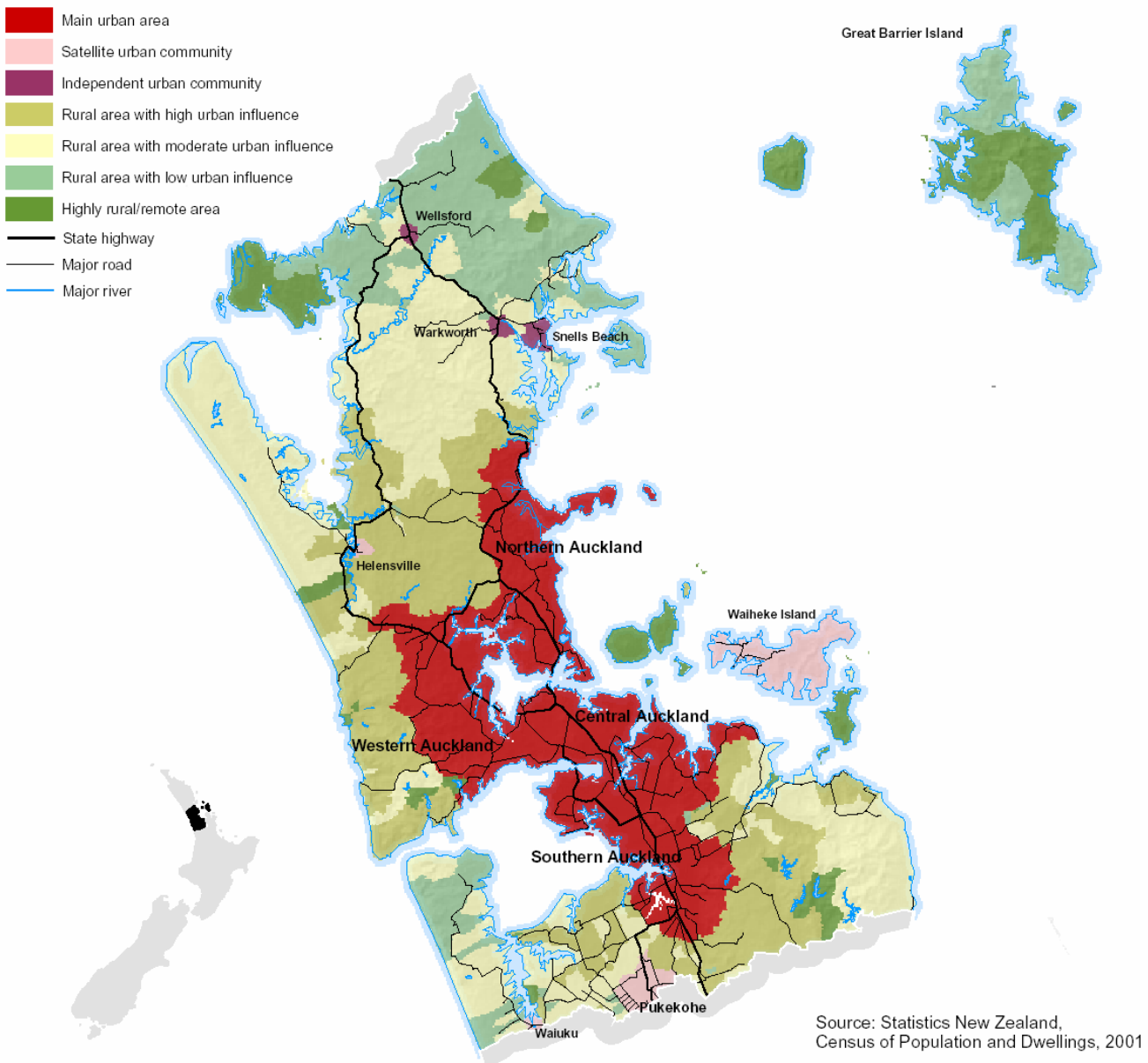


land transport at a glance

Waitakere City

Map of the Auckland Region



What is *Land Transport At A Glance*?

Land Transport At A Glance provides a brief overview of the state of the land transport system.

What does *Land Transport At A Glance* contain?

It contains key data that describes the contribution that land transport makes to the government's economic, social and environmental objectives for transport.

What is its purpose?

Land Transport At A Glance provides all approved organisations with an evidence base for decision-making.

Why do this?

The key strategic driver for providing data is the government's requirement that we be evidence-based and outcomes focused.

Timing

The release of *Land Transport At A Glance* coincides with the publication of the *National Land Transport Programme* (NLTP) by Land Transport NZ on 28 June 2006.

What are the limitations of the data?

This package is based on available data. There are gaps, which will be filled as quickly as possible. Where data does not presently exist, we will work with sector partners to obtain the data through research and other means.

Where does the data come from?

