



City streets

Users: Motorists, cyclists, pedestrians, public and commercial transport operators and passengers, tram company, planners and developers

General Benefit: Economic, ease of movement around the City, traffic safety

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Christchurch's network of streets covers over 1,500 km. Vehicles using these streets make around 1.1 million trips each day. The City Council maintains and develops this network at an annual cost of \$51.7 million, including the cost of depreciation. To help offset this, Council receives around \$11 million annually from the central government agency Transfund. The service Council provides includes maintenance of the system, from road and footpath surfaces, to kerbs and channels, to traffic signals and street lighting; traffic safety education, planning of new roads, and provision of the tram tracks to a commercial operator.

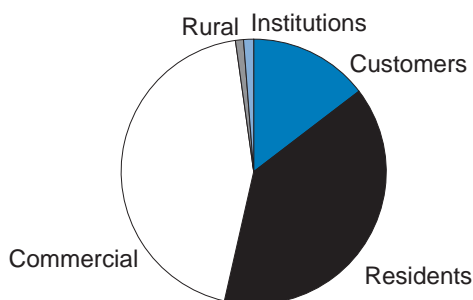
Rationale for assigning benefits

Direct benefit from the service is received by individuals and businesses using the roads. General benefit derives from the favourable economic conditions resulting from businesses being able to move goods swiftly about the City by road and from the capacity the network gives people to move to employment, recreation, health, education and other activities. The community also receives general benefit from the amenity of well-landscaped and designed streets. Costs of controlling negative effects arise from the wear and tear caused by vehicles using the roads, particularly heavy vehicles. Costs have been allocated on the basis of the average distance travelled by each type of vehicle. Where appropriate this has been adjusted for the weight of vehicles.

Other considerations

User charges are already in place for some aspects of the City streets, particularly the costs of providing tram tracks and some types of consents, for example consent for restaurants to use footpaths to set up open air tables. The contribution made by central government to the maintenance of Christchurch roads represents a form of user charge in that most of the tax revenue which makes up this contribution consists of funds raised from petrol tax. There are, however, no other practical means currently available for the Council to levy a direct charge on road users. Unless and until such means become available, the costs of providing direct benefits and controlling negative effects must be recovered from ratepayers.

Who benefits?



Who should pay?

