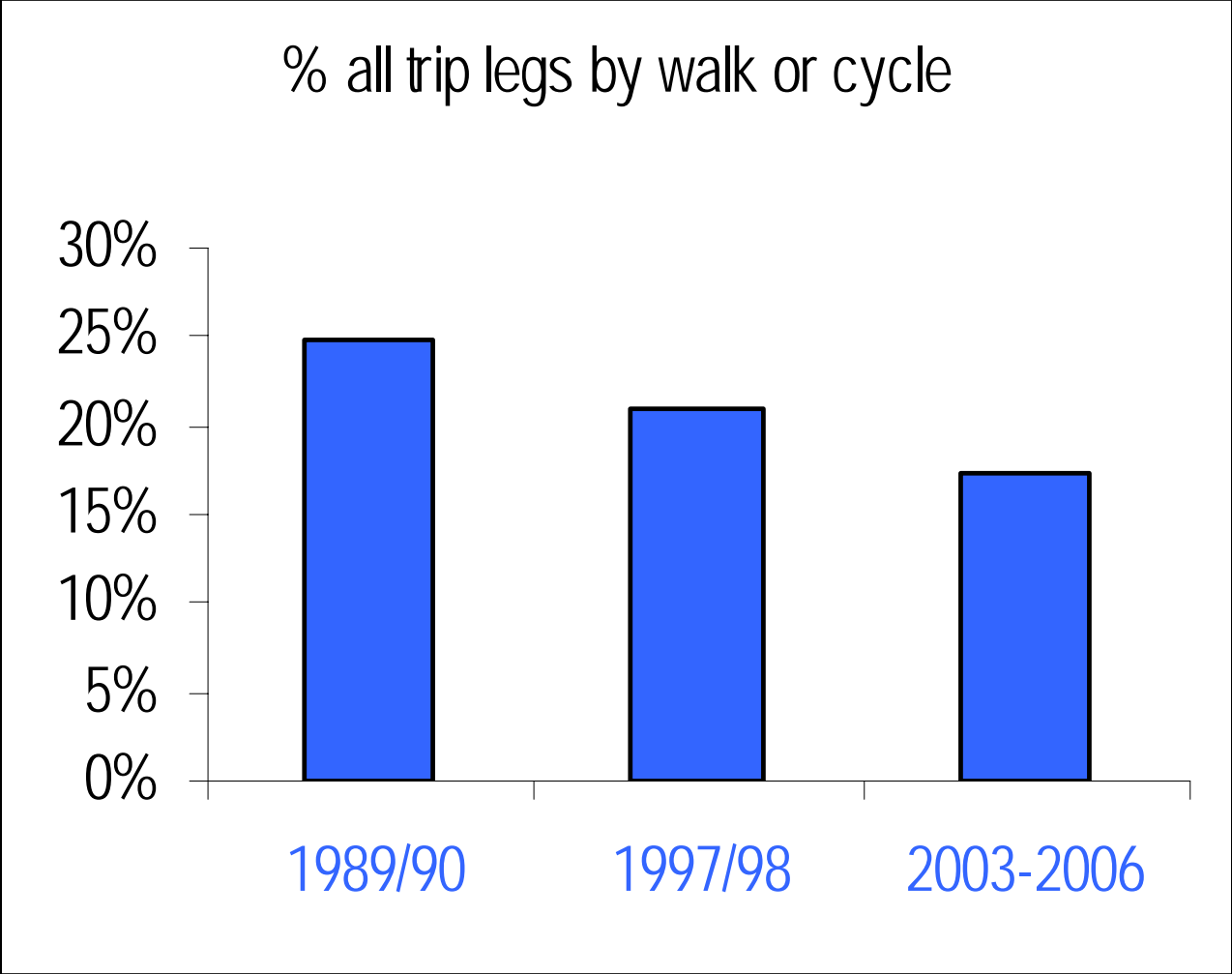


Christchurch people *love* their cars!

