

SECTION C

# STATEMENT OF PERFORMANCE



# STATEMENT OF RESPONSIBILITY

In terms of the Land Transport Management Act 2003, we are responsible for the preparation of the National Land Transport Fund financial statements and statement of service performance and for the judgements made in them.

We are responsible for any end-of-year performance information provided by the National Land Transport Fund under section 19A of the Public Finance Act 1989.

We have the responsibility for establishing and maintaining a system of internal control designed to provide reasonable assurance as to the integrity and reliability of financial reporting.

In our opinion, these financial statements and statement of service performance fairly reflect the financial position and operations of the National Land Transport Fund for the year ended 30 June 2016.

Signed on behalf of the Board:



**CHRIS MOLLER**

Chair  
NZ Transport Agency  
26 SEPTEMBER 2016



**GILL COX**

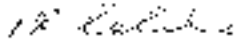
Chair of the Audit, Risk and  
Assurance Board Committee  
26 SEPTEMBER 2016

Countersigned by:



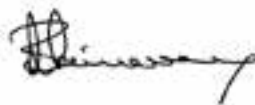
**FERGUS GAMMIE**

Chief Executive  
NZ Transport Agency  
26 SEPTEMBER 2016



**PAUL LAPLANCHE**

Chief Financial Officer  
NZ Transport Agency  
26 SEPTEMBER 2016



**BRANDON MAINWARING**

National Manager Accountability  
and Performance  
NZ Transport Agency  
26 SEPTEMBER 2016

# NATIONAL LAND TRANSPORT FUND STATEMENT OF PERFORMANCE 2015/16

The following activity classes from the Government Policy Statement on Land Transport are funded from the National Land Transport Fund. Further detail for each activity class, with the exception of road policing, is in the *NZ Transport Agency annual report* (pages 55–82).

In some cases the Transport Agency delivers these activities, in others it partly delivers them along with local authorities, and in others it invests in the activities (through the National Land Transport Programme), but does not deliver them. In total, investments through the National Land Transport Fund achieved 89 percent of forecast results where trend information was available.

## INVESTMENT IN LAND TRANSPORT

### PUBLIC TRANSPORT

All available investment measures match the desired trend; two are new measures.

100%

INVESTMENT PERFORMANCE*	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Number of passengers using urban public transport services (bus, train and ferry)	144.2	148.0m	Increasing	Increasing	
Fare revenue as a % of total expenditure	48%	49.5%	Maintaining	Maintaining	
Productivity (costs per passenger kilometre) where available by bus, train and ferry <sup>NOTE 31</sup> (Auckland)	New measure	Bus: 0.15 \$/km Train: 0.13 \$/km Ferry: 0.06 \$/km	Increasing productivity <sup>#</sup>	New measure	-
Productivity (costs per passenger kilometre) where available by peak and off-peak <sup>NOTE 32</sup>	New measure	Under development	Increasing	New measure	-

\* For the technical details of each performance measure, see pages 181–184.

# An increase in productivity will reduce cost per passenger per km

### ACTIVE MODES OF TRANSPORT (WALKING AND CYCLING)

All available investment measures match the desired trend.

100%

INVESTMENT PERFORMANCE*	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Network kilometres of cycle lanes	43.5km	45.5km (including 20.9km Urban Cycleways Programme projects)	Increasing	Increasing	
Percentage increase in cycling trip legs per person across Auckland, Wellington and Christchurch <sup>NOTE 34</sup>	32m	Not available	Increasing	Not applicable	-

\* For the technical details of each performance measure, see pages 181–184.

## ROAD NETWORK IMPROVEMENTS

### LOCAL ROADS

All available investment measures match the desired trend.

100%

INVESTMENT PERFORMANCE	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Travel times on key local roads serving our major metropolitan areas (am peak) <sup>#</sup>	Auckland: 2.5 Wellington: 2.1 Christchurch: 2.2	Auckland: 2.5 Wellington: 1.9 Christchurch: 2.7	Maintaining	Maintaining overall	●
Change in the productivity of the local road network in major metropolitan areas	New measure	Not available	Increasing	Not applicable	-
Change in the proportion of local roads that are made available to high productivity motor vehicles (HPMVs) (Note: alternative measure used - % of approved organisations signed up to the 50MAX network.)	85%	87%	Increasing	Increasing	●

<sup>#</sup> Measures represents average travel time per kilometre travelled. For example, a change of 0.1 between years would represent an increase of six seconds per kilometre travelled.

### STATE HIGHWAYS

All investment measures match the desired trend.

