

Performance results and evidence are segmented into a headlines area and ten separate zones. Most of this information is already available in various places across the sector – but is not easily accessible or easy to understand. These reports provide a national, objective picture of transport investment and performance collated into a single resource.

HEADLINES

Summary of key facts from the RCA report

35,700 Population	\$1,798 GDP (\$M)	\$260 Valuation (\$M)	\$18 Expenditure (\$M)	\$501 Expenditure per capita	64% FAR
909 Total (km)	704 Sealed (km)	205 Unsealed (km)	774 Rural (km)	134 Urban (km)	151 No. of bridges

REPORT ELEMENT	NOTES	SOURCE
Population	The latest estimated resident population for the Territorial Authority, at 30 June. The latest population estimate reported may not be for the reported financial year.	Subnational population estimates (TA, SA2), by age and sex, at 30 June 1996-2020 (2020 boundaries) Data sourced from the Statistics New Zealand NZStat web tool
GDP (\$M)	The latest annual nominal Gross Domestic Product (GDP) for the Territorial Authority. The GDP reported may not be for the reported financial year.	Statistics New Zealand Regional GDP by industry and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP). Data sourced from the MBIE Regional Economic Activity Tool.
Valuation (\$M)	The roading asset depreciated replacement cost valuation. Reported in NZD millions.	Published in the Territorial Authority annual report for the financial year. Sourced from the Territorial Authority website.
Expenditure (\$M)	The financial year's total transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Excludes transport-related expenditure fully funded by the Territorial Authority or others.	Sourced from Waka Kotahi Data and Tools - Funding - Major activities
Expenditure per capita (\$)	The financial year's transport-related expenditure per resident. Calculated by dividing the total co-invested expenditure by the resident population estimated. Reported as NZD per resident person.	Calculated from Waka Kotahi Data and Tools - Funding - Major activities and Statistics New Zealand Subnational Population Estimates.
Funding Assistance Rate (FAR)	The Waka Kotahi normal funding assistance rate for Territorial Authority co-investment for the reported financial year.	Sourced from Waka Kotahi published normal funding assistance rates.
Total length (km)	The length of road reported in centreline kilometres at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting. Amounts may vary slightly due to rounding. Differences occur in the sum of the rural and urban length and the total report for networks with special-purpose roads.	Sourced from Waka Kotahi Data and Tools - Physical statistics - roads
Sealed length (km)		
Unsealed length (km)		
Urban length (km)		
Rural length (km)		
No. of bridges	The total number of bridges at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting.	Sourced from Waka Kotahi Data and Tools - Physical statistics - bridges

ACTIVITY MANAGEMENT

Planning, Procurement and Data Quality

REPORT ELEMENT	NOTES	SOURCE
Composite Indicator	<p>Composite indicator based on a weighted average of the four results within the Activity Management zone. Based on a weighting of 30% Planning quality, 30% Co-investment planning quality, 10% Smart buyer self-assessment and 30% Data quality. The result colour grading is as follows:</p> <p>Good/effective (>80)</p> <p>Fit for purpose/developing (>60 to 80)</p> <p>Room for improvement (>40 to 60)</p> <p>Unacceptable/basic (<=40)</p> <p>Not assessed</p>	As per individual elements detailed below
Activity Management Planning		
Planning quality	<p>The result of an independent assessment by REG of the TA's 2018 Transport Activity Management Plan (AMP) submitted to Waka Kotahi. AMPs are assessed against elements of the "REG Pillars of Success" framework including Systems, Evidence, Communicating, Decision Making, Service Delivery and Improvement Plan. The assessment consists of 23 attributes scored 0 to 3. The result displayed is an average of the attribute scores. The average attribute result colour grading is as follows:</p> <p>Good (>2.25)</p> <p>Fit for purpose (>1.5 to 2.25)</p> <p>Room for improvement (<=1.5)</p> <p>Not assessed</p>	Assessment, results and grading provided by REG.
Co-investment planning quality	<p>The result of the Waka Kotahi assessment of the TA's 2018 Transport AMP. AMPs are assessed against elements of the 5-case model for a Programme Business Case including Strategic Case (context), Programme Case (context), Commercial Case (procurement context) and Management Case (delivery and performance). The assessment consists of 11 attributes scored 0 to 3. The result displayed is an average of the attribute scores. Result colour grading as per Planning Quality above.</p>	Sourced from Waka Kotahi Transport Investment Online (TIO). Grading and results provided by REG.

