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Canterbury Land Transport Expenditure and Income

Report for year ending 30 June 2007

Report to Environment Canterbury

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Disclaimer:

Although every effort has been made to ensure the accuracy of the material and the integrity of the analysis presented in this report, the author accepts no liability for any actions taken on the basis of its contents.

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A. OVERVIEW AND SUMMARY OF FINDINGS

Summary of key findings for 2006/07

The regional expenditure and income patterns found in 2006/07 continue the general trend of increasing year-to-year nominal and real expenditure observed since 1999/2000.

Expenditure: In 2006/07 nominal expenditure was \$289M compared with \$268M in 2005/06, a \$21M increase (or 8%). With input cost inflation averaging 4.5-5% in 2006/07 this represented a real increase in expenditure of about 3%.

Local government expenditures (including both direct and indirect expenditure) increased by \$24M largely as a result of subdivision development, increased road maintenance costs, and increased payments for passenger transport services.

Expenditure on state highways was \$4.7M lower overall mainly due to a scheduled reduction in new project work following three previous years of high levels of expenditure on roading projects.

Expenditure on emergency works, mainly dealing with the aftermath of the June 2006 snowfall, totalled \$3.7M. This was a significant increase over comparable expenditure in the previous year.

Income: There were large increases in local funding sources to meet the increased levels of expenditure – developer contributions through vested assets increased by \$5M, and local government funding sources (mainly from rates or derived from other forms of income to councils) increased by \$12M. Overall this represented a 13.5% increase in this form of funding compared with 2005/06.

Central Government funding through the National Land Transport Programme and road safety programmes increased by \$4M or 3%.

Time series: Overall, real expenditure in 2006/07 was some 43% higher than the levels of expenditure typical of the mid-late 1990s, indicating significantly higher levels of public investment and maintenance of the transport system the Canterbury region. In particular large real expenditure increases have been on capital works associated with roading, and the funding of passenger transport services and infrastructure.

1 Introduction

Environment Canterbury is required by the Land Transport Act 1998 to prepare an Annual Monitoring Report on the implementation of the Canterbury Regional Land Transport Strategy (RLTS). The monitoring report tracks trends in key outcome areas of the RLTS, as well as reporting on a range of information related to regional transport provision.

In 2004 Environment Canterbury commissioned a report to bring together region-wide information on public expenditure on transport and income sources up to 30 June 2003¹ as part of the monitoring effort. The initial report provided a detailed breakdown of expenditure and income for the 2002/03 year, as well as providing estimated information for previous years. Subsequent reports have updated annual expenditure and income each year since.

This is the fourth report and provides detailed transport expenditure and income information for the financial year 1 July 2006 to 30 June 2007. This report continues with much of the format adopted in the previous report². Sections 3-5 of this report provide an overview of findings on expenditure and income. Further details of the analysis, methods and information collected are provided in Appendices 1-8.

Corrections to previously reported information: Under-reporting of expenditure information has been identified for the 2005/06 data reported previously. Details are:

- Selwyn District Council (SDC) - expenditure and income was under-reported by about \$6M mainly due to non-reporting of \$5.6M of vested transport assets. There were also some alterations made between the draft data used in the report and final data reported in the SDC Annual Report 2005/06.
- Hurunui District Council (HDC) – around \$0.3M of expenditure and income associated with vested assets was under-reported.
- Ministry of Education – one item of expenditure relates to schools education transport assistance in Canterbury in 2005/06 was not reported.

All 2005/06 data has been corrected for this report. This is relevant in particular for the aggregated time series analyses.

New information: Two additional streams of public expenditure on transport reported for the first time in 2005/06 (rail infrastructure and the rural school bus service) have both had updated information included in this report. Both of these items are identified within the framework of transport expenditures and income streams (next section), but the information is reported separately in Appendices 6 & 7 and has not yet been added

¹ Ian McChesney, 2004. Regional Land Transport Expenditure and Income. Report to Environment Canterbury June 2004. 51pp.

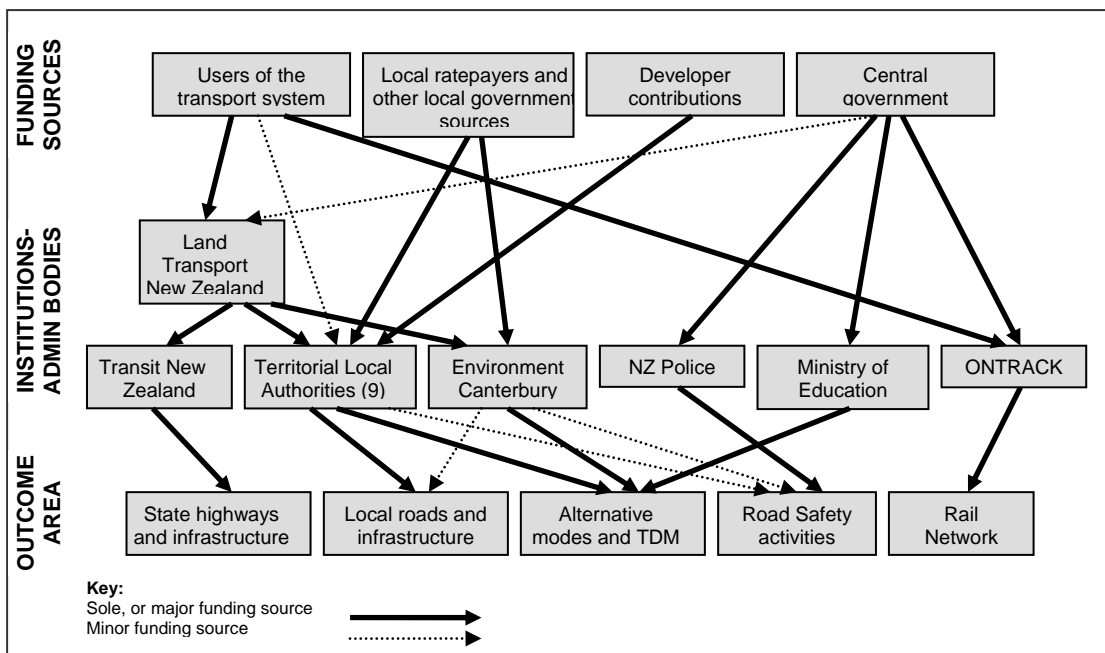
² Ian McChesney, 2006. Canterbury Land Transport Expenditure and Income: Report for year ending 30 June 2006 (incorporating updated information for 2004/05 and 2005/06). Report to Environment Canterbury. October 2006. 38pp.

into the ongoing time series database. It is intended that the information will become incorporated once reliable multi-year data has been established.

2 Framework

The framework adopted has been slightly refined from previously to identify the changed institutional arrangements around central government land transport funding, and specifically identifying the role played by Land Transport New Zealand (LTNZ). The framework identifies four main funding sources, with funding channelled through at least 15 separate administrative/operational institutions into five main outcome areas (Figure 1). Further details on each of these categories are in Appendices 1-7.

Figure 1. Framework - flows of public funding to outcomes areas



3 Nominal expenditure

Outcome areas: In 2006/07 public expenditure on land transport (as being tracked by this series) was estimated at \$289M, an increase of \$21M or 8% compared with expenditure in 2005/06. Since 2002/03 all four outcome areas have recorded an increase in nominal expenditure of at least 30%, with local roading and alternative modes having recorded increases of about 60% (Table 1 & Figure 2).

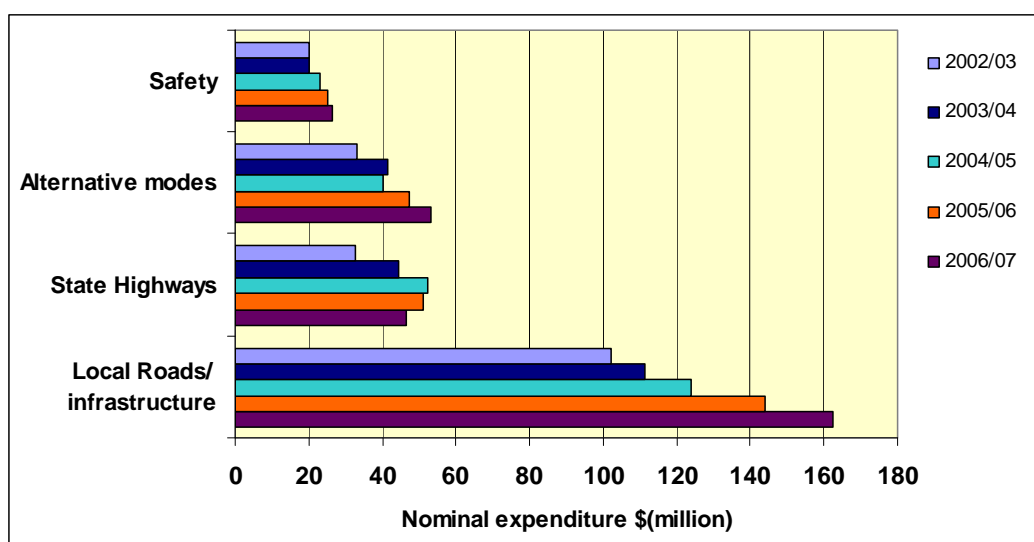
Table 1. Nominal public expenditure on transport 2002/03 to 2006/07

Outcome area	2002/03	2003/04	2004/05	2005/06	2006/07
	\$(millions)				
Local Roads/ infrastructure	102.3	111.4	124.1	144.1*	162.4
State Highways	32.7	44.5	52.3	51.1	46.4
Alternative modes	32.9	41.5	40.4	46.6	53.3
Safety	20	20.3	22.9	24.9	26.5
Total	188	218	240	268*	289
% increase from previous year		+16%	+10%	+12%*	+8%

Note:

* Information updated and corrected from that reported previously.

Figure 2. Yearly expenditures by transport outcomes: 2002/03 to 2006/07.



Expenditure highlights in 2006/07 include:

- \$11M additional capital expenditure on local roads and infrastructure, much related to new subdivision developments across the region. Many TLAs in the region recorded very large increases in their 'transport account' for the year because some large subdivision assets were vested during the year (including Kaikoura, Waimakariri and Selwyn).
- \$3.7M of expenditure on emergency works, mainly dealing with the aftermath of the June 2006 snowfall.
- \$8.7M less project work undertaken on State Highways – this was in line with Transit NZ's plan of works for the year, and followed three previous years of high levels of expenditure on roading projects.

- \$5.9M additional expenditure by ECan on public transport, which included contract readjustments for fuel increases and a significant one-off wage increase, and a new bus service between Christchurch and Waimakariri District.

