

Agenda 2020

Greater Christchurch Public Transport Joint Committee

Date: Wednesday, 17 June 2020

Time: 3.45pm – 5.00pm

Venue: Environment Canterbury, Council Chamber



Greater Christchurch Public Transport Joint Committee

Membership

Independent Chair	Alister James
Christchurch City Council	Mayor Lianne Dalziel Councillor Mike Davidson Councillor Sara Templeton
Environment Canterbury	Chair Jenny Hughey Councillor Phil Clearwater Councillor Tane Apanui
Selwyn District Council	Councillor Nicole Reid
Waimakariri District Council	Mayor Dan Gordon
New Zealand Transport Agency	Jim Harland
Canterbury District Health Board	Dr Anna Stevenson

Common Acronyms

CCC	Christchurch City Council
CDHB	Canterbury District Health Board
ECan	Environment Canterbury (Canterbury Regional Council)
GCPTJC	Greater Christchurch Public Transport Joint Committee
IBC	Indicative Business Case
LGA	Local Government Act 2002
LTMA	Land Transport Management Act 2003
LTP	Long Term Plan
Metro	Brand for Christchurch network of bus routes and services
MRT	Mass Rapid Transit
NZTA	Waka Kotahi NZ Transport Agency
PBC	Programme Business Case
PT	Public Transport
PTAG	Public Transport Advisory Group
RLTP	Regional Land Transport Plan
RPTP	Regional Public Transport Plan
SDC	Selwyn District Council
SSBC	Single Stage Business Case
TMG	Transport Managers Group
WDC	Waimakariri District Council
YTD	Year to Date

**AGREEMENT IN RELATION TO THE GREATER CHRISTCHURCH
PUBLIC TRANSPORT JOINT COMMITTEE**

**CANTERBURY REGIONAL COUNCIL
AND
CHRISTCHURCH CITY COUNCIL
AND
SELWYN DISTRICT COUNCIL
AND
WAIMAKARIRI DISTRICT COUNCIL**

12 April 2016

Agreement in relation to the Greater Christchurch Public Transport Joint Committee

DATE:

1. **Canterbury Regional Council, a regional council under Schedule Two of the Local Government Act 2002**
2. **Christchurch City Council, a territorial authority under Schedule Two of the Local Government Act 2002**
3. **Selwyn District Council, a territorial authority under Schedule Two of the Local Government Act 2002**
4. **Waimakariri District Council, a territorial authority under Schedule Two of the Local Government Act 2002**

1. PURPOSE STATEMENT

- 1.1 The primary objectives of the Greater Christchurch Public Transport Joint Committee are to:
 - a. Foster a collaborative approach between the Parties to achieve integrated decision-making; and
 - b. Provide clear and decisive leadership with respect to the provision of public transport services and infrastructure in Greater Christchurch.

2. BACKGROUND

- 2.1 Provision of effective public transport services and facilities is an essential component in the long-term recovery of greater Christchurch. Achieving this goal requires a high degree of coordination, strategic alignment, and commitment by the Parties.
- 2.2 Currently public transport services and facilities in greater Christchurch are provided by multiple parties:
 - a. Canterbury Regional Council holds statutory responsibility for planning and funding public transport services in greater Christchurch. This includes route planning, contracting of bus services, setting fares and concessions and providing information to users, marketing services, including printed timetables and the Metro bus website; and
 - b. Christchurch City Council, Selwyn District Council and Waimakariri District Council have responsibilities as road controlling authorities in relation to bus stops, shelters and transfer facilities, on-road passenger information systems, the implementation and operation of bus priority schemes, and the provision of park and ride facilities and off-road interchange and transfer facilities.
- 2.3 Canterbury Regional Council, Christchurch City Council, Selwyn District Council and Waimakariri District Council have agreed to establish a joint committee to be known as the Greater Christchurch Public Transport Joint Committee (**Committee**).
- 2.4 This Committee is established under clause 30A of Schedule 7 of the Local Government Act 2002 (**LGA**), and in accordance with the Land Transport

Management Act 2003 (**LTMA**), the Land Transport Act 1998, and the Local Government Act 2002.

- 2.5 Clause 30A of Schedule 7 of the LGA requires that an agreement is entered into by the Parties to the joint committee specifying the number of members each party may appoint to the joint committee; how the Chairperson and Deputy Chairperson are to be appointed; the terms of reference for the joint committee; what responsibilities (if any) are to be delegated to the joint committee by each party; and how the Agreement may be varied.
- 2.6 This Agreement sets out each of these matters as required by the LGA. The terms of reference included in this Agreement set out the Parties' agreement to collaboratively exercise their functions, powers and duties with respect to public transport service and delivery, and to delegate appropriate functions to the Committee for consolidated management.

3. INTERPRETATION

- 3.1 **Agreement** means this Agreement with its Schedules including any variations entered into from time to time.
- 3.2 **Committee** means the Greater Christchurch Public Transport Joint Committee.
- 3.3 **CDHB** means Christchurch District Health Board.
- 3.4 **GCMS** means the Greater Christchurch Metro Strategy.
- 3.5 **LGA** means the Local Government Act 2002.
- 3.6 **LTMA** means the Land Transport Management Act 2003.
- 3.7 **NZTA** means New Zealand Transport Authority.
- 3.8 **Party** means any of Canterbury Regional Council, Christchurch City Council, Waimakariri District Council or Selwyn District Council as the context requires and **Parties** means together Canterbury Regional Council, Christchurch City Council, Waimakariri District Council and Selwyn District Council.
- 3.9 **RLTP** means the Regional Land Transport Plan.
- 3.10 **RPTP** means the Regional Public Transport Plan.
- 3.11 **Territorial Authorities** means Christchurch City Council, Waimakariri District Council and Selwyn District Council.
- 3.12 **Regional Council** means Canterbury Regional Council (operating as Environment Canterbury).
- 3.13 **PTAG** means the Public Transport Advisory Group.

4. COMMITTEE MEMBERSHIP

- 4.1 The Committee will have a membership of nine voting members and one non-voting observer member, made up as follows:
 - a. An Independent Chairperson;
 - b. Three council members from Canterbury Regional Council;

- c. Three council members from Christchurch City Council;
 - d. One council member from Waimakariri District Council;
 - e. One council member from Selwyn District Council;
 - f. One representative from the New Zealand Transport Authority (**NZTA**) in an observer role with speaking rights, but in a non-voting capacity;
- 4.2 The Parties will each appoint their representatives on the Committee. NZTA will appoint their representative.
- 4.3 The Parties may agree to appoint additional non-voting observers as considered necessary. If the Parties cannot reach agreement on appointing additional observers, a 75% majority of the Chair of the Regional Council and the Mayors of Christchurch City, Selwyn and Waimakariri is required to before an additional non-voting observer may be appointed to the Committee.
- 4.4 The Parties and NZTA may replace their representatives from time to time by providing written notice to the Committee confirming the amended appointment.
- 4.5 The Committee will not be discharged at the point of the next election period (in line with clause 30(7) of Schedule 7).

5. INDEPENDENT CHAIRPERSON AND DEPUTY CHAIRPERSON

- 5.1 The Independent Chairperson will be appointed by agreement between the Chair of the Regional Council and the Mayors of Christchurch City, Selwyn and Waimakariri.
- 5.2 Remuneration of the Independent Chairperson will be agreed by the the Chair of the Regional Council and the Mayors of Christchurch City, Selwyn and Waimakariri, with the costs allocated to Canterbury Regional Council.
- 5.3 The Deputy Chairperson will be appointed by the Committee annually on a rotating basis between a member from Canterbury Regional Council, a member from the Waimakariri District Council, a member from the Selwyn District Council and a member from Christchurch City Council. Non-voting observer members are not eligible for appointment as Deputy Chairperson.

6. QUORUM AND CONDUCT OF MEETINGS

- 6.1 The quorum at a meeting of the Committee consists of the majority of the members including at least one representative from Christchurch City Council, at least one representative from Canterbury Regional Council, at least one representative from either Waimakariri and Selwyn District Councils and the Independent Chairperson.
- 6.2 Voting shall be on the basis of the majority present at the meeting, with no alternates or proxies.
- 6.3 For the purposes of clause 6.2, the Independent Chairperson:
- a. Has a deliberative vote; and
 - b. In the case of equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- 6.4 Meetings will be held monthly or as necessary and determined by the Independent Chairperson.

- 6.5 Other than as noted above, the standing orders of Canterbury Regional Council as the administering Council shall apply.

7. TERM OF APPOINTMENT

- 7.1 The Independent Chairperson will be appointed for a term of three years.
- 7.2 The Independent Chairperson may be appointed for a maximum of two consecutive terms.
- 7.3 The Independent Chairperson may be removed by agreement between the Chair of the Regional Council and the Mayors of Christchurch City, Selwyn and Waimakariri.
- 7.4 If agreement on removal of the Independent Chairperson cannot be reached, a 75% majority of the Chair of the Regional Council and the Mayors of Christchurch City, Selwyn and Waimakariri is required to effect removal.
- 7.5 The Deputy Chairperson will be appointed annually in accordance with clause 5.3 above.
- 7.6 Representatives of the Parties and NZTA may serve on the Committee until replaced in accordance with clause 4.4 above.

8. TERMS OF REFERENCE

- 8.1 The role of the Committee is to:
- a. Develop the Regional Public Transport Plan (**RPTP**) and guide the development of the public transport components of other planning documents;
 - b. Make recommendations to the Parties regarding implementation of the RPTP in greater Christchurch;
 - c. Oversee the implementation of the RPTP in greater Christchurch; and
 - d. Lead future public transport planning in greater Christchurch.
- 8.2 The functions of the Committee are to:
- a. Develop the RPTP, dealing with all matters required to be considered in the development of the RPTP, consistently with the requirements in the LTMA, including carrying out the submissions and hearings process;
 - b. Recommend a draft RPTP to Canterbury Regional Council for approval;
 - c. As required, review the adopted RPTP and make appropriate recommendations to the Canterbury Regional Council;
 - d. Lead the development of a new joint work programme to implement the RPTP;
 - e. Review the Greater Christchurch Metro Strategy, undertake consultation, and make appropriate recommendations to the Parties;
 - f. Establish and lead the Public Transport Advisory Group (**PTAG**), to provide community input in support of functions of the Committee;

- g. In coordination with the work programme of the Regional Transport Committee, guide and review the public transport components of the Regional Land Transport Plan (RLTP) and make recommendations to Regional Transport Committee for incorporation into the RLTP;
- h. Make decisions relating to public transport fares that can be made without amendment to the RPTP;
- i. Manage public transport marketing, promotion and information services in greater Christchurch;
- j. Make recommendations on the operation of Community Vehicle Trusts and the Total Mobility scheme within greater Christchurch;
- k. Make recommendations to the Parties on any new business cases being developed and on matters that require additional funding or in relation to proposed actions outside the agreed funding envelope or level of service.
- l. Undertake monitoring, including to:
 - i. Develop a new monitoring and reporting framework for public transport in greater Christchurch;
 - ii. Carry out monitoring under the framework; and
 - iii. Make appropriate recommendations to the Parties.
- m. Provide guidance to the Parties, where appropriate, in relation to the provision of infrastructure and planning, and in relation to the road controlling authority responsibilities of the Territorial Authorities.

9. DELEGATIONS

- 9.1 Canterbury Regional Council will delegate the following responsibilities to the Committee in relation to greater Christchurch only:
 - a. Review and development of the RPTP, including undertaking the consultation, submissions and hearings process;
 - b. Leading the implementation of the RPTP, including making decisions on fares in accordance with clause 8.2(h) and managing public transport marketing in accordance with clause 8.2(i);
 - c. Review of the public transport components of the draft RLTP;
 - d. Establishment and leadership of PTAG; and
 - e. Any further responsibilities required to be delegated to the Committee to enable it to carry out its functions as detailed in clauses 8.1 and 8.2 above.

10. FINANCIAL DELEGATIONS

- 10.1 The Committee can make financial decisions within an agreed budget envelope and as long as the decision does not trigger any change to the RPTP, the RLTP, or the relevant Annual Plan or Long Term Plan.

11. LIMITATION OF POWERS

- 11.1 The Committee does not have the authority to commit any Party to any path or expenditure or to borrow money and its recommendations do not compromise the Parties' freedom to deliberate and make decisions.
- 11.2 For the avoidance of doubt, the Parties are under no obligation to accept the recommendations of the Committee.
- 11.3 In accordance with legislative requirements Canterbury Regional Council will retain decision-making responsibility relating to:
 - a. The adoption of the RPTP, on recommendation of the Committee;
 - b. The adoption of the RLTP, on recommendation of the Regional Transport Committee; and
 - c. The adoption of Annual Plans and Long-Term Plans and consequential rating decisions.
- 11.4 In accordance with legislative requirements and by agreement between the Parties the Territorial Authorities will retain public transport related responsibilities currently held relating to:
 - a. Provision of public transport infrastructure in accordance with the relevant Long-Term Plan;
 - b. The adoption of Annual Plans and Long-Term Plans and consequential rating decisions; and
 - c. Their status as road controlling authorities under the LGA 2002 and the LTMA.

12. OPERATING PRINCIPLES

- 12.1 The Committee will at all times operate in accordance with the requirements of the Local Government Official Information and Meetings Act 1987 and will observe the following principles:
 - a. Working in a collaborative and co-operative manner using best endeavours to reach solutions that take into account of the interests of all sectors of the community; and
 - b. Promoting a philosophy of partnership and integrated public transport development and management to achieve the objective of an effective and well aligned public transport network.
 - c. Working with the Parties, the Regional Land Transport Committee, the NZTA, the CDHB and where appropriate the PTAG to provide recommendations into the planning and delivery of public transport in the greater Christchurch region;
 - d. Giving consideration to and balancing of the interests of all road users in the region in the debate and decision-making;
 - e. Giving effect to the principles and purposes of the LTMA, the Land Transport Act 1998 and the Local Government Act 2002;

13. COMMITTEE SUPPORT

- 13.1 Canterbury Regional Council will act as the administrating authority and provide secretariat support to the Committee.
- 13.2 Canterbury Regional Council will cover the costs associated with providing secretariat support.

14. VARIATIONS

- 14.1 This Agreement may be varied by mutual agreement of the Parties at any time.
- 14.2 Any agreement to vary the Agreement shall be recorded in writing, signed by the Parties, and attached to a copy of this document.

Greater Christchurch Public Transport Joint Committee

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1. Apologies

2. Conflicts of Interest

3. Minutes

Minutes of the 14th meeting of the Greater Christchurch Public Transport Joint Committee held in the Council Chamber, Environment Canterbury, 200 Tuam Street, Christchurch, on Wednesday, 19 February 2020 commencing at 3.55pm

Contents

- Welcome
- 1. Apologies
- 2. Conflicts of Interest
- 3. Minutes of Previous Meeting – 21 August 2019
- 4. Matters Arising
- 5. Deputations and Petitions
- 6. Reports
 - 6.1 Metro Monitoring Report
 - 6.2 Public Transport Timeline 2020
- 7. Extraordinary and Urgent Business
- 8. Next public meeting: 17 June 2020

Present

Alister James (Chair)
Mayor Dan Gordon (Waimakariri District Council)
Cr Nicole Reid (Selwyn District Council)
Cr Mike Davidson (Christchurch City Council)
Cr Sara Templeton (Christchurch City Council)
Cr Phil Clearwater (Environment Canterbury)
Cr Tane Apanui (Environment Canterbury)
Chair Jenny Hughey (Environment Canterbury)
Dr Anna Stevenson (Canterbury District Health Board)

In attendance

Councillor:

Cr Vicky Southworth (Environment Canterbury)

Environment Canterbury:

Nadeine Dommisie	Stewart Gibbon	Edward Wright
Len Fleete	Vivienne Ong	

Christchurch City Council:

Darren Fidler	Richard Osborne
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1. **Welcome, introduction and apologies**

The Chairperson welcomed everyone to the meeting.

Apologies were received from Jim Harland (NZTA) and Mayor Lianne Dalziel (Christchurch City Council).

2. **Conflicts of interest**

No conflicts of interest were declared.

3. **Matters Arising**

There were no matters arising from the minutes.

4. **Correspondence**

There was no correspondence.

5. **Deputations and Petitions**

There were no deputations and petitions.

6. **Reports**

6.1 **Metro Monitoring Report**

(Refer page 8 of the agenda)

Len Fleete and Edward Wright provided members with an update on Greater Christchurch patronage. During discussion the following was noted:

- Even though data trends showed a decline in patronage compared to the same period last year, this is partly attributable to fewer transfers due to a change in movement including relocation of high schools such as Avonside Girls and Shirley Boys. It meant this was a better customer service to students who were accessing their school more directly (walk or bike) or with less transfers.
- In response to a member's query, it was confirmed that patronage numbers per capita could be included in the metro monitoring reporting.
- The Orbiter has not been able to utilise Homestead Lane as part of its route servicing the university, The Bush Inn shopping centre and local high school since January 2019. Customer impact was being closely monitored.
- Approach University of Canterbury for initiatives for increasing student usage on the bus routes that connect to the university (Purple and route 100, 120 and 130 buses).

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

- 1. Receives the Metro Monitoring report for information**

Cr Clearwater / Cr Reid
CARRIED

6.2 Public Transport Timeline 2020

(Refer page 11 of the agenda)

The last triennium Greater Christchurch Public Transport Committee recommended the Public Transport Timeline report come to the current Committee. The report shows timelines of projects that are ongoing that have impacts on transport and public transport services.

Discussion ensued and the following points were raised:

- Need to hear from community experts on their innovations for climate change and reducing of emissions.
- The public can make Deputations direct to the Committee, should consideration also be given to change Standing Orders to allow a public forum at the beginning of each meeting?
- Look at the feasibility of changing the meeting dates from the third Wednesday of the month.
- Need to decide on the Committee's strategic and operational levels and review the Terms of Reference.

Resolved:

That the Greater Christchurch Public Transport Joint Committee:

- 1. Receives the report "Public Transport Timeline 2020"**
- 2. Agrees that the information can be updated in future progress reports and will be reported back to the Joint Committee at the start of each triennium and every six months thereafter**

Mayor Gordon / Cr Davidson
CARRIED

7. Extraordinary and Urgent Business

There was no extraordinary or urgent business.

8. Next Meeting

The next meeting to be advised in the new triennium.

9. **Closure**

The meeting closed at 4.45pm.

Independent Chair

Date

4. Matters Arising

5. Correspondence

6. Deputations and Petitions

7. Reports

7.1. Metro Monitoring Report

Greater Christchurch Public Transport Joint Committee

Date of meeting	17 June 2020
Author	Len Fleete, Senior Strategy Advisor, Public Transport

Purpose

1. This paper provides members with an update on greater Christchurch patronage, as summarised in the attached monitoring dashboard.
2. The monitoring dashboard provides an overview of key performance indicators for the greater Christchurch Metro network covering the first four months of 2020. This provides Joint Committee members with information on the effectiveness and performance of the Metro network.

Recommendations

That the Greater Christchurch Public Transport Joint Committee:

1. receives the Metro Monitoring Report for information.

Key Monitoring Results

3. Patronage has understandably been adversely affected by the COVID 19 lockdown and restrictions on public transport services that have been necessitated by physical distancing requirements in Alert Levels 4, 3 and 2.
4. As noted in the last monitoring report covering the four months to December 2019, patronage as measured by total passenger trips undertaken on the Metro network, was declining by 3.5% when compared to the previous financial year to date. This trend remained consistent during January and February 2020.
5. As expected, the effects of level 3 restrictions, and particularly the level 4 lockdown, have seen patronage figures decline sharply. April's passenger trips figure of 111,776 is around 11% of the trips taken on the Metro network in April 2019.
6. Fares were not charged on Metro services from late March until mid-June. Waka Kotahi NZ Transport Agency covered the revenue lost from fares for this period. Fares are to be reintroduced from Monday 15 June.

Attachments

7. Greater Christchurch Public Transport Monitoring Dashboard January to April 2020.

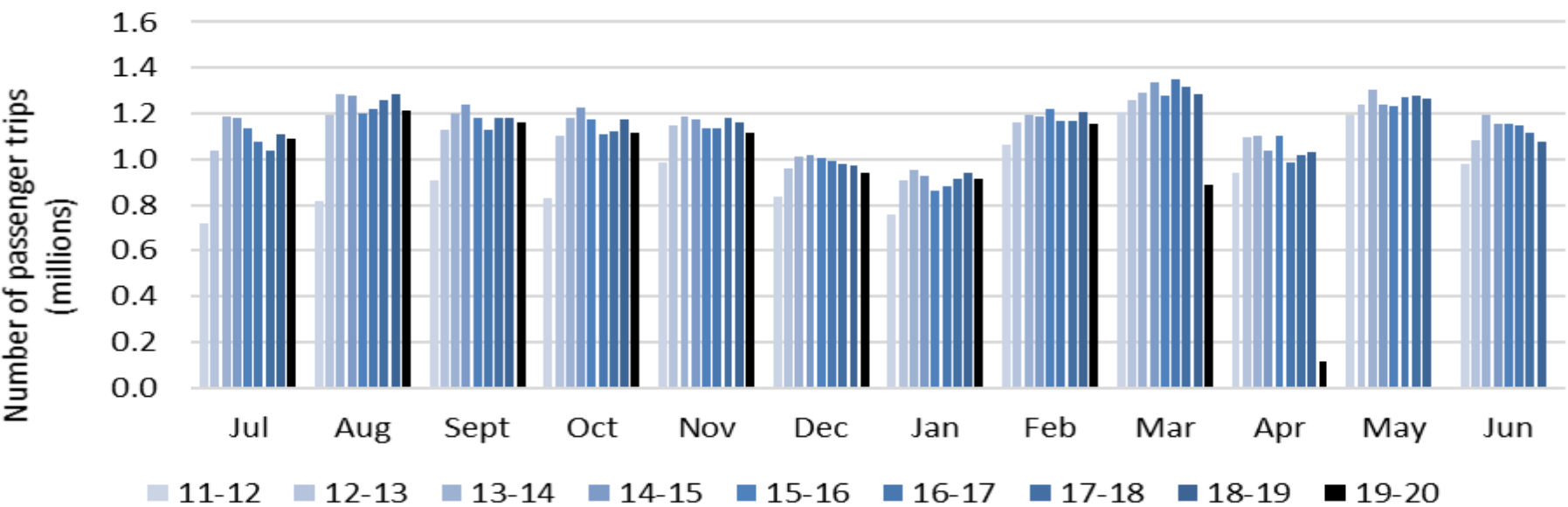
File reference	https://punakorero/groups/PubTransport/PTCommittee/20200617_MonitoringReport.docx
Peer reviewers	Edward Wright, Stewart Gibbon

Greater Christchurch Public Transport Monitoring Dashboard January—April 2020 (1st Quadrimester)

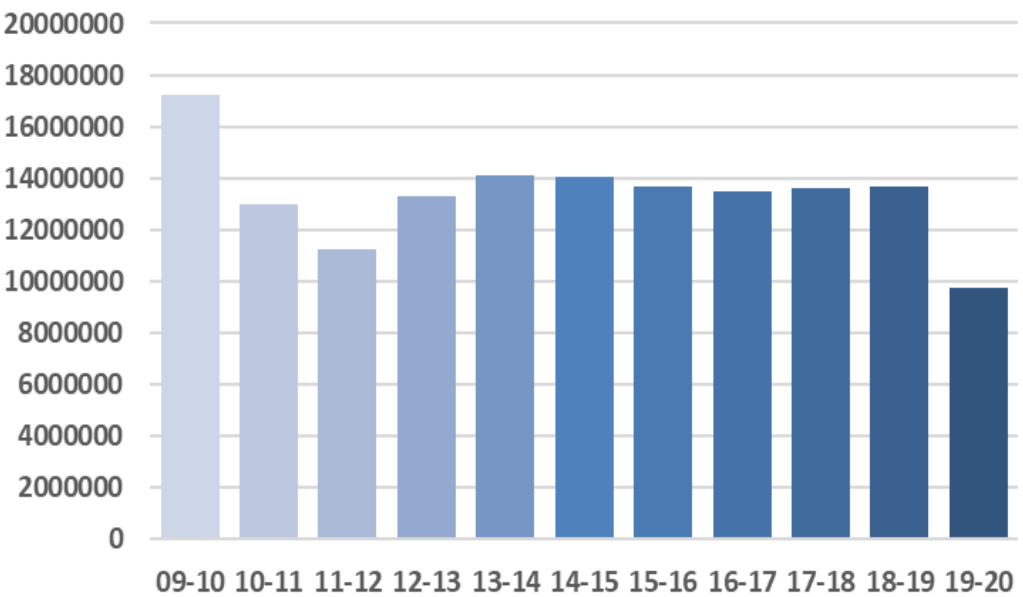
2020 Target: Increase patronage in Greater Christchurch and Timaru to 20 million passenger trips per year. Farebox Target: Maintain or improve on the current level ie 38.2%, by 2024.

Patronage

Greater Christchurch Monthly Patronage



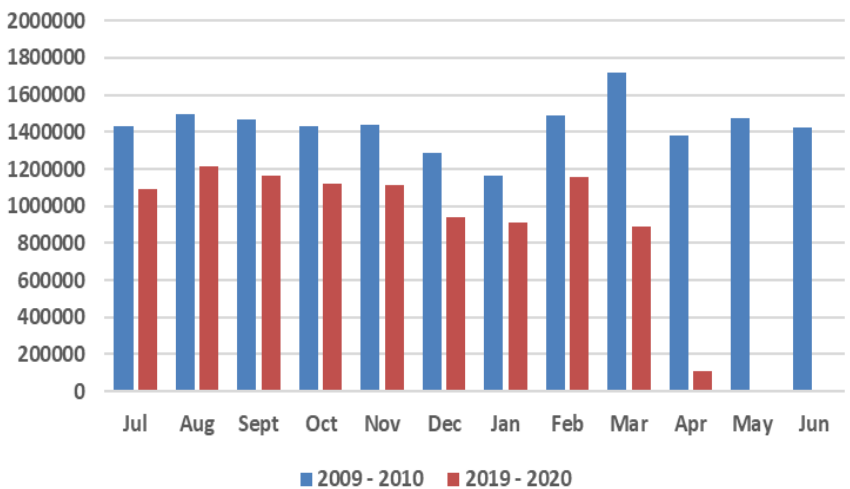
Yearly Patronage 2009 - 2020



PATRONAGE BY TYPE	Frequent	Connector	Local	Other
Jan-Apr 2020 patronage	1,709,538	792,890	477,661	91,124
% of total patronage	55.7%	25.8%	15.5%	3.0%
Jan-Apr 2020 vs Jan-Apr 2019	↓32.0	↓27.9	↓32.7%	↓34.8%

FREQUENT LINES	Purple	Yellow	Orbiter	Orange	Blue
Jan-Apr 2020 vs Jan-Apr 2019	↓32.7%	↓30.3%	↓33.9%	↓30.8%	↓31.4%

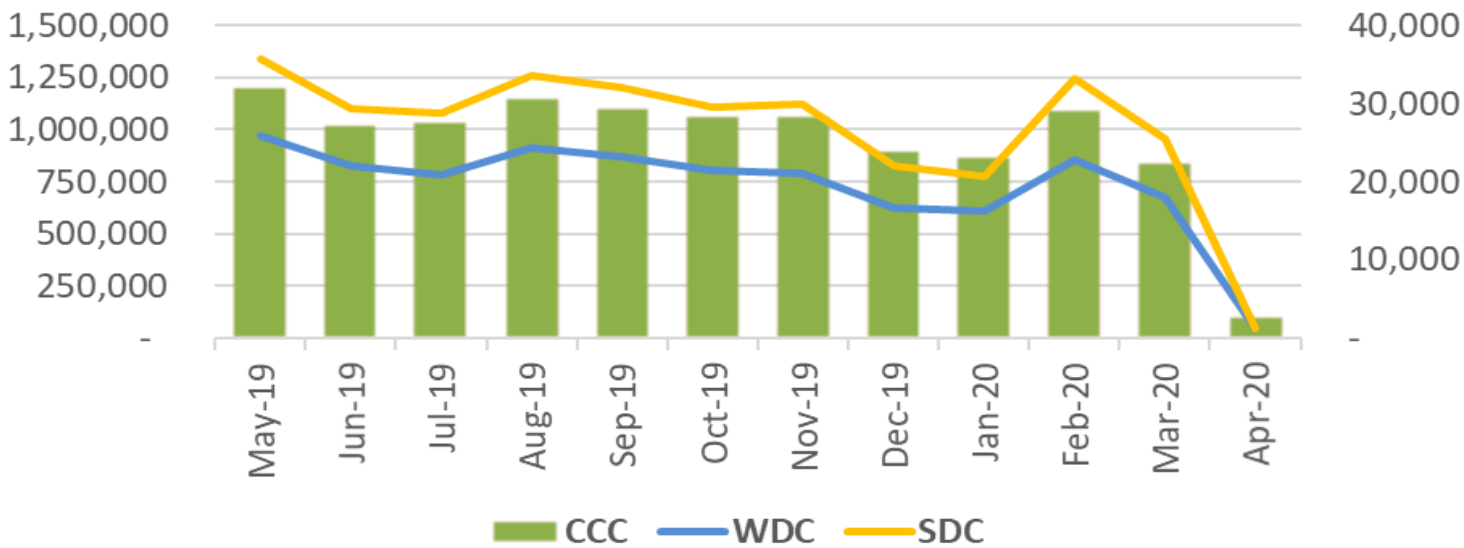
Monthly Patronage 2009 - 2010 vs 2019 - 2020