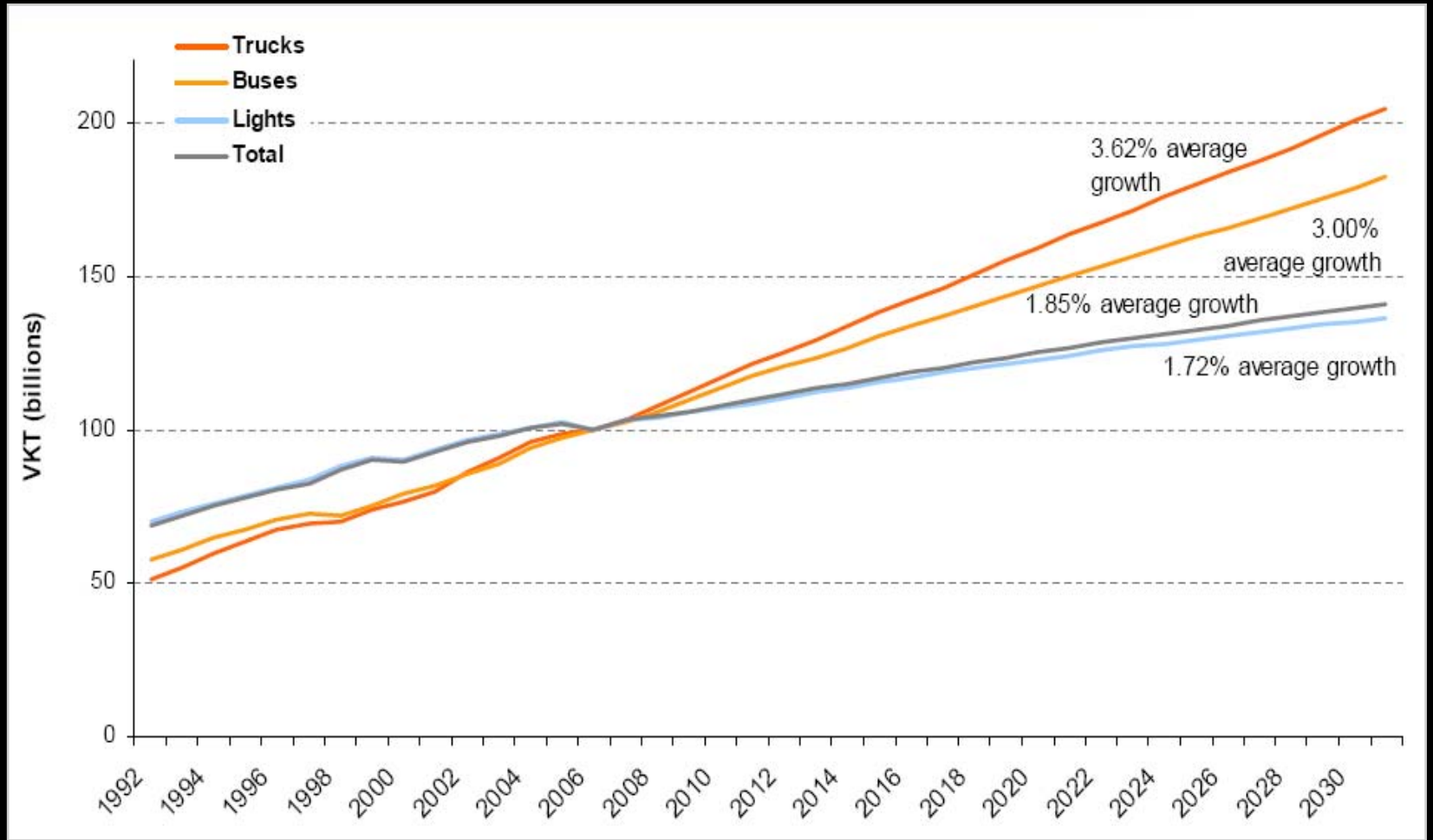
Daily Mode Split - Greater Christchurch 2006



