

ENVIRONMENT CANTERBURY

JOINT CHRISTCHURCH CITY COUNCIL/ENVIRONMENT CANTERBURY COMMITTEE

MINUTES OF A MEETING OF THE JOINT CHRISTCHURCH CITY COUNCIL/
ENVIRONMENT CANTERBURY COMMITTEE HELD ON WEDNESDAY, 19 JULY 2000
IN COMMITTEE ROOM TWO OF THE CHRISTCHURCH CITY COUNCIL,
TUAM STREET, CHRISTCHURCH FROM 4.00PM.

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PRESENT

Christchurch City Council

Councillors D Close, C Evans (until 5.40 p.m.), P Harrow, C Manning, S Wells (until 5.00 p.m.) and R Wright (until 5.00 p.m.).

Environment Canterbury

Councillors H Hay, D Shand, J Waters, P Yeoman (Acting Chairperson), R Johnson (from 4.15 p.m.) and N Cherry.

In Attendance

Crs R Johnston, R Budd (Environment Canterbury) and for part meeting, G Scanlon (Press).

Staff Present

Christchurch City Council

J Fletcher and for part meeting, I Thomson, S Woods.

Environment Canterbury

J Talbot, E Brussovs and for part meeting, P Gurnsey, A Campbell and I McChesney.

ELECTION OF MEETING CHAIRPERSON

In the absence of the Chairperson, Cr Campbell and Deputy Chairperson, Cr A Crighton, Mr John Talbot took the chair and called for nominations for a Chairperson for the meeting. Cr Yeoman was nominated by Cr Harrow and seconded by Cr Close. There being no other nominations Cr Yeoman was declared elected.

Cr Yeoman took the chair.

1. APOLOGIES

Were received and sustained from Crs Campbell, Burke (Environment Canterbury) and Crighton and O'Rourke (Christchurch City Council).

2. MINUTES OF 17 MAY 2000 MEETING

The minutes of the previous meeting held on 17 May 2000 as circulated were taken as read and adopted as a true and accurate record, with "Cr R Johnson" being shown as present rather than "R Johnston" and "65,000" being shown as "6,500" in renumbered Clause 6.

Harrow/Cherry

There was some discussion about minuting style and in particular the use of attribution in Clause 5. It was agreed that the minutes reflected the culture of the organisation preparing them.

3. MATTERS ARISING

Nil.

4. DEPUTATIONS AND PETITIONS

Nil.

5. AIR PLAN (a) RECOMMENDATION FROM COAL BAN / AIR PLAN HEARINGS – UPDATE ON ENVIRONMENT CANTERBURY'S ACTION

Philip Gurnsey (Environment Canterbury) spoke to a circulated summary of recommendations from the Regional Planning Committee to Environment Canterbury's 27 July 2000 meeting.

The presentation was a preliminary consultation with the City Council as a significant partner in the implementation of the Air Plan for Christchurch. The Proposed Plan was due for public notification before the end of the year. The objective of the Plan adopted by Environment Canterbury was 50 ug/m³ which was currently exceeded around 29 times each year. This threshold standard met cost benefit and health effect criteria. In terms of PM₁₀ production 90% was produced by the domestic sector which was why the Plan focused on this source.

The following points emerged from subsequent discussion.

- In response to a question about how the proposed recommendations addressed coal ban submissions, it was noted that the coal ban was proposed as a mechanism under the Transitional Regional Plan. Coal would be permitted under the Plan if coal burners met the 1.5 g/kg emission criteria.
- Exemptions were proposed for Heritage buildings.
- It was noted that the City currently had 52,000 households with solid fuel appliances (includes open fires) of which half were used on a typical winters night. The airshed could cater for 35,000 solid fuel appliances which complied with the 1.5g/kg emission standard.
- There was some discussion about the ban on installation of solid fuel appliances in new buildings and the cost benefit implications and whether this was draconian. Staff advised that this ban and the other inter-related programmes were needed to mitigate the 40 to 70 premature deaths due to air pollution.
- Some City Councillors were concerned about the use of words like “ban” and the message this would send to the community. It was thought that the term “phase out” would be more people friendly.
- Discussion on financial assistance/incentives clarified that the City Council would be invited to continue being involved in future programmes after the current “Helping Hand” scheme concluded. It was noted that Environment Canterbury could rate for such assistance pursuant to Section 675 of the Local Government Act. It was recognised that the levels of assistance and incentive would depend on the time-scales of programmes finally adopted in the Plan. A \$7 million benefit was noted for the phase-out of open fires.

At this point City Councillors indicated that they could not give informed opinions based on a summary of recommended options together with such information that staff could provide. Background reports and information to illustrate the reasons for the options preferred were considered to be crucial to a reasoned approach.

As a result Cr Johnson moved, seconded Cr Hay, that the Joint Committee hold a workshop/seminar on all technical and scientific aspects underpinning the policy options recommended for preparation of the Christchurch Air Plan.

The motion was put and carried.

Resolved

That the Joint Committee hold a workshop/seminar on all technical and scientific aspects underpinning the policy options recommended for inclusion in the Air Plan for Christchurch.

6. IMPLEMENTATION OF THE PASSENGER TRANSPORT STRATEGY

Alex Campbell (EC) provided a presentation in support of a report outlining progress made to achieve targets and actions specified in the Strategy.

Detailed information was given in respect of progress towards targets under the general headings of Patronage, 2000 Bus User Survey, Passenger Transport Investment. More specific targets for achievement by June 2000 were outlined in relation to express routes, cross suburban ring routes, faster ticketing, frequency increases, newer buses, improved stop infrastructure, Cycle and Ride, Friendly Driver Programme, parking policies, bus priority (in traffic), central city shuttle.

Targets for achievement by June 2003 included land use planning, real time information, improved ticketing, rail, smaller buses, electric hybrid buses, funding options, Park and Ride, better route coverage and in terms of other initiatives, the Central City Interchange. Stuart Woods (CCC) provided details on those items which were solely or partly City Council responsibilities.

The following points were made following the presentations.

- That overall nearly all the targets had been met and/or exceeded. This reflected well on both Council partners.
- It was recognised that the City Council's commitment to the interchange had reduced resources for other infrastructure developments. It was noted that the City Council was reviewing its policy relating to shelters, both those provided by Adshel, and otherwise.
- While alternative buses such as electric hybrids would be proceeded with in the short/medium term, fuel cell technology looked likely to be available in 5-10 years.
- Discussion about the interaction of land use and transport noted a US study warning about adoption of modal splits and intensification of urban population.
- In terms of patronage compared to prior to deregulation, it was noted that total passengers had just exceeded the previous highest level. In the last six months total patronage increased by 9% of which the Orbiter accounted for 4%.
- In respect to future funding, Government was considering piloting a system of funding based on passenger rates in Canterbury.
- There was some discussion about the tendering system and the possibility that negotiation with preferred suppliers would provide more certainty to operators required to commit extensive capital resources. Environment Canterbury had made representations to Ministry of Transport on the tendering system.

It was agreed that staff reports on tendering, funding and shelter development should be provided to all members.

Resolved

That the report of implementation of the Passenger Transport Strategy be received.

Yeoman/Harrow

7. EXTRAORDINARY AND URGENT BUSINESS

Nil.

8. NEXT MEETING

Scheduled for 16 August 2000 (a Joint Councils workshop as per Clause 5, 17 May 2000 meeting).

The meeting closed at 5.55 p.m.