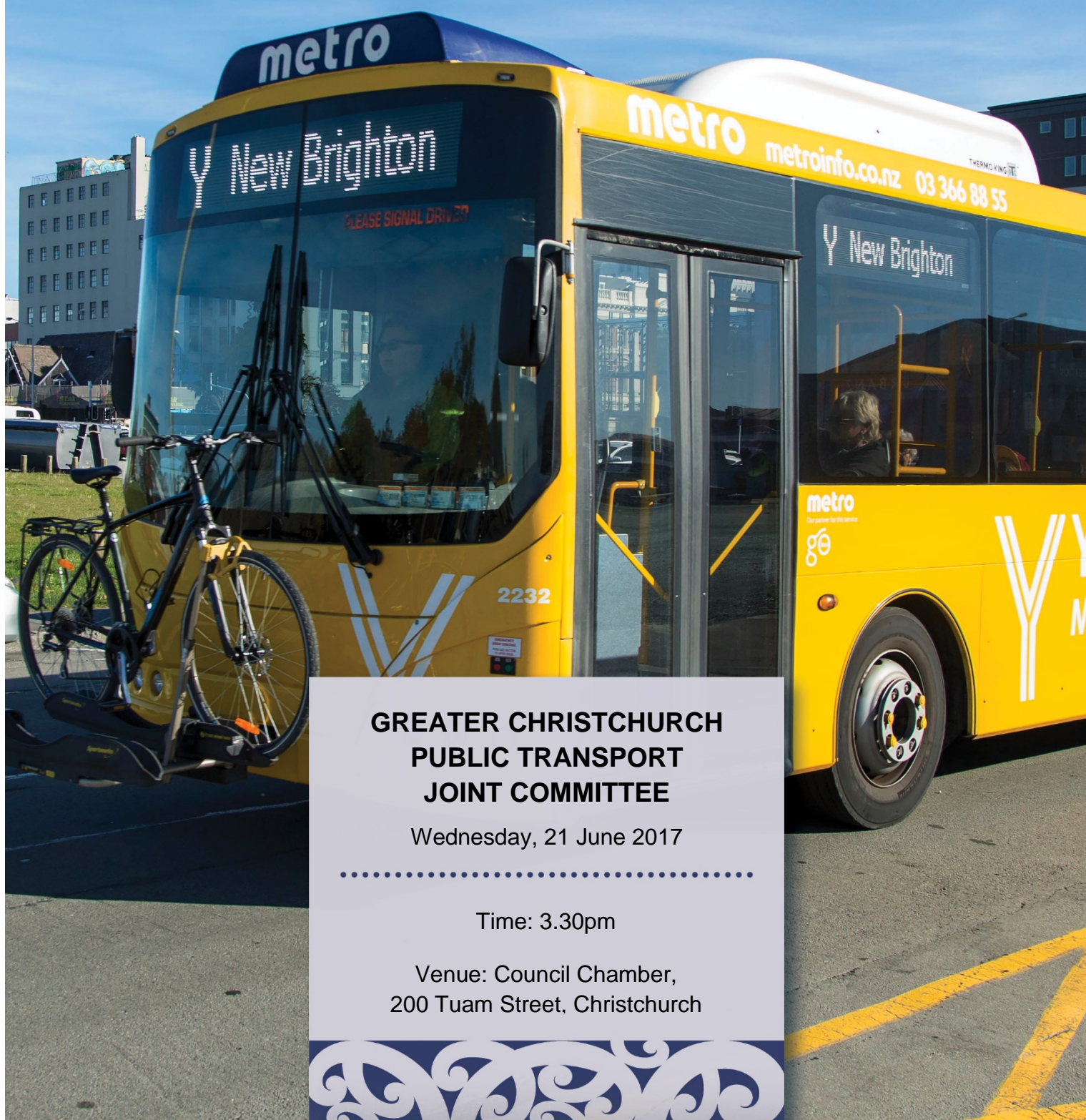


CANTERBURY REGIONAL COUNCIL
Kaunihera Taiao ki Waitaha

AGENDA|2017



GREATER CHRISTCHURCH PUBLIC TRANSPORT JOINT COMMITTEE

Wednesday, 21 June 2017

Time: 3.30pm

Venue: Council Chamber,
200 Tuam Street, Christchurch



Greater Christchurch Public Transport Joint Committee

Membership

Independent Chair	Alister James,
Christchurch City Council	Mayor Lianne Dalziel, Councillors Phil Clearwater and Pauline Cotter
Environment Canterbury	Chairman David Bedford, Deputy Chair Steve Lowndes and Councillor David Caygill
Selwyn District Council	Councillor Mark Alexander
Waimakariri District Council	Councillor Kevin Felstead
New Zealand Transport Agency	Jim Harland
Canterbury District Health Board Observer	Dr Anna Stevenson





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7.	Reports	
7.1	Westend Gap and Bikeshare Report	page 8
7.2	Monitoring Report May 2017	page 14
8.	Public excluded section	
	THAT the public be excluded from the following parts of the proceedings of this meeting.	
	The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:	
	Grounds	
	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.	
	Reason	
	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to enable the Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	
8.1	Environment Canterbury Technology Investment for Public Transport	page 18
9.	Confidential business to be transferred into the open	
10.	Readmit the public	
11.	General Business	





Minutes of the 7th meeting of the Greater Christchurch Public Transport Joint Committee held in the Council Chamber, Environment Canterbury, 200 Tuam Street, Christchurch, on Wednesday 17 May 2017 commencing at 3.30pm

Contents

1. Welcome, Introduction and Apologies
2. Conflicts of Interest
3. Minutes of Meeting - 15 March 2017
4. Matters Arising
5. Correspondence
6. Deputations And Petitions
7. Future Public Transport Business Case
8. Dash Rail
9. Questions / General Business
10. Closure

