

SECTION B

INVESTMENT SUMMARY



DELIVERING ON THE GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2018/19–2027/28

This section summarises the investment made towards achieving the strategic priorities in the Government Policy Statement on land transport 2018/19–2027/28.

Investments made through the National Land Transport Programme by the Transport Agency and its co-investment partners aligned with Government Policy Statement strategic priorities through the Transport Agency's Investment Assessment Framework (explained on pages 198–9).

The impact of National Land Transport Programme investment is assessed through measures for the Transport Agency's position statements and output classes that directly align with Government Policy Statement measures. These measures are quantitative indicators of progress against the Government Policy Statement's strategic priorities and long-term and short-term results. More detail on each measure is in the annual report for the Transport Agency (section B, pages 27–80).

The Transport Agency also conducts benefits realisation reviews to assess how well a project (or package) has delivered its expected benefits and has developed a set of benefits measures to systematically assess the impact of investments over time.¹⁸

INVESTMENT TO GOVERNMENT POLICY STATEMENT STRATEGIC PRIORITIES

When developing the 2018–21 National Land Transport Programme, the Transport Agency estimated the proportion of planned total expenditure (from the National Land Transport Fund, local government and the Crown) across three of the four strategic priorities that support the direction in the Government Policy Statement: safety, access and environment. Value for money, the fourth priority, is delivered by carrying out robust economic appraisals of our investments rather than being a benefit itself.

At the end 2018/19, the overall spend (\$5.3 billion) from the National Land Transport Programme was 6 percent below the planned amount when the National Land Transport Programme was adopted in August 2018.¹⁹

Of this investment and estimate 28 percent was directed towards safety benefits, 59 percent towards access benefits and 13 percent towards environment benefits. Value for money, the fourth priority, is delivered by carrying out robust economic appraisals of our investments rather than being a benefit itself.

2018/19 planned investment in strategic priorities

STRATEGIC PRIORITY	2018/19 PLANNED INVESTMENT (%)
Safety	28
Access	59
Environment	13

Planned investment benefits mapped to Government Policy Statement strategic priorities

	SAFETY	ACCESS	ENVIRONMENT
Benefits identified in Transport Investment Online	Safety	Throughput	Pollution
	Physical health	Reliability	Health noise
		Travel time	Pollution and greenhouse gases
		Access	Environmental noise
		Resilience	Resource consumption
		Comfort and customer experience	Biodiversity
		Financial cost	Community cohesion
		Pricing	Amenity value

More detail on the investments that have contributed to these priorities is provided on pages 203–212 and in the regional highlights (see page 234).

¹⁸ These reviews are published on our website at <https://nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/monitoring-and-reporting-on-investments/benefit-realisation-reviews/>

¹⁹ The figures presented on pages 203, 206 and 210 for investment in safety, access and environment exclude some National Land Transport Programme activities.

SAFETY

NATIONAL LAND TRANSPORT OBJECTIVE

A land transport system that is a safe system, free of death and serious injury.

LONG-TERM RESULT

Significant reductions in deaths and serious injuries.

SHORT-TERM RESULTS

- Renewed strategic focus to have the greatest impact on reducing death and serious injury (including developing a new road safety strategy and action plan in the next 12-18 months)
- State highways and local roads are safer for everyone
- Cycling and walking are safer
- Effective enforcement activity to promote safe behaviour by road users
- Safer road use through appropriate education and promotion activities and regulatory changes

HIGHLIGHTS OF INVESTMENT IN SAFETY

- The Transport Agency began **implementing the Speed Management Guide** on the highest risk routes and intersections. Speed limit changes were implemented on 69km of the highest-risk parts of the state highway out of network 4200km identified for reassessment under the 2018-21 National Land Transport Programme.
- The Transport Agency also began delivering the **Safe Network Programme** to fast track delivery of safety improvements to New Zealand’s highest risk state highways and local roads to save 160 deaths and serious injuries each year. On state highways, 16km of median barriers, 98km of side barriers and 194km of rumble strips were installed. A further 33km of median barriers are under construction.
- The completion of **improvements to State Highway 20A** will increase safety for all road users by separating motorway traffic from local traffic at the Kirkbride Road intersection, reducing the high number of crashes as well as providing a much safer journey for pedestrians and cyclists crossing Kirkbride Road.
- A \$13 million roundabout on the Hawke’s Bay Expressway along with a new access road to Hawke’s Bay airport opened in September 2018. The **roundabout at Watchman Road** replaced the fifth highest risk intersection in New Zealand.
- The Transport Agency worked closely with the Ministry of Transport to **develop the new road safety strategy**, Road to Zero. The strategy focuses on five areas infrastructure and speed, vehicles, workplace, road user choices and system management.
- Investment has continued in **new and improved walking and cycling infrastructure**, including:
 - **Dunedin One-Way Pair Cycle Lanes** that will significantly improve cycle safety on the one-way system through north and central Dunedin
 - **Northcote Safe Cycle Route** project to provide a safer environment for people walking and biking, including children travelling to school.
- The Transport Agency launched a new **advertising campaign to encourage the safe use of e-scooters**. The campaign urges riders to use e-scooters safely, with a focus on safe speeds, giving way to other footpath users and wearing helmets.
- With NZ Police, the Transport Agency developed an initial performance framework for the **2019-21 Road Safety Partnership Programme** aligned with Road to Zero outcomes.

\$1.343 BILLION

invested in safety through the National Land Transport Programme in 2018/19 including:²⁰

\$25m 1.9% in state highway improvements

\$168m 12.5% in state highway maintenance

\$105m 7.8% in local road improvements

\$257m 19.1% in local road maintenance

\$43m 3.2% in road safety promotion and demand management

\$339m 25.2% in road policing

\$69m 5.1% in regional improvements

\$56m 4.2% in public transport

\$50m 3.7% in walking and cycling improvements

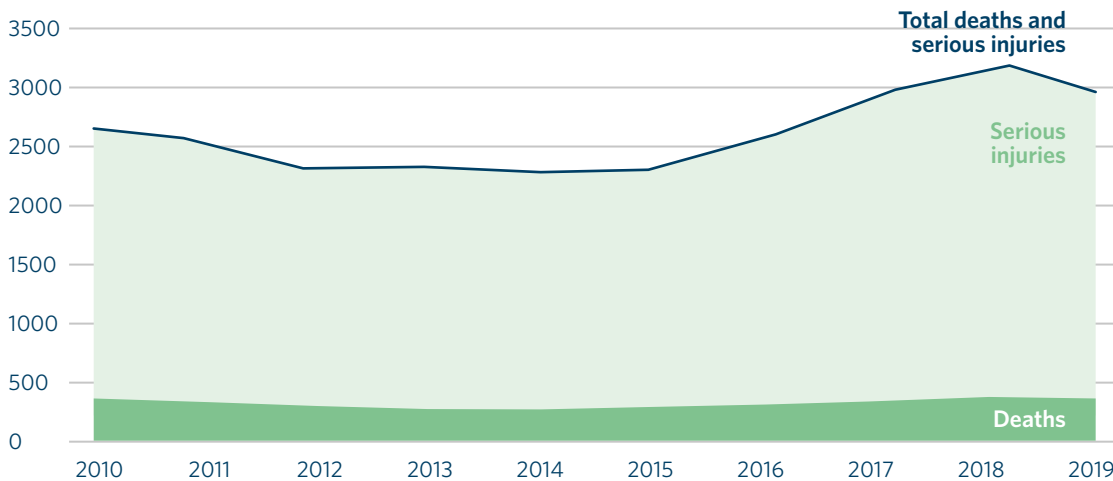
\$1m 0.1% in rapid transit

\$1m 0.1% in transitional rail

²⁰ This includes funding from the National Land Transport Fund, local share and the Crown (it excludes investment from the Provincial Growth Fund).

PERFORMANCE AGAINST SAFETY OBJECTIVES AND RESULTS DURING 2018/19

Deaths and reported serious injuries 2010–2019 (annualised totals)



Deaths and serious injuries were lower than last year, but still 8 percent higher than at the start of the 10-year Safer Journeys strategy. The Transport Agency’s response is a renewed emphasis on the main contributors of crashes: unsafe speeds, unforgiving road design, unsafe vehicles and driver impairment.

See pages 31–32 of the Transport Agency annual report for more detail.

Other safety-related results

69km (0.6%)

of state highway network modified to align with a safe and appropriate speed

6238 cycling trips

observed in Wellington, Auckland and Christchurch central business districts (up from 5605 last year)

89%

of the Transport Agency’s road safety advertising campaigns met or exceeded their agreed success criteria

104.8 network kilometres

of walking and cycling facilities delivered

8 out of 14 (57%)

of the available Road Safety Partnership Programme results met desired trend

CASE STUDY

Te Rapa section of the Waikato Expressway

The Te Rapa section of the Waikato Expressway was the first of seven expressway sections to be constructed. The route was officially renamed Mangaharakeke Drive after opening. It is a four-lane, median-divided expressway that redirects State Highway 1.

