

Timaru District Council

**Land Transport
Lifecycle Management Strategy**



Quality Record Sheet

Timaru District Council

Land Transport

Lifecycle Management Strategy

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EXECUTIVE SUMMARY

“We will provide a Transport System that promotes Community Prosperity”

Timaru District Council’s Transportation Vision sets a clear direction for the provision of Land Transport services, especially roading within the District.

In meeting the expectations of the Community within the regulatory environment of the Land Transport Management Act and the Local Government Act, Council aims to provide the best value in providing quality assets.

Management of the lifecycle of assets is essential to achieving the best result in providing for the current and future well-being of the Timaru community.

The objective of Lifecycle Asset Management is *“to look at the lowest long term cost (rather than short term savings) when making asset management decisions.”*

Asset lifecycles vary significantly from very short (one year for pavement marking) to very long (concrete bridges one-hundred years).

Within the streetscape there are many relationships between these roading assets and other infrastructure.

This Lifecycle Management Strategy considers the drivers that affect Lifecycle Management, along with the planning framework for Land Transport in Timaru District. The planning framework comprises a suite of documents that stem from Strategies (*where are we going?*), through Tactical Plans (*how are we going to get there?*) to Operational Documents (*what tools will be use?*).

This strategy sets a strategic direction for the core transportation assets (Pavements, Bridges, Footpaths and Cycleways) as well as the assets that effectively support the core assets (Corridors, Drainage, Traffic Facilities, Sea Walls and Retaining Walls, Street Furniture and Streetlights).

The direction outlined will be developed further by the Land Transport Asset Managers through the Maintenance Management Plan and the Renewal Management Plan in order to implement effective lifecycle management across Timaru District.

The Land Transport Lifecycle Management Strategy is shown below in terms of the asset strategies that can be grouped together with similar Strategic Goal statements.

Asset Groups	Strategic Goals
Pavements and Bridges	To provide, operate and manage quality Pavement assets that meet community needs to support the District’s economic development and provide improved transportation access, mobility and safety
Footpaths & Cycleways	To provide, operate and manage quality Footpath and Cycleway assets that meet community needs, support active and healthy lifestyles and sustainable transport goals
Corridors , Drainage, Sea Walls & Retaining Walls, Street Lights, Traffic Facilities	To provide, operate and manage these assets to facilitate efficient use, safety and development of the Land Transportation Network as a whole

Asset Groups	Strategic Goals
Amenity Lights Street Furniture	To provide, operate and manage quality Amenity Lighting to facilitate efficient use, safety and development of the Land Transport network and to enhance residents and visitors enjoyment of the District
Car Parks	To provide, operate and manage quality Car Park assets that meet community needs to support the District's economic and Social activity

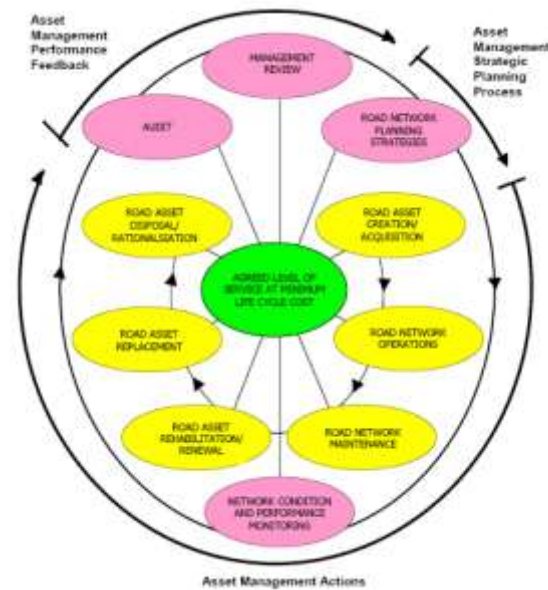
1.0 THE LIFECYCLE MANAGEMENT STRATEGY

1.1 What is the Purpose of Lifecycle Asset Management?

The objective of Lifecycle Asset Management as defined in the International Infrastructure Management Manual is:

To look at the lowest long term cost (rather than short term savings) when making asset management decision.¹

In order to make the best decisions for the long term, it is essential that the required levels of service are defined, and that there is sufficient information on the condition and performance on the asset to determine if the levels of service are being met or will not be met in future. This knowledge will enable the Asset Manager to identify the most appropriate intervention action and the optimum time to intervene.



1.2 Consideration of Contributing Factors

The Land Transport Lifecycle Management Strategy is designed to assist decision making by keeping a long term view in mind. There are often competing statutory requirements and community expectations and the Road Controlling Authority is faced with a range of approaches to adopt.

