

Public passenger transport



The public passenger transport group of activities contributes to the following community outcomes:

- Transport and travel needs are met
- Easy to travel around Canterbury's cities and towns and easy access to stops and other community services
- Alternatives for moving people and freight

Environment Canterbury is the lead agency for the provision of public passenger transport services and registering commercial public transport services and is an advocating and influencing agency for the provision of public transport infrastructure by territorial authorities and the New Zealand Transport Agency (Land Transport Act 1998, Public Transport Management Act 2008 and Land Transport Management Act 2003).

KEY ISSUES FOR 2010/11

Movement of people

Ongoing growth in private car use is causing traffic congestion, road safety issues, and a reliance on fossil fuels that increases emissions and exposes the region to rising fuel costs, volatility and energy supply security issues. Public transport is an effective way of moving large numbers of people, including the transport-disadvantaged, to employment, education, recreation and social activities in a way that reduces these effects. It is also a means to support sustainable land use development, such as that sought through the Regional Policy Statement. Maintaining patronage growth for those purposes relies on ongoing investment in improvements to services by Environment Canterbury and in infrastructure and complementary transport policy by territorial authorities and the New Zealand Transport Agency.

Affordability

The cost of providing contracted public transport services is a significant proportion of Environment Canterbury's operating budget. It is essential that this is funded from a mix of sources so that the costs and benefits are distributed fairly among users, ratepayers and central government.

Which key issues have changed since the 2009-19 LTCCP?

No change.



Effect on the four well-beings

Provision of affordable public passenger transport, allowing access to work, education and recreation destinations, enhances social and economic well-being.

Public passenger transport reduces growth in the number of cars on the road, improving well-being of other road users and reduces corresponding emissions and consumption of fossil fuels.

However, the cost of providing public passenger transport services can have adverse economic effects on ratepayers.

Involving the community

- Industry representatives and community stakeholders provide input into public passenger transport services through the Regional Transport Committee, the Active and Passenger Transport Working Group and the Christchurch and Timaru Passenger Transport Advisory Groups.
- Community groups and individuals take part in service reviews of all contracted school and public passenger transport services every five years.
- Total Mobility committees throughout the region have input into planning and running of services in their communities.

Note: The Long Term Council Community Plan includes Environment Canterbury's Land Transport Programme, details of which are available from Customer Services on request.

The Canterbury Regional Land Transport Programme 2009-19, a separate document, provides an overview of all the transport activities undertaken throughout the region by all the territorial authorities and New Zealand Transport Agency. Copies are available from Environment Canterbury Customer Services or online.

UNCERTAINTIES

For 2010/11, the following is uncertain:

- Whether territorial authorities will provide the necessary public transport priority measures, passenger shelters, interchanges and complementary transport policy in a timely way to support target patronage growth.
- The degree to which levels of patronage and the volatility in operating costs, such as fuel, will impact on total income and expenditure.
- Government is reviewing the Public Transport Management Act 2008.
- Whether funding applications to the New Zealand Transport Agency will be successful.
- Whether land use development and population growth will proceed as envisioned in the Greater Christchurch Urban Development Strategy and action plan.

Which uncertainties have changed since the 2009-19 LTCCP?

Uncertainty b) has been amended to recognise fluctuating levels of revenue from patronage.

Uncertainty c) is a new development.

Uncertainty d) is new, which reflects that Government priorities for transport have changed.

ASSUMPTIONS

For 2010/11, it is assumed that:

- Territorial authorities will provide the necessary public transport priority measures, passenger shelters, interchanges and complementary transport policy to achieve forecast patronage growth.
- Some provision has been made for increased operating costs. Note that New Zealand Transport Agency cost indices may also impact on contract costs in the 2010/11 Annual Plan. The cost indices compensate operators for cost increases for fuel and other factors outside their control. In order to maintain a satisfactory level of cost recovery that maintains an equitable balance between fares, rates and government grants, forecast budgets have included fare rises of five percent on average each year, as well as greater fare revenue from anticipated patronage growth. Entering into gross contracts with operators will enable Environment Canterbury to use revenue from such increases in fares and patronage to cushion the impact of cost increases.
- It is assumed that the review of the Public Transport Management Act 2008 will not have a direct impact on the 2010/11 Annual Plan.
- It is assumed that funding applications to the New Zealand Transport Agency will be successful.
- The implications for public transport of the Greater Christchurch Urban Development Strategy and Action Plan are as those set out in the land section.

