

NATIONAL LAND TRANSPORT FUND STATEMENT OF NON-FINANCIAL INVESTMENT PERFORMANCE EXPECTATIONS

Maximising return for New Zealand - investing in land transport

To ensure that the Transport Agency continues to prudently invest National Land Transport Fund (NLTF) funds in activities where our approved organisations partners deliver the goods and services, we monitor a range of investment indicators. These indicators help us to tell the story of our investment performance and complement the performance measures contained within the investment management output class.

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55 NATIONAL LAND TRANSPORT PROGRAMME - INVESTMENT INDICATORS



NATIONAL LAND TRANSPORT FUND – SPECIAL FUNDING INDICATORS

ROAD POLICING PROGRAMME*

AREAS OF CONCERN	RESULTS TO WHICH POLICE SIGNIFICANTLY CONTRIBUTE
Vehicle dimension and mass compliance	Increased percentage of vehicles inspected by CVIU found to be in breach of VDAM rules
Economic enforcement	Reduction in RUC evasion rates
Commercial vehicle operators	Improved reporting of emerging areas of risk Improved compliance levels for passenger transport, heavy vehicles and fleet operators
Traffic management	Decrease in time to reinstate traffic flow after road or carriageway closure or crash Improved attendance and reporting of unplanned events Improved impact of policing activity on congestion Improved engagement with road controlling authorities
Speed	Increased percentage of vehicles complying with speed limits Reduced percentage of vehicles exceeding speed limits by 1-10km/h Reduced percentage of heavy vehicles exceeding 90 km/h on open road Reduced number of repeat speeding offenders Improved public attitudes to enforcement and speed limits
High-risk drivers	Decreased percentage of drivers driving while disqualified Decreased percentage of drivers detected for third or subsequent drink/drugged driving offences Decreased percentage of unlicensed or incorrectly licensed drivers
Young drivers	Increased youth expectation of being stopped and checked for alcohol/speed /correct licence class
Motorcyclists	Increased detection of speeding, unsafe lane-changing, alcohol and drug-impaired driving, and helmet wearing offences by motorcyclists
Alcohol/drug-impaired driving	Increased compliance with the zero youth and 50/250 adult alcohol limits Decreased percentage driving over 80 mg/100ml or 400 micrograms per litre Increased public expectation of being stopped and checked
Restraints	Improved restraint usage in low-use areas and times
Commercial vehicle operators	Decreased percentage of non-compliant operators
Walking and cycling	Increased percentage of vehicles complying with urban speed limits Increased safe behaviour by motorists, pedestrians and cyclists
Fatigue and distraction	Decreases in cell phone use while driving and distracting roadside furniture
Older road users	Decreased risky behaviours by all road users at times and places of greatest risk to older users
Roads and roadsides	Improved Police reporting to encourage improved Road Controlling Authority response times
Motorcycles	Decreased percentage of motorcycles on the road in unsafe condition or without a current WOF/COF
Heavy vehicles	Increased detection of levels 3, 5 and 6 and out-of service order in the Roadside Inspection Database
Light vehicles	Decreased percentage of vehicles on the road in unsafe condition or without a current WOF/COF
Crash attendance and reporting	All crashes attended by Police reported All crashes reported on prescribed forms Increase in Police activities targeted to high risk rural roads as identified using KiwiRAP and other tools Increase in timeliness and accuracy of traffic crash reports Accurate reporting of road, vehicle and environmental factors

* Road safety measures have been focused around the high priority areas in the Safer Journeys strategy

NATIONAL LAND TRANSPORT PROGRAMME INVESTMENT INDICATORS

This section includes progress indicators for the 2015-19 Government Policy Statement on Land Transport (GPS). They reflect our views on appropriate outcome indicators and take into consideration the direction of our planning and investment for outcomes approach, the One Network Road Classification and progress made with public transport information. Accordingly, they contain new indicators that are not yet fully in production but will come on stream during the GPS period. Progress on these indicators will be reported as information becomes available.

PUBLIC TRANSPORT

ASSESSMENT OF INVESTMENT PERFORMANCE ^o	2014/15 estimate	Desired trend 2015-19
Number of passengers using urban public transport services (bus, train and ferry)	Approx 140m	Increasing
Fare revenue as a % of total expenditure	47%	Maintaining
Change in productivity (costs per passenger kilometre) where available by bus, train and ferry ³³	New measure	Increasing
Change in productivity (costs per passenger kilometre) where available by peak and off-peak ³⁴	New measure	Increasing

^o Refer to appendix (page 93) for measurement details.

ACTIVE MODES OF TRANSPORT

WALKING AND CYCLING

ASSESSMENT OF INVESTMENT PERFORMANCE	2014/15 estimate	Desired trend 2015-19
Change in network kilometres of cycle lanes	Baseline 2013/14 12.3km	Increasing
Percentage increase in cycling trip legs per person across Auckland, Wellington and Christchurch ³⁵	32m	Increasing

ROAD NETWORK - IMPROVEMENTS

LOCAL ROAD

ASSESSMENT OF INVESTMENT PERFORMANCE	2014/15 estimate	Desired trend 2015-19
Change in travel times on key local roads serving our major metropolitan areas	New measure	Increasing
Change in the productivity of the local road network in major metropolitan areas	New measure	Increasing
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 SOMAX network.)	New measure Baseline 14/15 = approx. 85%	Increasing

STATE HIGHWAYS

ASSESSMENT OF INVESTMENT PERFORMANCE	2014/15 estimate	Desired trend 2015-19
Change in travel times on key state highways serving our major metropolitan areas (Auckland, Wellington and Christchurch)	New measure	Maintaining
Change in productivity of the state highway network in major metropolitan areas (Auckland, Wellington and Christchurch - AM peak) ³⁶	Auckland: 63% Wellington: 66% Christchurch: 28%	Maintaining
Change in the proportion of state highways available to HPMV	New measure Baseline 2014/15 = 41%	Increasing

ROAD NETWORK - MAINTENANCE

LOCAL ROAD

ASSESSMENT OF INVESTMENT PERFORMANCE	2014/15 Estimate	Desired trend 2015-19
Pavement integrity of sealed network	94%	
Surface condition of the sealed network	98%	Maintaining
Smooth ride - % of travel on smooth roads	86%	
Change in local road maintenance cost per lane kilometre expenditure by road classification	\$3,000	Maintaining (in real terms)

STATE HIGHWAYS

ASSESSMENT OF INVESTMENT PERFORMANCE	2014/15 Estimate	Desired trend 2015-19
Surface condition of the sealed network	93%	
Smooth ride - % of travel on smooth roads	98%	Maintaining
Change in state highway maintenance cost per lane kilometre expenditure by road classification	\$21,400	Maintaining (in real terms)

ROAD NETWORK - REGIONAL IMPROVEMENTS

REGIONAL

ASSESSMENT OF INVESTMENT PERFORMANCE	2014/15 Estimate	Desired trend 2015-19
Change in kilometres of improved regional roading	New measure	Increasing