The Te Rapa section is delivering its expected benefits, including improved safety. Since the expressway opened, crashes have significantly reduced. Crashes before construction between 2002 and August 2010 numbered 456 and actual crashes after construction between 2013 and 2018 numbered 255 (even lower than the expected 314 crashes).

Minor, non-injury crashes are common, especially on the expressway's more congested southern end. In the six years 2013–18, 108 crashes were recorded on the expressway, with 82 percent of these crashes having no injuries.



ACCESS

NATIONAL LAND TRANSPORT OBJECTIVE

- A land transport system that provides increased access to economic and social opportunities
- A land transport system that enables transport choice and access
- A land transport system that is resilient

LONG-TERM RESULTS

- Metropolitan and high-growth urban areas are better connected and accessible
- Better access to markets and business areas and supports tourism
- Sustainable economic development of regional New Zealand is supported by safer and better transport connections
- Increased mode shift from private vehicle trips to walking, cycling and public transport
- More transport choice (including for people with less or limited access to transport)
- Improved network resilience for the most critical connections

For short-term results, see page 27 of the Government Policy Statement on land transport.²¹

HIGHLIGHTS OF INVESTMENT IN ACCESS

- In high-growth areas, the Transport Agency and partners established **planning processes that align strategic direction for growth to also support multimodal transport choices** (the Hamilton–Auckland Corridor Partnership, the Urban Form and Transport Initiative for the Western Bay of Plenty, and the Queenstown Spatial Plan).
- The Transport Agency worked with its partners to develop a **shared understanding with the regions** of the most important transport accessibility needs for freight and tourism.
- The **Taramakau Road Bridge (West Coast)** was completed in July 2018 replacing a single-lane, 132-year-old road-rail bridge. It provides a safer and more efficient transport link for West Coast locals and tourists.
- The \$18 million **Northland State Highway 10 Taipā Bridge** project replaces a busy, single-lane bridge and narrow footpath with a two-lane bridge and 3m-wide shared path, provides safer, more reliable travel options, including improved walking and cycling facilities, and removes delays during the peak visitor season.
- Through a **mode shift strategy**, the Transport Agency identified and prioritised what it can do to increase the attractiveness of public transport and walking, cycling and other active modes. It worked with Auckland Transport Alignment Project partners to develop a mode shift plan for Auckland, and regional plans for Hamilton, Tauranga, Wellington, Christchurch and Queenstown are being developed.
- The Transport Agency worked with the Ministry of Transport to **investigate a Green Card** that would subsidise the cost of public transport for low-income earners and their dependants and with the Office for Disability Issues to include in the **Disabled Action Plan 2019–2022** actions the Transport Agency can contribute to that will improve accessibility for disabled people.
- Investment has continued in **new and improved walking and cycling infrastructure** including:
 - **He Ara Kotahi**, a 7.1km pathway that connects Palmerston North city to Massey University, the Science Centres and the Linton Military Camp
 - the **Waterview Shared Path (Auckland)**, which connects the Waterview, Owairaka and New Windsor communities
 - a **variety of projects in Wellington**, including the Wainui Hill shared path; a cycling network in the eastern suburbs, including a section along Oriental Parade; and the Petone to Melling shared path.

\$2.871 BILLION

invested in access through the National Land Transport Programme in 2018/19 including:²²

\$688m 24%
in state highway improvements

\$509m 17.7%
in state highway maintenance

\$240m 8.4%
in local road improvements

\$694m 24.2%
in local road maintenance

\$12m 0.4%
in road safety promotion and demand management

\$68m 2.4%
in regional improvements

\$590m 20.6%
in public transport

\$46m 1.6%
in walking and cycling improvements

\$8m 0.3%
in rapid transit

\$18m 0.6%
in transitional rail

²² This includes funding from the National Land Transport Fund, local share and the Crown and excludes investment from the Provincial Growth Fund.

²¹ Available from <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding>

- The North Canterbury Transport Infrastructure Recovery delivered \$218 million of **recovery and resilience works for State Highway 1 and the Main North Line** to reduce the number of closures on the road and rail network. This has provided direct access and safety benefits for tourism, freight and the travelling public.

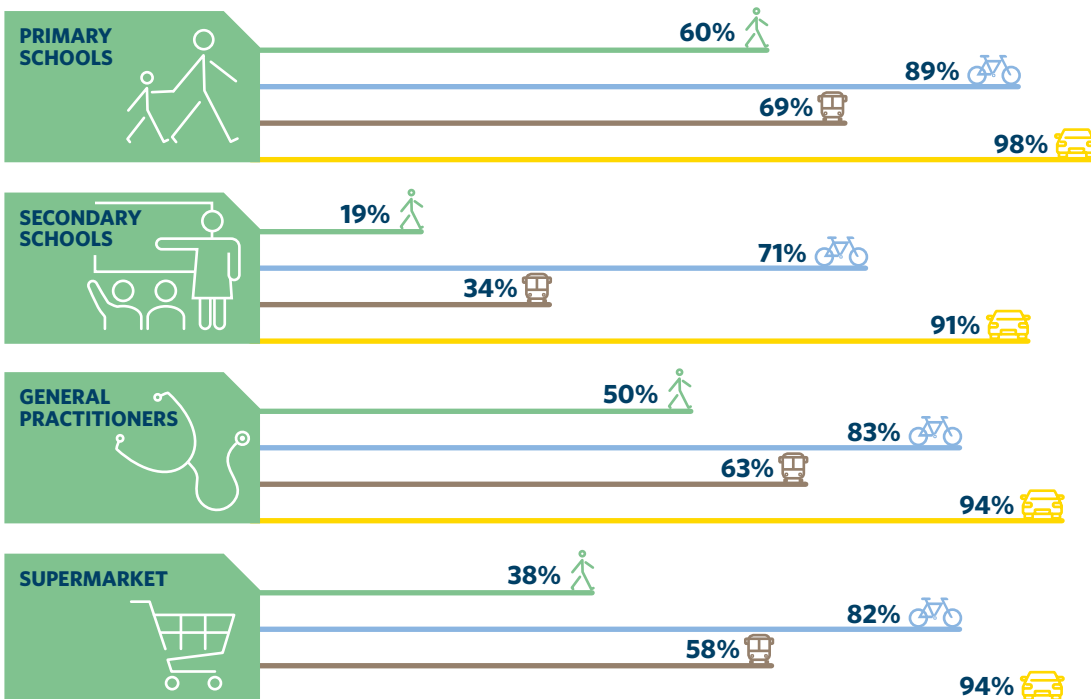
PERFORMANCE AGAINST ACCESS OBJECTIVES AND RESULTS DURING 2018/19

Access to social and economic opportunities

Measuring access to a key destination, rather than efficiency of transport (such as travel times on key corridors), is relatively new to the New Zealand transport sector and is foundational for considering how to improve accessibility, in particular through better integration of urban development and transport.

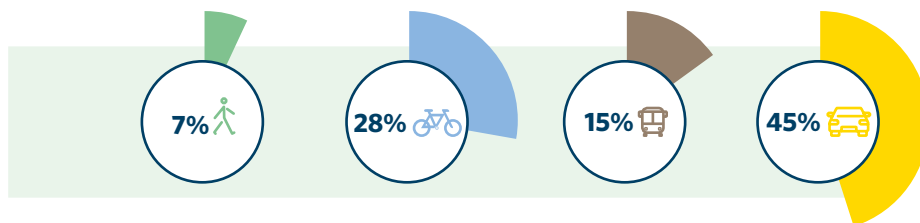
See page 42 of the Transport Agency annual report for more detail.

Proportion of population within 15 minutes of destination by mode

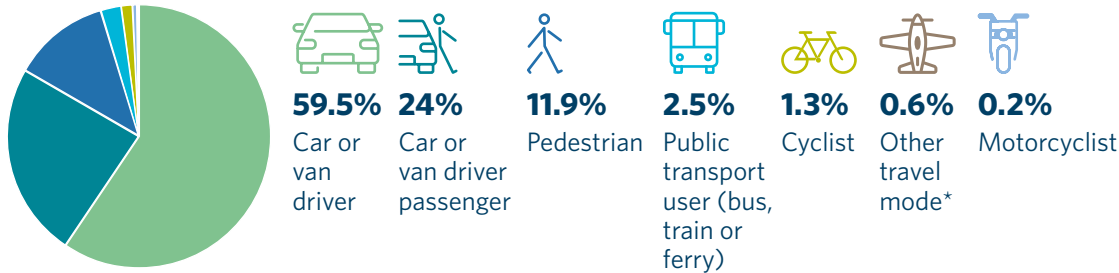


Proportion of jobs within 45 minutes by mode

This measure shows the proportion of jobs across New Zealand that can be reached in a reasonable time.