Inflationary pressures were less in 2006/07 compared with the previous two years, with price increases averaging 4.5-5%. Fuel prices were relatively stable in the year to 30 June 2007, and this helped to reduce inflationary pressures in other items that have a high fuel component (e.g. bitumen reseals). The price indices used in this report are tabulated in Appendix 8.

In real terms (i.e. inflation adjusted) expenditure in 2006/07 was about 3% higher than the previous year.

Institutional spending: further details of expenditure for 2006/07 are shown in Table 2 & Figure 3, providing a more detailed split of expenditure and identifying the institutions accountable for the spending. Note that maintenance and capital expenditure are split out for roading, but other categories of expenditure (e.g. pedestrian facilities) include maintenance and capital expenditure lumped together. Local authority spending (TLAs and ECan), or attributable spending, accounted for 75% of total expenditure, the highest percentage for a number of years. Combined expenditure by ECan and TLAs on passenger transport totalled about \$35M.

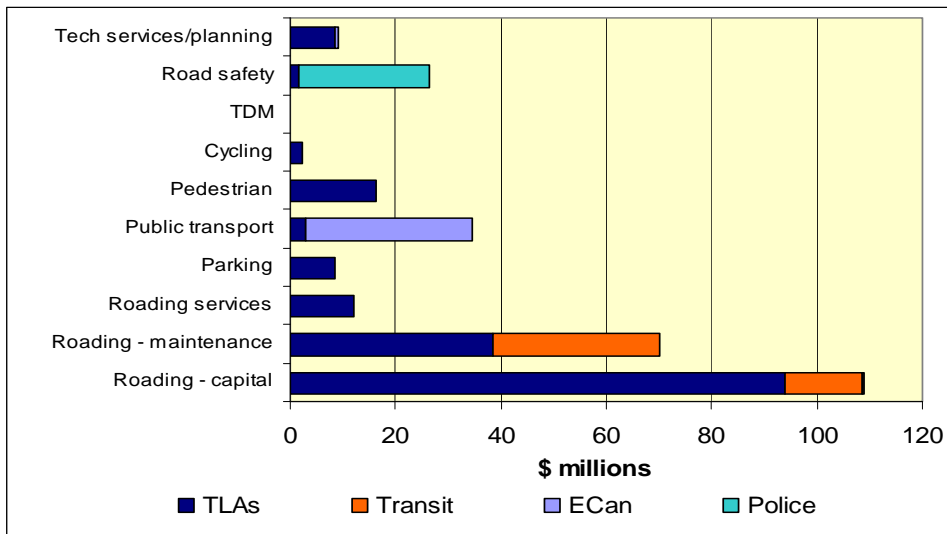
Table 2. Summary of regional transport expenditure 2006/07 (\$M).

Expenditure category	Notes	Transport provider/institution				Total	%
		TLAs	Transit	ECan	Police		
Roading - capital	1	94.0	14.6	0.2		108.8	38
Roading - maintenance	2	38.4	31.8			70.1	24
Roading services	3	12.0				12.0	4
Parking	4	8.6				8.6	3
Public transport	5	2.8		31.7		34.6	12
Pedestrian	6	16.3				16.3	6
Cycling	7	2.2				2.2	1
TDM	8	0.3				0.3	0
Road safety	9	1.5		0.3	24.8	26.5	9
Tech services/planning	10	8.3		0.9		9.2	3
Total		184.5	46.4	33.0	24.8	288.7	
%		69	17	12	9		

Notes:

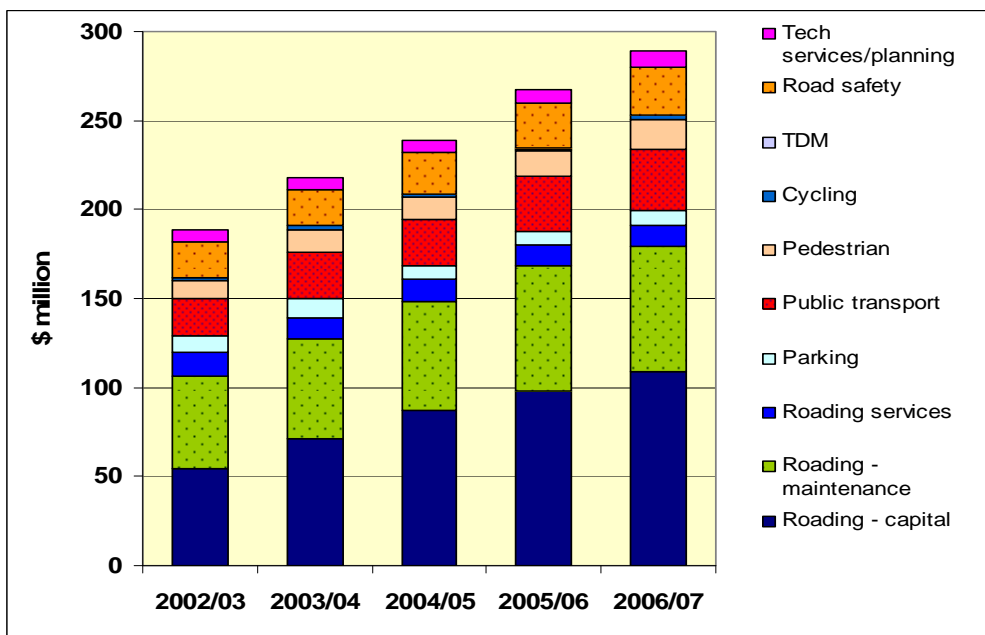
- 1 New roads and renewals of existing roads and roading infrastructure.
- 2 Maintenance to existing roads, associated drainage works, emergency works, safety works etc.
- 3 Covers street lighting, signals and operations, street cleaning.
- 4 Capital and operational expenditure of parking facilities.
- 5 Public transport infrastructure (bus stops, bus exchange, RTI etc), public transport service contracts, Total Mobility services, *Metro* information, overheads and administration.
- 6 Footpaths, pedestrian facilities etc.
- 7 Dedicated cycling expenditure e.g. cycleways, road markings, strategy and information.
- 8 TDM trials and planning activities undertaken in Christchurch.
- 9 Covers operational road safety activities (policing, road safety co-ordinators, advertising). Does not include road works designated as "safety works".
- 10 Road/transport design and planning, identified TLA overheads associated with transport.

Figure 3. Regional transport expenditure by category and institution (2006/07)



A time series breakdown of this expenditure is shown in Figure 4, itemising expenditure categories over the last 5 years (expenditure in nominal \$). Note that this is a slightly expanded version of the information presented in Table 1 and Figure 2.

Figure 4. Time series of regional transport expenditure 2003/04 to 2006/07 (nominal \$)



Additional Expenditures: additional expenditures reported again this year cover:

Rural School Bus Service - in 2006/07 expenditure totaled \$12.1M which comprised expenditure on Ministry of Education (MoE) contracts, direct resourcing of schools for transport services, and payments. This represents an estimated increase of about \$2.9M compared with 2005/06.

Rail Network – in 2006/07 approximately \$2.9 million was spent in the Canterbury Region, with a 50:50 split between capital and maintenance. The expenditure covers all track, bridging and signals work. This is significantly less than in the previous two years, but from 2004-06 significant upgrade work was being carried out on the Midland line. At present it is difficult to obtain a full picture of regionalised expenditure because the system is organised more as a national network.

Further details are given in Appendices 6 and 7.

4 Income

In 2006/07 locally derived funding sources (rates/other local govt income, developer contributions, parking revenue and developer contributions through direct payments or vested assets) paid for 54% transport expenditure. Central government funding sources, provided through LTNZ and NZ Police, contributed the balance of revenue (Table 3 & Figure 5).

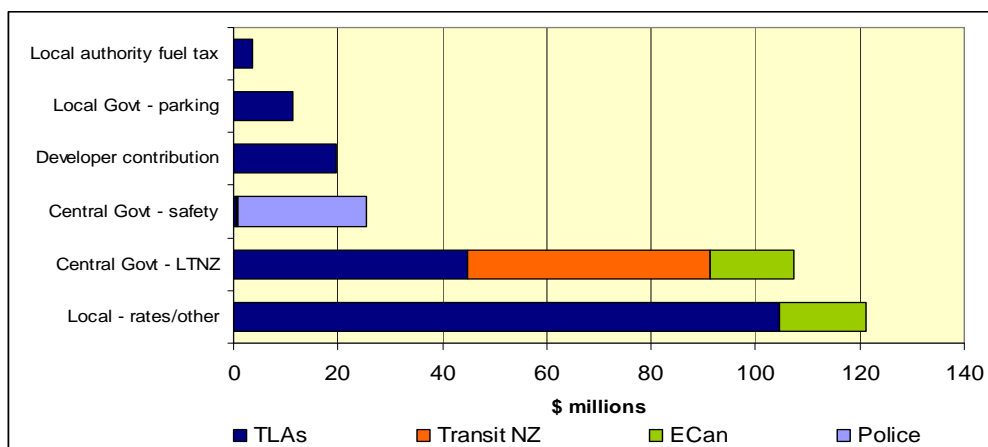
Table 3. Summary of regional transport revenue sources 2006/07 (\$M).

Income source	Notes	Transport provider/institution				Total	% of total
		TLAs	Transit	ECan	Police		
Local - rates/other	1	104.5		16.8		121.3	42%
Central Govt - LTNZ	2	44.9	46.4	16.1		107.4	37%
Central Govt - safety	3	0.5		0.2	24.8	25.5	9%
Developer contribution	4	19.5				19.5	7%
Local Govt - parking	5	11.3				11.3	4%
Local authority fuel tax	6	3.7				3.7	1%
Total		184.5	46.4	33.0	24.8	288.7	

Notes:

1. Local authority rates, levied as a dedicated transport rate, or from general rates. Category also includes other (unspecified) income sources which could include loans, interest or income from investments, and other locally derived funding sources.
2. Revenue mainly derived from the National Roads Fund, distributed by LTNZ through the NLTP.
3. Central government revenue stream to fund CRSP and NZ Police.
4. Investments by developers in new transport infrastructure (as a condition of development and being vested back to council this financial year, or as a payment to councils for works done).
5. User charges from local authority parking provision.
6. Local Authority Fuel Tax income received by TLAs.

