

2.0 INTRODUCTION

This section sets out the purpose of this Activity Management Plan (AMP), shows the plan framework, indicates the key stakeholders, and describes recent asset management progress.

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2.1 Overview

The overall objective of Asset Management is to:

To meet a required level of service in the most cost-effective manner, through the management of assets for present and future customers. - IPWEA

The purpose of this Activity Management Plan (AMP) is to outline and explain the Selwyn District Council's long-term management approach for the provision and maintenance of transportation assets and activities in the District.

This AMP will:

- Detail the extent and quality of services required by the community now, and in the future,
- Explain how the system will be managed under the current legislative framework and environment,
- Have clear linkages to agreed community outcomes and Levels of Service,
- Explain how Council manages the acquisition, maintenance, operation, renewal, and disposal of roading assets to optimise the value of services delivered to the community,
- Assess the risks of failing to deliver levels of service for its activities, and provide appropriate means of mitigating those risks,
- Justify short, medium, and long term funding requirements and constraints,
- Provide plans to manage the risk of asset failure,
- Provide evidence to substantiate funding bids to Waka Kotahi, and
- Proactively improve knowledge of its assets.

This AMP is intended to be read in conjunction with Council's Long Term Plan (LTP) and fulfils requirements of Schedule 10 of the Local Government Act (2002). It should be read in parallel with the Strategic and Programme Businesses Cases submitted to Waka Kotahi (The New Zealand Transport Agency) for consideration to secure co-funding investment.

2.1.1 Structure and Format

DESCRIPTIVE SUMMARY OF STRUCTURE – To complete after review of body sections

Table 2-1: Transportation Activity Management Plan 2021 Structure

<p style="text-align: center;">Part 1</p> <p style="text-align: center;">Long Term Plan Summary of Significant Activities</p> <p>The LTP summary provides an overview of the Transportation Activity, Activity Classes and expenditure programmes at a District level</p> <p style="text-align: center;">Strategic Business Case</p> <p>The strategic business case defines the strategic direction, outcomes, and current performance levels to support the Council's co-funding application to Waka Kotahi for the Maintenance, Operations, and Renewals continuous programme.</p> <p><i>Audience:</i> Those seeking a District wide overview of how the continuous programme of maintenance, operations, and renewals</p>
<p style="text-align: center;">Part 2</p> <p style="text-align: center;">Programme Business Case</p> <p>The programme business case is submitted to Waka Kotahi alongside the full 3-year co-funding applications; for capital projects and safety improvements</p> <p><i>Audience:</i> Waka Kotahi (The New Zealand Transport Agency), Audit new Zealand</p>
<p style="text-align: center;">Part 3</p> <p style="text-align: center;">Activity Management Plan</p> <p>The Activity Management Plan follows the format set out by the International Infrastructure Management Manual and outlines the Council's overall objectives for the future of the Transportation system, and the structures, policies, systems and processes that Council has in place to manage the transportation activity for present and future customers.</p> <p>It details the Levels of Service, Growth, Sustainability, Risk Management, Life Cycle Management Processes, Financial Processes, and Gap Analysis, and includes a Summary of the Services that make up Transportation Activity.</p> <p><i>Audience:</i> Residents and Iwi, and key stakeholders (especially Waka Kotahi, and Audit new Zealand),</p>

Table 2-2: Activity Management Plan Section Descriptions

Section	Content
Section 1: Executive Summary	TO BE SUMMARISED AT COMPLETION OF FULL AMP
Section 2: Introduction	Sets out the purpose of this Activity Management Plan (AMP), shows the plan framework, indicates the key stakeholders, and describes recent asset management progress
Section 3: Strategies and Goals	
Section 4: Transportation Activity and Asset Classes	This section contains an overview of the transportation assets which make up the transportation activity in the Selwyn District. It details the hierarchical breakdown of the assets and shows a summary of the spatial distribution across the district.
Section 5: Safety	This section discusses the provision and funding of road safety provisions within the district, detailing the extent and nature of road user education programmes and provisions of physical interventions on the road network.
Section 6: Levels of Service	The Levels of Service (LoS) for the Transportation Activity and the performance measures against which they are assessed are outlined in this section. The LoS are aimed at supporting the Community Outcomes, and meeting strategic goals.
Section 7: Growth and Demand	This section provides details of growth forecasts and demand drivers which affect the management and utilisation of Transportation assets.
Section 8: Risk Management	This section examines the Risk Management Processes utilised by Selwyn for assessing and managing risk within the Transportation Activity. Risk is used as a strategic decision-making tool assisting with developing and prioritising district strategies and work programmes.
Section 9: Lifecycle Management	
Section 10: AM Practices and Processes	
Section 11: Financial	
Section 12: Plan Implementation	