Present

Alister James (Chairperson)	Cr Kevin Felstead (Deputy Chairperson),
Cr David Bedford (Environment Canterbury)	Cr David Caygill (Environment Canterbury)
Cr Steve Lowndes (Environment Canterbury)	Cr Mark Alexander (Selwyn District Council)
Cr Pauline Cotter (Christchurch City Council)	Cr Phil Clearwater (Christchurch City Council)
Jim Harland (NZ Transport Agency)	Dr Anna Stevenson (Canterbury District Health Board)

In attendance

Richard Osborne and Rae-Anne Kurucz (Christchurch City Council), Stewart Gibbon, Edward Wright, Len Fleete, Cameron Mair, Cindy Butt and Vivienne Ong (Environment Canterbury), Andrew Mazey (Selwyn District Council), Ken Stevenson (Waimakariri District Council), Paul McNoe (Red Bus), and Janet Begg (Public Transport Advisory Group)

1. Welcome, introduction and apologies

The Chairperson welcomed everyone to the meeting.

An apology was received from Mayor Lianne Dalziel.

**Alister James / Cr Pauline Cotter
CARRIED**

2. Conflicts of interest

No conflicts of interest were declared.

3. **Minutes of meeting – 15 March 2017**

(Refer pages 3 – 5 of the agenda)

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

Confirms the minutes of the meeting held on 15 March 2017 as a true and correct record.

**Alister James / Cr Phil Clearwater
CARRIED**

4. **Matters arising**

There were no matters arising from the minutes.

Tabled Items:

Tabled document 1:

- Agenda item 8: DASH Rail – replacement paper.

5. **Correspondence**

No correspondence had been received.

6. **Deputations and petitions**

There were no deputations or petitions.

7. **Future public transport business case**

(Refer pages 8 - 10 of the agenda)

Richard Osborne presented the paper, which was taken as read. Discussion took place regarding the anticipated costs and key outputs of taking the project to the next stage, i.e. preparation of a Programme Business Case.

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

1. **Approves the progression of the Future Public Transport Business Case project to the next phase – preparation of a Programme Business Case.**
2. **Notes that this project will bring enhanced clarity to the concurrent ongoing review of existing bus based public transport services for Greater Christchurch.**
3. **Approves that an appropriate cost share agreement be developed between the partners for the preparation of the next stage Programme Business Case.**
4. **Notes that through the entire Greater Christchurch Future Public Transport Business Case process, there will be regular progress updates to the Joint Public Transport Committee.**

**Chairman David Bedford / Cr Phil Clearwater
CARRIED**

8. DASH Rail

(Refer tabled document number 1)

It was noted tabled document number 1, the amended report under agenda item 8 “DASH Rail” had been pre-circulated by email and was distributed to members at the meeting.

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

- 1. Receives and considers the tabled document number 1 at this meeting.**

**Alister James / Cr Kevin Felstead
CARRIED**

Members discussed the need to take an holistic view on public transport when considering the best outcomes for Christchurch. The following key issues were discussed; alignment of the existing rail network to customer needs, infrastructure costs, and the fact the freight services use the same rail lines was problematic. It was acknowledged that rail may have a role in future public transport for the greater Christchurch area, but not at this time.

The committee agreed that Mr Apanui’s report was well thought out, and was based on information he had access to. It was suggested that in future transport authorities make current information on public transport solutions and rail more accessible.

The committee agreed staff write to Mr Apanui to thank him for the comprehensive information he had provided in regards to his DASH Rail presentation.

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

- 1. Notes that the limitations in terms of infrastructure and accessibility, and the costs of overcoming these limitations, preclude the immediate introduction of rail on the existing Christchurch corridor.**
- 2. Acknowledges that rail may play a role in future public transport for Christchurch.**
- 3. Agrees that the public transport discussion currently facing greater Christchurch should focus on meeting customer and potential customer needs to ensure network outcomes are met.**
- 4. Agrees that the Future Public Transport Business Case will include consideration of all modal solutions including rail.**

**Alister James / Cr David Caygill
CARRIED**

9. Metro Monitoring Report

The committee noted patronage for March 2017 was the highest recorded since the February 2017 earthquake. This increase was due in part to the timing of the Easter holiday period. Overall patronage was down 2.19% year to date and it was noted that the level of decrease was beginning to reduce.

Members discussed the requirement for urgent public transport work to be prioritised so the decrease in patronage could be dealt with as soon as possible.

It was noted the route performance monitoring report did not include data about late bus departure times, and it was agreed future reporting include an ability to report on this. Members discussed whether road controlling authorities could assist with this type of data collection and if using a metro card 'tap on' 'tap off' service could provide useful data in the medium term.

Members considered how to facilitate possible short and medium term patronage solutions, and agreed transport staff from all authorities be tasked to come up with some ideas on how to improve patronage. Members noted some ideas such as:

- Spot prizes
- Free bus days
- Change the two zone model to a one zone model
- When university students turn 18 have them remain on a youth fare
- Extend the time for free return (currently two hours, extend to three hours)

Stewart Gibbon advised a review was being undertaken on investments in public transport to ensure alignment of investment and prioritisation of outcomes. Marketing ideas were also being looked at for the year ahead.

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

1. **Receives the report "Metro Monitoring Report" for information.**

**Chairman David Bedford / Cr Mark Alexander
CARRIED**

10. Questions / general business

The next meeting will be held on 21 June 2017.

11. Closure

The meeting closed at 4.05pm.