The application of Timaru District Council’s Transportation Vision is fundamental throughout the Strategy.

Timaru District Council applies a number of principles to the management of the Land Transport sector. These principles provide useful a useful test for the application of the strategy.

	Principle	Factor
1	Appropriate Criteria	Strategy must use relevant factors that can be objectively assessed. Standards applied to be appropriate to achieve “fit for purpose” and appropriate to the road use and community served. That risk be acknowledged and managed
2	Community Good	The Strategy recognises the changing nature of land and society needs. That road safety and transport effectiveness be ideally improved. That road corridors have a multi-use purpose for providing community services
3	Optimisation	Recognition that replacement of “like with like” is not always the best solution and opportunities to review levels of service must be considered. The strategy recognises the long term life cycles of the road assets and whole of life costs/solutions are sought

¹ International infrastructure Management Manual Version 3.0 2006

Principle	Factor
4 Uniform Availability	That roads have universal public access function being available to all district communities, businesses and visitors, therefore projects must be considered in a district wide manner for entire district community good
5 Efficiency	That other sources of funding will be sought particularly government financial assistance and methods applied to maximise this. That coordination with other utilities be achieved to reduce costs and inefficiencies
6 Fairness	Fairness is in the eyes of the beholder, ie it is perception. The strategy established must be perceived by most people as consistent and easily understood. The strategy should ideally be: <ul style="list-style-type: none"> ➤ Effective ➤ Evidence based and logical in application ➤ Consistent over time
7 Sustainability	That environmental impact be minimised That the strategy recognise the efficient use of resources and consider reduce, reuse, recycle opportunities That impact of public health be recognised and all modes of transport considered That whole of life costs are affordable for present and future generations

This Strategy considers the four Well-beings and Community outcomes as required by the Local Government Act 2002, along with the Land Transport Management Act 2003 Core Requirements that RCAs are required to consider in the preparation of their Land Transport Programmes.

These Core Requirements have been reinforced through the New Zealand Transport Strategy 2008 as the fire transport objectives.

These Core Requirements have been reviewed against and combined with the LGA Well-beings as illustrated.

		Well beings (LGA 2002)			
		Economic	Environmental	Social	Cultural
Core Requirements (LTMA 2003)	Economic Development				
	Safety & Personal Security				
	Improves Access and Mobility				
	Protects and Promotes Public Health				
	Environmental Sustainability				
	Primary Link				
	Secondary Link				

The parameters above are considered through the use of linkage diagrams in the development of strategy statements for each asset type. These parameters have also been referenced with the components of Council's Transportation Vision.

The linkage diagrams are attached as Appendix 10.2.

The Strategy Statements for each asset type have been translated into each stage of lifecycle management:

- Planning
- Creation/Acquisition
- Operating and Maintaining
- Performance
- Condition and Monitoring
- Renewal
- Disposal and Rationalisation

The strategies for each lifecycle stage are similar for many of the asset types.

The delivery mechanism for each stage within the defined asset types has also been identified at the strategic, tactical and operations levels in terms of Council's Land Transport Planning Framework.

1.3 Asset Primacy

Through the development of strategy statements a grouping can be made based on core and supporting assets.

Core assets are fundamental to the purpose of Land Transport and to the achievement of Timaru District's Transportation vision, while other assets effectively support the achievement of those goals. The support assets serve no purpose without the core assets.

These grouping can be used to simplify the strategy and identify delivery mechanisms.

Core Assets	Pavements	Bridges	Footpaths & Cycleways		
Support Assets	Corridors	Drainage	Traffic Facilities	Sea Walls and Retaining Walls	Street Lights*

* Amenity Lights are included with Street Lights but are not an intrinsic component of the Land Transport system.

1.4 Impact of Differing Asset Lives and Asset Interdependency

There are a number of interdependent assets that comprise the Land Transportation network. The Urban streetscape in particular is made up of variety of assets with differing lifecycles. Understanding the impact of one asset lifecycle on another is essential to obtaining an optimal result.

Figure 1: Asset Interdependency (Source: Unknown)



In Figure 1 the assets range from short lifecycle such as signs (10 years) through to long lifecycle including concrete kerb and channel (50-100 years) and pavements structure (100 years). An integrated approach to infrastructure planning therefore needs to be undertaken in terms of the longest asset lifecycle.

Activities associated with other assets can have a significant impact on Land Transport Assets. The installation, maintenance or renewal of piped utility assets buried beneath pavements may affect the integrity of those pavements, increasing the maintenance requirements and effectively shortening the life of pavement. Processes that ensure the costs of increased maintenance or premature renewal are met include Road Opening Approval and appropriate allocation of costs.

