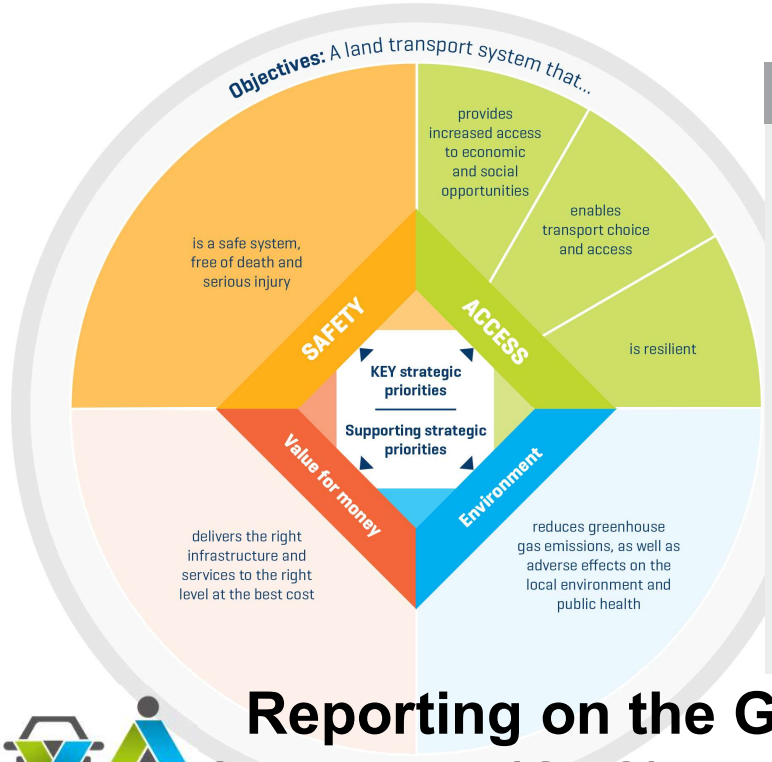

GPS 2018 MEASURES

- The Government Policy Statement (GPS) outlines the Government's strategy to guide land transport investment over the next 10 years.
- GPS 2018 was published in June 2018 and included a draft set of measures to assess progress against GPS priorities, objectives, and desired results (see left).
- Since then, the Ministry of Transport has worked with the relevant agencies (including NZTA, ACC, Police, Ministry of Health) to finalise these measures. **The final set of 82 measures is provided below.**
- The measures include a combination of input, output and outcome measures and are designed to be read as a set. There is at least one measure for each short-term result. Many measures apply to more than one result / priority but for simplicity each measure has only been listed here only once.
- Measures have been designed to align with existing data sources (e.g. NZTA output class measures) as much as possible. However, some measures are under development or not yet available.
- Only 47 of the 82 measures are likely to be able to be reported on for 2018/19. These measures are depicted with an asterisk (*).
- The Ministry of Transport is currently collating and analysing the relevant data and expects to release the inaugural GPS 2018/19 annual report in early 2020.

Reporting on the Government Policy Statement (GPS) on land transport 2018

SAFETY

Significant reduction in deaths and serious injuries

- $ investment in state highway improvements, and local road improvements *
- $ investment in promotion of road safety and demand management *
- $ investment in road policing *
- $ investment in safety improvement activities (across all activity classes)
- $ investment in walking and cycling *
- % of road safety advertising campaigns that meet or exceed their agreed success criteria *
- % of road safety education programmes meeting targets for access to road safety information
- % of state highway and local road networks modified to align with safe and appropriate speed *
- Dedicated road policing staff *
- DSI where alcohol, speed, fatigue, or distraction was a contributing factor *
- DSI where drugs were a contributing factor *
- Hospitalisations from road crashes (as per MOH data) *
- Mean free speed and proportion of driving over a safe and appropriate speed
- Network kilometres of walking and cycling facilities delivered *
- Pedestrian and cyclist injuries (as per ACC data) *
- Police supported resolutions *
- Public attitudes towards road safety *
- Release of a new road safety strategy and work programme
- Road deaths and serious injuries (DSI) (as per CAS) *
- Vehicle occupant deaths where restraints not worn *