100%

INVESTMENT PERFORMANCE*	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Travel times on key state highways serving our major metropolitan areas (Auckland, Wellington and Christchurch) (am peak) <sup>#</sup>	Auckland: 1.1 Wellington: 1.5 Christchurch: 1.2	Auckland: 1.1 Wellington: 1.4 Christchurch: 1.2	Maintaining	Maintaining	●
Productivity of the state highway network in major metropolitan areas (Auckland, Wellington and Christchurch - am peak) <sup>NOTE 36</sup>	Auckland: 57% Wellington: 61% Christchurch: 26%	Auckland: 62% Wellington: 63% Christchurch: 35%	Maintaining	Improving from previous year	●
Proportion of state highways available to HPMV	New measure Baseline 2014/15: 41%	45%	Maintaining	Increasing	●

\* For the technical details of each performance measure, see pages 181-184.




<sup>#</sup> Measures represents average travel time per kilometre travelled. For example, a change of 0.1 between years would represent an increase of six seconds per kilometre travelled.

## ROAD NETWORK MAINTENANCE

### LOCAL ROADS

Two of three investment measures match the desired trend.



67%

INVESTMENT PERFORMANCE	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Pavement integrity of the sealed network (index)	94	94	Maintaining	Maintaining	
Surface condition of the sealed network (index)	98	98	Maintaining	Maintaining	
Smooth ride - % of travel on smooth roads	86%	84%	Maintaining	Steady	
Local road maintenance cost per lane km by road classification (excluding emergency works)	New measure	\$2,919	Maintaining (in real terms)	New measure	-

### STATE HIGHWAYS

All available investment measures match the desired trend.


100%

INVESTMENT PERFORMANCE	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Surface condition of the sealed network	98	Not available	Maintaining	Not applicable	-
Smooth ride - % of travel on smooth roads	98%	98%	Maintaining	Maintaining	
Change in state highway maintenance cost per lane kilometre expenditure by road classification	Estimated \$21,400	\$19,389	Maintaining (in real terms)	Maintaining	

## ROAD NETWORK REGIONAL IMPROVEMENTS

One investment measure matches the desired trend; the other is a new measure.

100%

INVESTMENT PERFORMANCE	ACTUAL 2014/15	ACTUAL 2015/16	DESIRED TREND 2015/16	ASSESSMENT AGAINST DESIRED TREND	
Change in kilometres of improved regional roading	New measure	Not applicable	Increasing	New measure	-
Kilometres available to high productivity motor vehicles on key regional routes	New measure 4,500km	5,342km	Increasing	Increasing	

## ROAD POLICING

The Road Policing Programme<sup>5</sup> is a special type of National Land Transport Fund investment in the land transport system, delivered by 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 in consultation with the Minister of Police. The Transport Agency also monitors and reports to the Minister of Transport on the delivery of the programme against the desired outcomes in the Road Policing Programme (see page 239).

The Road Policing Programme contributes to a reduction in deaths and serious injuries from road crashes and the resulting trauma, by deterring dangerous behaviour by road users and by enforcing the law applying to road users. The programme also contributes to economic growth and productivity through these activities and by increasing compliance with road user charges, commercial vehicle operator and vehicle dimension and mass rules; protecting the roading asset; ensuring more efficient freight supply chains and supporting the resilience and security of the transport network.

### Key achievements

A major focus for the Transport Agency during 2015/16 was the 2016–18 variation to the 2015–18 Road Policing Programme. Options for delivering the programme for the remaining two years were developed in consultation with NZ Police and assessed against multiple criteria to ensure the desired outcomes could be delivered within the approved investment level. The variation was approved by the Minister of Transport in consultation with the Minister of Police.

The Transport Agency also led the Transport Agency/NZ Police Road Policing Programme Strategic Oversight Committee. The committee provides a regular forum for senior representatives of the Transport Agency and NZ Police to maintain strategic oversight of and provide direction on the Road Policing Programme. The committee considered a variety of issues during the year, including the variation to the Road Policing Programme, the safety camera expansion programme, and inter-agency management of the Road Policing Programme.

### What Road Policing Programme investment covers

Road Policing Programme investment covers the delivery of activities listed in the Road Policing Programme by NZ Police. The activities align with the Safer Journeys strategy and focus on the following high-priority activities:

- Speed, including the use of automated cameras, hand-held cameras, enforcement demerits and driving to the conditions.
- Distractions and restraints (in-car behaviour), including mobile phones, child car seats, motorcycle helmets and cycle helmets.
- Impaired driving, which addresses drug and alcohol affected driving as well as impairment from fatigue.
- Vulnerable road users, such as pedestrians, cyclists, elderly people, disabled people, inexperienced drivers, visiting drivers, road workers, skateboarders and motorcyclists.
- High-risk behaviour, which addresses dangerous and reckless driving, fleeing drivers, and intersection and centre line offences. It also addresses high-risk behaviours in commercial vehicles such as dangerous goods, insecure loads and overloading.
- Network maintenance and efficiency, including crash attendance and event management, driver licence stop orders, road user charges, and vehicle mass and dimension rules.