1.5 Strategic Goals

The Land Transport Lifecycle Management Strategy is shown below in terms of the asset strategies that can be grouped together with similar Strategic Goal statements.

Asset Groups	Strategic Goals
Pavements and Bridges	To provide, operate and manage quality Pavement assets that meet community needs to support the District's economic development and provide improved transportation access, mobility and safety
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Amenity Lights Street Furniture	To provide, operate and manage quality Amenity Lighting to facilitate efficient use, safety and development of the Land Transport network and to enhance residents and visitors enjoyment of the District
Car Parks	To provide, operate and manage quality Car Park assets that meet community needs to support the District's economic and Social activity

1.6 Asset Lifecycle Strategy

The Asset Lifecycle Strategy for each asset type has been established for each phase of the asset lifecycle. The approach common to all assets is as follows:

Asset Lifecycle Stage	Asset Lifecycle Strategy
Planning	Undertake Asset Planning in terms of the network as a whole and the projected network demand while meeting performance standards and optimising the overall lifecycle cost Adopted an integrated planning approach and consider independencies with other utilities, adjacent land use activities, aesthetics and sustainability
Creation/Acquisition	Build Pavements to accepted standards using quality materials

Asset Lifecycle Stage	Asset Lifecycle Strategy
Operating & Maintaining	Ensure Assets are fit for purpose, safe and aim to optimise the overall lifecycle cost
Performance & Condition Monitoring	Undertake Monitoring to ensure Assets meet performance standards and the overall lifecycle cost is optimised
Renewal	Renew Assets to ensure performance standards are met and overall lifecycle cost is optimised
Disposal/Rationalisation	Remove or downgrade Assets where disposal/rationalisation meets performance standards and it can be demonstrated that the overall lifecycle cost is optimised

2.0 HOW WILL THE STRATEGY BE ACHIEVED?

As a strategy this document provides a pointer to the future and an approach, rather than a tool-box of solutions. The tool-box typically resides at the operational level of the strategic planning pyramid, with the tactical plans providing the linkage between the approach and the tools to be used. The Land Transport Activity Management Plan is the key tactical document and forms the basis of the decision making in and financial forecasting included in the Long Term Council Community Plan.

The framework adopted by Timaru District Council's Land Transport department is illustrated in Appendix 8.1. The classification used within the framework is as follows:

Strategic Planning Document	Strategy
Tactical Planning Document	Plan
Operational Document	System, Contract, Code, Bylaw, Manual

2.1 Tactical

The Transportation Activity Management Plan is the key tactical planning tool for Land Transport in Timaru District. The AMP combines the strategic approach desired with the operation and management of both assets and activities. The AMP is used to develop the approach as well as how it will be achieved and funded. This in turn provides the basis for the LTCCP.

The Lifecycle Management Strategy also provides a direction which is further developed in the Lifecycle Management Plan. The Lifecycle Management Plan will underpin the Asset Management Component of the AMP.

2.2 Operational

At the operations level, the Land Transport Activity is provided through Contracts and Service Delivery mechanisms, and is supported through Information Systems, Codes of Practice and other various rules.

Mechanism	Key Role
Maintenance Contracts	Standards and outcomes for day to day operation of the Land Transport System
Design Services (Renewal and New Capital Projects)	To produce optimal designs for projects
Construction Contracts	Standards and outcomes for construction or renewal of components within the Land Transport System
Safety Management System	Identification and implementation of safety throughout the Land Transport Activity
Bylaws and Legislation	Identification of rules and enforcement systems
Code of Practice and Policies	Identifies standards and processes for construction of Land Transportation assets or assets that affect the Land Transport System
RAMM	Asset Information System

The development or review of these documents is triggered by the documents themselves, such as the term of a maintenance contract; or as a result of the development or review of a tactical plan. This process is managed through a quality system to ensure consistency of approach across operational documentation as well as with the tactical plans above.

2.3 Sustainability

Sustainability is a key issue for Land Transport. While Environmental Sustainability is a Core Requirement² of the Land Transport Management Act 2003, sustainability should be considered more broadly in terms of the four well-beings – Economic, Environmental, Social and Cultural. This Lifecycle Management Strategy has been prepared with this broader view of sustainability.

2.4 Measurement

Achievement of the strategy will be ascertained in terms of Timaru District Councils' Performance Measurement Framework. Council is required to report under both the LGA 2002 and the LTMA 2003.