Which assumptions have changed since the 2009-19 LTCCP?

Assumption c) is new.

Assumption d) is new as a result of some changes to the Government Policy Statement on Land Transport Funding 2009/10 – 2018/19.

OUR ACTIVITIES

Priority in 2010/11

The focus here is Operations, which provides public transport services and manages Total Mobility schemes. Significant increases in total expenditure are planned, due to a transition to gross bus contracts, rising operating costs, planned improvements to service levels to drive patronage growth, improving environmental performance and increased use of technology. While total expenditure will rise primarily as a result of a transition to gross bus contracts that change the way fare revenue is accounted for, the cost to the ratepayer will reduce, due in part to increased grants for some activities but primarily as a result of lower than expected bus contract tender prices and savings in Metro marketing initiatives.

WE WILL UNDERTAKE THE FOLLOWING ACTIVITIES:

Strategy

Developing and monitoring regional strategies for our contribution to community outcomes for public transport.

Investigations

Investigating community public transport needs.

Planning & consents

Developing policy for managing public transport and assessing policy implementation and effectiveness.

Monitoring

Measuring the performance of contracted public transport services.

Operations

Providing public transport services in greater Christchurch and Timaru and managing Total Mobility schemes.

Communicating, educating & advocating

Promoting the use of public transport services to the community, existing users and school communities.

Regulating

Registering commercial public transport services as required under the Public Transport Management Act 2008.

Our work programmes in 2010/11

Strategy

- Contribute to strategic development of the greater Christchurch and Timaru public transport systems.
- Contribute to the update of the Greater Christchurch Urban Development Strategy and Action Plan.
- Update the Christchurch Metro strategy.

Investigations

- Undertake service reviews prior to services being re-tendered, in order to identify appropriate improvements to service levels, such as routes taken, timetables and frequencies provided, that will support continued patronage growth, efficiency and effectiveness.
- Jointly implement public transport components of the Greater Christchurch Urban Development Strategy in partnership with Selwyn and Waimakariri District Councils, the Christchurch City Council and the New Zealand Transport Agency.

Planning & consents

- Ensure district and city plans give effect to regional policies for managing public transport. Work collaboratively with territorial authorities during District Plan amendments to ensure alignment with regional policy.
- Work with developers to ensure the needs of public transport are accommodated into the design of new developments.

Monitoring

- Monitor patronage in greater Christchurch and Timaru.
- Monitor bus users' satisfaction with public transport services in greater Christchurch and Timaru.
- Monitor residents' satisfaction with public transport services in greater Christchurch and Timaru.
- Monitor users' satisfaction with Total Mobility schemes.

Operations

- Manage competitively tendered public transport service contracts.
- Investigate and, where necessary, act on complaints about public transport services.
- Ensure the quality of services is maintained.
- Manage the Total Mobility schemes.
- Work with the Christchurch City Council, Selwyn District Council, Timaru District Council and Waimakariri District Council on identifying and implementing public transport priority measures, passenger shelters, suburban transport interchanges, the Christchurch central city transport interchange and complementary transport policy.
- Implement the new integrated electronic ticketing system for Christchurch.

Communicating, educating & advocating

- Provide timetable and journey planning information for public transport users, including printed timetables, real-time electronic information in Christchurch and Timaru, the Metro Christchurch and Timaru call centres, and Metro info at the Christchurch Bus Exchange.
- Implement marketing initiatives to increase public transport patronage and mode share as part of a wider strategy to influence travel choices.

Regulating

- Register public passenger transport services.

What's changed in our work programmes since the 2009-19 LTCCP?

As a result of less revenue from grants and rates for certain activities than was anticipated when the LTCCP was adopted, the scope and quantity of some strategy work, and marketing initiatives has decreased.