Figure 5. Revenue sources by provider 2006/07



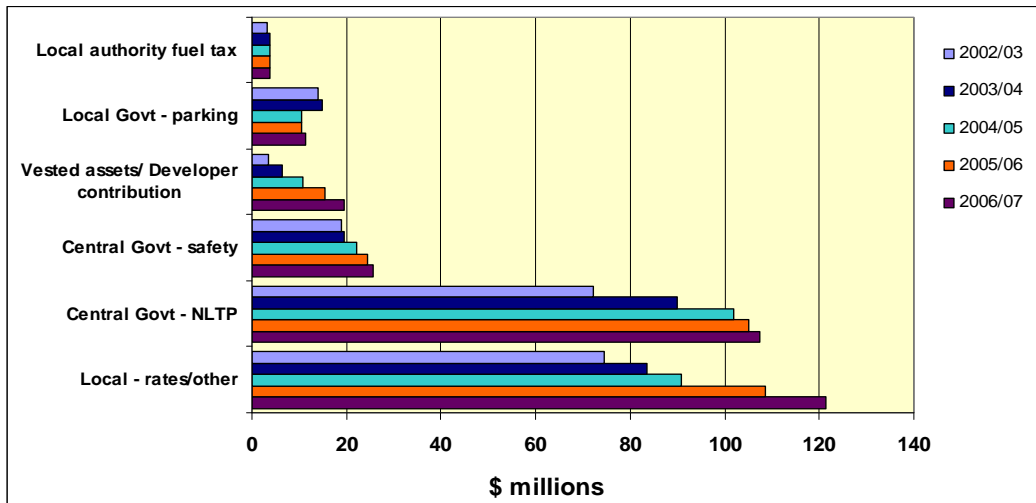
Year to year changes in income sources: Table 4 and Figure 6 show changes in income sources over the last 5 years. In that time the balance of funding between locally derived sources and central government sources has varied from 51%:49% in 2002/03 to 48%:52% in 2004/05 (coinciding with high levels of state highway development) to currently 54%:46% coinciding with high levels of local subdivision development and assets being vested to local councils. Over the five years many large developer-led subdivision developments in a number of TLA areas have occurred, with transport assets being vested back to councils on completion. This is one way in which new capital works can be funded without an immediate, direct impact on ratepayer funding. Note that funding through rates and other local authority income sources is the largest single form of funding for transport works and services in the region, and has increased at a higher rate than road user-based funding derived from LTNZ over the five year period.

Table 4. Income sources for public expenditure on transport 2002/03 to 2006/07

Income source	2002/03	2003/04	2004/05	2005/06	2006/07	Avg annual % change
	\$(millions)					
Local Govt - rates/other	75	84	90	109*	121	~12.5%
Central Govt - LTNZ	72	90	102	105	107	~10%
Central Govt - safety	19	19	22	24	26	~8%
Developer contribution	3	6	11	15*	20	~60%
Local Govt - parking	14	15	10	11	11	~ -5%
Local authority fuel tax	3	4	4	4	4	~1%
Total	186	218	240	268*	289	~11.5%

* Information updated and corrected from that reported previously

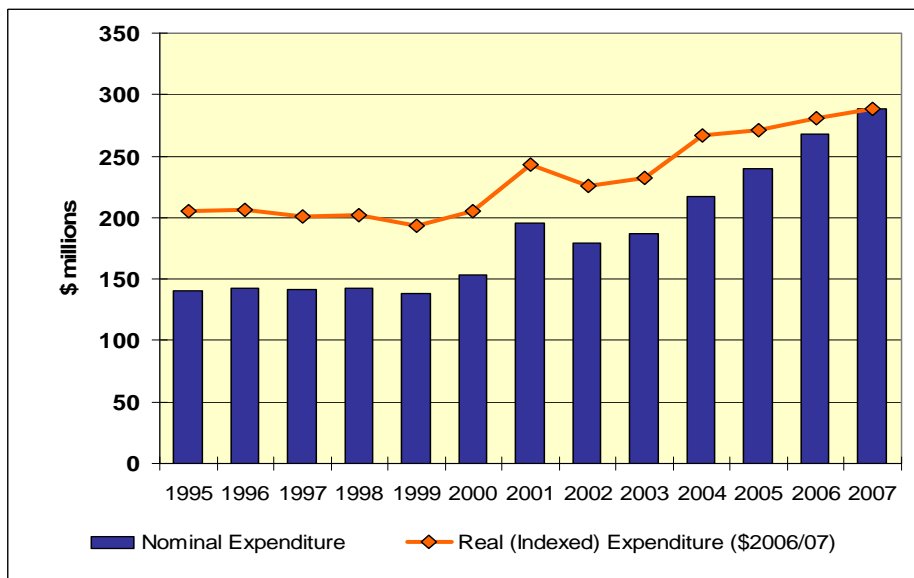
Figure 6. Comparison of yearly income sources: 2003-2007.



5 Time series of regional expenditure

A derived time series of regional transport expenditure has been assembled to provide an historical overview of the expenditure trend since the mid 1990s (Figure 7)³. The plot shows nominal expenditure (dollars of the day - blue bars), and real expenditure using 2006/07 as the base year (orange line). The real (indexed) expenditure was derived using LTNZ transport cost indices (see Appendix 8).

Figure 7. Time series of public expenditure on transport in Canterbury.



³ It is emphasised that the database for the mid-1990s period was less reliable, so the trend throughout the 1990s should be regarded as indicative.

The trend emphasises the progressive increase in real transport expenditure that has occurred since 2000. Real expenditure in 2006/07 was some 43% higher than levels typical of the mid-late 1990s. During the 1990s central government funding for roading was far more restricted, and public transport faced expenditure caps for much of the time. The injection of higher levels of central government funding since 2000 has been matched (and exceeded) by increased local contributions. Probably the most significant real expenditure increases have been on capital works associated with roading, and funding of passenger transport services and infrastructure. To a significant extent, this increased expenditure represents a combination of meeting pent-up demand and delayed expenditure from the 1990s, and a response to ongoing drivers such as increasing regional population and a desire for more diverse transport solutions.

B. APPENDICES

Appendix 1 Methodology, data sources and interpretation

Much of the explanatory text and discussion contained in the initial report is not repeated here. A summary of terms, definitions and acronyms is included as a glossary at the back of this report.

A1.1 Methodology

The methodology used in this reporting is based around constructing an aggregated 'regional transport account' for each financial year. This requires identifying various categories of public expenditure on transport, and balancing this with relevant sources of income. The aim is produce an internally consistent set of information which is also consistent from year to year.

Note that this approach does not necessarily align with the way an individual transport service provider in the region might account for transport expenditure and income in their annual accounts. For example the methodology adopted here assigns all income that TLAs receive from the local authority fuel tax into this nominal transport account because it derives from charges paid by transport users within each TLA area. However many TLAs simply regard this as a form of generalised income, not specific to a transport/roading account.

Expenditure

The five outcome areas reported cover:

State Highways: - includes all operational and capital expenditure on state highways and associated infrastructure.

Local roads and transport infrastructure: - includes operational and capital expenditure on local roads and related infrastructure including parking, amenity/landscaping costs, developer investments etc.

Alternative modes and Travel Demand Management (TDM): - includes capital and operational expenditure on cycling and pedestrian facilities⁴, public funding of public passenger transport services and rural school bus services, and any TDM expenditure.

Road safety activities: - includes regional expenditure under the Community Road Safety Programme (CRSP), and regional police resources allocated to road safety outputs under the Road Policing Programme (RPP).

Rail Network: - includes estimates of expenditure on the Canterbury portion of the national rail network made by ONTRACK.

⁴ Where this expenditure is able to be separated from expenditure on roads - sometimes this is not possible.

While these outcome areas do not necessarily provide a precise alignment with result areas specified in the Canterbury Regional Land Transport Strategy (RLTS), further breakdowns are provided in Appendices 2-7 to enable a closer matching with RLTS result areas if required.

A1.2 Overview of information collected

State Highways: this covers operational and capital expenditure on state highways within the region including bridges, renewals, maintenance, safety works, emergency works, property expenditure etc. Information was sourced from staff at the Transit NZ Christchurch office.

Local roads and transport infrastructure: this covers capital and operational expenditure on local roads and infrastructure - infrastructure includes parking facilities, associated amenity/landscaping costs, developer investment in new roads and facilities (these are counted as an item of capital expenditure (and equivalent income) in the year these assets are vested to councils), property purchase, and associated design and overhead costs. Also included, where identified, are the costs of transport planning and administrative overheads. Information for 2006/07 was sourced both from local authority Annual Reports and directly from council staff. Also used was the record of TLA subsidised expenditure for 2006/07 obtained directly from LTNZ.

Alternative modes and Travel Demand Management (TDM): this covers capital and operational expenditure on cycling and pedestrian facilities (including information and publicity), the costs of contracts between Environment Canterbury and bus service providers, the provision of Total Mobility services, the costs of developing and maintaining fixed infrastructure, the costs of *Metro* information and other services, and staffing and overhead costs within ECan. Also covered is expenditure by TLAs on public transport fixed infrastructure. Information was sourced from TLAs, LTNZ and Environment Canterbury. For the last two years information on rural bus services in Canterbury has been sourced from the Ministry of Education.

Road safety activities: Covers regional expenditure under the Community Road Safety Programme (CRSP), the allocation of police time to road safety outcomes within each local authority area, and allocations for regional projects⁵. Also covered is any additional road safety expenditure from TLAs and other bodies. Information was sourced from LTNZ Christchurch office, TLA Annual Plans, and direct communication with parties. The allocation of Police time was sourced directly from the NZ Police. Note that expenditure on safety works and services associated with roads (e.g. signage, intersection improvements etc) is not included in this outcome class because of the difficulty in consistently separating these expenditures from other roading expenditure.

Rail: Covers identified regional expenditure made by ONTRACK including capital and ongoing maintenance.

⁵ Previously known as the SAP (Safety Administration Programme)

A1.3 Items of expenditure (or costs) not covered in this report

Specifically not covered in this report are the following:

- Local roading/transport expenditure within that part of the Waitaki District that falls within the Canterbury Regional Council boundary.
- Staffing, administration and overhead costs associated with the regional offices of national transport institutions – i.e. LTNZ, Transit NZ, NZ Police, Ministry of Transport, ONTRACK. Part of the reason for not including these costs is that the geographical coverage of these offices often does not align with the Canterbury region (for example, the Canterbury office of Transit NZ also covers the West Coast).
- ACC personal injury costs involving motor vehicles on public roads.
- External costs of the transport network. There are two main externality costs – additional accident costs (not covered by the ACC), and environmental costs (e.g. greenhouse gas emissions, localised emissions of pollutants to air and to waterways, and noise)⁶.
- Capital return on recoverable infrastructure. Recoverable infrastructure is defined as having alternative uses, so a capital return is a way of approximating the opportunity cost⁷. Some might consider the land under transport infrastructure as being recoverable infrastructure, for example.
- Private provision of transport services and infrastructure. For example this includes costs associated with localised infrastructure, such as private parking provision. It also includes the proportion of total operating costs that bus operators recover from passengers through fares.
- Private expenditure on transport by individuals and businesses (that are not captured by public authorities as user charges).

A1.4 Items where coverage may be inconsistent

The expenditure area where there is likely to be partial (or inconsistent) coverage is the allocation of local authority overheads to transport provision. Most councils provided information on this item, but it is unclear whether consistent criteria have applied, or whether a full accounting of appropriate overheads has been made.

