Ministry of Transport
TE MANATŪ WAKA

Government Policy Statement (GPS) on land transport 2018: Summary of Year 1 reporting measures

	Long-term result	Short-term result	Measure	Likely first year of reporting	Included Year 1 report	Included in Year 1 supplementary spreadsheets	Data source
Safety	Significant reduction in deaths and serious injuries	1. Renewed strategic focus to have the greatest impact on reducing death and serious injury	1A. Release of a new road safety strategy and associated work programme	2018/19 (strategy released late 2019)	Yes	No	Ministry of Transport
		2. State highways and local roads are safer for everyone	2A. Road deaths and serious injuries	2018/19	Reported separately for deaths and serious injuries: total, per 100,000 population, by road user type (total), by region (total).	Reported separately for deaths and serious injuries: As per report plus per 100,000 population by region, by road user type (per 100,000 population and by region), and by road type by region	Ministry of Transport / Waka Kotahi
			2B. Hospitalisations from road crashes	2018/19	Total, per 100,000 population, by road user type (total), by region (total).	As per report plus by road user type per 100,000 population and road user type by region	Ministry of Health
			2C. % of state highway and local road networks modified to align with safe and appropriate speed	2018/19 (state highway data only, data for local road networks not available)	Yes	No	Waka Kotahi
			2D. $ investment in: (i) State highway improvements, (ii) Local road improvements	2018/19	Yes	No	Waka Kotahi
			2E. $ investment in safety improvement activities (across all activity classes)	TBC	No	No	Waka Kotahi
		3. Cycling and walking is safer	3A. Pedestrian and cyclist injuries	2018/19	Total per mode and per 100,000 population per mode	As per report plus cyclist injuries by region and pedestrian injuries by region	Accident Compensation Corporation
			3B. Network kilometres of walking and cycling facilities delivered	2018/19	Yes	No	Waka Kotahi
			3C. $ investment in walking and cycling	2018/19	Yes	No	Waka Kotahi
			As per #2A Road deaths and serious injuries				
			As per #2B Hospitalisations from road crashes				
		4. Effective enforcement activity to promote safe behaviour by road users	4A. Police supported resolutions	2018/19	Totals and % of all infringements, and by infringement type	As per report plus breakdowns by Police district	NZ Police
			4B. Mean free speed and proportion of driving over a safe and appropriate speed	TBC	No	No	Waka Kotahi
			4C. Deaths and serious injuries where alcohol, speed, fatigue, or distraction was a contributing factor	2018/19	Totals	As per report plus %s and breakdowns by region	Waka Kotahi
			4D. Vehicle occupant deaths where restraints not worn	2018/19	Totals and as a % of all road deaths	As per report plus number by region	Waka Kotahi
			4E. Dedicated road policing staff	2018/19	Total FTE and % of funded target	As per report plus breakdowns by Police district	NZ Police
			4F. $ investment in road policing	2018/19	Yes	No	Waka Kotahi
		5. Safer road use through appropriate education and promotion activities, and regulatory changes	5A. % of road safety advertising campaigns that meet or exceed their agreed success criteria	2018/19	Yes	No	Waka Kotahi
			5B. % of road safety education programmes meeting targets for access to road safety information	2019/20	No	No	Waka Kotahi
			5C. Public attitudes towards road safety	2018/19	Yes	No	Waka Kotahi
			5D. Deaths and serious injuries where drugs were a contributing factor	2018/19	Totals	As per report plus %s and breakdowns by region	Waka Kotahi
			5E. $ investment in promotion of road safety and demand management	2018/19	Yes	No	Waka Kotahi
Access-Access	Metropolitan and high growth urban areas are better connected and accessible	6. A more accessible and better integrated transport network including public transport walking and cycling	6A. % of population with access to frequent public transport services	2018/19	By region (Auckland, Wellington, Christchurch only)	No	Waka Kotahi
			6B. Mode share – people	2018/19	National total: by trip legs, by time spent travelling, and by trip distance. Regional breakdowns by trip legs and time spent travelling.	As per report plus regional breakdowns by trip distance	Ministry of Transport