OUR LEVELS OF SERVICE

How Environment Canterbury's levels of service relate to the community outcomes

Levels of Service	Community Outcomes	Transport and travel needs are met	Easy to travel around Canterbury's cities and towns and easy access to stops and other community services	Alternatives for moving people and freight
1 Providing public passenger transport services that are accessible		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Providing timely services that get people to where they want to go		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Providing quality services and value for money		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Providing services that are affordable and reliable		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 Providing services that take an increasing role in meeting people's overall travel needs		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 Providing total mobility schemes for transport-disadvantaged people		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Working with territorial authorities		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environment Canterbury's contribution will be reported on each year in our Annual Report.

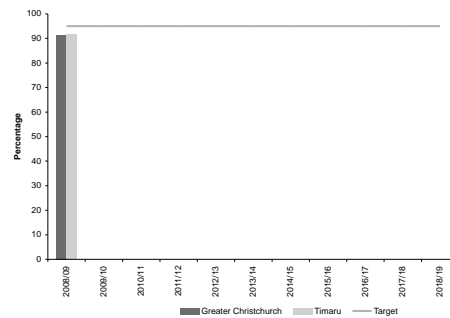
¹ "Greater Christchurch" includes metropolitan Christchurch, parts of the Lyttelton basin, Banks Peninsula, and the Selwyn and Waimakariri Districts between the Ashley and Selwyn rivers adjacent to Christchurch city.
² Key activity centres for Greater Christchurch are defined in Proposed Change 1 to the Canterbury Regional Policy Statement, and include commercial and business centres.
³ Includes walking, waiting and travel time.
⁴ These targets were introduced in 2009/10 so no previous data is available.

1 Providing public passenger transport services that are accessible

Measure
 Percentage of households in Greater Christchurch,¹ and Timaru, within 500 metres walking distance of a bus stop.

Target
 95%.

% OF URBAN POPULATION WITHIN 500m WALKING DISTANCE OF A BUS STOP



Source: Environment Canterbury.

2 Providing timely services that get people to where they want to go

Measure
 Percentage of households in Greater Christchurch where occupants can get to two or more key activity centres² by public passenger transport within 30 minutes.³

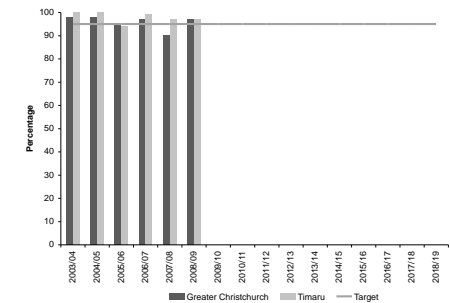
Target
 The percentage increases over time (from a base of 43% in 2008/09).⁴

2 Providing quality services & value for money

Measure
 Passenger rating of value for money and level of service.

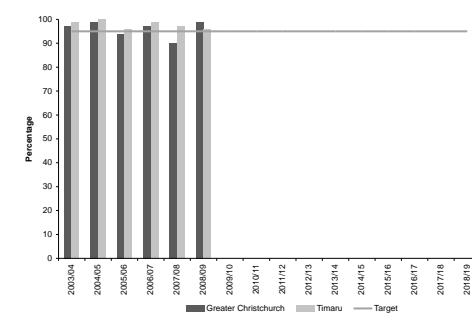
Target
 95% of passengers surveyed rate the service as good, very good or excellent (on a scale of dreadful, very poor, poor, good, very good and excellent).

PASSENGER RATING: VALUE FOR MONEY



Source: Environment Canterbury.

PASSENGER RATING: LEVEL OF SERVICE



Source: Environment Canterbury.

