

# Activity Management Plan 2021

## Transportation Introduction

Roading | July 2021



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## 1 Introduction

Waimakariri District Council is responsible for the management of a Transportation network that enables the convenient and safe movement of people and goods by a variety of modes, and performs the key function of providing access to businesses and residential property.

This document should be read in conjunction with the overarching Introduction to the Waimakariri District Council Utilities and Roding Activity Management Plans, which gives an overview of the District and its activities, aims and aspirations.

### **Purpose of the Plan**

The overall objective of this Activity Management Plan is:

To provide a strategic, tactical and operational plan, which provides a framework and guidance that assists Waimakariri District Council in meeting the needs and aspirations of the district's transport network through the effective use of its assets and associated activities.

The specific purpose of this plan is to:

- Identify how Roding and Transportation activities are to be managed.
- Explain how Waimakariri District Council will deliver the required level of service in the most efficient, effective and appropriate manner.

This is the seventh edition of the Roding Activity Management Plan (AMP). This AMP continues to be based on the International Infrastructure Asset Management Manual (2011). In its original form this Plan would have been focused on asset management detailing Council assets and their maintenance, use and replacement. This has evolved to place greater recognition on the fact that assets exist to address the needs of the customer, in this case the users of the Waimakariri District transport system. An asset that is not meeting those needs because it is no longer utilised, however well preserved it may be, serves no useful function and may actually be diverting resources away from those assets more in need. In addition to assets, other resources such as education, marketing, speed management and many other 'soft' measures are recognised as providing a synergy which allows better utilisation of assets. As such, they are an integral component of the plan.

The most significant recent variation to the Activity Management Plan has been the inclusion of the Better Business Case Approach. Developed by Treasury from a Welsh initiative, it seeks to focus the AMP on the key issues facing the Road Controlling Authority and how the proposed programme of works would address these.

Activity Management Plans should be reviewed every three years to align with the Long Term Plan (LTP).

The main benefits derived from the preparation and implementation of the AMP are:

- Improved understanding of service level options and standards.
- Better understanding and forecasting of asset related management options and costs
- Managed risk of asset failure
- Improved decision making based on risk management practices
- Clear justification of forward works programmes and funding requirements based on asset and activity needs.

## **Approval Process**

The Activity Management Plan approval process involves:

- Review by Management Team
- Approval by Council

No direct community consultation has been undertaken on the levels of service in this plan. It is Council practice to consult on Activity Management Plan levels of service through the Long Term Plan process where the financial outcomes, levels of service, key performance measures and major capital projects are presented for community comment and submissions. In addition service requests, Council's three yearly customer satisfaction surveys, and feedback to Councillors and Community Boards provide valuable information to determine whether there is community desire to change levels of service.

Furthermore, each individual Roding project follows a consultation process with directly affected residents and businesses. This provides an opportunity for the community to propose changes to the design standards that are set through the levels of service in this plan.

## **Relationship with other planning documents**

The Council's operation and delivery of all Roding and Transportation activities is constrained and shaped by the legislation, statutory plans, processes, and other documents. Figure 1 and Figure 2 identify the AMP's relationship to other national and local planning documents.