			6C. Mode share – freight	TBC	No	No	Ministry of Transport

			6D. Access to jobs	2018/19	By mode (given final methodology breakdowns by region not feasible)	As per report	Waka Kotahi
			6E. Access to essential services	2018/19	By mode	As per report plus by mode by region	Waka Kotahi
			6F. Number of passenger boardings using urban public transport services	2018/19	Total by region	As per report plus per 100,000 population by region	Waka Kotahi
			6G. % of people unable to make a beneficial land transport journey	2018/19	By barrier type, by trip purpose and by age	By gender, by ethnicity, by age and by region	Waka Kotahi
			6H. $ investment in: (i) Public transport, (ii) Rapid transit, (iii) Transitional rail	2018/19	Yes	No	Waka Kotahi
			As per #3C $ investment in walking and cycling				
		7. Improved land use and transport planning to create more liveable cities	7A. % of recently built residential dwellings with access to public transport services and active modes	2019/20	No	No	Waka Kotahi
			7B. % of space in cities dedicated to motorised vehicles	2020/21	No	No	Waka Kotahi
			7C. % of urban network with speed limit of 40 km/h or below	2019/20 (originally expected for 2018/19)	No	No	Waka Kotahi
		8. Improved throughput of people and goods in metropolitan areas	8A. Utilisation of key movement corridors for people and freight	TBC	No	No	Waka Kotahi / Regional Councils
			8B. Predictability of travel times for people and freight in metropolitan and high growth areas	TBC	No	No	Waka Kotahi
		9. Improved transport access to new and existing housing including provision of public transport services	9A. $ investment in providing public transport for new housing in metropolitan and high growth urban areas	TBC	No	No	Waka Kotahi
			As per #7A % of recently built residential dwellings with access to public transport services and actives modes				
	Better access to markets, business areas, and supporting tourism	10. Nationally important transport connections are maintained or improved to support areas of growth, changes in population, freight and tourism, and to improve safety	10A. Predictability of travel times on priority routes for freight and tourism	2019/20	No	No	Waka Kotahi
			10B. % of key national and regional networks that meet One Network Road Classification (ONRC) customer levels of service for: (i) Safety, (ii) Resilience/access, (iii) Travel time reliability	TBC	No	No	Waka Kotahi
		11. Enhanced testing and deployment of intelligent transport systems and other technologies to make the best use of existing networks	11A. Number of: (i) Trials undertaken, (ii) Trials implemented	TBC	No	No	Waka Kotahi
			11B. $ investment in (i) Intelligent transport systems and other technologies, (ii) Research and evaluations related to intelligent transport systems and other technologies	TBC	No	No	Waka Kotahi
	Sustainable economic development of regional New Zealand is supported by safer and better transport connections	12. Regional networks (including key regional freight routes) are safer, better connected and more resilient	12A. Lane kilometres of improved regional roading	2018/19	Yes	No	Waka Kotahi
			12B. % of routes of most economic and social importance that have viable alternative routes	2019/20	No	No	Waka Kotahi
			As per #10A Predictability of travel times on priority routes for freight and tourism				
			As per #2C % of state highway and local road networks modified to align with safe and appropriate speed				
		13. Improved transport connections (including local roads, public transport and active modes) on key regional tourist routes to make these routes safer for all	13A. % of national cycling tourist routes completed	2018/19	Yes (regional breakdowns not available)	No	Waka Kotahi
			13B. Use of cycling tourist routes	2019/20 (originally expected for 2018/19)	No	No	Waka Kotahi
			13C. % of Te Araroa at a roadside without a path	2018/19	Yes (regional breakdowns not available)	No	Waka Kotahi / Te Araroa Trust
			13D. Use of Te Araroa trails	2019/20	No	No	Waka Kotahi / Te Araroa Trust
			13E. $ investment in tourist routes for walking and cycling	TBC	No	No	Waka Kotahi