ROUTE DEFINITION:

Frequent = high patronage
Connector = patronage and coverage
Local = coverage and accessibility
Other = serve specific target markets e.g. schools

Monthly Patronage by Council



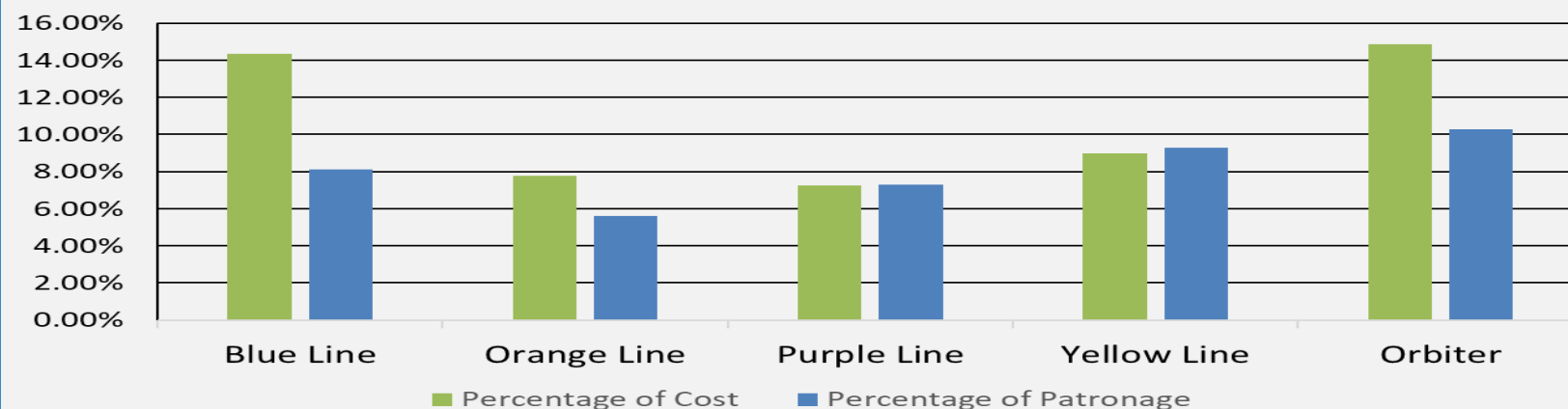
PATRONAGE BY COUNCIL	Jan-20	Feb-20	Mar-20	Apr-20	Jan-Apr 2020 vs Jan-Apr 2019
Christchurch City Council (CCC)	876,392	1,100,595	846,105	109,253	↓31.3%
Waimakariri District Council (WDC)	16,217	22,756	18,011	1,296	↓30.0%
Selwyn District Council (SDC)	20,671	33,192	25,498	1,227	↓28.2%

Performance

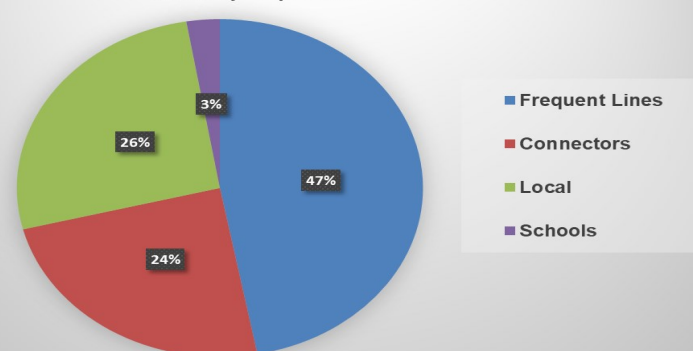
	MONTH				QUADRIMESTER		YEAR	
	Jan-20	Feb-20	Mar-20	Apr-20	Jan-Apr20	Jan-Apr20 vs Jan-Apr19	Year to date	19/20 vs 18/19
Patronage	913,280	1,156,543	889,614	111,776	3,071,213	↓31.2%	9,712,755	↓14.4%
Average passenger trips per weekday	35,749	49,661	33,827	4,668	30,976	↓33.2%	38,862	↓13.1%
Ave passenger trips per weekend day	16,256	21,222	16,142	2,076	13,924	↓27.8%	17,382	↓11.4%
Farebox Recovery	33.6	39.7	29.4	5.7	27.1	↓10.8	33.1	↓5.0

PAYMENT TYPE	Unique Metrocards	Metrocard %	Cash %	SuperGold card %	Adult %	Cash & Metrocard Transfers			
						%	2020 vs 2019		
Jan-20	45,211	67.3%	17.6%	14.8%	70.0%	24.0%	↓5.4%		
Feb-20	48,131	74.9%	14.1%	10.7%	54.9%	23.6%	↓5.3%		
Mar-20	46,561	77.7%	12.0%	10.1%	43.4%	23.2%	↓27.8%		
Apr-20	5	0.0%	0.2%	1.7%	unknown	0.0%	↓100.0%		
FINANCIALS		Jan-20	Jan-19	Feb-20	Feb-19	Mar-20	Mar-19	Apr-20	Apr-19
Average fare (exc GST)		\$1.82	\$1.76	\$1.72	\$1.65	\$1.74	\$1.62	\$2.56	\$1.69
Subsidy per passenger (exc GST)		\$3.61	\$3.26	\$2.62	\$2.29	\$4.19	\$2.44	\$42.75	\$3.10

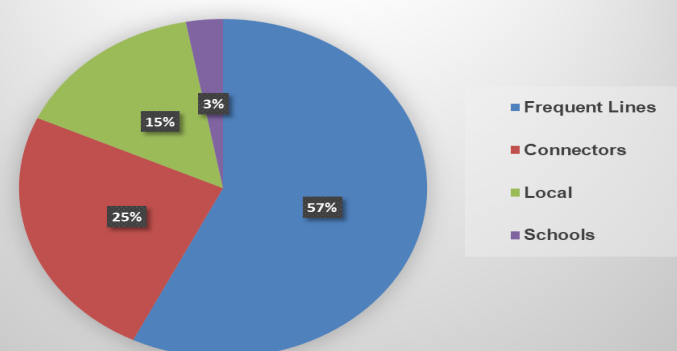
Metro Lines Cost vs Patronage January - April 2020



Percentage total cost per route type January - April 2020



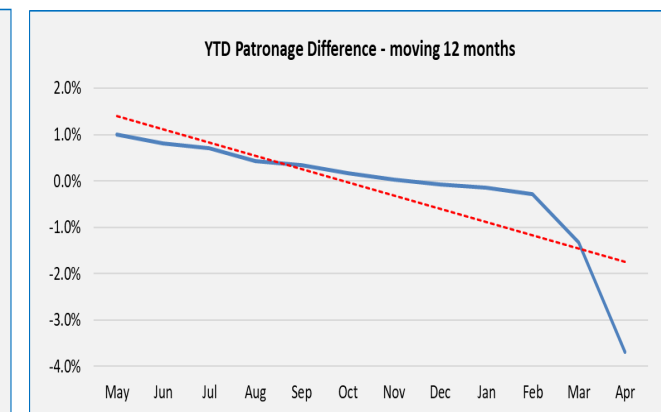
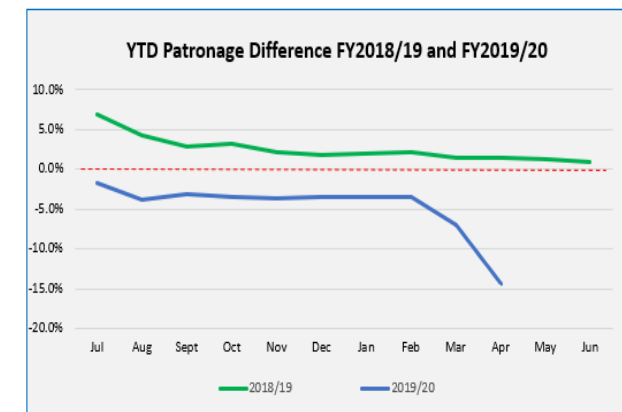
Percentage total patronage per route type January - April 2020



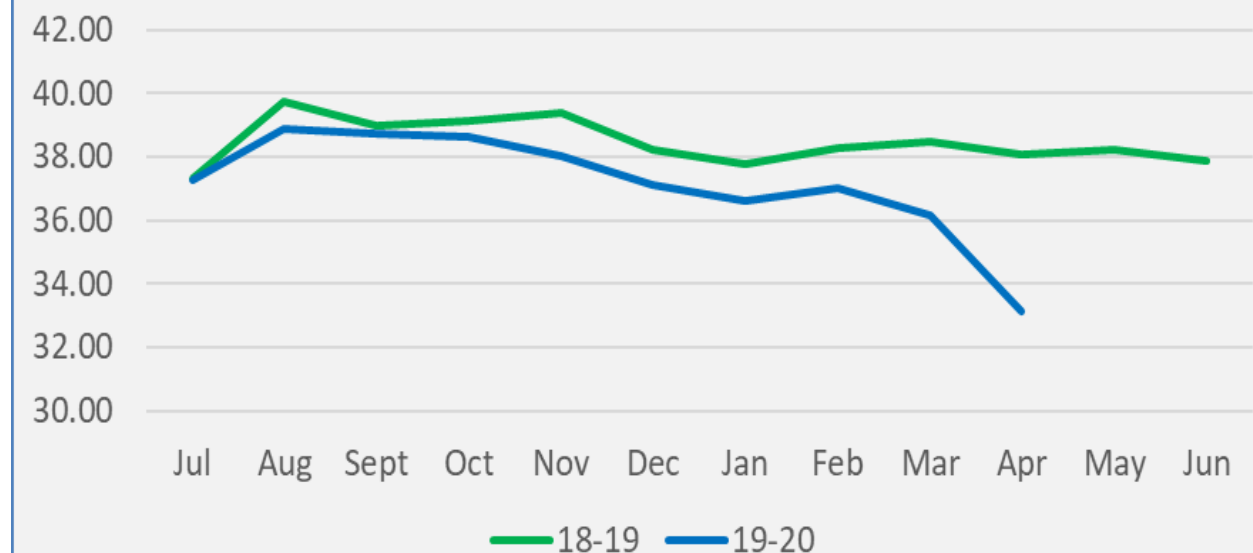
Customer Feedback

Feedback Type	Count				% of total passenger trips (Jan-Apr 2020)
	Jan-20	Feb-20	Mar-20	Apr-20	
Complaints	176	273	181	41	0.022%
Compliments	32	30	33	8	0.003%
General Feedback	47	86	66	25	0.007%

Patronage and Commerciality Trends



YTD Farebox Recovery Comparison FY2018/19 to FY2019/20



7.2. The Effect of the COVID Pandemic on Public Transport in Canterbury

Greater Christchurch Public Transport Joint Committee

Date of meeting	17 June 2020
Author	Stewart Gibbon, Senior Manager Public Transport, Environment Canterbury

Purpose

1. To inform the committee of measures taken to maintain safe public transport services during the COVID-19 crisis, and the subsequent implications for the Metro network and customers.

Recommendations

That the Greater Christchurch Public Transport Joint Committee:

1. **Receives this report for information.**

Key points

2. The COVID-19 pandemic event has had a significant impact on public transport both nationally and in Canterbury. Public transport has been designated an 'essential service' and has been operating throughout, but the movement restrictions and physical distancing requirements have meant changes in how we deliver our services and subsequently, levels of engagement.
3. Safety of staff and customers has been a key focus. A number of operational constraints have had to be applied on public transport services across the country, affecting service levels initially, and available vehicle capacity more recently.
4. Industry (Waka Kotahi NZ Transport Agency (NZTA), Ministry of Transport, Operators, Councils, Auckland Transport and unions) have been collaborating closely together nationally to understand and develop a consistent approach to level changes and associated operational protocols.
5. Patronage in Greater Christchurch was severely impacted, dropping to 10% of normal levels in level 4 and returning to a high of 93% of normal patronage (as at the time of writing) under Alert Level 2. It is expected that patronage levels will be negatively impacted for some months to come, but the return of customers under Alert Level 2 has been very encouraging.
6. Since March 26, public transport has been operating fare-free across the country. Fare revenue has been underwritten by Waka Kotahi NZ Transport Agency (NZTA). Fare

collection will be re-introduced across Canterbury in a phased manner from 15 June. All Fare types will be available including cash, however significant emphasis will be placed on the contactless Metrocard option.

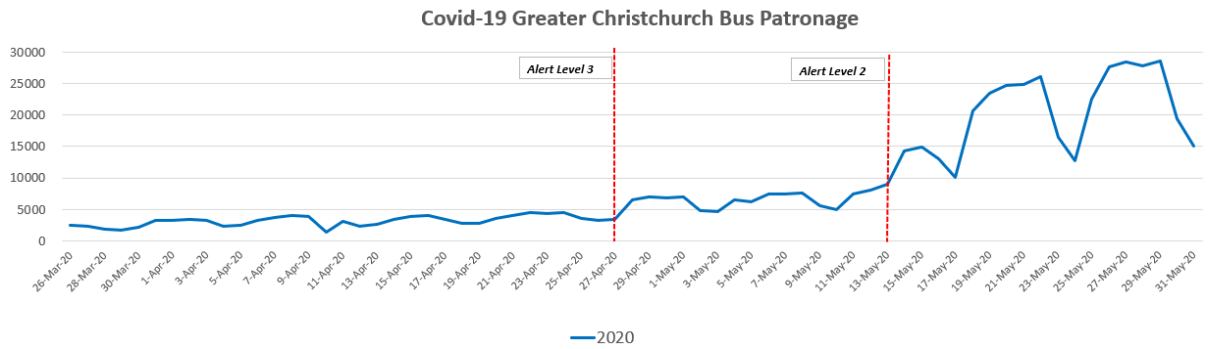
7. Should the national COVID 19 infection rate remain very low or zero, and we continue to move further down the Alert levels with subsequent removal of physical distancing restrictions on public transport, the current level of patronage suggests our community will have more confidence in re-engaging with our services in coming months. This may reduce the financial impact of fare loss and support a return to the social, economic and environmental benefits that public transport provides.

Public Transport Engagement

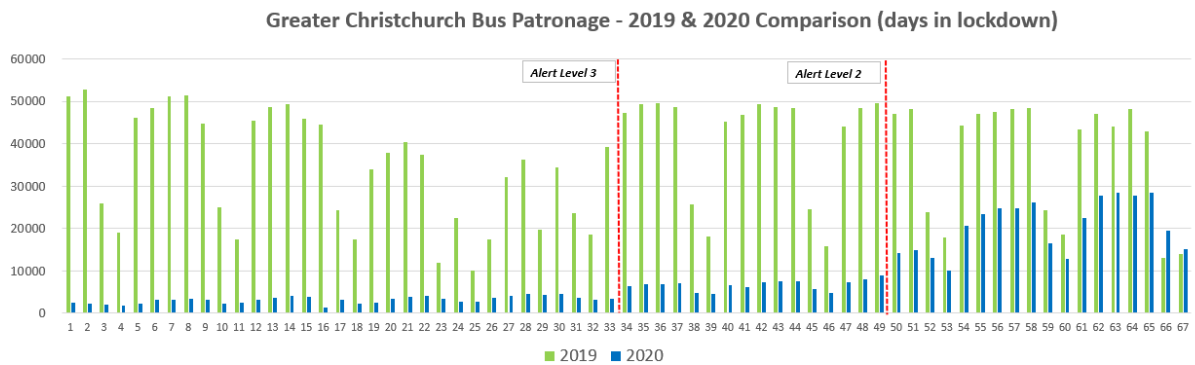
8. The following information provides a summarised view of the changing levels of customer engagement with Metro public transport services in Greater Christchurch during the COVID event:

Patronage

Alert Level 4 25 March	Patronage during Alert level 4 averaged 10% of pre-COVID numbers for the equivalent period in 2019, going as low as 4.4% at the beginning of Alert Level 4 but regaining patrons as more essential travel was undertaken. Sunday timetables were operated during this period to reduce exposure of a number of drivers to the virus and to reflect the movement restrictions in place at the time.
Alert Level 3 28 April	Alert Level 3 saw a modest increase in patronage averaging 17% as service levels were increased. Saturday timetables were introduced, with some school services operating but later withdrawn due to no passengers. Physical distancing of 2 metres was required on public transport. The bus interchange was re-opened on 11 May
Alert Level 2 14 May	The move to Alert level 2 on 14 May resulted in a step change in patronage driven by students returning to school and many businesses re-opening. Physical distancing was reduced to 1 metre. Services have returned to regular timetables although physical distancing restrictions are in place. Patronage has gone from a low of 31% at the commencement of Level 2 to a weekday high of 69% on 24 May

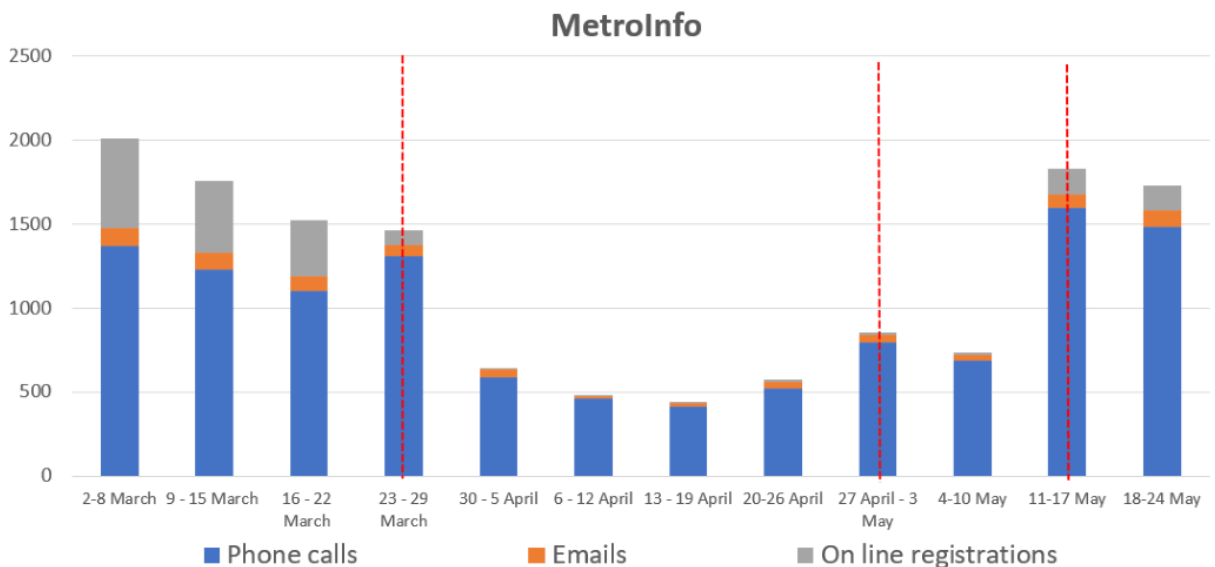


9.

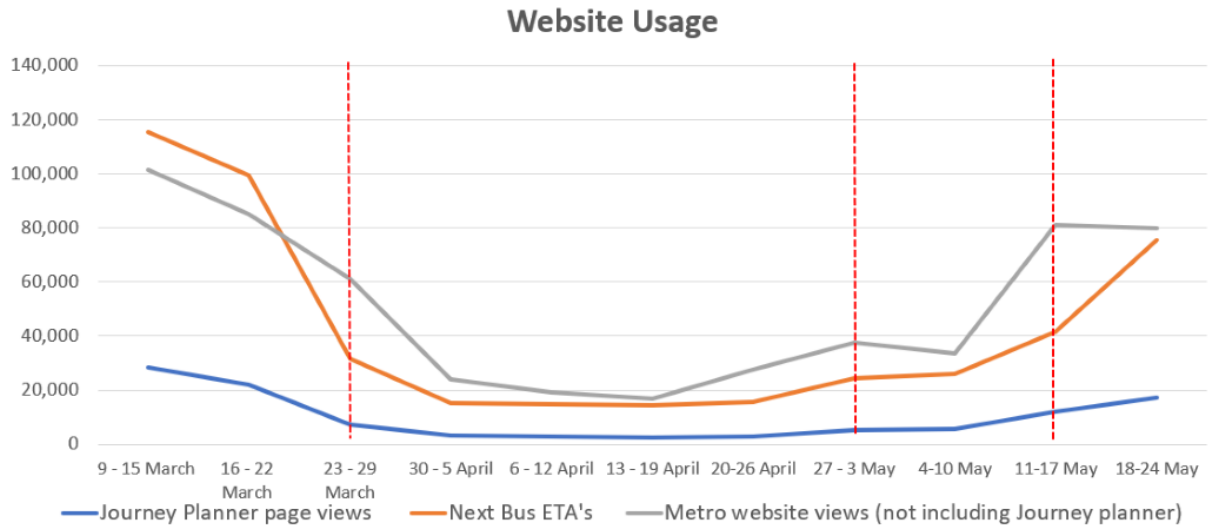


Metroinfo Call Centre

10. The move to Alert level 4 resulted in an expected drop in interactions with the MetroInfo team. As we moved through Alert level 3 and to Alert level 2, interactions with customers have returned to near normal levels. Customers have been seeking information around timetables, capacity constraints and fare re-introduction.



11. Website usage is also seeing an upsurge as more people engage with Metro services and seek information.



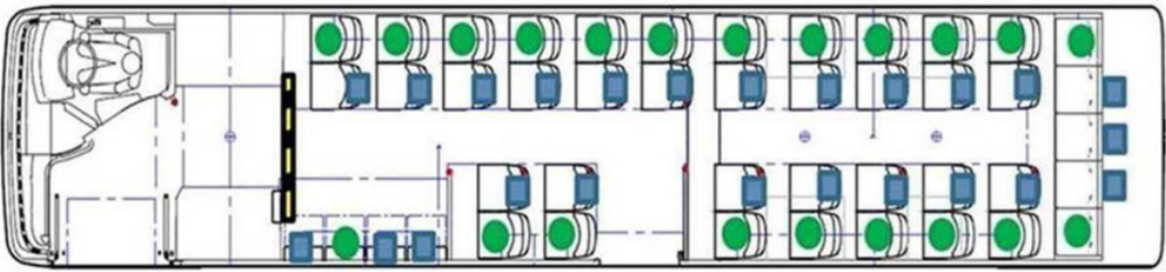
Physical distancing constraints

12. Physical distancing constraints have had a major impact on the level of engagement with public transport to date. During Alert levels four and three, two metre distancing was required along with rear door boarding only.

13. The current physical distancing constraints for Alert level two for urban services are:

- 1 metre physical distancing
- no standing passengers
- A specific seating plan to be applied
- People within the same bubble may sit together

14. This limits the carrying capacity of buses to an average 43% of a full seated load, which translates to approximately 25% of a full vehicle load.



15. This restriction severely limits the total number of passengers able to be carried on public transport networks across the country, particularly at peak times.

16. Christchurch, Auckland and Wellington urban networks are finding this particularly challenging. School buses are now operating at full capacity, relieving the impacts of this issue on these dedicated services.
17. A significant amount of messaging by central government and Public Transport Authorities has been provided via radio, television, web, social and print media to advise people of this constraint and recommend our customers look to use alternative travel options, or travel outside the peak periods, where possible.
18. Where compatible and compliant, additional buses have been made available on specific services, noting our entire urban bus fleet is being utilized at peak times. The ability to add further capacity is limited by:
 - Availability of compliant vehicles
 - Technology requirements for operation through the Bus Interchange
 - Technology requirements to support transit card fare re-introduction
 - Funding levels

Fare Reintroduction

19. The expectation of NZTA as the funding agency for public transport is that fares should be reintroduced as soon as practicable under Alert Level 2.
20. Maintaining the safety of our drivers has been a key focus, given a reasonable proportion of drivers fall within the “at risk” category and we require, as much as is practicable, a full complement of drivers to operate the network at capacity.
21. Following engagement with NZTA, Operators and Unions, and after considering the official guidance from Ministry of Health on the use of cash in public transport under Alert level 2, the following approach has been determined as the most practical way to reintroduce fares during Alert Level 2, while minimising driver risk:
 - Free fares will no longer be available from Monday 15 June
 - Customers will be encouraged to obtain a Metrocard, and wherever possible, register and utilize the on-line top-up facility that is available
 - Commencing on 3 June, for the remainder of the month or while stocks last, Metrocards will be available at no charge, from all Metro agencies in Greater Christchurch
 - A new on-line ordering option for Metrocards will be available from 10 June
 - A new Account-to-Account payment facility will be available to support on-line top-ups for those who don't have or don't wish to use a credit card

- Metrocard fare collection will be re-introduced, including cash transactions
- Metrocard top ups will also be available on-line and via agencies

22. The key drivers influencing this approach are:

- Improving the contact tracing ability to support government requirements
- Ministry of Health guidelines on cash handling
- Ensuring equitable access to the lowest fare set through provision of free Metrocards for the month of June
- Supporting and encouraging contactless transactions via access to on-line ordering of Metrocards and promoting on-line top-up via credit/debit card or the new account-to-account facility.
- Reducing the COVID funding burden to public transport

National Behavioral Trends

23. NZTA have been conducting research throughout COVID to understand and gain insight into travel behaviour across New Zealand. Travel behaviour patterns have changed through the various alert levels as anticipated. This information can be found on the NZTA website here:

<https://www.nzta.govt.nz/resources/covid-19-impacts-on-transport>

The most recently available analysis report is attached for reference.

Post 30 June

24. As noted, while the level of patronage under Alert level 2 is very positive, it is expected that it will take some time for patronage to return to pre-COVID levels. Such a return to normal pre-COVID behaviours is influenced by

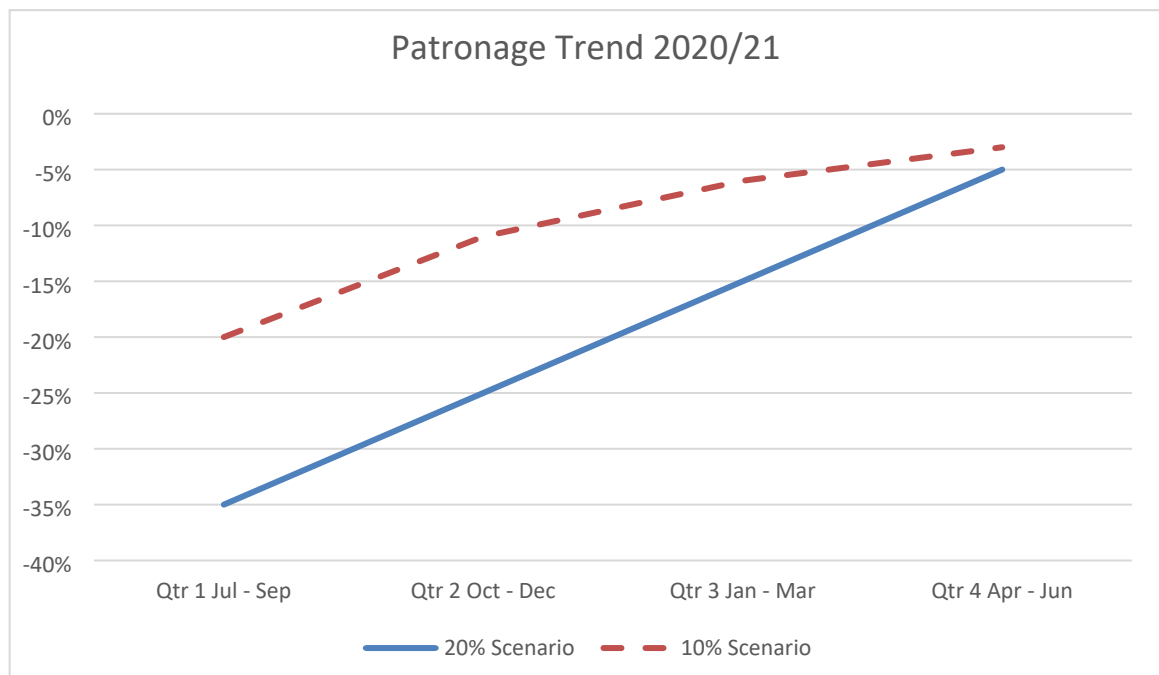
- The nature and duration of any physical distancing restrictions placed upon public transport by government during active alert levels
- The response of business to COVID 19 levels and the transition of employees back to their normal workplace as opposed to working from home
- The perceived and real level of risk of community transmission by the public and the influence this may have on their travel and social engagement behaviour

- The level of unemployment over time and the impact this may have on travel behaviour
- The relative impact of traffic volumes in urban centres on peoples travel behaviours
- The low price of fuel compared to pre-COVID levels

25. As mentioned, fare revenue shortfalls are being covered by NZTA through to 30 June 2020. As such, as noted above, Fares are being reintroduced from 15 June. NZTA and Ministry of Transport are reviewing and considering what funding support might be available post 30 June for the 2020/21 financial year, given:

- the expectation that patronage (and thus fare revenue) will continue to be lower than usual
- potential continued physical distancing constraints
- general delays in a return to more normal and traditional travel patterns and travel demand

26. Given the uncertainties of the situation and the length of time specific Alert levels and associated restrictions may be in place, Environment Canterbury have considered patronage impact scenarios ranging from a net loss of 10% through to a net loss of 40% for the financial year 2020/21. During the recently concluded Environment Canterbury Annual Plan process, a mid- range scenario of 20% net loss was factored in and phased over the year as follows:



27. Should central government not provide additional financial support, Environment Canterbury expects to draw on its public transport reserve fund to sustain services for

the up-coming financial year. It should be noted that this will not be possible for future financial years.