Figure 1: Hierarchy of WDC Policy, Strategy and Planning

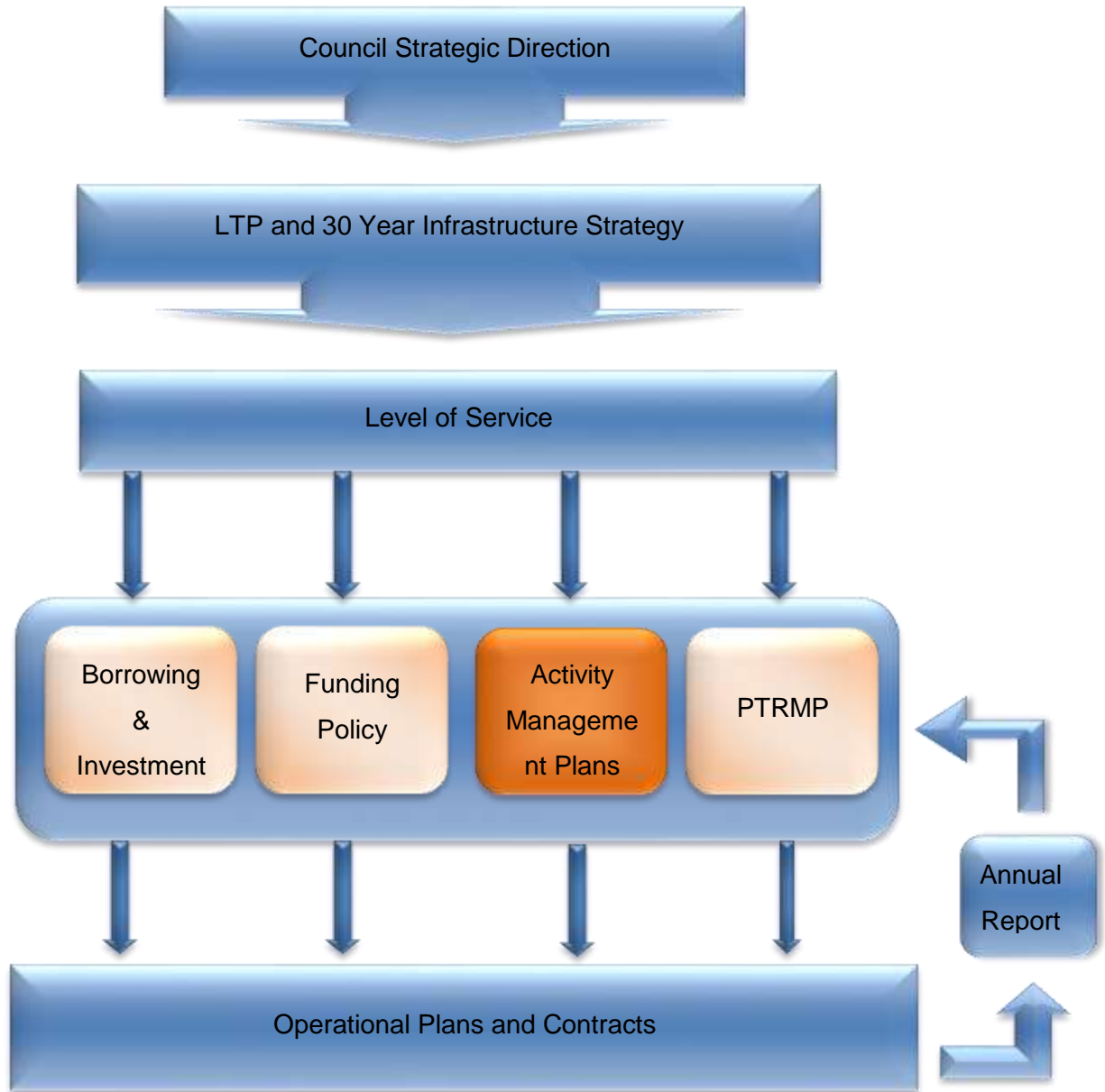
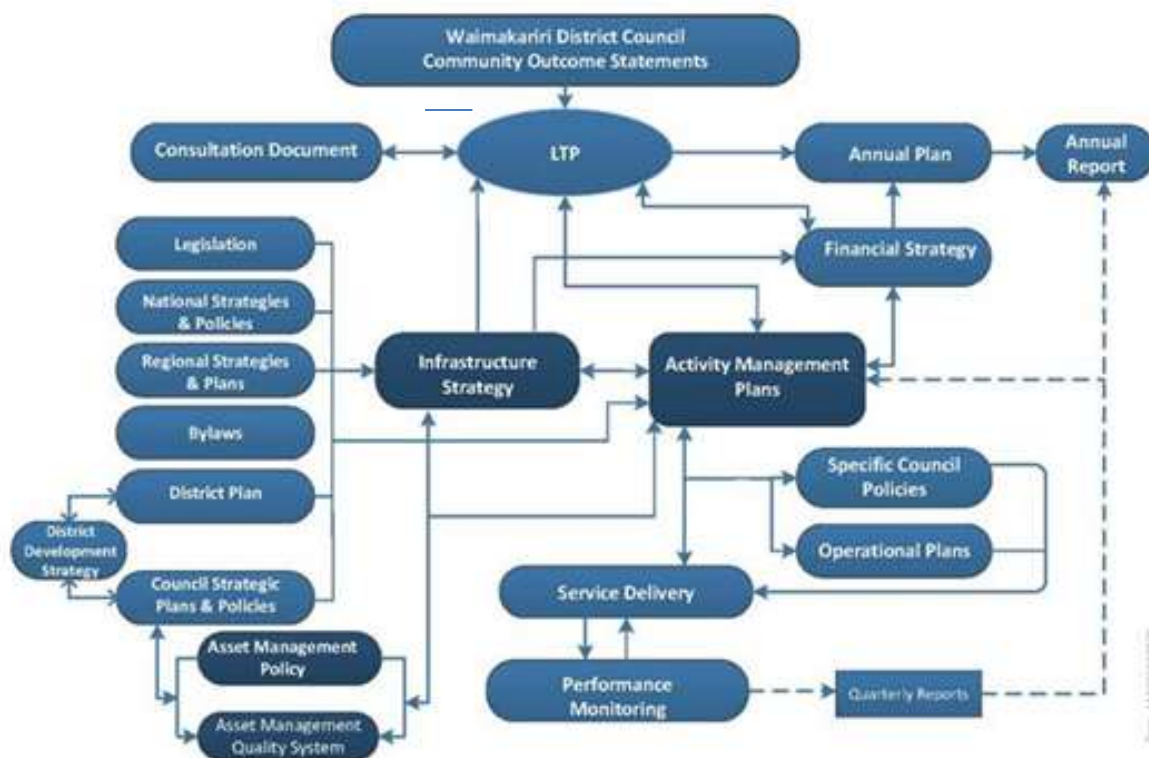




Figure 2 Document Linkage chart



## Strategies, Policies and Plans that Impact on this Activity

Table 1 below outlines the strategic documents utilised by the Council as part of the planning process. It identifies the pathways for external and internal influences on Council’s activity management plans and how these in turn influence other aspects of Council business.