2.1.2 Glossary

Term	Definition
Active Modes	Transport by walking, cycling or other methods which involve the direct application of kinetic energy by the person travelling.
Activity	Defined in the Land Transport Management Act 2003 as a land transport output or capital project, or both.
Activity Class	Refers to a grouping of similar activities.
Activity Management Plan (AMP)	<p>Activity Management Plans provide a detailed account of the rationale, management practices, processes, and responsibilities of the Council and others directly involved in management of the Activity.</p> <p>The Activity Management Plan links Council's long term strategy to operational resources and directs how the service is delivered in order to meet the District's community expectations as defined by the "community outcomes".</p> <p>Detailed financial information relating to the management of the activity resides in these documents and is summarised at the Council level in the LTP.</p>
Annual Plan	Annual Plans update budgets and allow the Council to respond to new issues.
Approved Organisations	Approved organisations are organisations eligible to receive funding from New Zealand Transport Agency for land transport activities. Approved organisations are defined in the Land Transport Management Act 2003 as Regional Councils, Territorial Authorities or a public organisation approved by the Governor General by Order-in-Council.
Connecting NZ	A document that summarises the Government's broad direction for the transport sector over the next decade.
Contracts	The levels of service, strategies and information in the AMP are the basis for performance standards, contract specifications and reporting requirements in all of Council's maintenance and professional services contracts.
Corporate Information	Quality Activity Management is dependent on suitable information and data and the availability of sophisticated Activity Management systems that are fully integrated with the wider corporate information systems (e.g. financial, property, GIS, customer service, etc.). Council's goal is to work towards a fully integrated corporate information system.
District Plan	Council's District Plan establishes council policies and regulations for land use and subdivision and the environmental effects arising from these activities are to be mitigated. The District Plan set out how Council's carry out their functions under the Resource Management Act 1991 and well as guide decisions over new transport activities.
Financial and Business Plans	<p>The financial and business plans are requirement from the Local Government Amendment Act. The expenditure projections will be taken directly from the financial forecasts in the Activity Management Plan.</p> <p>The service levels, policies, processes and budgets defined in the Activity Management Plans are incorporated into business plans as activity budgets, management strategies and performance measures.</p>
Fuel Excise Duty	A tax imposed by the Government on fuel and used to fund land transport activities.
Hypothecation	The direct allocation of all income from tax or charges (e.g. fuel excise duty or road user charges) to a particular type of activity. The National Land Transport Fund works in this manner.

Term	Definition
Land Transport Management Act 2003	The main Act governing the land transport planning and funding system.
Legislation	The Activity Management Plan must comply with all relevant legislation and provide the means of meeting legislative requirements.
Long Term Plan (LTP)	The Long Term (Council Community) Plan. The primary instrument for the Council to report on its intentions on delivering its services to the community. The LTP is supplemented by Annual Plans produced in “non-LTP” years.
Long Term Council Community Plan (LTCCP)	The 2010 amendments to the Local Government Act 2002 changed the document name from LTCCP to LTP.
Maintenance	Repairing a road so that it can deliver a defined level of service, while leaving the fundamental structure of the existing road intact.
Ministry of Transport (MOT)	The government’s principal transport policy advisor that leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
National Infrastructure Plan (NIP)	A document that sets out the Government's 20 year vision for infrastructure. It provides common direction for how economic and social infrastructure is planned, funded, built and used.
National Land Transport Fund (NLTF)	The set of resources including land transport revenue that are available for land transport activities under the Land Transport Programme.
National Land Transport Programme	A programme, prepared by the Agency, that sets out the land transport activities which are likely to receive funding from the National Land Transport Fund. The National Land Transport Programme is a 3-yearly programme of investment in land transport infrastructure and services.
New Zealand Transport Agency (NZTA)	The Government agency with statutory responsibility to manage the funding of the land transport and State Highway system.
One Network Road Classification (ONRC)	The nationwide road classification system agreed between NZTA and Local Government NZ in 2013. Also known as ONRC.
Operational Plans	Operating and maintenance guidelines to ensure that the network performs reliably and is maintained in a condition that will maximise the useful service lives of its components.
Pavement	Used to describe the structure of the road or carriageway, it is never used in the alternative meaning of ‘footpath’
Road Safety Action Plan	Road safety action plans provide a sense of urgency, focus and commitment to mitigate road safety risks. The plans records agreed local road safety risks, objectives, targets, actions, and monitoring and reviewing processes. Each plan is the result of collaboration by key road safety partners. The plans are the primary mechanism for coordination education, engineering and enforcement approaches to road safety problems at sub-regional levels.
Strategic Plan	Strategic plans set out broad strategic direction. The LTP is a form of strategic plan which replaces the Long Term Financial Strategy (LTFS). AMP’s reflect the strategies outlined in this document and confirm tactics to achieve strategic goals.

Term	Definition
Structure Plan	Structure planning is a tool for managing the effects and demands of development in an integrated, holistic and orderly way. Structure plans provide a framework to guide the development of an area.
Walking and Cycling Strategies and Action Plan	Many councils have produced walking and cycling strategies. These strategies set out their community's vision for more cyclist and pedestrian friendly environments. Many of the strategies have action plans, which identify how these aspirations will be achieved.

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2.2 Wider Sector and Funding Sources

The Selwyn roading network is funded through a combination of sources; internal funding made up from general rates and development contributions, and external funding secured from the National Land Transport Fund.

The strategic directions and outcomes established by the government help direct and shape the overall asset and activity management decisions made at the council level. The greater the alignment with government objectives, the greater the Waka Kotahi investment assistance that may be available for Council to secure.

2.2.1 National Land Transport Fund

The National Land Transport Fund is made up of revenue collected from fuel excise duty (FED), road user charges (RUC), vehicle and driver registration and licensing, state highway property disposal and leasing, and road tolls. It is administered by Waka Kotahi on behalf of the ministry of transport. Securing funding from the NLTF for local investment requires aligning the investment with the Government's objectives at the national level.

Approved investment from the NLTF in Selwyn is co-funded at a 51% funding assistance rate (FAR), where the NLTF makes up 51% of the investment and Council raises the other 49%.