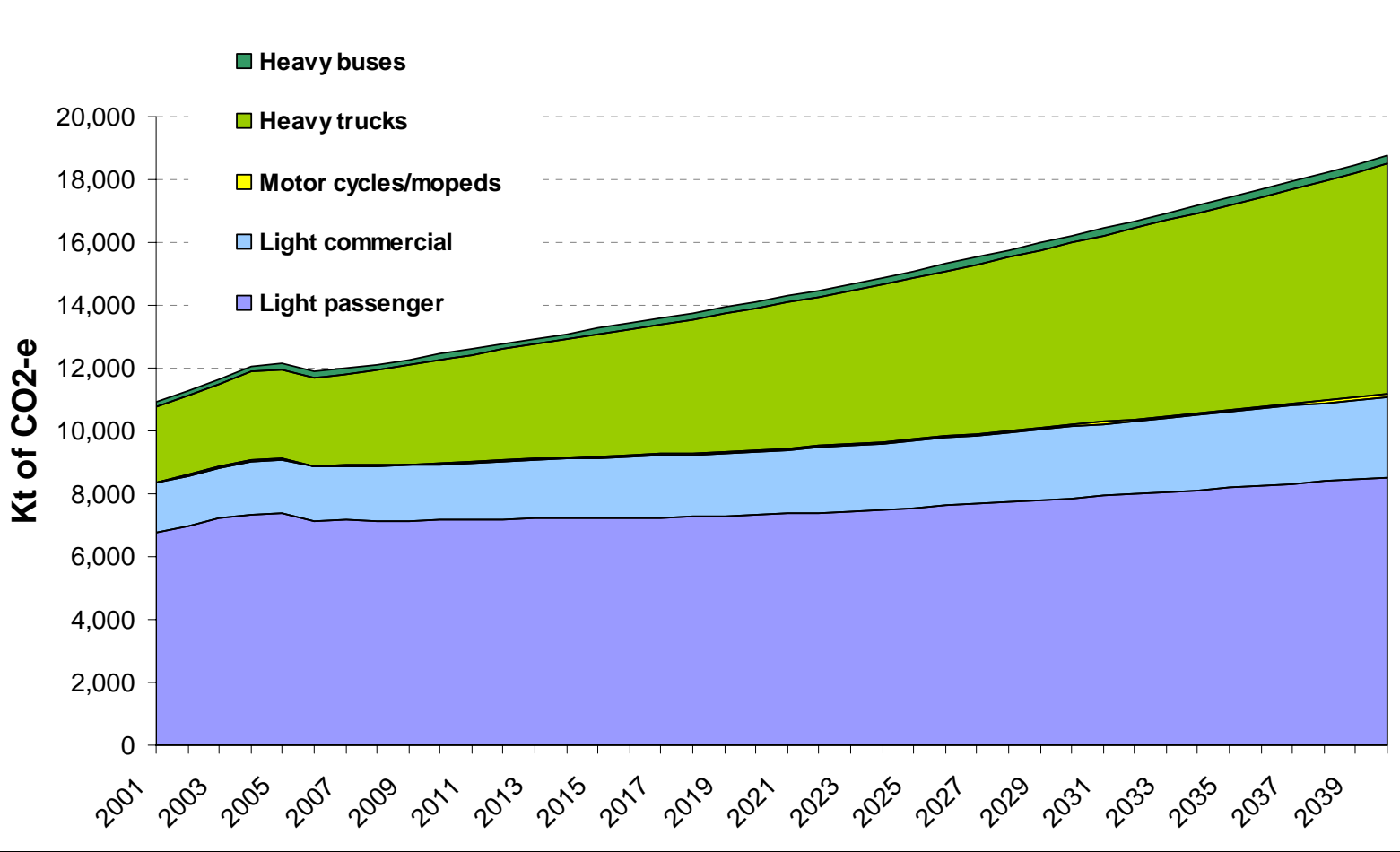
Less walking and cycling in NZ



VKT growth relative to 2006



Road transport emissions : national “BAU”



The social cost of crashes is increasing!

- High and severe crashes: 3 injury crashes per year for every 1000 residents costing ratepayers \$300m (or \$820 per resident) annually in Christchurch (2007).



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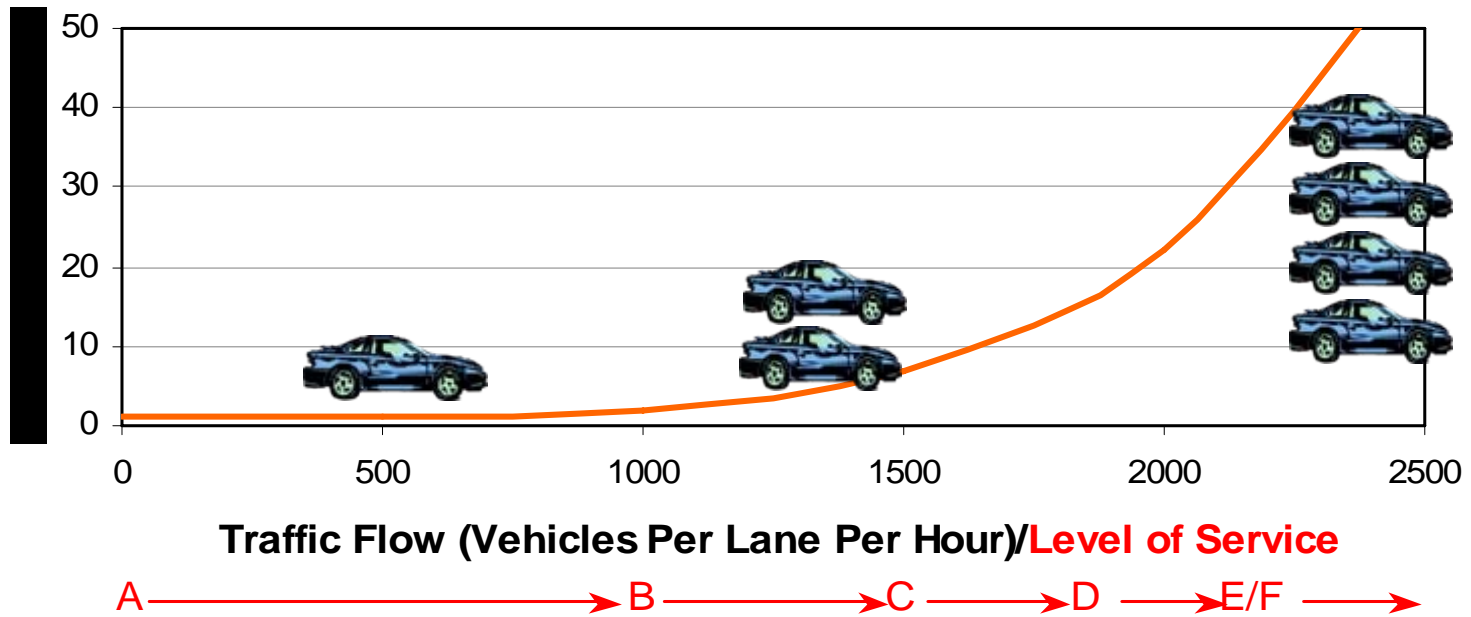