VALUE FOR MONEY

Better informed investment decision-making

- $ investment in activities with a benefit cost ratio of less than one *
- $ investment in investment management *
- % alignment of funded research to the NZ Transport Research Strategy
- A monitoring and evaluation system is in place for investment decisions *
- Investment aligned to GPS priorities (assessed strategic case benefits) *
- Projected benefits for implementation activities at time of funding approval *
- Projected versus realised benefits and costs of funded activities
- Release of an annual GPS assessment report *
- Reporting of the assessment used in investment decisions *
- Total cost of managing the funding allocation system as a % of the National Land Transport Programme expenditure *

Improved returns

- $ investment in state highway maintenance, and local road maintenance *
- Maintenance cost per lane kilometre delivered for state highway, and local roads *
- Realised benefits relating to innovation for internal and external projects

ENVIRONMENT

Reduce greenhouse gas emissions from transport

- $ investment in greenhouse gas emission reduction measures
- Tonnes of greenhouse gases emitted per year from land transport *

Reduce transport's negative effects on the local environment and public health

- $ investment in noise management practices
- $ investment in storm water quality management, and biodiversity management practices
- Number of people exposed to elevated concentrations of land transport-related air pollution
- Number of people exposed to elevated levels of land transport noise *
- Population harm from land transport-related air pollution
- Tonnes of harmful emissions emitted per year from land transport
- Tonnes of selected contaminants discharged from the land transport network into sensitive water bodies

ACCESS: ACCESS

Metropolitan and high growth urban areas are better connected and accessible

- $ investment in public transport (PT), rapid transport, and transitional rail *
- $ investment in providing PT for new housing in metropolitan and high growth urban areas
- % of people unable to make a beneficial land transport journey *
- % of population with access to frequent PT services *
- % of recently built residential dwellings with access to PT services and active modes
- % of space in cities dedicated to motorised vehicles
- % of urban network with speed limit of 40 km/h or below
- Access to essential services *
- Access to jobs *
- Mode share – freight
- Mode share – people *
- Number of passenger boardings using urban PT services *
- Predictability of travel times for people and freight in metropolitan and high growth areas
- Utilisation of key movement corridors for people and freight

Better access to markets, business areas, and supporting tourism

- $ investment in intelligent transport systems and other technologies, and research and evaluations related to intelligent transport systems and other technologies
- % of key national and regional networks that meet ONRC customer levels of service
- Number of trials undertaken, and trials implemented
- Predictability of travel times on priority routes for freight and tourism

Sustainable economic development of regional New Zealand is supported by safer and better transport connections

- $ investment in tourist routes for walking and cycling
- % of national cycling tourist routes completed *
- % of routes of most economic and social importance that have viable alternative routes
- % of Te Araroa at a roadside without a path *
- Lane kilometres of improved regional roading *
- Use of cycling tourist routes *
- Use of Te Araroa trails

ACCESS: CHOICE

Increased mode shift from private vehicle trips to walking, cycling and public transport

- Cycling count in urban areas *
- Distance per capita travelled in single occupancy vehicles *
- Mode share for how children travel to/from school *
- Perceived safety of walking and cycling *
- Walking count in urban areas

More transport choice (including for people with less or limited access to transport)

- $ investment in improving access to PT for people with disabilities
- $ investment in Total Mobility *
- % of household spending on transport *
- SuperGold boardings *
- Use of specialised services *

ACCESS: RESILIENCE

Improved network resilience for the most critical connections

- $ investment in resilience
- % of business cases that include resilience
- Availability of state highway network *
- Kilometres of road and rail infrastructure susceptible to coastal inundation with sea level rise
- Number of affected travel hours that routes of most economic and social importance are unavailable