<sup>5</sup> Available at [www.nzta.govt.nz/planning-and-investment/our-investments/road-policing-investment/](http://www.nzta.govt.nz/planning-and-investment/our-investments/road-policing-investment/)



NZ Police can adjust its road policing activities and resources to ensure it delivers on the desired outcomes of the Road Policing Programme. In delivering road policing activities, NZ Police:

- encourages all drivers on New Zealand roads to observe and abide by road rules
- works with individuals and groups in the community so they take responsibility for themselves and others on the roads
- works with local authorities and transport authorities, for example to reduce speed
- targets road policing delivery to provide general deterrence and address analysed risk
- considers opportunities for enhanced road safety through environmental design.

### How the investment performed

Overall, the Road Policing Programme continues to provide a positive return on National Land Transport Fund investment, with 79 percent of the Road Policing Programme results that NZ Police contributes to matching the desired trend.

AREA OF CONCERN	ROAD POLICING PROGRAMME RESULTS WHERE NZ POLICE MAKES A SIGNIFICANT CONTRIBUTION	DESIRED TREND	ASSESSMENT AGAINST DESIRED TREND
Vehicle dimension and mass (VDAM)	Number of VDAM offences detected	Decrease	Decrease ●
Commercial vehicle operators	Percentage of overweight heavy vehicles	Decrease	Increase ●
High risk drivers	Number of disqualified driving offences	Decrease	Decrease ●
	Number of unlicensed or incorrectly licensed driving offences	Decrease	Decrease ●
Traffic management	Time to reinstate traffic flow after road or carriageway closure or crash	Decrease	Increase ●
Traffic management	Percentage of local authorities, Transport Agency and ACC injury prevention consultants satisfied that NZ Police delivery of traffic management activities has addressed risk	Increase	Increase ●
Speed	Percentage of vehicles complying with open road 100km/h speed limits	Increase	Increase ●
	Percentage of vehicles complying with urban road 50km/h speed limits	Increase	Increase ●
	Percentage of heavy vehicles complying with open road 90km/h speed limits	Increase	Increase ●
	Percentage of heavy vehicles complying with urban road 50km/h speed limits	Increase	Increase ●
	Percentage of vehicles exceeding speed limits by 1-10km/h	Decrease	Decrease ●
	Percentage of respondents who agree that enforcing the speed limit lowers the road toll	Increase	Increase ●
Young drivers	Percentage of youth (15-24 years) with the expectation that the risk of being caught drink driving is small	Decrease	Increase ●
	Percentage of youth (15-24 years) with the expectation that the risk of being caught speeding is small	Decrease	Decrease ●
Alcohol	Number of alcohol-impaired driving offences	Decrease	Decrease ●
	Percentage of respondents who agree there is a good chance of being stopped at an alcohol checkpoint if driving late at night	Increase	Decrease ●

Walking and cycling	Percentage of vehicles complying with urban road (50km/h) speed limits	Increase	Increase	●
	Number per 100,000 population of pedestrians and cyclists killed or seriously injured enough to be hospitalised for longer than one day	Decrease	Decrease	●
Motorcycles	Number of motorcycle warrant of fitness offences	Decrease	Decrease	●
Light vehicles	Number of light vehicle warrant of fitness offences	Decrease	Increase	●
Restraints	Percentage of adults wearing safety belts in front seats	Increase	Increase	●
	Percentage of adults wearing safety belts in rear seats	Increase	Increase	●
	Percentage of children aged 5-9 using restraints (including booster seats, child seats and child harnesses)	Increase	Increase	●
	Percentage of children aged 0-5 using child restraints	Increase	Increase	●
Older road users	Fatal and serious injuries to older road users per 100,000 population	Decrease	Increase	●
Crash reporting	Percentage of fatal traffic crash reports received within 10 weeks	Increase	Increase	●
	Percentage of serious injury traffic crash reports received within 10 weeks	Increase	Increase	●
	Percentage of minor injury traffic crash reports received within 10 weeks	Increase	Increase	●
	Percentage of non-injury traffic crash reports received within 10 weeks	Increase	Increase	●

### What NZ Police deliver

Full details of the NZ Police's service performance are available in the *New Zealand Police annual report 2015/2016* at [www.police.govt.nz](http://www.police.govt.nz).