Table 1: National, Regional and local Strategies and Plans

Documents	Descriptions
<b>Internal Documents</b>	
30 Year Infrastructure Strategy	Required by LGA 2002, is intended to be a vehicle for identifying the significant infrastructure issues facing the council over that period, the principal options for managing those issues, and the implications of those options. The Strategy is based on a set of assumptions and the risks regarding the accuracy of these increase over time. The Strategy is therefore reviewed every three years as part of the LTP cycle. Projects identified in years eleven onwards are considered to be fluid due to the greater degree of uncertainty about the operating environment and underlying assumptions.
Long Term Plan (LTP)	The Long Term Plan is a comprehensive statement of the Council's plans for the next ten years. It is the primary instrument for the Council to report on its intentions on delivering its services to the community. The service level options and associated costs developed in this Activity Management Plan will be fed into the Long Term Plan.
Activity Management Plans	These documents provide a detailed account of the rationale, management practices, processes, and responsibilities of the Council and others directly involved in management of the Activity. The Activity Management Plan links the long term strategy of the Council to the operational resources and directs them in how they deliver a level of service required to meet community expectations as defined by the desired community outcomes. Detailed financial information relating to the management of the activity resides in these documents and is summarised at the Council level in the LTP.
Annual Plan	The Annual Plan outlines the Council's work programme and key projects for the next year.
Financial and Business Plans	The financial and business plans requirement by the Local Government Amendment Act (3). The expenditure projections will be taken directly from the financial forecasts in the Activity Management Plan.

Bylaws	<p>Bylaws are required by the Local Government Act 2002 for every local authority. They are a rule or regulation made by a Local Authority on a diverse range of subjects. The following Bylaws relate to this AMP:</p> <ul style="list-style-type: none"> <li>• Waimakariri District Council Speed Limit Bylaw 2009</li> <li>• Waimakariri District Council Vehicle Crossings Bylaw 2019</li> <li>• Waimakariri District Council Stock Movement Bylaw 2020</li> <li>• Waimakariri District Council Parking Bylaw 20019 including schedule</li> </ul>
Contracts	<p>The service levels, strategies and information requirements contained in the Activity Management Plan are the basis for performance standards in the current Maintenance and Professional Service Contracts.</p>

<b>External Documents</b>	
Government Policy Statement (GPS)	<p>The GPS sets out the government’s priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated.</p>
New Zealand Transport Strategy	<p>The NZTS promotes a holistic view of transport that encompasses rail, cycling, walking and travel demand management. The Strategy’s objectives are to: assist economic development; assist safety and personal security; improve access and mobility; protect and promote public health and ensure environmental sustainability.</p>
National Land Transport Programme (NLTP)	<p>The NLTP is a three year land transport programme that is funded by Waka Kotahi (NZTA).</p>
Greater Christchurch Urban Development Strategy (UDS)	<p>The UDS is a collaborative partnership between the Christchurch City Council, Environment Canterbury, the District Councils of Selwyn and Waimakariri, and the NZ Transport Agency, to manage growth and development in the Greater Christchurch area, including the location of future housing, development of social and retail activity centres, areas for new employment and integration with transport networks.</p>

Greater Christchurch Travel Demand Management (TDM) Strategy	This strategy is a key part of the UDS and it outlines how travel demand will be managed in the greater Christchurch area to meet the transport outcomes of the UDS.
Our Space 2018-48	A strategic framework put in place to update the work of and complement the UDS.
Regional Land Transport Plan (RLTP)	The RLTP is the vision of the Canterbury region, bringing together its key objectives for its member RCA's, its views on the future transport directions for the Region, and the programme of work its members seek to deliver, including prioritisation for NLTF allocations.
Canterbury Regional Public Transport Plan (RPTP)	The RPTP outlines the current state of our regional transportation network and the challenges we face now and in the future. The priorities in the plan reflect the context of regional, national and international events and trends. The programmes and projects in it are the regional responses to these challenges and include actions for Canterbury's regional and district councils and (Waka Kotahi New Zealand Transport Agency).
Greater Christchurch Mode Shift Plan	The Greater Christchurch Mode Shift Plan is the first document to describe the sub-region's integrated and cohesive approach to delivering mode shift. It responds to a request from the Government for all high-growth urban areas to produce regional mode shift plans.
Arataki (Waka Kotahi)	Arataki is Waka Kotahi's 10-year view of what is required to deliver on the Government's current priorities and long term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the Transport Agency will use, in partnership with others, to shape change.  It includes national, pan-regional and regional summaries
Transport Outcomes Framework	The Transport Outcomes Framework takes a strategic, long-term, and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term.
Road to Zero – NZ Road Safety Strategy	The Road to Zero Strategy articulates government's vision 'a New Zealand where no one is killed or seriously injured in road crashes', guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030.

## Other Council Strategies, Policies and Plans

The following is a list of other Council strategies, policies and plans relevant to Roading and Transportation in the Waimakariri District Council:

- Waimakariri District Walking and Cycling Strategy
- Rangiora Town Centre Strategy (RTC2020)
- Kaiapoi Town Centre Plan
- Waimakariri District Accessibility Strategy 2017-21
- Age –friendly Waimakariri Plan and Process 2019-2021
- The Waimakariri District Plan
- West Rangiora, East Rangiora, Kaiapoi and Woodend Structure Plans
- Kaiapoi Traffic Study
- District Transport Study
- Rangiora Transport Study
- Rangiora Parking study
- Kaiapoi Parking study
- Waimakariri District Development Strategy
- Waimakariri Rural Residential Development Strategy 2019

## Policy and Procedural Implications

The District Transport Study, Rangiora Transport Study, and Kaiapoi Traffic Study were all based on data from the 1996 census, and were developed prior to a more integrated and sustainable approach to transport planning as required by the Land Transport Management Act and as envisaged in the Greater Christchurch Urban Development Strategy. Hence they are now somewhat out of date, although some key aspects have been incorporated in current plans as detailed below.

