

Regional land transport

Environment Canterbury's role is as the lead agency for identifying the region's land transport needs and for implementing parts of the Canterbury Regional Land Transport Strategy (e.g. public passenger transport); and as an advocating and influencing agency for implementation of other parts of the Canterbury Regional Land Transport Strategy. Environment Canterbury now also has a new role to develop and monitor the implementation of the Regional Land Transport Programme.



What we achieved this year

Within this portfolio we contribute towards achievement of the following community outcomes:

Our contribution

- Working with and bringing together other agencies involved in land transport has resulted in the better co-ordination of planning across Canterbury.
- Working in collaboration with Urban Development Strategy partners, we completed work on a travel demand management strategy for greater Christchurch. This strategy will guide the implementation of travel behaviour change initiatives over the next three years by each partner, and includes actions to implement school travel plans, workplace travel plans and a sustainable transport marketing strategy.
- In response to changes in the law this year, regional councils were required to prepare a Regional Land Transport Programme. The new Regional Transport Committee prepared a prioritised transport programme for the whole region, which was approved by the Council in June 2009.

Community outcome

A strong economy

Transport and travel needs are met

Easy to travel around Canterbury's cities and towns and easy access to shops and other community services

In this portfolio we report on two levels of service to illustrate our achievements this year.

Effect on the four well-beings



An effective transport network enhances social well-being through meeting people's transport and travel needs. There are also benefits to the region's economic well-being through the efficient movement of people and freight. Lower relative levels of fossil fuel consumption reduce emissions (particulates and greenhouse gases) and reduce the environmental impact. These activities have no negative effects on well-being.

Other key achievements this year

- Following amendments to legislation, the former Regional Land Transport Committee was disbanded and a new committee formed. This included six appointees selected from the wider community.
- Changes were made to the Regional Passenger Transport Plan to allow the council to enter into gross contracts¹ with bus operators. These will become the standard contract over time, shifting from net contracts² so that fare revenues from patronage gains can be reinvested in the system.
- A study was completed into the passenger transport needs of the greater Christchurch area to 2041. This looked at the future land use pattern to be serviced, and undertook a preliminary assessment of the levels of demand for public transport and the modes of transport that might be needed. A follow-up study is planned in 2009/10 to assess demands in more detail.
- The Regional Land Transport portfolio presented transport evidence in support of the Regional Policy Statement Proposed Change No.1, a policy to manage land use growth towards 2041.

¹ Gross cost basis is where the operators are paid an agreed contract sum that covers their total costs to provide the services, and fare revenues are passed on to Environment Canterbury.

² Net cost basis is where operators are paid an agreed contract sum as tendered, where the operator's tendered price reflects the revenue the operator expects to receive from fares paid by passengers.

- A study was completed into future freight demands in Canterbury and this will be used to inform freight components of the next Regional Land Transport Strategy.
- The Council led a collaborative investigation into the use of the Ministry of Transport household travel survey for local transport monitoring. Together with Urban Development Strategy partners, the Council is investing in a higher sample size than the national household travel survey within greater Christchurch to improve the understanding of people's travel behaviours.
- Working with the Timaru District Council and the local community, work was started to update the Timaru public transport strategy. A community group was formed to assist in the development of the strategy, which will identify future improvements for local services and infrastructure.
- A new Geographical Information System (GIS) was developed to determine accessibility levels to public transport, and to determine how public transport provides access to key destinations. New accessibility targets have been included in the Long Term Council Community Plan 2009-19.
- The Christchurch Transportation Model was updated to include future Urban Development Strategy land use patterns and updated travel patterns derived from recent surveys and the 2006 census. The new model has a public transport component for the first time and will improve the way in which bus services are planned to meet community needs.

Financial summary

\$000	Actual 2008/09	Budget 2008/09	Actual 2007/08
Total Expenditure	1,242	1,276	1,097
<i>Funded by:</i>			
General rates	688	688	710
Targeted rates	-	-	-
Grants	492	501	458
User pays and other	110	2	49
Total Funding	1,290	1,191	1,217
Reserves Increase/(Decrease)	48	(85)	120

Construction of a cycleway was postponed while an investigation was completed into an alternative route proposed by a community group. Resource consent requirements will be completed over the winter period and construction will commence once ground conditions are suitable.

Levels of service

This section reports on performance for 2008/09 against Annual Plan targets.

1. Facilitating the development, implementation and monitoring of the Regional Land Transport Strategy

Measure

Percentage of actions in the Regional Land Transport Strategy that are incorporated into long-term planning by responsible agencies.

Target 2008/09
100%.

Achieved.

2. Facilitating and co-ordinating the Regional Road Safety Programme

Measure

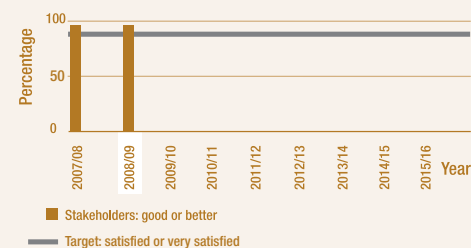
Stakeholders' rating of Environment Canterbury's facilitation and co-ordination of the Regional Road Safety Programme.

Target 2008/09

90% of stakeholders are satisfied or very satisfied. (On a scale of very dissatisfied, dissatisfied, satisfied and very satisfied.)

Achieved (93%).

Stakeholders' rating of facilitation and co-ordination



Source: New Zealand Transport Agency.

Capital expenditure

Capital expenditure associated with this group of activities was funded from general funds and included as depreciation expense.