Greater Christchurch **Urban
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Complacency

Illustrative Relationship
between Traffic Demand and Congestion



Level of Service 2006



- = C
- = D
- = E
- = F (the worst)

Level of Service 2041



- Yellow = C
- Green = D
- Blue = E
- Red = F (the worst)

Facing Reality... Some “Home-Truths”

- Demand for travel in **WILL** increase
- Road congestion & unreliability **WILL** generally increase
- It's **NOT** possible to “build our way out of congestion”...
 - a). We can't afford it;
 - b). Not much “city” would be left;
 - c). Evidence suggests demand increases in response to added supply



Congestion Realities

- Never get rid of congestion in a city with current legal climate and charging
- A sign of a successful location?!
- Increases costs, pollution and CO₂ emissions



Storm clouds on the horizon !



Issues

- Current mode split
- Declining walk/cycle
- Trip growth projections
- Safety
- Emissions
- Complacency

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Transport's changing direction

Historically the transport system has developed to maximise the use of the motor vehicle – which is now the preferred mode choice.

Why change now?

- Kyoto Protocol – reduction of transport vehicle emissions
- Peak Oil and supply security
- Safety costs
- Obesity epidemic
- Impacts on business and economy
- Rising cost of motorised travel
- Quality of life – UDS Goals and Actions

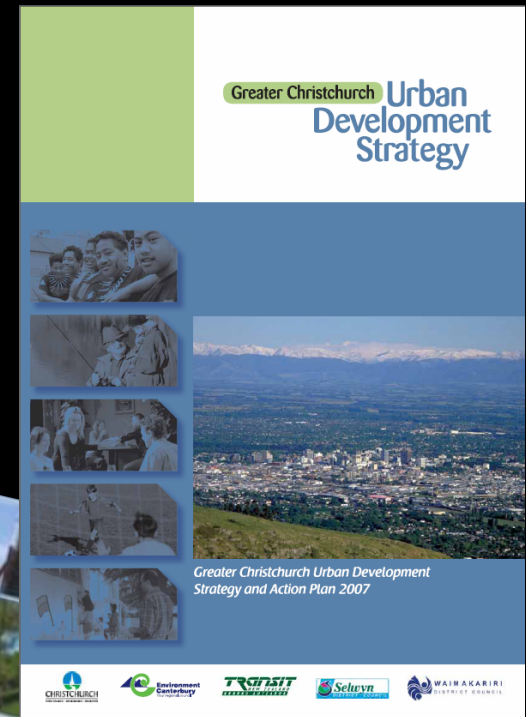


The Winds of Change

- New Zealand Transport Strategy
- GPS/LTMAA '08
- Urban Development Strategy/RPS PC1
- Growth – population & economy (congestion)
- Costs (including fuel)



So... What's our plan?



