

SECTION B STATEMENT OF SERVICE PERFORMANCE



STATEMENT OF RESPONSIBILITY

In terms of the Land Transport Management Act 2003, the Transport Agency is responsible for preparing the National Land Transport Fund (NLTF) financial statements and statement of service performance, and for the judgements made in them.

The Transport Agency is responsible for establishing and maintaining a system of internal control designed to provide reasonable assurance about the integrity and reliability of financial reporting.

In the Board's opinion, these financial statements and statement of service performance fairly reflect the financial position and operations of the NLTF for the year ended 30 June 2014

Signed on behalf of the Board:



Chris Moller

Chair

20 OCTOBER 2014



Jerry Rickman

Chair of Audit, Risk and Assurance Board Committee

20 OCTOBER 2014

Countersigned by:



Geoff Dangerfield

Chief Executive

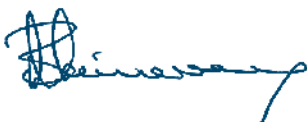
20 OCTOBER 2014



Philip Berry

Acting Chief Financial Officer

20 OCTOBER 2014



Brandon Mainwaring

National Manager Trends and Performance

20 OCTOBER 2014

SUMMARY OF NATIONAL LAND TRANSPORT FUND INVESTMENT PERFORMANCE

In 2013/14, 13 of our 25 investment performance targets were achieved (52%) with one year to go in the NLTP.

A FULL SUMMARY OF THE TRANSPORT AGENCY'S INVESTMENT PERFORMANCE CAN BE FOUND IN THE STATEMENT OF SERVICE PERFORMANCE SECTION OF THE TRANSPORT AGENCY'S 2013/14 ANNUAL REPORT.

KEY INVESTMENT HIGHLIGHTS FOR 2013/14 INCLUDE:

Management of funding allocation system

The cost of managing the funding allocation system (excluding the Road Policing Programme) remained $\leq 1\%$ of the total annual fund. This result reflects continued fiscal prudence in administration costs as we focus on investing for outcomes and maximising the return from our investments.

State highway networks

State highway investment in new and improved infrastructure significantly exceeded forecast with successful advancement of the RoNS and freight efficiency programmes. Substantial savings have been realised in renewals through changes in asset management practices, where an increased focus on maintenance and operations delivers an extended service life and reduced periodic renewal cost. This approach to asset management is reflected in the increased cost of maintaining and operating the network, as well as a minor reduction in asset resurfacing and pavement integrity; however, the programme was managed to ensure the right level of risk was taken in the right places.

Sector research

We published 26 research programme reports on the Transport Agency website. A further 12 research projects were completed and the associated reports were being finalised for publication as at June 2014. In addition, 20 research projects were actively managed, including 16 new contracts procured during 2013/14.

Transport planning

During 2013/14 the Transport Agency made considerable contributions to transport planning activities at both national and regional levels. Key achievements include maximising transport sector investment through the Auckland Unitary Plan and ensuring the Christchurch Land Use Recovery Plan reflected integrated land use and transportation planning. Significant contributions were also made to support efficient freight movement across the country through the Central and Southern Freight Story and leading development of the Greater Christchurch Freight Study.

Public transport

Investment in public transport services was 5% higher than in 2012/13 with the majority of investment focused in Auckland, Wellington and Christchurch. Public transport patronage was lower than forecast; however, it did increase by 3.8% and further growth is expected in line with increased investment. Boardings per NLTF \$ invested narrowly missed forecast, which is consistent with expenditure in public transport services increasing slightly more than patronage.

Road safety

Road safety advertising for our speed and drug driving campaigns received extensive national and international recognition with multiple successes at leading advertising awards. Investment in local authorities' activities continued to address local safety issues and increase alignment to the Safer Journeys priorities.