This measure shows the proportion of New Zealanders that can reach important destinations in a reasonable time.



Mode share (percentage of trips by mode)

The mode share results from the Household Travel Survey provide a valuable view on people’s transport choices. Most trips are undertaken by car or van, with pedestrian trips being the next most common.

Over time, we expect to see a larger proportion of trips by public transport and active modes such as walking and cycling as mode shift and travel demand management embed.

* ‘Other travel modes’ includes aircraft, boats (excluding ferry trips), mobility scooters and other modes like horse riding. Skateboarders and children in pushchairs are included with pedestrians.

Other access-related results

<p>168 million passengers</p> <p>used urban public transport services (6% growth)</p>	<p>29%</p> <p>of people in Auckland, Wellington and Christchurch have access to frequent public transport services</p>	<p>6238</p> <p>Cycling trips observed in Wellington, Auckland and Christchurch central business districts</p>
<p>15.7 million trips</p> <p>funded through the SuperGold cardholders’ scheme (up nearly 12%)</p>	<p>85%</p> <p>of unplanned road closures resolved within standard timeframes*</p> <p><small>* less than 2 hours for urban roads and less than 12 hours for rural roads.</small></p>	<p>151.7 lane kms</p> <p>of regional state highways improved (13 projects)</p>
<p>8225km</p> <p>of state highway available to high productivity motor vehicles on key regional routes</p>	<p>19%</p> <p>of trips in high-growth urban areas are on public transport or walking and cycling</p>	<p>73%</p> <p>of Transport Agency customers report increased ease of access to transport data and journey choices</p>

CASE STUDY

Auckland Manukau Eastern Transport Initiative

The Auckland Manukau Eastern Transport Initiative (AMETI) will be progressed to deliver new dedicated busways and cycleways to improve access and safety in the area, unlocking housing development opportunities. Over the next three years, work will focus on the Eastern Busway from Panmure to Pakuranga, including the Reeves Road flyover. Construction on this stage of the project started in May 2019.

The AMETI Eastern Busway will significantly improve transport choices, reliability and journey times in southeast Auckland and to other parts of the region.

Once the busway is completed, you'll be able to travel by bus and train between Botany and Britomart in less than 40 minutes.

The busway will be supported by three new stations at Panmure, Pakuranga and Botany, new cycling and walking connections, urban design enhancements, and improvements for general traffic such as advanced signalling at important intersections.

A new flyover connecting Pakuranga Road with Pakuranga Highway is also planned to provide better travel options and reduce congestion.

Major transport improvements have already been made with the opening of the new Panmure Station (now the fifth busiest station in Auckland) and the development of Te Horeta Road.

The next stage will be construction of a busway with buses travelling on their own congestion-free lanes between Panmure and Pakuranga town centres.

The final stage between Panmure and Botany is due for completion in 2026.



ENVIRONMENT

NATIONAL LAND TRANSPORT OBJECTIVE

A land transport system that reduces greenhouse gas emissions and adverse effects on the local environment and public health

LONG-TERM RESULTS

- Reduce greenhouse gas emissions from transport
- Reduce transport's negative effects on the local environment and public health

For short-term results, see page 29 of the Government Policy Statement on land transport.²³

HIGHLIGHTS OF INVESTMENT IN ENVIRONMENT

- The Transport Agency developed a draft **Sustainability Action Plan and Monitoring Framework** focused on reducing land transport greenhouse gas emissions, addressing air and noise pollution, supporting increased physical activity as part of daily travel, reducing environmental harm to biodiversity and water quality from land transport construction and operation, and improving resource efficiency.
- An emissions reduction focus is embedded in the Transport Agency's **mode shift strategy**, which identifies and prioritises what the Transport Agency can do to increase the attractiveness of public transport and walking, cycling and other active modes.
- **Continued investment in walking, cycling and public transport** across the country is helping to provide alternative transport choices, while contributing to improved environmental outcomes.
- As part of delivering the new **Watchman Road roundabout** in Hawke's Bay, new cycling and walking paths were developed through the adjacent Ahuriri Estuary and Westshore Wildlife Reserve. The Transport Agency worked closely with a wildlife expert to protect and enhance the Westshore Wildlife Reserve wetland and the biodiversity that lives there.
- As part of the **Akerama Improvements Project** on State Highway 1 near Hukerenui, environmental effects were mitigated by constructing a new wetland to protect New Zealand's mud fish. Erosion and sediment controls were in place, and the Transport Agency worked in partnership with an ecologist and the Northland Regional Council to ensure best practice during construction.
- Improvements to **State Highway 20A**, the primary route to and from Auckland Airport, include improved storm-water drainage and treatment to protect the wider environment. Where possible, storm-water is treated with planted swales and storm-water wetlands to protect local waterways.

\$647 MILLION

invested in environment through the National Land Transport Programme in 2018/19, including:²⁴

\$13m 2.0%
in state highway improvements

\$112m 17.3%
in state highway maintenance

\$15m 2.3%
in local road improvements

\$224m 34.6%
in local road maintenance

\$0.3m 0.1%
in road safety promotion and demand management

\$0.5m 0.1%
in regional improvements

\$274m 42.3%
in public transport

\$6m 0.9%
in walking and cycling improvements

\$1m 0.2%
in rapid transit

\$0.5m 0.1%
in transitional rail

²⁴ This includes funding from the National Land Transport Fund, local share and the Crown and excludes investment from the Provincial Growth Fund.

PERFORMANCE AGAINST ENVIRONMENT OBJECTIVES AND RESULTS DURING 2018/19

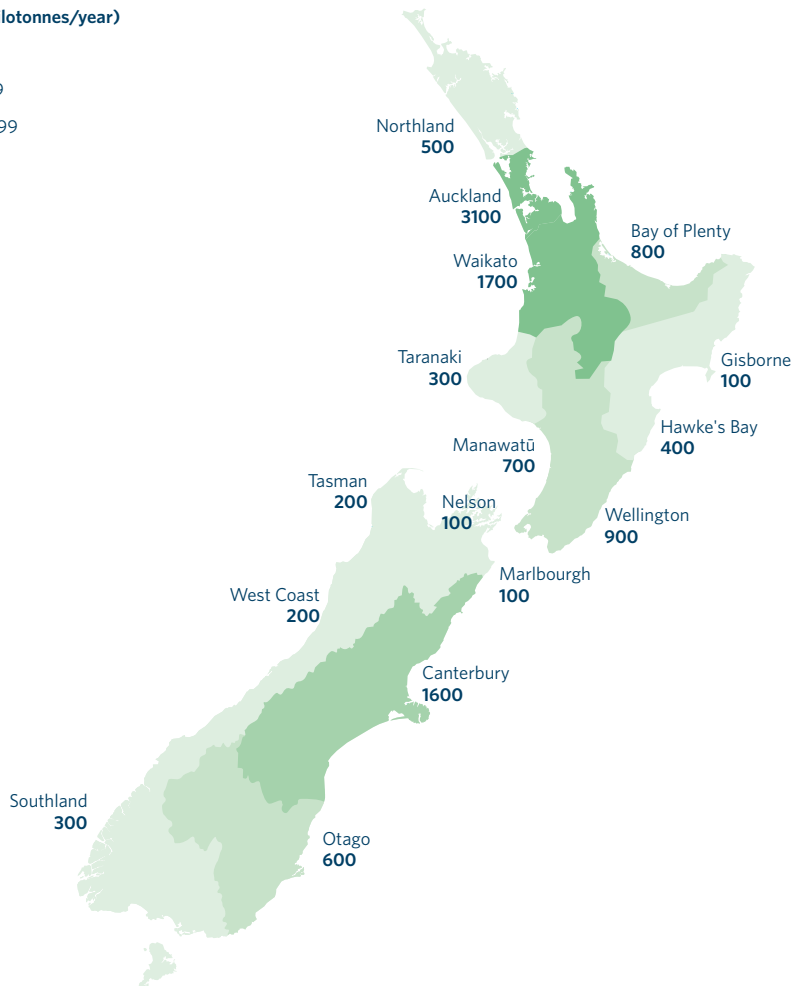
Greenhouse gas emissions from the land transport system

Emissions from the road network in 2018 totalled 11,500 kilotonnes, mainly from light vehicles and almost evenly split between petrol and diesel vehicles. The largest proportion of emissions came from Auckland, Waikato and Canterbury regions. From 2016 to 2018, overall land transport emissions increased around 6.5 percent (from 10,800 kilotonnes in 2016 and 2017) and most of the increase was due to an increase in the light vehicle fleet. The Transport Agency’s Sustainability Action Plan has a strong focus on reducing emissions from the land transport network.

See pages 62–63 of the Transport Agency annual report.

2018 CO₂ (Kilotonnes/year)

- 0–499
- 500–999
- 1000–1499
- >1499



CASE STUDY

Mt Messenger Bypass on State Highway 3

The Mt Messenger Bypass on State Highway 3 is planned to deliver better road safety, resilience and a better journey experience. The project to build the bypass has many facets, including designing to respect the landscape and cultural values, improving the natural environment, and boosting the regional economy.

