

NATIONAL LAND TRANSPORT FUND PERFORMANCE EXPECTATIONS

The Transport Agency invests the National Land Transport Fund, through the National Land Transport Programme, in transport activities delivered by the Transport Agency, local authorities, NZ Police and transport sector stakeholders.

This section sets out indicators for the performance of investments made through the National Land Transport Programme, including:

- National Land Transport Programme investment indicators (p55).
- Road Policing Programme investment indicators (p57).

Technical notes are included in appendix 4 (p99).



NATIONAL LAND TRANSPORT PROGRAMME INVESTMENT INDICATORS

The following progress indicators for the *Government Policy Statement on Land Transport 2015/16 – 2024/25* (GPS) reflect our views on appropriate outcome indicators and take into consideration the direction of our planning and investing 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 that 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	2015/16 estimate	Desired trend 2015-19
Number of passengers using urban public transport services (bus, train and ferry)	Approx 147m	Increasing
Fare revenue as a % of total expenditure	48%	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	Results not available for 2015/16	Increasing

^o Refer to appendix 4 (pages 100-103) for measurement details.

ACTIVE MODES OF TRANSPORT

WALKING AND CYCLING

ASSESSMENT OF INVESTMENT PERFORMANCE	2015/16 estimate	Desired trend 2015-19
Change in network kilometres of cycle lanes	Baseline 2013/14 12.3km	Increasing
% increase in cycling trip legs per person across Auckland, Wellington and Christchurch ³⁵	Results not available for 2015/16	Increasing

ROAD NETWORK - IMPROVEMENTS

LOCAL ROAD

ASSESSMENT OF INVESTMENT PERFORMANCE	2015/16 estimate	Desired trend 2015-19
Change in travel times on key local roads serving 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.)	88%	Increasing

STATE HIGHWAYS

ASSESSMENT OF INVESTMENT PERFORMANCE	2015/16 estimate	Desired trend 2015-19
Change in travel times on key state highways serving 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	TBC	Maintaining
Change in the proportion of state highways available to HPMVs	New measure Baseline 2014/15 = 41%	Increasing

ROAD NETWORK – MAINTENANCE

LOCAL ROAD

ASSESSMENT OF INVESTMENT PERFORMANCE	2015/16 estimate	Desired trend 2015-19
Pavement integrity of the 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	Approx \$3,000	Maintaining (in real terms)

STATE HIGHWAYS

ASSESSMENT OF INVESTMENT PERFORMANCE	2015/16 estimate	Desired trend 2015-19
Surface condition of the sealed network	Results not available for 2015/16	Maintaining
Smooth ride: % of travel on smooth roads	98%	
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	2015/16 estimate	Desired trend 2015-19
Change in kilometres of improved regional roading	New measure	Increasing

ROAD POLICING PROGRAMME INVESTMENT INDICATORS

These investment indicators are for the Road Policing Programme, delivered by NZ Police. Road safety measures have been focused around the high priority areas in the Safer Journeys strategy.

AREAS OF CONCERN	RESULTS TO WHICH POLICE SIGNIFICANTLY CONTRIBUTE	DESIRED TREND
Vehicle dimension and mass compliance	Percentage of vehicles inspected by commercial vehicle investigation unit found to be in breach of vehicle dimension and mass rules	Increased
Economic enforcement	Road user charges evasion rates	Reduced
Commercial vehicle operators	Reporting of emerging areas of risk	Improved
	Compliance levels for passenger transport, heavy vehicles and fleet operators	Improved
	Percentage of non-compliant operators	Decreased
Traffic management	Time to reinstate traffic flow after road or carriageway closure or crash	Decreased
	Attendance and reporting of unplanned events	Improved
	Impact of policing activity on congestion	Improved
	Engagement with road controlling authorities	Improved
Speed	Percentage of vehicles complying with speed limits	Increased
	Percentage of vehicles exceeding speed limits by 1-10km per hour	Reduced
	Percentage of heavy vehicles exceeding 90km per hour on open road	Reduced
	Number of repeat speeding offenders	Reduced
	Public attitudes to enforcement and speed limits	Improved
High-risk drivers	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	Decreased
Young drivers	Youth expectation of being stopped and checked for alcohol/speed/correct licence class	Decreased
Motorcyclists	Detection of speeding, unsafe lane-changing, alcohol and drug-impaired driving, and helmet wearing offences by motorcyclists	Increased
Alcohol/drug-impaired driving	Compliance with the zero youth and 50/250 adult alcohol limits	Increased
	Percentage driving over 80mg/100ml or 400mg per litre	Decreased
	Public expectation of being stopped and checked	Increased
Restraints	Restraint usage in low-use areas and times	Improved
Walking and cycling	Percentage of vehicles complying with urban speed limits	Increased
	Safe behaviour by motorists, pedestrians and cyclists	Increased
Fatigue and distraction	Cell phone use while driving and distracting roadside furniture	Decrease
Older road users	Risky behaviours by all road users at times and places of greatest risk to older users	Decreased
Roads and roadsides	NZ Police reporting to encourage improved Road Controlling Authority response times	Improved
Motorcycles	Percentage of motorcycles on the road in unsafe condition or without a current warrant of fitness/certificate of fitness	Decreased
Heavy vehicles	Detection of levels 3, 5 and 6 and out-of service order in the Roadside Inspection Database	Increased
Light vehicles	Percentage of vehicles on the road in unsafe condition or without a current warrant of fitness/certificate of fitness	Decreased
Crash attendance and reporting	All crashes attended by NZ Police reported	Not applicable
	All crashes reported on prescribed forms	Not applicable
	NZ Police activities targeted to high-risk rural roads as identified using KiwiRAP and other tools	Increased
	Timeliness and accuracy of traffic crash reports	Increased
	Accurate reporting of road, vehicle and environmental factors	Not applicable