The key strategies in managing transport in the district are 'Our Space', which supersedes the Greater Christchurch Urban Development Strategy (UDS), the Regional Land Transport Plan (RLTP) and the Waka Kotahi (NZTA) Road to Zero road safety strategy

At a more detailed level specific transport studies and plans will be carried out as part of the development of Structure Plans and Outline Development Plans for the growth areas defined in the UDS.

Other strategies such as the Road Safety Strategy, the Walking and Cycling Strategy, Age – friendly Waimakariri Plan and the Greater Christchurch TDM Strategy are specific strategies that support the overall directions in the RLTP.

## **Infrastructure Assets Included in the Plan**

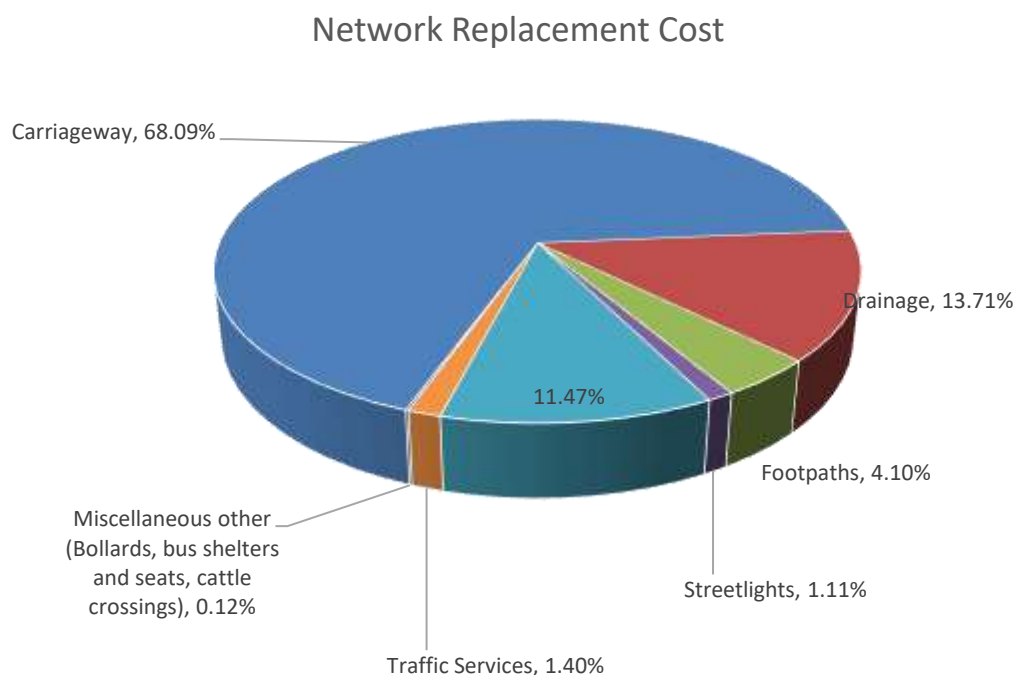
Roading assets are discussed by the Roding Activity Management Plan in the following asset groups:

Table 2: Assets Included in Activity Management Plan by Type and Quantity <sup>12</sup>

Asset Group	Quantity/ Length	Asset Group	Quantity/ Length
Road Carriageway		Footpath & Cycleways	356.6 km
Formation (km)	1,555.254 km	Road Drainage	
Sealed Roads	971 km	Kerb & Channel	445.9 km
Unsealed Roads	586 km	Culverts	44.9 km
Bridges & Road Structures		Sumps	4107 ea
Bridges	157 ea	Soak pit	574 ea
Large Culverts	131 ea	Swale	29.9 km
Stock underpass	13 ea	Subsoil drain	411 m
Cattle stops	19	Traffic Services	
Streetlights		Signs	18602 ea
Poles	4970 ea	Railings	7.2km
Brackets	5404 ea	Traffic Islands	1026 ea
Lights	5264 ea	Tactile Indicators	633 ea
Passenger Transport		Active Warning Signs	31 ea
Bus Shelters	20 ea	Edge Marker post	399 km
Bus seats	26 ea	Bollards	326 ea
		Traffic Signals	3 ea

Source: 2020 Valuation

Figure 3: Network Replacement Costs 2020 (Source 2020 Valuation)



## 2 Key Stakeholders in the Plan

The levels of service for the transport activity are determined by the community. How the services are provided is determined by the Council in response to the requirements of both the key stakeholders and legislation. Key stakeholders are broadly defined as:

- Waimakariri Community
- Elected Members
- Other Stakeholders

### Waimakariri Community

The Waimakariri Community are the direct users of the district's transport network. This includes commercial and private road users, users of footpaths, and users of cycleways.

**Section 3: Level of Service** explains the Waimakariri Community in more detail.

### Elected Members

Elected members have a vital interest in the Roding and Transportation assets, and they represent the views of the community. They include Councillors and Community Board members.