⁶ Ministry of Transport, 2005. Surface Transport Costs and Charges: Main Report. 161pp.

⁷ Ministry of Transport, 2005.Ibid.

A1.5 Income items

Central Government:

National Land Transport Programme (NLTP) - this represents income sourced and approved as part of the NLTP and administered by LTNZ. Information on funding to individual TLAs and to Environment Canterbury was sourced directly from the LTNZ Christchurch office. Funding for Transit NZ's programme was sourced from Transit's Christchurch office (in Transit's case all funding derives from the NLTP). Previously all NLTP-sourced income has been sourced from road users (via the transport account), but recently this has been supplemented with additional funding from the Crown to support new infrastructure development.

Road Safety - all CRSP expenditure is funded by Central Government sources. Information was sourced from LTNZ and NZ Police.

Local sources:

User charges - the main identified user charge is parking. Information was sourced directly from TLA annual reports/accounts.

Local fuel taxes - since 1 February 1971 a Local Authority Fuel Tax has been applied to transport fuels, the income accumulating to the territorial local authority in which geographic area the fuel was sold. The rates applying (unchanged since Feb 1971) are: Petrol (all grades) - 0.66c/litre; Diesel - 0.33c/litre. Information on annual total revenues was obtained from each TLA. For the purpose of the reporting framework adopted here revenue from local fuel taxes is considered to be part of a regional 'transport account'.

Developer contributions - this can be provided either as a direct payment made to councils for works done on the developer's behalf, but most commonly it is in the form of capital works undertaken at the developer's expense, and then vested to the local authority when completed. This information was specifically requested from TLAs - sometimes the information is available in annual reports, but often it is not separately specified in published documentation.

Rates/other - the process undertaken to identify the "rates/other" income category was to regard this as the balance remaining after deducting all the other identifiable income sources from total expenditure. Rates-based financing is the primary form of income in this category, applied either directly or indirectly. Indirect funding includes the interest derived from rates monies in excess of immediate requirements that has been invested for future use (for example, Environment Canterbury's passenger transport reserve). Other local income sources include the revenue returns from council controlled organisations.

A1.6 Terminology and methodological issues

It was noted in the initial report that achieving consistency in information reporting is problematic in some areas. The key issues, which still apply, are as follows:

Depreciation: Depreciation is an accounting requirement of TLAs in which the annual replacement cost of the total asset value of transport infrastructure is entered into the accounts as an item of expenditure. As long as the capital expenditure on "renewals"

has been accounted for then it would be double counting to also include depreciation in the overall picture of regional expenditure. In this report, the convention when reporting overall expenditure has been to include all capital expenditure (because it represents actual expenditure), and to exclude depreciation.

Consistency of allocation of expenditure between output categories: Some items of roading expenditure are not necessarily consistently reported by councils. In particular, the category of transport-related “professional services” (which includes planning, design and contract administration) is allocated by some councils to particular roading output areas, while other councils report this as a separate item of expenditure. Therefore, the reporting of professional services in this report is partial in the sense that it only reports this category if councils have not already re-allocated it.

There are also some issues between separating capital expenditure from operational expenditure, and in the reporting of subsidised and non-subsidised works.

Data qualifications: The long term summary of regional expenditure reported here is a synthesised record, developed by using the combination of databases available. It contains a series of estimates (in particular for the non-subsidised spend by TLAs pre 1998), and so should be regarded as indicative only.

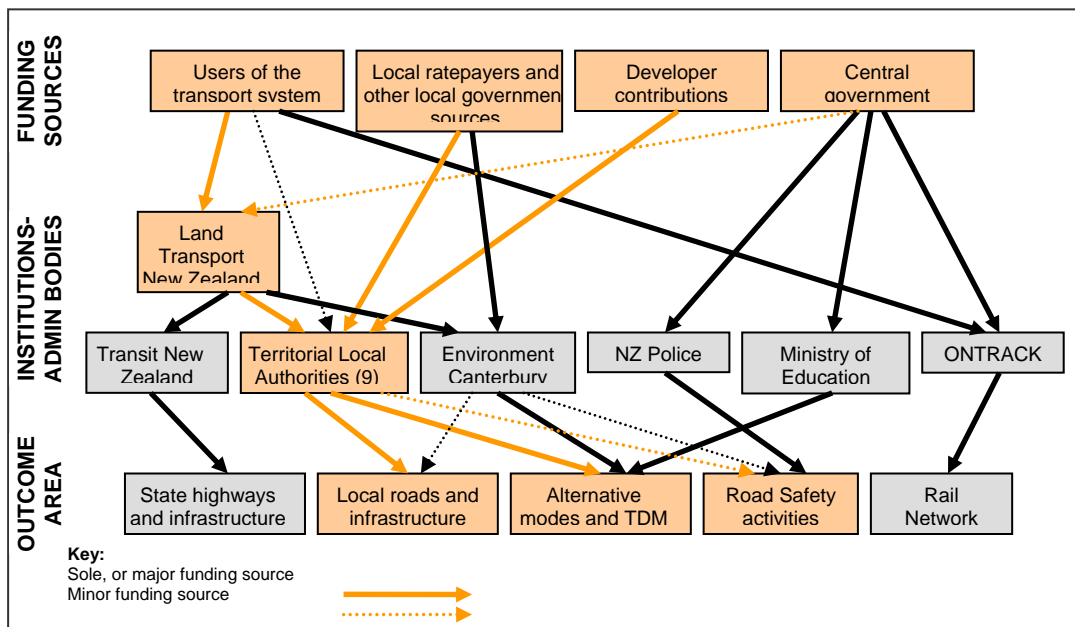
GST: All costs/expenditures are exclusive of GST.

A1.7 Geographic coverage

For the purpose of this report the Canterbury region is taken to be the area covered by the 9 territorial local authorities - Kaikoura District, Hurunui District, Waimakariri District, Christchurch City (including the former Banks Peninsula District), Selwyn District, Ashburton District, Timaru District, Mackenzie District, and Waimate District. This is slightly different from the geographical area coverage of the Canterbury Regional Council which includes the catchment of the Waitaki River, part of which lies within the area administered by the Waitaki District Council. Transport expenditure within the Waitaki District, regardless of whether it can be identified as being spent on land transport within the area covered by the Canterbury Regional Council, is not included.

Appendix 2 Territorial Local Authorities

A2.1 Functional Areas:



- Territorial Local Authorities (TLAs) play a key role in local transport provision, contributing directly or indirectly to several outcome areas⁸.
- TLAs have a relatively complicated income regime, drawing funds from a range of central government and local sources. The primary sources of funding are the NLTP and local ratepayers.
- Expenditure is similarly complicated, with some expenditure attracting NLTP funding ("subsidised expenditure"), and some expenditure not eligible for funding and being funded entirely by local funding sources.

A2.2 Information reconciliation

Expenditure and income information for TLAs was derived and reconciled as follows:

- 1) Filling in a template for each TLA by combining information gleaned from Annual Reports and annual accounts obtained directly from TLA personnel, and from the record of subsidised expenditure obtained from LTNZ.
- 2) Income and expenditure was reconciled for each TLA by:
 - Calculating total actual expenditure for the year as the sum of:

⁸ Some TLAs also contribute indirectly to State Highway outcomes through sub-contracting for services, or through providing roading infrastructure which is subsequently designated as a state highway and passed over to Transit to administer and maintain.

- ▶ Operational expenditure + capital expenditure (including all subsidised and non-subsidised expenditure, and the value of all new transport assets vested during the year) minus depreciation (if depreciation has been included within the total of operational expenditure).
- Total income was assumed to equal total actual expenditure. Total income was split into a number of components:
 - ▶ Actual known or specified income sources (i.e. LTNZ subsidy, parking income, local authority fuel tax, developer contribution including vested assets, interest (if specified)) were identified and deducted from total income to leave a residual.
 - ▶ The residual was assumed to be the income from local sources, mainly rates but also including income from TLA investments, interest etc. (categorised as “rates/other”).

Note that TLAs in general do not run a comprehensive transport account as such. For instance excess parking income is not necessarily assigned to help fund other transport outcomes. Hence in order to develop an internally consistent ‘transport account’ for this study it has been necessary to use the synthesised approach outlined above.

A2.3 Overall expenditure estimates

Estimated breakdowns of income and expenditure for 2006/07 have previously been shown in Tables 2 and 4. Table 5 provides a split of total expenditure by individual TLA and shows expenditure for the previous two years. Nominal expenditure in 2006/07 was estimated at 11% higher than in 2005/06. Some TLAs have recorded very large increases due to large subdivision assets being vested during the year e.g. Kaikoura, Waimakariri and Selwyn.

Table 5. TLA estimated total transport expenditure 2004/05 to 2006/07 (nominal \$)

District Council	2004/05	2005/06	2006/07
	\$(million)		
Kaikoura	1.3	1.2	3.9
Hurunui	4.8	4.7	5.9
Waimakariri	12.8	10.9	19.2
Christchurch**	85.9	102.1	101.5
Selwyn*	10.0	16.2	20.1
Ashburton	10.5	10.9	12.4
Timaru	11.9	14.7	16.2
MacKenzie	2.7	2.3	2.5
Waimate	3.0	2.8	2.7
TOTAL	142.9	165.9	184.4

Notes:

* Note revised data for Selwyn for 2005/06.

** includes former Banks Peninsula District.

A2.4 TLA subsidised expenditure

This section records the TLA expenditure which attracts the LTNZ subsidy. It does not record any non-subsidised expenditure - excluded are items of expenditure not qualifying for the subsidy, or where the subsidy was not sought. These items are typically those related to pedestrian facilities (footpaths etc), road landscaping, parking etc. As such, subsidised expenditure provides a very limited view. However, it is virtually the only region-wide dataset in existence that provides an historical record in a consistent manner, and so has some value in being able to track trends.

In 2006/07, \$89.3M of TLA transport expenditure was directly subsidised by LTNZ (Table 6), with LTNZ payments amounting to \$43.9M (i.e. an average Financial Assistance Rate of 49.2%). In addition, a further \$1.0M of LTNZ subsidy was paid via ECan for Output Class 6 expenditure (passenger transport). Further, payments to TLAs under the CRSP totalled \$0.5M (Section 5 contains details), and in future years these payments will be included as part of the overall land transport programme.

A breakdown of TLA annual subsidised expenditure from 1999-2007 is shown in Table 7 and Figure 8. Expenditure in 2006/07 was 9.7% higher than in the previous year.

Table 8 provides a breakdown of the actual LTNZ subsidy paid to TLAs over the last 7 years, while Figure 9 shows real subsidised expenditure (i.e. indexed to account for inflationary effects).