We have compiled data from a wide variety of sources and we will continue to refresh it from these sources. Sources of data have been stated under the graphs.

Is more data available?

A lot more data is available. A document containing detailed information about land transport is presently being prepared for release in December 2006.

Moving forward

In the long term the intention is to:

- publish *Land Transport At A Glance* each year in June to coincide with the release of the NLTP
- have land transport data available through Land Transport NZ's website.

Where can I get more information?

More information is available from the manager of performance information at your local Land Transport NZ office.

What if I have feedback?

Please contact the manager of performance information at your local Land Transport NZ office. We are keen to receive your feedback so that improvements can be made.

How do I contact land Transport NZ offices?

Phone	Northern Region	09 969 9800
	Midland Region	07 958 7840
	Central Region	04 931 8900
	Southern Region	03 964 2866

Waitakere City Auckland Region

Statistics for 2005

	Territorial Authority (TA)	Region	National	TA as % of region	Region as % of nation
Population ^D	191,900	1,337,100	4,098,900	14%	33%
Land area (km ²) ^D	367	5,600	275,446	7%	2%
Imports (gross tonne) ^{1D}		11,237,000	-		18%
Exports (gross tonne) ^{1D}		8,182,000	-		11%
Gross domestic product (GDP) (\$) ^M		46,892,000,000	148,551,000,000		32%
Total TA expenditure on land transport (\$) ^{T J}	20,350,000	209,996,000	873,924,000	10%	24%
Passenger transport - bus boardings ^J		43,054,000	86,666,000		50%
Passenger transport - rail boardings ^J		3,798,000	14,255,000		27%
Passenger transport - ferry boardings ^J		3,846,000	4,082,000		94%
Motor vehicles ^D	108,111	892,291	2,790,610	12%	32%
VKT (km) ^{V J}	836,000,000	11,401,000,000	38,874,000,000	7%	29%
Is congestion an issue?	Yes #				
Social cost (\$) ^D	83,800,000	792,500,000	3,554,000,000	11%	22%
Deliveries of petrol & diesel (litres) ^D			6,075,000,000		
Energy use by transport (petrol + diesel) (MJ ²) [in 2004] ^D			186,800,000,000		
CO ₂ emissions from land transport (tonnes) [in 2004] ^D			12,505,000		
Local roads - all urban (km) ^J	596	4,125	16,820	14%	25%
Local roads - sealed urban (km) ^J	593	4,099	16,423	14%	25%
Local roads - all rural (km) ^J	211	3,583	65,434	6%	5%
Local roads - sealed rural (km) ^J	173	2,408	32,819	7%	7%
State highway - all (km) ^{4J}		326	10,894		3%
State highway - sealed (km) ^{4J}		326	10,838		3%
State highway - motorway (km) ^J		106	172		62%

¹ indicative only - based on 2002 data. This includes both inter-national and inter-regional freight movement.

² 1 MJ = 1 mega-joule = 10⁶ joules

^D indicates year ending Dec; ^M indicates year ending June; ^J indicates year ending March.

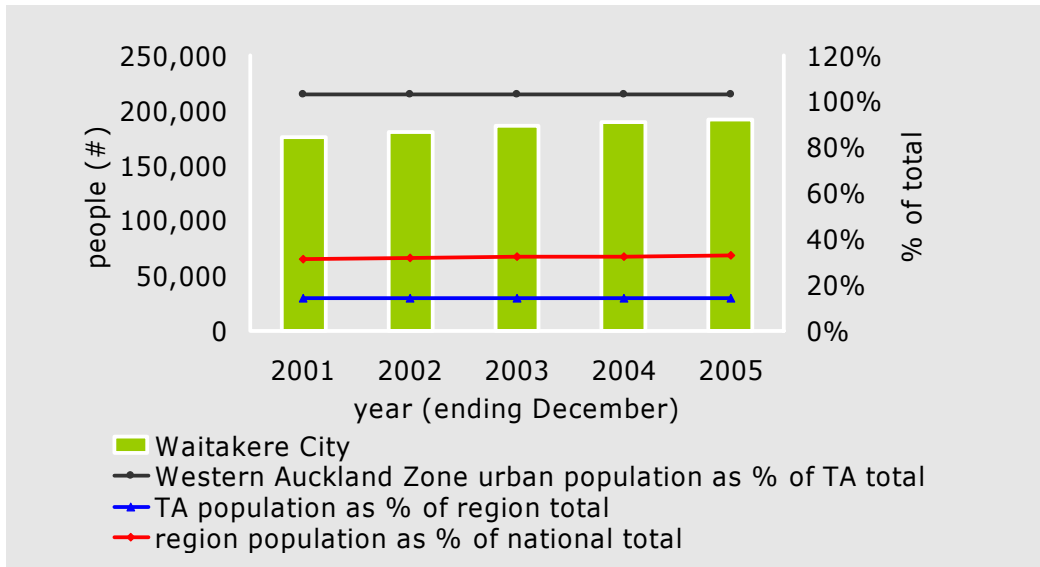
^T Total expenditure covers local and national contributions to territorial authority expenditure. Regional Council and Transit NZ costs are excluded.