2.2.2 Government Policy Statement on Land Transport (GPS)

The Ministry of Transport publishes the Government policy on Land Transport (GPS) every 3 years, setting the strategic directions for achievement and investment in the transportation system.

"The Government Policy Statement on land transport (GPS) sets out how money from the National Land Transport Fund is allocated towards achieving the Government's transport priorities. It sets out ranges for funding for activities such as public transport, state highway improvements, local and regional roads and road safety — we call these activity classes. Each GPS sets out the priorities for the following 10-year period, and is reviewed and updated every 3 years."

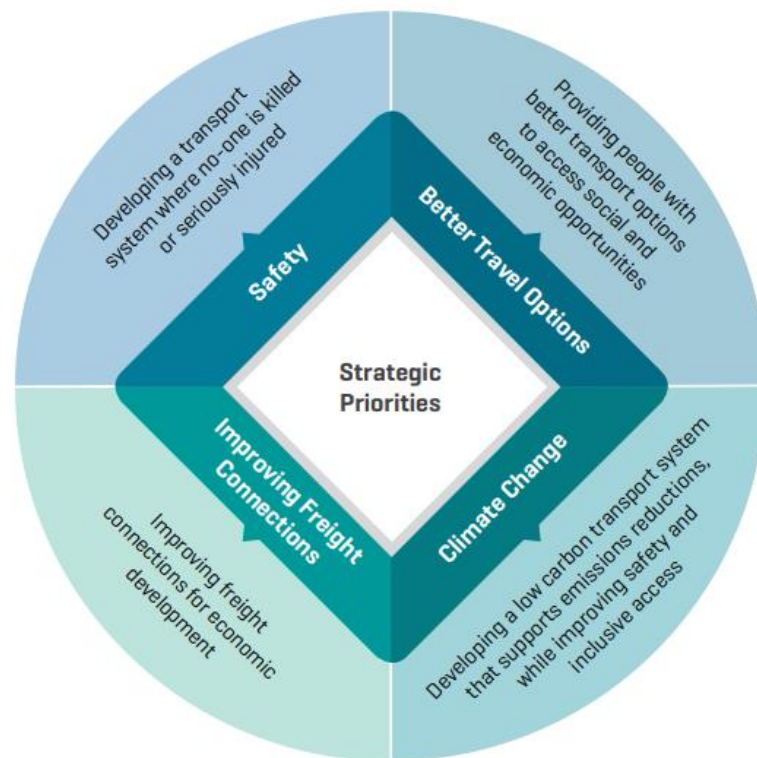


Figure 2-1: GPS 2021/22 - 2031/32 Strategic Priorities

The vast geographical coverage of the Selwyn district spans the peri-urban fringes of Christchurch city to the Arthurs Pass National Park. The area hosts a range of geographical, residential, and industrial settings, and provides a broad representation of the many demographic and transportation environments that can be found across the country. This creates a situation in which our own strategic objectives will naturally align well with government objectives.

2.2.3 One Network Road Classification (ONRC)

The One Network Road Classification (ONRC) was developed by a joint Local Government / New Zealand Transport Agency (NZTA) project team as part of the Road Efficiency Group (REG) Work Program. The ONRC facilitates a customer-focused, business case approach to budget bids for the National Land Transport Programme and allows Waka Kotahi to compare the state of roads across the country directly and direct investment where it is needed most. The ONRC divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available.

The classifications are:

- National,
- Arterial,
- Regional,
- Primary collector,
- Secondary collector, and
- Access

The ONRC is used in Selwyn to aggregate roads by use and importance and target management objectives and funding to the most widely used aspects of the transportation network, and allows Council to realise maximum benefits from investment.

RIGHT ROAD, RIGHT VALUE, RIGHT TIME

The One Network Road Classification (ONRC)

The ONRC is a new framework that categorises roads throughout the country. This is the first time in the history of New Zealand that consistent specifications will apply to all public roads from Cape Reinga to the Bluff, depending on what purpose they serve.

The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It will give road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features. It will also help New Zealand to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country.