			As per #10A Predictability of travel times on priority routes for freight and tourism				
Access-Choice	Increased mode shift from private vehicle trips to walking, cycling and public transport	14. A reduction in overall single occupant private vehicle travel in urban areas	14A. Distance per capita travelled in single occupancy vehicles	2018/19	All main urban areas total, and by region (Auckland, Wellington, Christchurch only)	As per report	Ministry of Transport
			As per #6B Mode share – people				
		15. Improved good-quality, fit-for-purpose walking and cycling infrastructure	15A. Cycling count in urban areas	2018/19	By region (Auckland, Wellington, Christchurch only)	As per report plus total	Waka Kotahi
			15B. Walking count in urban areas	2019/20	No	No	Waka Kotahi
			As per #3B Network kilometres of walking and cycling facilities delivered				
			As per #3C $ investment in walking and cycling				
		16. Improved real and perceived safety for both pedestrians and cyclists	16A. Perceived safety of walking and cycling	2018/19	National totals plus Auckland, Wellington and Christchurch	As per report plus Hamilton, Tauranga and Dunedin	Waka Kotahi
			As per #2A Road deaths and serious injuries				
			As per #2B Hospitalisations from road crashes				
			As per #3A Pedestrian and cyclist injuries				

		17. Increased proportion of journeys made using public transport and active modes of travel [including children travelling to and from school])	17A. Mode share for how children travel to/from school	2018/19	% by age	As per report plus % total, by gender , by ethnicity group, by neighbourhood deprivation, and by region	Ministry of Health
			As per #6B Mode share – people				
			As per #6F Number of passenger boardings using urban public transport services				
		18. Expanded and better connected walking and cycling networks both in urban and rural areas	***As per #3B*** Network kilometres of walking and cycling facilities delivered				
	More transport choice (including for people with less or limited access to transport)	19. Public transport is more accessible and affordable, especially for those reliant on it to reach social and economic opportunities [including people with disabilities, low-income people, and SuperGold card holders]	19A. % of household spending on transport	2018/19	By household income quintile, by households with/without Māori, and by households with/without superannuitants)	By region	Stats NZ
			19B. SuperGold boardings	2018/19	Yes	No	Waka Kotahi
			19C. $ investment in improving access to public transport for people with disabilities	TBC	No	No	Waka Kotahi
			As per #6E % of people unable to make a beneficial land transport journey				
		20. Specialised services provide better access to transport for people [including people with disabilities] unable to drive themselves or use scheduled public transport	20A. Use of specialised services	2018/19	By region	As per report plus national totals	Waka Kotahi
			20B. $ investment in Total Mobility	2018/19	Yes (regional breakdowns not available)	No	Waka Kotahi
Access-Resilience	Improved network resilience for the most critical connections	21. Improved resilience on routes where disruptions pose the highest economic and social costs	21A. Kilometres of road and rail infrastructure susceptible to coastal inundation with sea level rise	2019/20	No	No	Waka Kotahi / Local Government NZ
			As per #12B % of routes of most economic and social importance that have viable alternative routes				
		22. Improved targeting of resilience risk and vulnerabilities through the use of an integrated whole-of-system approach which may include investment in non-transport infrastructure when this has clear transport benefits	22A. % of business cases that include resilience	TBC	No	No	Waka Kotahi
			22B. $ investment in resilience	TBC	No	No	Waka Kotahi
		23. When disruption to the network occurs, impacts of disruption are reduced at the parts of the network that have the most economic and social importance	23A. Number of affected travel hours that routes of most economic and social importance are unavailable	TBC	No	No	Waka Kotahi
			23B. Availability of state highway network	2018/19	Yes	No	Waka Kotahi