## Internal Partners

Some of the key Council departments who contribute to or affect the decision making process of the AMP Include:

- **District Planning Unit** – provide key information on scope of development. What, where, when, and historic information from external sources such as Department of Statistics.
- **Asset Information Team** – responsible for ensuring that new asset data is maintained to a high standard, and that historic data is continually being improved.
- **3 Waters** – 3 Waters liaise with the Roding department regarding forward works planning to ensure work is carried out at an optimal time that does not involve rework over recently completed work.
- **Greenspace** – liaison re reserves/Roding overlap and project coordination.
- **Finance** – provide a comprehensive list of documents which help to inform the plan. They also assist during the budget period to ensure the programme is affordable.
- **Policy and Strategy** – responsible for developing corporate strategies and policies. The strategies provide direction and highlight community priorities and the policies can impact on the way activities are carried out, for example, the Climate Change Policy requires climate change to be taken into account in all Council decision-making.

## Other Stakeholders

There are parties with an interest in the management of WDC road assets and include, but are not limited to:

- Tangata Whenua
- Ministry of Transport and NZ Transport Agency
- Regulatory and monitoring bodies including Environment Canterbury, Ministry of Health, Department of Conservation, Audit NZ
- Contractors and consultants
- Police, Fire, emergency services and ACC
- Environmental and recreational interest groups (eg, Fish and Game)
- Automobile Association
- Road Transport Association
- NZ Police
- Local Government Organisations
- Council staff
- Utility providers

## How the Council intends to Work with others

Table 3: Council's Relationship with others

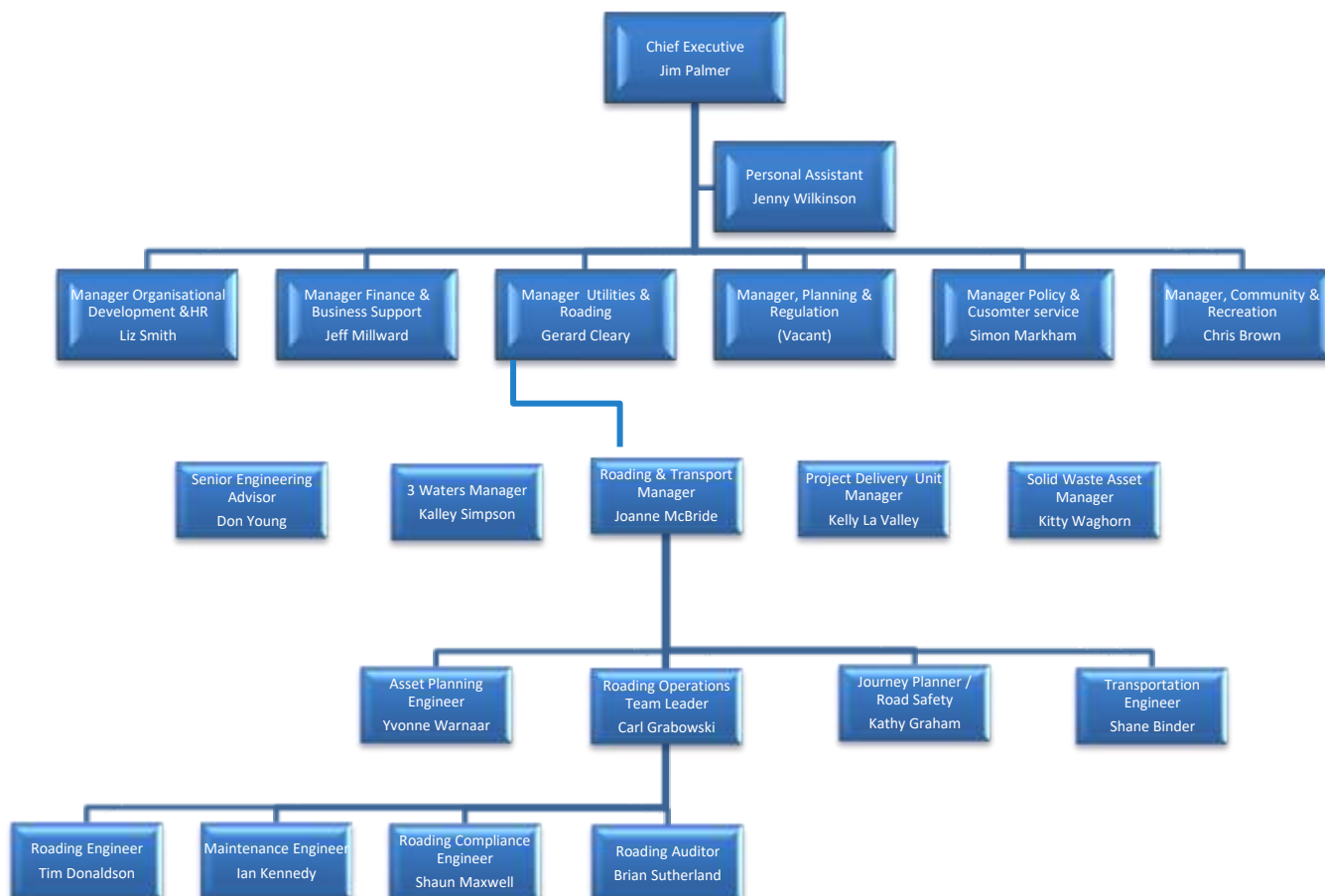
Organisation or Body	Nature of Special Relationship	How the Council Intends to Work With
Central Government Departments & Organisations / Agencies		
Waka Kotahi (New Zealand Transport Agency)	<p>Waka Kotahi (New Zealand Transport Agency) co- funds a large proportion of the Roothing network maintenance, renewals and new works. This is normally up to 51% of approved works but may be higher in special cases. Amenity street planting and off street car parking areas are not eligible for funding assistance</p> <p>Waka Kotahi has a series of rules and policies that limit and control the levels of financial support available.</p> <p>The Agency does not take an active role in the management of the district road network. Its influence is managed through application of its rules, policies and guidelines.</p> <p>It is also responsible for managing the State Highway network. There are two State Highways in the District, SH1 and SH71. The nature of the special relationship revolves around management of the network at the points at which they meet, i.e. road intersections, and where development directly impacts on the state highway network.</p>	Continual and frequent personal contact and appropriate formal contact where required.
NZ Police	Police undertake a critical role in road safety within the wider Waimakariri District through both education and enforcement. The Police are a member of the Road Safety Coordinating Committee and involved in developing Road Safety Action Plans	Personal contact with key staff. Attendance at meetings.
KiwiRail	KiwiRail is responsible for level crossings and managing the rail corridor.	Personal contact and correspondence.
The Accident Compensation Commission (ACC)	ACC are a member of the Road Safety Coordinating Committee and involved in developing Road Safety Action Plans.	Personal contact with relevant staff. Attendance at meetings.