The bypass is 5.2km (with additional work at the southern end creating about 6km of improvements) and runs east of the existing highway. It includes a bridge of 110m and a 230m tunnel under the ridgeline southeast of Mt Messenger. The consents process is under way, and construction is expected during 2019–2022.

Over the summer of 2018/19, the Transport Agency's ecology team searched for long-tailed bats, a critically endangered species, in the Mt Messenger area. With the help of bat experts, they located 14 maternity roosts (places where mother bats and their young stay). Long-tailed bats are being monitored to confirm the project's 3,650ha pest management area and suitability for the habitat of long-tailed bats. The pest management area is part of a broader ecological restoration package to mitigate and offset environmental impacts of the bypass project.

An ecology programme has been established to reduce harm to native wildlife and plants during and after bypass construction. Restoration planting will help offset native vegetation removed to build the bypass.

A landscape and environmental framework guides design and construction work with respect to the surrounding landscape.

Integrating cultural expression and project design recognises the importance of the spiritual and physical environment for Māori. Ngāti Tama has an important kaitiakitanga (guardianship) role over its rohe (area), and a Kaitiaki Forum Group will be established.



VALUE FOR MONEY

NATIONAL LAND TRANSPORT OBJECTIVE

A land transport system that delivers the right infrastructure and services to the right level at the best cost

LONG-TERM RESULTS

- Better informed investment decision making
- Improved returns

For short-term results, see page 29 of the Government Policy Statement on land transport.²⁵

The Transport Agency is progressing several projects to assess the value for money of projects and programmes delivered with National Land Transport Fund investment.

INVESTMENT DECISION-MAKING FRAMEWORK REVIEW

The Transport Agency and Ministry of Transport are jointly reviewing the Investment Decision-Making Framework that guides investment in New Zealand's land transport system.

The review was prompted by changes in the Government Policy Statement on land transport to increase the emphasis on social, economic, cultural and environmental outcomes in transport planning. The Transport Agency also wants to make sure the framework is easy to use and understand and supports delivery of a better transport system.

The framework is being reviewed to ensure investment in the land transport system will deliver on the government's social, economic and environmental priorities. This means a fundamental change for land transport, including putting people and place, rather than vehicles and networks, at the centre of decision making, and connecting people to family and friends, employment and education opportunities.

To reflect this change in focus, the Transport Agency is reviewing the framework and criteria it uses to decide which transport projects will be funded by the National Land Transport Fund. The programme is in the design phase, using the information from the earlier investigation phase and working with councils and other stakeholders to co-design changes to business cases development, activity assessment and prioritisation, and capability building.

The design phase will be completed by the end of 2019 and the changes implemented by June 2020.

MEASURING THE BENEFITS OF NATIONAL LAND TRANSPORT PROGRAMME INVESTMENTS

Benefit measures

To improve the way the Transport Agency measures the benefits delivered from National Land Transport Programme investments, it put in place an enduring set of benefit measures across all land transport modes and a wide range of benefits (for example, safety, access and resilience). The measures have been tested to check they can reflect past and present government priorities as expressed through successive Government Policy Statements. The measures have also been tested for their alignment with the Ministry of Transport's Transport Outcomes Framework.

The Transport Agency established a project to capture baseline data for the measures, so it can compare the scale of problems before it invests with the scale of problems after the investment has been delivered. Data sources and methodologies for each measure are being confirmed, and the Transport Agency has built a function to store benefits measurement data in Transport Investment Online, which is the system that records, processes and monitors funding applications.

For investments with selected measures in Transport Investment Online in 2018/19, reporting against benefits is expected to begin in next year's National Land Transport Fund annual report.

²⁵ Available from <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding>

BENEFITS REALISATION REVIEWS

Each year, the Transport Agency conducts benefits realisation reviews on a sample of completed projects or packages that received National Land Transport Fund investment. These reviews provide insight into the outcomes these investments are achieving by comparing planned benefits with the actual benefits delivered from the investment.

Performance against value-for-money objectives and results during 2018/19

1.0%

of National Land Transport Programme expenditure was the total cost of managing the funding allocation system (within target)

\$3455

is the cost of local road maintenance per lane km delivered (above target)

\$22,997

is the cost of state highway maintenance per lane kilometre delivered (within target)

CASE STUDY

Northland Transportation Alliance

The Transport Agency worked with the four Northland councils to improve asset management practices by combining their three asset management plans into one for the Northland network.

The Northland Transportation Alliance (NTA) is a collaboration between local government and the Transport Agency to deliver joined-up services for roading and transportation in Northland. With the implementation of this new structure, there has been a step change towards a one-network approach. The NTA will coordinate staff and resources to deliver more consistent services and economies of scale by sharing specialist skills and purchasing power.

The Transport Agency's Road Efficiency Group has identified several areas where value for money, maintenance practices, forward programming and risk management can be improved.

The four Northland councils in the alliance have delivered new maintenance contracts that are in the second year of implementation. These new contracts are beginning to deliver better value for money and improve:

- planning and delivery of the maintenance programme with a significant reduction (approximately 20 percent) in public complaints
- contractor performance
- use of internal resources
- maintenance practices
- customer responsiveness
- co-funder confidence.



USE OF THE NATIONAL LAND TRANSPORT FUND

SUMMARY OF NATIONAL LAND TRANSPORT FUND EXPENDITURE IN 2018/19

Revenue for the National Land Transport Fund during 2018/19 was \$1.5 million higher than forecast in the published National Land Transport Programme.

At the end of the first year of the 2018–21 National Land Transport Programme (2018/19), the overall investment of \$4 billion from the National Land Transport Fund was 7 percent below the planned amount (or budget) when the programme was adopted in June 2018. While some slower progress has been made in some activity class programmes, this has been offset by higher expenditure and delivery levels in other programmes, particularly local road improvements.

State highway improvements expenditure was 11 percent below budget, largely due to lower spending in major state highway infrastructure projects.

State highway maintenance expenditure was 6 percent above budget. This was mostly due to emergency works on Manawatū Gorge, Takaka Hill and Waiho Bridge.

Local road improvements expenditure was 17 percent above budget. Performance is being driven, in part, by targeted enhanced funding assistance rates as well as completion of work that was approved in the 2015–18 National Land Transport Programme.

Road safety promotion and demand management expenditure was 13 percent below budget due to the slow start to a number of Transport Agency and locally delivered activities, in particular the alcohol interlock programme.

Regional improvements expenditure was 24 percent above budget due to many projects progressing ahead of plan.

Public transport expenditure was 7 percent below budget as a result of lower than planned activity across various public transport infrastructure projects.

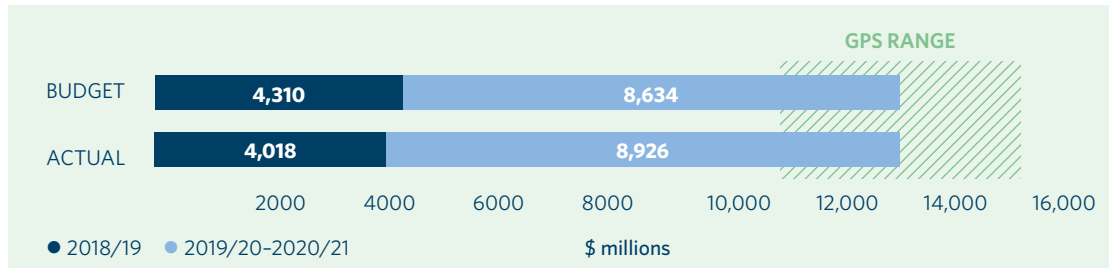
Walking and cycling expenditure was 28 percent below budget due to delays with the National Land Transport Fund expenditure component of Urban Cycleways Programme projects and later than planned start up for several large projects.

Rapid transit and **transitional rail** were new activity classes for the 2018–21 National Land Transport Programme. Expenditure on rapid transit was \$10 million, considerably lower than the \$130 million budget that was set before a review of project costs and cash flows. Expenditure on transitional rail was 46 percent below budget. This is because funding approvals for key Wellington projects were budgeted in 2018/19 and are now expected in 2019/20, which will boost expenditure during the remainder of the National Land Transport Programme.

The actual investments from the 2018–21 National Land Transport Fund for the planned level of funds allocated in the 2018–21 National Land Transport Programme are illustrated in the figures in the next sections. The figures do not account for National Land Transport Programme funds contributed by local authorities or other sources, including Crown grants and loans.

OVERALL USE OF THE NATIONAL LAND TRANSPORT FUND

The abbreviation GPS in the figures in this section stands for 'Government Policy Statement on land transport'.