^V TA VKT = local roads. Regional and national VKT includes local roads and state highways

The AM peak congestion is the heaviest, followed by the PM peak. In the interpeak period many Auckland roads flow quite smoothly, and this is reflected in the relatively high actual travel speeds. The combination of areas of heavy congestion and relatively high variability results in significant variations in trip times.

Population

Population estimates for Waitakere City

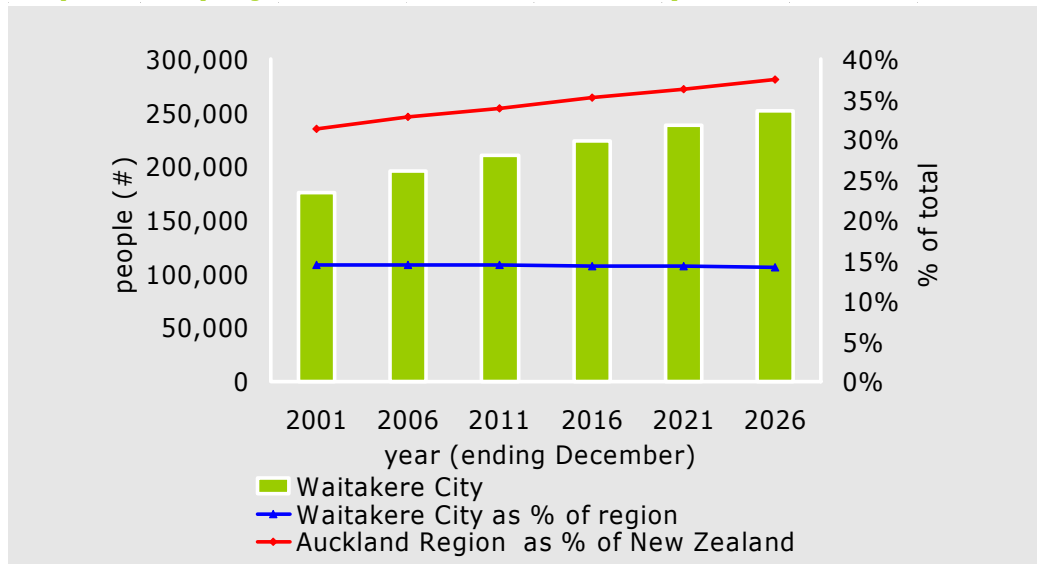


Source: Statistics NZ

Growth rates: (average per annum for years shown)

Urban Area - Western Auckland Zone	2.26%
Waitakere City	2.23%
Auckland Region	2.47%
New Zealand	1.41%

Population projections for Waitakere City



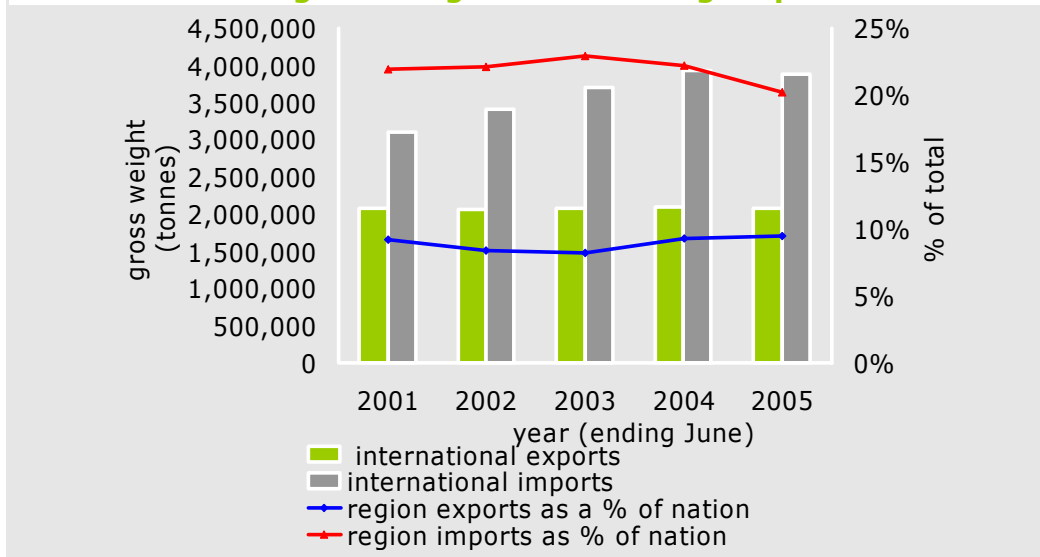
Source: Statistics NZ

Growth rates: (average per annum for years shown)