Figure 8. Trend in TLA subsidised expenditure 1999-2007 (nominal \$).

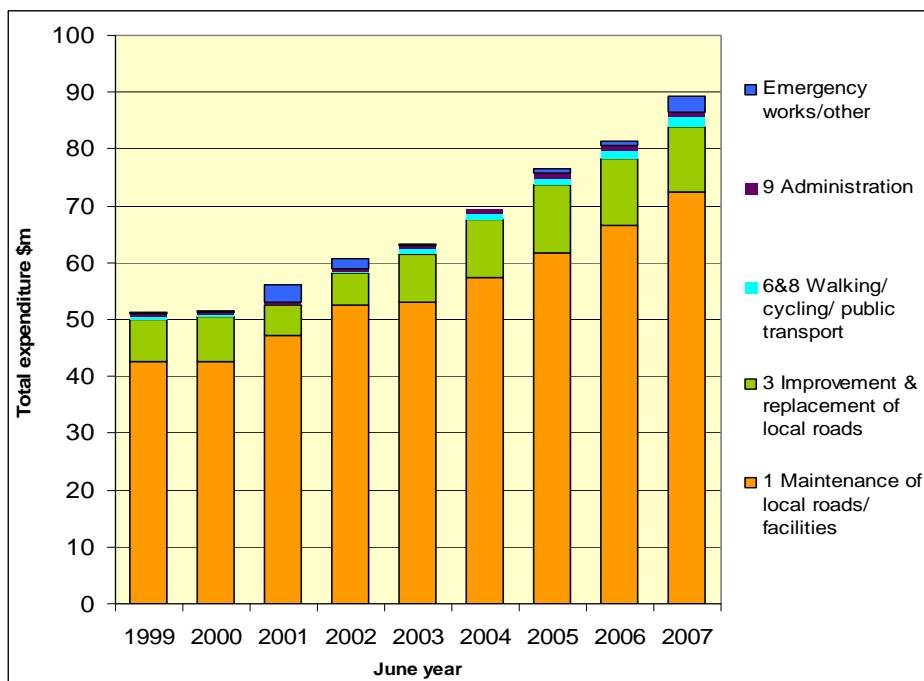


Table 6. Subsidised expenditure for the 9 regional TLAs 2006/07 (\$'000)

	Kaikoura	Hurunui	Wa-makariri	CCC	Selwyn	Ashburton	Timaru	Mackenzie	Waimate	TOTAL
Output Class 05: Improvement of local roads	0	0	405	1,500	0	0	0	0	0	1,905
Output Class 08: Use of the land transport system	0	0	0	546	36	13	24	0	0	619
Output Class 1: Maintenance of Local Roads										
1 Pavement Maintenance	305	2,461	1,888	8,303	2,450	2,067	1,816	961	901	21,152
2 Area-wide Pavement Treatment		352	901	2,306	918	436	718	123	67	5,822
3 Major Drainage Control		42	682	2,710	21	336	327		33	4,151
4 Maintenance Chip Seals	96	820	961	3,218	1,479	2,673	2,028	68	550	11,893
5 Thin Asphaltic Surfacing			167	3,268	215		448			4,098
6 Seal Widening		82	211	66			71		149	579
7 Bridge Maintenance	17	44	136	475	100	106	448	28	52	1,405
10 Amenity/ Safety Maintenance	48	358	352	1,481	365	302	234	100	104	3,343
11 Street Cleaning	4	15	56	1,033	39	87	72	19	1	1,327
12 Traffic Services	20	194	466	2,170	713	349	472	98	84	4,566
13 Carriageway Lighting	26	47	283	4,590	385	271	417	47	33	6,099
14 Cycleway Maintenance			5	145	6	4	1			161
15 Level Crossing Warning Devices		3	12	132	58	12	16		12	245
17 Professional Services	66	435	904	3,847	312	435	963	120	301	7,384
Maintenance Management				294						294
Total	582	4,853	7,022	34,038	7,061	7,079	8,030	1,565	2,288	72,518
Output Class 3: Improvement & Replacement of Local Roads										
Minor Safety Projects	12	124	543	2,570	465	534	641	97	199	5,185
Projects		400	1,205	913	259	388	343	85		3,594
Other		193	100	11		13				317
Bus Priority				360						360
Total	12	717	1,848	3,854	724	936	984	182	199	9,456
Output Class 5: TDM				277						277
Output Class 6: Passenger Transport										0
Output Class 8: Promotion walking/cycling				244	597	27				868
Output Class 9: Admin and Project control	6	67	108	422	95	88	126	22	30	964
Emergency Works/ Preventative Maintenance				1,188			1,420			2,608
Other		128								128
Total	600	5,765	9,383	42,069	8,513	8,143	10,584	1,769	2,517	89,343

Table 7. Subsidised TLA expenditure by output class and category 1999-2007 \$('000)

	1999	2000	2001	2002	2003	2004	2005	2006	2007
Output Class 05: Improvement of local roads									1,905
Output Class 08: Use of the land transport system									619
Output Class 1: Maintenance of Local Roads									
1 Pavement Maintenance	16,202	13,676	14,116	15,884	15,569	15,350	15,898	18,180	21,152
2 Area-wide Pavement Treatment	958	1,243	1,965	2,175	3,130	2,861	3,933	3,404	5,822
3 Major Drainage Control	5,042	5,814	6,283	5,755	6,334	8,302	9,177	8,246	4,151
4 Maintenance Chip Seals	5,406	5,691	7,406	7,491	9,633	8,554	8,220	9,476	11,893
5 Thin Asphaltic Surfacing	776	983	1,106	2,201	1,679	2,223	3,229	3,989	4,098
6 Seal Widening	481	556	226	458	236	435	559	755	579
7 Bridge Maintenance	976	928	776	1,065	863	1,216	1,277	1,111	1,405
10 Amenity/ Safety Maintenance	4	1,475	1,658	2,015	1,784	2,760	2,319	3,543	3,343
11 Street Cleaning	702	645	650	735	811	851	915	1,291	1,327
12 Traffic Services	3,081	2,936	3,496	3,616	3,395	4,242	4,385	4,760	4,566
13 Carriageway Lighting	4,570	4,417	4,774	4,729	4,518	4,867	4,958	5,060	6,099
14 Cycleway Maintenance	85	130	138	42	69	88	225	86	161
15 Level Crossing Warning Devices	0	0	86	164	132	90	206	145	245
17 Professional Services	3,545	4,007	4,429	6,185	5,030	5,658	6,340	6,614	7,384
Maintenance Management	577	0	0	0	0	0	0	0	294
Undetermined/error	151	52	174						0
Total	42,556	42,553	47,283	52,515	53,183	57,496	61,640	66,662	72,518
Output Class 3: Improvement & Replacement of Local Roads									
Minor Safety Projects	975	1,051	1,681	1,884	1,931	3,433	5,042	4,803	5,185
Projects	5,271	6,197	2,711	3,224	5,060	6,637	6,913	6,535	3,594
Other	1,300	724	789	648	1,270	32	43	409	317
Bus Priority									360
Total	7,546	7,972	5,181	5,756	8,261	10,102	11,998	11,748	9,456
Output Class 5: TDM							241	277	277
Output Class 6: Passenger Transport					10	148			**
Output Class 8: Promotion walking /cycling	485	207		132	978	887	972	954	868
Output Class 9: Admin and Project control	540	548	605	645	659	742	836	885	964
Emergency Works/ Preventative Maintenance	122	328	3,181	1,554	142	108	804	867	2,608
Other							141	69	128
Total	51,249	51,608	56,250	60,602	63,223	69,483	76,630	81,461	89,343

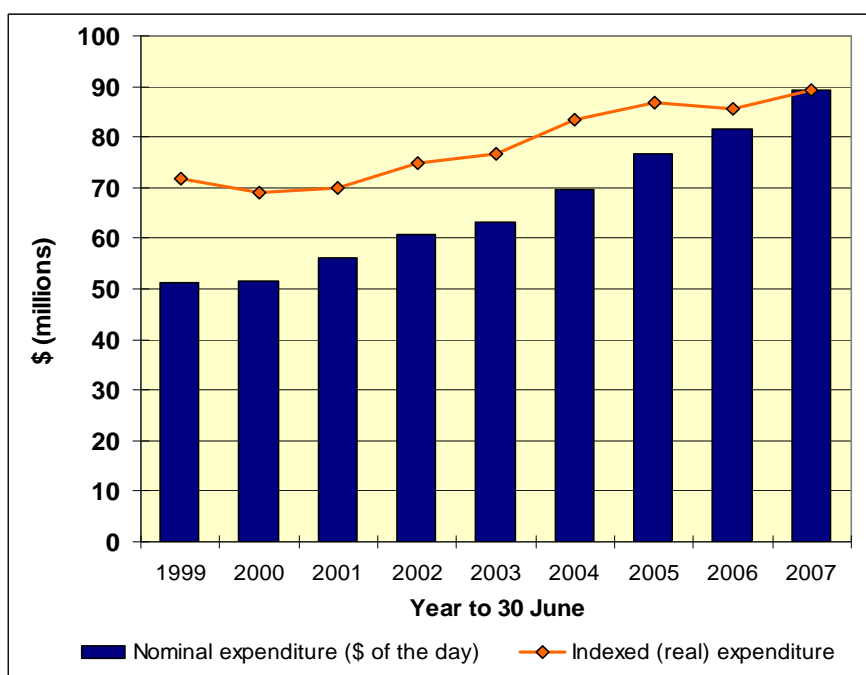
Source: NLTP data obtained from LTNZ records.

** Most Output Class 6 expenditure is not allocated directly to TLAs. Rather the LTNZ subsidy for infrastructure is channelled through Environment Canterbury. In 2006/07, \$1,774, 013 of subsidised expenditure was recorded, attracting \$887,007 of LTNZ subsidy. In the region most was passed through to the CCC for infrastructure improvements in Christchurch city.