REPORT ELEMENT	NOTES	SOURCE
Procurement		
<p>Smart buyer self-assessment</p>	<p>The result of the RCA's smart buyer self-assessment undertaken by the TA and collated by REG. The assessment is based on the Smart Buyer Principles identified in the Road Maintenance Task Force Report. Result colour grading is as follows: Score Interpretation: 65 to 70: A Smart Buyer: Our organisation is a smart buyer. We help to minimise rate increases by maximising the value created for our community from being a smart buyer 55 to 64: Developing: Our organisation has embraced the principles of being a smart buyer but can still create further improved value for our communities 30 to 54: Limited: Our organisation currently has limited capability to maximise the value created from being a smart buyer 0 to 30: Basic: Our organisation is focused on tender process and compliance. We have not developed the capability to realise any of the value created for our community from being a smart buyer. Further reference: The Smart Buyer self-assessment form developed by REG.</p>	<p>RCA self-assessment provided to REG or as a part of the final submission. Results collated and provided by REG.</p>
Data Quality		
<p>Asset management at expected standard and Score</p>	<p>The RCA's annual results (%) are based on the number of asset management data quality metrics achieving the expected standard. In contrast, the overall asset management score is a weighted score based on the level of importance of each metric indicative of the quality of available data to support investment and decision-making processes.</p>	<p>REG annual data quality assessment and reporting undertaken within the REG ONRC performance measures reporting tool.</p>

SERVICE PERFORMANCE

LGA Non-Financial Performance Measures

REPORT ELEMENT	NOTES	SOURCE
2018-21 LTP Targets Achieved	Headline result showing the proportion of targets achieved, partially achieved, or not achieved for the current 3 year LTP period to the end of the reported financial year.	Results published in the Territorial Authority Annual Report for the financial year. Sourced from the individual Territorial Authority websites.
Annual Targets Achieved		
Road safety	<p>The annual results published by the Territorial Authority in the Annual Report for the five Roads and Footpaths mandatory non-financial performance measures.</p> <p>Result colour grading is as follows:</p> <p>Target achieved</p> <p>Target partially achieved¹</p> <p>Target not achieved</p> <p>Not reported</p>	Results published in the Territorial Authority Annual Report for the financial year. Sourced from the individual Territorial Authority websites.
Condition of the sealed road network	¹ Target partially achieved is used where a TA has broken down the Road Condition performance measure target for urban and rural, and one of the targets have been achieved.	
Maintenance of a sealed local road network	Further reference:	
Condition of footpaths within the local road network	Roads and Footpaths Guidance (February 2014)	
Response to service requests	Note: Annual reports were not published for some TAs at the time of producing the Final for Publication issue in February 2021.	

CO-INVESTOR ASSURANCE

Investment Performance

Results from the latest investment audits carried out by Waka Kotahi under Section 95(1)(e)(ii) of the Land Transport Management Act 2003. Two types of audits are typically undertaken, and historically two separate audit reports were produced. Typically, a technical audit is undertaken before the investment audit. More recently, in some cases, the two reports are combined and are referred to as a Technical and Investment Audit.

Over time the subject areas of each audit have been refined. The subject areas outlined below are the latest, and the titles and the grading in the Territorial Authority report may vary to reflect the methodology at the time of the audit.

Outdated audits results before 1 July 2015 are not included in the RCA reports.

In some cases, the latest results included in the RCA report are more recent than the RCA report period.