PERFORMING REPORTING FRAMEWORK	
LGA 2002	LTMA 2003 Land Transport Programme
<ul style="list-style-type: none">• Achievement of Community Outcomes• Achievement of Well beings• Achieve of Levels of Service• Completion of works completed against works proposed	<ul style="list-style-type: none">• Road User Satisfaction (Fit for purpose)• Safety• Asset Preservation• Financial

² Land Transport Management Act 2003 as amended 2008 Sections 12,14 and 19

3.0 MONITORING THE STRATEGY

3.1 Review Period

This Strategy has been prepared with long term view in mind and the life of the Strategy is seen as being consistent with the life of the assets themselves. This view is greater than the ten-year horizon covered in the Long Term Council Community Plan. The LTCCP requires review every three years, while the Community Outcomes are to be ascertained by consultation every six years.

This Strategy will require review if there are significant changes in either the Land Transport Management Act 2003 or the Local Government Act 2002, otherwise regular reviews synchronised with the Community Outcomes process is desirable. Reviews in the mid-LTCCP period (every six years) is advantageous, enabling a response to the reviewed Outcomes and to provide direction for the next set of tactical plans that will support the subsequent LTCCP.

3.2 Review Mechanism

As this strategy is part of a suite of documents within the wider planning framework, the impact of the review of this document needs to be managed. Similarly a change to the legislative environment or Timaru District Council's planning framework may affect this strategy and reflected accordingly.

3.3 Gap Analysis and Improvement Plan

At the time of writing a number of documents within the Land Transport Planning Framework were incomplete. To achieve a comprehensive and fully integrated approach to planning and delivery of Land Transportation, the following issues should be considered. The items are listed the recommended order of attention.

Priority	Current Practice	Desirable Practice	Action Required
1	<p>Complete Documents Public Transport Strategy Sustainability Strategy Timaru Transportation Strategy Walking & Cycling Strategy</p> <p>Partially Complete Clandeboye Transportation Strategy Lifecycle Management Strategy Road Safety Strategy Traffic Demand Management Strategy</p> <p>Not Started Road Development Strategy</p>	Fully Integrated Strategy adopted by Council	<p>1.1 Complete Strategies 1.2 Align format of Strategies 1.3 Produce Integrated Transport Strategy from Executive Summaries of each Strategy and seek adoption by Council</p>
2	Incomplete documentation in both Strategic and Tactical areas. Transportation AMP does not reflect Transport Strategy	Tactical Planning is consistent with the Strategic approach	<p>2.1 Complete Tactical Plans 2.2 Review and update AMP prior to 2009-2019 LTCCP</p>
3	Incomplete documentation in both Strategic, Tactical and Operational areas. Operation documents incomplete and may not be consistent with each other or with Tactical Planning	Operational documents reflect the Tactical Planning undertaken	<p>3.1 Complete draft documentation 3.2 Align documentation across Operational level and with Tactical Plans</p>

Priority	Current Practice	Desirable Practice	Action Required
4	No Quality System established	All planning and documentation is controlled in terms of the Quality System	4.1 Quality System is developed and processes established
5	No effective linkage between Land Transportation Planning and Management and Resource Management (District Plan)	Land Transport Management and Resource Management (District Plan) are consistent in approach	5.1 Align District Plan provisions and Land Transport Planning Framework

4.0 CONSULTATION FRAMEWORK

This strategy has been prepared to provide direct to the Lifecycle Management of the Land Transport Network. The Land Transport Network is fundamental to the well-being of the Timaru District and any significant changes in approach that lead to a change in the Level of Service will require wide consultation.

A change in the Level of Service expected by users of the network will be accompanied with some change to the associated expenditure. Annual increases to match revenue with expenditure are required with a minimum rate of increase being similar rate to inflation. Conversely, it is expected that if current funding levels remain constant, that a gradual decrease in the standard of the network is inevitable. This scenario requires careful consideration if a decrease in the Level of Service is proposed.

At the time of writing, further investigation into Service Levels was underway through Focus Groups and Customer Surveys. This will explore the Customer perception of existing Service Levels, what Service Levels are desired and the willingness to pay for an increase.

4.1 New Zealand Transport Agency

The provision of Land Transport within Timaru District is a collaborate approach between Council and the New Zealand Transport Agency (NZTA). NZTA fulfils a combination of roles – Funder, Regulator and Service Provider. A close relationship with NZTA is essential in the long term and this strategy will involve NZTA initially as when included as a Land Transport Programme supporting document.

4.2 Regional Transport Committee

The Regional Transport Committee (RTC) has a regional transportation co-ordination role, through the Regional Land Transport Strategy (RLTS) and Travel Demand Management (TDM) Strategy. To implement the RLTS, a Transport Regional Implementation Plan (TRIP) has been developed, and Timaru District projects of significance are part of this plan.