Local road networks

Investment in new and improved infrastructure for local roads was focused in Auckland with several large projects underway to support economic growth and productivity in the region. Overall the volume of work completed was less than forecast due to competing Canterbury rebuild priorities and ongoing construction on a number of large local-road projects. Investment performance in renewals and the maintenance and operation of local roads was strong, with seven of nine forecasts achieved. This was achieved despite local authorities across the country economising on renewal costs by better targeting work and extending the life of existing assets through maintenance.

Walking and cycling

Walking and cycling infrastructure investment shifted focus from low-cost, long-distance projects to shorter distance and higher cost segregated cycleway projects resulting in a lower than forecast delivery of new footpaths, cycle lanes and cycle paths. A number of large projects in major centres made good progress during the year and there was significant investment in the investigation and design stages for upcoming projects.

ROAD POLICING PROGRAMME

The Road Policing Programme is a special type of NLTF investment in the land transport system, delivered by the NZ Police and appropriated through Vote Police.

The Transport Agency prepares the Road Policing Programme with NZ Police and recommends it to the Minister of Transport for approval. The Transport Agency also monitors and reports on the delivery of the programme.

The Road Policing Programme contributes to a reduction in deaths and serious injuries from road crashes, by deterrence and enforcing the law applying to road users. The activity has a secondary contribution, through the protection of the roading asset, to ensuring more efficient freight supply chains and the resilience and security of the transport network. This is again delivered by deterrence and enforcing the law.

THE KEY ACHIEVEMENTS DURING 2013/14 WERE THAT THE TRANSPORT AGENCY:

- led the Transport Agency/NZ Police Road Policing Programme Strategic Oversight Committee, the membership of which comprises senior managers from both organisations. The committee considered a wide range of issues during the year, including the static camera expansion programme which includes speed and red light cameras, and the development of intervention logic mapping and benchmarking for road policing
- reported quarterly to the Minister of Transport on NZ Police delivery of the 2012-15 Road Policing Programme by applying the new monitoring and reporting framework which focuses on the outcomes to which Police make a significant contribution, and is designed to enable the monitoring of efficiency and effectiveness, and to maintain investment confidence and improve future delivery of the programme.

For full details of NZ Police activities, including the Road Policing Programme, see the 2013/14 NZ Police annual report.

This investment covers:

- the delivery of activities listed in the Road Policing Programme focusing on high-risk drivers, young drivers, motorcycling, alcohol/drug-impaired driving, speed, traffic management, restraints, the heavy vehicle fleet, crash attendance and investigation, roads and roadsides, the light vehicle fleet, walking and cycling, fatigue and distraction, and older road users
- delivery is directed towards the achievement of road safety and economic growth and productivity outcomes
- delivery is monitored and reported on in terms of results or intermediate outcomes to which Police make a significant contribution.

Sector or departmental outcome links

Evaluation at the programme level establishes the clearest linkage between the interventions identified under this output and overall road safety outcomes. As a member of the transport sector, Police contributes towards the achievement of the Safer Journeys outcomes and road policing strategy actions.

In delivering road policing activities, Police

- encourage all drivers on New Zealand roads to observe and abide by the road rules
- work with individuals and groups in the community so they take responsibility for themselves and others on our roads
- listen to communities to further understand the risks
- work with local authorities and transport authorities, for example, to reduce speed
- consider opportunities for enhanced road safety through environmental design.

HOW DO WE ASSESS OUR INVESTMENT PERFORMANCE?