REPORT ELEMENT	NOTES	SOURCE										
Investment and Technical Audit Overview	The overall assessment results for investment and technical audits. Result displayed separately when the two audits are undertaken individually, or as a single “overall rating” result in the instance of a combined audit. Result colour grading is as shown below for the Investment and Technical audits.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services										
Investment Audit												
Contract management	Results of the latest investment audit report for the five common subject areas.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services										
	Result colour grading is as follows:											
	<table border="1"> <thead> <tr> <th>4 Grades (post 2015-2016)</th> <th>3 Grades (pre 2015-2016)</th> </tr> </thead> <tbody> <tr> <td>Effective</td> <td>Effective</td> </tr> <tr> <td>Some improvement needed</td> <td>Improvement needed</td> </tr> <tr> <td>Significant improvement needed</td> <td>Unacceptable</td> </tr> <tr> <td>Unacceptable</td> <td>Not Available</td> </tr> </tbody> </table>		4 Grades (post 2015-2016)	3 Grades (pre 2015-2016)	Effective	Effective	Some improvement needed	Improvement needed	Significant improvement needed	Unacceptable	Unacceptable	Not Available
	4 Grades (post 2015-2016)		3 Grades (pre 2015-2016)									
	Effective		Effective									
Some improvement needed	Improvement needed											
Significant improvement needed	Unacceptable											
Unacceptable	Not Available											
Financial management	Not Available											
Procurement procedures												
Professional services	<i>Not Available</i> means the last audit was considered out of date (before July 2015) and or the audit result was not available.											
Previous audit issues progress	In some cases, the audit results for reports dated between Oct-15 and Jul-16 were assessed based on three grades, as shown above, and in the RCA report section key											

REPORT ELEMENT	NOTES	SOURCE			
Technical Audit					
Activity management planning	Results of the latest technical audit report for the five common subject areas. Result colour grading as per the Procedural audit.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services			
	<table border="0"> <tr> <td>4 Grades > approx. 2015-2016</td> <td>3 Grades < approx. 2015-2016</td> </tr> <tr> <td>Effective</td> <td>Effective</td> </tr> </table>		4 Grades > approx. 2015-2016	3 Grades < approx. 2015-2016	Effective
4 Grades > approx. 2015-2016	3 Grades < approx. 2015-2016				
Effective	Effective				
Data quality	Some improvement needed		Improvement needed		
	Significant improvement needed		Unacceptable		
Network condition and management	Unacceptable	Not Available			
Road safety	Not Available				
Previous audit issues					

DELIVERY

Expenditure, Funding, Cost Efficiency and Valuation

REPORT ELEMENT	NOTES	SOURCE
<p>Total 2018-21 NLTP Budget (\$M) / Total Budget Spent (%)</p>	<p>The total 3year 2018-21 NLTP budget for the Approved Organisation, including both the Waka Kotahi and local share to provide a safe, accessible, efficient, and connected transport system. Percentage spent represents the total of all transport-related activities co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share) to the end of the reported financial year as a proportion of the total 3-year NLTP budget.</p> <p>REG has calculated these results.</p>	<p>Budget sourced from Waka Kotahi Planning and investment, Learning and resources, Transport data and tools, National Land Transport Programme funding data</p> <p>Expenditure sourced from Waka Kotahi Data and Tools, major activities expenditure.</p>
<p>Co-Invested Expenditure</p>		
<p>Achieved expenditure by Work Category is reported annually by Approved Organisations into Transport Investment Online (TIO).</p>		
<p>The reported expenditure is for co-invested activities only and is separated by Waka Kotahi (NZTA share) and the Approved Organisation (local share). From the reported expenditure, it can be seen how much Waka Kotahi and Territorial Authorities jointly spend on transport, including infrastructure, transport planning, road maintenance, walking and cycling, and passenger transport.</p>		
<p>All transport activities</p>	<p>All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure has been grouped into the activity classes:</p> <ul style="list-style-type: none"> · Road Maintenance - Road Maintenance · Road Improvement - Road Improvements · Walk & Cycle - Walking & cycling · Other - Investment management, public transport, promotion of road safety and demand management 	<p>Sourced from Waka Kotahi Data and Tools, major activities expenditure.</p>
<p>New roads and road improvements (>1.0M ea)</p>	<p>The expenditure on Road Improvements including bridge and structures replacement, minor improvements (low cost, low risk), new roads and bridges, property purchase, resilience improvements, road reconstruction and new traffic management facilities and equipment. Expenditure has been grouped into:</p> <ul style="list-style-type: none"> · Roads & Bridges - Bridges & structures replacement, New roads & bridges, Road reconstruction · Minor Improvements - Minor Improvements (low cost, low risk) · Resilience Improvements - Resilience Improvements · Other - Professional Services, Property Purchase, Traffic Management 	<p>Sourced from Waka Kotahi Data and Tools, new and improved infrastructure expenditure</p>