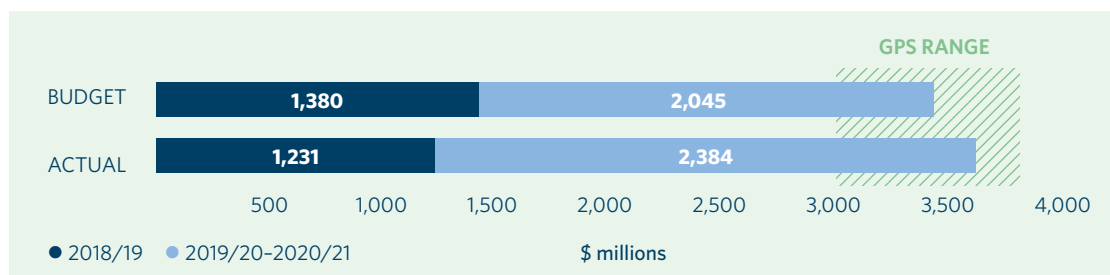


At the end of year one of a three-year programme, overall National Land Transport Fund spend across all activity classes is 7 percent below budget. This is within the range of expected expenditure outcomes at this stage of National Land Transport Programme delivery.

While some slower progress has been made in some activity class programmes, this has been offset by higher expenditure and delivery levels in other programmes, particularly local road improvements. Expenditure at the end of 2020/21 is forecast to fully utilise all funds available.

STATE HIGHWAY IMPROVEMENTS

State highway improvements expenditure



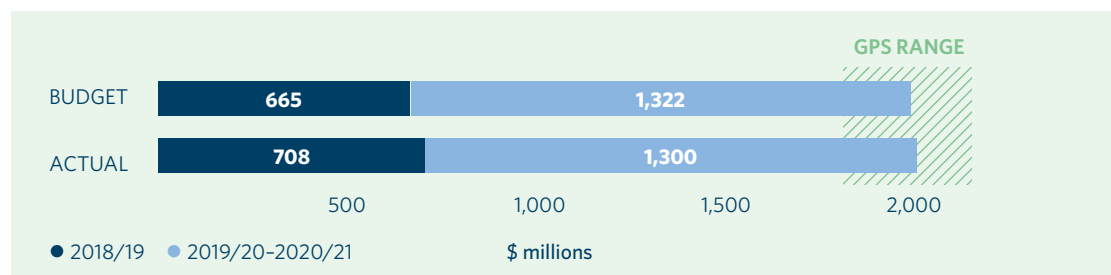
State highway improvements expenditure was \$149 million (11 percent) below budget at the end of 2018/19 primarily as a result of overly optimistic forecasting for the first year of the 2018-21 National Land Transport Programme. Projects contributing to the underspend include: Auckland's Northern Corridor Improvements (\$56 million), Wellington's Northern Corridor (\$31 million), Mackays to Peka Peka (\$17 million), Christchurch Northern Arterial (\$16 million) and Peka Peka to Ōtaki (\$14 million). Expenditure is forecast to increase significantly in the remainder of the 2018-21 National Land Transport Programme period as major construction projects continue or are completed.

State highway improvements performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
SHI1	% of activities delivered to agreed standards and timeframes	Not achieved	88%	≥90%	2%	86%
	<p>The delivery of activities to agreed standards and timeframes was below target, although an improvement on last year's result. This measure is 50 percent financial performance against budget and 50 percent delivery performance against milestones. The financial underspend was largely caused by overly optimistic forecasting across the state highway improvements programme in the first year of the 2018-21 National Land Transport Programme and a few large projects experienced delays caused by issues such as:</p> <ul style="list-style-type: none"> • delays receiving materials (Mackays to Peka Peka and Christchurch Northern Arterial) • unforeseen ground conditions delaying construction of a retaining wall (Western Ring Route) • consenting delays and property acquisition challenges (Mt Messenger Bypass) • final asphalt surfacing deferred to give chip seal more time to bed down and to ensure conditions are optimal (Waikato Expressway's Rangiriri and Ngaruawahia sections, respectively). 					
SHI2	% of state highway network modified to align with safe and appropriate speed	Baseline set	0.6% (68.5km)	Baseline to be set	-	New measure
	<p>We completed a review of speeds across the state highway network and have identified the top 10 percent that will result in the greatest reduction in death and serious injury when modified. A total of 68.5km of the state highway network had speed reductions this year. This includes 25.6km on State Highway 1 north and south of Kaikōura and 9km on State Highway 60 in Richmond. Both lengths of road are part of the top 10 percent of the network identified to have the greatest impact on reducing death and serious injuries when modified.</p>					
SHI3	% of state highways available to high productivity motor vehicles	Achieved	71%	≥62%	9%	62%

STATE HIGHWAY MAINTENANCE

State highway maintenance expenditure



State highway maintenance expenditure was \$43 million (6 percent) above budget at the end of 2018/19. Emergency works were \$24 million above budget, largely from work on Manawatū Gorge, Takaka Hill and Waiho Bridge. Other variances were from higher spend on Route 70 (Kaikōura Inland Route) and Auckland Motorway Alliance mobilisation and the effect of traffic growth.

State highway maintenance performance measures

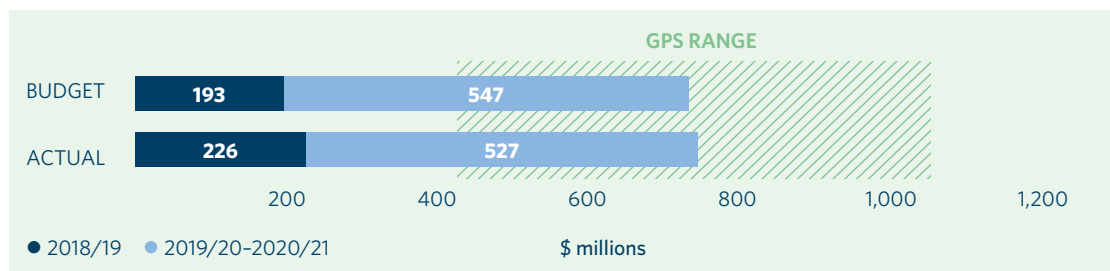
REFERENCE MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
SHM1 % of activities delivered to agreed standards and timeframes	Achieved	94%	≥90%	4%	90%
SHM2 Safe stopping: % of network meeting surface texture standards	Achieved	99%	≥98%	1%	99%
SHM3 Network resilience: % of rutting ≥20mm over state highway network	Achieved	1%	≤3% ^a	2%	1%
SHM4 Safe stopping: % of network above skid threshold	Not achieved	97%	≥98%	1%	95%
While the target was not achieved, the proportion of the road network above the skid threshold improved on last year following increased funding to treat network deficiencies. Additional funding is available for the remaining two years of the 2018–21 National Land Transport Programme to continue working towards this target.					
SHM5 Smooth ride: % of travel on network classed as smooth	Achieved	99%	≥97%	2%	99%
SHM6 Availability of state highway network: % of unplanned road closures resolved within standard timeframes	Achieved	85%	≥75% ^b	10%	82%
SHM7 State highway maintenance cost per lane kilometre delivered	Achieved	\$22,997	\$21,500–\$24,000	0%	\$24,705

^a This was published incorrectly as 3% in our *Amended statement of performance expectations 2018/19*.

^b The target was reduced for 2018/19 to take account of extreme weather events, which impact performance against this measure. The target has been revised back to ≥84% for 2019/20 to reflect a more consistent baseline of historic performance.

LOCAL ROAD IMPROVEMENTS

Local road improvements expenditure



Local road improvements expenditure was \$33 million (17 percent) above budget at the end of 2018/19. Performance is being driven, in part, by targeted enhanced funding assistance rates as well as completion of work that was approved in the 2015-18 National Land Transport Programme.

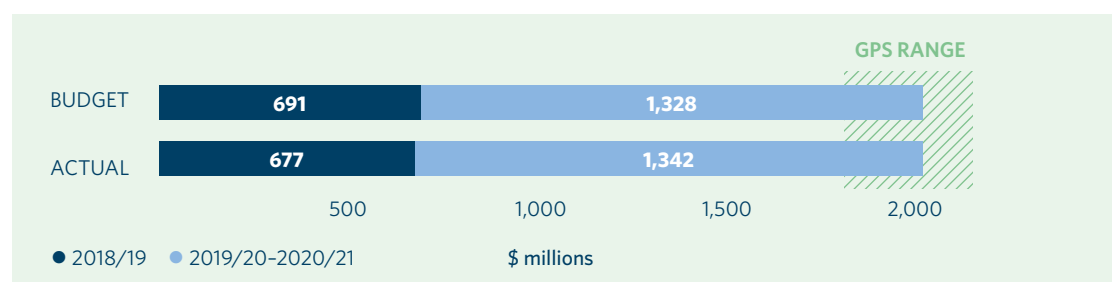
Local road improvements performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
LR11	% of approved organisations signed up to the 50MAX network	Achieved	95%	≥95%	0	95%
LR12	% of local road network modified to align with safe and appropriate speed	-	Not available	Set baseline	-	New measure

The Transport Agency has not reported on this measure because sufficiently robust data is not available. In future, data will be sourced from the National Speed Limit Register, which is being developed and is expected to be ready for local road reporting after December 2020.