28. Environment Canterbury, along with all other public transport authorities, continues to engage with NZTA around this issue to gain certainty as to what additional funding might be available to sustain the PT industry, given it is an essential service as designated by government.
29. As appropriate, Environment Canterbury will undertake targeted marketing initiatives to stimulate re-engagement with public transport, within the funding envelope available through the annual plan.
30. With a potential move to Alert Level 1 in June, it is hoped that the physical distancing restrictions currently being applied to public transport will be removed, enabling a return to full capacity for the service. This will be the key change required, to enable patronage to begin a return trajectory to its pre-COVID level.

Attachments

31. Waka Kotahi COVID 19 Tracking Reports

Peer reviewers	Edward Wright Len Fleete
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Waka Kotahi COVID-19 transport impact

Fieldwork waves 1 – 9 weekly core report

3rd June 2020

Disclaimer

This presentation is based on research currently being undertaken by Ipsos on behalf of the Waka Kotahi. In order to support an agile response to the unfolding COVID-19 pandemic, we are releasing regular key insights from the preliminary findings prior to this work being finalised. Please note that these deliverables have not yet been through a formal peer review process and the findings should be considered as draft

While Waka Kotahi provided investment, the research was undertaken independently, and the resulting findings should not be regarded as being the opinion, responsibility or policy of Waka Kotahi or indeed of any NZ Government agency.

For more information on the Covid-19 weekly tracker contact:
NZTAresearch@nzta.govt.nz.

Report content

COVID-19 transport impact

- Section 1 – About this research
 - Overview & technical notes
- Section 2 – Waka Kotahi transport key findings summary
- Section 3 – COVID-19 context
- Section 4 – Attitudes leading to transport behaviour change
- Section 5 – Local journeys and modes
- Section 6 – Non-essential journeys & domestic journeys
- Section 7 – Future domestic tourism
- Section 8 – Returning to school
- Section 9 – Returning to the workplace



Section 1 – About this research

Study purpose and importance

Introducing the Waka Kotahi NZ Transport Agency COVID-19 transport impact tracker

The **purpose of the COVID-19 Tracker** research is:

To understand **how travel is changing** and evolving in response to COVID-19 on a weekly basis

- such as trip frequency and journey type changes.

To understand **why travel is changing** and evolving in response to COVID-19 on a weekly basis

- such as perceptions/attitudes towards COVID-19 and travel options.

To include sufficient respondent numbers to understand how this varies across region and cohorts of interest

- such as different employment types (work from home, essential workers, etc.), vulnerable groups (elderly, immune compromised, etc), DHB, etc.

To provide weekly updates in a timely fashion so actions and planning can respond to the evolving situation.

The **importance of this research** cannot be understated:

There has been a major disruption to travel habits that will have long-lasting impacts on society:

- Where and how people choose to work, and how they choose to travel will change.
- Where people choose to travel domestically will change.
- How these changes will play out in the medium to long-term is unknown.

Without regularly updated knowledge on **what people are thinking and feeling**, and **why they are choosing** to travel the way they do, we won't be able to quantify how people are responding to COVID-19, and without this we won't know how best to respond and how we are able to influence travel habits.

- With regularly updated knowledge on COVID-19's impact, we can quantify how road usage and modal choice is changing, and we will know how to respond and influence future travel habits.

Overview of research (i)

Research design and outputs

The **design of the tracker** ensures we can undertake analysis at various levels for different purposes, and for different stakeholders.

The study is an online quantitative survey that is a nationally representative sample of New Zealanders 15+ years old, with a weekly sample of n=1259 per week, using quotas and data weighting.

- With sample boosts to ensure sufficient numbers to analyse key cities of interest, such as Tauranga, Dunedin and Hamilton.
- Sample numbers allow longitudinal view on cohorts and regions of interest.
- Sample is sourced from a blend of online panels, including Pure Profile, Ipsos iSay, Dynata and Consumer Link.

Average survey duration of between 12-15 mins

- Outside core measures, flexibility to change questions every week

Fast turnaround of results to allow a weekly view on how behaviours and attitudes are changing.

- Design will pivot according to alert level changes that may occur at nationwide and regional levels.

There will be **three types of outputs** available:

- 1) Online dashboard results delivered through Harmoni
 - with the ability to manipulate, interrogate and export the data according to your areas of interest.
- 2) This weekly overview power point report
 - benchmark and longitudinal summary of key data points
 - including extra analysis based on topical questions.
- 3) An infographic of key data points
 - visual representative of results for ease of access.



Example: Harmony Dashboard Page

Overview of research (ii)

Question topics in the survey

Question areas covered in the research:

Level of personal concern of the impact of COVID-19

- to themselves, their families, their work, the country, etc.

Current essential journeys and domestic travel undertaken and changes

- change is measured since February 2020.

Modal shift patterns and perceptual shifts

- including perceptions of Public Transport among users
- perceptions of various transports modes with regards to safety, hygiene, convenience, etc
- perceptions of potential shifts in work flexibility.

Measuring attitudinal shifts towards COVID-19

- using a Behavioural Science framework to understand current people's current state to facilitate potential interventions.

Questions to classify into a variety of segments of interest

- including journey profile, vulnerability, COVID-19 attitudes, economic, etc.

Ad hoc questions of interest

- including perceptions of future workplace flexibility, domestic tourism intentions, intention to return children to school, e tc.

Report notes (i)

Key information to note for this report

- This report is based on the nine waves of fieldwork, as per the table to the right:
- Total sample for this report is presented in a number of ways, including as a combined sum of the first four fieldwork waves, combined sum of waves 5 and 6, combined sum of waves 7, 8 and 9, as well as individual waves where appropriate.
- The focus of this report is tracking the trends and changes over time and how New Zealanders have adjusted their use of transport and travel behaviour. As this study was not conducted prior to level 4 restrictions, respondents were asked to recall their transport and travel behaviour prior to level 4 restrictions based on a 'normal week' i.e. in February this year.
- At a total population level, significance testing indicated in this wave 9 report is based on a statistically significant shift of results between waves 1 to 9, as well as statistically significant shifts from combined level 4 alert results vs combined level 3 alert results vs. combined level 2 alerts.
- At a sub-population level, significance testing indicates a statistically significant difference between the sub-population and the base or total population. The total population benchmark is based on the total sample base collected across the first four waves of data.

Wave	Dates of fieldwork	Alert Level
1	Friday 3 April to Wednesday 8 April	Alert Level 4
2	Thursday 9 April to Tuesday 14 April	
3	Thursday 16 April to Monday 20 April	
4	Thursday 23 April to Sunday 26 April	
5	Thursday 30 April to Sunday 3 May	Alert Level 3
6	Thursday 7 May to Sunday 10 May	
7	Thursday 14 May to Sunday 17 May	Alert Level 2
8	Thursday 21 May to Sunday 24 May	
9	Thursday 28 May to Monday 1 June	

Report notes (ii)

Key transport terms and demographic groupings

There are a number of transport terms used in this report. Below are key terms with definitions:

Public transport (PT): refers to bus, train and ferry and does not include taxi/uber services and private hirer vehicles (these will be treated separately in the analysis).

Private vehicle (PVT): refers to car, van, motorcycle or scooter, and does not include e-bikes.

Active modes: refers to walking (of at least 10 mins) and cycling, including e-bikes.

There are a number of demographic subgroup terms used in this report. Below are key groups with definitions:

Any disability: All respondents indicating that they have a great deal of difficulty or cannot do the following: seeing, even when wearing glasses; hearing, even with a hearing aid; walking or climbing steps; remembering or concentrating; washing or dressing; communicating in their usual language.

COVID-19 vulnerable: All respondents indicating that they personally have a medical condition that makes them acutely vulnerable to COVID-19, such as heart disease, hypertension, chronic respiratory disease or cancer.

Sample structure and further definitions


Definition		Waves 1 - 4		Waves 5 - 6		Waves 7 - 9		Wave 9	
		Sample	MoE*	Sample	MoE*	Sample	MoE*	Sample	MoE*
Total		n=5,060	1.38	n=2,532	1.95	n=3,782	1.59	n=1,255	2.77
Auckland	All in Auckland Region, including city and surrounding rural areas	n=1,324	2.69	n=662	3.81	n=993	3.11	n=331	5.39
Tauranga	All living in the city of Tauranga	n=400	4.9	n=200	6.93	n=300	5.66	n=100	9.8
Hamilton	All living in the city of Hamilton	n=400	4.9	n=200	6.93	n=300	5.66	n=100	9.8
Wellington	All in Wellington Region, including city and surrounding rural areas	n=684	3.75	n=418	4.79	n=610	3.97	n=179	7.32
Christchurch	All living in the city of Christchurch	n=400	4.9	n=200	6.93	n=300	5.66	n=100	9.8
Dunedin	All living in the city of Dunedin	n=398	4.91	n=200	6.93	n=293	5.73	n=93	10.16
Rest of NZ	All living in areas outside of those noted above	n=1,454	2.57	n=652	3.84	n=986	3.12	n=352	5.22
Disability, Vulnerability and COVID-19**									
Any Disability	See previous page	n=550	4.18	n=297	5.69	n=458	4.58	n=162	7.7
COVID-19 Vulnerable	See previous page	n=1,230	2.79	n=597	4.01	n=836	3.39	n=262	6.05
Aged 70 + years	All indicating that they are considered higher risk for COVID-19 as they are aged 70 or over	n=618	3.94	n=315	5.52	n=481	4.47	n=155	7.87

*Margin of error is calculated at 95% confidence level based upon an estimated population of 4,978,388 as at Thursday 16 April 12:44pm.

**Sub-groups are *not mutually exclusive* as individuals may fit into more than one category (for example, some may be aged over 70 and also have a chronic respiratory condition that makes them more vulnerable to COVID-19) any such respondents within the sample would be counted in *both* applicable groups.

Context: New Zealand COVID-19 timeline





Section 2 – Waka Kotahi transport key findings summary

Key findings – waves 1 – 9

Waka Kotahi COVID-19 transport impact tracker

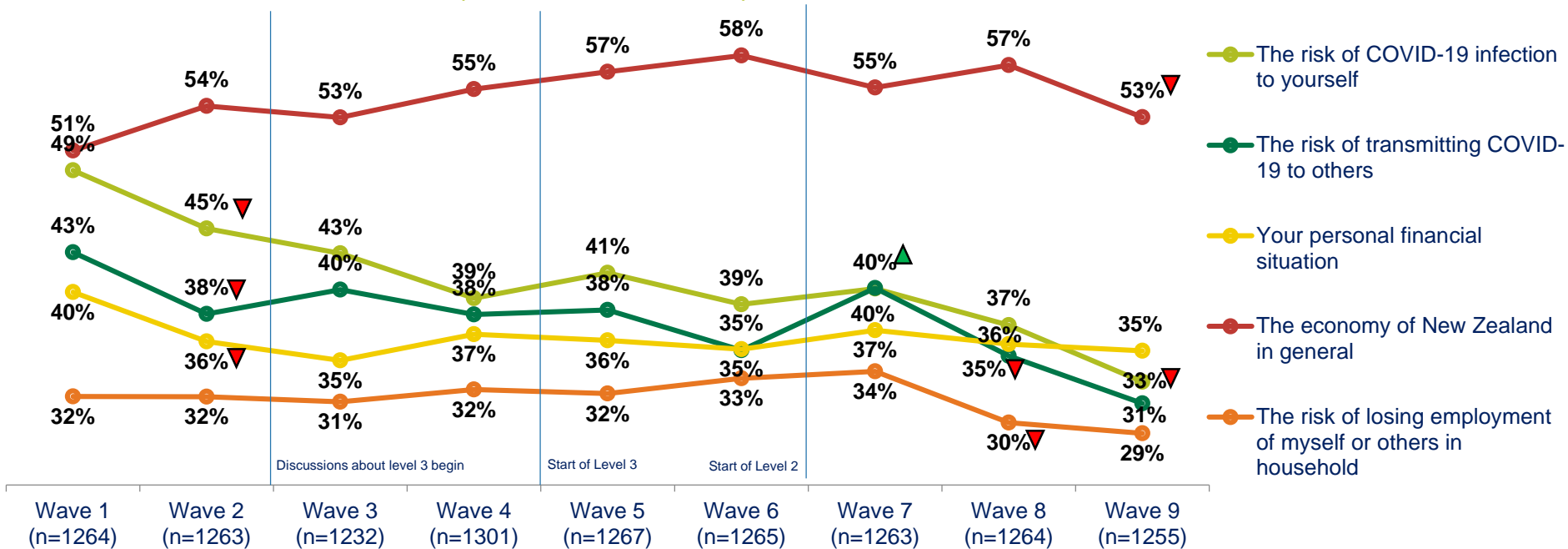
- After over 2 weeks in level 2, New Zealanders have settled into level 2 alert conditions, with travel habits and journeys reflecting this reality.
- Contextually, worries about COVID-19 transmission have steadily declined throughout lockdown, but only in level 2 has there been a decrease in economic concerns.
- As transmission concerns wane, so too do worry-related motivations to adhere to travel restrictions. Stated disruption to travel is now also at its lowest level, while social norms related to adherence continue to decline.
- Local journeys increased at the beginning of level 2, but there has not been a significant increase wave-on-wave for most journey types since then.
- The proportion claiming to use public transport at least once a week has levelled out following gains at the start of level 2. **Note that this does not reflect the volume of trips being made, just the proportion travelling at least once in a 7-day period.**
 - Consideration of public transport modes has also plateaued after sharp increases at the start of level 2, with bus consideration still some way short of pre-alert usage.
 - Although public transport usage is increasing, private vehicles are the dominant modes for the types of non-essential journeys that people are now able to make.
- Almost half have made domestic journeys between regions, with trips to visit family and friends the dominant longer-distance journey taken.
- When it comes to domestic journeys and domestic tourism, the desire to see family and friends is still a bigger draw than anything else, although the expectation of NZers is that their domestic tourist travel will decrease compared to a comparable period last year.
- The majority of workers are returning to their normal workplace, although these people report slightly fewer commuting days than in pre-lockdown conditions.
- Among the declining proportion still working from home, motivation, perceived opportunity and confidence in ability to do so is stronger than it was among what was probably a more mixed population in previous waves.



Section 3 – COVID-19 context

Concerns about COVID-19 transmission, employment and the economy have declined gradually in level 2, although financial concerns are among the more stable

Health vs economic concerns (NETT all concerned)



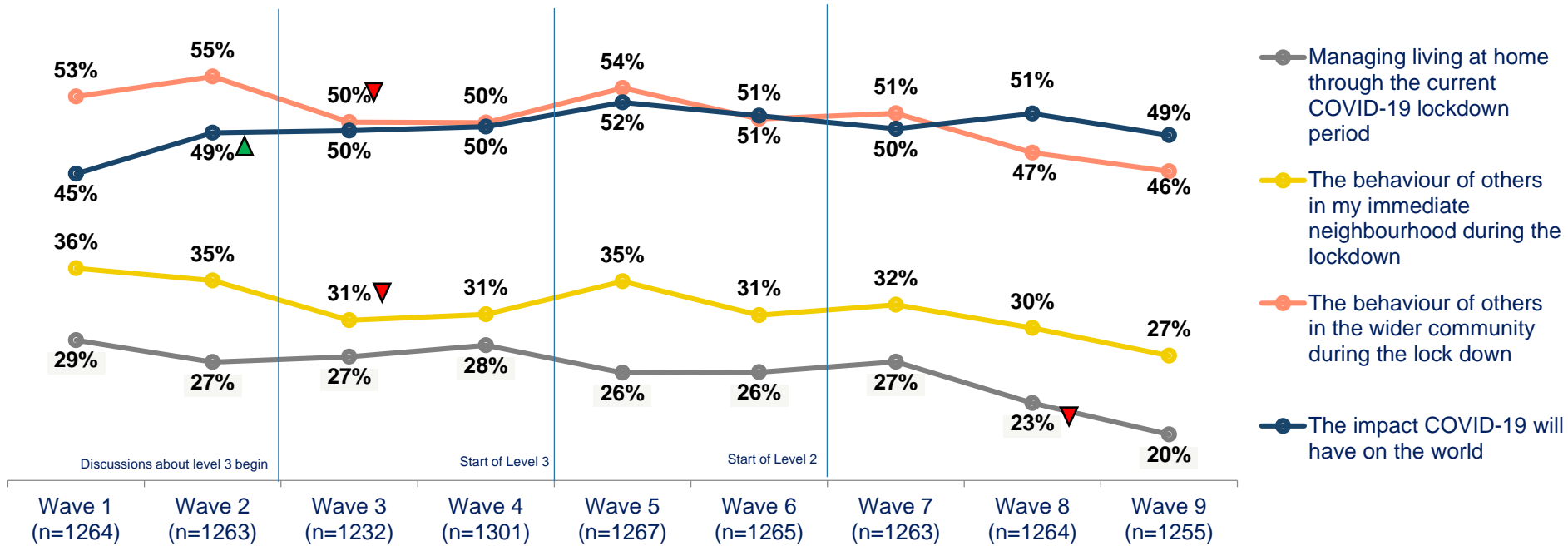
QPTUSE3. How personally concerned are you about each of the following?

Base: all adults 15+ in New Zealand



NZers have always been less worried about issues closest to home, but there's been a steady decline in concerns about the immediate and wider community

Living under lockdown (NETT all concerned)



QPTUSE3. How personally concerned are you about each of the following?

Base: all adults 15+ in New Zealand

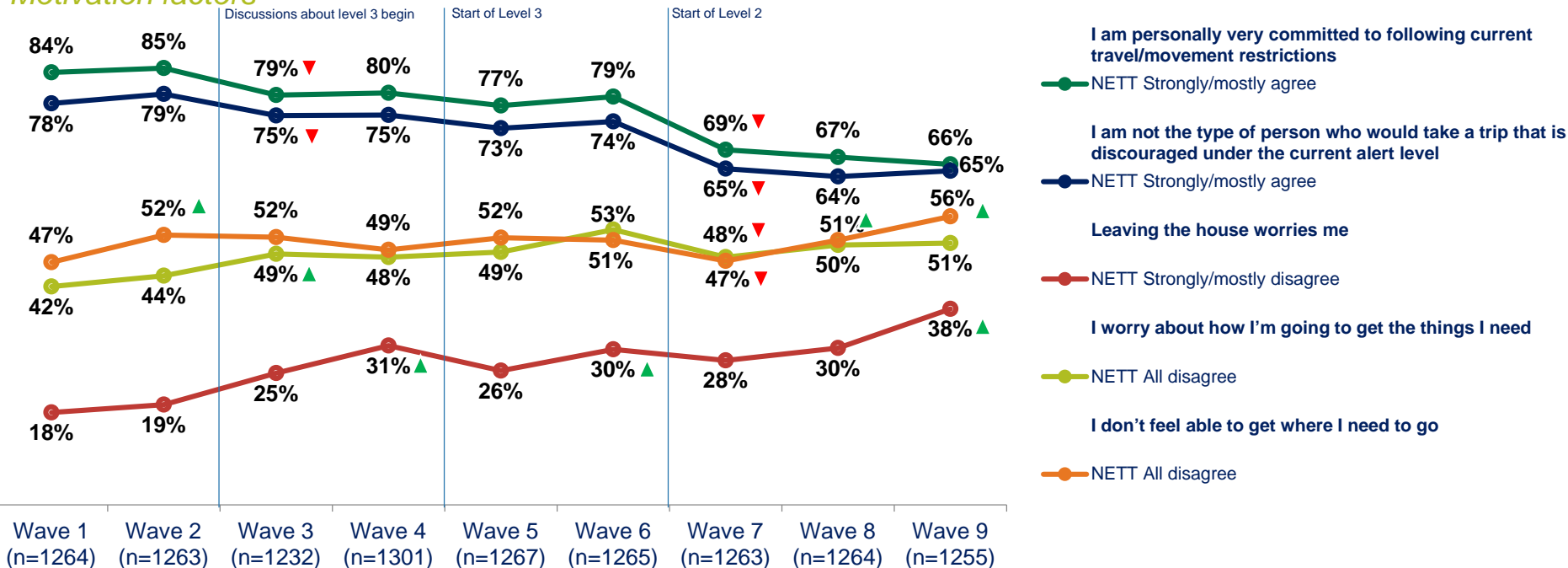




Section 4 – Attitudes leading to transport behaviour change

Commitment and buy-in to restrictions have levelled after a steep decline at the start of level 2, whilst the proportion *not* worried or concerned about getting around rises

Motivation factors

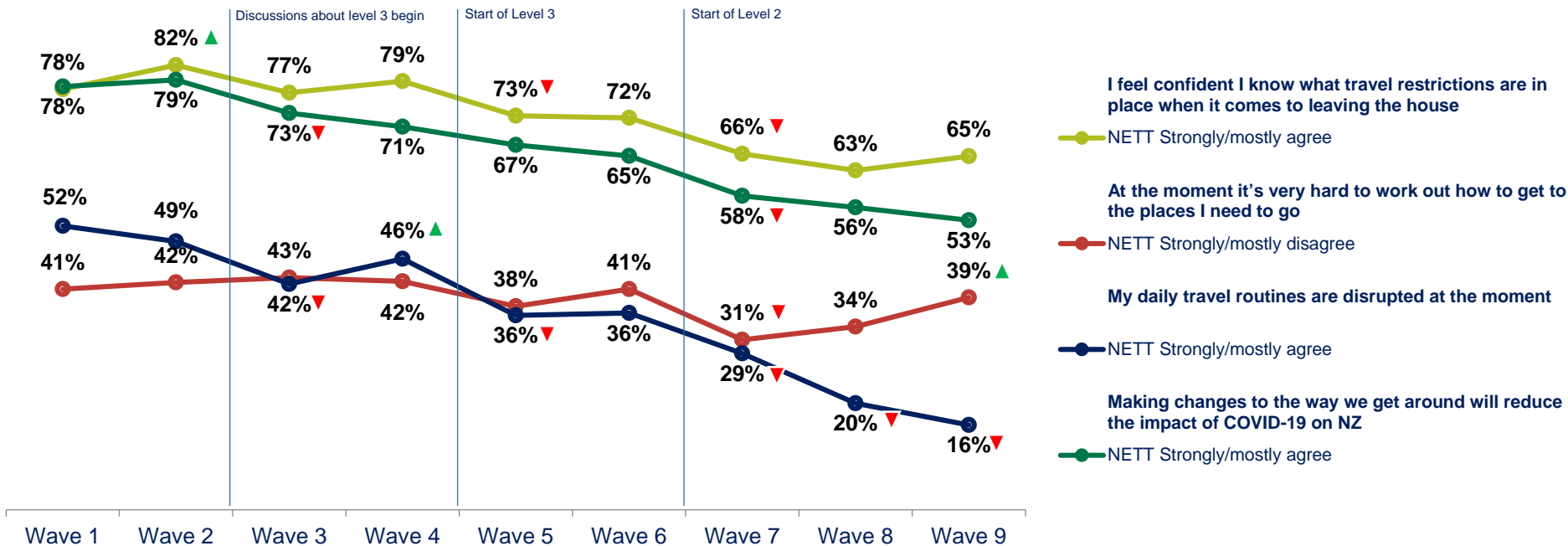


QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand

There's been a marked increase in those confident about knowing how to get around, whilst the proportion feeling disrupted is now very low

Ability factors + outcome expectation (motivation)

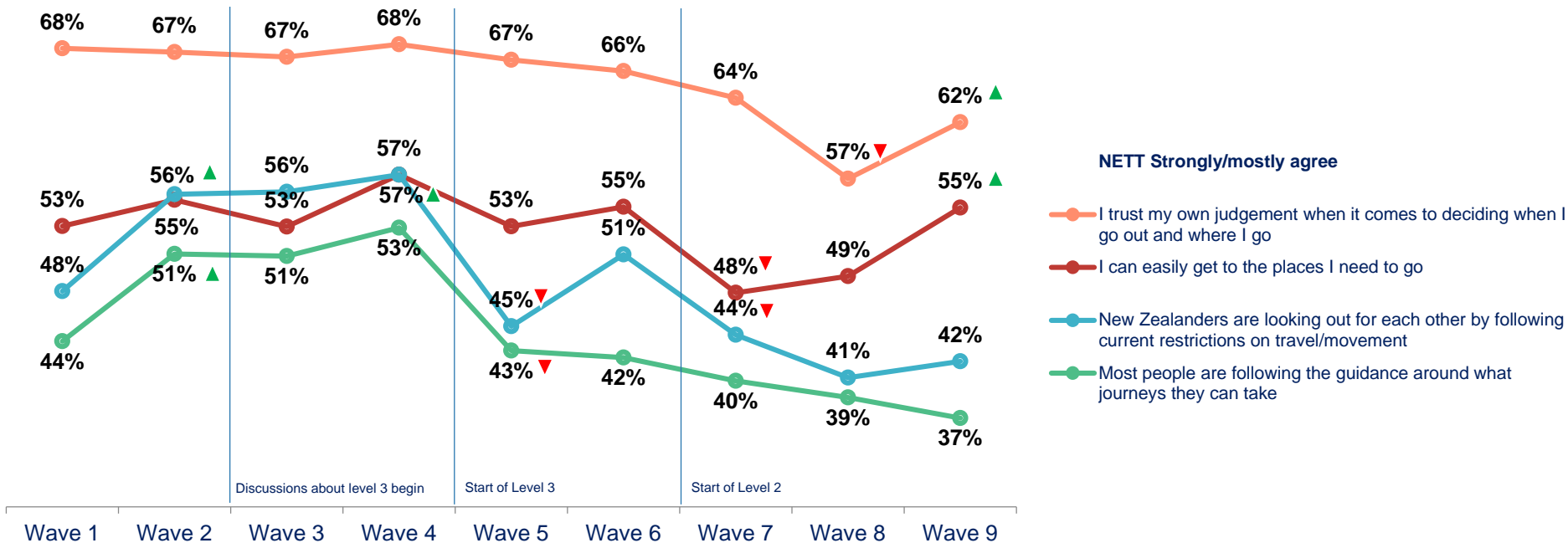


QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand

In the most recent wave, the proportion trusting their own judgment and feeling they can get where they need has strongly recovered

Processing, physical and social factors (NETT strongly / mostly agree)



QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

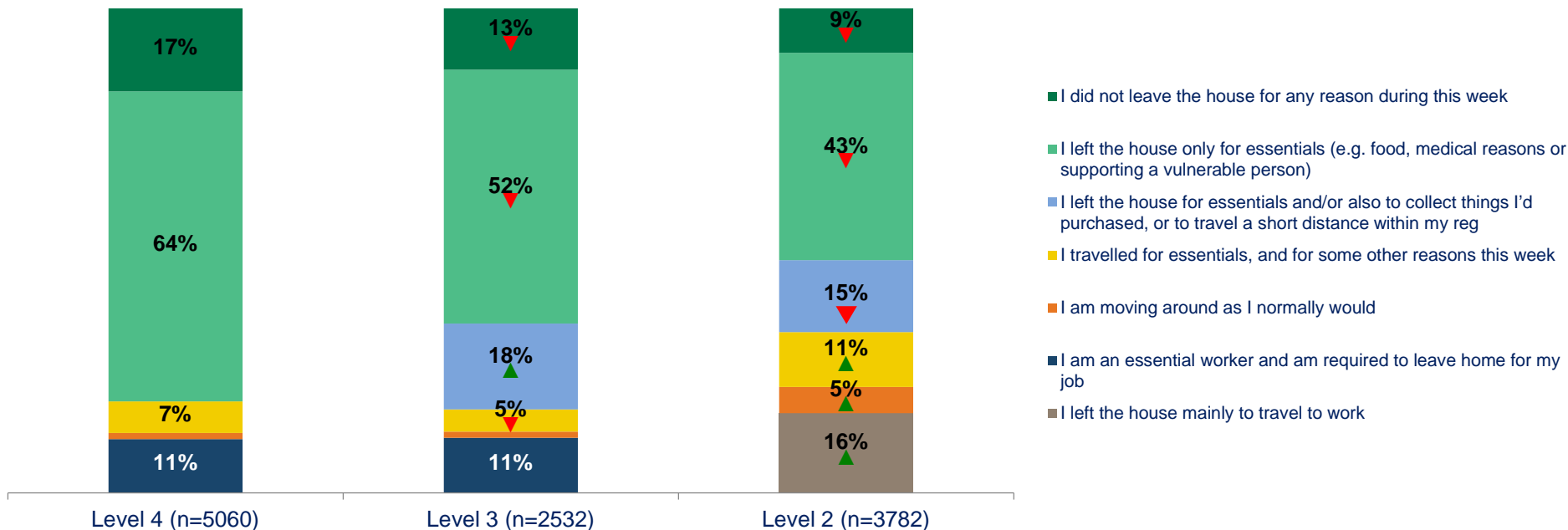
Base: all adults 15+ in New Zealand



Section 5 – Local journeys and modes

It remains the case in level 2 that there are still people who report self-isolating

Reported activity and movement during the past seven days by alert level, excludes exercise

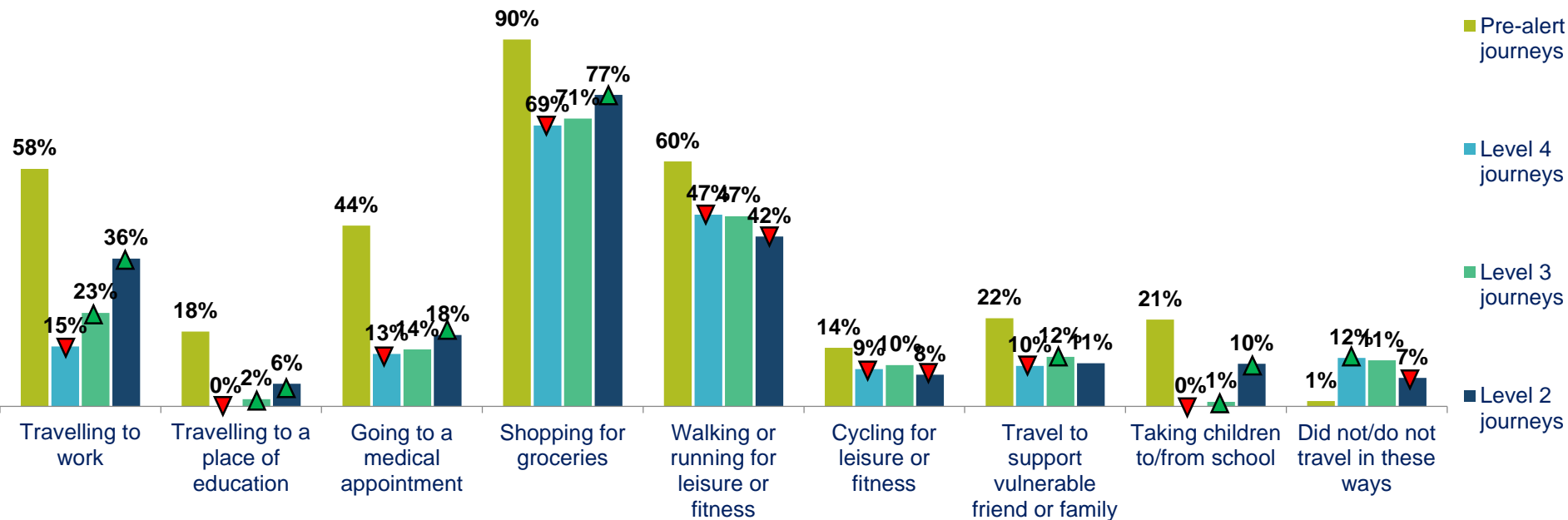


ISO_1_TRAVEL. Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?