REPORT ELEMENT	NOTES	SOURCE
Road maintenance, operations and renewals	<p>The expenditure on maintenance, operations and renewals associated with the pavement and surfacing, footpaths, structures, cycling facilities, environment and drainage, cyclic corridor maintenance and emergency reinstatement. Expenditure has been grouped into:</p> <ul style="list-style-type: none"> · Pavement & Seal - Pavement and Seal · Corridor & Environment & Drainage - Corridor, Environment & Drainage · Emergency - Emergency Reinstatement · Other - Structures, Footpath, Cycling facilities, Financial Grants and Stimulus 	Sourced from Waka Kotahi Data and Tools, road maintenance, operation and renewals expenditure
Road safety promotion	The expenditure on promotion, education and advertising associated with Road Safety.	Sourced from Waka Kotahi Data and Tools, road safety promotion expenditure
New and improved walking and cycling facilities (excl. low cost <\$1M, low risk)	<p>The expenditure on the construction/implementation of the new or improved cycle and walking facilities and shared pedestrian and cycle paths.</p> <p>This excludes cycle and walking facilities <\$1M completed under the Minor Improvement category.</p>	Sourced from Waka Kotahi Data and Tools, walking and cycling expenditure
Investment management, network and property management	<p>A combination of (a) Investment management expenditure including activity planning, management of funding allocation, regional planning, sector research and studies, strategies, and models and (b) network and property management expenditure including work category 151 for the general management and control of the road network and management of road assets, plus work category 161 provides for costs associated with the management of property purchased for future roading.</p>	<p>Sourced from Waka Kotahi Data and Tools, investment management and road maintenance, operation and renewals (partially only)</p> <p>Sourced from Waka Kotahi Data and Tools, road maintenance, operation and renewals expenditure</p>
Funding		
Transport co-invested expenditure and funding share	<p>All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share).</p> <p>Expenditure includes Road Maintenance, Road Improvements, Walking, Cycling, Investment management, public transport, promotion of road safety and demand management</p>	Sourced from Waka Kotahi Data and Tools, major activities expenditure.
Valuation		
Roading assets	<p>The annual reported book value (Carrying Amount) of the TA's roading network/assets and where available an estimated total cost to replace the roading network/assets (Replacement Cost).</p> <p>In some cases, the TA's estimated replacement cost amount might be to replace based on the fair value amount rather than rebuild new.</p> <p>Where possible, excludes the value of the land under roads.</p> <p>REG has extracted the information and amounts from the TA's published Annual Reports.</p>	Results published in the Territorial Authority annual report for the financial year.