PERFORMANCE MEASURES	LATEST ACTUAL 2013-16 SOI	DESIRED TREND 2013-16 SOI	LATEST ACTUAL	OVERALL TREND
High risk drivers: % of disqualified drivers detected driving	12% (2009)	Decrease	125 ^a (Mar 2014)	Decrease
High risk drivers: Number of disqualified or unlicensed drivers involved in fatal/serious crashes	180 (Dec 2011)	Decrease	178 ^b (Mar 2014)	Decrease
Young drivers: Number of drivers on graduated driver licences at fault in fatal/serious crashes	255 (2011)	Decrease	216 (Mar 2014)	Decrease
Young drivers: % of youth who believe they will be stopped for non-alcohol/speed traffic offences	42% (2012)	Increase	45% (2013)	Increase
Motorcycling: % of motorcycles in crashes without a current Warrant of Fitness	26% (Dec 2011)	Decrease	29% (Mar 2014)	Increase
Alcohol drug/impaired driving: % of people surveyed who think there is a high probability of being stopped at a compulsory breath test checkpoint	52% (2012)	Increase	53% (2013)	Increase
Alcohol drug/impaired driving: % of people surveyed who think there is a high probability of being tested for drugs	New measure	-	Not surveyed	-
Speed: % of vehicles exceeding posted speed limits (50km/h and 100km/h)	25% (100km/h) 2012 53% (50km/h) 2012	Decrease	25% (100km/h) 2013 56% (50km/h) 2013	Decrease ^c
Speed: % of people surveyed who believe there is a high probability of being detected speeding	55% (2012)	Increase	56% (2013)	Increase
Traffic management: Compliance with road user charges regime	New	Increase	97.5% ^d (June 2014)	Static
Traffic management: 'Post-incident' availability of state highway network ^e	New	Decrease	75 minutes (June 2014)	Increase

Notes

- a Measure subsequently adjusted to: Decreased number of drivers driving while disqualified involved in injury crashes - Dec 2011 figure of 188
- b Measure monitored was: Reduction of disqualified, unlicensed, fleeing or racing drivers in fatal/serious crashes - Dec 2011 figure of 206
- c While the change in average speeds in 50km/h speed limit areas shows an increase from 2012 to 2013, the overall trend for the six years to 2013 is decreasing
- d Measured by: Percentage of vehicles stopped by CVIU staff not in breach of RUC rules - September 2012 97.1%
- e Measured in terms of average time state highways closed as a result of crashes

ACTUAL 2012/13	HOW THE POLICE ASSESS SERVICE DELIVERY PERFORMANCE (REPRODUCED FROM THE NZ POLICE ANNUAL REPORT 2014)	ACTUAL 2013/14	PERFORMANCE STANDARD 2013/14
REDUCE THE IMPACT OF HIGH RISK DRIVERS			
New measure for 2013/14*	Number of enforcement actions taken against high risk drivers per 10,000 population **/**	774	680 to 720
INCREASE SAFETY OF YOUNG DRIVERS			
8,863	Number of secondary school road safety sessions delivered by School Community Officers	9,554	7,000
New measure for 2013/14	Youth related Graduated Drivers Licensing (GDL) Systems offences detected per 10,000 population	1,449	1,200 to 1,500