Organisation or Body	Nature of Special Relationship	How the Council Intends to Work With
Regional Organisations		
Environment Canterbury (ECan)	ECan are responsible for developing Regional Land Transport Plans. They are also responsible for public passenger transport planning and service provision.	Personal contact with relevant staff. Membership of the regional Transport Officers Group (TOG). Elected representative on the Regional Transport Committee.
Local Government Organisations		
Hurunui District Council	Hurunui District borders the Waimakariri on the north. The Roding aspect of the special relationship relates to management, maintenance and funding of boundary roads.	Personal contact with relevant staff. Formal liaison of elected representatives at CEO levels.
Christchurch City Council	Christchurch City borders the Waimakariri on the southeast. Christchurch City along with Selwyn District, NZ Transport Agency, ECan and Waimakariri District are partners in the greater Christchurch Urban Development Strategy (UDS). The Roding aspect of the special relationship relates to management maintenance and funding of the Old Waimakariri River Bridge, which crosses our mutual border.	Personal contact with relevant staff. Membership on the Greater Christchurch Transport Managers Group. Formal liaison of elected representatives at CEO and senior manager levels.
Selwyn District Council	Selwyn District borders the Waimakariri on the south and west. Christchurch City along with Selwyn District, NZ Transport Agency, ECan and Waimakariri District are partners in the greater Christchurch Urban Development Strategy (UDS).The Roding aspect of the special relationship relates to management maintenance and funding of the Waimakariri Gorge Bridge, which crosses our mutual border.	Personal contact with relevant staff. Membership on the Greater Christchurch Transport Managers Group. Formal liaison of elected representatives at CEO and senior manager levels.
Te Ngāi Tūāhuriri Rūnanga	Tuahiwi is the home of Ngāi Tūāhuriri and has played a vital role in Ngāi Tahu history. The takiwā (district) of Te Ngāi Tūāhuriri Rūnanga centres on Tuahiwi and extends from the Hurunui to the Hakatere river and inland to the Main Divide. Nearby the famous Kaiapoi Pā was established by the first Ngāi Tahu ancestors when they settled Te Wai Pounamu	Liaison meetings with the Runanga as required and updates to the Mahi Tahi Committee. WDC has particular relationships and protocol which inform iwi engagement.

Organisation or Body	Nature of Special Relationship	How the Council Intends to Work With
Non-Government Organisations		
The Automobile Association (AA)	The AA is a member of the Road Safety Coordinating Committee and involved in developing Road Safety Action Plans.	Regular contact at road safety co-ordination meetings.
The Road Transport Association of NZ and the NZ Trucking Association	The Road Transport Association and the NZ Trucking Association are members of the Road Safety Coordinating Committee and involved in developing Road Safety Action Plans.	Regular contact at road safety co-ordination meetings.
Federated Farmers		Occasional correspondence.
The Farm Forestry Association		Occasional correspondence.
The Private Sector		
Network Utility Operators	<p>The following Network Utility Operators use parts of the District Road Network as routes for their reticulation. In most instances there are legislative rights to use the road in this manner. Network Utility Operators in the District are:</p> <ul style="list-style-type: none"> <li>• Chorus</li> <li>• Telstra</li> <li>• Enable Networks</li> <li>• MainPower</li> <li>• Waimakariri District Council</li> <li>• Hurunui District Council</li> <li>• Waimakariri Irrigation Ltd</li> <li>• Loburn Irrigation Company</li> </ul>	Approving Corridor Access Requests (CARS's) and Work Access Permits (WAP's), as well as working with Utility providers to coordinate programmes to avoid conflict.