LOCAL ROAD MAINTENANCE

Local road maintenance expenditure



Local road maintenance expenditure was \$14 million (2 percent) below budget due to lower than forecast emergency works claims. Funding approvals for emergency works are well above budget but several funding claims are yet to be finalised. The delivery of the base programme is close to budget.

Local road maintenance performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
LRM1	Pavement integrity index of the sealed network ^a	Achieved	94	94 ^b	0	94
LRM2	Surface condition index of the sealed network ^c	Achieved	98	98 ^b	0	98
LRM3	Smooth ride: % of travel on smooth roads	Achieved	87%	≥86%	1%	87%
LRM4	Local road maintenance cost per local road lane km delivered	Not achieved	\$3455	≤\$3000	\$455	\$3095

This measure is calculated by dividing the amount spent on the maintenance and renewal of local roads by the total number of lane kilometres in the network. Cost per local road lane kilometre was above target this year because more sealed pavement maintenance and routine drainage maintenance work were delivered than budgeted for. Network asset management activities were also higher than expected. Not all these activities contribute to an increase in lane kilometres.

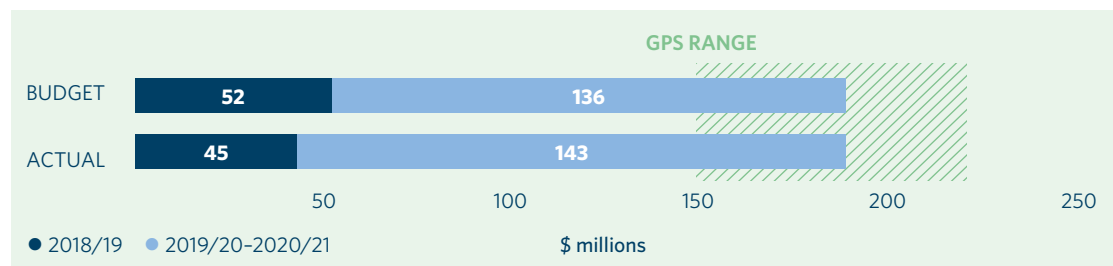
a This was published incorrectly in our *Amended statement of performance expectations 2018/19* as 'of the sealed local road network that meets pavement integrity targets' and has been corrected to reflect what is being measured. This is consistent with previous methodology and results.

b This was published incorrectly in our *Amended statement of performance expectations 2018/19* as a percentage.

c This was published incorrectly in our *Amended statement of performance expectations 2018/19* as 'of the sealed local road network that meets surface condition targets' and has been corrected to reflect what is being measured. This is consistent with previous methodology and results.

ROAD SAFETY PROMOTION AND DEMAND MANAGEMENT

Road safety promotion and demand management expenditure



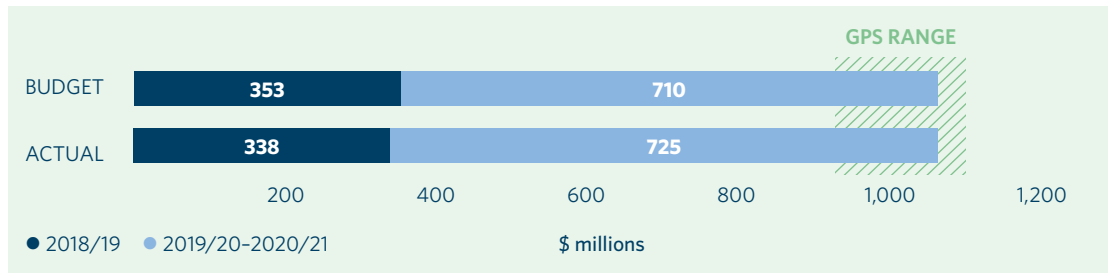
Expenditure was \$7 million (13 percent) below budget at the end of 2018/19. This is due to the slow start to a number of Transport Agency and locally delivered activities, in particular the alcohol interlock programme.

Road safety promotion and demand management performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
RSP1	% of activities delivered to agreed standards and timeframes	Not achieved	76.5%	100%	23.5%	100%
	The Transport Agency did not meet its target because of delays completing two of the three programmes planned for the third quarter (both were completed in quarter four) and two programmes planned for the fourth quarter. The Transport Agency did not complete the evaluation report of the Young Driver programme (delivered in July 2019) and the education component of the Safe Networks Programme, which was delayed to align with the speed management component of the programme.					
RSP2	% of road safety advertising campaigns that meet or exceed their agreed success criteria	Achieved	89%	≥80%	9%	87%

ROAD POLICING²⁶

Road policing expenditure



Road policing expenditure was \$15 million (4 percent) below budget due to slower than planned progress on approved special projects due to reallocation of resources into higher priority projects. A cash flow adjustment was approved in late 2018 and included in the calculation of work programme for 2019/20 and 2020/21, which was considered by the Transport Agency Board in August 2019 and approved for recommendation to the Minister of Transport.

Road Safety Partnership Programme

In consultation with New Zealand Police, the Transport Agency prepares the Road Safety Partnership Programme of New Zealand Police activities to be funded through the National Land Transport Fund and recommend it to the Minister of Transport for approval. The Transport Agency also monitor and report on delivery of the programme. The programme is funded through Vote Police, but the investment source is the National Land Transport Fund.

Road policing contributes to a safer land transport system by delivering prevention and enforcement activities that are targeted to risk, to make New Zealand’s roads safer and to support network management and compliance.

Monitoring the programme

An initial performance framework has been developed for the 2019-21 Road Safety Partnership Programme and this aligns with the emerging Road to Zero outcomes framework. The desired outcome is that the programme’s proposed activity levels and measures link directly to the Road to Zero intervention, system performance, and outcome indicators. This framework will be further refined as the Road to Zero outcomes are agreed and will include reporting on the contribution of the dedicated road policing officers and their planned operations targeting restraints, impairment distractions and speed.

Highlights for 2018/19

Operation Five

On 1 July 2018, New Zealand Police introduced a target to reduce road deaths by 5 percent every year. This was supported by a national operation – Operation Five. The first six months of Operation Five (July–December 2018) saw a reduction in road deaths against the same period in 2017 (although a 5 percent reduction was not achieved for the full 2018 calendar year). At this stage, road deaths are tracking towards the 2019 target. Operation Five is an ambitious, long-term challenge for action to reduce road deaths. New Zealand Police has prioritised enforcement for restraint use, impaired driving, distracted driving and speeding and identified high-risk deployment routes in each district.

²⁶ Road policing activities for developing plans for improving the transport network and systems are authorised under section 9(3) and (4) of the Land Transport Management Act 2003.

National Road Safety Dashboard

A second version of the National Road Safety Dashboard is being rolled out in all district command centres. The dashboard is an evolving tool that is continually improved as feedback is received so that it can better assist responsive deployment and ensure NZ Police are highly visible. The dashboard is moving closer to being in real-time with NZ Police-held data now updated every 24 hours.

Mobile Road Safety Bases

New Zealand Police is piloting a new type of mobile road safety base for use in alcohol checkpoints. The new base is fitted out on a smaller vehicle platform, which means it can be used in a wider variety of locations. Compared with the larger bases on truck platforms, the smaller base is more flexible, is easier to deploy, and has a lower whole-of-life cost. These smaller bases are a new tactical option and won't replace the larger bases in areas where they remain required to meet demand.

Special projects

Through the 2018/19 Road Safety Partnership Programme, \$18.5 million was allocated for delivering change initiatives to reduce death and serious injury on the roads and to improve the efficiency of the network.

To improve frontline road policing, New Zealand Police delivered:

- a new fleet of portable scales to Commercial Vehicle Safety Teams nationwide, so they can undertake more roadside weight tests instead of the commercial vehicle having to go to an inspection centre
- further improvements to mobility devices, including developing an addition to the OnDuty Mobility platform, so police can adapt more quickly to new road safety legislation and new road safety initiatives
- an augmented mapping system for the Air Support Unit – two Eagle helicopters were equipped with the system, which will improve public and officer safety and enable more successful resolution of incidents involving the pursuit of fleeing drivers.

Road Safety Partnership Programme

Over the year, the Road Safety Partnership Programme involved initiatives to bring the partnership to life. These initiatives include:

- improvements to the operating model between Transport Agency and NZ Police to ensure both agencies are delivering the correct functions, and these functions and resultant activities complement each other
- developing potential new models for investment in road policing and optimal allocation of funds within NZ Police (to align with the next Government Policy Statement)
- developing proofs of concept for multi-agency intelligence-led decision making and planning
- continuing to develop options for automated compliance and intervention management.