4.3 Timaru District and Beyond

Consultation with the Timaru District Community and other users of the network occurs in a variety of forms. Formal consultation is undertaken with the community at large in terms of the Special Consultative Procedure³ and through elected representatives including Council and the Land Transport Committee. Other initiatives have been established to strengthen the relationship with the Land Transport Community including the Customer Charter and South Canterbury Road Safety.

The contribution of Maori to the decision making process will be enhanced as allowed for in the 2006-2016 LTCCP.

It is acknowledged that integration with the LTCCP process is the most efficient approach, and that opportunities to involve key stakeholders should be facilitated wherever possible.

³ Local Government Act 2002 section 83

5.0 BIBLIOGRAPHY & REFERENCES

Local Government Act 2002 and amendments		
Land Transport Management Act 2003 and amendments		
International infrastructure Management Manual	NAMs Group	2006
NZ Infrastructure Asset Valuation & Depreciation Guidelines	NAMs Group	2006
National Land Transport Programme Guidelines 2006/07 - Maintenance	Land Transport NZ	2005
Integrated Asset Management Guidelines for Road Networks	AustRoads	2002
Getting Along in Canterbury - Canterbury Regional Passenger Transport Plan 2006	Environment Canterbury	August 2006
Transport Regional Implementation Plan (TRIP)	Environment Canterbury	September 2007
Draft Regional Land Transport Strategy	Environment Canterbury	September 2007
Draft Regional Traffic Demand Management (RTDM) Strategy	Environment Canterbury and Canterbury Road Controlling Authority	September 2007
Timaru District Council Long Term Council Community Plan 2006-2016	Timaru District Council	As adopted 30 June 2006
Timaru District's Transportation Vision	Timaru District Council, GHD Consultants Ltd and Steve Abley	2006
Timaru District Council - Demographic Change and Growth Study	Timaru District Council	
Timaru District Council – Transportation Customer Charter	Timaru District Council	2006
Timaru District Council - Active Transport Strategy (Walking and Cycling)	Timaru District Council	May 2006
Timaru Public Passenger Transport Strategy 2005	Timaru District Council	2005
Timaru District Council – Transportation Asset Management Plan	GHD Consultants Ltd	November 2005
Timaru Transportation Strategy	Timaru District Council & Transit NZ	June 2008

6.0 GLOSSARY OF TERMS

AMP	Activity Management Plan
LGA 2002	Local Government Act 2002 and Amendments
LTCCP	Timaru District Council's Long Term Council Community Plan 2006-2016 as adopted 30 June 2006
LTMA 2003	Land Transport Management Act 2003 and Amendments
LTP	Land Transport Programme as defined in the LTMA 2003 and Amendments
RCA	Road Controlling Authorities
TDC	Timaru District Council

APPENDIX A - STRATEGY CONTEXT

A1 Legislative Context

Local Government Act 2002

The Local Government Act 2002 (LGA 2002) outlines the purpose of Local Government and the management of Groups of Activities including Land Transport.

The purpose of Local Government is:

- (a) to enable democratic local decision-making and action by, and on behalf of, communities; and*
- (b) to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future.⁴*

The LGA 2002 requires consideration of and reporting against the four well beings along with identification of Community Outcomes that reflect the Communities aspirations. The Community outcomes e established through community consultation and reviewed every six years.

The Timaru District Roding Network as a whole has been identified as a strategic asset in terms of LGA2002 section 90.

Land Transport Management Act 2003

The purpose of the LTMA 2003 is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.⁵

These principles are consistent with the criteria Road Controlling Authorities (RCA) are required to consider in the preparation of their Land Transport Programmes:

An approved organisation must, in preparing a land transport programme, take into account how each activity or activity class

- (a) assists economic development; and*
- b) assists safety and personal security; and*
- (c) improves access and mobility; and*
- (d) protects and promotes public health; and*
- (e) ensures environmental sustainability⁶*

Legislative Application to this Strategy

This strategy has been prepared with an emphasis on the linkage to the four well-beings which are defined in the LGA 2002 and the five Land Transport Programme criteria which are defined in the LTMA 2003. These factors are not expected to change in the foreseeable future, in contrast with the Community Outcomes which will be subject to regular review and modification.