### 3 Organisation Structure

Figure 4: Organisational Structure (some recent changes need incorporating)



### 4 Goals and Objectives of Asset Ownership

#### Reasons and justification for asset ownership

Transportation is fundamental to the quality of life in Waimakariri District. It provides people with access to employment, services, education and recreation, as well as providing for the movement of goods to support a thriving economy. The road corridor also provides access for utilities such as power, telecommunications, water supply and waste disposal. The Council considers that the provision of effective and efficient transportation systems is a key component of its goals to provide high quality living and productive environments.

Ownership of roads, other than State Highways, is vested in the Council by the Local Government Act 1974. This makes continued Council ownership the only available option.

State Highways are vested in the Crown and are maintained by Waka Kotahi (New Zealand Transport Agency). There are two State Highways in the District, State Highway 1 and State Highway 71.

The legal authority for the Council to be involved in the provision of Rooding and ownership of assets is contained in the Local Government Act 1974.

The key legislative direction is contained in Section 319 of the Local Government Act 1974. This section establishes the ability of the Council to carry out various activities. It does not require any of these activities to be carried out neither does it establish standards for the work the Council does on road.

In addition to S353 of the Local Government Act 1974 the statutes, regulations, rules, bylaws, policies and other documents detailed in this plan all constrain or shape the Council's ability to carry out its desires for transportation. The most frequently encountered constraints are those imposed by the following documents:

- Local Government Act 2002
- Local Government Act 1974
- Government Rooding Powers Act
- Land Transport Management Act
- Resource Management Act 1991 and associated district and regional plans
- The Local Government (Rating) Act 2002.

## **Council Vision**

The Council's vision is 'To make Waimakariri a great place to be, in partnership with our communities.'

Consultations carried out to develop strategies, policies and plans, regular community surveys, and ongoing feedback to staff, community boards and politicians help to define what residents think 'a great place to be' is. This is reflected in the Community Outcomes which guide Council's decision-making in the Long Term Plan and 30 Year Infrastructure Strategy.

## **Community Outcomes**

The community outcomes most strongly associated with the Rooding and footpath activity are as follows:

There is a safe environment for all:

- Harm to people from natural and man-made hazards is minimised

- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change
- Crime , injury and harm from road crashes, gambling, and alcohol abuse are minimised
- Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner.

Transport is accessible, convenient, reliable and sustainable:

- The standard of our District's roads is keeping pace with increasing traffic numbers
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes
- Public transport serves our District effectively
- Opportunities to increase the occupancy of commuter vehicles is actively encouraged

Other community outcomes of particular relevance are:

Core utility services are sustainable, resilient, affordable and provided in a timely manner:

- Renewable energy technologies and their efficient use is encouraged
- Climate change considerations are incorporated into all infrastructure decision-making processes
- Good procurement practice and effective long-term planning ensures services are sustainable, affordable and value for money for the community
- Infrastructure services are managed in a way that reduces emissions over time.

There is a healthy and sustainable environment for all:

- Harm to the environment from the impacts from land use, use of water resources and air emissions is minimised
- Harm to the environment from the spread of contaminants into ground water and surface water is minimised
- Low carbon, climate-resilient development is promoted

## **Four Wellbeing's**

Each community outcome is associated with one or more of four wellbeing's; social, economic, environmental and cultural, which the *Local Government Act 2002* requires councils to promote. As each infrastructure activity is aligned to specific community outcomes, the contribution it makes to community wellbeing can be easily seen. The relationship between the community outcomes and four wellbeing's for the Roding activity are depicted in section 4.4 of the 2021 Infrastructure Strategy.

## UN Sustainable Development Goals

The community outcomes also broadly align to the United Nations Sustainable Development Goals (SDG). These are a blueprint for providing a better and more sustainable future for all by 2030 and have been incorporated into the Council's 2021-2031 LTP for the first time.

The SDG's most relevant to the Roothing and footpath activity are as follows:

- SDG 3 Good Health and Well-being (ensure healthy lives and promote well-being for all at all ages)
- SDG 9 Industry, Innovation and Infrastructure (build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation)
- SDG 11 Sustainable Cities and Communities (make cities and human settlements inclusive, safe, resilient and sustainable)
- SDG 12 Responsible Consumption and Production (ensure sustainable consumption and production patterns)
- SDG 13 Climate Action (take urgent action to combat climate change and its impacts.)

## Infrastructure Vision

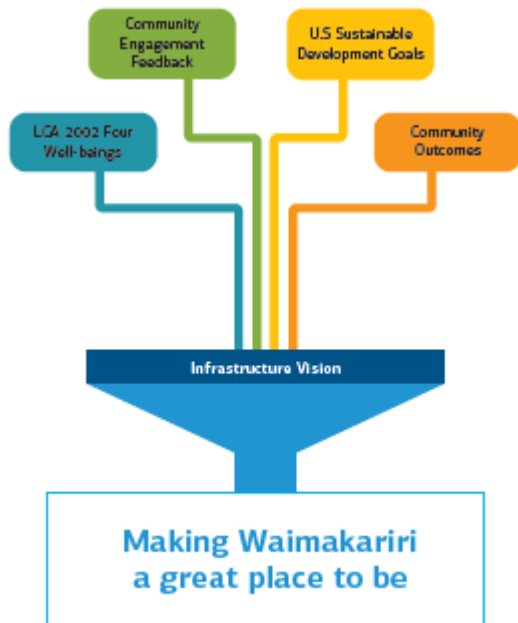
In the 2021 Infrastructure Strategy Council has introduced a vision for its infrastructure provision and management. This is 'To provide well maintained infrastructure that meets the needs of today's community and caters for the projected growth in the District's population in a manner that is sustainable and anticipates a changing environment.'

