

## 4.0 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.

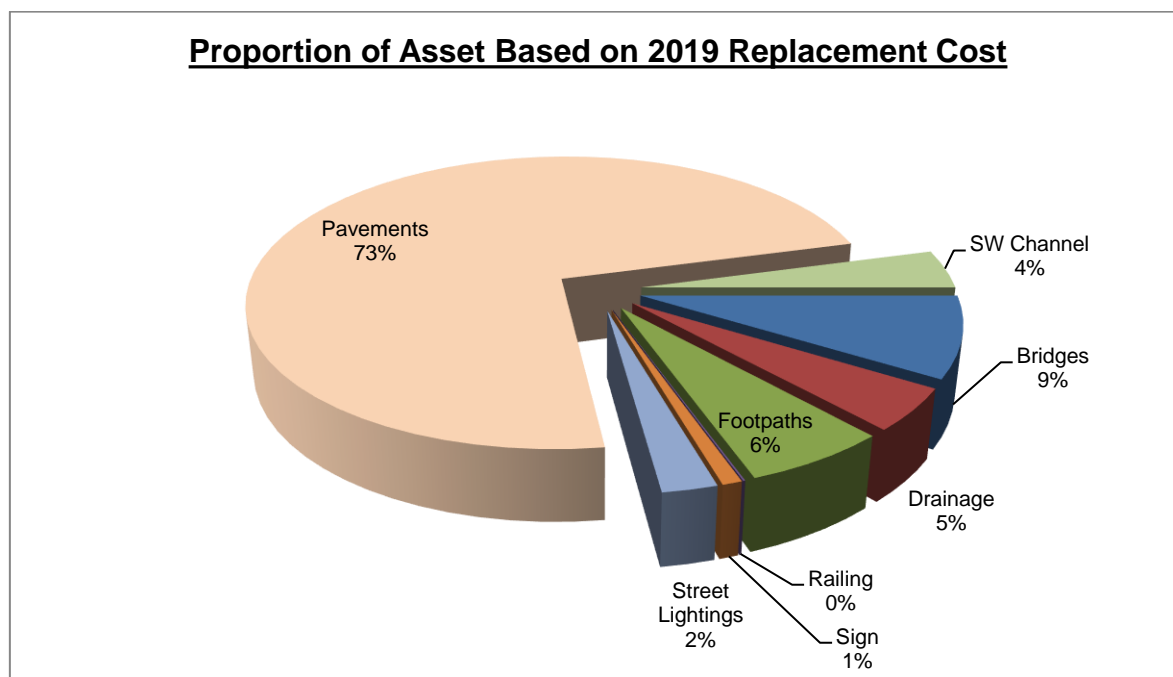
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## 4.1 Transportation Assets

Transportation is a significant service for Selwyn District Council. The annual operating expenditure represents around one-quarter of Council's overall annual operating expenditure while capital works are also a large proportion of the District's spend. A valuation report is prepared annually to establish the replacement cost of the entire transportation network.

At the end of the 2019/20 financial year the Selwyn District Transportation Network has a replacement cost of \$829,141,456. This is a 2.1% increase on the previous year's valuation.