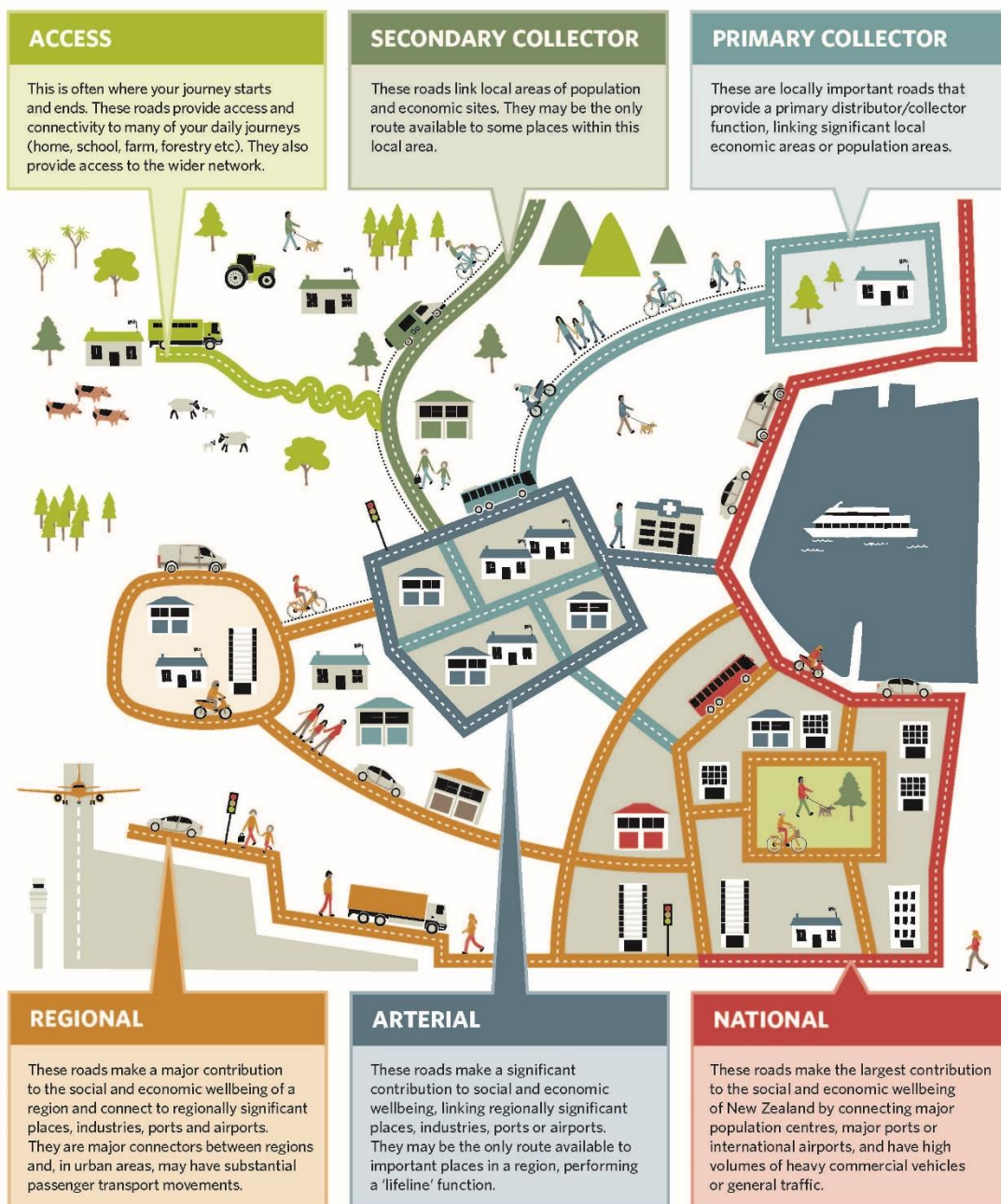


Figure 2-2: ONRC classification descriptions ([Waka Kotahi](#))

The ONRC is currently being enhanced to better include active and public transport modes, and to reflect that transport corridors are not just for travelling through. These additional functions are captured in the One Network Framework (ONF). The ONF's core aim is to align the ONRC with the Government's outcomes, and to acknowledge the distinct geographical differences across the country's transport network. It will use the "movement and place" approach to better consider the mode priorities, physical and community settings, economic situation, and growth.

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2.3 Activity Management Plan Utilisation

2.3.1 Development of Asset Management Systems

The on-going development and successful implementation of asset management requires an organisational culture of asset management. To be successful, the asset management culture needs to be consistently modelled and supported by the Chief Executive and senior managers in conjunction with the elected Council.

2.3.2 Roles and Responsibilities

Table 2-3: Activity Management Plan Enactment

	Item	How is this done
1	Organisational culture of asset management developed.	Workshop sessions with Councillors regarding general and discipline-specific asset management
2	Council Staff understand the reasons for the plans and the implications for the long term use of them.	Plans are fit for purpose and concise
3	The Activity Management Plans are adopted/accepted by staff.	Through adoption at Council level
4	Understand all the reporting requirements for Levels of Service and Internal Benchmarking.	Adhering to industry standards and best practice guides

2.3.3 Resourcing and Implementation

Asset management programmes must be adequately resourced and require on-going investment to deliver identified improvements and keep plans and processes current with evolving practice. For asset management to be successful in the District, there must be a commitment recognised across the organisation. This commitment must translate into budget, human resources, and management accountability. This AMP includes improvement and expenditure programmes that will be actioned by the Asset Manager Transportation and implemented by the Council Service Delivery Team.

2.4 Council Asset Management Practices

2.4.1 Objective

The objective of Asset Management at a Council level is to ensure Council's service delivery is optimised to deliver agreed community outcomes and levels of service, manage related risks, and optimise expenditure over the entire lifecycle of the service delivery.

Council will use the following principles to guide asset management planning and decision making:

- Effective consultation to determine appropriate Levels of Service.
- Ensuring service delivery needs form the basis of asset management.
- Integration of asset management within and across Council utilising corporate, financial, business and budgetary planning using activity management plans and Council's LTP to demonstrate this.
- Integration of asset management within Council's strategic, tactical and operational planning frameworks.
- Informed decision making taking a lifecycle management and inter-generational approach to asset planning.
- Transparent and accountable asset management decision making.
- Sustainable management providing for present needs whilst sustaining resources for future generations.

This Asset Management Policy links to Council's Long Term Plan and Transportation Asset Management Plan. As much as possible planning is based around communities of interest, as this promotes an integrated management regime and encourage efficiencies across the District's Transportation services. The Asset Management Policy has been implemented as part of the previous AMPs and the confirmation of the level of AM will continue the approach utilised to date.

The policy requires regular structural review of asset management practices. This structured assessment follows the guidance provided in Section 4.6.1 (Taking a Continuous Improvement Approach) of the International Infrastructure Management Manual (IIMM).