Confirmed

Date

Chairperson

Agenda Item No: 7.1	Subject Matter: West End Gap and Bikeshare Scheme
Report: Greater Christchurch Public Transport Joint Committee	Date of Meeting: 21 June 2017
Report by: Nick Lovett, Len Fleete and Tim Cheesebrough	

Purpose

1. At its meeting in February this year, the Joint Committee recommended two matters for report back to the June 2017 meeting. The first related to a perceived public transport service gap within the inner city (the “West End Gap”). This item also received a public deputation supported with a report, for the reinstatement of the inner city shuttle. The second item for report back followed discussion on the role and feasibility of bikeshare as part of the metro network.

The Greater Christchurch Public Transport Joint Committee resolved that:

1. *A business case be developed for the (central city) West End gap incorporating the shuttle and bike share as options, with a report back by the end of June. Closely linked were the following specific resolutions with respect to the investigation of a Bike-share scheme:*
2. *Recommend the Christchurch City Council and Canterbury Regional Council work to advance a business case to determine the role and feasibility of Bikeshare as part of the Metro network and to report back by the end of June; with findings and;*
3. *Investigate partnerships with NZTA and or Auckland (Transport) whom are having similar discussions. There is an opportunity to leverage economies of scale through a joint procurement process.*

Value proposition

2. This report addresses the resolutions for these related projects, and provides the Committee with an overview of the business case investigations to date.
3. The key findings for the “West End Gap” business case is that there may be a valid case for some form of central city shuttle service as part of the central city’s regeneration. However, this is unlikely to be viable without risks until the regeneration further advances, and particularly until some key anchor projects that are likely to influence patronage are completed.
4. The findings of the Bikeshare business case analysis (which is also identified as one of the leading options to emerge from the West End gap work), concludes that there is a strong case to invest in such an initiative in Christchurch and with a likely focus on the central city along with the area to its immediate west. To clarify further the likely detailed

form, costs and benefits of such a scheme, the report recommends commencement of an *Expressions of Interest* process as the next key step towards implementation.

Recommendations

That the Greater Christchurch Public Transport Joint Committee:

- 1. Receives this progress report on the West End Gap business case analysis and greater Christchurch based Bikeshare scheme;**
- 2. Agrees that, while there is a likelihood of some form of central city shuttle bus service offering positive benefits for improved access to public transport services and central city regeneration, such a proposal should be re-visited during 2019/20 when key central city developments are approaching completion and the central city travel network is more complete;**
- 3. Notes that the West End Gap analysis has identified a bikeshare project is likely to offer some benefits to addressing the West End Gap problems and investment objectives by offering a means to improve accessibility both to public transport services and between key land uses and activities across the central city;**
- 4. Endorses the early commencement of an Expressions of Interest process to the marketplace based upon the recommended initial option of a Christchurch Central City focussed Bikeshare scheme, with a progress report to the Committee at its August meeting;**
- 5. Endorses staff to maintain close communications with NZTA and Auckland Transport over this initiative and to report back to the Committee further at the conclusion of the Expressions of Interest process and in the light of the parallel Auckland Transport business case analysis.**

West End Gap Study and Interim Findings

5. The West End gap study identified that the two key problems needing to be resolved were:
 - **Problem 1** Walking distances and times to access public transport in the central city have increased as a result of the citywide 'hubs and spokes' network redesign and the consolidation of bus routes onto a few key central city streets as part of delivering An Accessible City. This potentially makes public transport less attractive for commuters and might potentially threaten the achievement of the AAC mode share goals, leading to commuter traffic congestion and parking pressures.
 - **Problem 2** There is an unmet demand and opportunity for non-car transportation within and around the central city, especially for visitors, which is a constraint on growing central city vitality and potentially undermines the public and private investments made in the rebuild.
6. Two investment objectives were then identified to address these problems:
 - a) To help promote public transport usage in areas of the central city that are seen not to be as physically well served by buses as they used to be. Available data suggests that public transport patronage is not rising in line with the levels required to achieve strategic goals and that this may be influenced in part by walking distances from some major employers now being up to 900 metres from the transport interchange.
 - b) To stimulate vitality and economic activity by linking together key passenger origins and destinations such as tourist attractions, local attractions, shops, bars, cafes and retail areas. Attractions in the central city remain somewhat dispersed and some form of public transport service could help bring these closer together and enable workers, locals and visitors to see more, do more and spend more in the time they have available.
7. Options to address these problems and meet the key investment objectives have been explored, that broadly grouped into four themes:
 - a) Do minimum (works already underway)
 - b) Improve what's already in place (Metro routes, tram enhancement)
 - c) Provide something new (Bike share, shuttle options)
 - d) An expansion of c(above), two shuttle options were short listed – one that was primarily a commuter / work shuttle, the other more focussed on visitors, and a third which is a hybrid of these options.
8. A provisional economic evaluation of the shuttle options indicates that there is a likelihood of net benefits to future investment in both a worker shuttle (to address primarily the commuter objective), or a hybrid shuttle (to address both commuter and economic vitality objectives). Importantly however, there is a current risk of investing in one or the other options too soon with the number of central city transport networks and significant developments in the inner city currently in a state of considerable flux.

9. Commuter concerns around public transport utilisation in the West End and more widely across the central city could subside as key projects like Durham Street / Cambridge Terrace streetworks, Manchester Street enhancements (new super stops) and the substantial Avon River Precinct works are completed throughout this year and into 2018. All these works as they approach staged completion are likely to result in a more comprehensive and attractive walking (and in some cases, cycling) network serving routes to bus stops, super stops and the transport interchange. The combination of these works, with the forthcoming *An Accessible City* works for Hospital Corner, would permit most bus services into the central city to follow their designated routes and fully utilize the new super stops supporting the interchange for the first time.
10. By late next year a number of other aspects of the anchor projects' rebuild in the core of the central city will also be substantially advanced. This would therefore be an optimum time to look in more detail at residual central city public transport accessibility requirements. Importantly, this should helpfully take place in the context of the wider Metro network review now underway. It is also clear that the logical investment timing of the visitor component of any shuttle service should be logically linked to visitor growth. Once this approaches pre-quake levels and major projects such as the town hall and the convention centre are operational, those significant new developments should usefully influence the detailed design of any service.