REPORT ELEMENT	NOTES	SOURCE
Cost Efficiency		
Total expenditure / length (\$1,000 / km)	This result has been calculated by REG using the total co-funded transport expenditure (above) per kilometre of the road network (below). Reported in thousand dollars per kilometre.	Sourced from Waka Kotahi Data and Tools Network length sourced from Waka Kotahi, physical statistics - roads
Maintenance, operations, and renewals expenditure / length (\$1,000 / km)	This result has been calculated by REG using the co-funded expenditure on maintenance, operations, and renewals (above) per kilometre of the road network (below). Reported in thousand dollars per kilometre.	Sourced from Waka Kotahi Data and Tools Network length sourced from Waka Kotahi, physical statistics – roads

ACHIEVEMENTS

Works Completed, Amenity and Road Condition

REPORT ELEMENT	NOTES	SOURCE
Ride Quality (STE)	<p>The average annual change in the percentage of vehicle kilometres travelled (VKT) on the network each year on 'smooth' sealed roads indicating the ride quality experienced by the user. Includes a trend arrow as below:</p> <ul style="list-style-type: none"> Up 'green' arrow for an increasing (improving) trend of 1% or greater A 'yellow' dash for changes between a 1% decrease and 1% increase Down 'red' arrow for a decreasing trend of 1% or greater <p>REG has calculated these results</p>	Sourced from Waka Kotahi Data and Tools, road condition
Works Completed		
Pavement rehabilitation (lane km)	<p>A comparison between the planned/forecast length of pavement rehabilitation and the actual reported lengths achieved.</p> <p>Note: The quantity recorded in TIO in lane km is reported. In the event a TA has populated the m² quantity only this will report as null on the chart.</p>	Planned sourced from Waka Kotahi Transport Investment Online and achievements sourced from Waka Kotahi Data and Tools .
Pavement resurfacing (lane km)	<p>A comparison between the planned/forecast length of resurfacing renewals and the actual reported lengths achieved.</p> <p>Note: The quantity recorded in TIO in lane km is reported. In the event a TA has populated the m² quantity only this will report as null on the chart.</p>	
Percentage of network renewed	<p>The percentage of network renewed based on the actual reported lengths achieved and total length of the road, reported in centreline kilometres for the given financial year.</p> <p>REG has calculated this result.</p> <p>Note: There are errors in some of the annual achievement quantities recorded in TIO that result in the percentage of network renewed being greater than 100%. In this scenario the y-axis has been set to an upper limit of 15% to appropriately display the rest of the results. Any year(s) with the incorrect quantities will be outside the limit of the axis.</p>	<p>Network length sourced from Waka Kotahi, physical statistics – roads</p> <p>Achievements sourced from Waka Kotahi Data and Tools.</p>

REPORT ELEMENT	NOTES	SOURCE
Amenity (Sealed Roads)		
Ride quality (roughness of the road)	The percentage of vehicle kilometres travelled (VKT) on the network each year on 'smooth' sealed roads indicating the ride quality experienced by the user.	Sourced from Waka Kotahi Data and Tools, road condition
Peak and average road roughness (NAASRA)	The 85 th percentile and average road roughness for the sealed network each year reported in NAASRA counts/km. The average result for the peer group is shown in a lighter shade of the same colour, and the national average in black to provide context. REG has calculated these results.	Sourced from REG ONRC Performance Measure Reporting .
Road Condition (Sealed Roads)		
Pavement condition	PII is a combined index of the pavement faults in the sealed road surface. All three are out of 100 (%) with the higher the number, the better the ride quality or condition. The average result for the peer group is shown in a lighter shade of the same colour to provide context.	Sourced from Waka Kotahi Data and Tools, road condition
Surface condition	CI is a single index summarising surface condition based on visually measured condition defects.	Sourced from Waka Kotahi Data and Tools, road condition

SAFETY

The normalised result in the RCA report is calculated by REG using the annual population estimates presented within the RCA report and crash data sourced directly from the Waka Kotahi NZ Transport Agency Crash Analysis System (CAS).

