

6. PUBLIC PASSENGER TRANSPORT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	General Manager City Environment
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PURPOSE OF REPORT

1. The purpose of this report is to present an independent review which Environment Canterbury and the Christchurch City Council commissioned to review jurisdictional roles in the provision of Public Passenger Transport (PPT) in Christchurch.

EXECUTIVE SUMMARY

2. At a seminar early this year, Christchurch City Councillors raised questions around the respective jurisdictions between Environment Canterbury and ourselves with regard to public passenger transport. They were particularly interested to understand legislation around infrastructure ownership. Officers from both organisations therefore decided to jointly commission a report so that the same information was available to both Environment Canterbury Councillors and Christchurch City Council Councillors.
3. Ian McChesney who is an independent energy and transport consultant prepared this report and it was presented to both the Christchurch City Council (at a seminar) and at an Environment Canterbury (at a workshop) during August.
4. Christchurch City Councillors have subsequently requested that the report is presented formally to the Council, hence this report. The full report is attached.
5. Should Councillors wish to investigate further changes to the status quo, further staff advice would be required as options would need to be evaluated and depending on the significance and timing of any proposed changes, the special consultative procedure and an amended LTCCP may be required.

FINANCIAL AND LEGAL CONSIDERATIONS

6. These issues are covered in the attached report.

STAFF RECOMMENDATIONS

It is recommended that the Council:

- (a) Receive the report entitled "Public Passenger Transport: A Review of Jurisdictions Between Environment Canterbury and the Christchurch City Council".
- (b) Resolve to discuss any issues with Environment Canterbury Councillors at the next joint meeting.

BACKGROUND PUBLIC PASSENGER TRANSPORT

7. Recent changes to legislation have changed the rules around local authority ownership, control and jurisdictions in public transport. The Land Transport Management Act 2003 enables regional councils to now assume ownership of infrastructure and run services, where previously they were unable to. This has strengthened the leadership and integrating role of regional councils in public transport. Particularly in Wellington, but also in Auckland, the respective regional councils have assumed a stronger PPT leadership role in terms of system co-ordination, investment and ownership of assets. In drawing any parallels between Auckland/Wellington and Christchurch, it is important to note differences in scale, institutional complexity and strategic guidance etc.
8. The provisions of the LTMA would enable ECan to take on a larger role in developing and owning passenger transport services and infrastructure if it chose to do so. However, within Christchurch, there is now a significant history of shared responsibility and partnership between the two Councils. The development of the joint Christchurch Public Passenger Transport Strategy in 1997 laid the foundation for several successful projects including the Orbiter service, the Bus Exchange, Metrocard smartcard ticketing, and the real-time information system. Public transport patronage has increased by 75% since then. The two Councils are currently finalising joint commitments out to 2012 in the latest update of the Strategy.
9. Any significant change to the roles of the two Councils in regard to PPT jurisdictions should be considered within a strategic transport framework. The long term strategy of most significance for public transport/land use issues in greater Christchurch (and with implications for jurisdictional roles) is the multi-stakeholder Urban Development Strategy currently under way. It would be premature to be deciding jurisdictional or structural issues in advance of a clearly articulated and agreed long term strategic direction for the greater Christchurch area.
10. On a practical note, it is important to understand that the Christchurch City Council could transfer the funding and erection of poles, signs, bus finders and shelters to ECan, but not approval of the location of the stops (unless the Christchurch City Council wanted to transfer that power to ECan) and certainly not any physical works such as kerb realignment as this is part of the road controlling function. Consultation would still be required with the community irrespective of which organisation makes the final decision.

OPTIONS

11. Not applicable at this stage.