Base: all adults 15+ in New Zealand

1 in 10 now report taking children to school during level 2 conditions and only 7% say that they have not made any of the essential journeys tested

Reported activity and movement during the past seven days by alert level

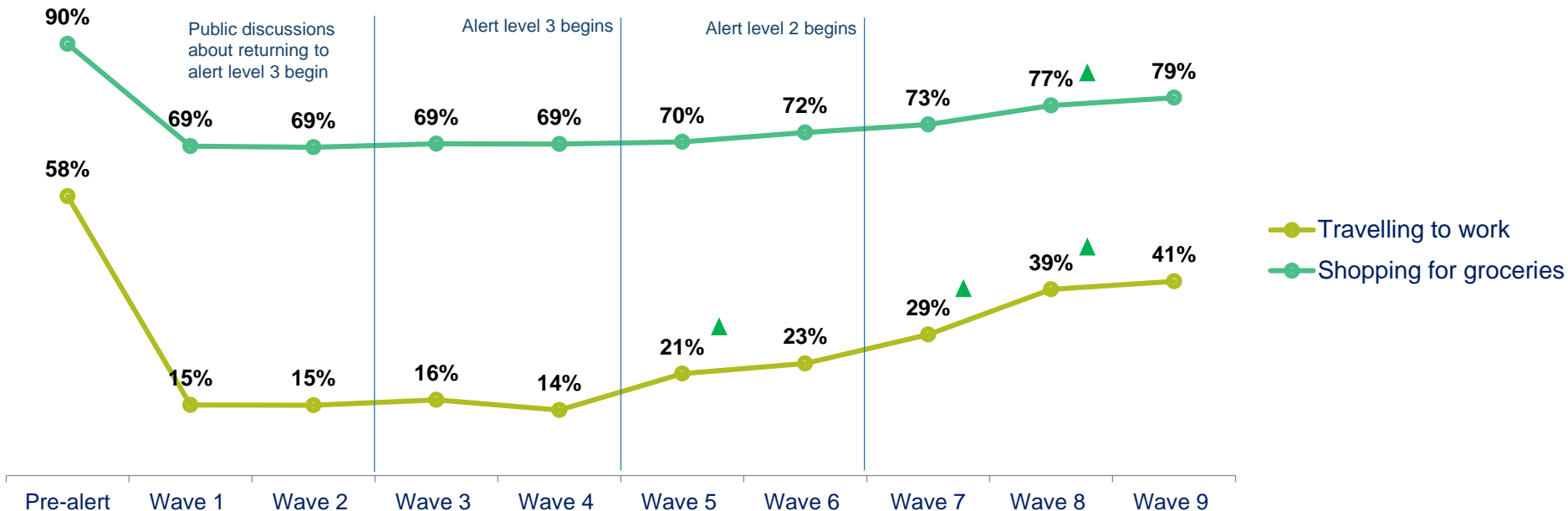


QJOURNEY1/QJOURNEY. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/And which, if any of the following types of journeys did you make during the last seven days?

Base: all adults 15+ in New Zealand in Benchmark wave (n=); Level 4 (n=5,060); Level 3 (n=2,532); Level 2 (n=3,782)

After a significant increase in the first two weeks of level 2, the proportion travelling to work has now stabilised

Reported activity and movement during the past seven days by wave



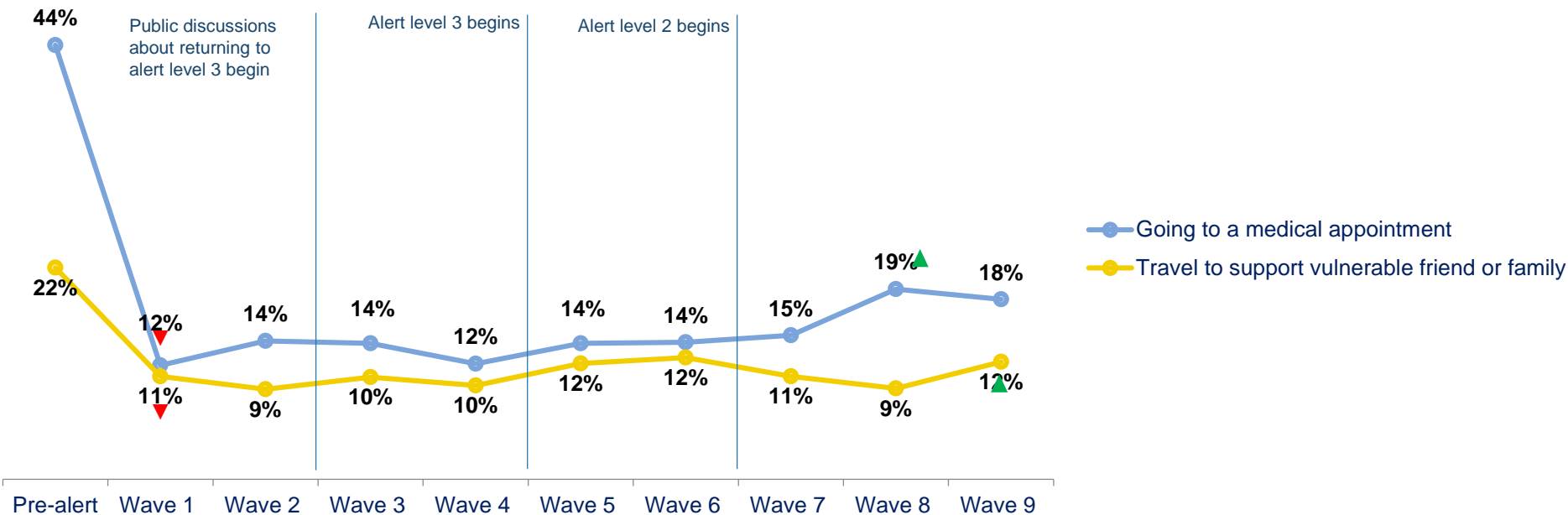
QJOURNEY1/QJOURNEY. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/And which, if any of the following types of journeys did you make during the last seven days?

Base: all adults 15+ in New Zealand Base: all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255)



In a continuation of wave 8 trends, the proportion travelling to medical appointments remains higher than during lockdown

Reported activity and movement during the past seven days by wave



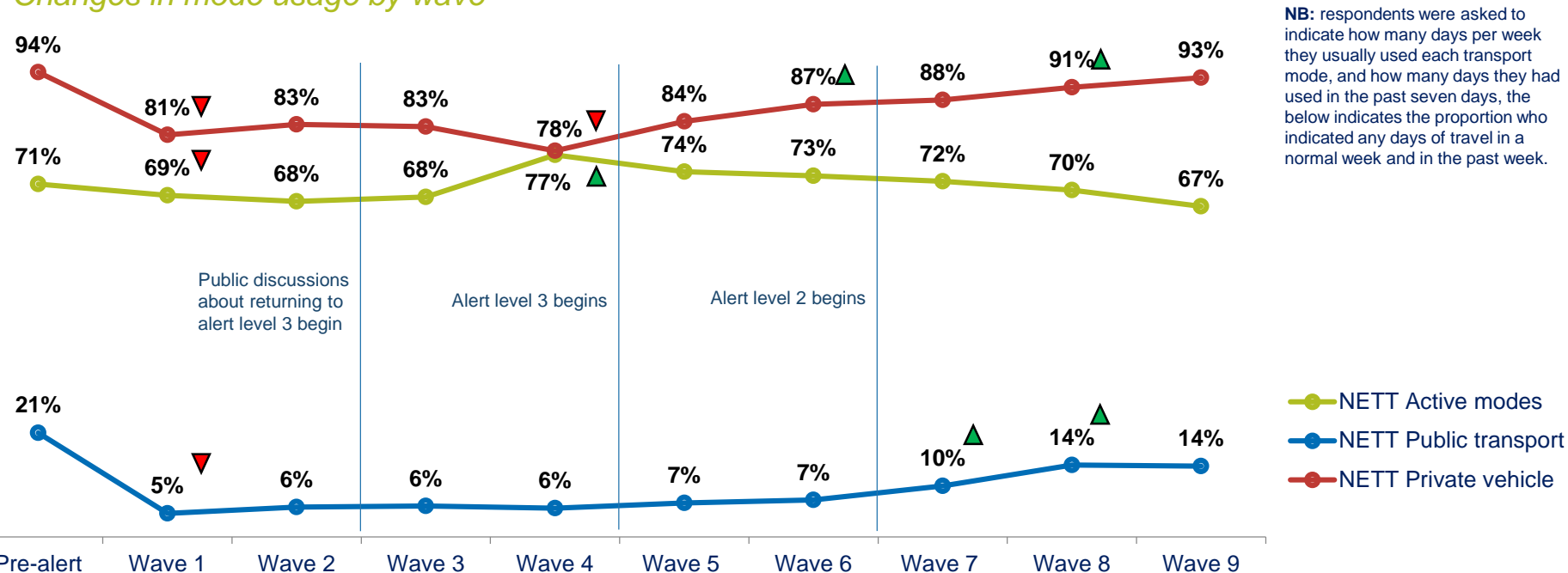
QJOURNEY1/QJOURNEY. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/And which, if any of the following types of journeys did you make during the last seven days?

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Public transport usage has remained at the same level seen in wave 8, whilst private vehicle usage continues to recover and active mode use steadily declines

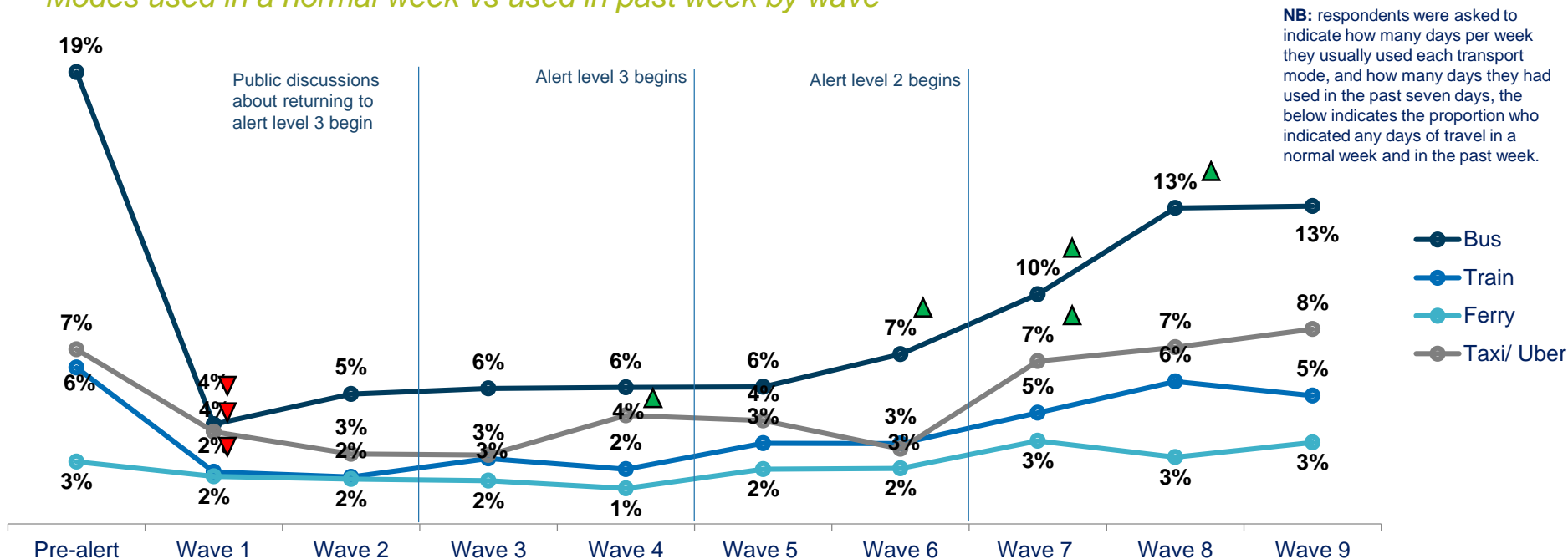
Changes in mode usage by wave



QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make *during the last seven days*? Base: all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255)

All public transport modes have remained at a similar level to the preceding wave, accessibility issues continue to be cited as a reason for not using public transport

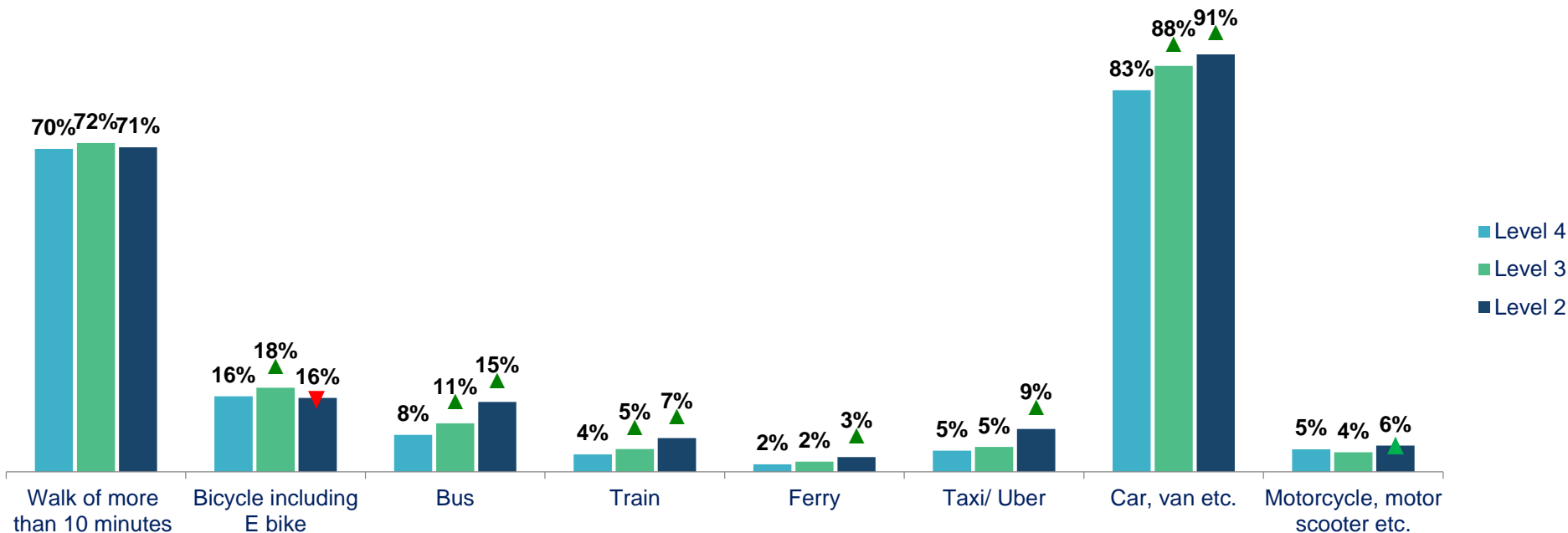
Modes used in a normal week vs used in past week by wave



QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make *during the last seven days*? Base: all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255)

As consideration of private vehicle and public transport has increased, active modes have begun to decrease in level 2

Mode consideration: coming week by alert level



QPT2. If available next week, which if any of the following would you be likely to use?

Base: all adults 15+ in New Zealand who normally travel;



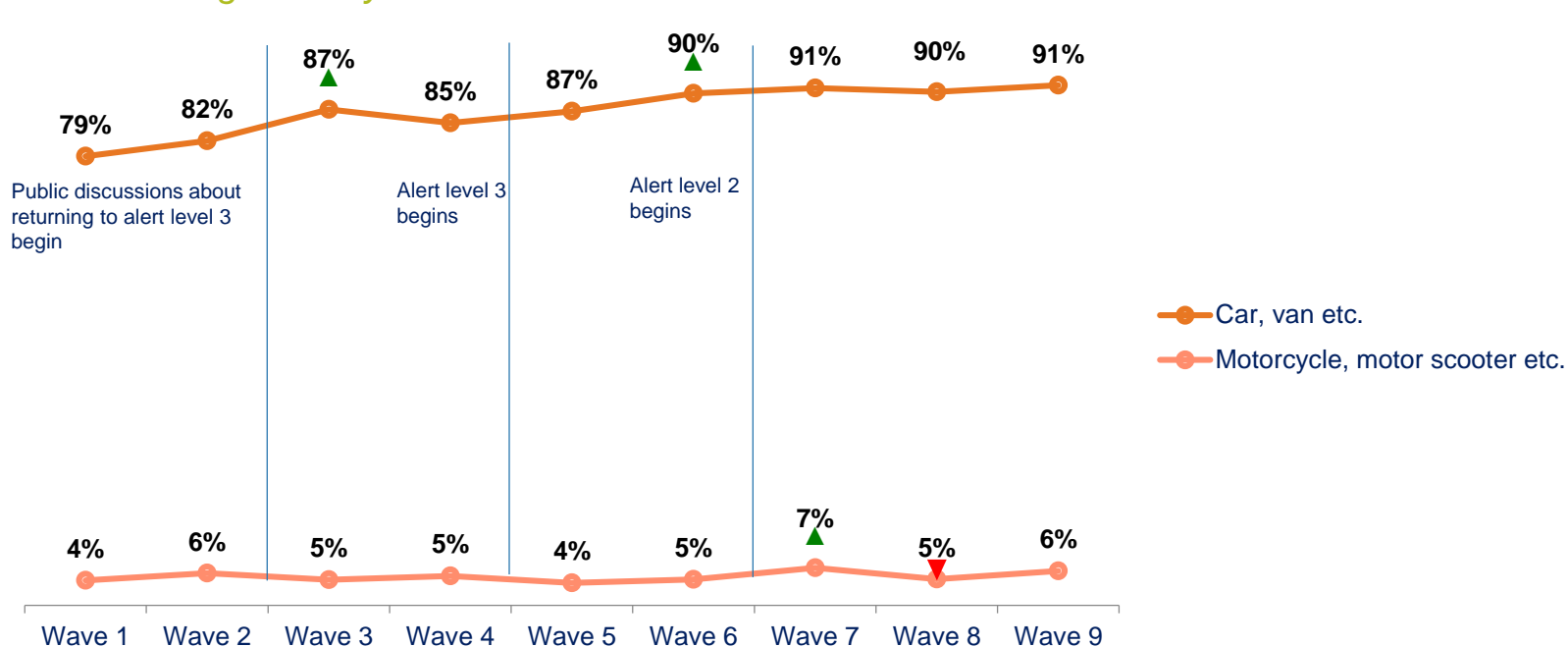
Car consideration has stabilised in level 2, just short of normal usage incidence

Mode consideration: coming week by wave

Pre-alert usage

Car ●
(93%)

Motorcycle ●
(5%)



QPT2. If available next week, which if any of the following would you be likely to use?

Base: all adults 15+ in New Zealand who normally travel;



For trains, ferries and taxis, consideration has decreased to match pre-alert usage levels, while bus consideration has yet to reach that threshold

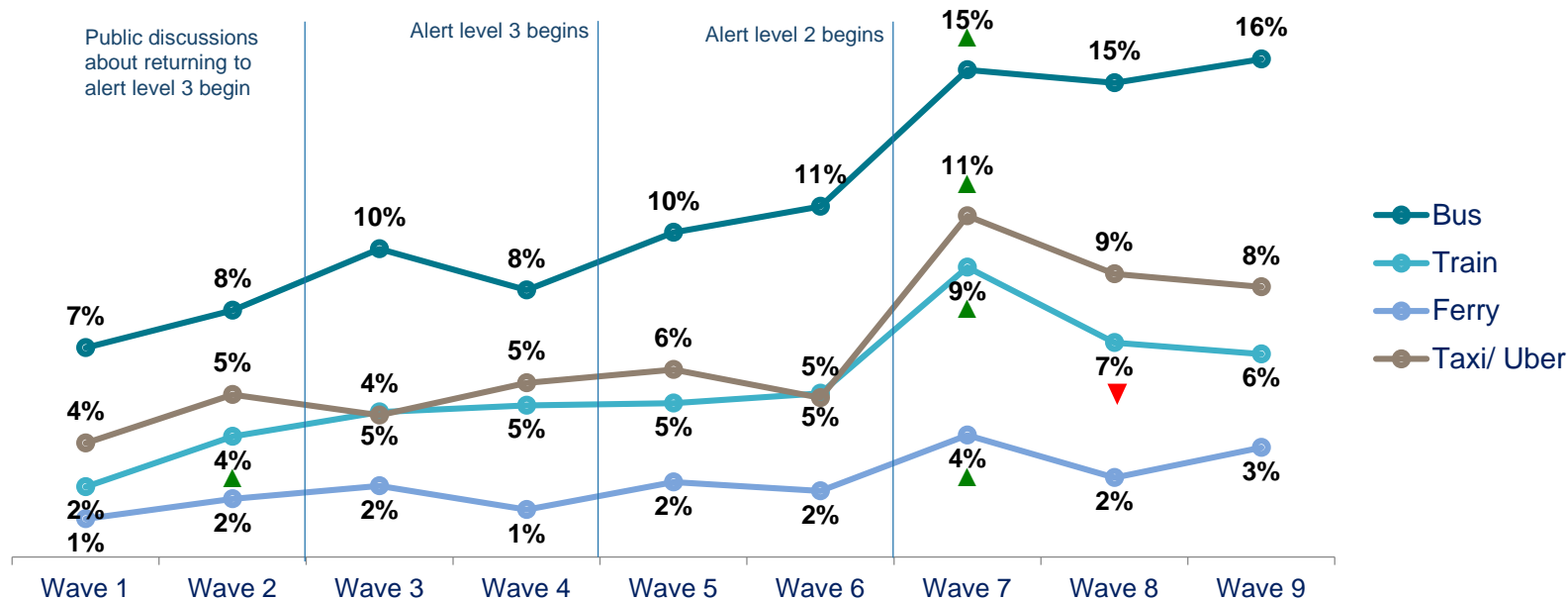
Mode consideration: coming week by wave

Pre-alert usage

Bus ●
(19%)

Taxi/Uber ●
(7%)

Train ●
(6%)
Ferry ●
(3%)



QPT2. If available next week, which if any of the following would you be likely to use?

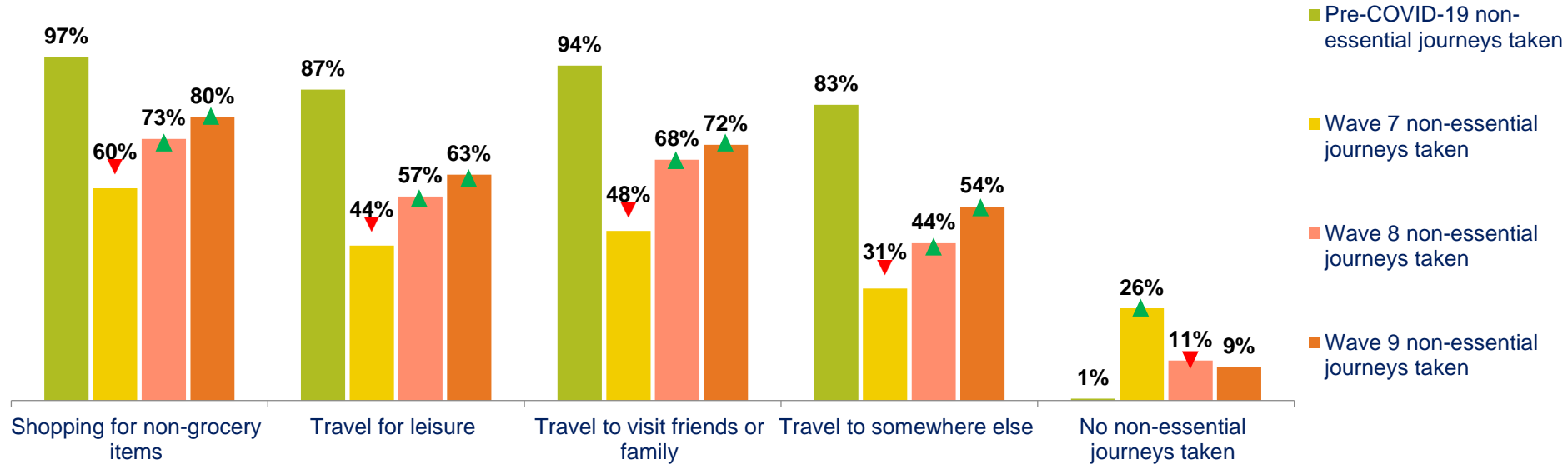
Base: all adults 15+ in New Zealand who normally travel;



Section 6 – Non-essential & domestic journeys

The incidence of all non-essential journeys continues to increase, but is still yet to achieve pre-lockdown levels

Non-essential journeys



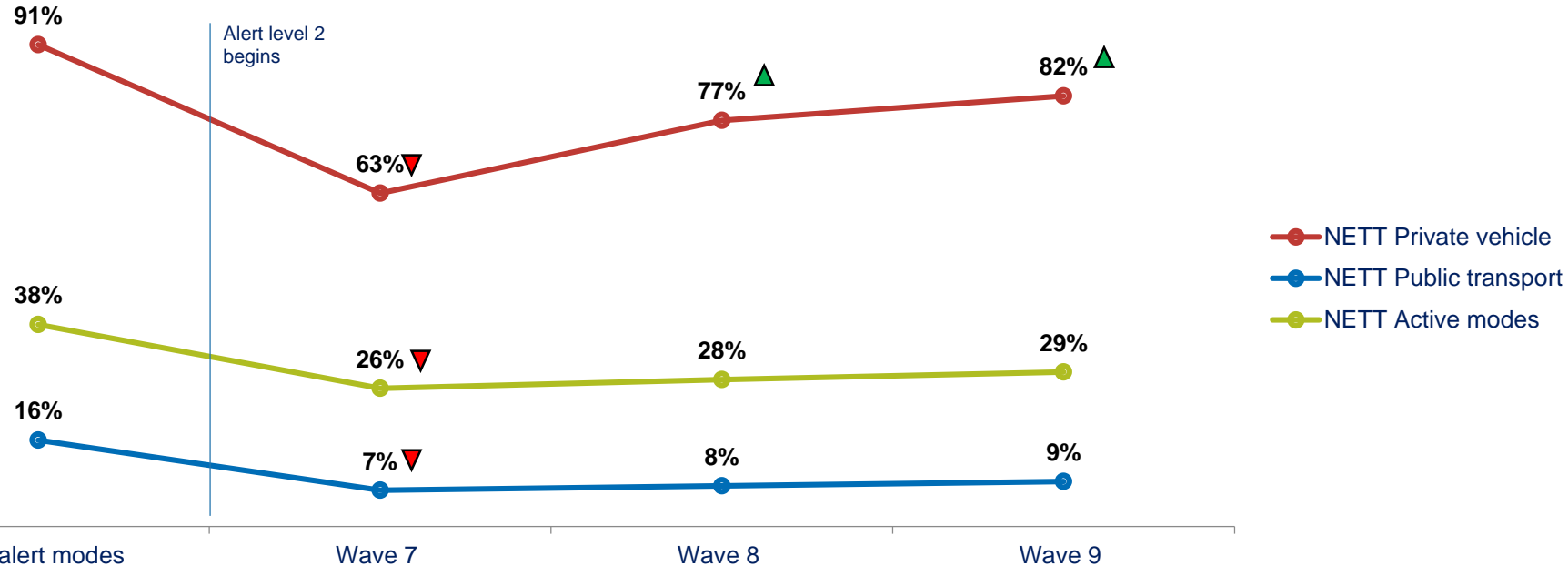
QMODE1A/2A. How would you normally make each of the following types of journeys? And thinking about other types of journeys you might have made in the past 7 days.

How, if at all did you make each of the journeys listed below in the past 7 days?