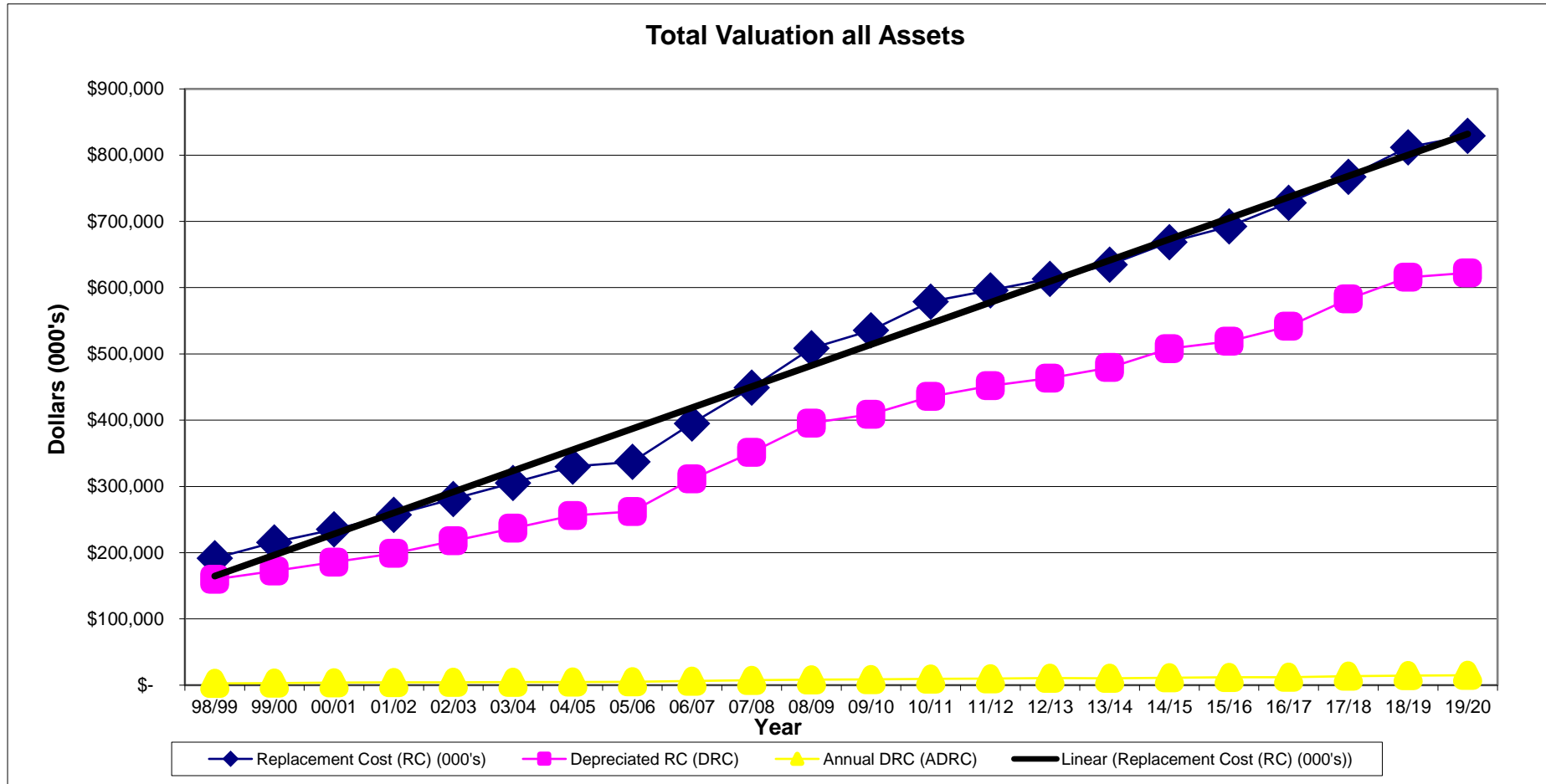
**Figure 4-1:** *Proportion of Asset Based on 2019 Replacement Cost*

Source: Valuation Report (BECA, 2020)

The valuation of Council Transportation assets is undertaken by Beca as part of the SDC Transport Asset Information Services contract. The valuation is produced for financial reporting purposes, required under the Local Government Act, using the RAMM Asset Valuation Module. The valuation meets the requirements of the Public Benefit Entity International Public Sector Accounting Standard 17 (PBE IPSAS 17).

The valuation covers only the components of Council-owned transportation infrastructure, and does not include the value of the land beneath them nor any power or telecommunication cabling which services them. The asset valuation module is also able to project the remaining useful life of assets.