⁴ LGA 2002 s10

⁵ LTMA 2003 s3 (1, as amended 2008)

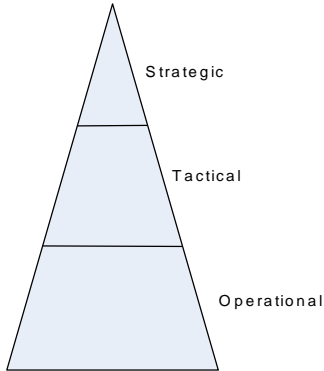
⁶LTMA 2003 s12(3)

Land Transport Planning Regime

		TDC		ECAN		NZTA	
why	Rationale	LGA 2002	LTMA 2003	LGA 2002	LTMA 2003	LGA doesn't apply	LTMA 2003
	Legislative	4 Well beings	NZTS	4 Well beings	NZTS	NZTS Vision (for 2040)	
	Community Demand (20-30 years)	Vision (?)		Vision (2028)		NZTS Targets (for 2040)	
	Strategic Goals and Objectives (10-20 years)	Enhance Respond Promote Afford Access Sustain	Objectives <i>Lifecycle Mgmt Strategy</i>	RLTS	Objectives Goals	NZTS objectives (in LTMA) Sustainability Economic Development Safety and security Access and Mobility Public Health	
	Community Outcomes (6 years)	Infrastructure Economy Communities Districts People Environment		32 Community Outcomes	Key Result Areas Options Roads (& NZTS objectives) Demand Management Land Use Freight	GPS Targets (out to 6 years, reviewed at 3 years) Decrease single occupancy trips Increase by shipping and rail Unchanged travel times and reliability on critical routes Decrease fatalities and hospitalisations Increase public transport Increase walking and cycling	
how...	Levels of Service (3-6 years)	Stated in AMP/LTCCP Coordination Smooth Roads Cost effective Sustainable and Demand Management Driver Info Safety Image Parking <i>Lifecycle Mgmt Strategy</i>			TRIP	(PMF) User Satisfaction Asset perseverance Safety	
	Role of Council What and How (1-3 years)	Management and Planning Professional Services Contracts					

A2 Timaru District Council Land Transport Integrated Planning Framework

Overview



Timaru District Council undertakes Strategic, Tactical and Operational Planning to ensure the provision of Land Transport meets current needs and the demands anticipated in the future. Strategic documents outline the vision for the activity in the long term (20-50 years) and are influenced by other strategies including National and Regional Land Transport Strategies.

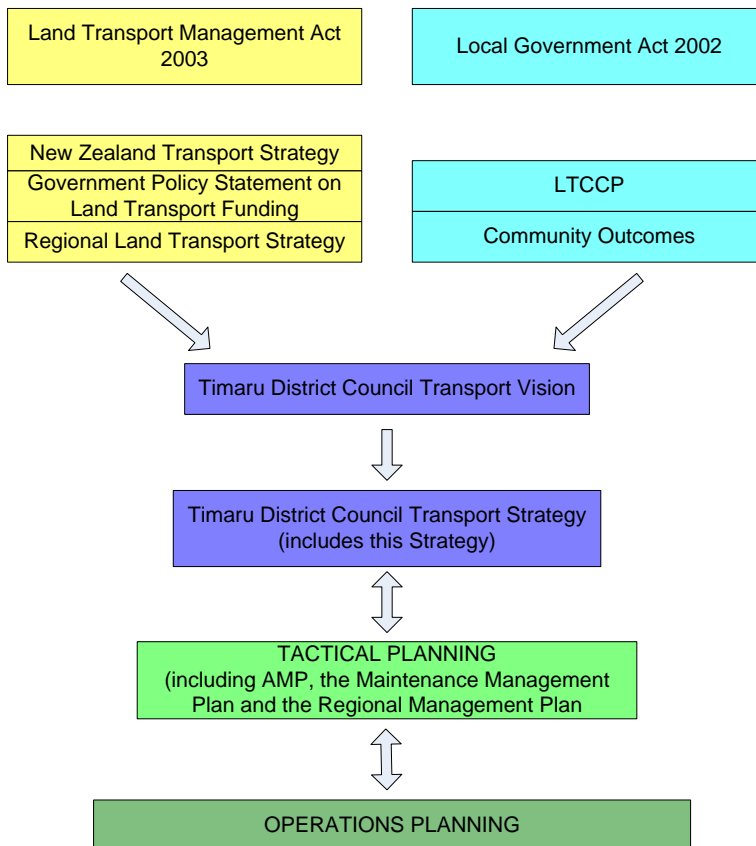
Tactical planning provides the linkage between the strategy or vision and day to day operations. The Activity Management Plan is seen as the key tactical document.

Operational Planning provides the tangible tools to provide the activity, and include Contract Documents, Systems and Codes of Practice.

Timaru District Transportation Vision

We will provide a Transport System that promotes Community Prosperity.⁷

The Timaru District Transportation Vision prepared in 2006 is a strategic document that provides a long term view of the Districts Transportation Activity.