REPORT ELEMENT	NOTES	SOURCE
Fatal and Serious Injuries (5 Year Annual Avg)	<p>The annual average number of fatal and serious injuries for the last five financial years, including the trend for the same period based on the change on the 2016 quantity as below:</p> <p>Down 'green' arrow for a decreasing (improving) trend of 1% or greater</p> <p>A 'yellow' dash for changes between a 1% decrease and 1% increase</p> <p>Up 'red' arrow for an increasing trend of 1% or greater</p> <p>REG has calculated these results</p>	Sourced from Waka Kotahi Crash Analysis System
Network		
Total per 100,000 population	<p>The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population.</p> <p>REG has calculated this result.</p>	Sourced from Waka Kotahi Crash Analysis System Population from Statistics New Zealand Subnational Population Estimates
No. per 1,000 km (network collective risk)	<p>Collective Risk is a measure of the TA's road network safety. Collective Risk is the crash density measured as the total number of fatal and serious injuries per 1,000 kilometres each year on the network.</p> <p>REG has calculated this result.</p>	Sourced from Waka Kotahi Crash Analysis System Network length sourced from Waka Kotahi, physical statistics - roads
No. per 100 Million VKT (personal risk)	<p>Personal Risk is a measure of the danger to an individual. Personal Risk is the crash rate measured as the fatal or serious injuries per 100 million vehicle kilometres travelled (VKT) on the Territorial Authority road network.</p> <p>REG has calculated this result.</p>	Sourced from Waka Kotahi Crash Analysis System Network VKT sourced from Waka Kotahi, vehicle use

REPORT ELEMENT	NOTES	SOURCE
By Mode (100,000 Population)		
Road	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population not involving pedestrians or cyclists. REG has calculated this result.	Sourced from Waka Kotahi Crash Analysis System Population from Statistics New Zealand Subnational Population Estimates
Cycling	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population involving cyclists. REG has calculated this result.	Sourced from Waka Kotahi Crash Analysis System Population from Statistics New Zealand Subnational Population Estimates
Walking	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population involving pedestrians. REG has calculated this result.	Sourced from Waka Kotahi Crash Analysis System Population from Statistics New Zealand Subnational Population Estimates
Crash Distribution		
Length vs no. fatal and serious injuries	The distributed network length by ONRC categories and crashes for the past five financial years in descending order of the highest ONRC category classification. REG has calculated this result.	Sourced from REG ONRC Performance Measure Reporting.

NETWORK AVAILABILITY AND ACCESSIBILITY

Resilience and Freight Accessibility

REPORT ELEMENT	NOTES	SOURCE
Proportion of Network Accessible to Class 1 and 50MAX	This measure shows the proportion of the network length that is accessible to both Class 1 heavy and 50MAX HPMV vehicles. REG has calculated this result.	Sourced from REG ONRC Performance Measure Reporting. Network length sourced from Waka Kotahi, physical statistics - roads
Resilience		
No. of journeys impacted by unplanned events	This measure shows the number of unplanned road closures with a detour provided, and the number of vehicles affected annually by those closures. Reports "No data to show" for networks with no data imported into the ONRC input measure with the PMRT	Sourced from REG ONRC Performance Measure Reporting.
No. instances where road access is lost	This measure shows the number of unplanned road closures with no detour and the number of vehicles affected by those closures annually. Reports "No data to show" for networks with no data imported into the ONRC input measure with the PMRT	Sourced from REG ONRC Performance Measure Reporting.
Freight Accessibility		
Proportion of network not available to Class 1 heavy and 50MAX HPMV vehicles	This measure shows the proportion of each road classification that is not accessible to Class 1 Heavy Vehicles and 50MAX Vehicles. Reports "No data to show" for networks with no data imported into the ONRC input measure with the PMRT	Sourced from REG ONRC Performance Measure Reporting.