Bikeshare Business Case Study and Interim Findings

11. The business case analysis for the value of investment in some form of Bikeshare scheme for the greater Christchurch area first sought to understand the scale and significance of the transport problems such a scheme might address. It then has determined how effective a Bikeshare scheme might be in addressing those problems with a suitably timed and scaled response. This is an identical process to those being undertaken by the partners for all significant transport infrastructure investment assessments across the region. Through these investigations, several recurring problems continue to emerge which are relevant to this project. They include: lack of readily available modal choices, leading to poor transport outcomes (i.e. congested networks and unreliable journeys), transport impacting negatively on the potential for urban growth and continuing disruption to transport networks and journey patterns post-earthquakes. This business case analysis has drawn clear links to a number of these common problems.
12. In considering the strategic "fit" of some form of Bikeshare system, it could also offer a good strategic response to the following:
 - a) National Cycling Strategic Assessment (July 2015) and Christchurch Cycle Network Programme/Indicative Business Case (August 2015)
 - b) Future Public Transport Strategic Case (March 2017) and the Christchurch Public Transport Programme/Indicative Business Case (December 2016)
 - c) CCC Strategic Assessment (February 2016) and CCC Network Programme Business Case (January 2017)
 - d) An Accessible City Programme Business Case (January 2016).

Bikeshare Options Assessment and Preferred Option

13. A desktop analysis of international research and literature has confirmed that an appropriately-scaled Bikeshare system could be effective in addressing many of the transport challenges identified for greater Christchurch. In particular, implementing such a system could well provide an opportunity to enable more flexible and multimodal

transport options for Metro customers, as part of a last leg (ie central city end) of work commute journeys.

14. A stakeholder workshop was held to help identify what the key beneficial outcomes might be of a Bikeshare system for greater Christchurch. The stakeholders ranged from local businesses, NGO sectors, tertiary Education Providers, the District Health Board, and wider community representatives. Optional schemes were assessed against the following possible outcomes:
 - a) *Provide for the effective operation of the central city transport network;*
 - b) *Complement and enable better connectivity between cycling and public transport;*
 - c) *Deliver an affordable, right sized solution that provides value for money;*
 - d) *Enable multi-model trips to key destinations for residents, employees and visitors;*
 - e) *Create a safe, healthy and environmentally sustainable transport system; and*
 - f) *Unlock economic and social performance by enabling more people to access the central city more effectively.*
15. Further work was also undertaken to assess possible locations across the greater Christchurch area that might best be supported by some form of Bikeshare adoption. Within this, potential usage forecasts were explored, considering key journey origins, destinations, employment and residential catchments. The analysis found that the regional towns of Rangoria, Kaiapoi and Rolleston are currently less likely to have a good alignment with the project objectives, due primarily to the limited projected usage in those locations. Lincoln had a better fit due to the location of the University, however the overall likely usage was still assessed as limited, at least for the foreseeable future.
16. The recommended option that emerged from an initial “long list” of locations and schemes, was to progress a system based around the Christchurch central city (ie within the Five Avenues), but importantly extended to the west to include Riccarton and Ilam. The system would cover roughly 45,000 residents and 72,000 jobs which could be within 500m of potential Bikeshare stations.
17. The benefits of this identified catchment also include areas of the central city which are still to be developed, (such as the Metro Sports Facility), and a significant residential catchment west of Hagley park. This area has high projected usage due to its combination of key attractors, notably the central city core retail, leisure and employment core, the bus interchange, Riccarton bus lounge, University of Canterbury, Ara institute, the regional hospital, health, and innovation precincts. These are all expected to be significant, growing trip generators and destinations. The area is also well served by an emerging network of newly separated central city key cycle routes and western major cycle routes, such as the Uni-Cycle. The potential area is shown in Figure 1.