Base: all adults 15+ interviewed during level 2 in New Zealand (n=3,782)

The use of private vehicles for non-essential journeys is recovering more quickly than public transport or active modes

Mode Usage: Non-essential journeys



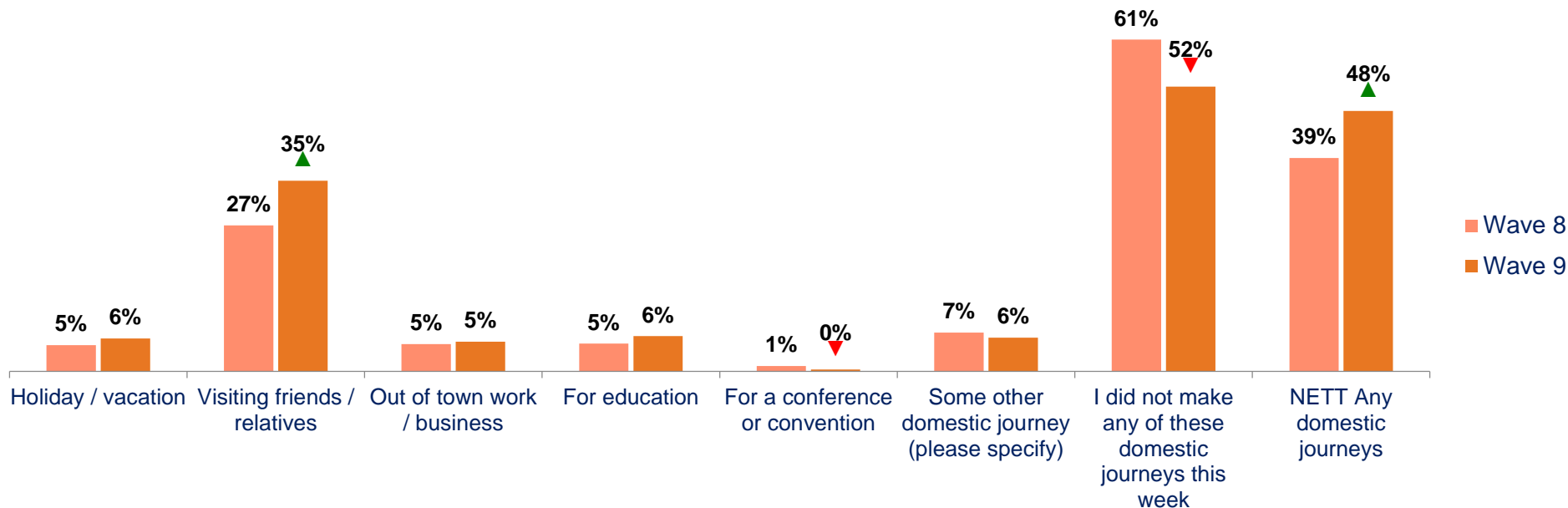
QMODE1A/2A. How would you normally make each of the following types of journeys? And thinking about other types of journeys you might have made in the past 7 days.

How, if at all did you make each of the journeys listed below in the past 7 days?

Base: all adults 15+ interviewed during level 2 in New Zealand, pre-alert modes (n=3,782); wave 7 (n=1,263); wave 8 (n=1,264); wave 9 (n=1,255)

Nearly half reported taking a longer-distance domestic journey in wave 9, with visits to friends and relatives the most common journey type undertaken

Domestic journeys in the past seven days by wave



QJOURNEY4. In the next few questions, we will ask you about journeys that you might make domestically. By that we mean journeys you might make outside of the region you live in to another part of New Zealand. Which, if any of the following types of journeys did you make during the last seven days?

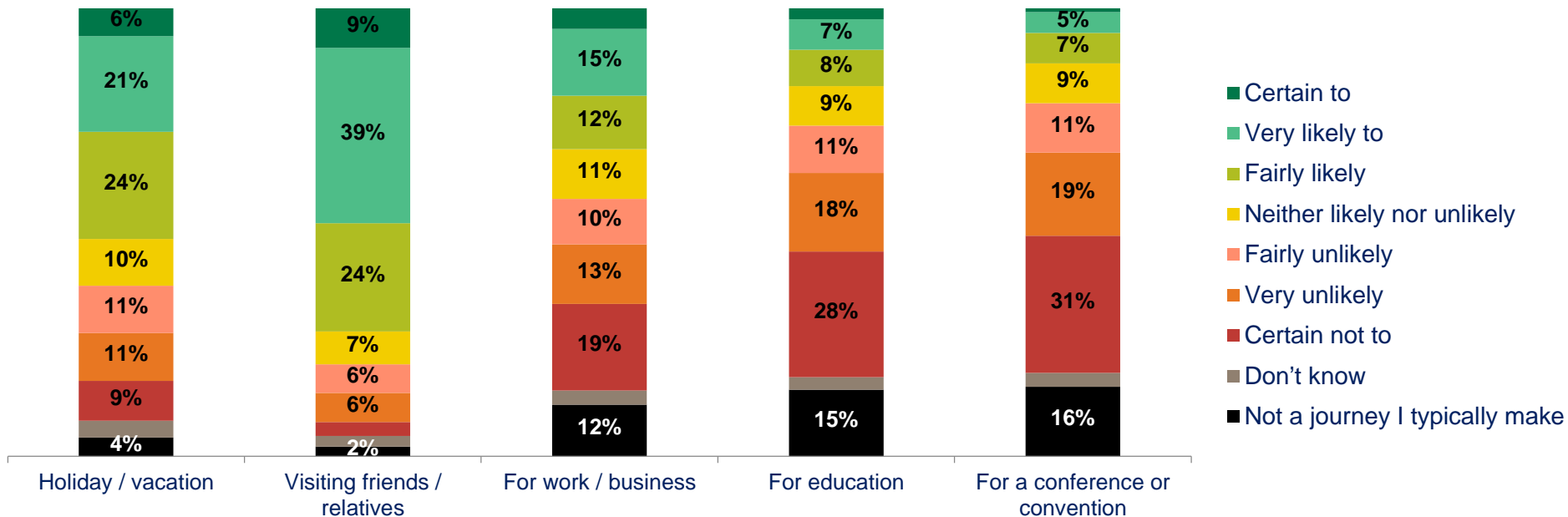
Base: all adults 15+ in New Zealand; wave 8 (n= 1,264), wave 9 (n=1,255)



Section 7 – Future domestic tourism

In level 2, intention to visit friends and family is the domestic journey that people are most likely to make in the next 6 months

Likelihood to make domestic journeys

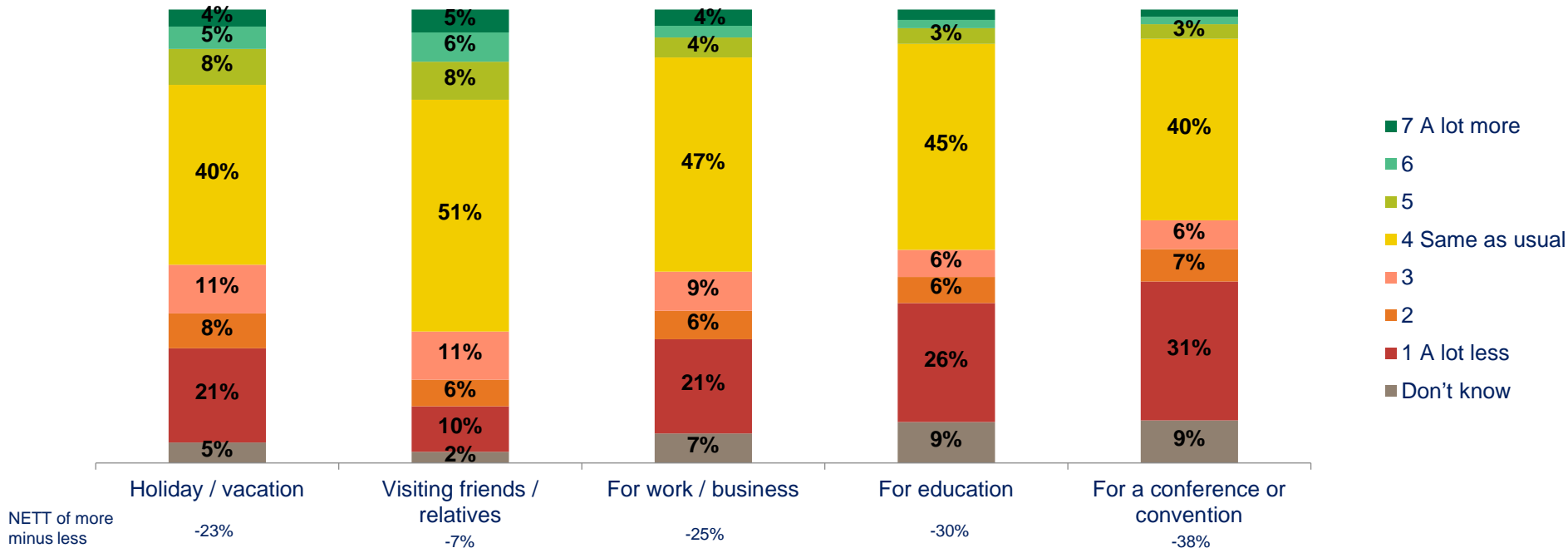


FDT1. How likely are you to make following types of domestic journeys in the next six months?

Base: all adults 15+ in New Zealand, Base: (n=2,519)

Whilst a large proportion say they're likely to travel in this way, the expected volume of travel will overall be less than in a normal winter and spring period

Intention to travel domestically

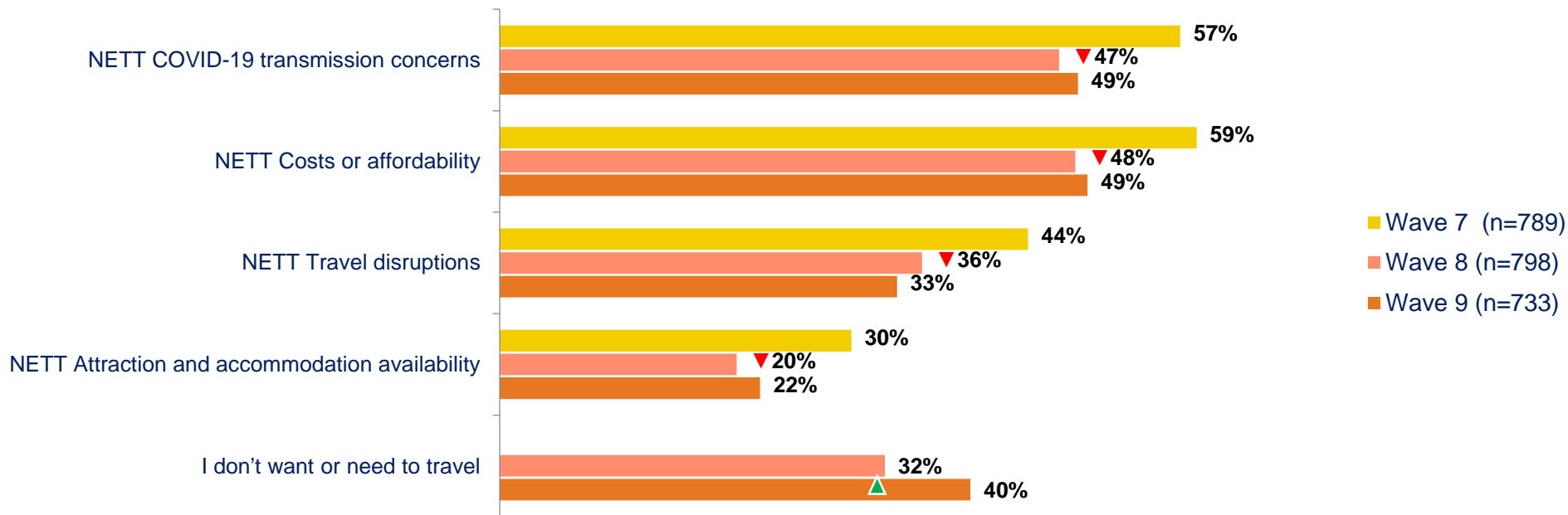


FDT2. We'd now like you to think about winter and spring 2020 and how your domestic travel will compare to the same period last year. Compared to the same period last year, do you intend to travel domestically more, less, or about the same amount for...

Base: all adults 15+ in New Zealand

2 in 5 say that the reason they'll travel less is that they don't want or need to do so, up from just under a third in wave 8

Reasons for travelling less

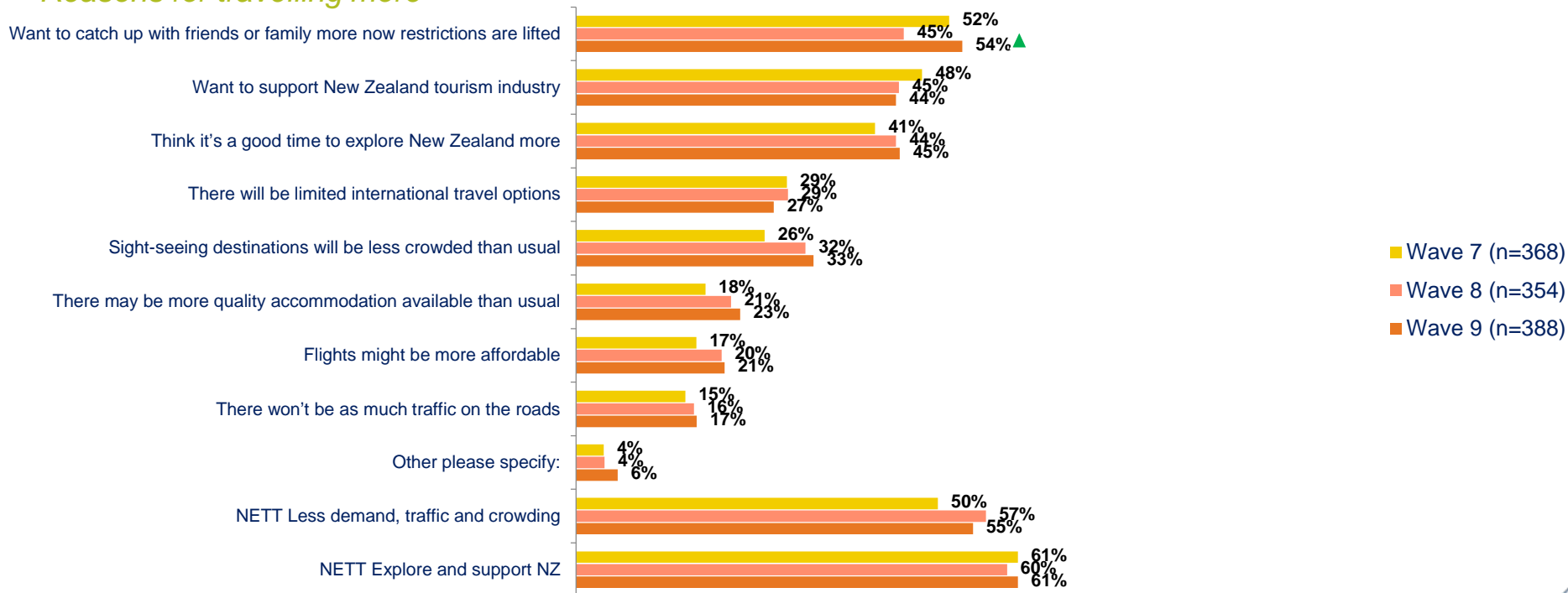


FDT3a. What are the main reasons that you intend to travel less?

Base: all adults 15+ in New Zealand intending to travel less

Since measurement began, there's been a directional increase in those citing decreased traffic and demand as a reason for travelling more

Reasons for travelling more



FDT3b. What are the main reasons that you intend to travel more?

Base: all adults 15+ in New Zealand intending to travel more

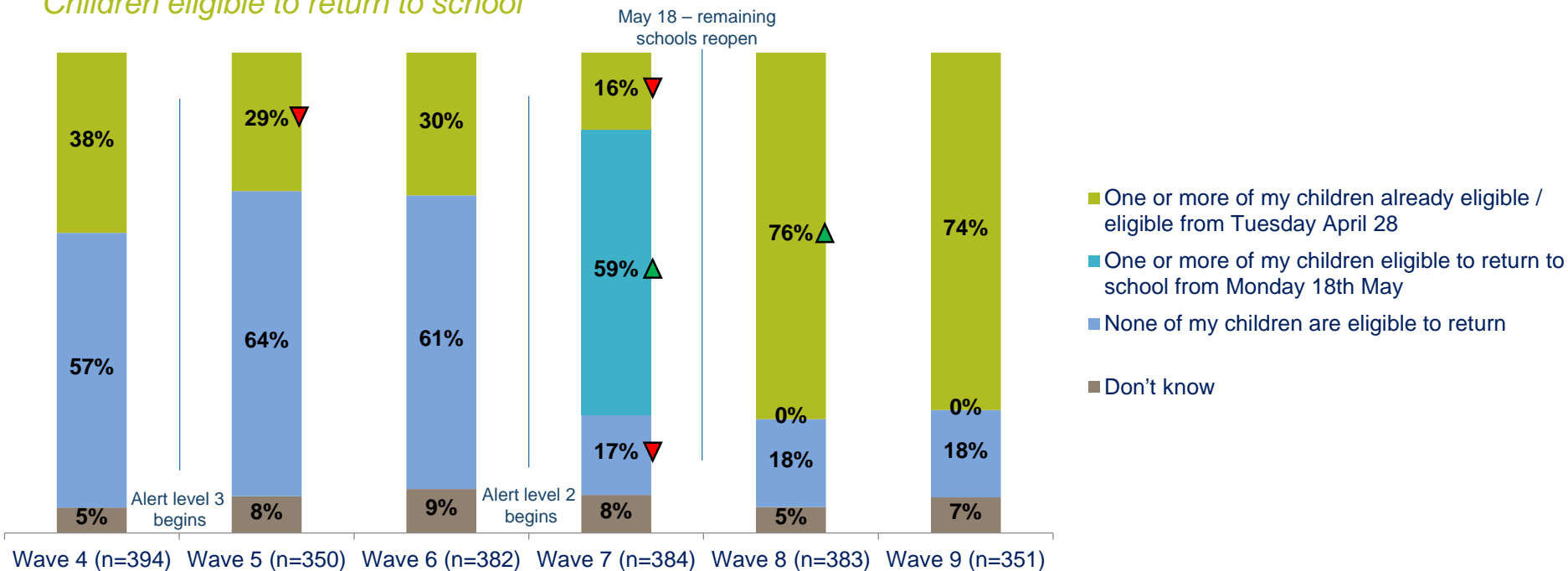




Section 8 – Returning to school

There's been no change between wave 8 and 9 in the proportion who think their children are eligible to be back at school

Children eligible to return to school



NB: official eligibility during level 3 is for children of essential workers.

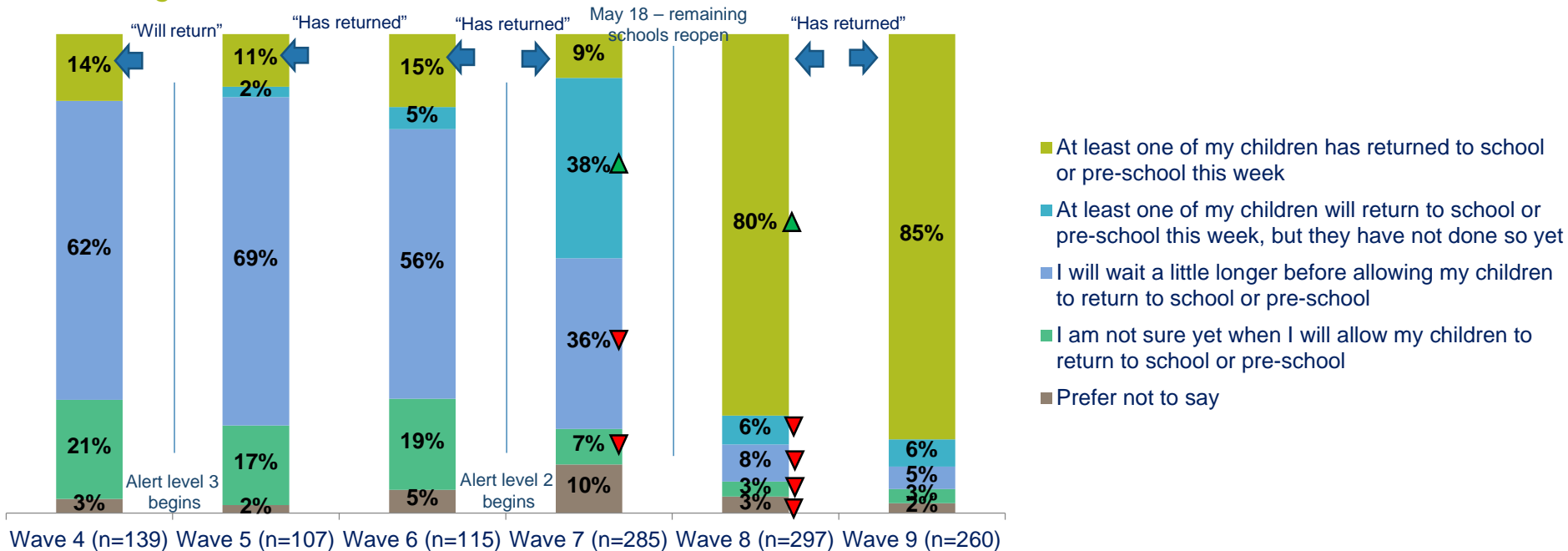
QHH1A. You said that you have children living at home with you. Which, if any of the following applies to you? QHH1B. And which, if any, of the following applies to you?

Base: those with children living at home



Of those with children eligible to return to school, more than 9 in ten say their children have returned or are about to do so

Intending / have returned children to school



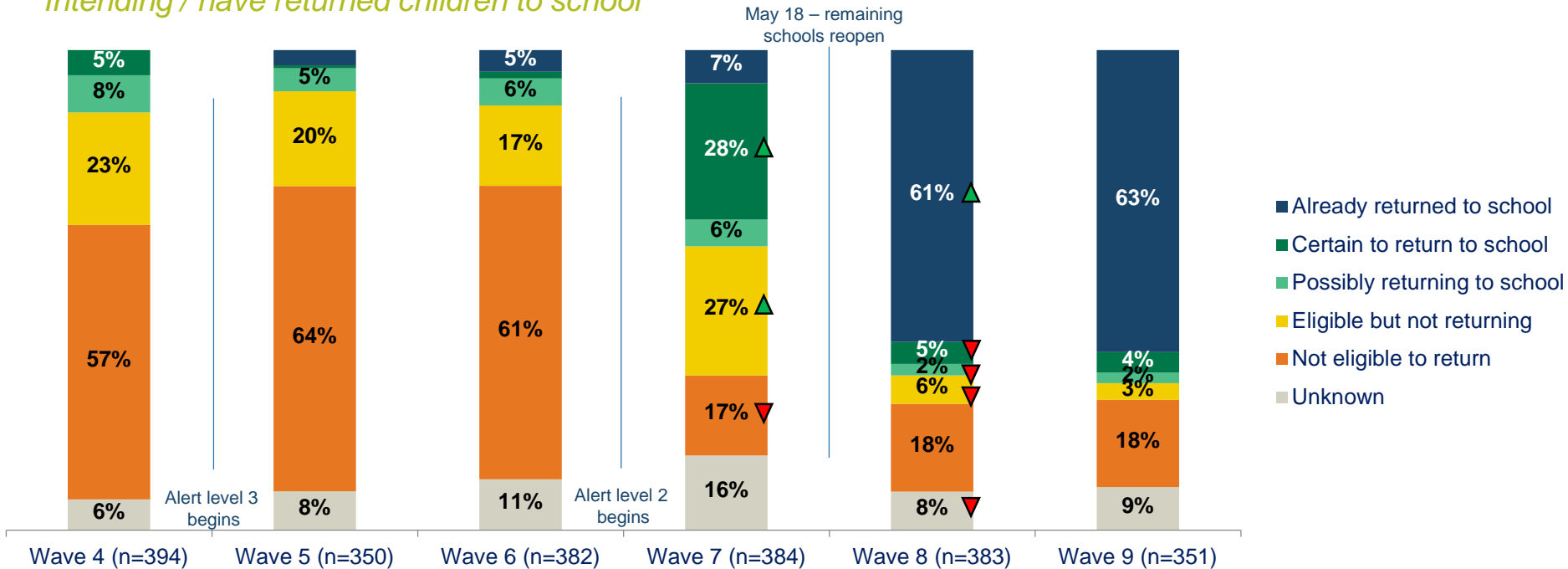
NB: official eligibility during level 3 is for children of essential workers.

QHH1A. You said that you have children living at home with you. Which, if any of the following applies to you? QHH1B. And which, if any, of the following applies to you?

Base: those with children living at home

At this point, only 3% of parents say their children are eligible, but still not returning to school

Intending / have returned children to school



NB: official eligibility during level 3 is for children of essential workers.

QHH1A. You said that you have children living at home with you. Which, if any of the following applies to you? QHH1B. And which, if any, of the following applies to you?

Base: those with children living at home

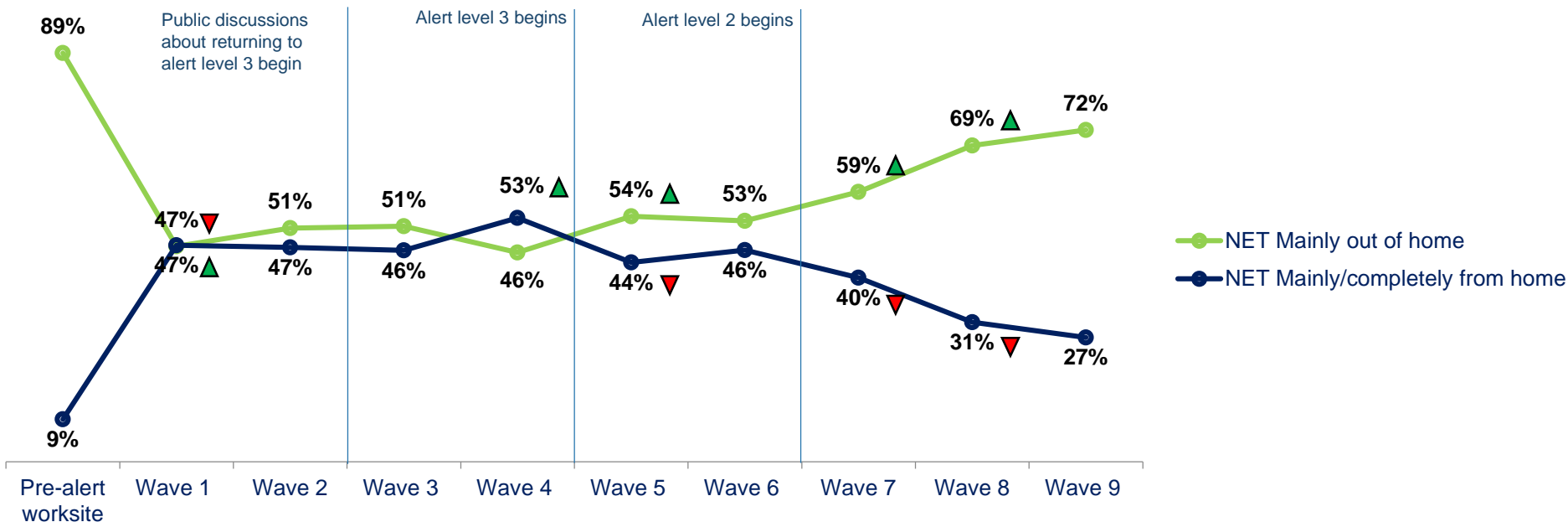




Section 9 – Returning to the workplace

Since alert level 2 began, people have steadily returned to the workplace, with the proportion doing so now 17 points short of pre-alert levels

Proportion working in and out of home by survey wave

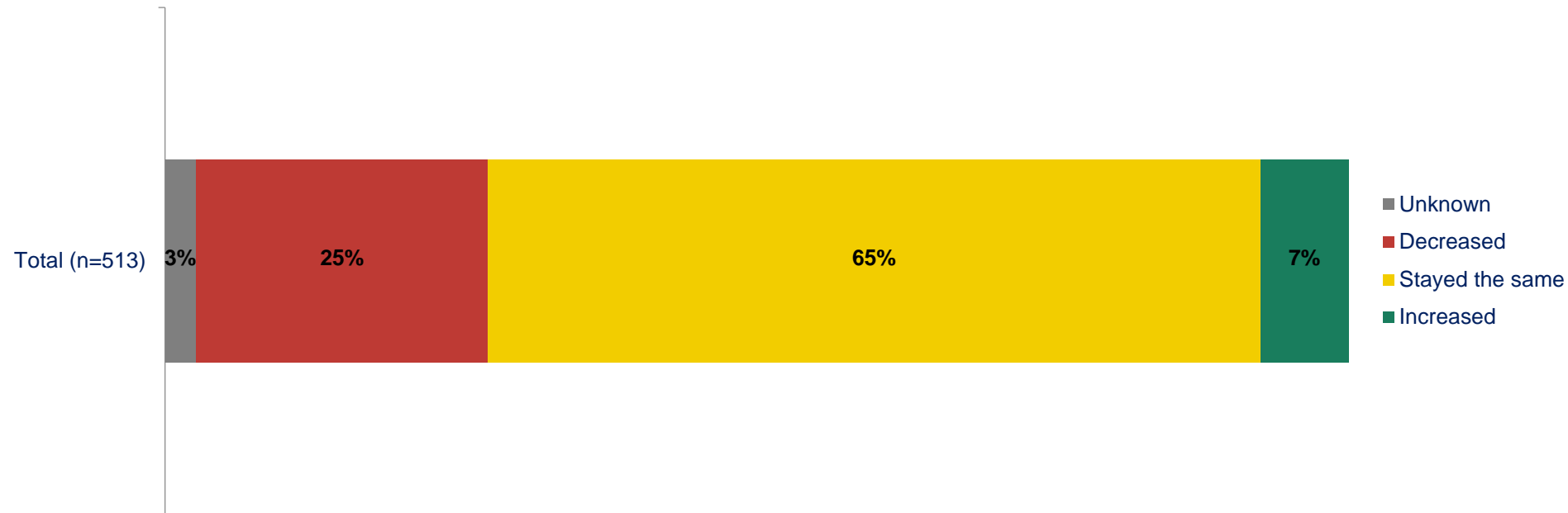


QWORK1A/QWORK2A: And prior to any public health alert or lockdown, where did you mainly work?/ And where do you *currently* work?