TERRITORIAL ACTIVITY

Economic Activity, Population and Financials

REPORT ELEMENT	NOTES	SOURCE
Population Growth (5 Year Annual Avg)	The average annual population growth for the five years, including reported as a percentage of the 2016 total population. REG has calculated this result.	Statistics New Zealand Subnational Population Estimates . Data sourced from the Statistics New Zealand NZ.Stat web tool
Population		
Resident population	The estimated resident population at 30 June each year indexed to 1996. Subnational population estimates at 30 June each year were obtained by updating the census night base population of each area for births, deaths, and net migration.	Statistics New Zealand Subnational Population Estimates . Data sourced from the Statistics New Zealand NZ.Stat web tool
Economic		
GDP by industry	Displays each TA's top five industries as at 30 June of the latest financial year reported by MBIE.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP).2021 Data

NETWORK PHYSICAL CHARACTERISTICS

Roads, Cycleways and Bridges

REPORT ELEMENT	NOTES	SOURCE
Network Length Growth km / % (% Year Annual Avg)	The annual average road network length growth for the last five year period reported in km and as a percentage of the total network length in 2016. REG has calculated this result.	Sourced from Waka Kotahi, physical statistics - roads
Roads		
Network length (km)	The split of the road network length by sealed and unsealed roads.	
Urban percentage by length	The percentage of the road network length, which is defined as urban (having a speed limit of less than 70km/hr).	Sourced from Waka Kotahi, physical statistics - roads
Cycleways		
Network length (km)	The length of the cycleway network reported by an urban and rural split.	Sourced from Waka Kotahi Data and Tools, physical statistics - cycleways
Bridges		
No. bridges	The total number of bridges, the number of bridges where there is only a single lane and number of bridges made from timber.	Sourced from Waka Kotahi Data and Tools, physical statistics - bridges

ROAD NETWORK USE

Roads and Bridges

REPORT ELEMENT	NOTES	SOURCE
Million VKT (Latest Year) / 5 Year Annual Avg Increase (%)	<p>The total annual vehicle kilometres travelled on the local road network for the latest year.</p> <p>The annual average VKT growth for the five years reported as a percentage of the 2016 total.</p> <p>REG has calculated these results.</p>	Sourced from Waka Kotahi, vehicle use
Roads and Bridges		
Vehicle kilometres travelled (VKT)	Total annual vehicle kilometres travelled on the local road network.	Sourced from Waka Kotahi Data and Tools, use - vehicles
No. of restricted bridges	The number of bridges on the road network with a weight or speed restriction. Some of those with a weight restriction may also have a speed restriction.	Sourced from Waka Kotahi Data and Tools, physical statistics - bridges
Journey Distribution		
Length vs VKT	<p>The distribution of vehicle kilometres travelled and network length by highest ONRC category classification for the financial year.</p> <p>REG has calculated this result.</p>	Source: REG ONRC Performance Measure Reporting

PUBLIC TRANSPORT

Fleet Size, Network Use and Community Serviced

REPORT ELEMENT	NOTES	SOURCE
Passenger km (% Year Annual Average)	The annual average growth in passenger-km travelled for the five years reported as a percentage of the 2016 total. Includes a trend arrow as below:	Sourced from Waka Kotahi Data and Tools, use - public transport
	<ul style="list-style-type: none"> Up 'green' arrow for an increasing (improving) trend of 1% or greater 	
	<ul style="list-style-type: none"> A 'yellow' dash for changes between a 1% decrease and 1% increase 	
	<ul style="list-style-type: none"> Down 'red' arrow for a decreasing trend of 1% or greater 	
	REG has calculated these results	
Fleet Size		
No. buses	The number of buses, train carriages and ferries in each regional fleet. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, use - public transport
Network Use		
Passenger km	Average trip length multiplied by total boardings per year. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, use - public transport
Service km	The distance travelled by buses, trains and ferries while in-service. Results only reported for TAs with the presence of a notable public transport network.	
Community Serviced		
Population of serviced community	This measure reports the population of the serviced communities.	Sourced from Waka Kotahi Data and Tools, use - public transport
% population within 500m of a bus stop	This measure reports the percentage of the serviced communities that are within 500m of a bus stop.	
Serviced communities included	A list of the serviced communities included in the results reported within the Public Transport section. The serviced communities applicable to each RCA has been determined by REG based on the description of the community.	