New Zealand Transport Strategy

FIGURE 1: STRATEGIC FRAMEWORK FOR THE NEW ZEALAND TRANSPORT STRATEGY

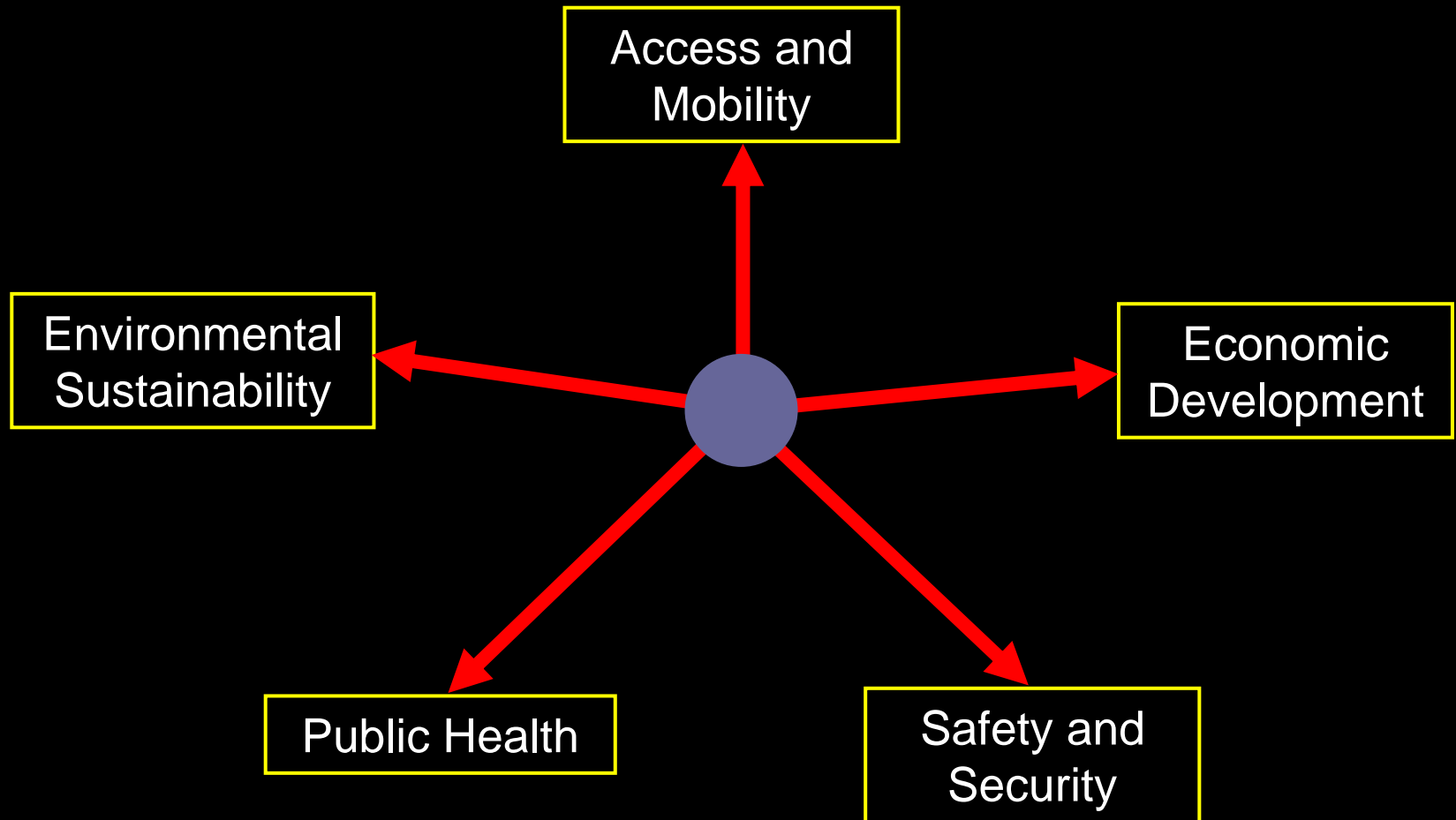


The government's vision for transport in 2040 is that:

'People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system.'



Balancing the tension



NZTS – Key Targets

Indicator	NZTS Target (2040)	GPS Target (2015)
Reduce greenhouse gas emissions	Halve greenhouse emissions from domestic transport per capita from 2007 levels	Reduce VKT by single occupancy vehicles, in major urban areas on weekdays by 10% per capita
Freight mode shift	Rail to 25% of freight tonne-km Coastal shipping to 30% of inter-regional tonne-km	increase the mode share of transporting freight by coastal shipping and rail by 2015.
Travel times and reliability on critical routes	For critical routes - Improve reliability - Reduce average journey times	no overall deterioration in travel times and reliability on critical routes



NZTS – Key Targets

Indicator	NZTS Target (2040)	GPS Target (2015)
Road safety	Reduce fatalities to <200 per year Reduce serious injuries to <1500 per year	Reduce fatalities and hospitalisations from road crashes
Public transport use	Increase mode split to 7% (c. 5 times current boardings)	Increase patronage on public transport by three percent per year
Walking & cycling use	Increase mode split to 30% in urban areas (now c. 18%)	Increase the number of walking and cycling trips by one percent per year

There are six other targets in NZTS, not given interim values in GPS



NZTS – Key Components

Apply increased priority to the following:

- **integrated planning**
- make **best use** of existing networks and infrastructure
- invest in **critical infrastructure** & transport workforce
- increase **availability and use** of public transport, cycling, walking, and other shared / active modes
- consider options for **charging** that will generate revenue for transport infrastructure and services
- use new technologies and fuels
- maintain and improve international links.