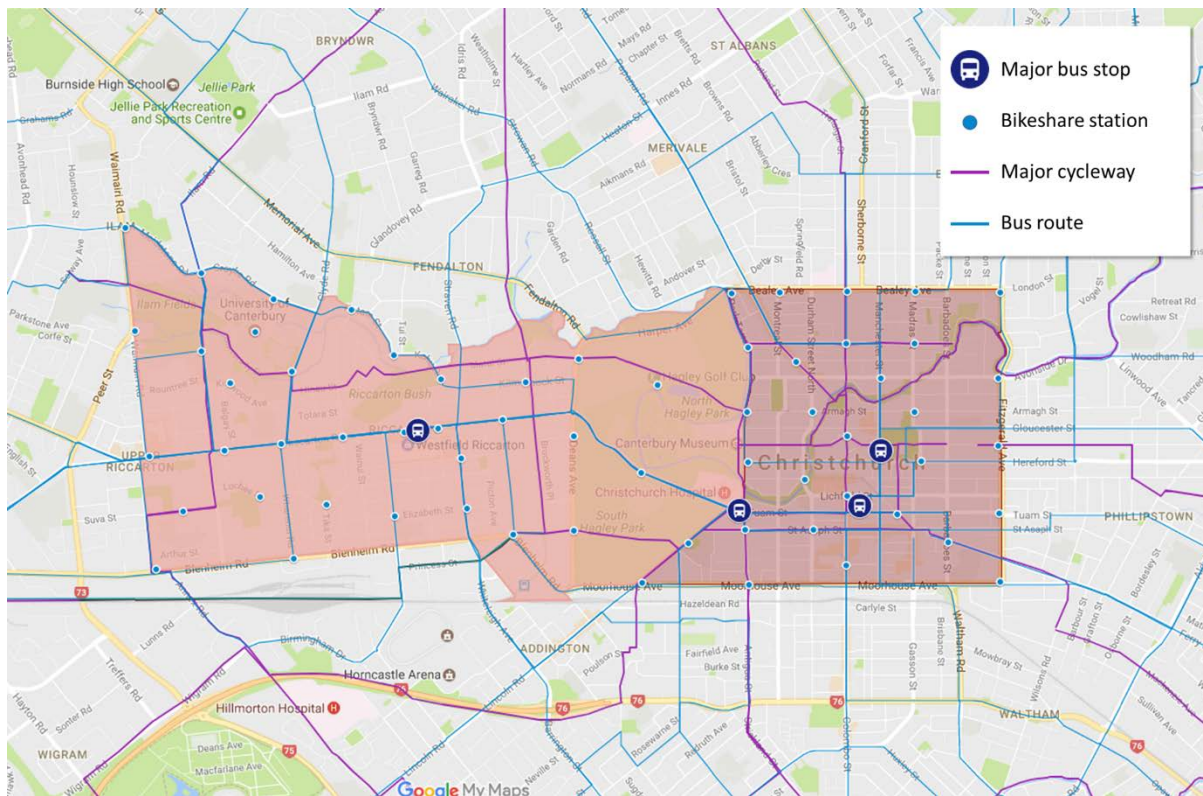


Figure 1

18. In conclusion, the findings indicate there is likely to be a compelling case for investment in some form of Bike share scheme for the identified geographic area, with good likely benefits to public transport and cycling usage. In turn, such a scheme might help to begin to address some of the central city accessibility and network connectivity problems identified through the closely related West End “gap” investigation. The management case also recommends delivering and operating the system in close coordination with the public transport network to maximize benefits and mitigate risks.
19. The recommended way forward is therefore to next seek Expressions of Interest from the national and international marketplace experienced in such systems, in order to refine an appropriately scaled investment that would meet the needs of such an initial scheme for the region when taken forward to implementation.

Update on investigations for joint working

20. Staff have maintained contact with both New Zealand Transport Agency and Auckland Transport about the developments of this business case and its findings. Staff from Auckland Transport and New Zealand Transport Agency national and regional offices were invited to the previously discussed objectives setting workshop. At this stage, both organisations have agreed to continue to work independently, but to share findings from their respective investigations. On the 18th May, the Transport Minister announced that Cycle share schemes for Auckland and Christchurch are being considered.
21. There continue to be strong opportunities therefore for beneficial joint working and for the three organisations to explore improved value for money by working together to deliver joint benefits. These benefits may become clearer when the Auckland Transport business case is completed later in the year.

Agenda Item No:7.2	Subject Matter: Metro Monitoring Report
Report: Greater Christchurch Public Transport Joint Committee	Date of Meeting: 21 June 2017
Report By: Cameron Mair – Environment Canterbury	

Purpose

1. This paper provides members with an update on greater Christchurch patronage for the year to date, as summarised in the attached monitoring dashboard.

Value proposition

2. The monthly monitoring dashboard and report provides an overview of key performance indicators for the greater Christchurch Metro network to enable effective monitoring of the services provided.

Recommendations

That the Greater Christchurch Public Transport Joint Committee:

1. **Receives the Metro Monitoring Report for information.**

Key monitoring results

3. Overall patronage is down 1.6% for the financial year to date. This result is tracking slightly above our forecasts.
4. May is always a good month to examine patronage results as it is a more consistent month, with no school or public holidays to influence patronage comparisons. During May 2017 patronage totalled 1,272,052 trip boardings. This is up 3.41% on May 2016 and led to an improvement in the overall year to date performance.
5. May patronage increased on all but one of the frequent lines in comparison to 2016 figures. The Purple and Orange Lines experienced growth of 4.5% and 9% respectively. These are encouraging results, with the Orange Line in particular showing ongoing, strong and consistent growth. The Orbiter patronage decreased 0.6%, while the Orbiter and Blue Lines both experiences minimal growth.
6. The 'City Connector' and school routes had the biggest increase in patronage for May with growth of 9.5% and 11.2% respectively. The result on the 'Connector' routes may have been positively influenced by the recent increase in frequency on the 95 route through Waimakariri District, which has resulted in an increase in growth since the changes in April. This may also counter-balance the small decrease on the associated Blue line service.

7. Patronage was positive across all three regions with Selwyn experiencing an increase of 1.7%, and Waimakariri experiencing a 2% increase.