Base: all adults 15+ in New Zealand usually working

Although a number of people are returning to work, the volume of reported work journeys is lower than pre-alert levels

Change in commuter days among those still travelling for work

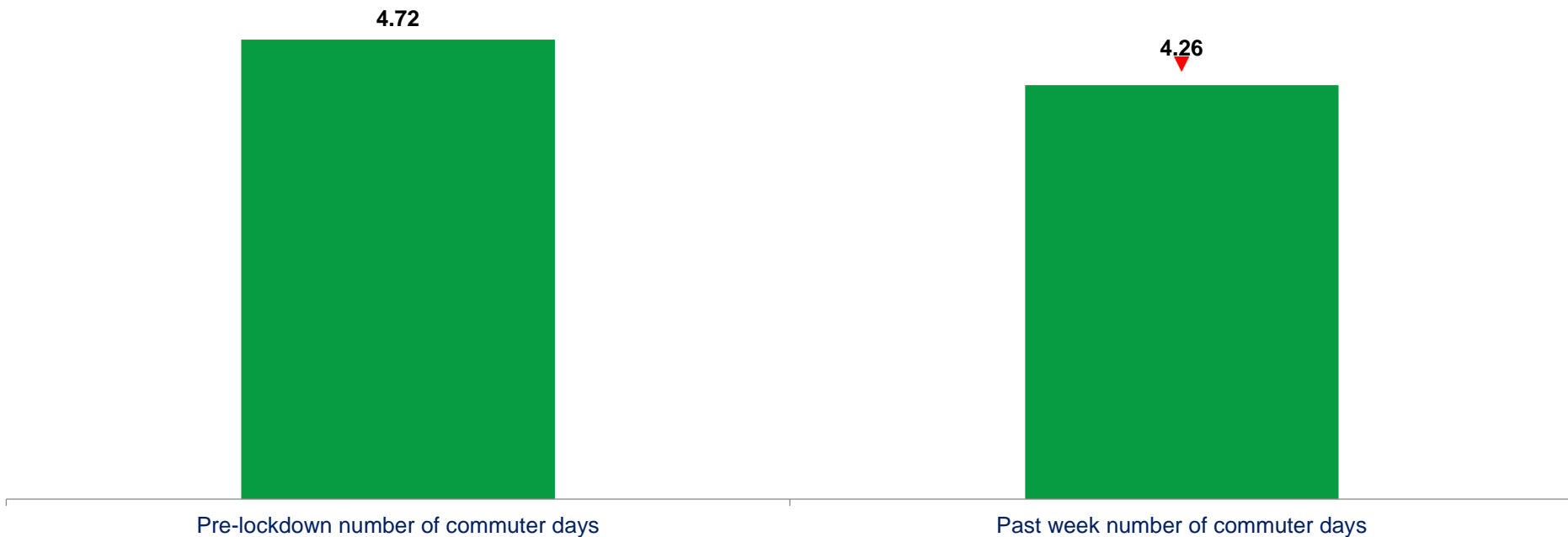


QWORK1B/QWORK2B: In a typical week prior to any public health alert or lockdown, on how many days per week did you tend to travel to a place of work (e.g. office, store, client site)? / Thinking about the past week, on how many days out of the past 7 did you travel to a place of work (e.g. office, store, client site)?

Base: all adults 15+ in New Zealand working away from home

When taken across the entire working population, the average number of commuter days has dropped by almost half a day

Number of commuter days – pre-lockdown vs past week who are still travelling to work

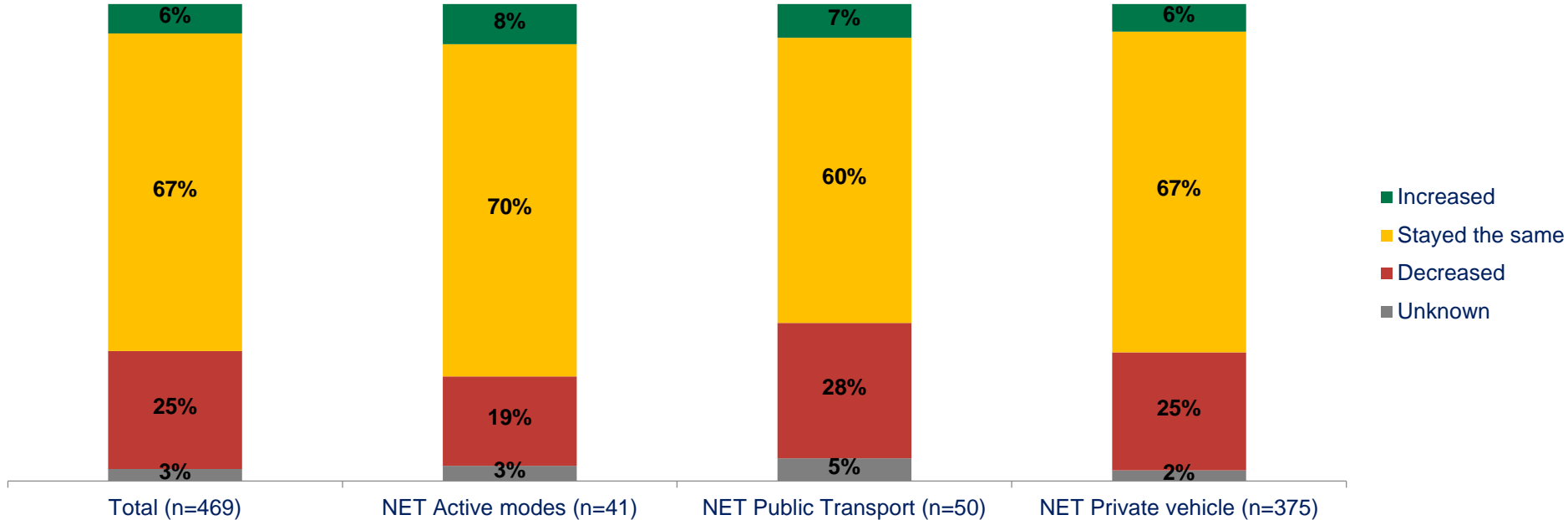


QWORK1B/QWORK2B: In a typical week prior to any public health alert or lockdown, on how many days per week did you tend to travel to a place of work (e.g. office, store, client site)? / Thinking about the past week, on how many days out of the past 7 did you travel to a place of work (e.g. office, store, client site)?
Base: all adults 15+ in New Zealand working away from home (n=513)



Whilst it's difficult to infer statistical significance at this stage, there is an apparent difference in the change in commuting days by mode

Change in commuter days by mode among those still travelling for work

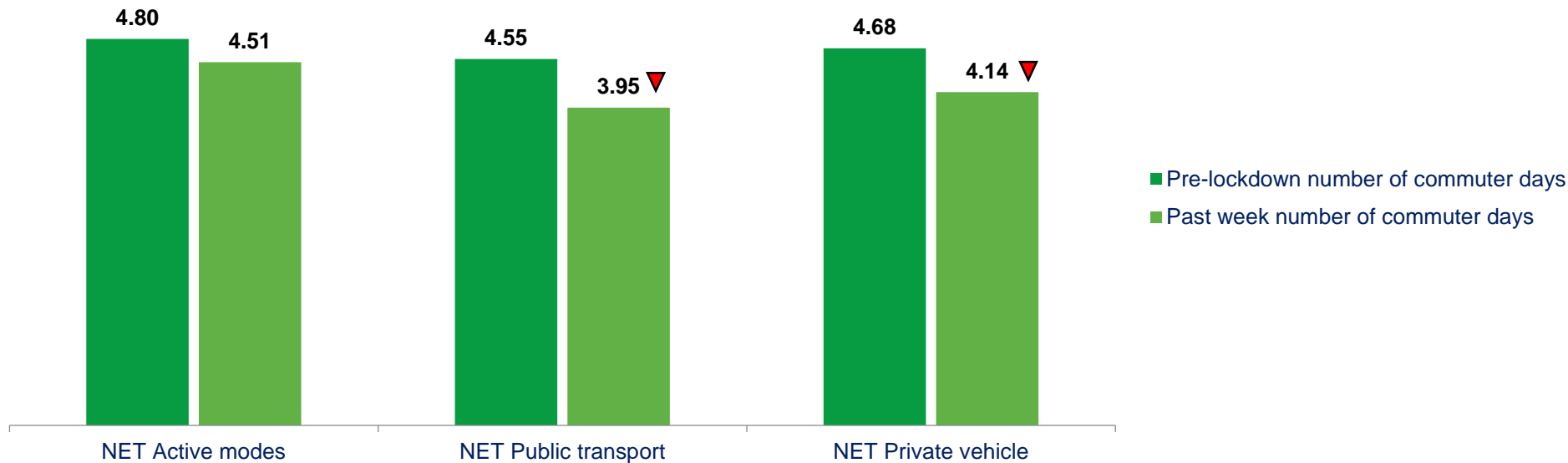


QWORK1B/QWORK2B: In a typical week prior to any public health alert or lockdown, on how many days per week did you tend to travel to a place of work (e.g. office, store, client site)? / Thinking about the past week, on how many days out of the past 7 did you travel to a place of work (e.g. office, store, client site)?

Base: all adults 15+ in New Zealand working away from home who stated their normal commuting mode

More commuting days have been lost on public transport than any other mode, with public transport users now travelling less than 4 days a week on average

Number of commuter days – pre-lockdown vs past week by normal commute mode



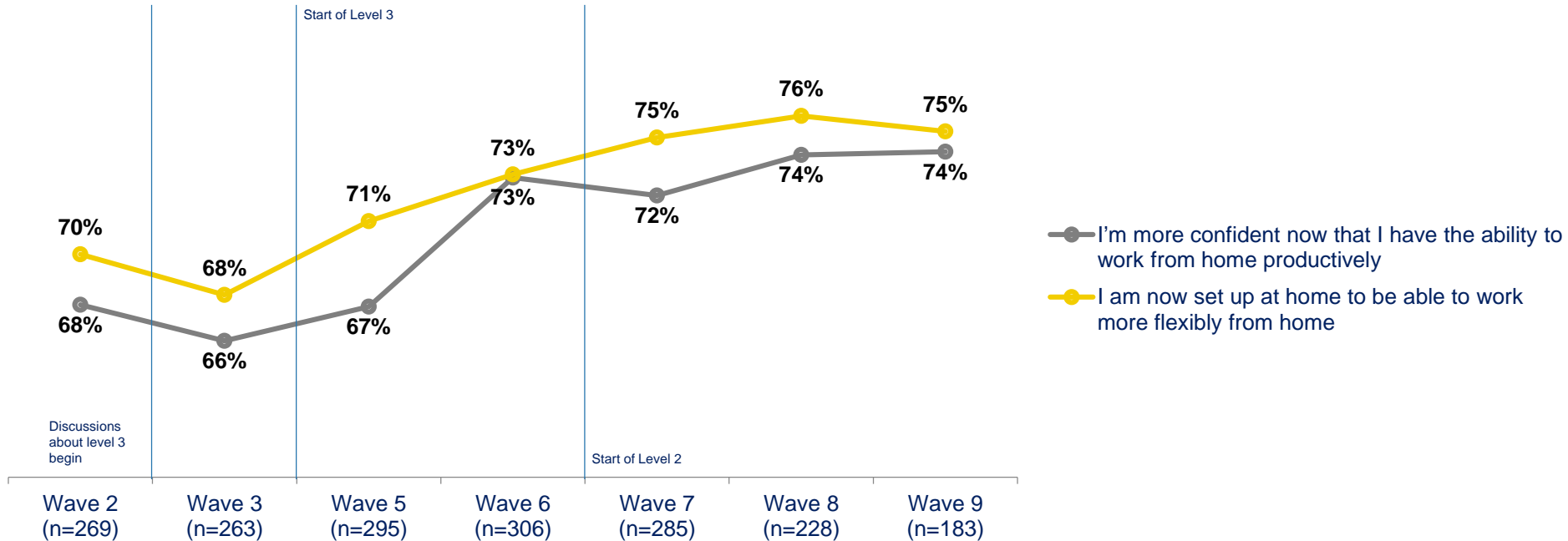
QWORK1B/QWORK2B: In a typical week prior to any public health alert or lockdown, on how many days per week did you tend to travel to a place of work (e.g. office, store, client site)? / Thinking about the past week, on how many days out of the past 7 did you travel to a place of work (e.g. office, store, client site)?

Base: all adults 15+ in New Zealand working away from home who normally travel by active modes (n=41); Public transport (n=50); Private vehicle (n=375)



Whilst many have returned to normal workplaces in level 2, those still working from home have a high level of stated capability

Capability factors (nett all agree)

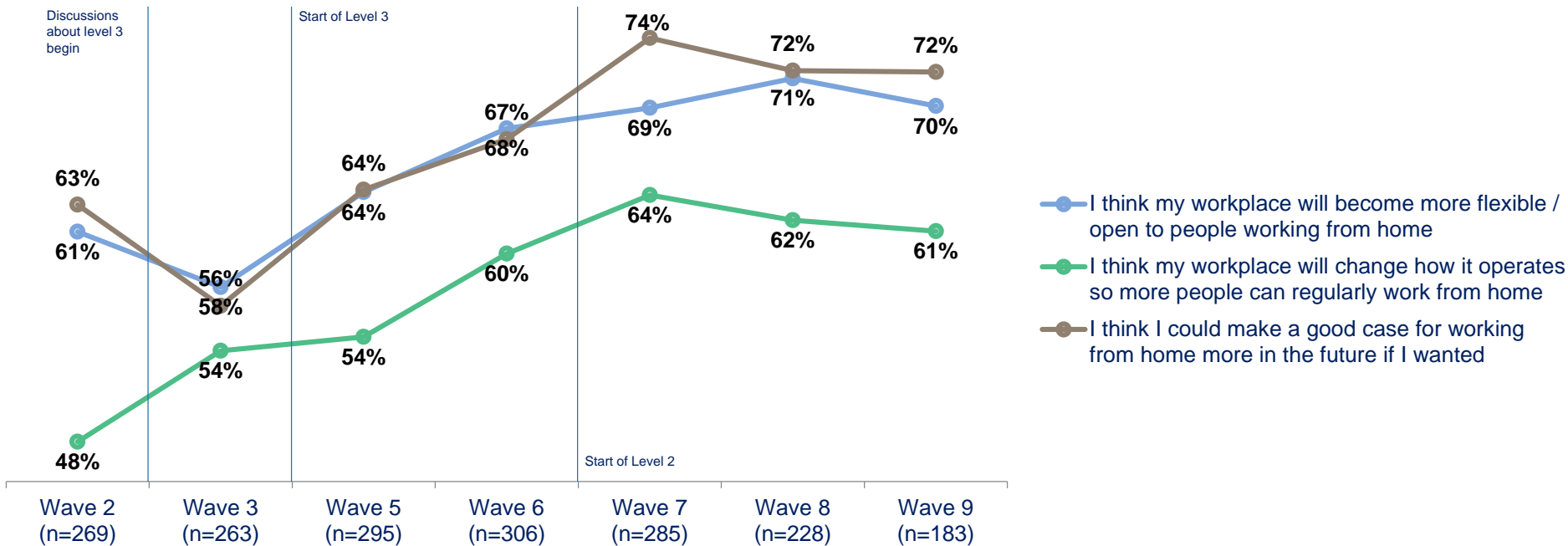


QWORK6A. Future attitudes to Working From Home -Thinking now about the future and how people's work habits may change after lock-down restrictions begin to loosen, to what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand currently working from home

The perception that workplaces were changing and workers could make a case peaked at the start of level 2, but has experienced a directional decline since

Opportunity factors (nett all agree)

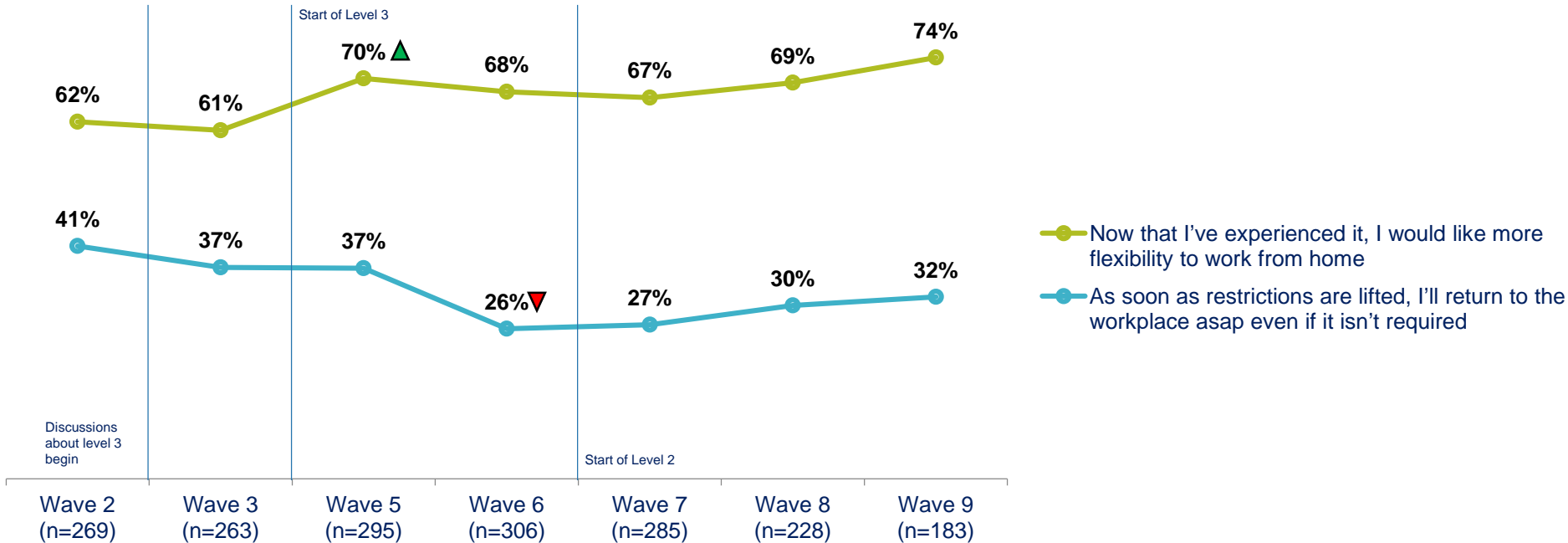


QWORK6A. Future attitudes to Working From Home -Thinking now about the future and how people's work habits may change after lock-down restrictions begin to loosen, to what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand currently working from home

The high level of motivation among those who are still working from home indicates that many of them are likely to continue to do so

Motivation factors (nett all agree)

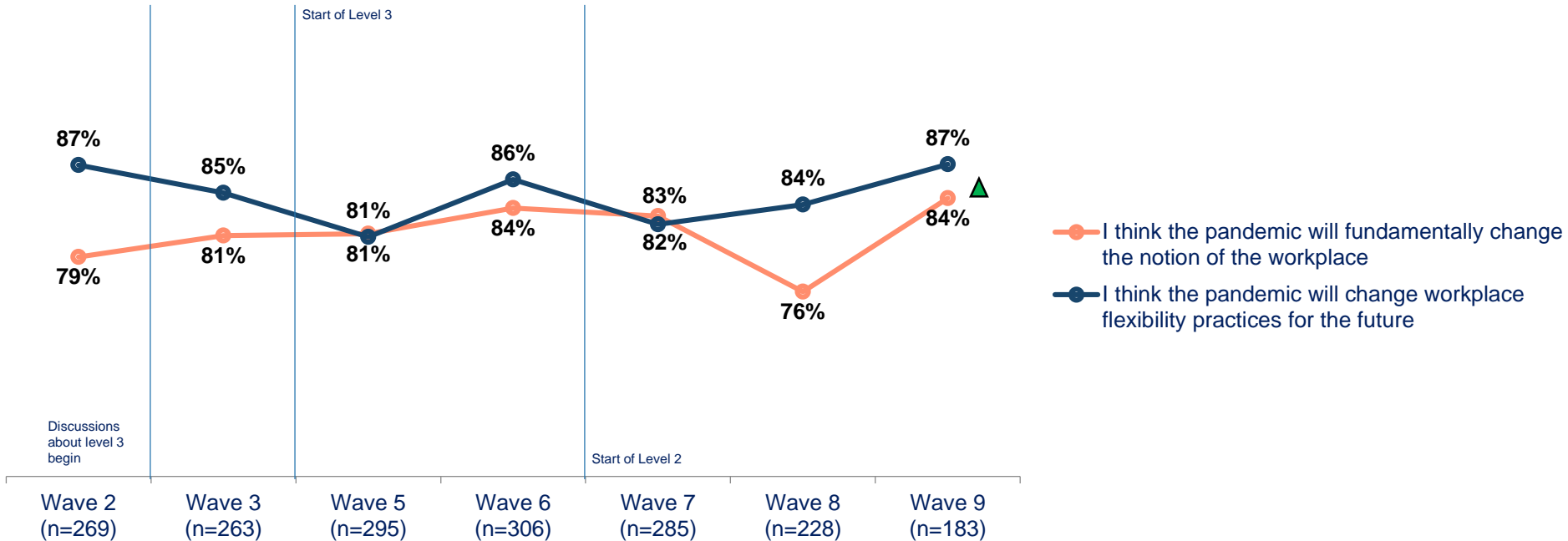


QWORK6A. Future attitudes to Working From Home -Thinking now about the future and how people's work habits may change after lock-down restrictions begin to loosen, to what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand currently working from home

At a macro level there is a high level of agreement that COVID-19 will have lasting impacts on the workplace, and this hasn't varied a great deal during lockdown

Context factors (nett all agree)



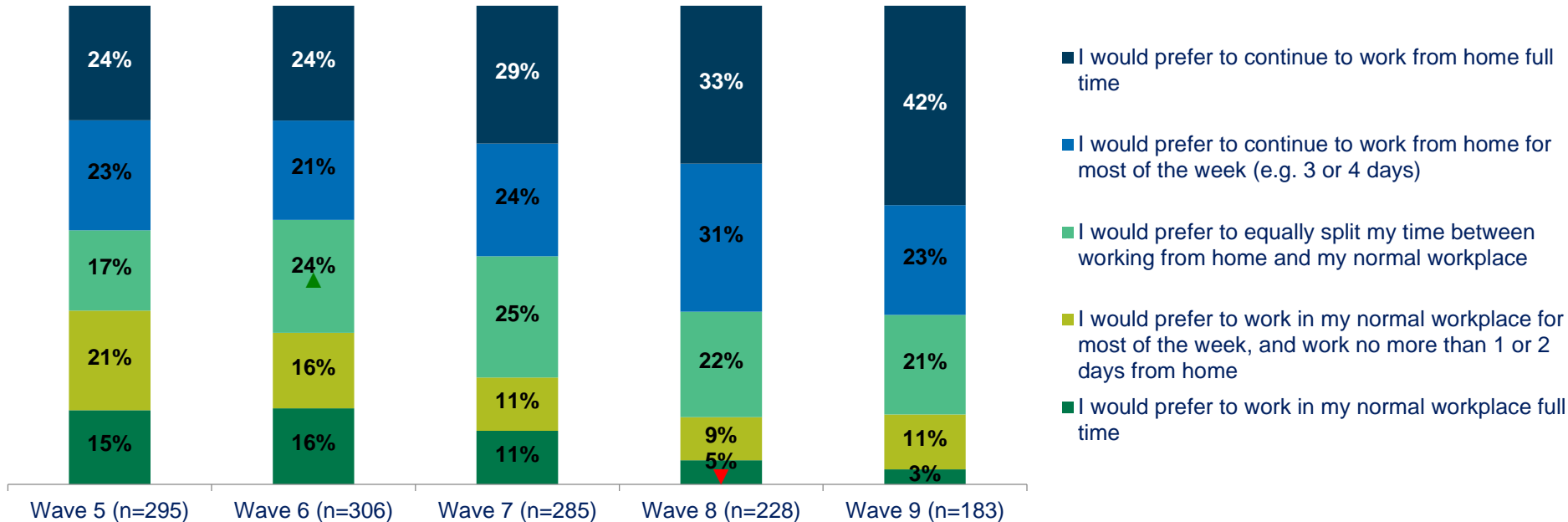
QWORK6A. Future attitudes to Working From Home -Thinking now about the future and how people's work habits may change after lock-down restrictions begin to loosen, to what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand currently working from home



As the proportion working from home has decreased, the proportion who are determined to do so has understandably strengthened

Preferred post-lockdown work site by normal (pre-lockdown) work site



QWORK6B And thinking about the period immediately following the end of the lockdown, when everyone is permitted to return to the workplace. Which of the following applies to you?

Base: all adults in New Zealand currently working from home







NZTA COVID-19 Transport Impact

Fieldwork Wave 9 Deep Dive Analysis

3rd June 2020

Disclaimer

This presentation is based on research currently being undertaken by Ipsos on behalf of the Waka Kotahi. In order to support an agile response to the unfolding COVID-19 pandemic, we are releasing regular key insights from the preliminary findings prior to this work being finalised. Please note that these deliverables have not yet been through a formal peer review process and the findings should be considered as draft

While Waka Kotahi provided investment, the research was undertaken independently, and the resulting findings should not be regarded as being the opinion, responsibility or policy of Waka Kotahi or indeed of any NZ Government agency.

For more information on the Covid-19 weekly tracker contact:
NZTAresearch@nzta.govt.nz.

Deep dive report content

COVID-19 transport impact

- Section 1 – About this research
- Section 2 – Journeys within regions
- Section 3 – Active modes within regions
- Section 4 – Public transport within regions
- Section 5 – Private vehicles within regions



Section 1 – About this research

Study purpose and importance

Introducing the Waka Kotahi NZ Transport Agency COVID-19 transport impact tracker

The **purpose of the COVID-19 Tracker** research is:

To understand **how travel is changing** and evolving in response to COVID-19 on a weekly basis

- such as trip frequency and journey type changes.

To understand **why travel is changing** and evolving in response to COVID-19 on a weekly basis

- such as perceptions/attitudes towards COVID-19 and travel options.

To include sufficient respondent numbers to understand how this varies across region and cohorts of interest

- such as different employment types (work from home, essential workers, etc.), vulnerable groups (elderly, immune compromised, etc), DHB, etc.

To provide weekly updates in a timely fashion so actions and planning can respond to the evolving situation.

The **importance of this research** cannot be understated:

There has been a major disruption to travel habits that will have long-lasting impacts on society:

- Where and how people choose to work, and how they choose to travel will change.
- Where people choose to travel domestically will change.
- How these changes will play out in the medium to long-term is unknown.

Without regularly updated knowledge on **what people are thinking and feeling**, and **why they are choosing** to travel the way they do, we won't be able to quantify how people are responding to COVID-19, and without this we won't know how best to respond and how we are able to influence travel habits.

- With regularly updated knowledge on COVID-19's impact, we can quantify how road usage and modal choice is changing, and we will know how to respond and influence future travel habits.

Overview of research (i)

Research design and outputs

The **design of the tracker** ensures we can undertake analysis at various levels for different purposes, and for different stakeholders.

The study is an online quantitative survey that is a nationally representative sample of New Zealanders 15+ years old, with a weekly sample of n=1259 per week, using quotas and data weighting.

- With sample boosts to ensure sufficient numbers to analyse key cities of interest, such as Tauranga, Dunedin and Hamilton.
- Sample numbers allow longitudinal view on cohorts and regions of interest.
- Sample is sourced from a blend of online panels, including Pure Profile, Ipsos iSay, Dynata and Consumer Link.

Average survey duration of between 12-15 mins

- Outside core measures, flexibility to change questions every week

Fast turnaround of results to allow a weekly view on how behaviours and attitudes are changing.

- Design will pivot according to alert level changes that may occur at nationwide and regional levels.

There will be **three types of outputs** available:

- 1) Online dashboard results delivered through Harmoni
 - with the ability to manipulate, interrogate and export the data according to your areas of interest.
- 2) This weekly overview power point report
 - benchmark and longitudinal summary of key data points
 - including extra analysis based on topical questions.
- 3) An infographic of key data points
 - visual representative of results for ease of access.



Example: Harmony Dashboard Page

Overview of research (ii)

Question topics in the survey

Question areas covered in the research:

Level of personal concern of the impact of COVID-19

- to themselves, their families, their work, the country, etc.

Current essential journeys and domestic travel undertaken and changes

- change is measured since February 2020.

Modal shift patterns and perceptual shifts

- including perceptions of Public Transport among users
- perceptions of various transports modes with regards to safety, hygiene, convenience, etc
- perceptions of potential shifts in work flexibility.

Measuring attitudinal shifts towards COVID-19

- using a Behavioural Science framework to understand current people's current state to facilitate potential interventions.