Waitakere City	1.72%
Auckland Region	1.83%
New Zealand	0.88%

Economic impacts

International freight through Auckland Region ports

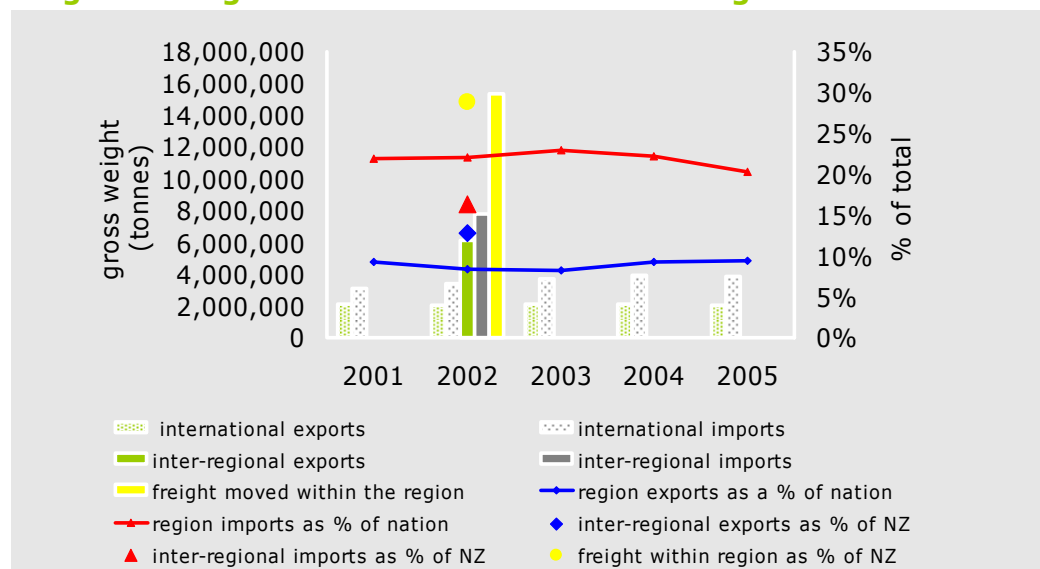


Source: Statistics NZ

Airport(s): Auckland Airport

Seaport(s): Auckland

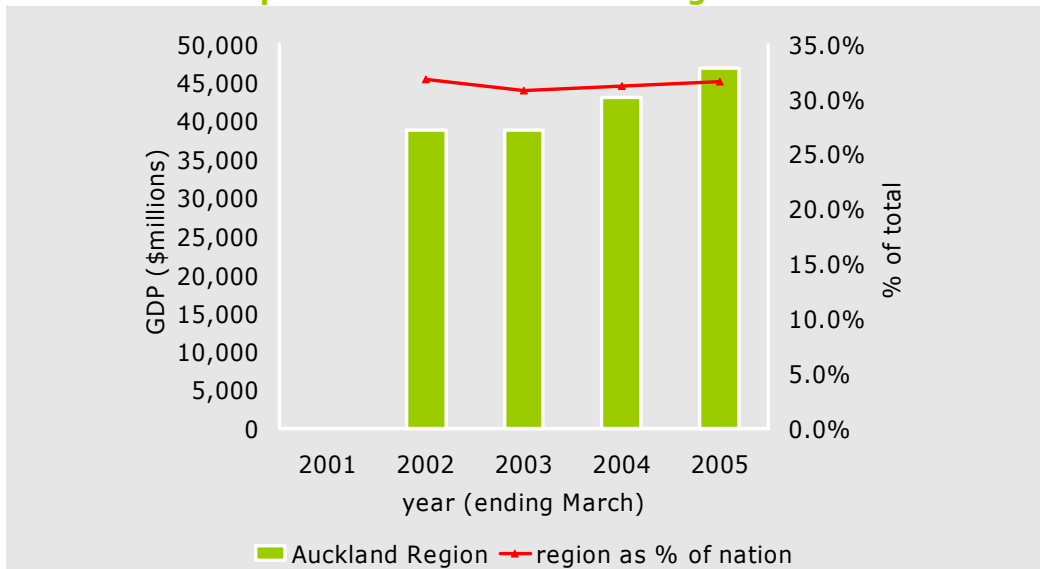
Regional freight movement for Auckland Region



Source: Booz Allen Hamilton (NZ) Ltd, 2005, *Development of a New Zealand National Freight Matrix*