Table 8. Direct LTNZ subsidy paid to TLAs 1999-2007 (\$'000)

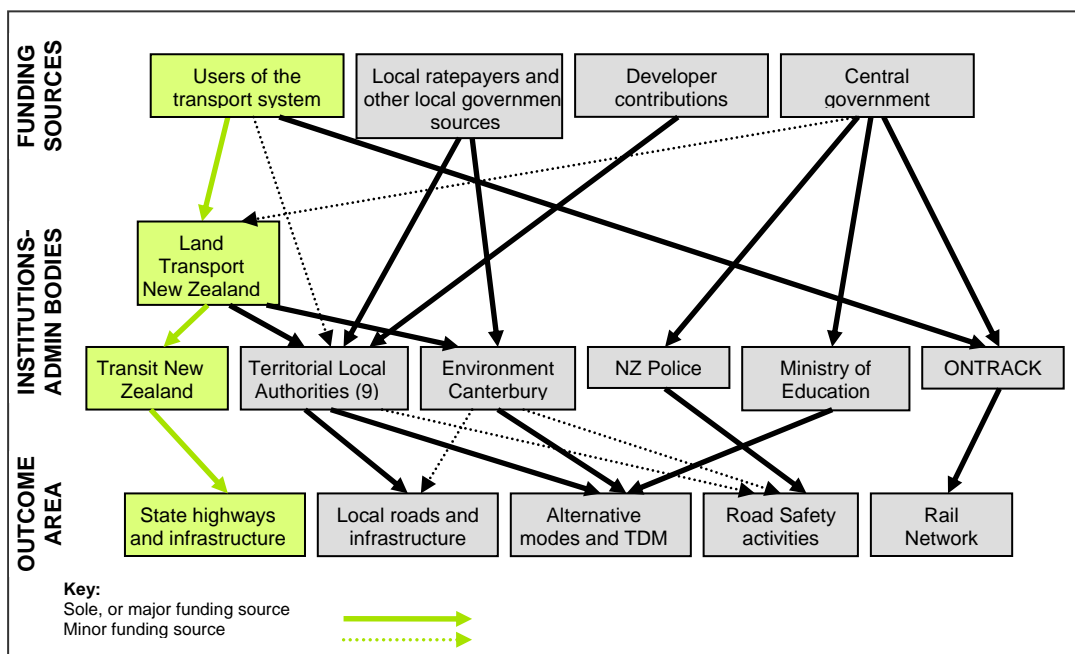
	1999	2000	2001	2002	2003	2004	2005	2006	2007
Kaikoura	270	261	260	289	367	342	337	367	287
Hurunui	1,487	1,740	1,706	1,801	1,719	1,842	2,230	2,171	3,054
Waimakariri	2,232	2,314	2,385	3,040	3,158	4,059	4,707	4,040	4,906
CCC (incl Banks Pen)	10,779	11,212	12,849	12,852	13,705	14,782	16,864	18,337	19,344
Selwyn	2,187	2,316	2,416	2,910	2,878	2,976	3,458	3,326	4,299
Ashburton	2,584	2,313	3,074	3,126	3,268	3,540	3,583	4,008	3,981
Timaru	3,076	2,673	2,655	2,955	2,962	3,558	4,360	5,591	5,720
MacKenzie	752	709	760	829	1,083	1,206	1,409	1,129	983
Waimate	1,271	1,059	1,421	1,498	1,299	1,465	1,176	1,410	1,349
TOTAL	24,638	24,597	27,526	29,300	30,439	33,770	38,124	40,379	43,922
% change from previous year		-0.2%	11.9%	6.4%	3.9%	10.9%	12.9%	5.9%	8.8%

Figure 9. Trend in TLA subsidised expenditure 1999-2007 (real 2006/07 \$).



Appendix 3 Transit New Zealand (State Highways)

A3.1 Functional Areas:



- Transit New Zealand has responsibility for State highways in the region (12.4% of the country's state highways)
- Transit receives 100% of their funding from LTNZ.

A3.2 Expenditure

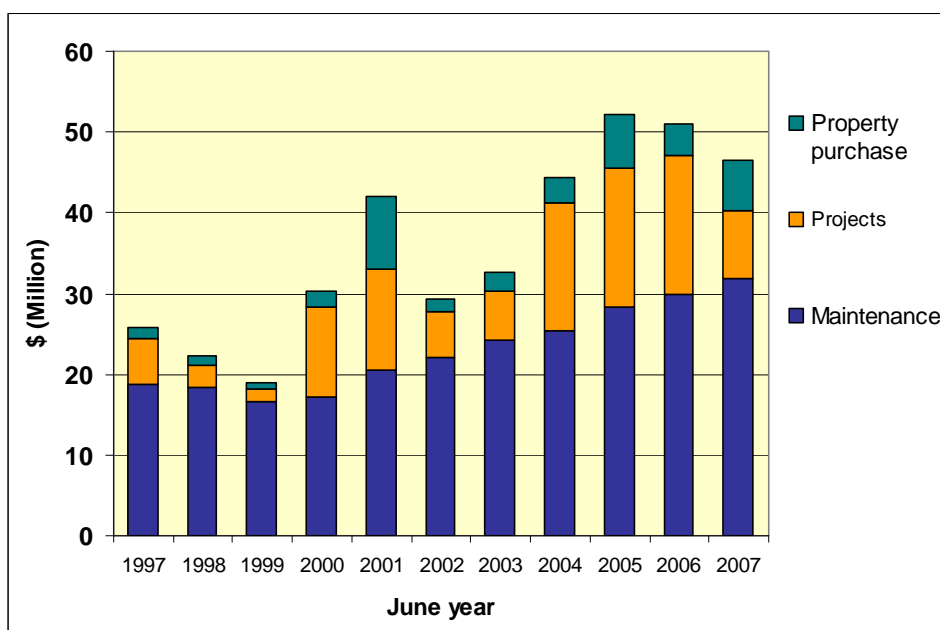
Total expenditure by Transit in 2006/07 was \$46.4M, a decrease of \$4.7M compared with 2005/06. The main reason was a significant reduction in project expenditure after three years of relatively high expenditure. This reduction was expected and was signalled in Transit's programme of works for 2006/07. Road maintenance expenditure increased by \$1.9M (or 6%), while property purchase expenditure increased by \$2.1M over the previous year (Table 9 and Figure 10).

Table 9. Summary of State Highways expenditure for Canterbury \$(000)

Description	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Bridge Renewals	153	67	820	2278	166	837	662	214	1432	95
New Roads & Bridges	3	0	2,051	1,831	2,086	168	194	151	67	424
Road Reconstruction	2,430	1,469	8,159	8,035	3,265	4,902	14,886	16,802	15,394	7,433
Strategy/Transportation Studies	31	26	57	386	276	118	73	46	294	556
Total Project Expenditure	2,617	1,562	11,088	12,530	5,792	6,025	15,815	17,213	17,187	8,508
Routine Maintenance	17,828	15,868	16,824	18,562	20,046	22,349	23,044	26,157	27,272	28,087
Preventive Maintenance	72	0	0	0	159	57	0	115	20	100
Emergency Works	152	290	0	1,342	927	818	157	179	623	1,135
Minor Safety	399	417	449	621	903	955	2276	1927	1988	2,460
Total Maintenance Expenditure	18,451	16,575	17,273	20,524	22,035	24,180	25,476	28,377	29,903	31,782
Property Expenditure	1,130	789	1,861	8,958	1,558	2,498	3,171	6,676	4,014	6,137
Total Expenditure	22,198	18,926	30,222	42,012	29,385	32,703	44,461	52,266	51,104	46,427

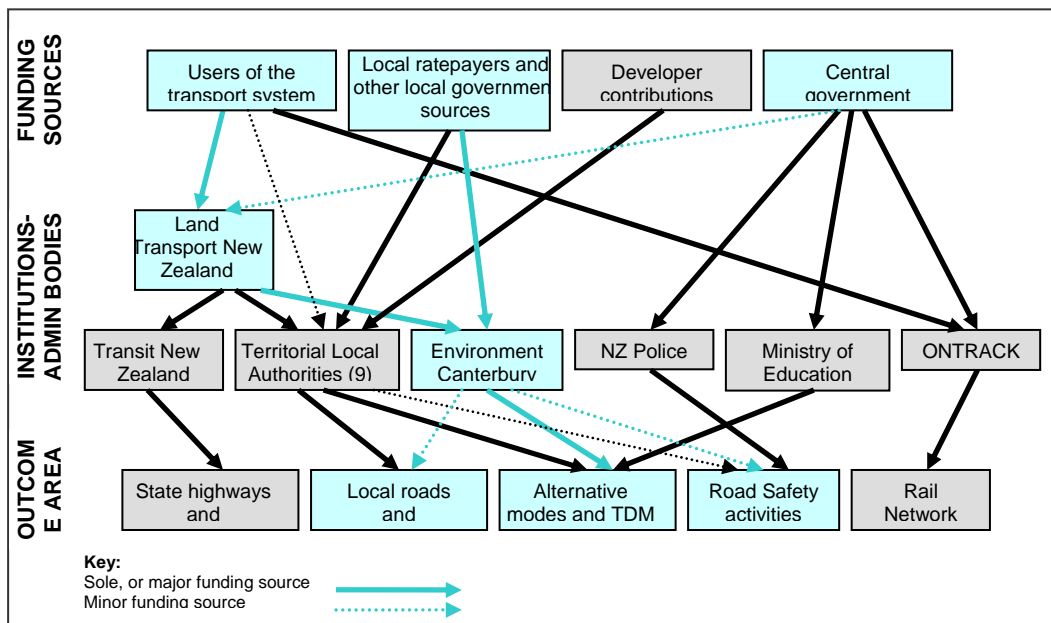
Source: Transit New Zealand Christchurch office.

Figure 10. Canterbury regional state highway expenditure (nominal \$).



Appendix 4 Environment Canterbury

A4.1 Functional Areas:



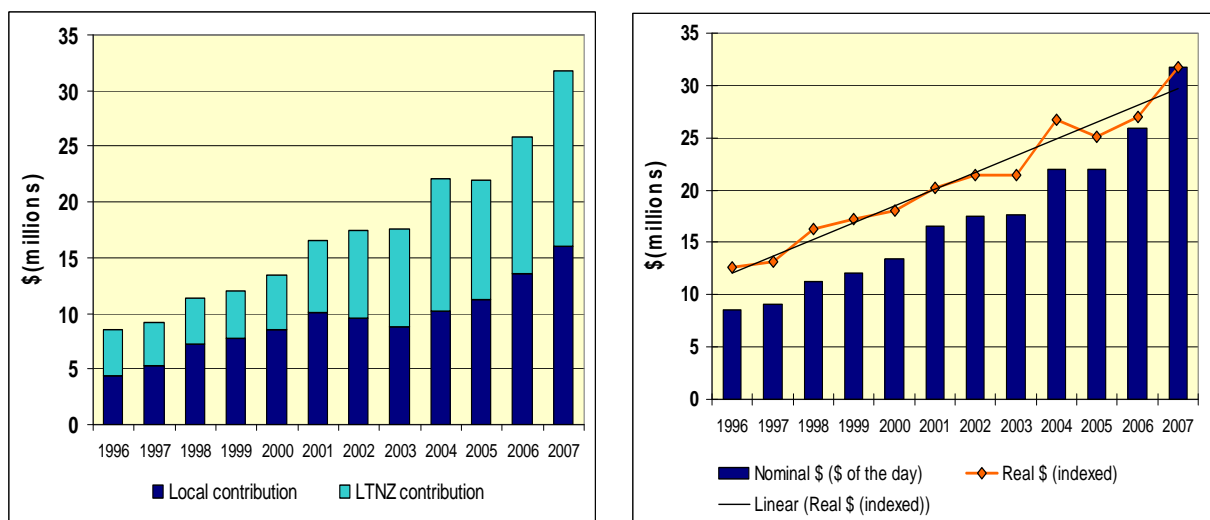
- Environment Canterbury (ECan) has primary responsibility for providing public passenger transport in the region.
- It also has primary responsibility for matters which require an overview of regional transport e.g. development of the RLTS, regional road safety co-ordination and other projects.
- Funding is derived almost equally from LTNZ through the NLTP, and from ratepayers within the region.