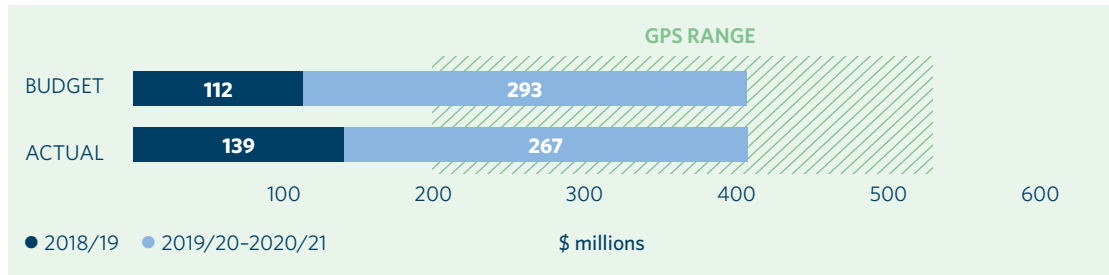
AREA OF CONCERN	RESULTS TO WHICH NEW ZEALAND POLICE SIGNIFICANTLY CONTRIBUTES	DESIRED TREND	ASSESSMENT AGAINST DESIRED TREND	RESULT
Speed, including a speed management programme with a mix of manual and automated enforcement and intervention	Number of 5-15km/h officer-issued infringement offence notices	Increase	Increase	Achieved
	Mobile camera deployment activity (hours)	Increase	Decrease	Not achieved
	Decrease of 2.8% from last year.			
	Number of officer-issued infringement offence notices ^a	Increase	Increase	Achieved
High-risk drivers, including recidivist drink drivers, disqualified drivers, fleeing drivers, and dangerous and reckless drivers	Number of officer-issued infringement offence notices for high-risk driving offences	Increase	Increase	Achieved
	Number of traffic stops (3Ts)	Increase	Increase	Achieved
	Number of Offender Management Plans in place for high-risk drivers	Increase	Not available	
	Offender management plans were not systematically tracked until 2018/19, so a trend cannot be determined. At the end of the year, 298 plans were in place.			
Restraints, including seatbelts, child restraints and helmets	Number of officer-issued infringement offence notices for restraint offences	Increase	Increase	Achieved
	Social media reach, interactions and shares during targeted national campaigns	Increase	Not available	
	Data on social media reach is not systematically collected and available.			
Impairment, including alcohol-, drug- and fatigue-related impairment	Number of officer-issued infringement offence notices for impaired driving offences	Increase	Decrease	Not achieved
	Indicator has remained largely flat, with a decrease of 0.5% in the financial year.			
	Number of breath tests completed	Increase	Decrease	Not achieved
	<p>The decrease of 27 percent in the financial year, is in part, due to the reinstatement of dedicated road policing staff and the roll-out of new impairment testing devices along with mobile road safety bases, which allow for greater agility in impairment enforcement.</p> <p>There is a balance between volume testing (to provide a general deterrence effect) and specific targeting to risk (to achieve a more targeted offence capture rate). Over recent years, while the overall volume of screening tests has dropped, the number of offences has remained static, and the number of deaths and serious injuries where impairment was a factor, have declined.</p> <p>The Transport Agency is working with NZ Police to develop the work programme for 2019/20 and 2020/21 to ensure overall volumes are reinstated to a more appropriate level.</p> <p>Future measures will cover specific and general deterrence and targeted operations while monitoring prosecutions.</p>			
	Number of compulsory impairment tests that result in positive blood tests	Decrease	Decrease	Achieved
	Decrease of 8% in the financial year. Note: This is a count of positive blood tests, not compulsory impairment tests.			

^a Compliance seeks to achieve a road safety outcome through other means than an infringement notice. For breaches of the graduated driver licensing system and other offences (such as vehicle not up to warrant of fitness standard) an infringement could be issued with compliance offered, usually between 28 and 56 days to rectify the issue. On proof of corrective action, the infringement is waived.

AREA OF CONCERN	RESULTS TO WHICH NEW ZEALAND POLICE SIGNIFICANTLY CONTRIBUTES	DESIRED TREND	ASSESSMENT AGAINST DESIRED TREND	RESULT
Vulnerable and active road users, including elderly people, children, pedestrians, cyclists and motorcyclists	Number of driver licensing programmes available	Increase	Not available	
	Data on driver licence programmes is not systematically collected and available.			
	Number of compliance issued for gradual driver license breaches	Increase	Decrease	Not achieved
<p>The decrease of 18 percent in the financial year reflects compliance achieved (total number of infringement notices waived following completion of the compliance offered).</p> <p>The decrease in graduated drive licence (GDL) compliance from last year is in line with the corresponding overall reduction in GDL offence detection.</p> <p>The overall reduction in GDL offences is, in part, due to the increased focus on restraints, impairment, distractions and speed and increasing opportunities for police to refer an offender to a licensing programme, rather than issue an infringement notice.</p>				
Distractions, including mobile phone use, careless use and distracting behaviours	Number of officer-issued infringement offence notices for mobile phone offences	Increase	Increase	Achieved
	Social media reach, interactions and shares during targeted national campaigns	Increase	Not available	
	Data on social media reach is not systematically collected and available.			
Vehicle safety and compliance, including regulatory compliance of commercial vehicles and driving	Number of vehicle dimension and mass offences detected	Increase	Increase	Achieved
Network maintenance and efficiency through effective crash investigation practices	Timeliness of fatal notification submission	Increase	Decrease	Not achieved
	Indicator has remained largely flat, with a decrease of 1% from last year.			

REGIONAL IMPROVEMENTS

Regional improvements expenditure



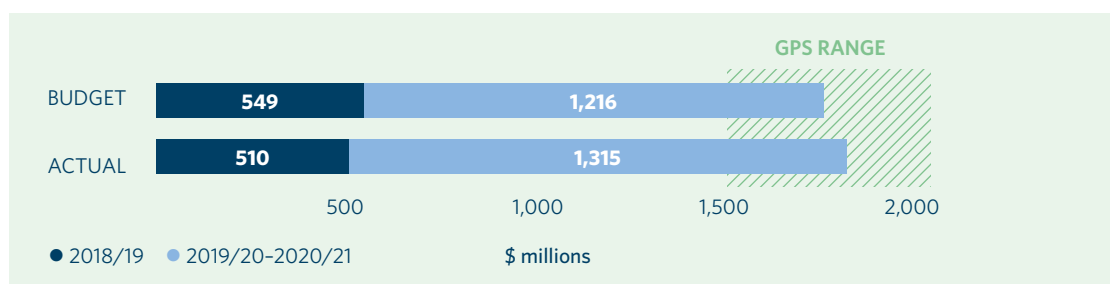
Regional improvements expenditure was \$27 million (24 percent) above budget at the end of 2018/19 due to many projects progressing ahead of plan. The forecast is to be close to budget over the 2018-21 National Land Transport Programme.

Regional improvements performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
RI1	Lane kilometres of improved regional roading	Achieved	151.7 lane km	Increasing	-	9.4km
RI2	Kilometres available to high productivity motor vehicles on key regional routes	Achieved	8225km	Increasing	-	7221km
RI3	% of activities delivered to agreed standards and timeframes	Achieved	98%	90%	8%	87%

PUBLIC TRANSPORT

Public transport expenditure



Public transport expenditure is \$39 million (7 percent) below budget at the end of 2018/19 as a result of lower than planned activity across various public transport infrastructure projects. The 2018-21 National Land Transport Programme overall is forecast to be over budget, driven by strong delivery of local authority infrastructure projects and increased service costs from patronage growth and input cost pressures.

Public transport performance measures

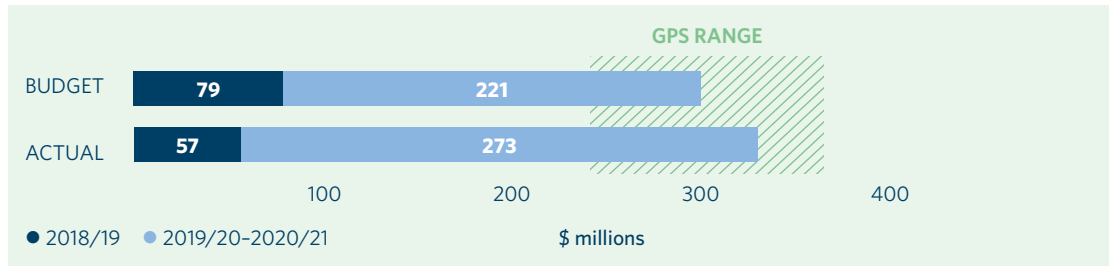
REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL	
PT1	Number of passengers using urban public transport services (bus, train and ferry)	Achieved	168 million	≥164 million	4 million	158 million	
PT2	% of people with access to frequent public transport services in Auckland, Wellington and Christchurch	Achieved	29%	Increasing	2%	27% ^a	
PT3	Cost per passenger kilometre by bus, train and ferry	Bus	Not achieved	\$0.20/km	≤\$0.19/km	\$0.01/km	\$0.19/km
		Train	Achieved	\$0.16/km	≤\$0.16/km	0	\$0.16/km
		Ferry	Not achieved	\$0.08/km	≤\$0.06/km	\$0.02/km	\$0.06/km

The increase in service cost of carrying passengers by bus was due to the 8 percent increase in service levels in Auckland, Waikato, Bay of Plenty and Otago. Ferry costs increased due to investment in greater capacity vessels and additional ferry services in Auckland. Cost indexation and inflation (about 4.5 percent for bus and ferry) also affected service costs. These costs across the three modes reflect spend against the National Land Transport Fund only. They exclude any local share of revenue, fare revenue, SuperGold cardholder payments and third-party revenue. If these exclusions are considered, total service cost per passenger kilometre is \$0.65/km for bus, \$0.49/km for train and \$0.60/km for ferry.