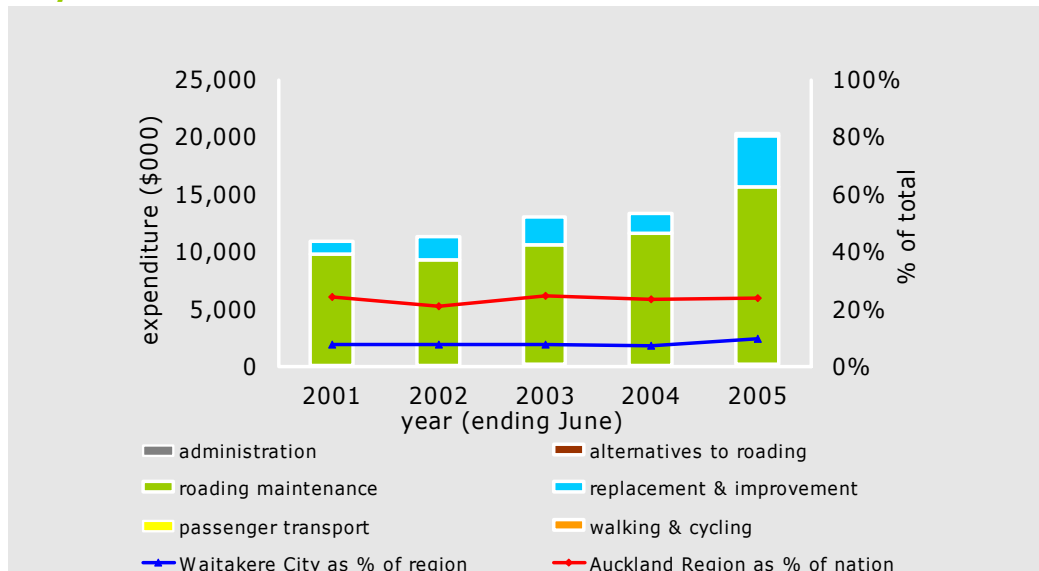
Economic impacts (continued)

GDP in current prices for the Auckland Region



Sources: NZIER & Statistics NZ

Total territorial authority expenditure on land transport for Waitakere City

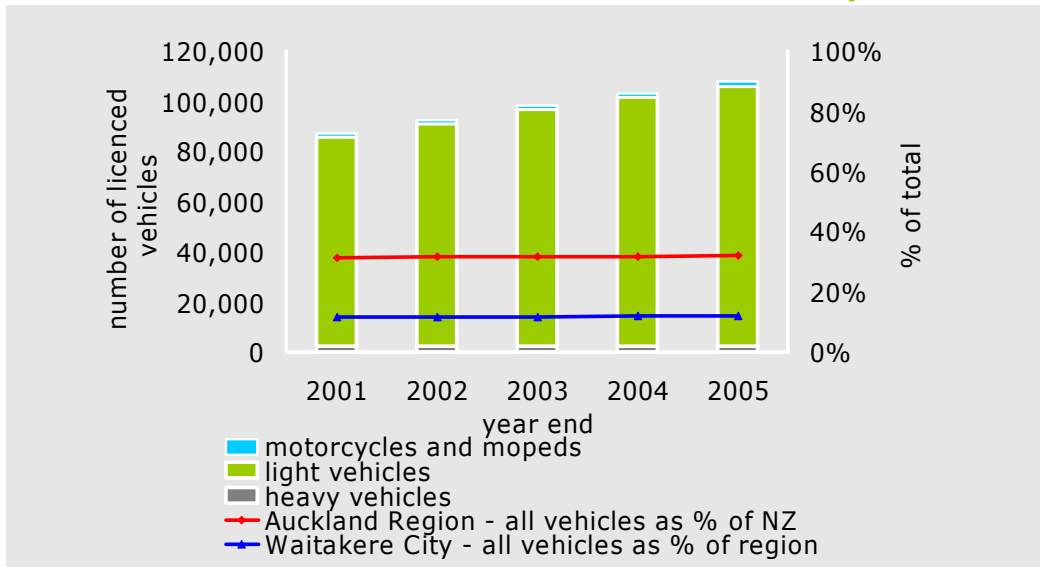


Source: Land Transport NZ

Total expenditure covers local and national contributions to territorial authority expenditure. Regional Council and Transit NZ costs are excluded