④ Providing services that are affordable & reliable

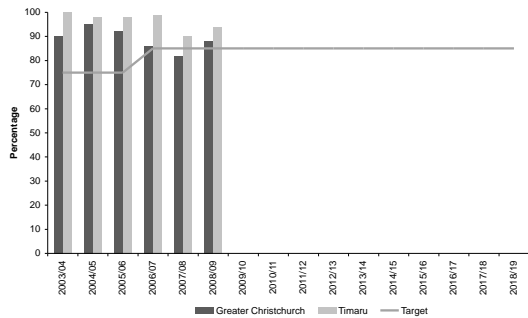
Measure 1

Residents' rating of affordability of services.

Target

95% of residents rate the affordability of services good, very good or excellent (on a scale of dreadful, very poor, poor, good, very good and excellent).

RESIDENTS' RATING OF SATISFACTION WITH AFFORDABILITY OF THE PUBLIC PASSENGER TRANSPORT SYSTEM



Source: Environment Canterbury.

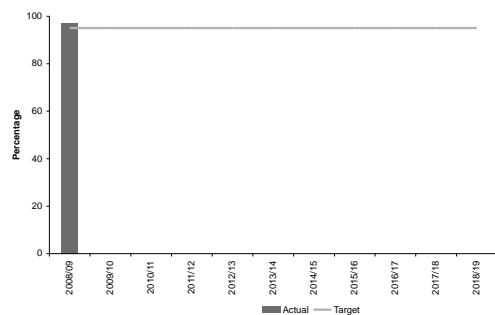
Measure 2

Percentage of scheduled trips that are completed.

Target

95% of scheduled public passenger trips are completed.⁴

PERCENTAGE OF TRIPS COMPLETED



Source: Environment Canterbury.

⑤ Providing services that take an increasing role in meeting people's overall travel needs

Measure 1

The percentage of passenger trips⁵ in Greater Christchurch made by public passenger transport.

Target

3% or better by June 2016 (see graph 1).

Measure 2

The number of trips per urban resident in Timaru each year.

Target

13 trips or more per urban resident of Timaru (see graph 2).

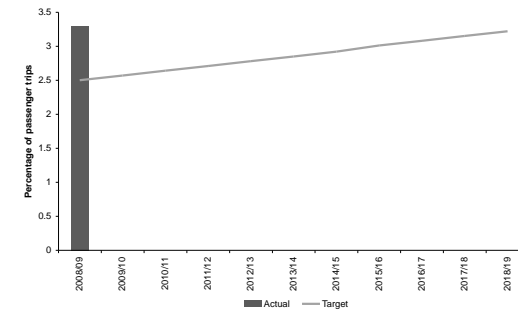
Measure 3

The annual total public passenger transport trips for Canterbury.⁶

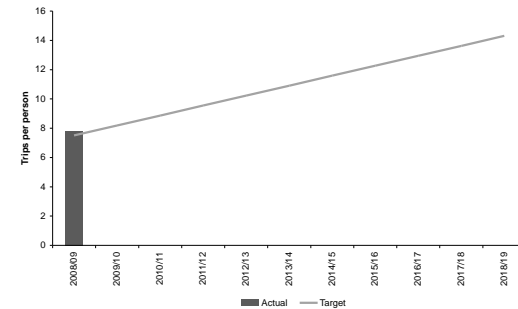
Target

See graph 3.

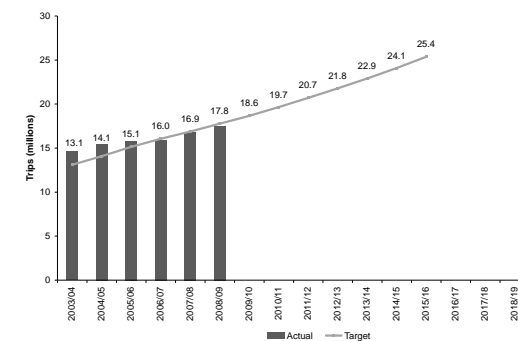
GRAPH 1: GREATER CHRISTCHURCH PUBLIC TRANSPORT TRIPS



GRAPH 2: TRIPS PER PERSON IN TIMARU



GRAPH 3: TOTAL PUBLIC PASSENGER TRANSPORT TRIPS



Source: Environment Canterbury's patronage statistic and estimates of car driver and passenger trips.

