



## Regional land transport group of activities

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

- A strong economy
- Ensuring that transport and travel needs are met
- Ease of travel around cities and towns and easy access to shops and other community services
- Alternatives for moving people and freight
- People feel safe at all times

Environment Canterbury is a joint lead agency with territorial authorities and the New Zealand Transport Agency to identify, prioritise and address the region's land transport needs, activities and initiatives (Land Transport Act 1998 and Land Transport Management Act 2003).



## KEY ISSUES FOR 2009-19

### 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 and reliable movement of freight. Increasing transport costs as a result of global oil prices and traffic congestion, as well as concerns around road safety, public health and transport emissions, increase the need for a wider range of efficient and sustainable transport options. Securing the required funding to meet the region's future transport needs is critical.

### Traffic congestion

Increasing traffic volume is putting pressure on infrastructure and the environment throughout the region, particularly in the greater Christchurch metropolitan area. Careful land use planning, transport planning and infrastructure provision is required to manage future traffic congestion.

### Road safety

Forty-six people were killed on Canterbury roads in 2008 (equating to 8.3 deaths per 100,000 people), with many more seriously injured. This places a financial burden on the health system and emergency services, and impacts even more significantly on individuals and families.

## Effect on the four well-beings

An effective transport network enhances social well-being through meeting people's transport and travel needs. There are also benefits to the region's economic well-being through the efficient movement of people and freight.

Lower relative levels of fossil fuel consumption reduce emissions (particulates and greenhouse gases) reducing environmental impact.

There is no negative impact on well-being.



SOCIAL



ECONOMIC



ENVIRONMENTAL



CULTURAL

## Involving the community

- Industry representatives and community stakeholders throughout Canterbury provide input into policy development. This includes members of the Canterbury Regional Transport Committee, the Canterbury Active and Passenger Transport Working Group, the Freight and Network Efficiency Working Group and the Canterbury Active Transport Forum.
- Submissions from the community contributed to the Canterbury Regional Land Transport Strategy 2008-18 and the Canterbury Regional Land Transport Programme 2009-19.

### Canterbury Regional Land Transport Programme 2009-19

The Canterbury Regional Land Transport Programme 2009-19, a separate document, is also available from Customer Services. The programme reflects activities and funding in Environment Canterbury's Regional Land Transport and Public Passenger Transport groups of activities.

The programme provides an overview of all proposed land transport activities within Canterbury over the next three years, and also provides a 10-year financial forecast of expenditure and revenue. It includes all activities proposed by the regional, city and district councils; as well as the New Zealand Transport Agency, who are responsible for State highways. Certain types of proposed transport activities have been prioritised in line with the requirements of legislation.

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

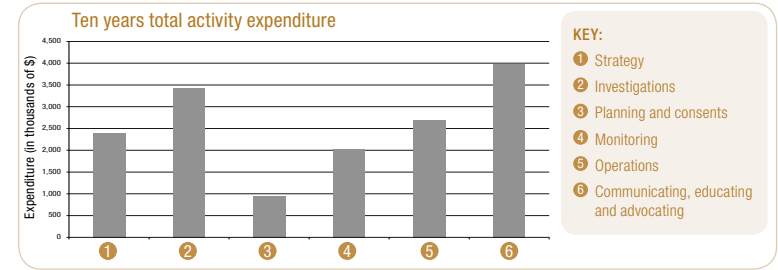
# ACTIVITIES

## Priority over the next 10 years

The focus for this group of activities is supporting the Canterbury Regional Transport Committee to identify the land transport needs of the region and to develop strategic planning and funding policy to address those needs.

We will undertake the following activities:

- 1 **Strategy**  
Developing regional strategies and programmes for Environment Canterbury's contribution to community outcomes for regional land transport.
- 2 **Investigations**  
Investigating transport issues, in collaboration with territorial authorities and transport agencies.
- 3 **Planning and consents**  
Working with territorial authorities on regional land transport issues.
- 4 **Monitoring**  
Monitoring implementation of the Canterbury Regional Land Transport Strategy and Canterbury Regional Land Transport Programme.
- 5 **Operations**  
Implementing regional land transport initiatives.
- 6 **Communicating, educating and advocating**  
Promoting road safety and travel demand management by working with community groups and the wider community.



## WORK PROGRAMMES FOR 2009/10 TO 2018/19:

### 1 Strategy

#### Years 2009/10 to 2018/19

- Undertake variations to the Canterbury Regional Land Transport Programme as required.
- Monitor and report progress towards implementation of the Canterbury Regional Land Transport Strategy and the Canterbury Regional Land Transport Programme.
- Develop the Canterbury Regional Land Transport Strategy.
- Contribute to the update of the Greater Christchurch Urban Development Strategy and Action Plan.