Attachment

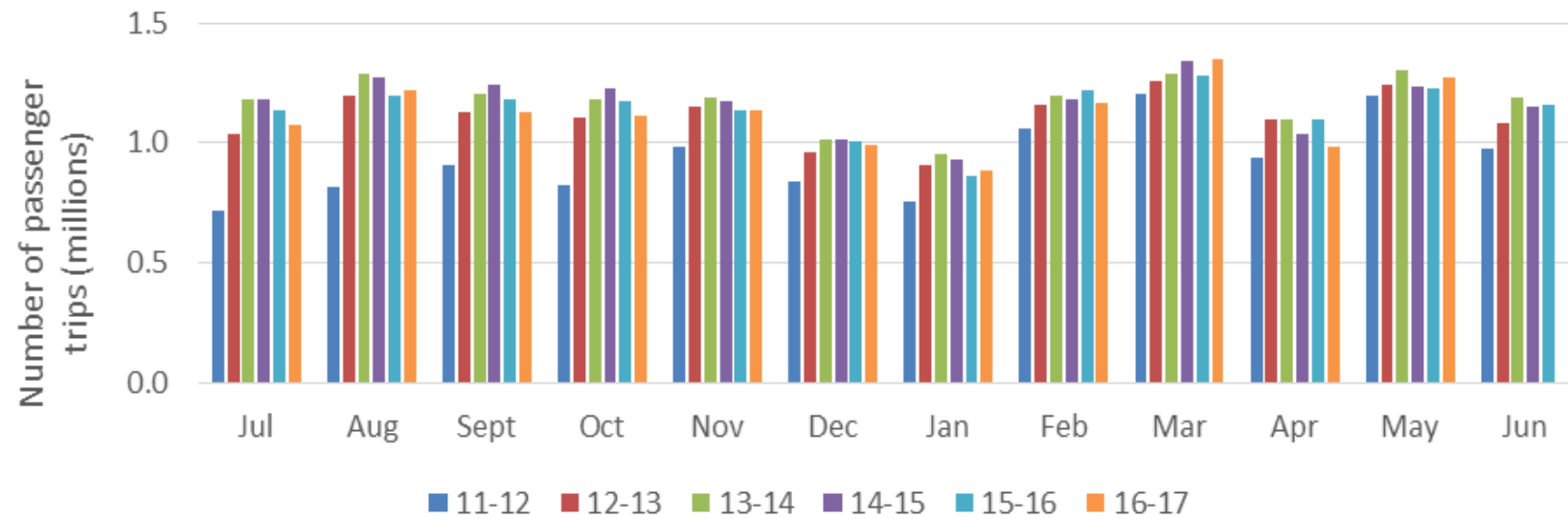
- Greater Christchurch Public Transport Monitoring Dashboard May 2017.

Greater Christchurch Public Transport Monitoring Dashboard May 2017

2020 Target: Increase patronage in Greater Christchurch and Timaru to 20 million passenger trips per year and achieve 50% cost recovery

Metro Performance

Greater Christchurch Monthly Patronage

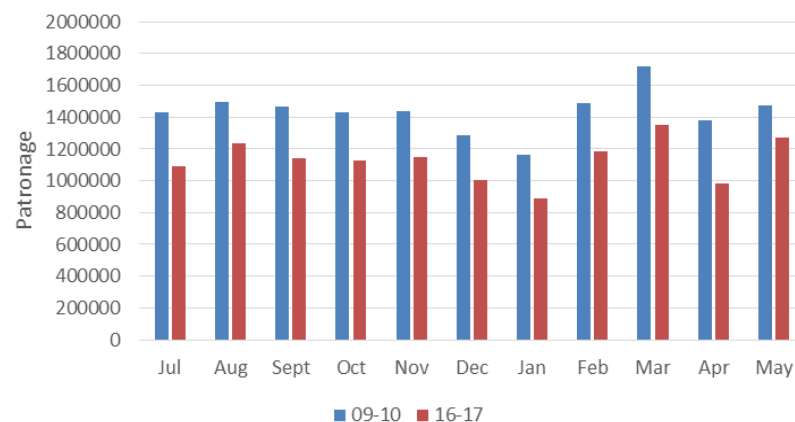


GREATER CHRISTCHURCH	MONTH	QUARTER		YEAR	
	May 2017	Mar-May 2017	Mar-May 17 v Mar-May 16	Year to date	16/17 vs 15/16
Patronage	1,272,052	3,608,579	0%	12,320,475	↓1.6%
Commerciality ratio	43.06	41.76	↓2.8%	40.81	↑0.5%
Average passenger trips per weekday	47,990	47,999	↑0.2%	44,602	↓2.6%
Ave passenger trips per weekend day	21,020	20,148	↑2.4%	19,870	↑1.1%

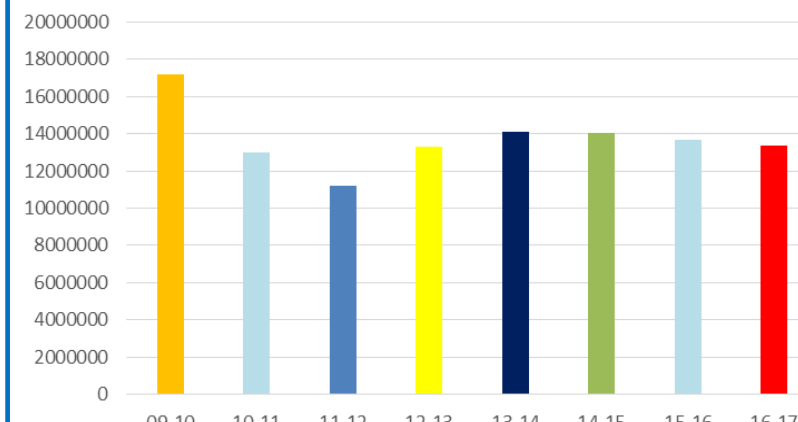
FINANCIALS May 2017	Average fare exc GST	May 2016	Subsidy per passenger	May 2016
Greater Christchurch	\$1.55	\$1.49	\$2.56	\$2.33

PAYMENT TYPE May 2017	Unique Metrocards	Metrocard	Cash	SuperGold card
Greater Christchurch	46,794	75%	15%	10%