2.4.2 Independent Transportation Activity Management Plan Review

In 2019 Rationale undertook an independent review of the Selwyn Transportation Activity Management Plan. The analysis assessed the 18-21 Activity management plan against the 17 asset management processes outlined in the IIMM, and compared these areas to the feedback generated using the NZTA Investment Assessment Framework, and the REG Pillars of Success.

In a summary of their review, rationale stated:

"An assessment of SDC's Transportation asset management processes has shown there is a moderate gap between the current and desired level of maturity.

The current Transportation Activity Management Plan system is hindering the usefulness of the Transportation Activity Management Plan to the range of users, and the value activity and asset management could offer the Council."

For five of the asset management processes there was no gap between the actual and desired levels of asset management maturity and three of the processes had only a minor maturity gap. The Asset Management Enablers category had the most significant gap between the existing and desired levels of asset management maturity.

To close the asset management maturity gap, 14 interventions across 12 of the 17 asset management processes were proposed, and these have been used to inform improvements to the current AMP or to implement further improvement plan items.

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2.5 Continuous Improvement

AMP development has been a continual process, with substantial changes made at times to support new requirement and usability. Otherwise the focus has been on improving the robustness of the decision making process and reflecting the key issues at that time. There is an overall goal to make the plan more useful for the range of staff involved in the transportation section, as well as stakeholders.

Key advances in the 2018 AMP include:

- Writing the AMP using a Business Case approach,
- Completion of a number of Greater Christchurch and Canterbury-wide Business Cases,
- Refresh and update of Council's strategic transport models,
- Update of the Development Contribution Policy,
- Update of Council's dTIMS model. Includes peer review undertaken by industry leader,
- Review of unsealed road management process.

Key advances in the 2021 AMP include:

- Consolidating the discussions into a lighter, shorter, and more concise document,
- Reformatting sections for NZTA and general usage,
- Overhauling Section 9 (Lifecycle Management) for clarity,
- Addressing review point from previous peer-reviews.

2.6 Key Assumptions

Assumptions have been considered at a corporate and an activity level. An assumptions report is prepared as part of the Long Term Plan process to contribute to the risk assessment undertaken when making the decisions and recommendations outlined. The full assumptions report details assumptions across the areas of Council operation, the assumptions applying to the transportation system and networks have been included in Part 4 the Strategic Business Case.

Table 2-4: Key Assumptions, and their uncertainties and risks for the Transportation Activity

Stated Assumption	Level of Uncertainty	Risk
It is assumed asset lives will be as set out in the statement of accounting policies.	Moderate	There is a risk that assets will wear out more quickly than forecast and require replacement earlier than planned.
The Council revalues its assets so that carrying values are maintained at fair value based on condition. It is assumed that revaluations will take place a minimum of every three years and that replacement value of the assets will reflect construction costs.	Moderate	There is a risk that price level changes will be greater or lower than those assumed and that revaluation movements will be higher or lower than forecast.
The Selwyn District population will continue to grow at a medium-high rate, similar to that experienced over the past ten years. Growth will be focused in Rolleston and the Eastern Selwyn area, with moderate rates elsewhere. The numbers of persons per house will decrease over time	Moderate	There is a risk that the level of population growth will be higher or lower than the projections and that the timing of population growth will differ from that in the model.
It is assumed that the level of financial assistance received from NZTA for eligible roading and transport activities will remain at 51% for the 2021-31 period. Funding Assistance for large Capital transport works would be achieved on a case by case basis through a Business Case approach with NZTA. Some capital projects could attract a Targeted Enhanced Financial Assistance Rate (TEFAR) on a case basis by the NZTA. NLTP Funding is provided by the NZTA in 3 year periods and that the following 7 years will be funded in a similar manner	Moderate	There is a risk that sufficient funds will not be available to pay for the planned capital projects. The full range of funding expected initially in a NLTP may be reduced during its period if NZTA face significant national cost increases requiring a reprioritisation of NZTA funding which may result in capital projects being deferred for funding.
There will be growth in traffic on state highways and local networks within Selwyn district that is generally consistent with projected population growth rates. Heavy vehicle traffic growth will be higher than general growth with concentrations around industry and freight transport hubs, especially the Rolleston inland ports. Passenger public transport growth will progressively increase in the Selwyn district. There will be a continuing effort to encourage walking and cycling as a viable transport alternative in urban areas.	Moderate	There is a risk that traffic numbers and composition will increase at a rate beyond that expected. Without investment in new and improved walking and cycling facilities, public transport services and infrastructure, the rate of uptake or shifting to those modes will be adversely effected. Without investment and engagement in travel demand measures (TDM) to stem traffic growth from new developments this may lead to increased traffic congestion
That there will be no significant change to the intent of the policies and strategies in place, but the funding available and implementation timetables may change Strategies include: Government Policy Statement on Land Transport Funding (GPS), Regional Land Transport Plan, Greater Christchurch Mode Shift Plan, Travel Demand Strategy, Public Transport Futures Strategy Transport Statement	Moderate	There is a risk that national, regional and local priorities change or differ from the priorities identified by Council. Late timing and confirmation of the GPS may occur that cannot be properly integrated into Council LTP and transport planning To meet its obligations to the Greater Christchurch Partnership There is a risk that funding contributions will be required to support ongoing joint transport work, initiatives and outcomes that are yet to fully identified and budgeted for.

