

Pre-conferencing meeting – Transport. Wednesday, 28 January 2015.

Present

Denis Mander (QLDC), Dave Smith (Abley Transportation Consultants Ltd), Don McKenzie (TDG), Tim Kelly (TK Transportation Planning Ltd)

Introduction

This 'meeting' was held over the phone. Tim Kelly and Don McKenzie are the transport experts that have been tasked with attending conferencing in order to clarify and possibly resolve the transport issues pertaining to Plan Change 50. Tim Kelly appeared at the hearing for Memorial Properties Limited, while Don McKenzie presented traffic evidence for Council.

Denis Mander is leading the development of the Queenstown Town Centre Transport Strategy which is due to be reported in draft form to the Council at the end of February 2015 (with a final strategy to be adopted by the end of June 2015).

Dave Smith has undertaken the transport modelling (using the Council's district wide strategic model) that has informed the Council's transport strategy and plan change work

Meeting purpose

In summarising the positions of the parties it was noted that it appeared additional transport modelling may be required to assist the transport conferencing for Plan Change 50. The transport conferencing will be completed by the 5th of February to enable a conferencing statement to be available to the planning / urban design experts.

Areas of Concern / Clarification (Tim Kelly)

1. Concern that the plan change will enable a range of development scenarios, while council's evaluation has addressed only one. Following from this there is concern about the sensitivity of the transport network to variations in traffic demands.
Refer discussion below.
2. The assumptions the model has made about traffic demand management (and the resulting mode transfer)
Response: The model that has been used for the Plan Change assessment does not predict impacts of travel demand management strategies. It assumes no changes in mode split from the current situation.
3. Development of the plan change ahead of confirmation of Council's transport strategy and, in particular the need for a parking strategy
Response: The modelling has not assumed the impact of travel demand management measures that are likely to be recommended by the strategy. Refer discussion below.
4. Need for independent review of the modelling
Response: the base and future year models have been formally peer reviewed and approved as appropriate for use by Becas (Andrew Murray and John Row). The application of these models for the PC50 assessments has not been the subject of peer review.
5. Understanding needed of the effects assessment – what other forecast years have been evaluated by the model.
Response: the model has a base year of 2012 and includes 2026 and 2041 forecasts. Only 2012 and 2026 models have been used for the Plan Change assessment.
6. Concern at reliance upon resource consents to control the effects of development rather than the plan change i.e. individual development rather than collective level.

Consideration of Scenarios / Transport Strategy

In addressing the points 1 and 3 above the meeting focused on two areas

- Receiving clarity from the planners on the extent of permitted development proposed and the level of transport/traffic assessments that will be undertaken at individual developments level.
- Undertaking sensitivity assessment of the key assumptions within the model: traffic generation, travel demand management, etc. This could take the form of identifying capacity / performance thresholds in the network and determining the extent of future development which could be accommodated.

It is essential that the transport experts receive advice urgently from the planners before the transport conferencing.

- If the level of assessment at individual development level is likely to be minimal (i.e. most developments will be permitted activities), then there possibly is a need for more assessment of potential development scenarios that could eventuate should the plan change becoming operative.

As a consequence the conferencing may need to develop a range of scenarios for modelling assessment. This may be time-consuming.

- If individual developments are to require resource consents that include assessment of their traffic impacts (via Integrated Transport Assessment process), then less assessment of scenarios may be required for progressing the Plan Change. This follows the approach used for Plan Change 19. The modelling assessment is likely to be limited to sensitivity assessment of key modelling input.



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29 January 2015