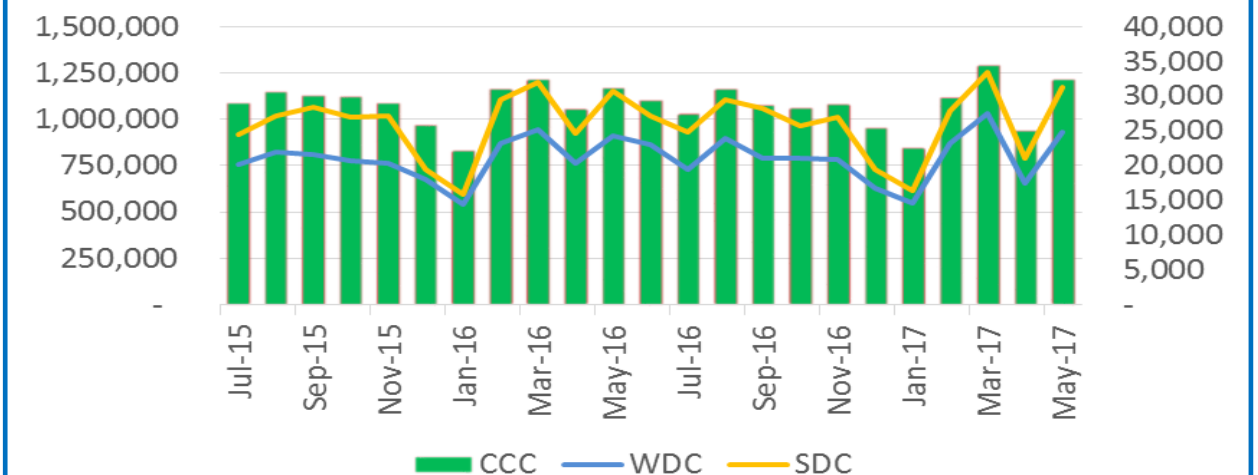
Patronage 09-10 vs 16-17



Patronage 09-16 (16-17 Forecast)



Patronage by Council



Customer Interaction

Website May 2017

Total web page views	Accessed by mobile	Accessed by tablet	Accessed by computer
1,063,934	75%	3%	21%

Social Media Interactions May 2017

Channel	Views	Interactions	Previous month
Facebook	18,362	221	↓62%
Twitter	7,666	83	↑12%

Mystery Shopper performance results for all bus services May 2017

Current month	Current quarter	Previous quarter
85	85.6	82.7

Types of customer feedback in May 2017

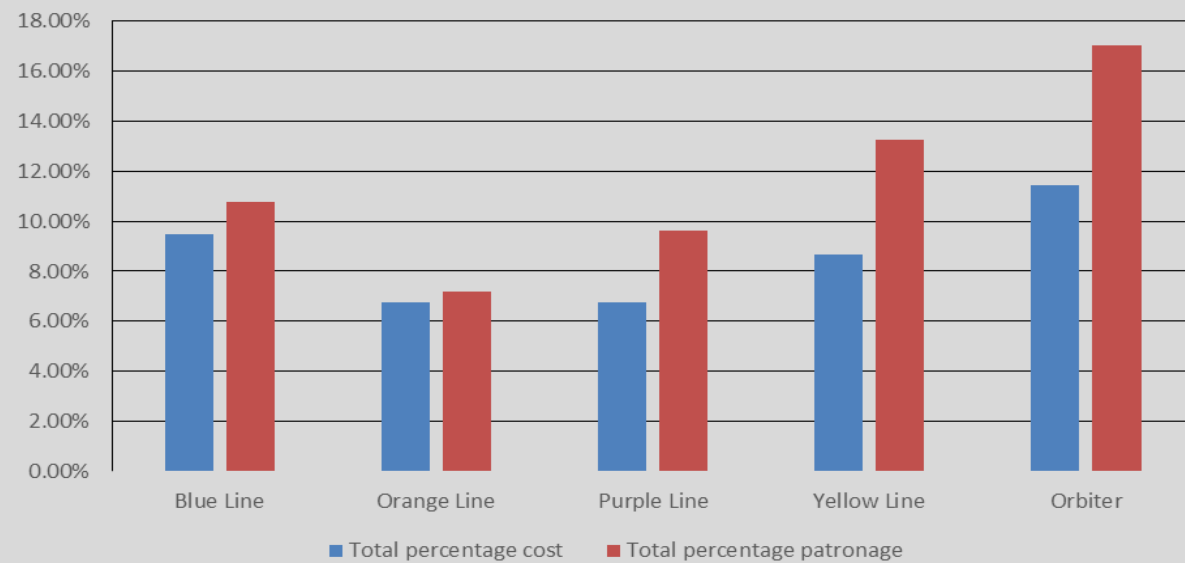
Feedback Type	Count	% of total
Complaints	257	0.020%
Compliments	31	0.002%
General Feedback	68	0.005%

PATRONAGE BY COUNCIL

	May 2017	May 2016
Christchurch City Council (CCC)	1,216,046	↑3.5%
Selwyn District Council (SDC)	31,258	↑1.7%
Waimakariri District Council (WDC)	24,747	↑2.0%

Route Performance

Metro Lines Cost vs Pax



Route definitions:

Frequent = high patronage

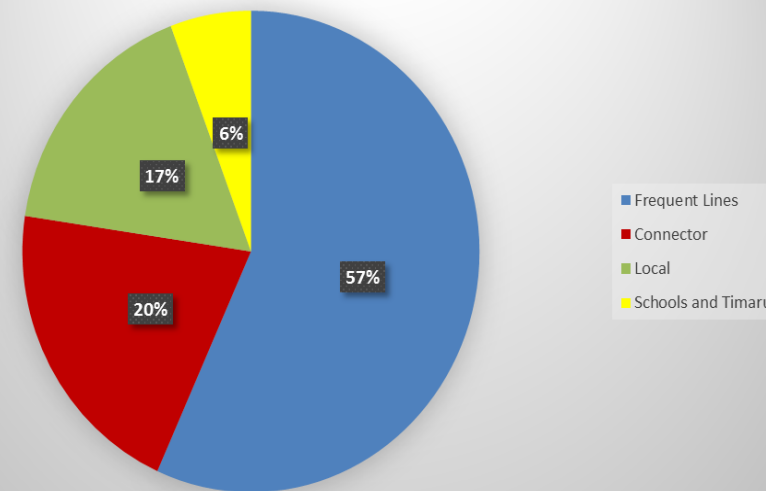
Connector = patronage and coverage

Local = coverage and accessibility

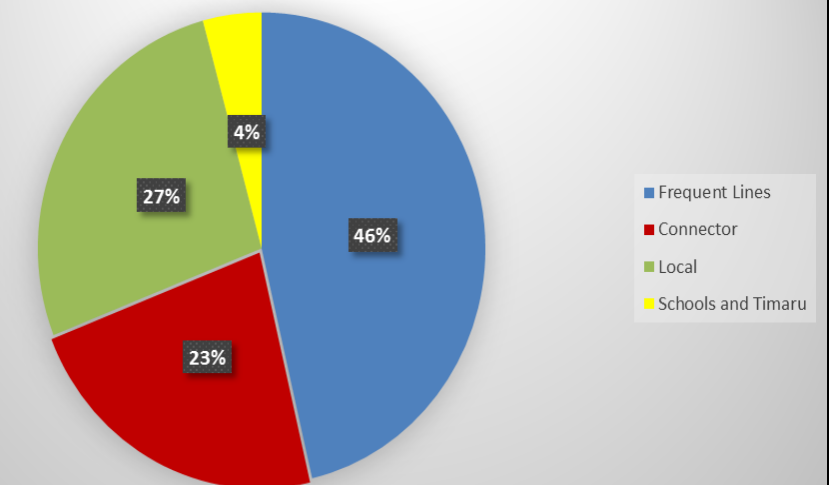
Other = serve specific target markets e.g. schools

PATRONAGE BY TYPE	Frequent	Connector	Local	Schools
May 2017 patronage	716,987	276,971	222,357	55,608
% of total patronage	56.4%	21.8%	17.5%	4.4%
May 2017 vs May 2016	↑1.1%	↑9.5%	↑2.2%	↑11.2%

Pax per route type



Cost per route type



FREQUENT LINES

Purple

Yellow

Orbiter

Orange

Blue

May 2017 vs May 2010

↑14%

↑23%

↑13%

n/a

n/a

May 2017 vs May 2016

↑4.5%

↓0.6%

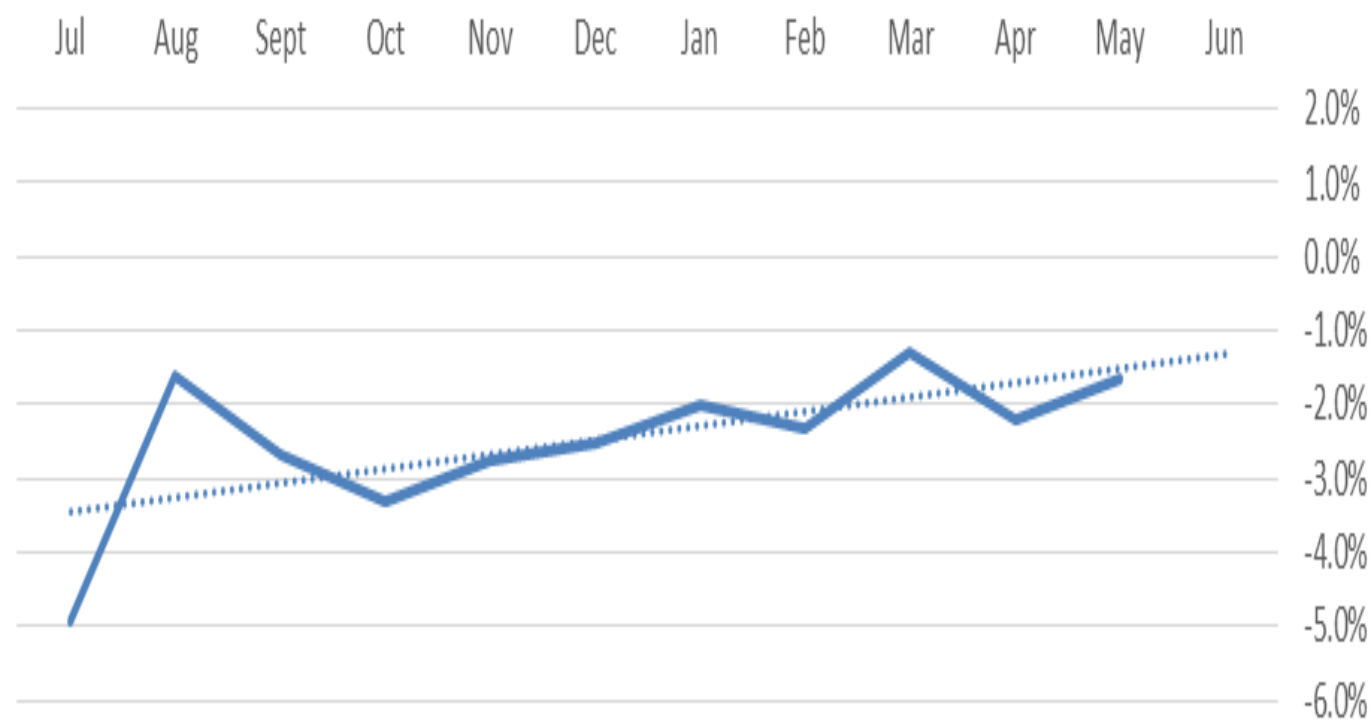
↑0.5%

↑9%

↓4.3%

Patronage and Commerciality Trends

YTD Patronage Difference FY16 to FY17



YTD Commerciality Comparison FY16 to FY17