⁷ Timaru District Transportation Vision Statement (Timaru District Council, 2006)

Timaru District Council Long Term Council Community Plan

The LTCCP is a ten year planning document that provides a long term financial strategy based on activities providing agreed levels of service.

Timaru District Council's Long Term Council Community Plan is the district's key planning document. The Plan considers community aspirations and the Groups of Activities Council is involved in, along with a ten year forecasting of the associated costs.

It is stated that the Land Transport Activity contributes primarily to the following Outcomes:

- Quality Infrastructure that meets community needs
- Strong, prosperous and innovative community⁸

The linkages and structure of the Land Transport Planning Framework is shown in Appendix B1.

A3 New Zealand Transport Strategy & Government Policy Statements

New Zealand Land Transport Strategy 2008

Released in August 2008 the New Zealand Transport Strategy (NZTS) states the Government's vision for the future of transport in New Zealand.

The Government's vision for transport 2040 is that:

"People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system."

The vision is based on the following principles:

- *Affordable*
- *Integrated*
- *Safe*
- *Responsive.*⁹
- *Sustainable*

The objectives of the New Zealand Transport Strategy are:

- *Assisting economic development*
- *Assisting safety and personal security*
- *Improving access and mobility*
- *Protecting and promoting public health*
- *Ensuring environmental sustainability*

These objectives are consistent with the Land Transport Management Act 2003 criteria for Land Transport Programmes evaluation.¹⁰

⁸ Timaru District Council's Long Term Council Community Plan 2006-2016

⁹ New Zealand Land Transport Strategy 2002

The Government Policy Statements (GPS) detail the Governments desired outcomes and funding priorities, and accordingly set targets for a shorter term than the NZTS, which Regional Land Transport Strategies are required to take account of. The objectives of the Government Policy Statements are consistent with the NZTS.

The GPS targets established are:

- Reduce kilometres travelled by single occupancy vehicles, in major urban areas on weekdays, by 10 percent per capita by 2015
- Increase the mode share of transporting freight by coastal shipping and rail by 2015
- No overall deterioration in travel times and reliability on critical routes by 2015
- Reduce fatalities and hospitalisations from road crashes by 2015
- Increase patronage on public transport by three percent per year through to 2015
- Increase number of walking and cycling trips by one percent per year through to 2015

A4 Canterbury Regional Land Transport Strategy

Released by Environment Canterbury in July 2008, the Canterbury Regional Land Transport Strategy 2008 - 2018 states the regions vision towards 2028 and integration with the Government's vision as contained in the New Zealand Transport Strategy.

Our Vision for 2028 is to have "the best possible quality of life". Our quality of life is supported by a land transport system that:

- *Provides equitable access for all sectors of the community*
- *Supports a thriving economy*
- *Promotes a social environment which is safe and supportive*
- *Promotes public health outcomes, is pleasant and environmentally sustainable*
- *Is safe*
- *Involves community participation in land transport decision-making*
- *Is part of an integrated planning framework*
- *Is innovative and responsive to change*

Achieving the Vision

The core principles of sustainability, responsiveness, safety, and integration lay the foundation towards achieving the Vision. These principles must be considered across all areas of activity to deliver the Strategy. Specific policies, methods and activities are contained within five Key Result Areas. These key result areas involve a balanced approach that recognises that there is no one solution that will deliver the best possible quality of life for Canterbury. These Key Result Areas are:

- *Providing transport options*
- *Roads: safety, public health, environmental sustainability and infrastructure*
- *Demand management*

¹⁰ Land Transport Management Act 2003 s12

- Land use
- Freight

The policies, methods and activities identified within the key result areas provide the “engine” of the Strategy. They set the strategic direction for the future planning of land transport in Canterbury.

Implementing the Strategy

The Canterbury Transport Regional Implementation Plan (TRIP) is a key tool for implementing the RLTS. The plan will be reviewed on a three yearly basis, in line with the RLTS, to ensure it is kept current.

A5 National Land Transport Programme

The National Land Transport Programme (NLTP) is the mechanism through which Land Transport NZ (previously Transfund) allocates funds to approved organisations for land transport infrastructure and services.¹¹

The funding process is defined within the Land Transport Management Act 2003.

