

# Regional land transport

*An efficient and sustainable transport system is essential to the high quality of life enjoyed in Canterbury.*

## Key issues for 2008/09

**Efficient movement of people and freight:** People require a land transport system that provides access to work, education, social and recreational opportunities. The Canterbury economy is dependent on the land transport system for the efficient movement of freight. Securing adequate funding to meet the region's future transport services and infrastructure needs is critical. Increasing transport costs as a result of global oil prices, as well as climate change, point towards the need to develop, communicate, educate and advocate for the uptake of a wider range of efficient and sustainable transport options for the movement of people and freight

**Traffic congestion:** Increasing traffic volume is putting pressure on infrastructure and the environment throughout the region. Careful planning is required to avoid future growth in traffic congestion, such as that now being experienced in other cities. See also, What are the key issues for Land page 38 and Public Passenger Transport page 50.

**Road safety:** Fifty five people were killed on Canterbury roads in 2007 (equating to 10.5 per 100,000 people), with many more seriously injured.

» **What's changed since the 2006-16 LTCCP?**  
No change.

The regional land transport group of activities contributes to the following community outcomes:

- A strong economy
- Transport and travel needs are met
- Easy to travel around cities and towns and easy access to shops and other community services

Environment Canterbury's role is as the lead agency for identifying the region's land transport needs and for implementing parts of the Canterbury Regional Land Transport Strategy (e.g. public passenger transport); and as an advocating and influencing agency for implementation of other parts of the Canterbury Regional Land Transport Strategy.

**Note:** The Long-Term Council Community Plan includes Environment Canterbury's Land Transport Programme, details of which are available from Customer Services on request.

## Uncertainties

### » What's changed since the 2006-16 LTCCP?

A new uncertainty:

For 2008/09 it is assumed that:

The Land Transport Management Amendment Bill 2007, if adopted, will confer additional responsibilities on Regional Land Transport Committees and regional councils. This relates specifically to the prioritisation of land transport projects across the region.

## Assumptions

### » What's changed since the 2006-16 LTCCP?

A new assumption:

For 2008/09 it is assumed that:

Environment Canterbury's role will change under the new legislation, but it is not anticipated that any additional budget is required at the stage.

# Levels of service

These services deliver Environment Canterbury's contribution to the community outcomes.

## 1. Facilitating the development, implementation and monitoring of the Regional Land Transport Strategy

### Measure

Percentage of actions in the Regional Land Transport Strategy that are incorporated into long-term planning by responsible agencies<sup>1</sup>.

### Target

100%

### » What's changed since the 2006-16 LTCCP?

This new level of service better reflects Environment Canterbury's contribution to the community outcomes.

## 2. Facilitating and co-ordinating the Regional Road Safety Programme

### Measure

Stakeholders<sup>2</sup> rating of Environment Canterbury's facilitation and co-ordination of the Regional Road Safety Programme.

### Target

90% of stakeholders are satisfied or very satisfied. (On a scale of very dissatisfied, dissatisfied, satisfied and very satisfied.)

### » What's changed since the 2006-16 LTCCP?

The level of service in the 2006-16 LTCCP relating to road crash deaths was replaced with this new level of service in the 2007/08 Annual Plan, which better reflects Environment Canterbury's contribution to the community outcomes.

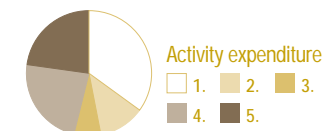
<sup>1</sup> As defined in the Regional Land Transport Strategy.

<sup>2</sup> Territorial Authority Road Safety Committees, Police, Land Transport New Zealand, Accident Compensation Corporation, Transit New Zealand and the Automobile Association.

# Activities

## What we plan to do

Work programmes for 2008/09 are set out below.



### » Variation from 2006-16 LTCCP

Changes have been made to Activity headings: a new activity 'Strategy' has been added and 'Policy making and planning' has been renamed 'Planning and consents'. These changes better reflect the way the Council's responsibilities are organised internally and delivered to the community. Items listed under the headings 'what we plan to do' that are affected by these new arrangements have been moved to their new activity. As a result, the 'Monitoring' activity is no longer required.