#### Years 2010/11, 2016/17

- Adopt the new Canterbury Regional Land Transport Strategy.

#### Years 2011/12, 2014/15, 2017/18

- Adopt the new Canterbury Regional Land Transport Programme.

### 2 Investigations

#### Years 2009/10 to 2018/19

- Investigate transport issues across the region.
- Investigate transport issues arising from the Greater Christchurch Urban Development Strategy, in conjunction with Selwyn and Waimakariri district councils, the Christchurch City Council and the New Zealand Transport Agency.
- Contribute to maintaining and using the Christchurch Transport Model to inform investigations.

### UNCERTAINTIES

For 2009-19, the following is uncertain:

- a) Whether actual Government funding for land transport will be at levels forecast in the Government Policy Statement on Land Transport Funding 2009/10 to 2018/19.
- b) Whether Government priorities for land transport will change over the life of the LTCCP.
- c) Whether actual population and household growth will match Statistics New Zealand projections underpinning Proposed Change Number 1 to the Regional Policy Statement (this relates to the Greater Christchurch Urban Development Strategy).

### ASSUMPTIONS

For 2009-19, it is assumed that:

- a) Government land transport funding will be at levels forecast in the Government Policy Statement on Land Transport Funding 2009/10 to 2018/19.
- b) Government priorities set out in the Government Policy Statement on Land Transport Funding 2009/10 to 2018/19 will not change.
- c) Proposed Change Number 1 to the Regional Policy Statement is based on Statistics New Zealand's population and household projections.

**3 Planning and consents****Years 2009/10 to 2018/19**

- Ensure city and district plans give effect to regional policies for managing regional land transport.

**4 Monitoring****Years 2009/10 to 2018/19**

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

**5 Operations****Years 2009/10 to 2018/19**

- Implement activities from the Canterbury Regional Land Transport Strategy where Environment Canterbury is the lead agency.

**6 Communicating, educating and advocating****Years 2009/10 to 2018/19**

- Promote the use of walking, cycling, public transport, car pooling and appropriate alternatives for moving freight.
- Co-ordinate road safety initiatives in association with territorial local authorities, the New Zealand Transport Agency and the New Zealand Police.

# LEVELS OF SERVICE



## HOW ENVIRONMENT CANTERBURY'S LEVELS OF SERVICE RELATE TO THE COMMUNITY OUTCOMES

Levels of Service	Community Outcomes				
	A strong economy	Ensuring that transport and travel needs are met	Ease of travel around cities and towns and easy access to shops and other community services	Alternatives for moving people and freight	People feel safe at all times
1 Contributing to the planning, implementation and monitoring of a sustainable land transport system for Canterbury	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Coordinating regional road safety initiatives					<input type="checkbox"/>
3 Working with territorial authorities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environment Canterbury's contribution will be reported on each year in our annual report.

## OUR LEVELS OF SERVICE

### 1 Contributing to the planning, implementation and monitoring of a sustainable land transport system for Canterbury

#### MEASURE

Planning partners' rating of Environment Canterbury's overall contribution.<sup>1</sup>

#### TARGET

85% of partners are satisfied or very satisfied (on a scale of very dissatisfied, dissatisfied, satisfied and very satisfied).

### 2 Coordinating regional road safety initiatives

#### MEASURE

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

#### TARGET

85% of partners are satisfied or very satisfied (on a scale of very dissatisfied, dissatisfied, satisfied and very satisfied).

### 3 Working with territorial authorities

#### MEASURE

The percentage of reviewed district and city council plans that give effect to or are not inconsistent with regional policies for managing regional land transport.

#### TARGET

100% of reviewed plans (see table).

Note: Second generation plans will be developed by district and city councils by way of a plan review under section 79 of the Resource Management Act 1991. Environment Canterbury will review all second generation plans to ensure they give effect to the Canterbury Regional Policy Statement (CRPS) or are not inconsistent with the Proposed Natural Resources Regional Plan (PNRRP).

District and city council plans		
Council	First plan operative	Review of plan commences
Ashburton District Plan	2001	2008
Waimate District Plan	2001	2011
Hurunui District Plan	2003	2013
Mackenzie District Plan	2004	2014
Waimakariri District Plan	2005	2015
Timaru District Plan	2005	2015
Waitaki District Plan	2005*	2015
Christchurch City Plan	2007*	2017
Selwyn District Plan	2007	2017
Kaikoura District Plan	2008	2018
Banks Peninsula District Plan	2009**	2019

\* operative in part  
\*\* assumed operative date

<sup>1</sup> Land transport planning partners include: Territorial Local Authorities in the region, the New Zealand Transport Agency and the Ministry of Transport.