A4.2 Passenger Transport

Expenditure covers the costs of contracts for passenger transport services, the public cost of the Total Mobility voucher scheme, and the administrative costs incurred by Environment Canterbury which includes contract administration, passenger transport planning, information services (e.g. timetables), and other costs associated with the Metro brand. Most of the costs (>95%) are incurred within the greater Christchurch area.

ECan nominal expenditure on passenger transport in 2006/07 was \$31.7M, some 23% higher than in 2005/06. During the year ECan incurred significant cost increases for bus contracts, related to driver wage re-adjustments, fuel price increases and increased services. Real expenditure on passenger transport continues to increase, and has doubled since the mid-1990s (Figure 11).

Figure 11. Public transport expenditure (1) showing funding source; (2) real expenditure.



Expenditure details for 2006/07 are shown in Table 10. Apart from the large increase in expenditure on passenger transport contracts there was little change in spending in the categories. Note that the \$0.98M of funding from LTNZ for shelters and infrastructure is passed on to TLAs (mainly the CCC).

Table 10. ECan passenger transport expenditure and income sources 2006/07 \$('000)

	Notes	Funding sources		
		LTNZ	Local	Total
Contracts - all Canterbury	1	12,935.2	12,636.0	25,571.2
Total Mobility/wheelchair hoists	1	684.9	1,099.0	1,783.9
Information etc	1	1,050.0	710.0	1,760.0
Overheads, admin, other	1	1,089.0	1,516.0	2,605.0
Shelters/infrastructure	1, 2	982.0		982.0
TOTAL (inc \$\$ passed on to TLAs)		16,741	15,961	32,702
Net total Ecan expenditure	2	15,759	15,961	31,720

Notes:

1 Information from Environment Canterbury and LTNZ.

2 ECan claim the subsidy from LTNZ but pass it through to TLAs who undertake shelter and fixed infrastructure construction.

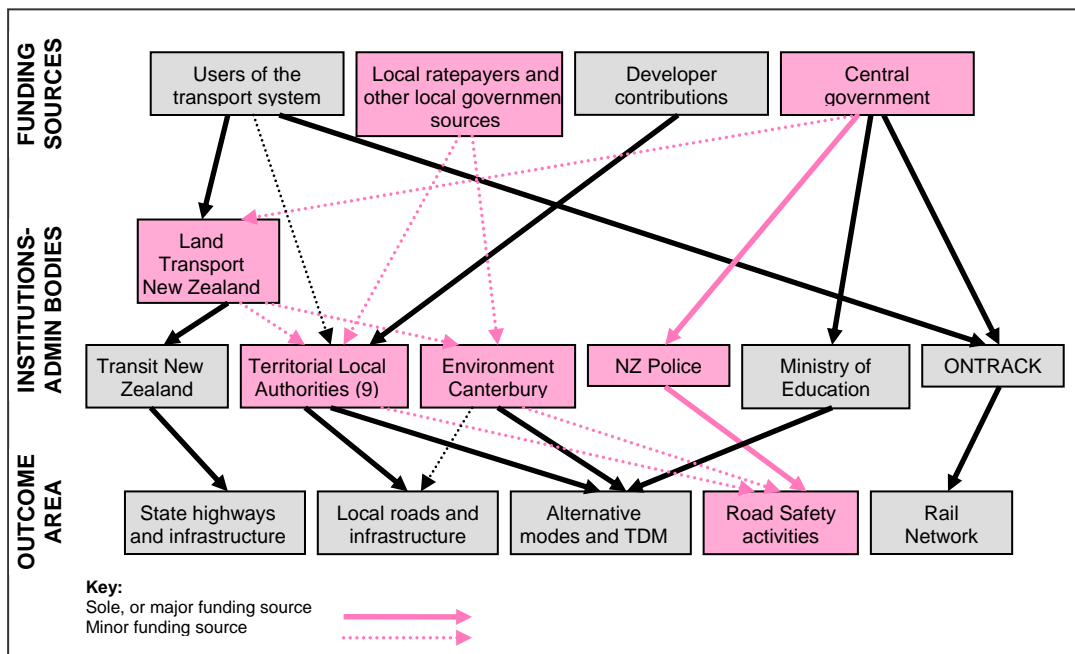
A4.3 Regional transport

Regional transport responsibilities include regional road safety co-ordination, regional transport planning, monitoring and communication overheads. Total expenditure in 2005/06 was \$1.3M. The main output areas were:

- Land transport planning and the Christchurch Transportation Study
- Regional road safety programme
- Contribution to funding stock truck effluent dump sites.

Appendix 5 Road Safety

A5.1 Functional Areas:



- The core funding streams for road safety emanate from the Road Policing Programme (RPP) delivered by the Police. The RPP specifies the planned level of central government funding for road safety, and the outputs to be delivered by the Police within the various geographic areas in the country.
- The Community Road Safety Programme (CRSP) is funded from Land Transport New Zealand as part of the National Land Transport Programme. The CRSP supports a range of road safety activities undertaken by TLAs, ECan and also local non-government groups. Local funding contributions under the CRSP are also sought and are mostly derived from local rates.

A5.2 Police Time

Police time for road safety comprises a range of outputs:

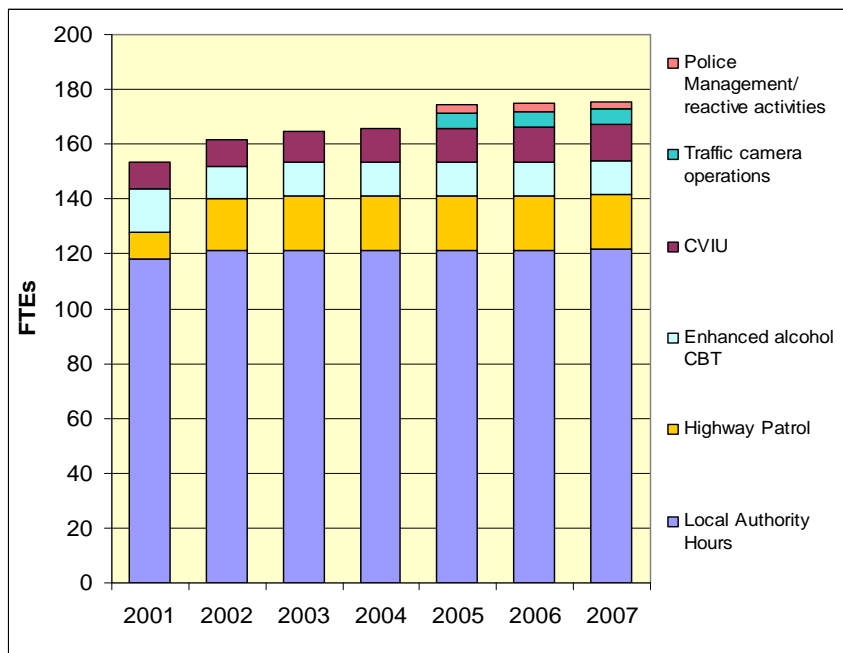
- Local Authority outputs - strategic road policing (drink driver control, speed, restraints etc); traffic incidents and management; and community programmes (e.g. through education programmes).
- Highway Patrol – a national level programme introduced in 2001 with allocated time to the Canterbury region.
- An Enhanced Alcohol CBT (Compulsory Breath Testing) programme – a national programme with allocated time to Canterbury.

- CVIU (Commercial Vehicle Inspection Unit) – heavy vehicle inspections, weighing etc⁹.
- Speed camera operations.

In total about 175 FTEs (full time equivalent staff) were allocated to these outputs in 2006/07. This is a similar level to the previous year (Figure 12) (note that the graph now shows FTEs; previously this graph showed hours). Local Authority area-based road safety outputs comprise about 70% of police time, with strategic road policing being the most important focus (Table 11). There has been little change in aggregate police time for local authority outputs for some years, although there has been some year-by-year re-prioritising of time. For example, compared with 2003/04, speed control has decreased and drink/drugged driver control increased.

In 2006/07 Police time was valued at an average of \$135,700 per FTE¹⁰. Overall, the value of Police time was estimated at \$24.8M¹¹.

Figure 12. Canterbury allocated Police time by output (30 June years).



⁹ The allocation of hours to Canterbury has been estimated as half of the hours allocated to the total South Island area.

¹⁰ Information provided by D Erasmus, NZ Police, Christchurch.

¹¹ Previously expenditure was reported based on allocated time and budgeted costs, as this was regarded as being very close to actual expenditure. In 2006/07 it was reported in the NZ Police Annual Report that road safety output expenditure across all of New Zealand was 4% higher than budgeted. Hence the estimated costs in Canterbury have been adjusted upwards by 4% compared with budgeted allocations.

Table 11. Allocation of Local Authority Policing Time 2006/07 – FTE's

Output area	Kaikoura	Hurunui	Waimakariri	Christchurch (including Banks P)	Selwyn	Ashburton	Timaru/Mackenzie/Waimate	TOTAL	%
Strategic Road Policing	0.9	3.9	5.8	54.1	5.8	5.5	12.7	88.7	73%
Traffic incidents and management	0.2	0.5	1.1	16.4	1.8	0.8	2.5	23.3	19%
Community Engagement	0.1	0.3	0.6	5.7	0.7	0.6	1.8	9.8	8%
TOTAL	1.2	4.7	7.5	76.2	8.3	6.9	17	121.8	100%

Note that the Kaikoura District is included under the Tasman police district, and is lumped together with Marlborough District – FTE's are estimated based on previous outputs.

A5.3 Community Road Safety Programme

In addition to police commitments smaller levels of funding are made available for road safety initiatives including funding for road safety co-ordinators, specific projects, and other activities such as local advertising and awareness raising. The programme includes both local government providers (TLAs and ECan) as well as a number of non-government agencies. In 2006/07 approved central government funding was \$0.802M, a similar level to 2005/06 (Table 12).

While for most local authorities the CRSP funding accounts for most or all of their expenditure on road safety, in the case of the CCC their overall expenditure on road safety (typically \$1M pa) is large in comparison to their CRSP funding.