Questions to classify into a variety of segments of interest

- including journey profile, vulnerability, COVID-19 attitudes, economic, etc.

Ad hoc questions of interest

- including perceptions of future workplace flexibility, domestic tourism intentions, intention to return children to school, e tc.

Report notes (i)

Key information to note for this report

- This report is based on the eight waves of fieldwork, as per the table to the right:
- Total sample for this report is presented in a number of ways, including as a combined sum of the first four fieldwork waves, combined sum of waves 5 and 6, combined sum of waves 7 and 8, as well as individual waves where appropriate.
- The focus of this report is tracking the trends and changes over time and how New Zealanders have adjusted their use of transport and travel behaviour. As this study was not conducted prior to level 4 restrictions, respondents were asked to recall their transport and travel behaviour prior to level 4 restrictions based on a 'normal week' i.e. in February this year.
- At a total population level, significance testing indicated in this wave 8 report is based on a statistically significant shift of results between waves 1 to 8, as well as statistically significant shifts from combined level 4 alert results vs combined level 3 alert results vs. combined level 2 alerts.
- At a sub-population level, significance testing indicates a statistically significant difference between the sub-population and the base or total population. The total population benchmark is based on the total sample base collected across all four waves.

Wave	Dates of fieldwork	Alert Level
1	Friday 3 April to Wednesday 8 April	Alert Level 4
2	Thursday 9 April to Tuesday 14 April	
3	Thursday 16 April to Monday 20 April	
4	Thursday 23 April to Sunday 26 April	
5	Thursday 30 April to Sunday 3 May	Alert Level 3
6	Thursday 7 May to Sunday 10 May	
7	Thursday 14 May to Sunday 17 May	Alert Level 2
8	Thursday 21 May to Sunday 24 May	

Report notes (ii)

Key transport terms and demographic groupings

There are a number of transport terms used in this report. Below are key terms with definitions:

Public transport (PT): refers to bus, train and ferry and does not include taxi/uber services and private hirer vehicles (these will be treated separately in the analysis).

Private vehicle (PVT): refers to car, van, motorcycle or scooter, and does not include e-bikes.

Active modes: refers to walking (of at least 10 mins) and cycling, including e-bikes.

There are a number of demographic subgroup terms used in this report. Below are key groups with definitions:

Any disability: All respondents indicating that they have a great deal of difficulty or cannot do the following: seeing, even when wearing glasses; hearing, even with a hearing aid; walking or climbing steps; remembering or concentrating; washing or dressing; communicating in their usual language.

COVID-19 vulnerable: All respondents indicating that they personally have a medical condition that makes them acutely vulnerable to COVID-19, such as heart disease, hypertension, chronic respiratory disease or cancer.

Deep dive analysis

Emergent stories and trends

- It is expected that with the constantly evolving nature of the COVID-19 pandemic, the changing alert levels governing public behaviour and emergent narratives impacting civil society discourse, the environment in which this research takes place will also be ever evolving.
- Deep dive analysis delivered as part of this research will enable questions to be answered outside of the core remit, and to periodically check in on societal variables and trends that may not be of interest every single week, but will speak to contextual changes and important landmarks in New Zealand's response to the COVID-19 overtime.
- Content included in the deep dive is generated from steering group requests.
- The emerging narratives in this deck are in places more complex than would warrant inclusion in the core report, included also are other narratives that may take on greater prominence later on when more responses are accumulated or when alert levels are changed.

Sample structure and further definitions

Definition		Waves 1 - 4		Waves 5 - 6		Waves 7 - 9		Wave 9	
		Sample	MoE*	Sample	MoE*	Sample	MoE*	Sample	MoE*
Total		n=5,060	1.38	n=2,532	1.95	n=3,782	1.59	n=1,255	2.77
Auckland	All in Auckland Region, including city and surrounding rural areas	n=1,324	2.69	n=662	3.81	n=993	3.11	n=331	5.39
Tauranga	All living in the city of Tauranga	n=400	4.9	n=200	6.93	n=300	5.66	n=100	9.8
Hamilton	All living in the city of Hamilton	n=400	4.9	n=200	6.93	n=300	5.66	n=100	9.8
Wellington	All in Wellington Region, including city and surrounding rural areas	n=684	3.75	n=418	4.79	n=610	3.97	n=179	7.32
Christchurch	All living in the city of Christchurch	n=400	4.9	n=200	6.93	n=300	5.66	n=100	9.8
Dunedin	All living in the city of Dunedin	n=398	4.91	n=200	6.93	n=293	5.73	n=93	10.16
Rest of NZ	All living in areas outside of those noted above	n=1,454	2.57	n=652	3.84	n=986	3.12	n=352	5.22
Disability, Vulnerability and COVID-19**									
Any Disability	See previous page	n=550	4.18	n=297	5.69	n=458	4.58	n=162	7.7
COVID-19 Vulnerable	See previous page	n=1,230	2.79	n=597	4.01	n=836	3.39	n=262	6.05
Aged 70 + years	All indicating that they are considered higher risk for COVID-19 as they are aged 70 or over	n=618	3.94	n=315	5.52	n=481	4.47	n=155	7.87

*Margin of error is calculated at 95% confidence level based upon an estimated population of 4,978,388 as at Thursday 16 April 12:44pm.

**Sub-groups are *not mutually exclusive* as individuals may fit into more than one category (for example, some may be aged over 70 and also have a chronic respiratory condition that makes them more vulnerable to COVID-19) any such respondents within the sample would be counted in *both* applicable groups.

Summary

Wave 9 deep dives

The ninth wave of fieldwork took place between Thursday 29th May and Monday 1st June, the third weekend under level 2 conditions. This deep dive addresses regional commonalities and differences across regions, urbanity and between major cities and their surrounding areas.

Essential journeys within regions

The proportion staying home and forgoing essential journeys has declined in level 2 across all regions, although certain cities and rural areas did not see a consistent decline through level 3.

Returning to work has been largely consistent across geographies in level 2, although it is largely happening quicker in areas of greater population density. Wellington lags a little on the proportion returning to work, chiefly influenced by lower level 2 activity in the greater Wellington area rather than in the city.

Active mode usage within regions

Perhaps due to more wintry weather conditions, active mode usage hasn't recovered the way that other modes have in level 2. This is particularly the case in rural New Zealand and Hamilton.

Walking and running for fitness and leisure have been declining across the country, particularly in Hamilton and Auckland. Patterns of cycling have been more erratic.

Public transport usage within regions

Public transport usage has returned close to normal in rural areas, where usage had always been lower, although level 2 usage is overall highest in cities. The trajectory of recovery in public transport usage in Auckland and Wellington has differed majorly. The increase in Wellington has been most pronounced in the city, whilst increases in Auckland have largely come from the greater Auckland area and commuter zones.

Private vehicle usage within regions

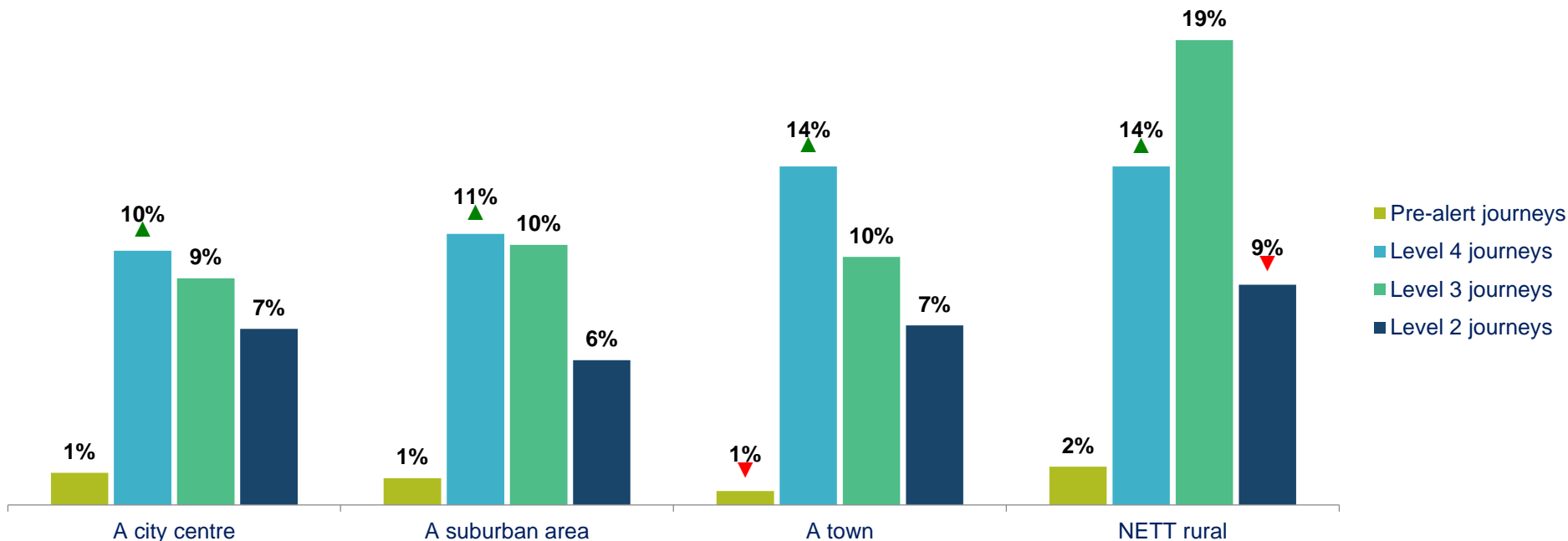
Car, van and motorcycle usage has trended upwards in all regions, although more in rural and suburban areas than in city centres. Car usage recovery has lagged a little in the Wellington region, but this isn't attributable more to the city or the surrounding areas.



Section 2 – Journeys within regions

The proportion *not* travelling in all areas of the country has generally decreased nationwide, but in rural areas they have not fallen consistently

Proportion not making any essential journeys in each region by level

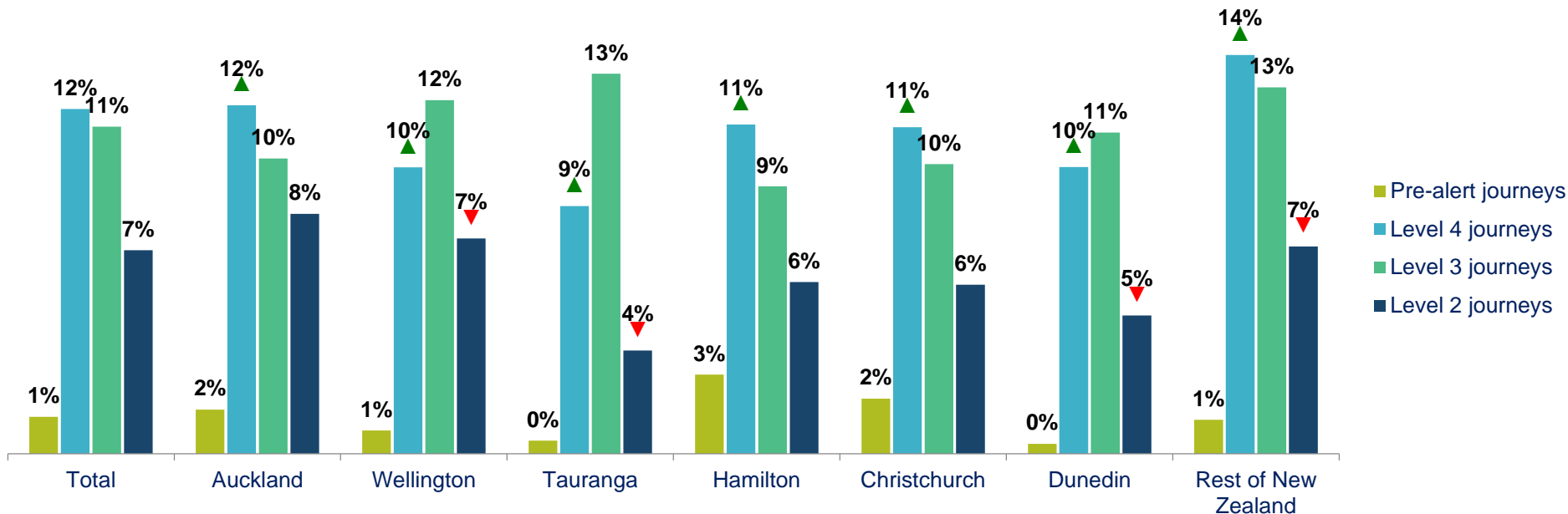


QJOURNEY1/QJOURNEY2 –Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/ And which, if any of the following types of journeys did you make during the last seven days?

Base: all adults 15+ in city centres/ suburban areas/ towns/ rural areas in Pre-alert level: (n=677 / 1,989 / 595 / 440); level 4 (n=884 / 2,693 / 790 / 612); level 3 (n=431 / 1,416 / 391 / 262); Level 2 (n=677 / 2,012 / 575 / 426)

Tauranga has seen the biggest decrease in those staying home during level 2

Proportion not making any essential journeys in each region by level



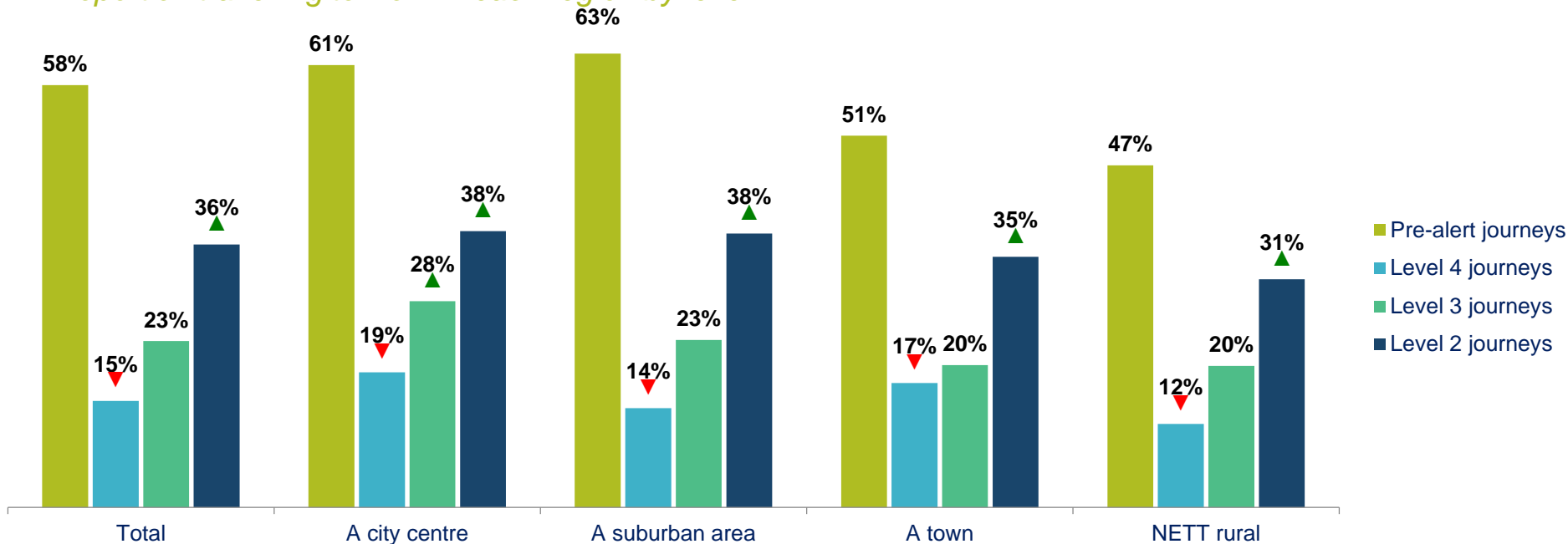
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Work travel has seen the biggest change in journeys nationwide, with towns and rural areas now closest to their normal levels

Proportion travelling to work in each region by level



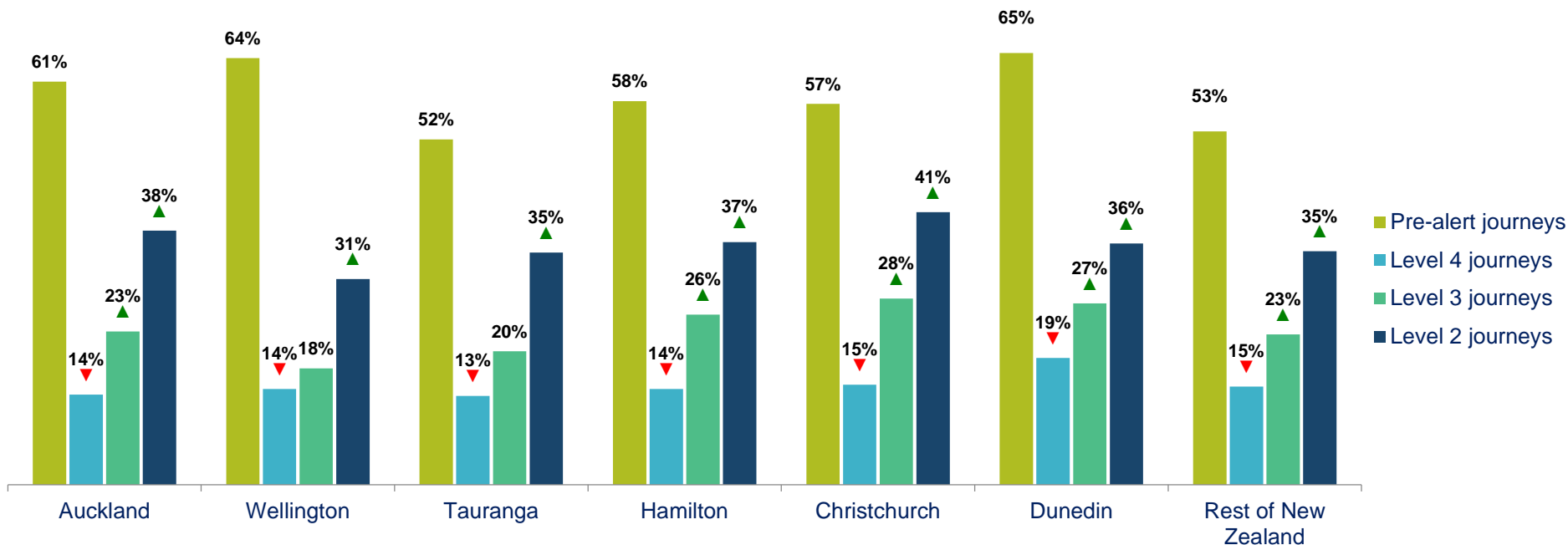
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In terms of major population centres, the proportion returning to a regular commute has been slower in the greater Wellington region,

Proportion travelling to work in each region by level

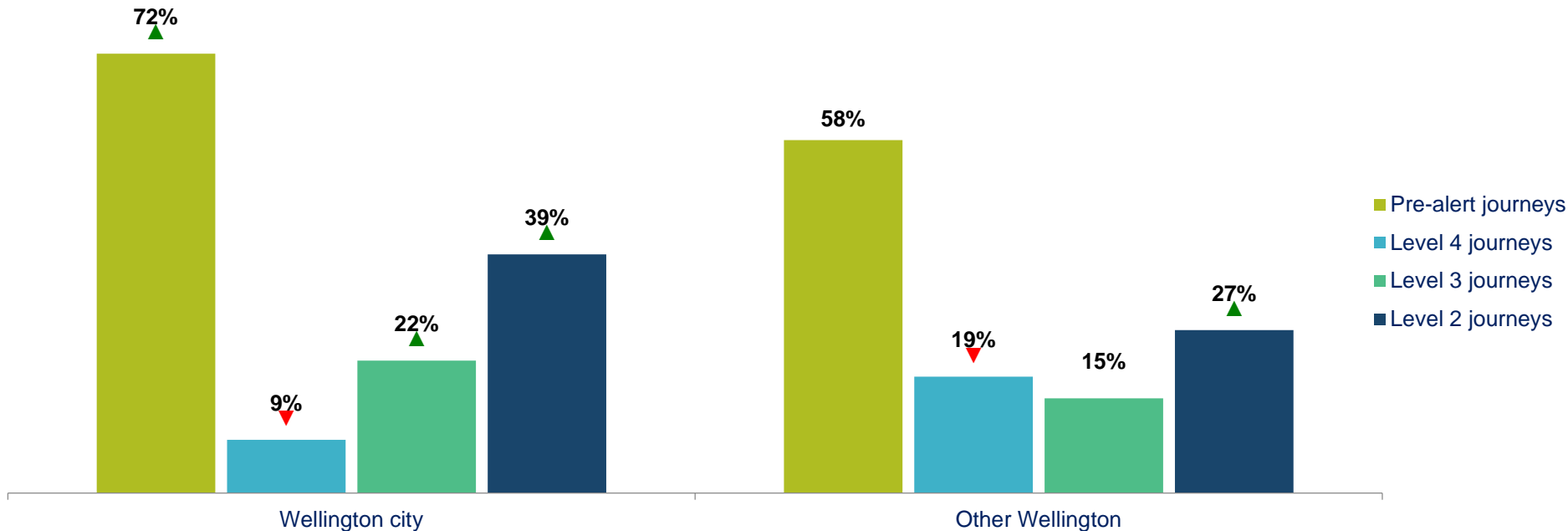


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The proportion beginning to travel to work in the city of Wellington is a lot more in line with the national average than in the wider Wellington area

Proportion travelling to work in each region by level



QJOURNEY1/QJOURNEY2 –Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/ And which, if any of the following types of journeys did you make during the last seven days?

Base: all adults 15+ in each region in Pre-alert level/level 4 / level 3/ level 2 in Wellington city (n=166 / 230 / 116 /169)Other Wellington (n=183 / 292 / 227 / 303)

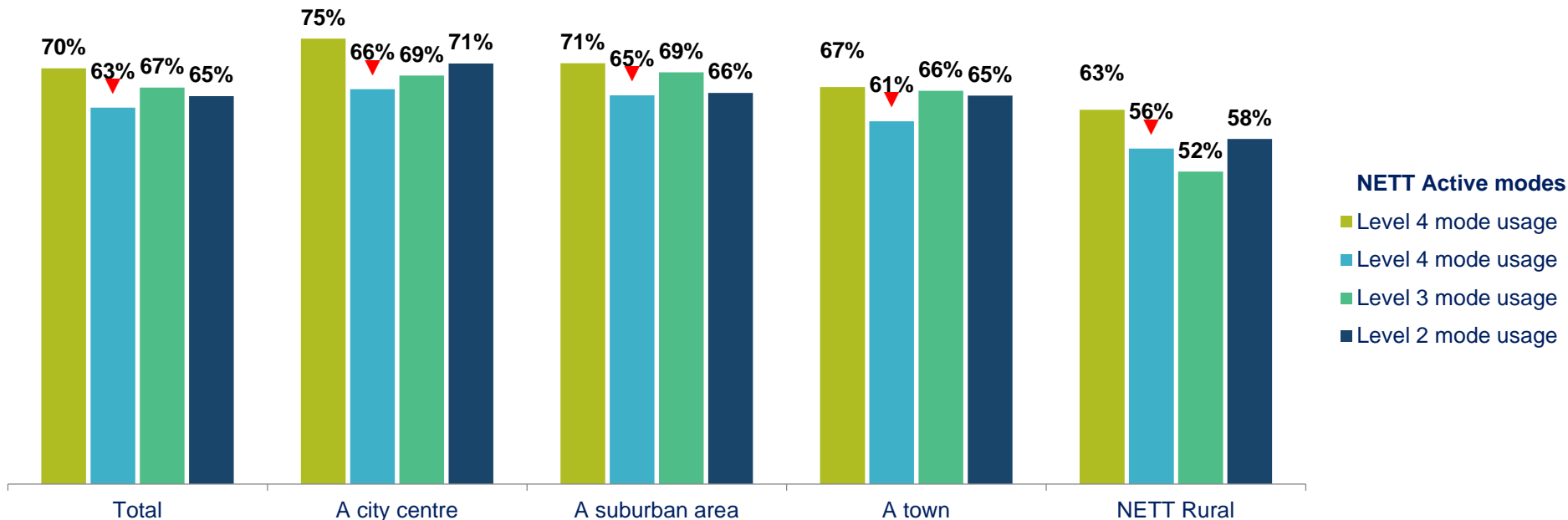




Section 3 – Active modes within regions

Active mode usage is generally more common for transportation in areas of greater population density

Proportion walking or cycling for transport by region at each level



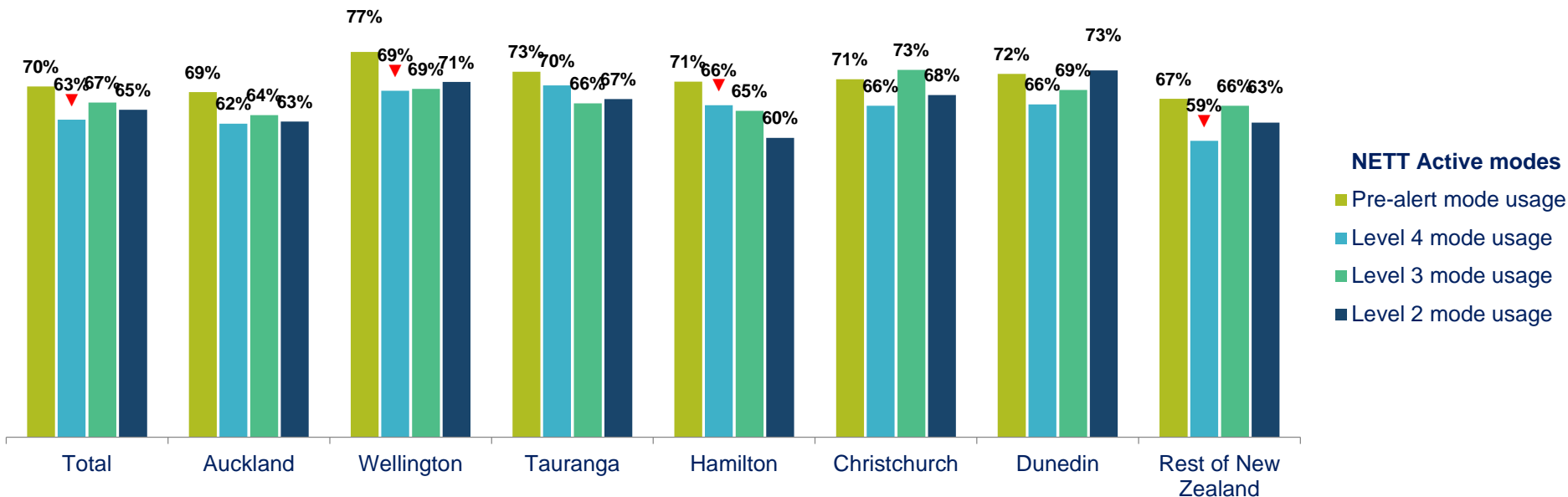
QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below?