<sup>2</sup> Road safety partners include: Territorial Local Authority Road Safety Committees, the New Zealand Transport Agency and the New Zealand Police.

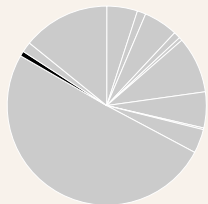
# FINANCIAL SUMMARY

## Asset management and capital expenditure

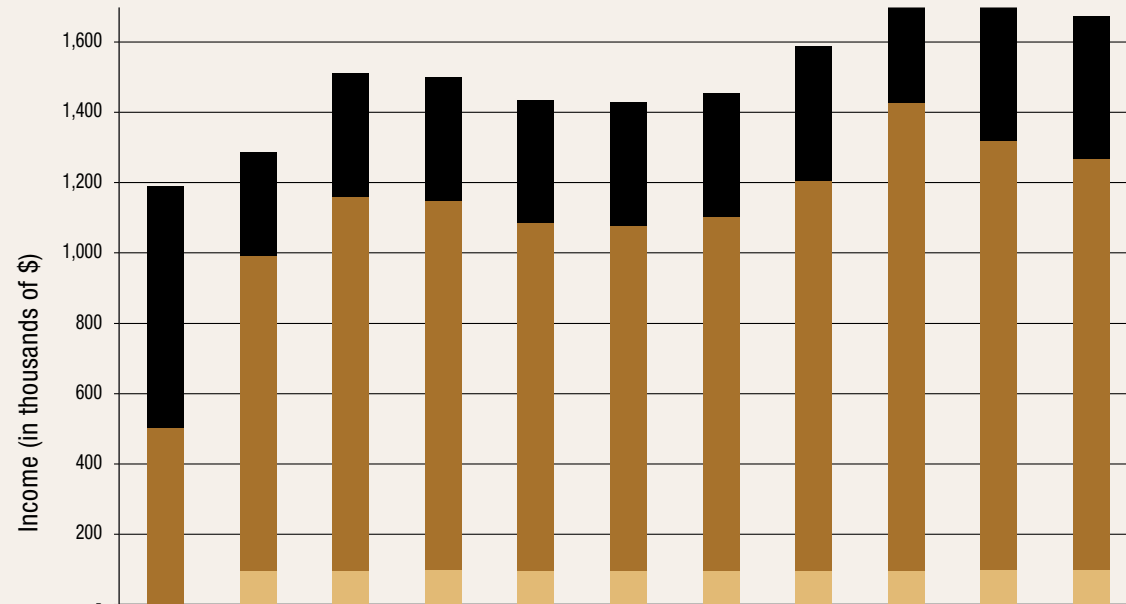
There are no assets involved in this group of activities.

## How this work is funded

For more information on source of funds and rationale for selection, see: 2009 Funding and Financial Policies, Long Term Council Community Plan Part B.



Ten years total expenditure, all 13 groups of activities  
KEY: ■ This group of activities



(\$000)	2008/09 Annual Plan	2009/10 LTCCP	2010/11 LTCCP	2011/12 LTCCP	2012/13 LTCCP	2013/14 LTCCP	2014/15 LTCCP	2015/16 LTCCP	2016/17 LTCCP	2017/18 LTCCP	2018/19 LTCCP
Interest	2	-	-	-	-	-	-	-	-	-	-
User Pays/Other	-	98	97	97	97	97	97	97	97	97	97
Grants	501	893	1,062	1,052	988	982	1,007	1,107	1,330	1,222	1,172
Targeted Rates	-	-	-	-	-	-	-	-	-	-	-
General Rates	688	296	351	349	347	350	350	384	454	413	405
<b>Total Income</b>	<b>1,191</b>	<b>1,287</b>	<b>1,510</b>	<b>1,498</b>	<b>1,433</b>	<b>1,429</b>	<b>1,454</b>	<b>1,588</b>	<b>1,881</b>	<b>1,732</b>	<b>1,674</b>
Operating Expenditure	1,276	1,287	1,509	1,498	1,432	1,428	1,453	1,588	1,881	1,732	1,673
Operating Surplus/(Deficit)	(85)	-	1	0	1	1	1	0	0	0	1
Reserves	85	-	(1)	(0)	(1)	(1)	(1)	(0)	(0)	(0)	(1)