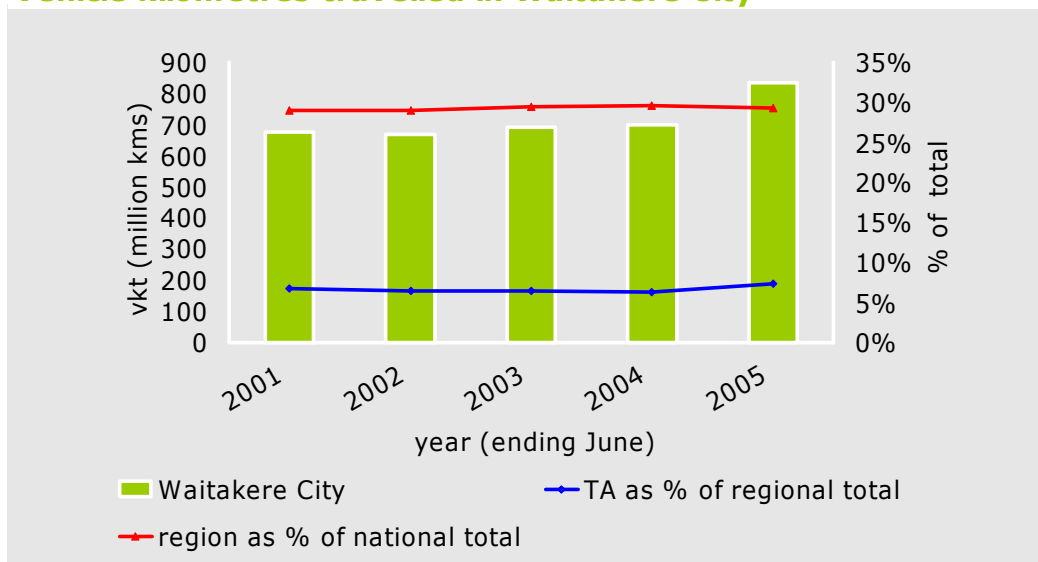
Use of land transport

Number of motor vehicles licensed in Waitakere City



Source: Motor vehicle register

Vehicle kilometres travelled in Waitakere City



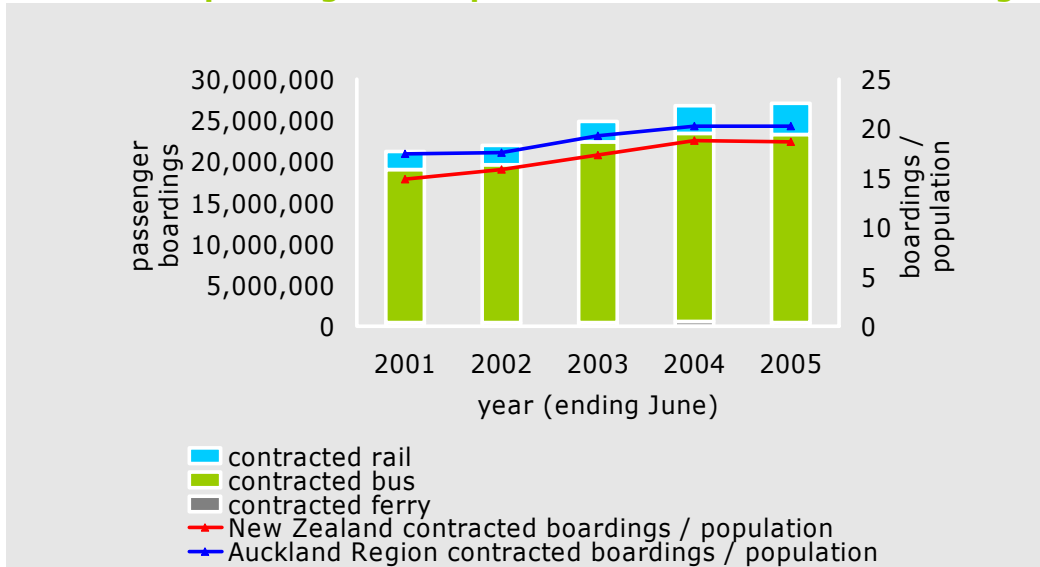
Source: Territorial local authorities

TA VKT = local roads

Regional and national VKT includes local roads and state highways

Use of land transport (continued)

Contracted passenger transport services in the Auckland Region

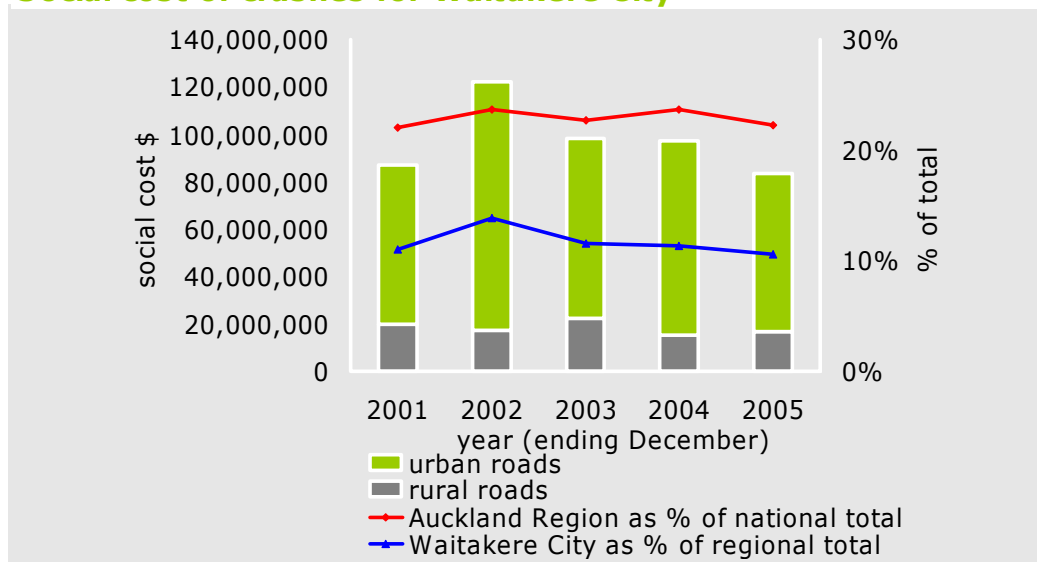


Source: Regional Councils

Commercial passenger transport increased regional boardings by about 23599000 in 2004/05