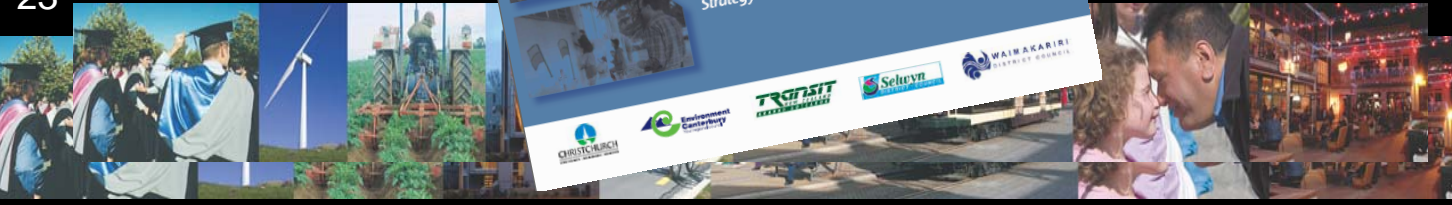
Greater Christchurch Urban Development Strategy

KEY

- Main roads
- Existing urban areas
- Study area
- Local authority boundary
- Moveable boundary



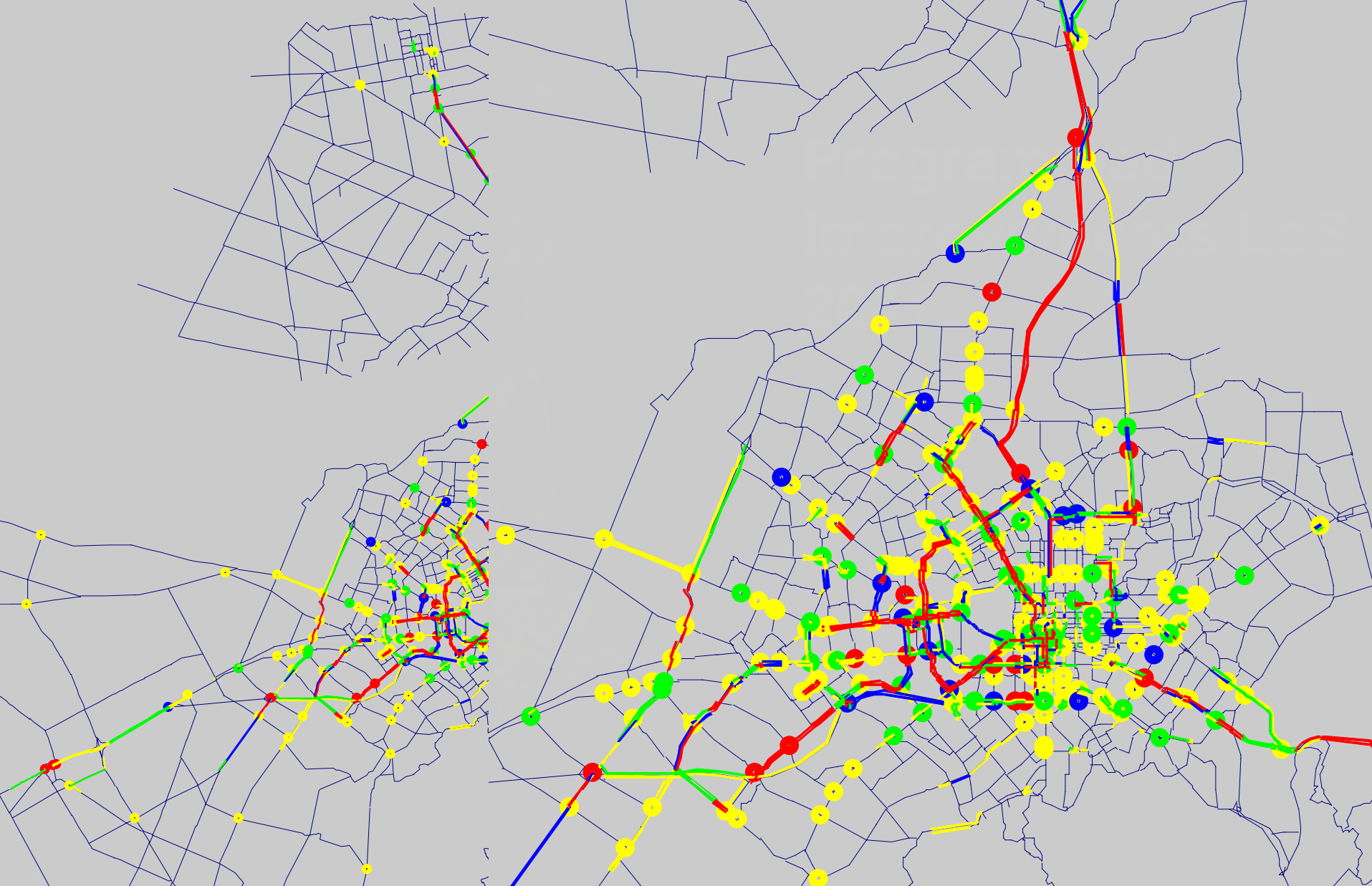
The image shows the cover of the 'Greater Christchurch Urban Development Strategy and Action Plan 2007'. The cover features a collage of photos showing people in various settings, a landscape view of Christchurch, and the title 'Greater Christchurch Urban Development Strategy'. Logos for Christchurch City Council, Environment Canterbury, Transit, Selwyn District Council, and Waimakariri District Council are visible at the bottom.