⁴ An incomplete trip is defined as a trip not undertaken at all as well as those where 90% of the trip is not completed within 1 hour of schedule.

⁵ Passenger trips are considered to be the total of car driver trips, car passenger trips and public passenger transport trips. Data for this measure is derived from annual Environment Canterbury and Ministry of Transport statistics.

⁶ Comprises trips made on the Greater Christchurch and Timaru Metro networks.

6 Providing total mobility schemes for transport-disadvantaged people

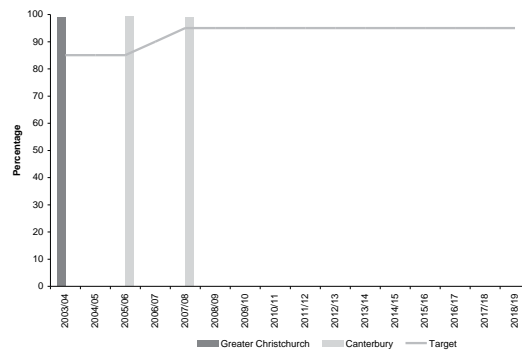
Measure

Transport disadvantaged people's rating of value for money and the level of service in Christchurch, Ashburton, Waimate and Timaru.

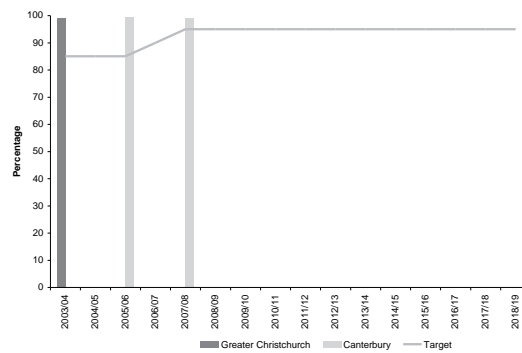
Target

85% of users rate the service as good, very good or excellent (on a scale of dreadful, very poor, poor, good, very good and excellent).

LEVEL OF SERVICE



VALUE FOR MONEY



Source: Environment Canterbury biennial survey.

7 Working with territorial authorities

Measure

The percentage of reviewed district and city council plans that give effect to or are not inconsistent with regional policies for public passenger transport.

Target

100% of reviewed plans (see table).

Note: Second generation plans will be developed by district and city councils by way of a plan review under section 79 of the Resource Management Act 1991. Environment Canterbury will review all second generation plans to ensure they give effect to the Canterbury Regional Policy Statement (CRPS) or are not inconsistent with the partially operative Natural Resources Regional Plan (NRRP), or the associated variations and plan changes.

DISTRICT & CITY COUNCIL PLANS		
District plan	First plan operative	Review of plan commences
Ashburton District Plan	2001	2008
Waimate District Plan	2001	2011

FINANCIAL SUMMARY

\$000	Annual Report 2008/09	Annual Plan 2009/10	LTCCP 2010/11	Annual Plan 2010/11
Total Expenditure	40,420	44,450	51,961	52,410
<i>Funded by:</i>				
General rates	48	27	29	28
Targeted rates	18,199	19,420	20,394	17,540
User pays/Other	233	4,626	9,652	12,405
Grants	22,281	22,285	21,141	21,834
Interest	208	245	245	204
Total Income	40,969	46,603	51,461	52,011
Reserves Increase/(Decrease)	549	2,153	(500)	(399)

Asset management & capital expenditure

See Appendix 3 for information on assets involved in this group of activities.

How this work is funded

For more information on source of funds and rationale for selection, see:

- Funding and Financial Policies 2009, Long Term Council Community Plan 2009-19 Part B.
- Rating information on pages 99-110.

What's changed in this financial summary since the 2009-19 LTCCP?

Targeted rates for 2010/11 are lower as a result of the requirements for the revised Funding Assistance Rate (FAR) from the New Zealand Transport Agency being met, enabling us to move to a FAR of 60%.

Additional expenditure has been funded from grants for Supergold cards and from user pays charges as a result of gross bus contracts, which are funded by NZTA grants and user pays respectively.