A6 Other TDC Land Transport Strategies

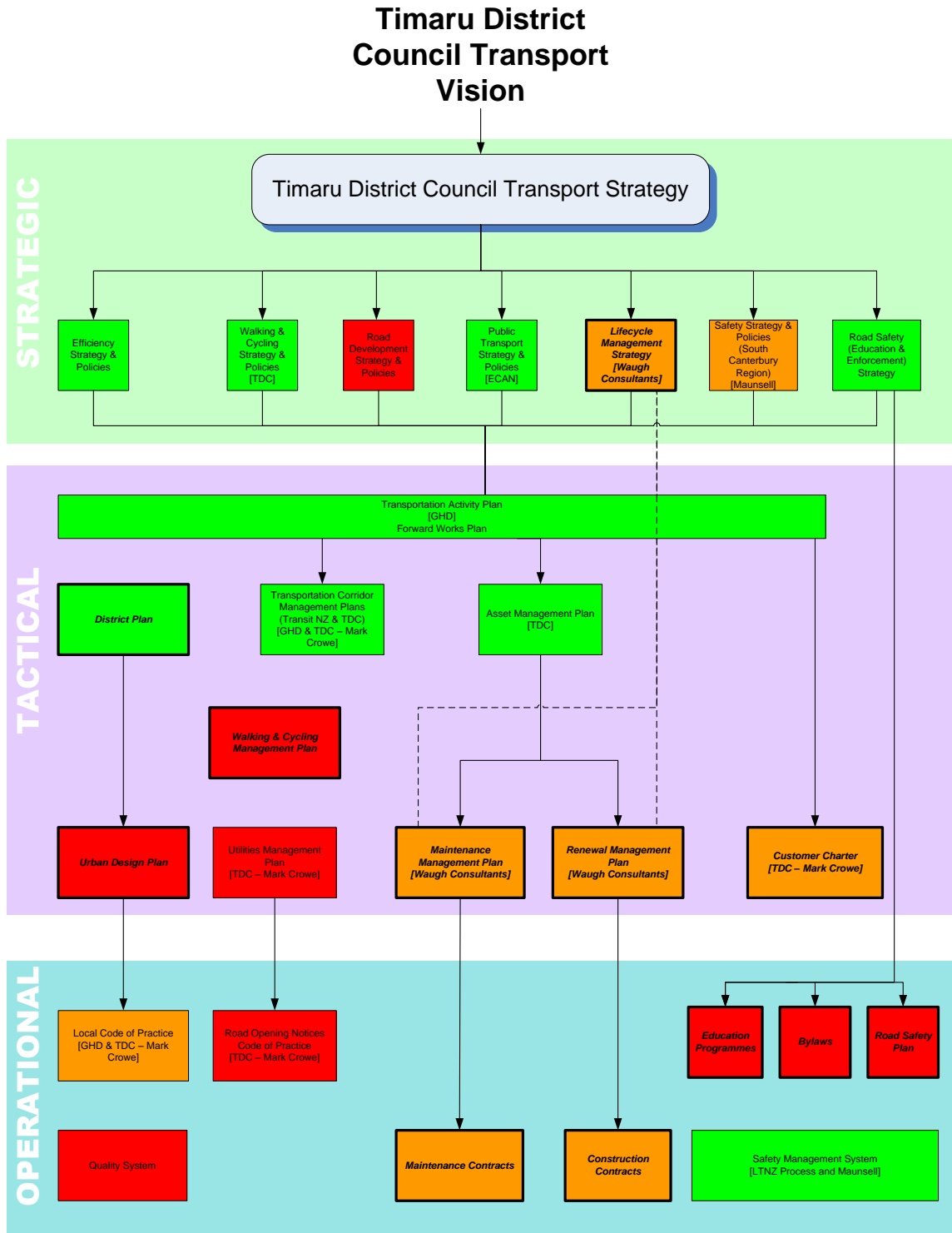
Timaru District Council is involved in the preparation of Land Transport Strategies as required by legislation, as well as where it is determined that a strategic approach is beneficial. It is envisaged that a suite of strategy documents will comprise the Timaru District Council Transport Strategy including:

Other TDC Land Transport Strategies		
Sustainability Strategy	Complete	
Walking and Cycling Strategy	Adopted	
Road Development Strategy	To be prepared	
Public Transport Strategy	Adopted	(Combined with Environment Canterbury)
Lifecycle Management Strategy	This document	
Road Safety Strategy	Being prepared	(South Canterbury Region)
Timaru Transport Strategy	Complete	
Clandeboye Transport Strategy	Being prepared	

¹¹ www.govt.nz/record?recordid=3491

APPENDIX B - FITTING IT TOGETHER AND LINKAGES

B1 Fitting It All Together



Document Status				
None	In progress	Draft/ Final		

Modified Framework with Strategic/Tactical/Operational Consideration
 Waugh Consultants Ltd
 Monday, July 14, 2008

B2 Linkage Diagrams for Land Transport Asset Types

(refer to Doc # 552797 for Diagrams)