

**MEETING OF THE REGIONAL LAND TRANSPORT AND PUBLIC
PASSENGER TRANSPORT PORTFOLIO COMMITTEE**

**TO THE CHAIRPERSON AND MEMBERS OF THE
COMMITTEE**

Cr N J Wagner (Chairperson – PPT)
Cr J M Waters (Chairperson – RLT)

Cr T K Burke
Cr A S Carroll
Cr R I R Little (RLT only)
Cr M E Oldfield
Cr W E Woods

A meeting of the Committee will be held on
Wednesday, 7 June 2006 at 8.30 a.m.

VENUE: Waitaki Room
First Floor
Pegasus Building
Environment Canterbury
58 Kilmore Street
CHRISTCHURCH

BUSINESS: As per Order Paper attached

Dr Bryan Jenkins
CHIEF EXECUTIVE

**RECOMMENDATIONS IN REPORTS ARE NOT TO BE TAKEN
AS COUNCIL POLICY UNTIL ADOPTED BY COUNCIL**

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COMPLIANCE WITH LOCAL GOVERNMENT ACT 2002 DECISION-MAKING REQUIREMENTS

Except as below, a statement of compliance and a completed decision checklist is required for any agenda item on a council committee or the council recommending that a decision be made. This will be the responsibility of the person signing off the agenda item.

The compliance statement and checklist will not be used for:

- Recommendations that information be received or that the Council make a decision.
- Decisions taken under the Resource Management Act 1991 or the Biosecurity Act 1993 in relation to resource consents, decisions required when following the procedures set out in Schedule 1 of the Resource Management Act 1991, other permissions, submissions on plans, or references to the Environment Court.
- Decisions taken to proceed with enforcement procedures under various primary or secondary legislation or regulations, including procedures under the Resource Management Act 1991, the Biosecurity Act 1993, the Local Government Act 2002, and Environment Canterbury Bylaws.
- Administrative and personnel decisions that are entirely internal to Environment Canterbury.
- Other decisions where the procedures to be followed are set out in Legislation.

COMPLIANCE STATEMENT

The council committee (or the council) must formally certify that:

- (a) It is satisfied that it has sufficient information about the options and their benefits and costs, in terms of the region's social, economic, environmental and cultural well-being and the effects on community outcomes, bearing in mind the significance of the decisions.
- (b) It is satisfied that it knows enough about and has given adequate consideration to the views and preferences of affected and interested parties bearing in mind the significance of the decision.

INFORMATION CHECKLIST

(a)	A Statement of the Proposed Decision
(b)	A Statement of the Objective of the Proposed Decision and the Issue or Problem being addressed
(c)	A list of all reasonably practicable options, (including doing nothing).
(d)	For each option in (c): An evaluation of the Benefits and Costs, in terms of the region's social, economic, environmental and cultural well-being.
(e)	For each option in (c): A statement of the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner.
(f)	For each option in (c): A statement of the Impact, if any, on Environment Canterbury's capacity to undertake its statutory responsibilities
(g)	If the Proposed Decision is a significant decision in relation to land or a body of water, a statement of how Maori values have been taken into account
(h)	A Statement of significant inconsistencies, if any, with any Existing Policy, Plan or Legislation arising from the Proposed Decision.
(i)	A statement how the views and preferences of affected or interested persons have been given adequate consideration during the definition of the problem or issue, the objective, the assessment of options and the development of the proposed decision, including the particular contribution of Maori to the decision-making process.

Notes:

The significance of proposals and decisions determines how much time, money and effort is put into exploring and evaluating options and obtaining the views of affected and interested parties. The significance of proposals and decisions is determined through reference to criteria contained in the policy on significance.

The policy on significance together with Section 76 of the Local Government Act 2002 set out the Council's requirements in relation to decisions. Some decisions can only be made through the Long-Term Council Community Plan, or after the Special Consultative Procedures set out in the Act have been used, (refer to the policy on significance and the Act).

All decisions of Environment Canterbury are subject to the decision-making requirements of section 76 of the Act unless inconsistent with specific requirements of other legislation.

ENVIRONMENT CANTERBURY

**REGIONAL LAND TRANSPORT AND PUBLIC PASSENGER TRANSPORT
PORTFOLIO COMMITTEE**

ORDER PAPER

1. APOLOGIES
2. DEPUTATIONS AND PETITIONS
3. HALSWELL BUS
The Halswell Residents' Association will present a report prepared by Gabites Porter "2006 Halswell Bus Service Survey – Analysis Report" (copy attached).
4. SECURITY CAMERAS ON BUSES
Attached for discussion is a report regarding security cameras on buses. This report will be presented to the Council meeting to be held following this meeting.
5. NOTICES OF MOTION
6. EXTRAORDINARY AND URGENT BUSINESS
7. QUESTIONS
8. NEXT MEETING – 17 AUGUST 2006

4. SECURITY CAMERAS ON BUSES

This report is presented for discussion. It will be presented to the Council meeting to be held following this meeting.

AGENDA ITEM NO: 5	SUBJECT MATTER: SECURITY CAMERAS ON BUSES
REPORT: Council	DATE OF MEETING: 7 June 2006
FILE REFERENCES:	PORTFOLIO: PROJECT: OUTPUT:
REPORT BY: Jill Atkinson Transport Portfolio Manager	ENDORSED BY: Ken Lawn Director Operations

PURPOSE

The purpose of this report is for Council to approve funding from Passenger Transport Reserves for security cameras on buses where they have not yet been installed.

BACKGROUND

A meeting of multi-party group of stakeholders was held on 19 May to discuss safety on buses. One of the issues from that meeting for Environment Canterbury to progress is to ensure the installation of security cameras on all buses.

There are 41 buses that require cameras to be installed with each bus requiring two cameras. The cost of the cameras is \$3827.00 (two cameras) per bus.

As well as the installation of the additional security cameras it is appropriate also to consider replacement of inverters. Inverters are required with all security cameras. The existing inverters have proven unreliable and are no longer used for new installations. The new type of inverter currently being installed has proven 100% reliable. The number of inverters requiring replacement is 95 with a price per inverter of \$169.00.

FINANCIAL IMPLICATIONS

Funding of \$172,962 from Passenger Transport Reserves.

PROPOSAL

It is proposed that funding of \$172,962 be provided from Passenger Transport Reserves to enable installation of 41 security cameras (\$156,907) on buses that currently do not have security cameras installed and the replacement of 95 inverters (\$16,055).

RECOMMENDATION

That the Council approves the purchase of 41 security cameras for installation on buses where they have not yet been installed and the replacement of 95 inverters and that the funding of \$172,962 be provided from Passenger Transport Reserves.