## Principal Goal

Sitting underneath this is the principal goal for the Roothing and footpath activity which is 'To plan, develop, operate, maintain and improve the District's transport infrastructure, delivering an affordable, integrated, safe, responsive and sustainable transport network.'



The following diagram shows how the above all fits together.



## Strategic Approach and the Council's Role

The management of the Transportation activity is driven by the expectations and needs of the community, as reflected in the Council's Community Outcomes and the agreed levels of service.

Legislation, in particular the Local Government Act 2002, Land Transport Management Act 2003, Government Roadway Powers Act and Resource Management Act govern this activity.

The transport activity is also influenced by the Regional Land Transport Plan (RLTP), the Greater Christchurch Urban Development Strategy (UDS), the New Zealand Transport Strategy (NZTS) and the Government Policy Statement on Transport Funding (GPS), as well as the Council's District Plan, Road Safety Strategy and Walking and Cycling Strategy.

The UDS is a strategy to manage growth through to 2041 in the greater Christchurch area, which includes the eastern part of the district and main urban areas of the Waimakariri district. The Waimakariri District Council is a partner to this strategy. One of the central tenets of the strategy is the integration and parallel development of land use with the transport system.

Transport planning at the regional level is implemented by the Regional Land Transport Plan (RLTP). The RLTP is guided by the Government Policy Statement (GPS), MOT Transport Framework Outcomes and Land Transport Management Act (LTMA).

## **Policy Context**

The principal purpose of the core statutes governing transport are summarised below.

### **Land Transport Management Act**

The Land Transport Management Act is the principle statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system.

### **Local Government Act**

The Local Government Act (LGA) 2002 guides local government planning and the way Councils carry out their functions. It includes provisions guiding the development of Council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities.

### **Resource Management Act**

This provides the statutory framework for land use planning, which can have significant influence on travel choice and transport network demand.

### **Climate Change Response Act 2002**

As amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. Key provisions include setting a target to reduce net carbon emissions to zero by 2050.

## **Identification of the Community Outcomes to Which the Activity Primarily Contributes**

The Council has undertaken consultation with the Community on the Long Term Plan in 2004, 2006, 2009, 2012, 2015 and 2018. Among the many topics that were consulted on were the community's preferences and desired outcomes for the next 20 years and beyond. It is the Council's responsibility to ensure that all activities that it undertakes are directed towards delivering outcomes.

The community outcomes that Waimakariri District Council will work towards are shown in Table 4. The table also contains a short description of how the transportation activity contributes to each outcome.

Table 4: Transport Contribution to Community Outcomes

Community Outcome	How the Activity Contributes
There is a safe environment for all.	By providing well designed and maintained roads, footpaths, streetlights, signs, and through the promotion and education of road safety.
Transport is accessible, convenient, reliable, affordable, and sustainable.	By maintaining and developing the District's roads, footpaths, cycleways and passenger transport facilities.
Businesses in the District are diverse, adaptable, and growing.	By providing businesses with efficient access and local and distance connections with which to enhance their functions, in particular in relation to connections to the State Highway system and to Christchurch. A well-developed transport network can attract people to live in the District and thus support local businesses.
Core utility services are sustainable, resilient, affordable and provided in a timely manner.	By providing road space for utility services. By coordinating transport with other utility providers
The community's need for health and social services are met.	By providing transport networks so people can readily access services by a variety of means.
Public spaces and facilities are plentiful, accessible and high quality.	By designing and maintaining the transport network to integrate and provide access to public spaces.
The distinctive character of our towns, villages and rural areas is maintained.	Road layout and street frontage design can improve the appearance and character of localities and landscapes while maintaining appropriate access for the travelling public.
There are wide ranging opportunities for people to contribute to the decision-making by local, regional and national organisations that affects our District.	Public consultation occurs around any new Council proposal or project and targets affected parties.

## 5 Plan Framework

This plan has been prepared in accordance with the International Infrastructure Management Manual (IIMM) framework, whilst incorporating changes required to simplify meeting NZTA requirements. The 2021 Activity Management Plan was peer reviewed by David Jeffrey of Infrastructure Services in January 2021 (Appendix B). The recommendations in the peer review have been taken into account in this plan where appropriate, either by immediate modifications or by additions to the Improvement Plan.

### Key Elements of the Plan

The Key elements of this Activity Management Plan are:

- Executive Summary
- Introduction

- Strategic Business Case
- Level of Service
- Future Demand
- Risk Management
- Lifecycle Management Plan
- Financial Summary
- Asset Management Practices
- Plan Improvement and Monitoring

In addition, readers of this Activity Management Plan may find it useful to read the Utilities & Transportation Introductory Chapter to provide further background information.

## 6 Core and Advanced AM

### **Sophistication / limitations of the AM Plan**

The Council has determined an appropriate level of sophistication for the plan is Core Plus. The Activity Management Plan Peer Review conducted by Infrastructure Associates Ltd in February 2020 concluded that the Plan largely achieved 'Core' requirements and in some areas reaches 'Advanced' status. Overall it was scored at Intermediate level.