Social impacts

Social cost of crashes for Waitakere City

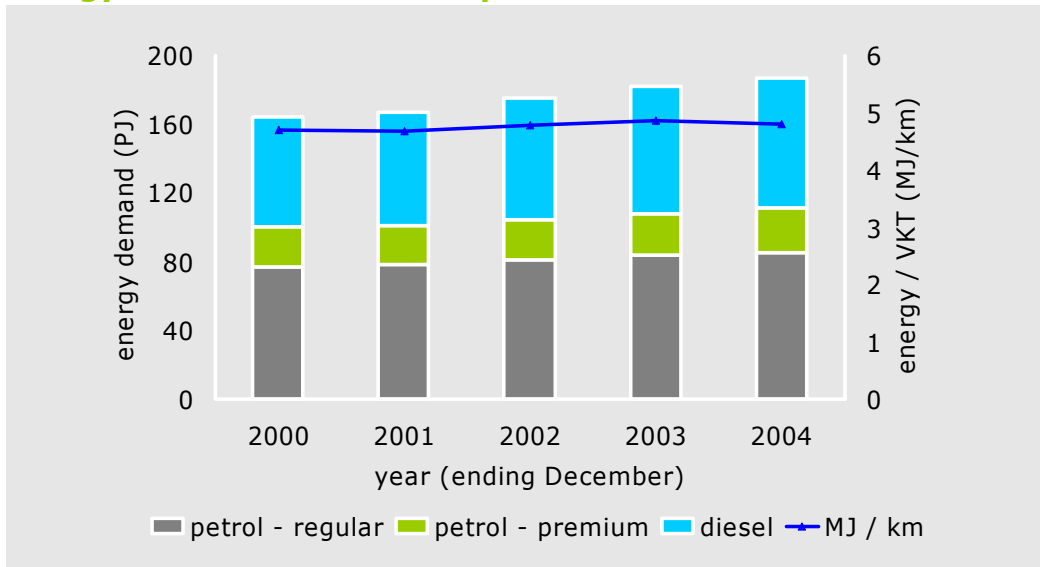


Source: Crash analysis system

For details of road safety, refer to the *Road Safety Issues* report

Environmental impacts

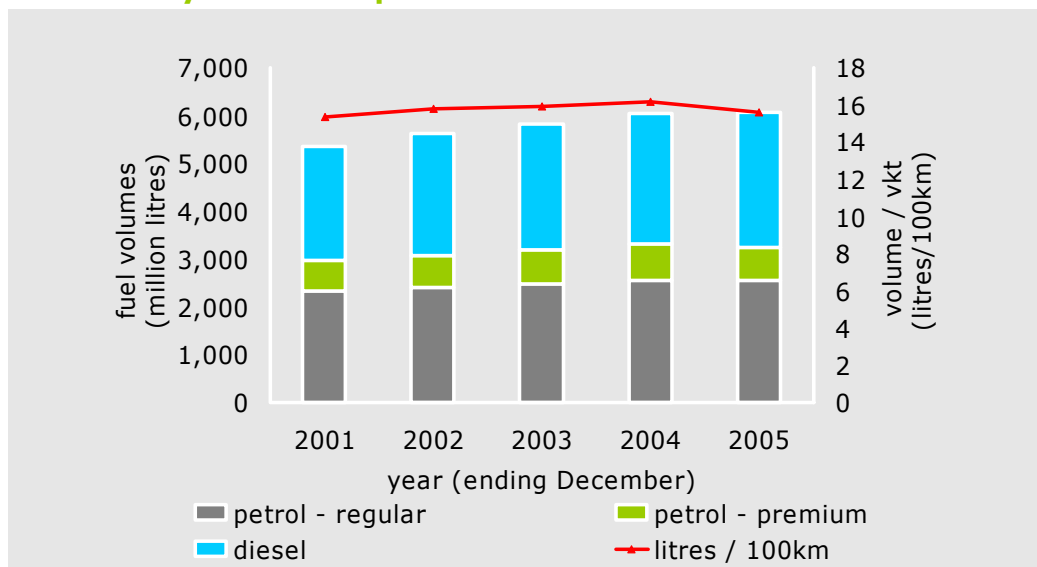
Energy demand of land transport in New Zealand