In 'Planning and consents', the contribution to national policy development has been added to better reflect the work undertaken.

In 'operations' implementing Canterbury Regional Travel Demand strategy has been added.

## 1. Strategy

This activity develops regional strategies for Environment Canterbury's contribution to community outcomes for regional land transport.

### What we plan to do

#### Year 2008/09

- Publish the Canterbury Regional Land Transport Strategy (2008/18).
- Monitor and report progress towards implementation of the Canterbury Regional Land Transport Strategy.
- Evaluate strategy options for addressing issues identified in the Regional Environment Report.

» This work has no identified significant negative effects on community well-being.

## 2. Investigations

This activity investigates transport issues, in collaboration with territorial authorities and transport agencies.

### What we plan to do

#### Year 2008/09

- Contribute to investigating transport issues.
- Contribute to updating and maintaining the Christchurch Transport Model.
- Jointly implement the Urban Development Strategy for greater Christchurch with Selwyn and Waimakariri district councils, the Christchurch City Council, and Transit New Zealand.

» This work has no identified significant negative effects on community well-being.

## 3. Planning and consents

This activity develops policy for regional land transport and monitors policy effectiveness and efficiency.

### What we plan to do

#### Year 2008/09

- Ongoing involvement in initiatives to develop active transport modes (including walking and cycling).
- Ensure consistency between district and city plans and regional policies for managing regional land transport.
- Contribute to national policy development.

» This work has no identified significant negative effects on community well-being.

## 4. Monitoring

This activity monitors implementation of the Canterbury Regional Land Transport Strategy.

### What we plan to do

#### Year 2008/09

- Monitor and report progress towards implementation of the Canterbury Regional Land Transport Strategy.

» This work has no identified significant negative effects on community well-being.

## 4. Operations

This activity implements regional land transport initiatives.

### What we plan to do

#### Year 2008/09

- Maintain and update the implementation plan for the Canterbury Transport Regional Implementation Plan.
- Implement initiatives from the Canterbury Regional Land Transport Strategy and the Canterbury Regional Travel Demand strategy.
- Maintain the portion of the Little River Cycleway on Environment Canterbury land.

» This work has no identified significant negative effects on community well-being.

## 5. Communicating, educating and advocating

This activity promotes road safety.

### What we plan to do

#### Year 2008/09

- Co-ordinate road safety initiatives in association with territorial authorities.

» This work has no identified significant negative effects on community well-being.

## Financial summary

\$ in thousands	Annual Report 2006/07	Annual Plan 2007/08	LTCCP 2008/09	Annual Plan 2008/09
<b>Operating Revenue</b>				
General rates	693	710	676	688
Targeted rates	-	-	-	-
Statutory charges/User pays	45	-	-	-
Grants	535	552	354	501
Interest	3	2	5	2
<b>Total Operating Revenue</b>	<b>1,276</b>	<b>1,264</b>	<b>1,035</b>	<b>1,191</b>
<b>Operating Expenditure</b>				
Expenditure	1,322	1,340	1,035	1,263
Interest	-	-	-	-
Depreciation	4	10	-	13
<b>Total Operating Expenditure</b>	<b>1,326</b>	<b>1,350</b>	<b>1,035</b>	<b>1,276</b>
<b>Operating Surplus/(Deficit)</b>	<b>(50)</b>	<b>(86)</b>	<b>-</b>	<b>(85)</b>
<b>Operating Surplus/(Deficit) transferred to/from Reserve</b>	<b>(50)</b>	<b>(86)</b>	<b>-</b>	<b>(85)</b>

### Capital Expenditure

Capital expenditure associated with this group of activities is funded from general funds and included as depreciation expense.

For more information on source of funds and rationale for selection, see:

### Funding and Financial Policies

2006/16 LTCCP Part B

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» Variation from 2006-16 LTCCP  
No significant change.