Stated Assumption	Level of Uncertainty	Risk
<p>It is assumed that climate change is happening and that this will impact SDC's roles and responsibilities, from an emissions mitigation and climate change adaptation perspective.</p> <p>The current assessments of climate change impact on SDC's infrastructure and activities shows that there will be a low to minor impact within the period covered by the Long Term Plan.</p>	Moderate	<p>There is a risk that climate change will happen more quickly or much later than expected or that the impact will be different to those predicted.</p> <p>Council's business units may not recognise climate change adequately in the delivery of their services.</p>
Staff will target resources based on the level of criticality and risk (highest to lowest where criticality has been assessed).	Low	Prioritisation may be inappropriate
A minimum 10 year renewal plan with indicative renewal out to 30 years is followed, with funding via general rates and external sources as relevant to the asset. NZTA financial assistance is allocated in 3-year NLTP blocks. No depreciation funding identified for any assets on the basis that actual identified renewal needs form the basis of ongoing funding needs.	Low	That renewal planning is inappropriate and there are funding consequences
There will be no new technologies deployed that will <u>significantly change</u> the demand for or of provision of services.	Low	Service delivery is poorly aligned with technological developments and opportunities
The condition and remaining typical life have been accurately assessed, permitting appropriate renewal forward programmes to be developed and routinely updated.	Moderate	Asset renewals are required earlier than expected
Asset lives have been adopted from the best information available at the time of assessment using asset condition assessment and deterioration modelling as applicable.	Moderate	Asset renewals are required earlier than expected
The reclassification of roading networks and determination of Levels of Service, will not vary the current Levels of Service or management priorities beyond that allowed for in AcMPs.	Moderate	Nationally agreed service levels differs from what is locally acceptable and /or funding is affected

2.7 Summary of Services

Selwyn District covers a diverse area, including rapidly growing urban centres on the periphery of Christchurch, small rural towns and alpine settlements, and extensive agricultural land across the Canterbury Plains. While the transportation activity is managed across the district as an integrated network, planning processes take into account the diversity of needs from different communities within the District - both now and into the future.

Guidelines prepared by the National Asset Management Steering Group (NAMS) to assist with the development of Levels of Service place emphasis on the need to identify levels of service that are appropriate to the communities. This needs to be balanced against the ONRC Performance Measures which seek to strike consistency around Customer Levels of Service across New Zealand.

2.7.1 Asset Summary

Transportation is a significant service for Council; annual operating expenditure represents 14% of Council's overall annual operating expenditure over the next decade.

The Selwyn Transportation Network covers a vast geographical area and includes a significant amount of infrastructure. It includes 2,650km of roads, 385km of footpaths, and 27km of cycleways. There are 3 signalised intersections, 103 roundabouts, 98 bridges, and 94 bus stops. Selwyn also has 7,530 street lights and 18,698 road signs.

Over half of the Selwyn roading network is sealed, 1,520km of road are sealed and 1,130km are unsealed. 340km of road are classified as urban, rural roads make up the remaining 2,310km.

2.7.2 Service Summary

Council offer a number of ancillary transportation services as well as establishing, operating, and maintaining roading infrastructure.

An extensive Park and Ride facility was established in Rolleston adjacent to council headquarters. The Rolleston Park & Ride hosts 79 carparks and six cycle racks facilitating access to express bus services into Christchurch city from the Kidman Street hub.

Council run a host of driver and road safety education programmes. These are delivered through both active education courses carried out in schools and the community, and passive education initiatives delivered via advertising and merchandise.

2.8 Stakeholders

2.8.1 Key Stakeholders

Key stakeholders are those who have significant specific involvement with the assets or the service facilitated by the assets. In particular the 'Public Service providers', including schools, hospitals, the Defence Force, corrections facilities, and other government organisations. 'Asset Managers' are those District Council staff (engineers and others) whose responsibility it is to manage the services made possible by the assets that make up the transportation network.

Different issues will require different levels of engagement; from a broad approach, to specific engagement limited to those directly affected. The key stakeholders affected by the Selwyn District transportation system are outlined below.

Table 2-5: Key Stakeholders and Significant User Groups

Stakeholders – External & National	Stakeholders Main Interests	Engagement Range	Engagement Methods
Accident Compensation Commission		Limited	Correspondence
Age Concern	Transport Sector groups	Limited	Occasional correspondence
Audit NZ	Legislative responsibilities as defined in Legislation	Limited	
Automobile Association	Transport Sector groups	Limited	Regular contact at road safety co-ordination meetings.
Cycle Advocates Network (CAN)	Transport Sector groups	Limited	Occasional correspondence
Department of Conservation	Enhance conservation values	Limited	
Energy Conservation Authority	Transport Sector groups	Limited	Occasional correspondence
Federated Farmers	Transport Sector groups	Limited	Correspondence
Local Government New Zealand/ Central Government	Ensure that Local Government Act is complied with (via Auditor-General) Enhance value of decision making process	Limited	
Ministry Of Education	Safety for school children (urban and rural)	Limited	Correspondence
Ministry for the Environment		Limited	
Ministry of Health		Limited	
Ministry Of Transport		Moderate	
New Zealand Police	Road Safety Partner	Limited	On-going liaison and appropriate formal contact where required. Police representatives are part of the Road Safety Coordinating Committee
Waka Kotahi - New Zealand Transport Agency	Legislative responsibilities as defined in Legislation, Funding Partner	Moderate	Continual and frequent informal contact and appropriate formal contact where required