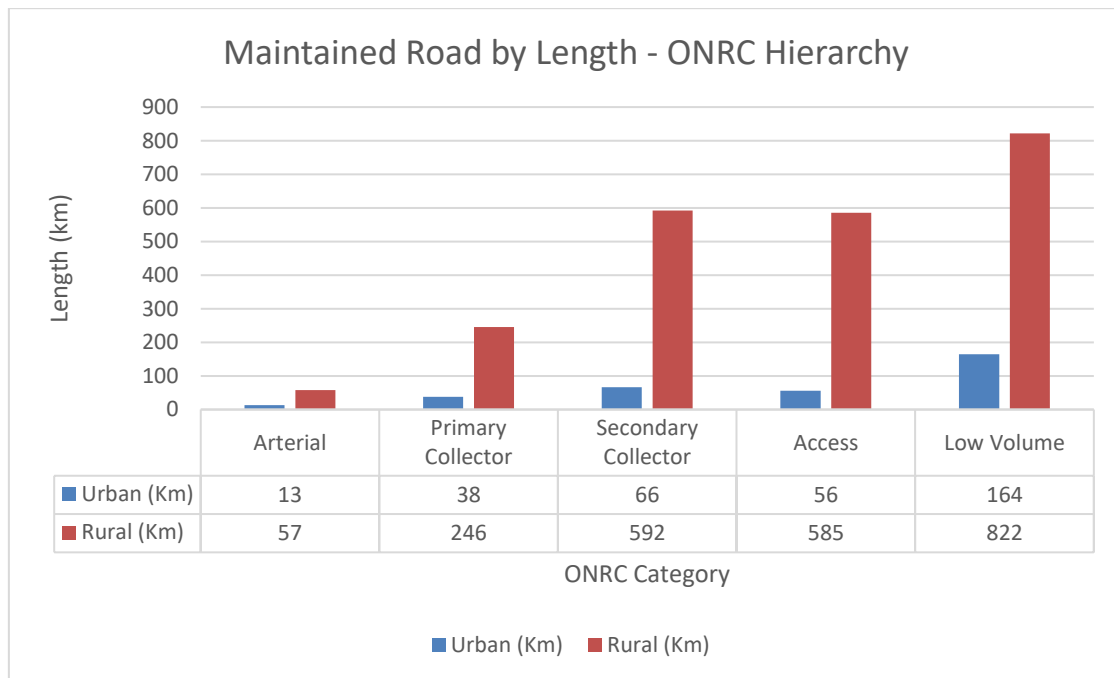
**Figure 4-2: Total Valuation of All Transportation Assets**



Source: Transportation Valuations Summary (Beca)

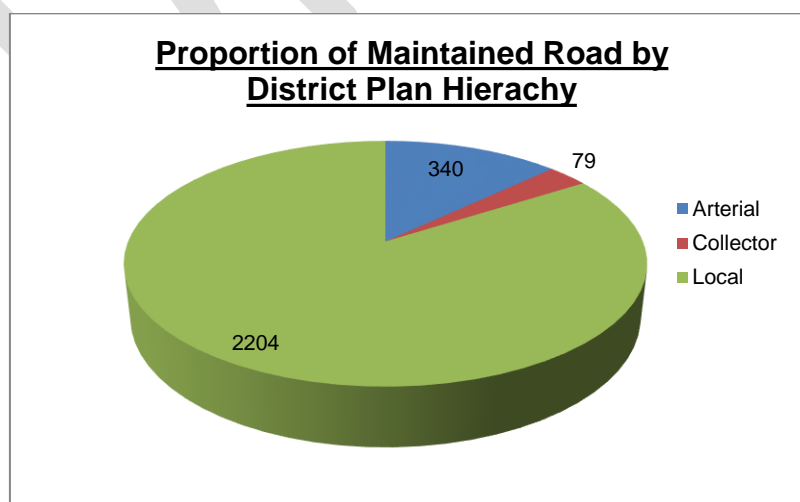
## 4.2 Network Hierarchy

The District Plan and ONRC hierarchy length consist of Council maintained roads including shared boundary roads with Christchurch City. There is a minor discrepancy in total length. This data issue will be addressed as part of the Improvement Plan and explains the small variation between the District and the ONRC network length.