Greater Christchurch Urban Development Strategy

Together we're making a greater future

Together we're making a greater future



5.0km

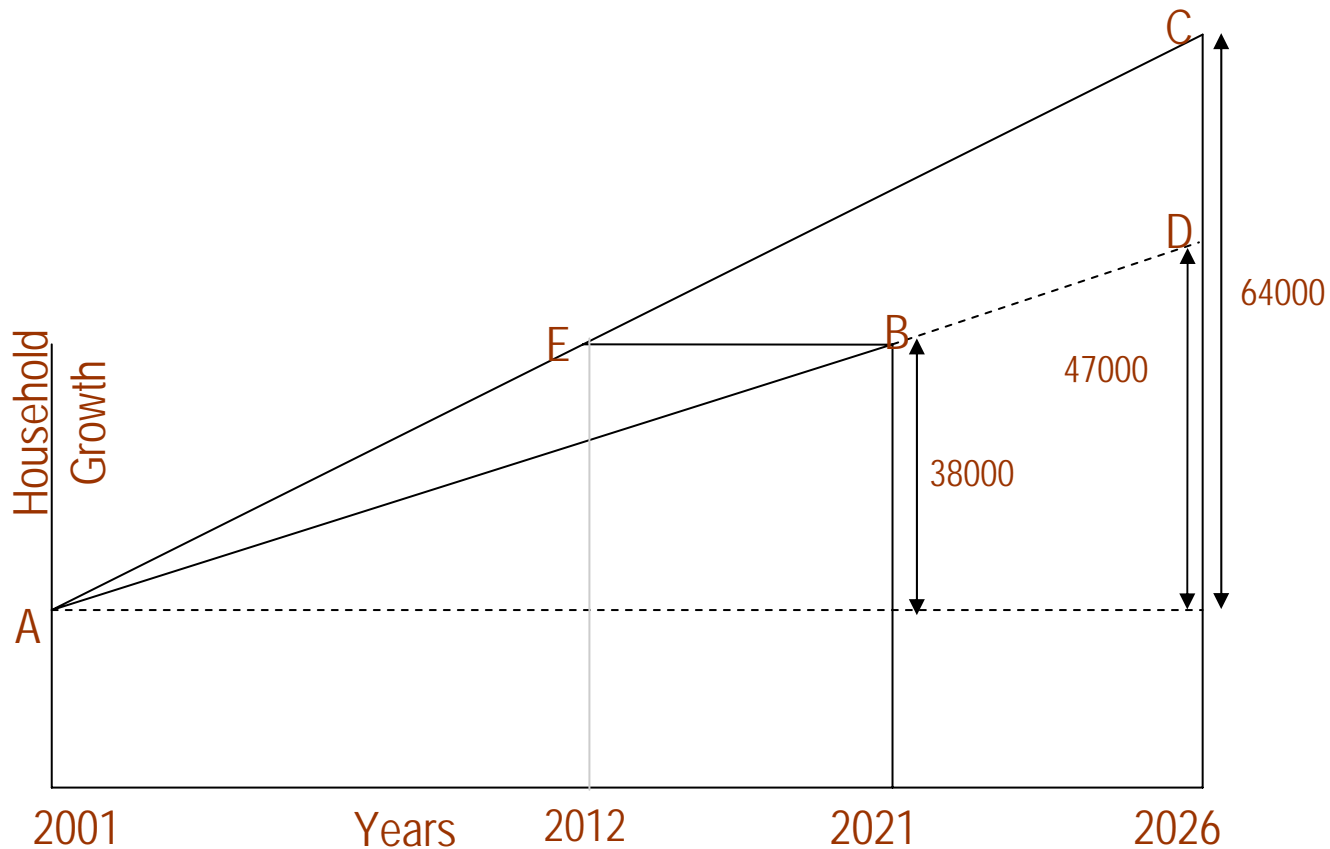
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Greater Christchurch **Urban Development Strategy**

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Greater Christchurch Strategic Transport Study

- Strategic Transport Study
 - Catalyst: UDS higher growth forecast impacts on adequacy & sustainability of key transport plans and strategies