Stakeholders – External & National	Stakeholders Main Interests	Engagement Range	Engagement Methods
New Zealand Trucking Association	Transport Sector groups	Limited	Occasional correspondence
KiwiRail & NZ Railways Corporation	Transport system provider	Limited	Close liaison with KiwiRail on level-crossing maintenance. Occasional correspondence on other matters
Telecommunications companies	Utility operator	Limited	Close liaison. Full procedures to be developed reflecting the 2009 NZUAG “Code of Practice for Working in the Road”
The Farm Forestry Association	Transport Sector groups	Limited	Occasional correspondence
The Forest Owners Association	Transport Sector groups	Limited	Occasional correspondence
New Zealand Heavy Haulage Association	Transport Sector groups	Limited	Regular contact at road safety co-ordination meetings

Stakeholders – External & Regional	Stakeholders Main Interests	Engagement Range	Engagement Methods
<p>Neighbouring Authorities with road connections</p> <ul style="list-style-type: none"> Department of Conservation Christchurch City Council Waimakariri District Council 	<p>Neighbouring Road Controlling Authorities:</p> <p>DOC is a road controlling authority within Selwyn District</p> <p>Ashburton District and SDC are joined by SH75 at the Rakaia Gorge and SH1 at Rakaia</p> <p>Christchurch City and SDC share a number of boundary roads between the two authorities and one bridge that straddles the boundary</p> <p>Waimakariri District and SDC are joined at the Waimakariri Gorge Bridge (local road)</p>	Moderate	<p>On-going contact with relevant staff.</p> <p>Formal liaison of elected representatives at CEO levels</p> <p>Christchurch City Council:</p> <p>An informal agreement has been reached, for bridge maintenance and management of the bridge with responsibility on the Christchurch City Council.</p> <p>Waimakariri District Council:</p> <p>An informal agreement has been reached, for maintenance and management of the bridge which places responsibility on the Selwyn District Council</p>

Stakeholders – External & Regional	Stakeholders Main Interests	Engagement Range	Engagement Methods
Neighbouring Authorities with no road connections <ul style="list-style-type: none"> Ashburton District Council Grey District Council Hurunui District Council Westland District Council 	Neighbouring Road Controlling Authorities:	Limited	Regular contact with relevant staff. Formal liaison of elected representatives at executive level
Canterbury District Health Board	Community Health	Limited	Occasional correspondence
Canterbury Regional Council	Resource use is sustainable as directed in the RMA 1991	Moderate	
Canterbury Regional Land Transport Committee	LTMA 2003 role	Moderate	Correspondence, meeting attendance, submissions
Central Plains Water Trust	Development of irrigation facilities	Moderate	Correspondence Meetings to coordinate work programmes
Greater Christchurch Partnership	Partnership in urban growth over 35 year period	Moderate	
Living Streets Canterbury	Urban design	Limited	Correspondence
Waka Kotahi New Zealand Transport Agency state highway division	The state highway division of the NZTA is the State Highway Authority. There are two State Highways in the District, SH1 and SH73. The nature of the special relationship revolves around management of the network at the points at which they meet; i.e. road intersections	Moderate	Regular personal contact and appropriate formal contact where required Delegations – streetlights, street sweeping etc.
Orion NZ Ltd	Utility operator	Limited	Close liaison. Full procedures to be developed reflecting the 2009 NZUAG “Code of Practice for Working in the Road”
New Zealand Trucking Association	Transport Sector groups	Limited	Regular contact at road safety co-ordination meetings.

Stakeholders – External & Local	Stakeholders Main Interests	Engagement Range	Engagement Methods
Selwyn District Council customers and resident population	Reliable transportation services at an affordable cost	Broad	

Stakeholders – External & Local	Stakeholders Main Interests	Engagement Range	Engagement Methods
All commercial and private road users including: <ul style="list-style-type: none"> • Pedestrians • Cyclists • Motorists • Heavy-vehicle operators • Equestrians • Drivers 	Reliable transportation services at an affordable cost that considers their favoured mode of transport	Broad	
BUG-R (Bicycle User Group – Rolleston)	Transport Sector groups		
Christchurch to Little River Rail Trail Trust	Cycle trail development	Limited	
Consultants and Contractors	Commercial opportunities	Limited	
Local Businesses/Industries	Transportation services to suit commercial needs and expansion, at affordable cost	Moderate	
Local Iwi/Ngai Tahu Te Runanga o Ngai Tahu Tuahuriri Runanga	Enhance waterways and Te Waihora for Mahinga kai, cultural/spiritual values	Limited	Corporate level consultation
Schools	Safety for school children (urban and rural)	Limited	Correspondence Programmes
SPOKES	Transport Sector groups	Limited	

Stakeholders - Internal	Stakeholders Main Interests	Consultation Range	Engagement Methods
Selwyn District Council (overall)	Maximise the four aspects of well-being through provision of the Transportation Activity	Broad	
Asset Managers	As above plus policy, planning and implementation of infrastructure and service management activities (e.g. operations, demand management, maintenance, construction). Safety. Effective corporate support for decision-making, service management, procurement, finance, communications, I.T., staff and other resources	Limited	

