

# Regional land transport



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 2010/11

### Efficient movement of people & 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 and volatile 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 to move people and goods. 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 and avoid future traffic congestion.

### Road safety

Thirty-two people were killed on Canterbury roads in 2009 (equating to 5.7 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.

### Canterbury Regional Land Transport Programme 2009-19

The Canterbury Regional Land Transport Programme 2009-19, a separate document, is also available. The programme reflects activities and funding in Environment Canterbury's Regional Land Transport and Public Passenger Transport groups of activities, as well as those of other transport providers across the Canterbury region. The programme provides an overview of all proposed land transport activities within Canterbury for the financial years 2009/10, 2010/11 and 2011/12. It 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.

### Which key issues have changed since the 2009-19 LTCCP?

*No change.*



## 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.

## 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.

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

The Canterbury Regional Land Transport Programme 2009-19, a separate document, provides an overview of all the transport activities undertaken throughout the region by all the territorial authorities and New Zealand Transport Agency. Copies are available from Environment Canterbury Customer Services or online.

UNCERTAINTIES	ASSUMPTIONS
For 2010/11, the following is uncertain:	For 2010/11, it is assumed that:
a) Whether Government priorities and legislation for land transport will change over the life of the Annual Plan.	a) Government is reviewing some of the legislation affecting transport. This may have an impact on the Annual Plan.
b) Whether funding applications to the New Zealand Transport Agency will be successful.	b) It is assumed that funding applications to the New Zealand Transport Agency will be successful.
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).	c) Proposed Change Number 1 to the Regional Policy Statement is based on Statistics New Zealand's population and household projections.

### **Which uncertainties have changed since the 2009-19 LTCCP?**

*Uncertainty b) is new, which reflects that Government priorities for transport have changed.*

### **Which assumptions have changed since the 2009-19 LTCCP?**

*Assumption a) is new, which reflects a review by Government of the Land Transport Management Act 2003 and the Public Transport Management Act 2008.*

*Assumption b) is new as a result of some changes to the Government Policy Statement on Land Transport Funding 2009/10 – 2018/19.*

## OUR ACTIVITIES

### Priority in 2010/11

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, implement and support partners to implement strategic planning and funding policy to address those needs.

#### WE WILL UNDERTAKE THE FOLLOWING ACTIVITIES:

##### Strategy

Developing regional strategies and programmes for Environment Canterbury's contribution to community outcomes for regional land transport.

##### Investigations

Investigating transport issues, in collaboration with territorial authorities and transport agencies.

##### Planning & consents

Working with territorial authorities on regional land transport issues.

##### Monitoring

Monitoring implementation of the Canterbury Regional Land Transport Strategy and Canterbury Regional Land Transport Programme.

##### Operations

Implementing regional land transport initiatives, including those supporting the implementation of the Greater Christchurch Urban Development Strategy.

##### Communicating, educating & advocating

Promoting road safety and travel demand management by working with territorial authorities, community groups and the wider community.

### Our work programmes in 2010/11

#### Strategy

- 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.
- Contribute to the update of the Greater Christchurch Urban Development Strategy and Action Plan.
- Adopt the new Canterbury Regional Land Transport Strategy.

#### Investigations

- 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.

#### Planning & consents

- Ensure city and district plans give effect to regional policies for managing regional land transport. Work collaboratively with territorial authorities during District Plan amendments to ensure alignment with regional policy.

#### Monitoring

- 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.

#### Operations

- Implement activities from the Canterbury Regional Land Transport Strategy and supporting plans where Environment Canterbury is the lead agency.
- Support the implementation of activities from the Canterbury Regional Land Transport Strategy and supporting plans where Environment Canterbury is a support agency.

#### Communicating, educating & advocating

- Implement activities from the Canterbury Regional Travel Demand Management Strategy and the Greater Christchurch Travel Demand Management Strategy to increase the use of walking, cycling, public transport, car pooling, efficient motoring and appropriate alternatives for moving freight.
- Co-ordinate road safety initiatives in association with territorial authorities, the New Zealand Transport Agency and the New Zealand Police.

#### ***What's changed in our work programmes since the 2009-19 LTCCP?***

*As a result of less revenue from grants than was anticipated when the LTCCP was adopted, the scope and quantity of some road safety initiatives, travel demand management activities and investigations has decreased.*

## OUR 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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.

### 1 Contributing to the planning, implementation & 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).<sup>2</sup>

### 2 Coordinating regional road safety initiatives

#### Measure

Road safety partners' rating of Environment Canterbury's co-ordination of the Regional Road Safety Programme.<sup>3</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 Land Transport Strategy, Canterbury Regional Policy Statement (CRPS) or are not inconsistent with the partially operative Natural Resources Regional Plan (NRRP), or the associated variations and plan changes.

DISTRICT & CITY COUNCIL PLANS		
District plan	First plan operative	Review of plan commences
Ashburton District Plan	2001	2008
Waimate District Plan	2001	2011

<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> These targets were introduced in 2009/10 so no previous data is available.

<sup>3</sup> Road safety partners include: Territorial Local Authority Road Safety Committees, the New Zealand Transport Agency and the New Zealand Police.

## FINANCIAL SUMMARY

\$000	Annual Report 2008/09	Annual Plan 2009/10	LTCCP 2010/11	Annual Plan 2010/11
Total Expenditure	1,242	1,287	1,510	1,178
<i>Funded by:</i>				
General rates	688	296	351	323
Targeted rates	-	-	-	-
User pays/Other	109	98	97	97
Grants	492	893	1,062	757
Interest	1	-	-	1
Total Income	1,290	1,287	1,510	1,178
Reserves Increase/(Decrease)	48	-	-	-

#### Asset management & capital expenditure

There are no significant assets involved in this group of activities.

#### How this work is funded

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

- Funding and Financial Policies 2009, Long Term Council Community Plan 2009-19 Part B.
- Rating information on pages 99-110.

#### What's changed in this financial summary since the 2009-19 LTCCP?

The scope and quantity of some investigations and strategy implementation have been reduced following grant reductions by the New Zealand Transit Authority (NZTA) although some work will now be funded from reserves.