Greater Christchurch Strategic Transport Study

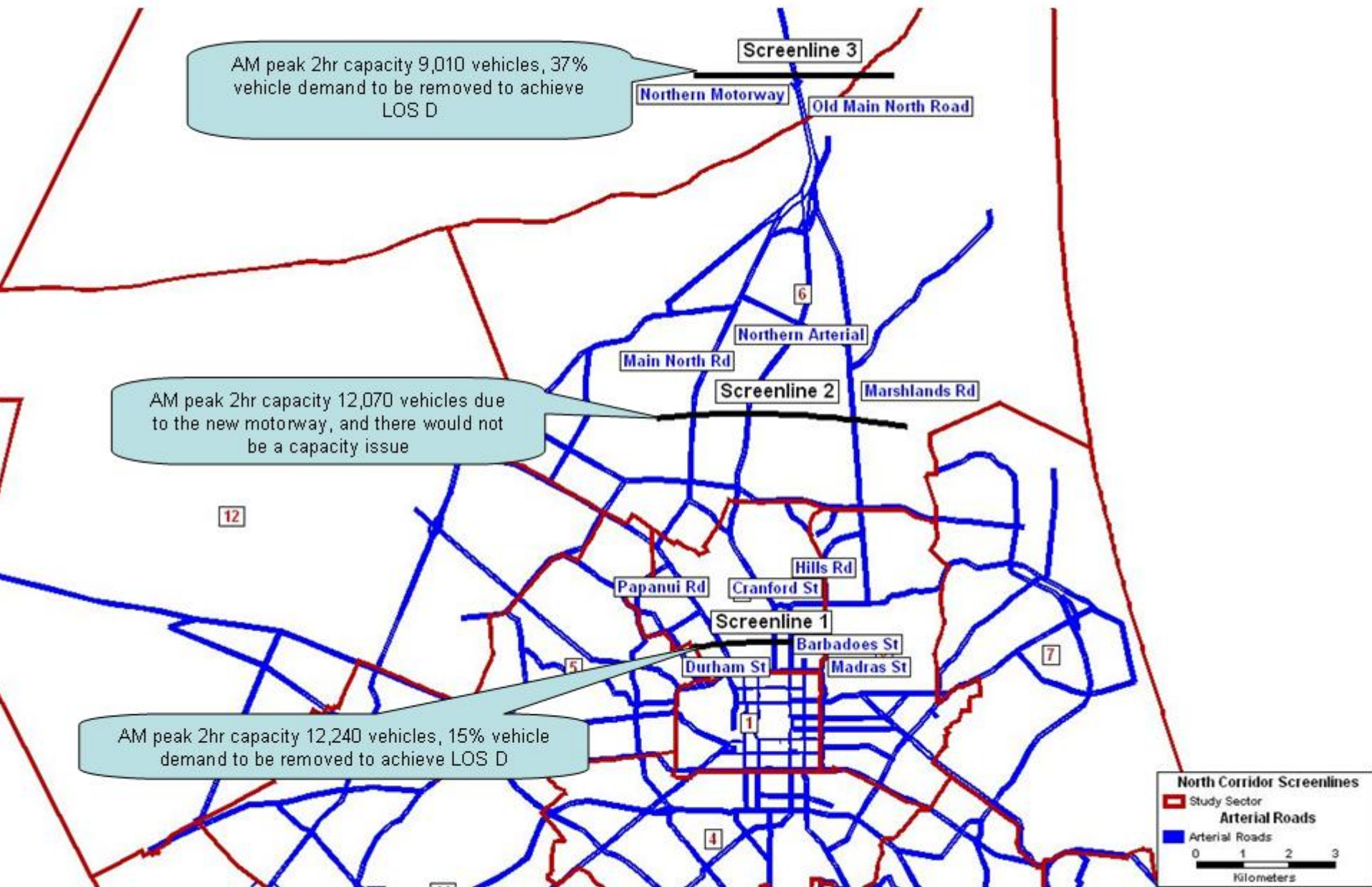
Purpose: To begin update and alignment process for UDS Transport Strategy and partner transport strategies

Objectives

- assess trip demand at 2026 & 2041
- identify deficiencies, options, analyse and recommendations
- identify key initiatives for developing a strategic UDS transport framework

Linked to and parallel with PT Futures study





2041 Screenline Vehicle Demand vs Capacity

Draft findings

- NZTS targets will be challenging even with UDS
 - UDS move in right direction
- Additional people and freight moving capacity required even with TRIP packages
- Integrated disincentives & incentives package needed
 - No single measure will do
 - Pricing measures most effective



Draft findings (cont/d)

- Problems focused on few key cordons
 - Clear need to focus on CBD trips
- Active modes viable for shorter trips
- PT gaining importance in early years as long distance trips grow



Outline Strategic Transport Direction

- General theme of restraint of private vehicle use with encouragement of PT, cycling, walking
- Integrated balanced package of measures
- Carrots and sticks together
- “Pricing” options as spine of measures
- Major investment needed early, especially in PT
- Reduce and manage parking across UDS area
- Link with land use development/management



Greater Christchurch Strategic Transport Study and Public Transport Futures

Summary recommendations

- Bold moves early
- Continue improving options & TDM
- Carrots and sticks together
- Implement land use policies
- Explore innovative funding options



Greater Christchurch Strategic Transport Study and Public Transport Futures

What will we do with these reports now?

- Accept as key inputs to GCTS and RLTS to update direction
- Develop GCTS & use to update TRIP
- Sort out key messages & communications plan
- Move on to more detailed assessments
- Input to LTCCP's and LTP's



Discussion & Questions?