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This bears out in regional analysis, where the rest of New Zealand sees a little less travel by this mode than the major population centres

Proportion walking or cycling for transport by region at each level



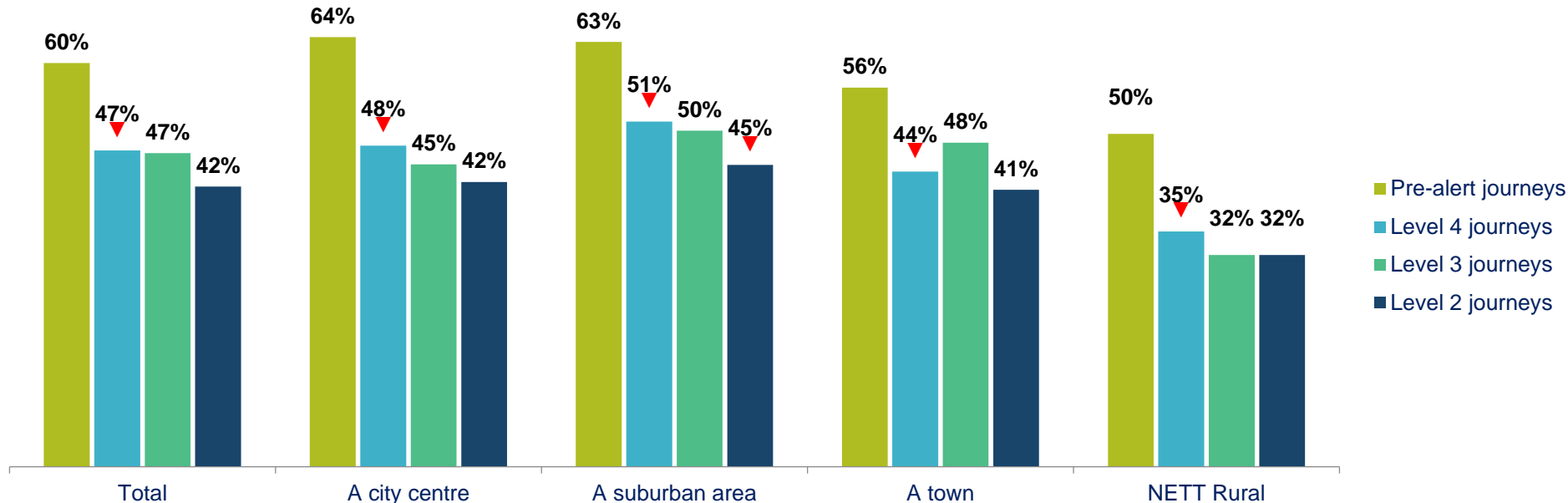
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Unlike a lot of other journeys, the proportion going out for a walk or a run has continued to trend downwards in every type of region

Proportion walking or running for leisure by region at each level



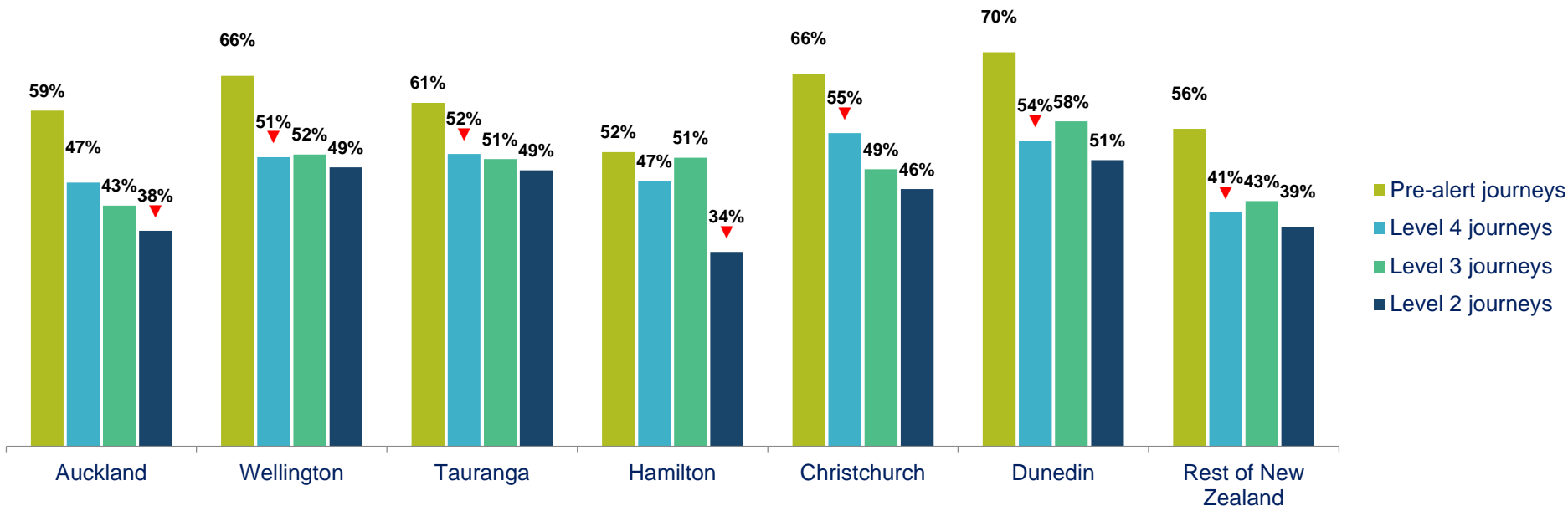
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Auckland and Hamilton are the two population centres where the proportion going out for this sort of exercise is now lower than the rest of New Zealand

Proportion walking, or running for leisure by region at each level



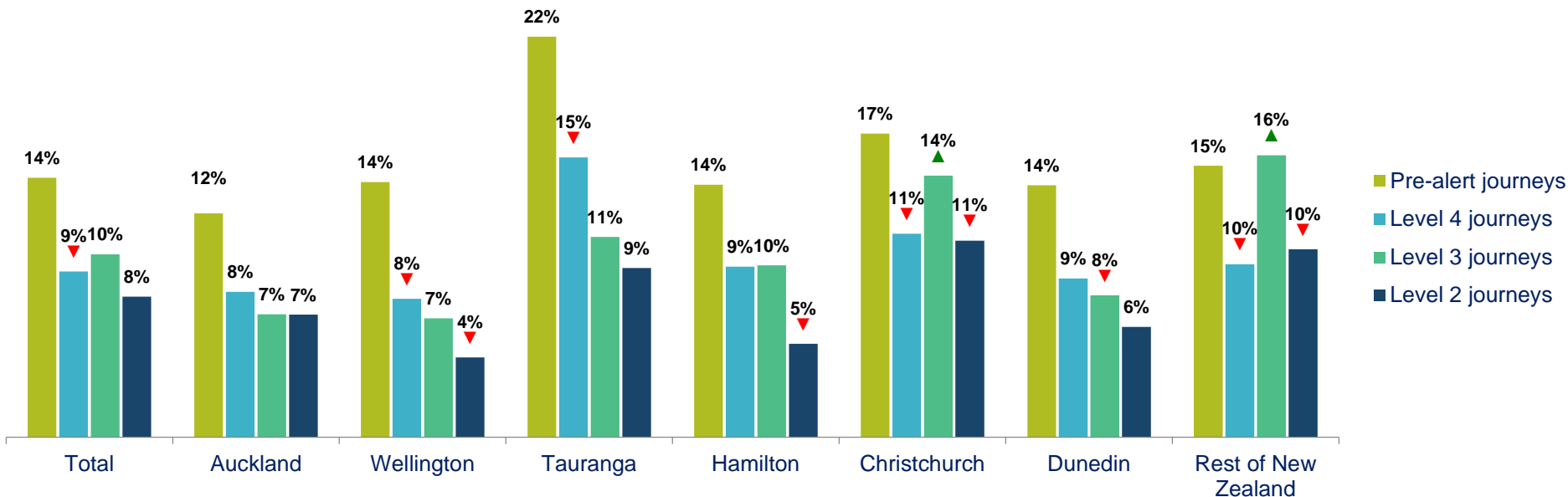
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There is a bit more variation in terms of going out for a bike ride, where certain areas saw a small spike in this activity during level 3

Proportion cycling for leisure by region at each level



QJOURNEY1/QJOURNEY2 –Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/ And which, if any of the following types of journeys did you make during the last seven days?

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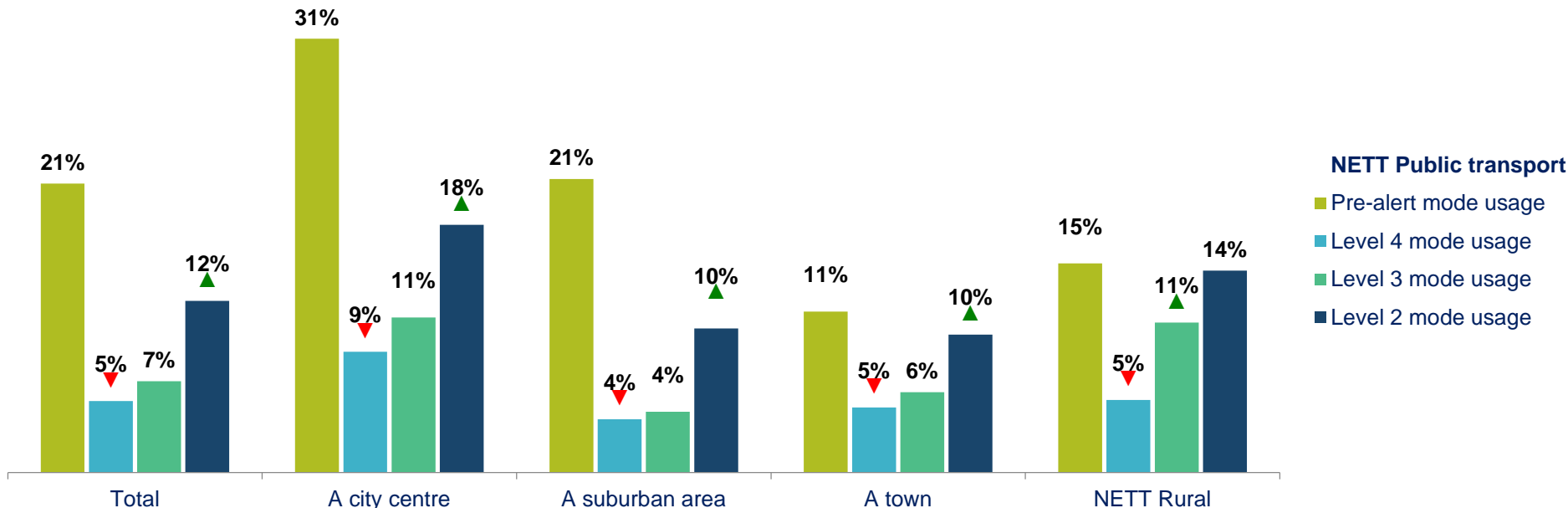




Section 4 – Public transport within regions

After 3 weeks in level 3, the proportion returning to public transport in city centres is 1 in 5, but public transport usage is almost at normal levels in rural areas

Proportion using public transport by region at each level

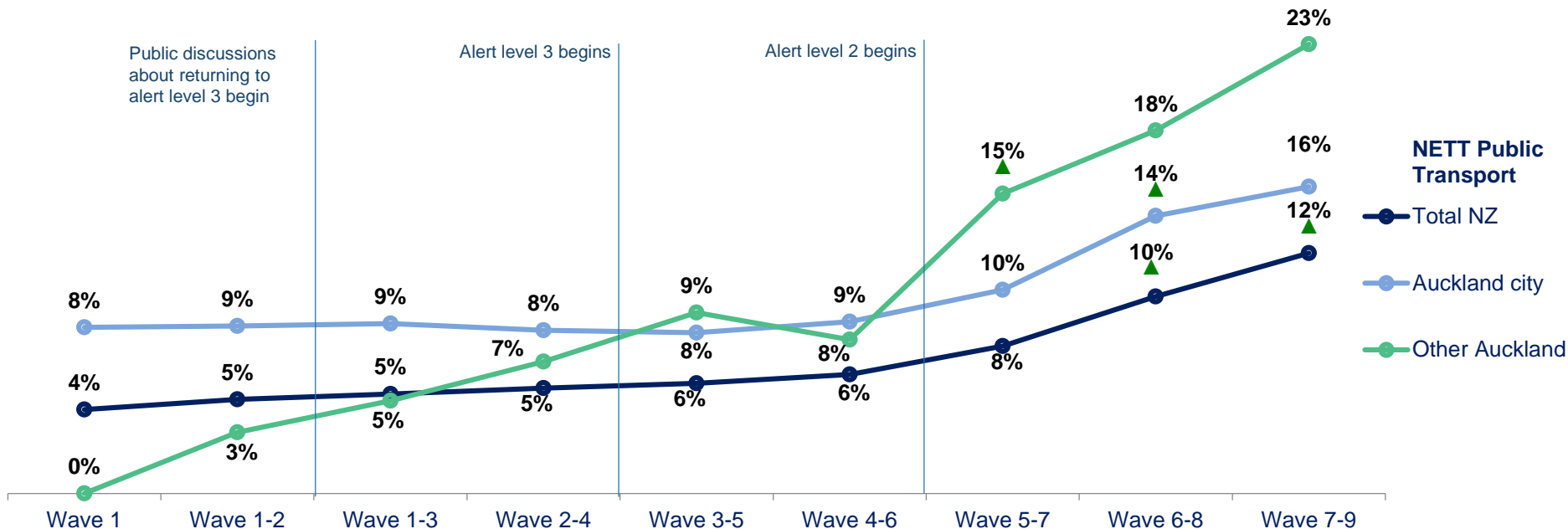


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Looking at a rolling average, there has been a sharper increase in public transport usage from suburban Auckland than there has been in the city

Proportion in the Auckland area using public transport: rolling 3 week average

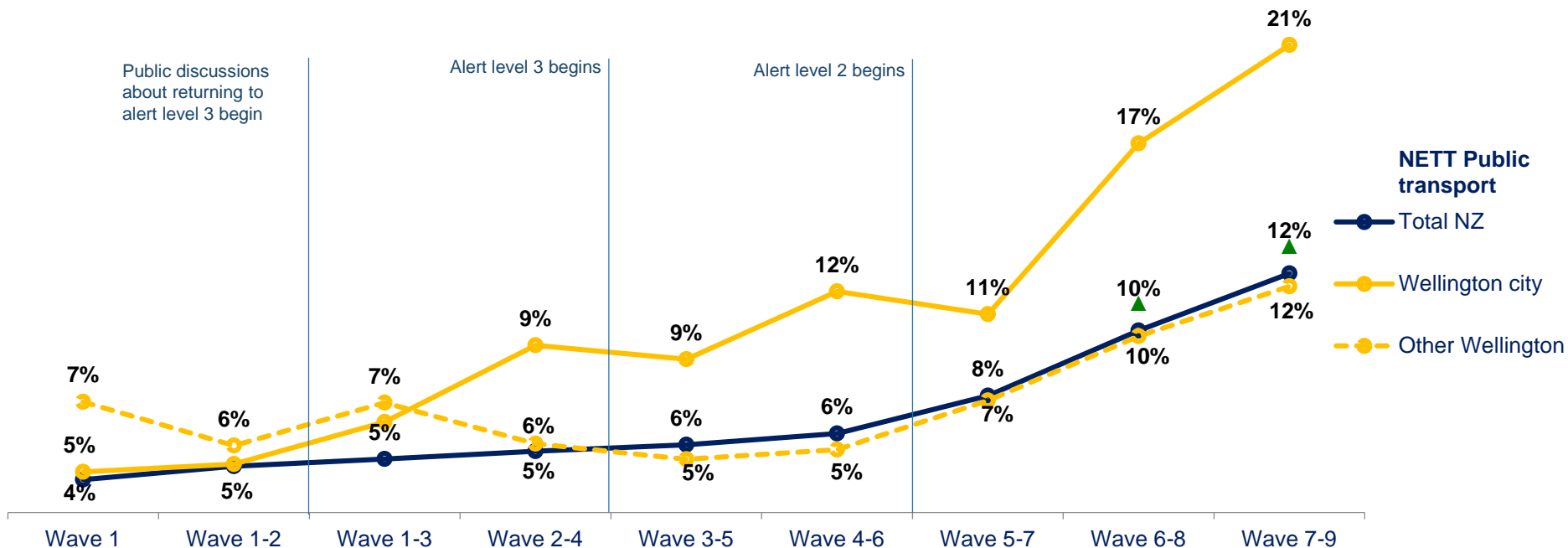


QFRE1/QFRE2 –And in the course of a normal week, on how many days would you normally travel via each of the methods listed below? And during the past seven days, on how many days have you travelled via each of the modes listed below?

Base: all adults 15+ in wave 1/1-2 / 1-3 / 2-4 / 3-5 / 4-6 / 5-7 / 6-8 / 7-9 in New Zealand (n=1,264 / 2,527 / 3,759 / 3,796 / 3,800 / 3,833 / 3,795 / 3,792 / 3,782) Auckland City (n=361 / 722 / 1,079 / 1,089 / 1,094 / 1,105 / 1,094 / 1,095 / 1,094) Other Auckland (n=60 / 119 / 172 / 175 / 171 / 171 / 169 / 167 / 165)

The story is inverted in Wellington: whilst the shifts are statistically significant, there is a clear gap between the city and surrounding areas

Proportion using public transport: rolling 3 week average



QFRE1/QFRE2 –And in the course of a normal week, on how many days would you normally travel via each of the methods listed below? And during the past seven days, on how many days have you travelled via each of the modes listed below?

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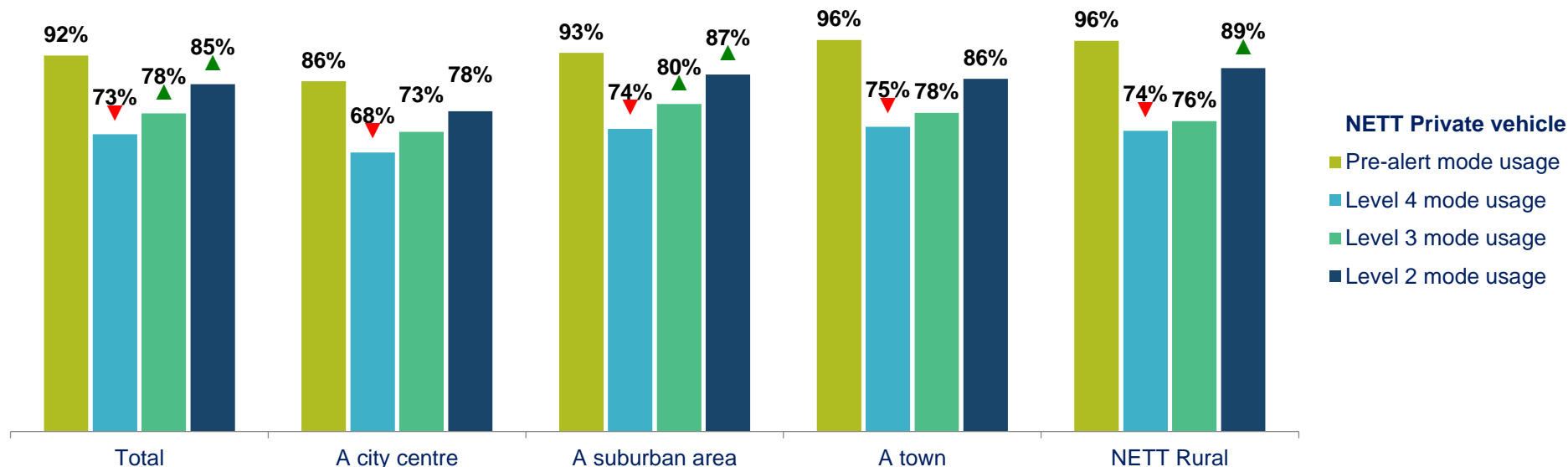




Section 5 – Private vehicles within regions

The switch to level 2 was the trigger for a big increase in private vehicle usage within rural areas, but this has been more muted in city centres

Proportion using a car or motorcycle for transport by region at each level

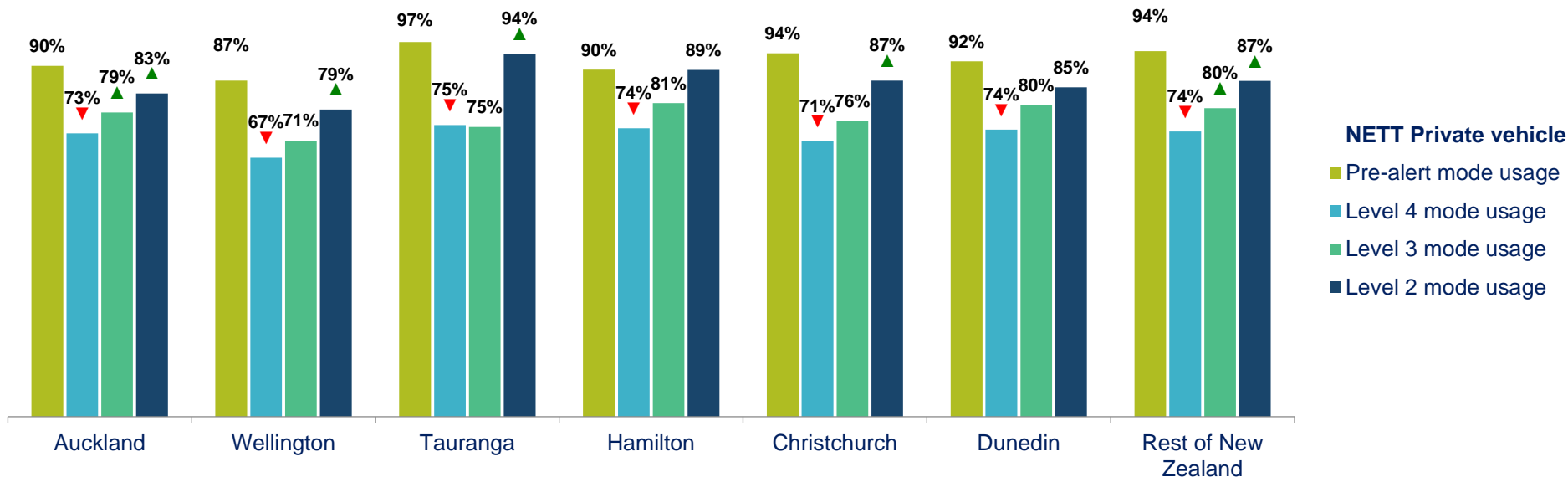


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The return to private vehicle usage has been slower in Auckland and Wellington, but jumped most dramatically in Tauranga and Christchurch

Proportion using a car or motorcycle for transport by region at each level

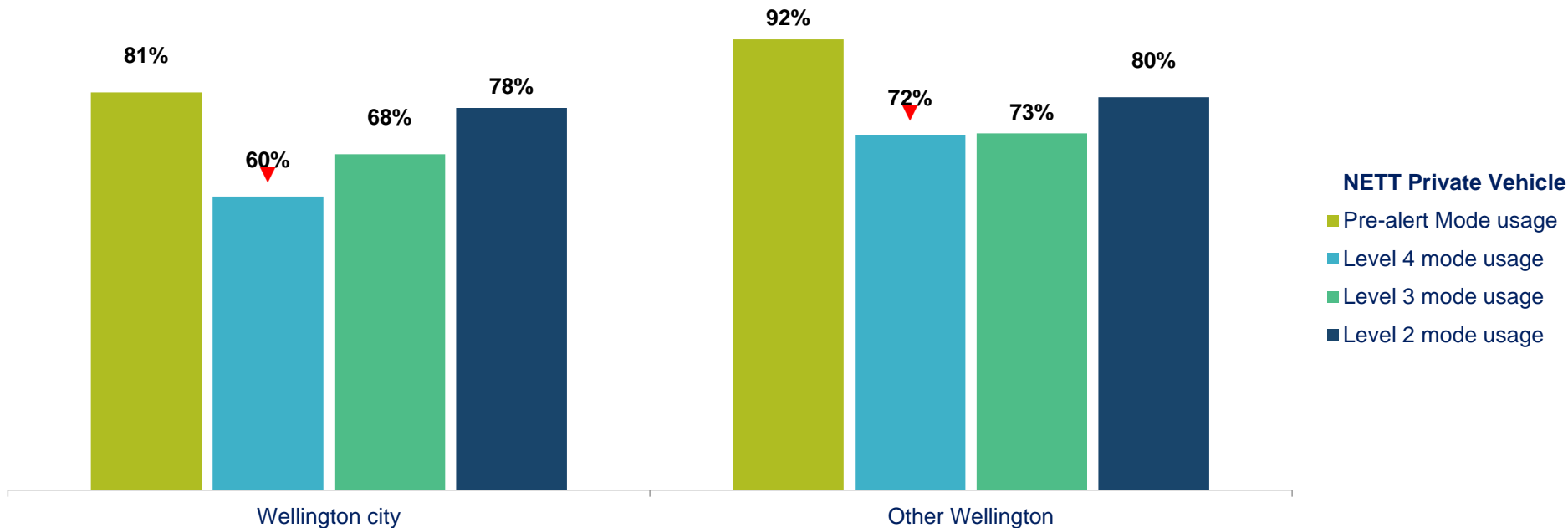


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Private vehicle usage in the area surrounding Wellington stayed at a relatively high level through levels 4 and 3

Proportion travelling to work in each region by level



QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below

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7.3. Greater Christchurch Public Transport Futures Report

Greater Christchurch Public Transport Joint Committee

Date of meeting	17 June 2020
Author	Len Fleete

Purpose

1. This paper presents an update on progress towards the development of three business cases that make up the Greater Christchurch Public Transport Futures programme

Recommendations

That the Greater Christchurch Public Transport Joint Committee:

1. receives the paper
2. agrees to schedule a further workshop in July to discuss the MRT strategic case

Key points

2. Mr Barry Mein, on behalf of the Public Transport Futures Steering Group, has provided the attached update on progress on the Public Transport Futures programme and will be at the meeting to speak to his report.

Attachments

- Greater Christchurch Public Transport Futures Report 8 June 2020

File reference	https://punakorero/groups/PubTransport/PTCommittee/PTJC%20PTF%20paper%20June%202020%20DRAFT%20v1%20(004).docx
Peer reviewers	Edward Wright Stewart Gibbon

Report to: Greater Christchurch Public Transport Joint Committee
From: PT Futures Steering Group
Subject: Greater Christchurch Public Transport Futures
Date: 8 June 2020

Purpose

This paper presents an update on progress towards the development of three business cases that make up the Greater Christchurch Public Transport Futures programme.

Recommendations

It is recommended that the Committee:

- a) receives the paper
- b) agrees to schedule a further workshop in July to discuss the MRT strategic case

Background

The Greater Christchurch PT Futures programme involves the development of three related business cases:

- Foundations Single Stage Business Case (SSBC): this will focus on improvements to the five existing core high frequency bus routes (Blue, Purple, Yellow, Orange and Orbiter)
- Rest of Network Indicative Business Case (IBC): this has three areas of focus:
 - four additional high frequency bus routes
 - the remainder of the PT network (i.e. non-core services, including city connectors, cross-town routes and local services)
 - system-wide interventions such as marketing and promotion, information, etc. (but excluding fares and ticketing)
- Mass Rapid Transit (MRT) IBC: identify preferred route(s) and mode(s) for future MRT, the staging of delivery, and triggers for investment

The Foundations and Rest of Network business cases are oriented toward short to medium term public transport improvements to the existing bus network, while the MRT IBC has a longer term view toward identifying a preferred MRT corridor to serve and potentially catalyse anticipated growth within Greater Christchurch.

Recent progress: Foundations and Rest of Network

A contract for the Foundations and Rest of Network business cases was awarded in late 2019 to a consultant team led by WSP, and work commenced in January 2020. This has included customer insights research, and the development of a “long-list” of possible interventions, which were presented to a workshop of the PT Joint Committee on 1 May 2020.

Since that time, the consultant team has worked with staff from the partner organisations to refine the interventions into a short list of packages, which have been evaluated against the investment objectives and related key performance indicators (KPIs). This work was presented to a staff workshop on 3 June, and is currently being refined based on discussion at that workshop. The possible short-list interventions will be presented to the Committee at a workshop to be held on 17 June, immediately prior to the Committee meeting.

Feedback from that workshop will be used to help refine the interventions and the presentation of a proposed package of investments for inclusion in the partners' draft Long-term plans, and the Regional Land Transport Plan. The full business case documentation will then be completed.

Recent progress: mass rapid transit (MRT)

As reported to the February Committee meeting, a decision was made to de-couple work on the mass rapid transit (MRT) indicative business case (IBC) from the Foundations and Rest of Network contract, pending the outcome of separate MRT procurement processes. The tender documents provided for the existing Foundations and Rest of Network contract to be varied to include the MRT IBC at a later stage, subject to agreement with the successful tenderer around behaviours, performance, capability, availability and an acceptable value proposition.

This process has now been implemented, and the WSP contract has been varied to enable the first phase of the MRT IBC (the strategic case) to be progressed. Work is expected to commence in early June, with a target completion date for the first phase of late July. A further variation is envisaged at that time to enable completion of the MRT IBC, subject to successful completion of strategic case and an acceptable value proposition.

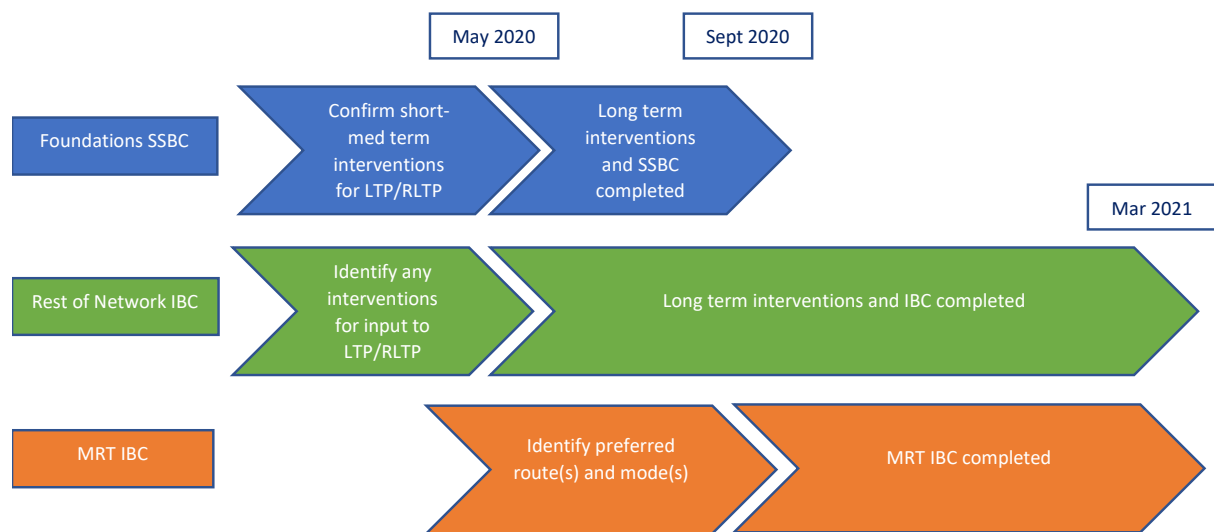
An important part of the strategic case phase is a review of the problem statements and investment objectives for MRT, which we expect will differ to some extent from those that are being used for the current Foundations and Rest of Network business cases. Committee input to this process will be an important part of the process, and subject to Committee approval, we intend to hold a Committee workshop for this purpose in July.

Timetable

The original timetable for the PT Futures programme, as reported to the February Committee meeting, is shown in the following diagram.

The constraints imposed by the Covid-19 lockdown have had some impact on this timetable, and the target dates for completion of the initial outputs from the Foundations and Rest of Network business cases (for input to LTPs) will be delayed as a result. We now expect this information to be available in late June/early July.

Similarly, there have been some delays in commencement of the MRT IBC, and the introduction of a hold-point following completion of the strategic case in July is likely to involve some slippage in the target date for identifying the preferred route for MRT beyond September. At this stage, however, we do not anticipate that this will significantly delay completion of the overall IBC (scheduled for March 2021).



8. General Business

9. Next Meeting

10. Closure