Environment	Reduce greenhouse gas emissions from transport	24. Reduced greenhouse gas emissions from land transport using whole-of system approach	24A. Tonnes of greenhouse gases emitted per year from land transport	2018/19	Total NZ GHG emissions and total contributed from road and rail.	As per report plus % of total GHG emissions contributed by road and rail	Ministry for the Environment
				2018/19	Total, per 100,000 population, % change and by region (total)	Per 100,000 population by region, % change per region	Waka Kotahi
			24B. $ investment in greenhouse gas emission reduction measures	TBC	No	No	Waka Kotahi
	Reduce transport's negative effects on the local environment and public health	25. Reduced significant harmful effects of land transport related noise	25A. Number of people exposed to elevated levels of land transport noise	2018/19 (new measure so % change since previous year unable to be reported)	Total number, % of population and by region	By region	Waka Kotahi
			25B. $ investment in noise management practices	TBC	No	No	Waka Kotahi
		26. Reduced significant harmful effects of land transport-related air pollution	26A. Tonnes of harmful emissions emitted per year from land transport	2019/20	No	No	Waka Kotahi
			26B. Number of people exposed to elevated concentrations of land transport-related air pollution	2019/20	No	No	Waka Kotahi
			26C. Population harm from land transport-related air pollution	2019/20	No	No	Waka Kotahi / Ministry for the Environment / Ministry of Transport / Health Research Council
			As per #24B $ investment in greenhouse gas emission reduction measures				
		27. Reduced significant negative effects on water quality and biodiversity from construction and ongoing use of transport infrastructure	27A. Tonnes of selected contaminants discharged from the land transport network into sensitive water bodies	TBC	No	No	Waka Kotahi
			27B. $ investment in: (i) Storm water quality management, (ii) Biodiversity management practices	TBC	No	No	Waka Kotahi
		28. Increased uptake of active travel modes such as walking and cycling to support environmental and public health objectives	***As per #6B*** Mode share – people				
Value	Better informed investment decision-making	29. A more rigorous and transparent investment appraisal system	29A. $ investment in investment management	2018/19	Yes, allocations broken down by access, safety and environment	No	Waka Kotahi

			29B. Total cost of managing the funding allocation system as a % of the National Land Transport Programme expenditure	2018/19	Yes	No	Waka Kotahi
			29C. Investment aligned to GPS priorities (assessed strategic case benefits)	2018/19	Yes	No	Waka Kotahi
			29D. Projected benefits for implementation activities at time of funding approval	2018/19	Yes	No	Waka Kotahi
			29E. Projected versus realised benefits and costs of funded activities	2019/20	No	No	Waka Kotahi
			29F. Reporting of the assessment used in investment decisions	2018/19	Yes	No	Waka Kotahi
			29G. $ investment in activities with a benefit cost ratio of less than one	2018/19	Yes	No	Waka Kotahi
		30. Enhanced reporting, monitoring and evaluation of GPS 2018 investment	30A. A monitoring and evaluation system is in place for investment decisions (reported as number and % of investment decisions and post-implementation reviews published online)	2018/19	Yes	No	Ministry of Transport / Waka Kotahi
			30B. Release of an annual GPS assessment report (i.e. this report)	2018/19	Yes	No	Ministry of Transport
		31. Better integrated transport research across government	31A. % alignment of funded research to the NZ Transport Research Strategy	TBC	No	No	Waka Kotahi
	Improved returns	32. More effective and efficient investment from innovation in systems, standards, procurement and technology	32A. Realised benefits relating to innovation for internal and external projects (size and scope appropriate)	TBC	No	No	Waka Kotahi
		33. Improved returns from maintenance	33A. $ investment in: (i) State highway maintenance, (ii) Local road maintenance	2018/19	Yes	No	Waka Kotahi
			33B. Maintenance cost per lane kilometre delivered for: (i) State highway , (ii) Local roads	2018/19	Yes	No	Waka Kotahi