**Figure 4-3: Road Hierarchy and Urban/Rural Setting (RAMM)**

Council uses a simplified hierarchy for planning purposes in the District Plan. The District's road hierarchy was reviewed in 2011 as part of District Plan change process to reflect growth patterns at that point in time. The District Plan is again under review at the time of writing, though the road hierarchy remains largely unchanged other than addition from roads being built in the intervening decades. The district plan hierarchy is largely used for land-use planning purposes, rather than for transportation purposes.



**Figure 4-4: Proportion of maintained road by District Hierarchy class (Beca)**

The ONRC hierarchy is reviewed every five years to keep up with the impacts on the network of population growth and industry changes. The spatial distribution of the ONRC hierarchy across the district was updated and agree with Waka Kotahi this year and is shown in the following maps.

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**Figure 4-5:** Selwyn District One Network Roading Classification Hierarchy by Townships – Peri-Urban Centres



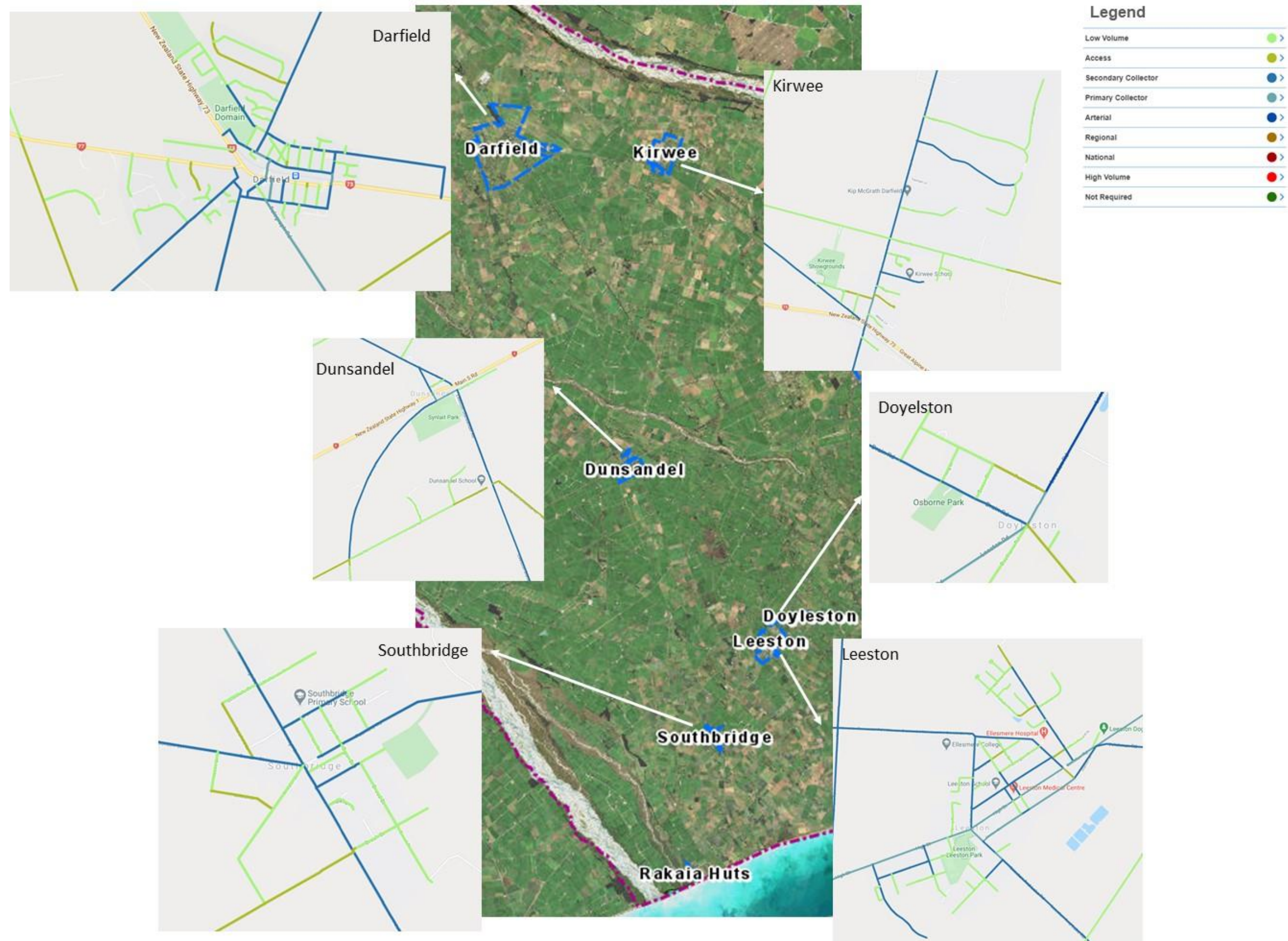
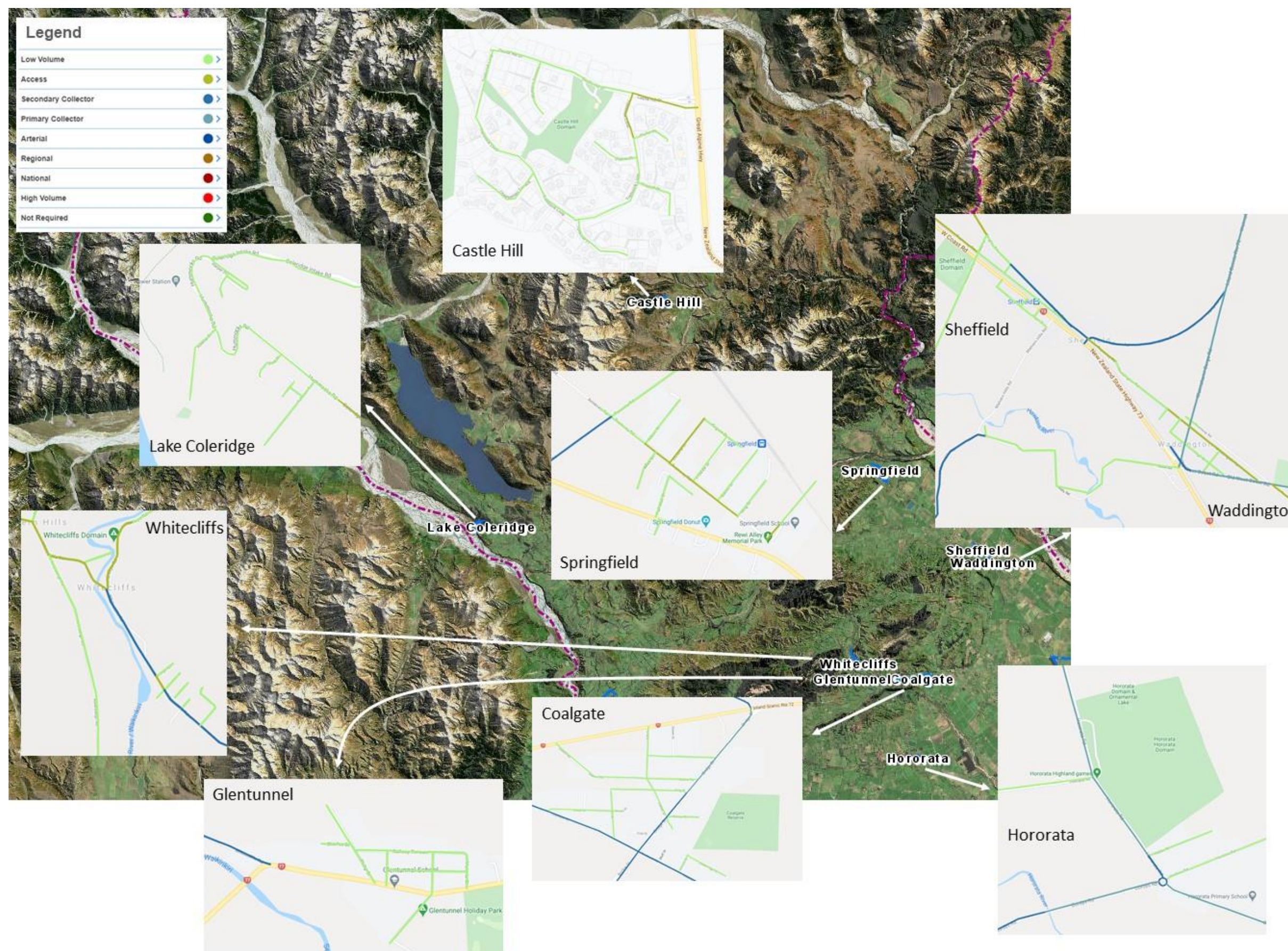