Source: MED, June 2005, *NZ Greenhouse Gas Emissions 1990 - 2004 and Statistics NZ Deliveries of Petroleum Fuels by Industry*

1 PJ = 10^{15} joules = 10^9 MJ

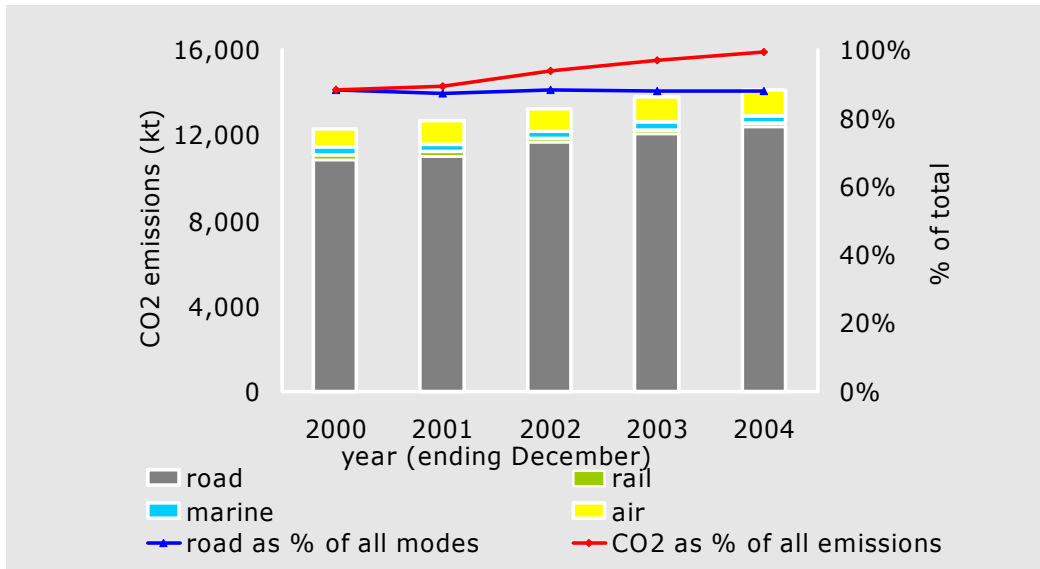
Fuel use by land transport in New Zealand



Source: Statistics NZ *Deliveries of Petroleum Fuels by Industry*

Environmental impacts (continued)

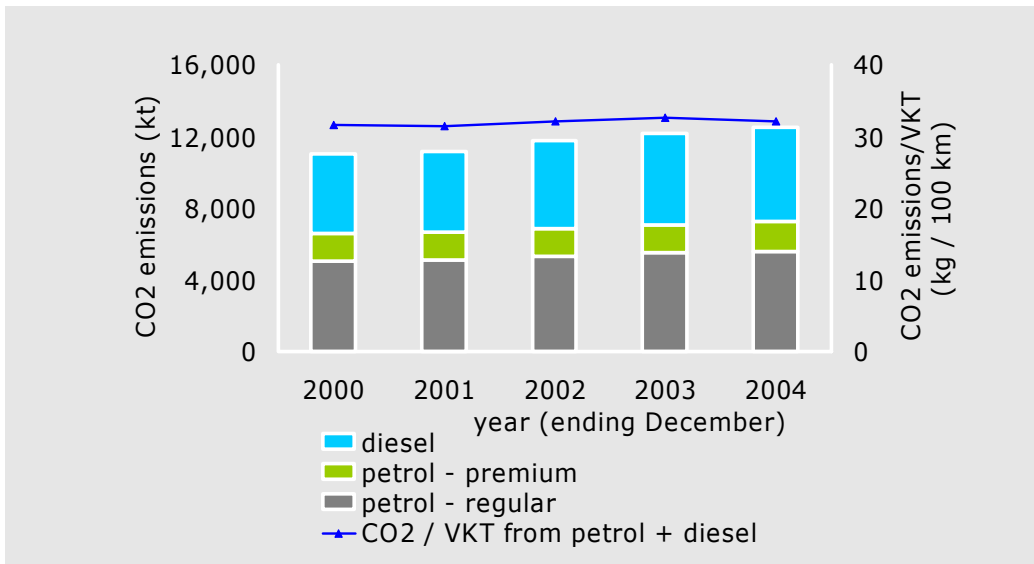
CO₂ emissions from all transport in New Zealand, by mode



Source: MED, June 2005, *NZ Energy Greenhouse Gas Emissions 1990-2004*

1 kt = 1 kilo tonne = 1000 tonnes

CO₂ emissions from land transport in New Zealand, by fuel type



Source: MED, June 2005, *NZ Energy Greenhouse Gas Emissions 1990-2004*

1 kt = 1 kilo tonne = 1000 tonnes