

## 20. GREEN TRAVEL PLAN

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The purpose of this report is to inform the Sustainable Transport and Utilities Committee of Christchurch City Council's participation in a Green Travel Plan project.

### BACKGROUND

In November 2001, the Corporate team agreed that the Christchurch City Council would participate in a Green Travel Plan Trial Project. It is a Transfund research project being undertaken by Booz-Allen & Hamilton (a Wellington based consultancy) to develop Green Travel Plan case studies focussed on a Government organisation, a local authority and a private business in New Zealand.

The objectives of this project for the Christchurch City Council are:

- To reduce the environmental impact caused by travel of Christchurch City Council staff, through means including less travel and using more environmentally friendly modes of travel.
- To gain experience and learning that can assist other Christchurch organisations and other parts of Council to reduce the environmental impact caused by travel.

The project covers travel to and from work, and work related travel for Christchurch City Council staff who reside in the Civic Offices and 210 Tuam Street (Parking Unit) and the Glassons Building (Cashel Street). It has strong links with other internal projects including Sustainable Christchurch, the Corporate Service's Unit review of vehicles, the Cycling Policy, the proposed staff bus passes and the Target Zero business resource efficiency/waste minimisation project. At the end of this project, the Council will have a Green Travel Plan which will provide a framework to co-ordinate its in-house initiatives in the area of transport sustainability related to Council business activity.

The project is funded through City Streets and the Sustainable Christchurch budgets for the costs of participating in the trial and the production of the Green Travel Plan for the Council. There are no budgets currently allocated to the implementation of the plan, it is too soon to estimate any costs associated with implementation. Any funding requirements beyond existing budgets will be reported through the normal channels.

### RELEVANT CURRENT POLICY

The trial is consistent with many policy initiatives undertaken or supported by the Council over recent years, the key ones being the Sustainable Christchurch initiative and the underlying principles in the various transport strategies which have been completed, including the recently completed Regional Land Transport Strategy. All these policy documents and strategies acknowledge the adverse effects of excess travel on the city, and seek ways to minimise these effects. Green Travel Plans are a consolidation, integration and co-ordination of the many measures that an organisation can pursue to get its own house in order to minimise its contribution to these adverse effects.

### PROJECT DESCRIPTION AND PROGRESS TO DATE

The Corporate Team is acting as the Steering Group for this project. The project is being carried out by a Project Group comprising staff from the Policy Team, City Solutions, City Streets, Human Resources, Corporate Services, the Information Directorate and the Southern Local Government Union.

The project steps and progress to date are:

Action	Status
1. Gain <b>commitment</b> /support from the Corporate Team.	Corporate team to act as steering group.
2. Initial <b>communication</b> to all staff regarding project through ChCh Chat and City Scene.	<b>Complete.</b> Articles in April Chch Chat article and June issue of City Scene.
3. Complete a <b>site assessment</b> identifying all relevant infrastructure regarding travel to and from work.	<b>Complete.</b> Possible issues to follow up include car parking, lockers, showers, travel information, incentives, alternative work arrangements.
4. Meet with <b>focus groups</b> to identify staff issues regarding travel to and from work, and travel at work, and in particular issues to do with using environmentally friendly modes of travel.	<b>Complete.</b> Identified that convenience is the major factor in choice of travel mode, safety a concern for cyclists, time a concern for bus use, public perception of free bus pass worries staff, overwhelming agreement that Council should lead by example.
5. <b>Survey</b> staff to identify current staff travel practices, to calculate the environmental impact of travel and to get likely response to different measures to reduce the environmental impact of travel.	<b>Survey complete</b> , still to calculate environmental impact of travel. Survey results include that driving a private car is the most frequently used mode of travel to work and cycling is the second most frequently used mode of travel to work; better facilities at work, more off-road cycle ways, more aware and considerate drivers would encourage car drivers to walk and cycle more.
6. <b>Communicate</b> results of surveys (commuter and business travel) and site assessment to all staff.	September.
7. Write the Draft <b>Green Travel Plan</b> with direction and content scoped by the Project Group.	September
8. <b>Communicate</b> with staff regarding the Plan and incorporate feedback.	September/October
9. <b>Finalise the Plan</b> and seek approval from the Corporate Team and Council, and then implement recommendations.	October-November
10. <b>Monitor</b> the effects of measures implemented through the Plan.	December
11. <b>Report</b> to Transfund – the consultant is required to report results of the Plan by January 2003.	January 2003

## CONCLUSIONS

Work to date on this project has provided information on which to produce a Green Travel Plan that is relevant to this organisation and includes measures that are likely to be implemented by staff. Although the Green Travel Plan is yet to be written and approved, the response to the travel survey indicates a willingness by staff to change to more environmentally friendly modes of transport if certain measures are put in place. For example, some car drivers indicated that they would consider cycling or walking to work if showers and lockers were more available. Part of the Green Travel Plan will be an implementation or action plan, which would outline a proposed introduction programme of the various aspects or initiatives within the Plan. This would include management of any funding issues.

There is also considerable interest from large local organisations and local authorities in other centres to learn from this Council's experience. This project is an excellent opportunity for this Council to once again lead by example.

A further report on the finalising of the Plan will be presented to the Committee near the end of the project.

### Chairman's

**Recommendation:** That this information is received.