Figure 4-6: Selwyn District One Network Roading Classification Hierarchy by Townships – Outer-Plains Centres





**Figure 4-7:** Selwyn District One Network Roading Classification Hierarchy by Townships – Malvern Hills & High Country Centres



### 4.3 Council Transportation Activities

In providing transport services to the District, Council manages assets and delivers programmes that support effective and safe use of the transport network. 'Non-asset' solutions focus on improving the use of existing assets and supporting behaviour change to achieve better outcomes for the community. Council is actively involved in the following areas:

#### Road Safety

Implementing national, regional and local road safety initiatives involves a number of Council staff. Road safety is an integral part of the transportation planning and operations management carried out by the wider transportation team. The Road Safety programme for 2021-2024 has an emphasis on intersections, mature drivers, and young drivers. To align with the latest Communities at Risk Register, specific attention is given to intersection safety initiatives. Council has introduced a Driving Skills Refresher course and subsidised refresher driving lessons for drivers over the age of 65, to provide more emphasis on the safety of mature drivers. The expansion of the Young Drivers focus area to cover all drivers at a learner ability (including migrants) has also resulted in growth to this focus area to allow for additional mentor/training programmes. The increase in consistency and variety of educational courses that will be on offer in the Selwyn district highlights the Road to Zero focus area of driver licensing and training.

#### Walking and Cycling

Encouraging walking and cycling provides positive benefits for health and efficient use of the transportation system. This mode shift where people walk and cycle instead of driving reduces congestion on the motorway which allows the road asset to be used longer before requiring a capacity upgrade. Council has prepared a Walking and cycling strategy to identify initiatives to encourage modeshift and priorities investment in infrastructure improvements.

#### Passenger Transport

Passenger Transport is provided in line with the Metro Strategy. Environment Canterbury operate the public transportation services, and the associated bus stop, shelter, and park and ride infrastructure is provided by Council. Council advocates for passenger transport services within the District ensuring that ECan is notified regarding new subdivisions so that buses can be routed around these areas and actively encourages residents to utilise the service.

#### Travel Demand Management

Travel Demand Management (TDM) aims to reduce the impact of increasing traffic by influencing the travel that occurs. This involves behaviour change more than the provision of additional assets. Travel Demand Management studies and initiatives are driven at the Greater Christchurch Partnership level, and Selwyn District Council acts as a collaborative funding partner rather than an activity leader in these actions.

#### Transportation Planning

The transportation sector is highly regulated and planning is required to ensure:

- Long Term Planning and consultation occurs as required under the Local Government Act 2002.
- NZTA funding application requirements are met and rules and guidance are complied with.
- Development is managed effectively within the Resource Management Act 1991 and the Regional/Greater Christchurch/District Planning Framework.

- The asset is managed effectively and efficiently through the use of technology, information management and effective decision making.
- Sustainability objectives are targeted.

Transportation planning is undertaken by Council staff with specialised assistance from consultants.

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#### 4.4 Improvement Plan Items

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

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