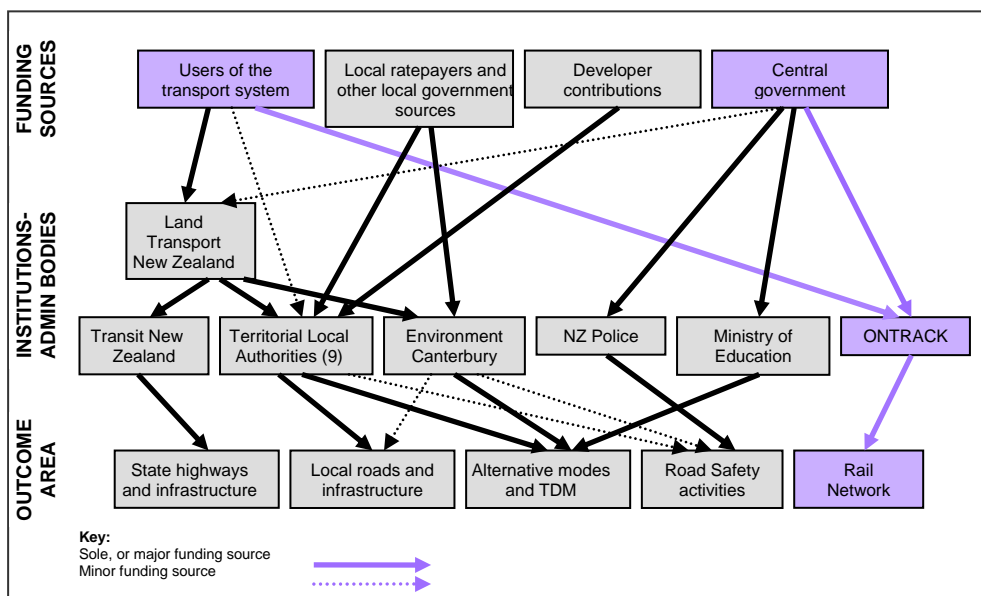
Table 12. Community Road Safety Programme 2006/07: Canterbury funding allocations.

Applications Approved:	Provider		
	TLAs	ECan	Community
	\$(000)		
Kaikoura DC	20		
Hurunui District Council	50		
Waimakariri District	63		
CCC (incl CAAPs - Community Alcohol Programme)	210		
Selwyn/Banks Peninsula Road Safety Trust	75		
Ashburton DC	44		
South Canterbury Road Safety Trust	85		
Canterbury Regional Council (ECan)		158	
Community Providers			97
Total Funding Approval	547	158	97

Source: LTNZ Christchurch Office. Note that this table provides approved, rather than actual spending, but historically the budgeted allocation is close to actual expenditure.

Appendix 6 ONTRACK (Rail)

A6.1 Functional Areas:



- This covers public funding of the rail network by ONTRACK, and follows the Government’s purchase of the rail tracks in September 2004. Up until then the rail system was privatised and did not have public funding.

A6.2 Expenditure

In 2006/07 approximately \$2.9 million was spent in the Canterbury Region, with a 50:50 split between capital and maintenance¹². The expenditure covers all track, bridging and signals work. At present it is difficult to obtain a full picture of regionalised expenditure because the system is organised more as a national network.

Table 13. ONTRACK expenditure in the Canterbury region

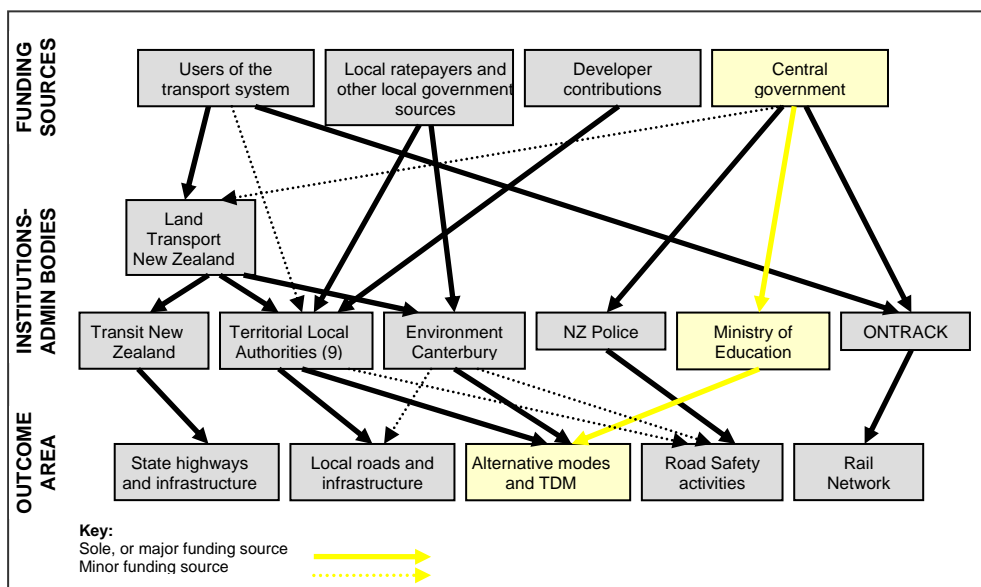
Output area	2005/06	2006/07
	\$(million)	
Allocated share of national expenditure	~14	na
Track renewal/maintenance	13*	2.5
Rail crossing upgrades	0.2	0.4

* A large proportion of expenditure in 2004/05 and 2005/06 was upgrades to the Midland line (\$15M spent across the two years)

¹² Information provided by Neil Campbell, ONTRACK.

Appendix 7 Ministry of Education

A7.1 Functional Areas



- This covers public funding of the rural school bus service, and special education assistance. This is not new public expenditure; rather, earlier reports had not captured this particular form of transport provision and funding.

A7.2 Expenditure

Total expenditure in 2006/07 was \$12.1M, an increase of \$2.9M or 31% (Table 13). The reason for the high increase in just one year was not readily clear to Ministry of Education sources spoken to but may be linked to increased contract payments for fuel and wage increases after several previous years of little change (similar to the cost increases incurred by Environment Canterbury for public transport).

Table 14. MoE expenditure for schools transport and special education assistance

Output area	2005/06	2006/07
	\$(000)	
Direct resourced services	2,413	3,313
Ministry contracted services	4,087	5,909
Special education transport assistance	2,700*	2,842
TOTAL	9,200	12,065

* Rounded number provided by Ministry of Education – not reported in last years report.

Appendix 8 Indexing

Indexing has been applied to time series data in order to generate \$ expenditures in equivalent (2006/07) dollars (i.e. sometimes referred to as 'real' expenditure). Three series have been used; "Construction", "Maintenance" and "Passenger Transport", with information for all derived from the Land Transport New Zealand website. Table 15 lists a cost adjustment factor based on 2006/07 = \$1.00, and showing the inflation adjusted value of a dollar in previous years – for example, one dollar of construction expenditure in \$(1996/97) is equivalent to \$1.422 in \$(2006/07).

A 'Fuel & Oil' index, also listed on the LTNZ website, but constructed by Statistics New Zealand, is included in Table 15 for comparison.

Table 15. Transport cost indices used in this report.

Year to 30 June	Value of \$1.00 in 2006/07			
	Construction	Maintenance	Passenger transport	Fuel & Oil
1997	1.422	1.408	1.446	2.022
1998	1.411	1.396	1.433	2.082
1999	1.401	1.392	1.432	2.156
2000	1.335	1.325	1.342	1.788
2001	1.242	1.237	1.226	1.445
2002	1.234	1.230	1.232	1.559
2003	1.215	1.210	1.222	1.555
2004	1.200	1.195	1.214	1.579
2005	1.132	1.129	1.145	1.320
2006	1.049	1.049	1.045	1.031
2007	1.000	1.000	1.000	1.000

Source: Derived from data on LTNZ website:

<http://www.landtransport.govt.nz/funding/cpp/cpp1-2007-dec.xls>

<http://www.landtransport.govt.nz/funding/cpp/cpp2-2007-dec.xls>

Glossary of terms and acronyms

Term	Description
Capital expenditure	Expenditure associated with either renewing the existing transport system asset base (sometimes referred to as cyclic renewals), or new works that add to the asset base.
Developer contribution	Expenditure by property developers on transport infrastructure that is undertaken at their expense as a condition of development, but which is then vested to the TLA for ongoing maintenance and upkeep.
Depreciation	Depreciation is an accounting (book) entry calculated around the depreciation schedules for all roading and transport related assets. Accounting procedures require depreciation to be specified in annual accounts (usually itemised as an operational cost). Depreciation in the annual accounts is not “real” expenditure as such - it can be considered a ‘consumption’ charge that effectively assigns an annual cost to the asset value.
<i>Metro</i>	Brand under which public passenger transport services in the greater Christchurch area are operated
Nominal expenditure	Expenditure in dollars of the day, unadjusted for inflationary effects.
Non-subsidised expenditure	Expenditure by local authorities that is not approved for subsidy by LTNZ
Operational expenditure	Ongoing expenditure on transport infrastructure and services including: <ul style="list-style-type: none"> – Regular repairs and maintenance on roads and other assets – Unplanned repairs and maintenance – say as a result of damage caused by extreme weather events – Contracts for services (e.g. contracts for street cleaning, multi-year contracts for bus services etc.) – Staff and overhead costs associated with transport outcomes (e.g. asset and transport planning staff, road safety personnel)
Real expenditure	Expenditure expressed as equivalent 2006/07 dollars i.e. expenditure in previous years is adjusted to take out inflationary effects. Real expenditure is derived by adjusting nominal \$ using the appropriate cost index (Table 14).
Subsidised expenditure	Expenditure by local authorities which attracts LTNZ funding. The types of expenditure that qualify for the subsidy, the financial assistance rates (FARs) that apply, and other rules etc. can be found in LTNZ’s Programme Manual and the 2006/07 National Land Transport Programme (NLTP). It is possible that some TLA expenditure might qualify for the subsidy, but has not been approved through the LTNZ process.
Vested assets	Transport assets that have been developed by another party but are vested back to the TLA during the year. The most common form of transport vested assets at present is the roading and associated infrastructure constructed during subdivision development.

Acronyms

CAAPs	Community Alcohol Awareness Programme
CBT	Compulsory breath testing
CCC	Christchurch City Council
CRSP	Community Road Safety Programme
ECan	Environment Canterbury
FAR	Financial Assistance Rate
LTMA	Land Transport Management Act 2003
LTCCP	Long-Term Council Community Plan
LTNZ	Land Transport New Zealand
MoE	Ministry of Education
NLTP	National Land Transport Programme
PPT	Public passenger transport
RPP	Road Policing Programme
RLTS	Regional Land Transport Strategy
TDM	Travel demand management
TLA	Territorial Local Authority