Stakeholders - Internal	Stakeholders Main Interests	Consultation Range	Engagement Methods
Contract Managers	Responsible for implementation of infrastructure and service management activities	Moderate	
Corporate Services Manager Financial Manager	Proper accounting for assets and for services consumed by asset management activities	Moderate	
Council committees	As per delegated authority from Council	Limited	
Customer Services	Systems which minimise and resolve complaints/enquiries about service	Limited	
Elected Officials	Owner of assets, responsible for sustainable service levels under the LGA 2000	Broad	
Executive	Compliance with regulations, service reliability, quality and economy	Broad	
Information Services	Clarity of technical and budget requirements for systems and support	Limited	
Planners	AMP support for Long-term Community Plans. Infrastructure support for current/future district activities	Limited	

2.8.2 Relationships with Key Organisations

There are a number of other key organisations and groups with which relationships are maintained. These include:

- Waka Kotahi – The New Zealand Transport Agency (NZTA),
- Environment Canterbury – Canterbury Regional Council,
- Christchurch City Council,
- Waimakariri District Council,
- Greater Christchurch Partnership member organisations, and
- Tangata Whenua

Waka Kotahi – The New Zealand Transport Agency:

NZTA is a funding partner for most of Council's road maintenance, renewals and new works and is therefore a significant stakeholder. Council also operates the street lighting networks located on State Highways under delegation from NZTA.

Environment Canterbury:

Environment Canterbury (ECan) has statutory responsibility for regional transportation planning and public transport. ECan's areas of responsibility include, Regional Transport Planning, Regional Transport Committee, Public Transport, and Natural Resource Management.

Environment Canterbury is responsible for the development of the Regional Land Transport Plan (RLTP), and coordinating the suite of documents that align with the RLTP. ECan establishes and chairs the Regional Transport Committee (RTC), which is responsible for preparing the Regional Land Transport Plan, and for advising the Regional Council on strategic land transport planning and funding matters. Environment Canterbury is also responsible for the provision of public transport within the Canterbury region. This covers the entire Greater Christchurch area and includes work on the Metro Strategy.

Christchurch City Council and Waimakariri District Council:

Christchurch City and Waimakariri District are Selwyn's immediate neighbours, and the transportation networks are intrinsically linked. Christchurch City lies at the eastern end of the District's northern boundary. There are a number of boundary roads between the two authorities, and one bridge that straddles the boundary. The Waimakariri and Selwyn Districts are joined by road at the Waimakariri Gorge Bridge.

The following tables are taken from R423 – Maintenance of Boundary Roads Policy, detailing the roads and lengths maintained by each of the boundary authorities:

Table 2-6: Selwyn District Council Boundary Road Responsibilities

Road Name	From	To / Type	Length (m)
Hodgens Road	Springs Road	Longstaffs / Fountains Road / Sealed	1,800
Longstaffs Road	Whincops Road	Hodgens / Fountains / Sealed	272
Dawson Road	Chattertons Road	Jones Road / Sealed	4,935
Marshs Road	Main South Road	Springs Road / Sealed	3,615
Springs Road	Marshs Road	Hodgens Road / Sealed	529
Whincops Road	Longstaffs Road	Knights Steam Bridge / Sealed	398
Total metres			11,549

Table 2-7: Christchurch City Council Boundary Road Responsibilities

Road Name	From	To / Type	Length (m)
Chattertons Road	McLeans Island Road	Dawsons Road / Sealed	5,987
Early Valley Road	Old Tai Tapu Road	End / Sealed	2,025
Jones Road	Dawsons Road	Bailey Street / Sealed	1,229
Waterloo Road	Barbers Road	Bicknor Street / Sealed	836
Total metres			10,077

The Waimakariri George Bridge is maintained by Selwyn under the road and bridge maintenance contract, with the costs of works carried out on the half of the bridge in the Waimakariri District being recouped from the Waimakariri District Council.

Greater Christchurch Partnership:

The Greater Christchurch Partnership is a voluntary coalition of local government, iwi, health, and government agencies working collaboratively for the prosperity of Greater Christchurch. The Greater Christchurch Partnership Committee is an evolution of the Greater Christchurch Urban Development

Strategy Implementation Committee, which was established in 2007 to oversee the implementation of the Greater Christchurch Urban Development Strategy

The Greater Christchurch Partnership is made up of representatives from Councils in the Greater Christchurch area, Iwi, and Government organisations:

- Christchurch City Council
- Environment Canterbury
- Selwyn District Council
- Waimakariri District Council
- Te Rūnanga o Ngāi Tahu
- New Zealand Transport Agency
- Canterbury District Health Board
- Greater Christchurch Group - the Department of Prime Minister and Cabinet

The work of the regeneration agencies is critical to achieving the long-term vision for Greater Christchurch.

Tangata Whenua

For Maori, linking the past, present and future is an important concept of life. There is much value in learning from the past in planning for the future. Kaitiakitanga – safe guarding our future (guardianship) and Tikanga (protocols) are two powerful concepts embodied in Maori culture.

Council work with Tangata Whenua and will continue to enhance the relationships with the local Iwi through their representative Te Runanga Taumutu. Enhancement of the relationship will be undertaken by the Asset Manager Transportation through discussions on issues that affect both Iwi and Council in relation to the Transportation Activity. Council will seek to understand and exercise the principles of Kaitiakitanga so those who follow can enjoy what we enjoy today, and seek to establish the right Tikanga that will enable us to deliver services in an integrated and sustainable way.

Objectives and processes are discussed in the Mahaanui - Iwi Management Plan (2013).

2.9 Improvement Plan Items

TO BE UPDATED TO REFLECT PROGRESS AND NEW 2021 IMPROVEMENT ITEMS AT COMPLETION

DRAFT