ACTUAL 2012/13	HOW THE POLICE ASSESS SERVICE DELIVERY PERFORMANCE (REPRODUCED FROM THE NZ POLICE ANNUAL REPORT 2014)	ACTUAL 2013/14	PERFORMANCE STANDARD 2013/14
INCREASE SAFETY OF MOTORCYCLING			
New measure for 2013/14	Number of enforcement actions taken against motorcyclists relating to bike not to standard (warrant of fitness) per 10,000 population **	4.4	3.5 to 4.5
New measure for 2013/14	Motorcycle related Graduated Drivers Licensing (GDL) Systems offences detected per 10,000 population	4	2 to 4
New measure for 2013/14	Motorcycle related speed offences detected per 10,000 population	11	8 to 14
REDUCE IMPACT OF ALCOHOL / DRUG IMPAIRED DRIVING			
2,903,250	Number of breath tests conducted	3,029,072	2,700,000
New measure for 2013/14	Total alcohol and drug driving offences detected per 10,000 population	52	64 to 66
REDUCE THE IMPACT OF SPEED			
New measure for 2013/14	Number of enforcement actions by officers for speed per 10,000 population **	648	590 to 635
INCREASE THE USE OF RESTRAINTS			
New measure for 2013/14	Number of enforcement actions for vehicle occupants for not wearing restraints per 10,000 population **	140	120 to 135
IMPROVE SAFETY OF HEAVY MOTOR VEHICLE FLEET			
New measure for 2013/14	Number of (officer issued) enforcement actions taken for heavy motor vehicles exceeding the speed limit per 10,000 population **	18	20 to 30
100%	Percentage of roadside inspection reports for all heavy motor vehicle roadside inspections (levels 3, 5 and 6) that are entered into the Transport Agency's road inspection database within 20 working days	81%	100%
100%	Percentage of all commercial vehicle combinations stopped by Commercial Vehicle Investigation Unit (CVIU) staff, and for which vehicle inspection reports are completed	100%	100%
CRASH ATTENDANCE AND REPORTING			
94%	Percentage of all Traffic Crash Reports correctly completed and received by the NZTA within 10 weeks of the crash or within seven days of completion of file (whichever happens first)	93%	95%
ENFORCEMENT OF ROAD AND ROADSIDE RULES			
New measure for 2013/14	Number of enforcement actions in relation to intersection behaviour and lane compliance per 10,000 population **	152	125 to 145
IMPROVE SAFETY OF LIGHT VEHICLE FLEET			
New measure for 2013/14	Number of enforcement actions in relation to light vehicle fleet standard requirements (warrant/certificate of fitness) per 10,000 population **	319	270 to 295

ACTUAL 2012/13	HOW THE POLICE ASSESS SERVICE DELIVERY PERFORMANCE (REPRODUCED FROM THE NZ POLICE ANNUAL REPORT 2014)	ACTUAL 2013/14	PERFORMANCE STANDARD 2013/14
IMPROVE SAFE WALKING AND CYCLING			
50,220	Number of primary school road safety sessions delivered by School Community Officers	48,862	43,000
New measure for 2013/14	Number of enforcement actions in relation to cycle helmet non-compliance per 10,000 population **	25	20 to 30
REDUCE IMPACT OF FATIGUE AND DISTRACTION			
New measure for 2013/14	Number of enforcement actions for mobile-phone non-compliance per 10,000 population **	41	30 to 35
New measure for 2013/14	Number of enforcement actions for breaches of work-time and log-book rules **	2,445	2,000 to 3,000
IMPROVE SAFETY OF OLDER ROAD USERS			
New measure for 2013/14	Number of enforcement actions on road users 75 years and over because of driver behaviour per 10,000 population **	221	150 to 250
TRAFFIC MANAGEMENT			
7 minutes 38 seconds	Median response time to emergency traffic events in urban policing areas	7 minutes 37 seconds	8 to 9 minutes
10 minutes 22 seconds	Median response time to emergency traffic events in rural policing areas	11 minutes 27 seconds	12 to 14 minutes

Notes

* This measure reports the total high risk driver and dangerous and careless driving offences per 10,000 population.

** "Enforcement actions" include traffic infringements (i.e. those offences with a prescribed fee – commonly known as a ticket) and traffic offence proceedings (i.e. those offences that may result in prosecution, referral to Youth-Aid, warnings, and other resolutions).

Commentary on Police service performance is available in the NZ Police annual report 2014 (www.police.govt.nz).

HOW IS THE MONEY SPENT?

Road safety programme for the year ended 30 June 2014

2012/13 Actual \$000		2013/14 Actual \$000	2013/14 Budget \$000
286,667	Total revenue	308,667	306,667
286,683	Total expenses	308,238	306,667
(16)	Net surplus (deficit)	429	0

HOW DO WE INTERPRET THESE PERFORMANCE RESULTS?

NLTF investment

Overall, the Road Policing Programme continues to provide a positive return on NLTF investment.

OFFICIAL SCOPE: Enabling NZ Police to deliver the Road Policing Programme. The Minister of Transport invests in road policing to improve road safety and economic growth and productivity outcomes.