^a The 2017/18 actual figure, used as this measure's baseline, was recalculated from 30 percent to 27 percent due to an error by the external data supplier.

WALKING AND CYCLING IMPROVEMENTS

Walking and cycling expenditure



Walking and cycling expenditure is \$22 million (28 percent) below budget at the end of 2018/19. This is due to delays with the National Land Transport Fund expenditure component of Urban Cycleways Programme projects and later than planned start up for several large projects such as State Highway 88 Dunedin to Port Chalmers Safety Improvements (\$11 million) and State Highway 2 Baypark to Bayfair Link Upgrade (\$5 million). The expectation is for expenditure to pick up in 2019/20 and 2020/21 as delayed projects are implemented.

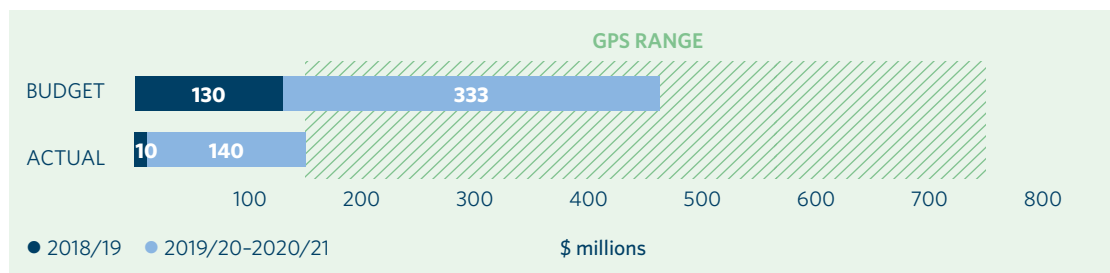
Walking and cycling performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
WC1	Network kilometres of walking and cycling facilities delivered	Achieved	104.8km (including 47.3km UCP projects)	Increasing	-	79.3km (including 61.8km UCP projects)
WC2	Cycling count in Auckland, Wellington and Christchurch	Achieved	6238	Increasing	-	5605

Note: UCP = Urban Cycleways Programme.

RAPID TRANSIT

Rapid transit expenditure



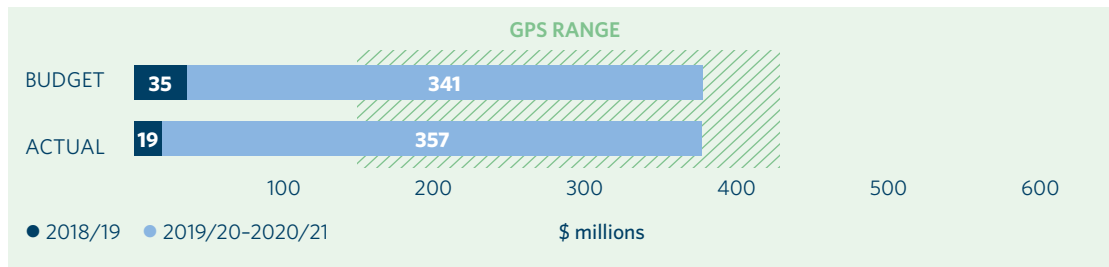
Rapid transit expenditure was \$120 million (92 percent) below budget. Budgeted spend was based on anticipated progress on the original plan for the City Centre to Mangere light rail project. Progress and expenditure has been impacted by the evaluation process underway to assess alternate project approaches by the Transport Agency and NZ Infra. As a result, rapid transit activity will not meet budget over the remainder of the 2018-21 National Land Transport Programme and the balance of unused funding has been reallocated to other output classes

Rapid transit performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
RPT1	% of activities delivered to investment requirements	-	Not available	≥90%	-	New measure
No activities reported against this measure have begun.						

TRANSITIONAL RAIL

Transitional rail expenditure



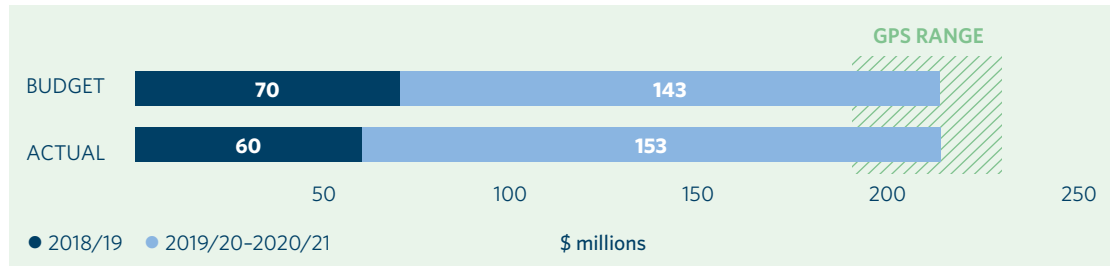
Transitional rail expenditure was \$16 million (46 percent) below budget. This was due to some projects not progressing as quickly as expected. Funding approvals for key Wellington projects were budgeted in 2018/19 and are now expected to occur in 2019/20. Further work on the Hamilton to Auckland connection is expected in 2019/20, which will boost expenditure during the remainder of the National Land Transport Programme.

Transitional rail performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
TR1	% of projects approved for implementation	Baseline set	80%	Increasing	-	New measure
	Four out of five business cases received this year were approved for implementation. The Papakura to Pukekohe Rail Corridor Improvements business case has not been approved because pre-implementation work is yet to be completed. Therefore, the business case has gaps. The Transport Agency provided feedback to Auckland Transport, which is aiming to submit a revised business case for consideration by the Transport Agency Board at the board’s December 2019 meeting.					
TR2	% of activities delivered to investment requirements	Baseline set	100%	Set baseline	-	New measure

INVESTMENT MANAGEMENT

Investment management expenditure



Investment management expenditure was \$10 million (14 percent) below budget. This underspend was primarily due to lower expenditure on the New Zealand Business Numbers Project.

Investment management performance measures

REFERENCE	MEASURE	RESULT	2018/19 ACTUAL	2018/19 TARGET	VARIANCE	2017/18 ACTUAL
IM1	Total cost of managing the funding allocation system as a % of National Land Transport Programme expenditure	Achieved	1.03%	≤1.1%	0.07%	0.91%
IM2	% of investments that meet Transport Agency thresholds	Not achieved	89%	100%	11%	100%
	<p>Although 100 percent of investments met the Transport Agency's investment threshold levels only 77 percent (10 of 13) of reviewed investment decisions met required process standards. This was due to incomplete documentation and inconsistencies in the information provided. The Transport Agency is working on possible improvements to mitigate these issues, including workshops, third-party reviews, and more robust post-approval review feedback and follow-up.</p>					
IM3	% of operational assurance activities completed	Achieved	100%	100%	0	98%
IM4	% of activities delivered to agreed standards and timeframes (transport planning)	Not achieved	58%	≥90%	32%	65%
	<p>Transport planning occurs in the lead up to developing a business case for investment from the National Land Transport Programme. Transport planning activities are behind schedule due to delays in delivering activities under the previous National Land Transport Programme (for example, Let's Get Wellington Moving) and slower than planned delivery of activities in the new National Land Transport Programme, which was published one month later than usual and requires a significant change in direction for the sector. More accurately forecasting such delays is an area for improvement for the sector (both the Transport Agency and approved organisations).</p>					
IM5	% of activities delivered to agreed standards and timeframes (sector research)	Achieved	96%	≥90%	6%	100%
IM6	Average number of days to action new funding approvals	Not achieved	24.9 days	≤20 days	4.9 days	17.2 days
	<p>The Transport Agency did not achieve its target due to an increase in processing times during the second quarter as it undertook a prioritisation exercise to optimise the allocation of constrained funding in several activity classes. This meant it took longer to action requests. Approval times were in line with performance targets for the rest of the year.</p>					
IM7	% stakeholder satisfaction (approved organisations and stakeholders)	Baseline set	45%	New measure	-	New measure