

# REG Road Controlling Authority Reports

## How results are presented and information sources

Performance results and evidence are segmented into a headlines area and ten separate 'zones'. Most of this information is already available in various places across the sector – but is not easily accessible or easy to understand. These reports are the first time we have a national, objective picture of transport investment and performance collated into a single resource.

HEADLINES		Summary of key facts from the RCA report																	
REPORT ELEMENT	NOTES	SOURCE																	
		<table border="1"> <tr> <td>35,700 Population</td> <td>\$1,798 GDP (\$M)</td> <td>\$260 Valuation (\$M)</td> <td>\$18 Expenditure (\$M)</td> <td>\$501 Expenditure per capita</td> <td>64% FAR</td> </tr> <tr> <td>909 Total (km)</td> <td>704 Sealed (km)</td> <td>205 Unsealed (km)</td> <td>774 Rural (km)</td> <td>134 Urban (km)</td> <td>151 No. of bridges</td> </tr> </table>						35,700 Population	\$1,798 GDP (\$M)	\$260 Valuation (\$M)	\$18 Expenditure (\$M)	\$501 Expenditure per capita	64% FAR	909 Total (km)	704 Sealed (km)	205 Unsealed (km)	774 Rural (km)	134 Urban (km)	151 No. of bridges
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<b>Population</b>	The latest estimated resident population for the Territorial Authority, at 30 June. The latest population estimate reported may not be for the reported financial year.	Statistics New Zealand <a href="#">Subnational Population Estimates</a> . Data sourced from the <a href="#">MBIE Regional Economic Activity Web Tool</a> .																	
<b>GDP (\$M)</b>	The latest annual nominal Gross Domestic Product (GDP) for the Territorial Authority. The GDP reported may not be for the reported financial year.	Statistics New Zealand <a href="#">Regional GDP</a> and MBIE <a href="#">Modelled Territorial Authority Gross Domestic Product (MTAGDP)</a> . Data sourced from the <a href="#">MBIE Regional Economic Activity Tool</a> .																	
<b>Valuation (\$M)</b>	The roading asset depreciated replacement cost valuation. Reported in NZD millions.	Published in the Territorial Authority annual report for the financial year. Sourced from the Territorial Authority website.																	
<b>Expenditure (\$M)</b>	The financial year's total transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Excludes transport-related expenditure fully funded by the Territorial Authority or others.	Sourced from <a href="#">Waka Kotahi Data and Tools</a> .																	
<b>Expenditure per capita (\$)</b>	The financial year's transport-related expenditure per resident. Calculated by dividing the total co-invested expenditure by the resident population estimated. Reported as NZD per resident person.	Calculated from <a href="#">Waka Kotahi Data and Tools</a> and Statistics New Zealand <a href="#">Subnational Population Estimates</a> .																	
<b>Funding Assistance Rate (FAR)</b>	The Waka Kotahi normal funding assistance rate for Territorial Authority co-investment for the reported financial year.	Sourced from <a href="#">Waka Kotahi published normal funding assistance rates</a> .																	
<b>Total length (km)</b>	The length of road reported in centreline kilometres at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting. Amounts may vary slightly due to rounding.	Sourced from <a href="#">Waka Kotahi Data and Tools</a> .																	
<b>Sealed length (km)</b>																			
<b>Unsealed length (km)</b>																			
<b>Urban length (km)</b>																			
<b>Rural length (km)</b>																			
<b>No. of bridges</b>	The total number of bridges at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting.	Sourced from <a href="#">Waka Kotahi Data and Tools</a> .																	

**ACTIVITY MANAGEMENT**  
**Planning, Procurement and Data Quality**

**Activity Management**  
 Planning, Procurement and Data Quality

**Activity Management Planning**

Planning quality      Co-investment planning quality

**Procurement**

Smart buyer self-assessment

**Data Quality**

Asset management and ONRC at expected standard

REPORT ELEMENT	NOTES	SOURCE
<b>Activity Management Planning</b>		
<b>Planning quality</b>	<p>The result of an independent assessment by REG of the TA's 2018 Transport Activity Management Plan (AMP) submitted to Waka Kotahi.</p> <p>AMPs are assessed against elements of the "REG Pillars of Success" framework including Systems, Evidence, Communicating, Decision Making, Service Delivery and Improvement Plan.</p> <p>The assessment consists of 23 attributes scored 0 to 3. The result displayed is an average of the attribute scores. The average attribute result colour grading is as follows:</p> <p>Good (&gt;2.25)</p> <p>Fit for purpose (&gt;1.5 to 2.25)</p> <p>Room for improvement (&lt;=1.5)</p> <p>Not assessed</p>	Assessment, results and grading provided by REG.
<b>Co-investment planning quality</b>	<p>The result of the Waka Kotahi assessment of the TA's 2018 Transport AMP.</p> <p>AMPs are assessed against elements of the 5-case model for a Programme Business Case including Strategic Case (context), Programme Case (context), Commercial Case (procurement context) and Management Case (delivery and performance). The assessment consists of 11 attributes scored 0 to 3. The result displayed is an average of the attribute scores. Result colour grading as per Planning Quality above.</p>	Sourced from Waka Kotahi Transport Investment Online (TIO). Grading and results provided by REG.
<b>Procurement</b>		
<b>Smart buyer self-assessment</b>	<p>The result of the RCA's smart buyer self-assessment undertaken by the TA and collated by REG. The assessment is based on the Smart Buyer Principles identified in the Road Maintenance Task Force Report. Result colour grading is as follows:</p> <p><b>Score Interpretation:</b></p> <p>65 to 70: A Smart Buyer: Our organisation is a smart buyer. We help to minimise rate increases by maximising the value created for our community from being a smart buyer</p> <p>55 to 64: Developing: Our organisation has embraced the principles of being a smart buyer but can still create further improved value for our communities</p> <p>30 to 54: Limited: Our organisation currently has limited capability to maximise the value created from being a smart buyer</p> <p>0 to 30: Basic: Our organisation is focused on tender process and compliance. We have not developed the capability to realise any of the value created for our community from being a smart buyer.</p> <p>Further reference:  <a href="#">The Smart Buyer self-assessment form developed by REG.</a></p>	RCA self-assessment. Results collated and provided by REG.
<b>Data Quality</b>		
<b>Asset management and ONRC at expected standard</b>	<p>The RCA's annual results (%) are based on the number of ONRC and asset management data quality metrics achieving the expected standard. For genuine comparability, the results for each year are based on the metrics used for the most recent financial year. ONRC data quality results are available for 2015/16 onwards. Asset management data quality results are available since 2017/18.</p> <p>Further reference:  <a href="#">Data quality framework overview</a>  <a href="#">Data quality dimensions overview</a></p>	REG annual data quality assessment and reporting undertaken within the REG ONRC performance measures reporting tool.

**SERVICE PERFORMANCE**  
**LGA Non-Financial Performance Measures**

**Service Performance**  
 LGA Non-Financial Performance Measures

● Target achieved ● Partially achieved<sup>1</sup> ● Target not achieved ● Not reported

ANNUAL TARGETS ACHIEVED	NOTES	SOURCE
<p><b>Road safety</b></p> <p><b>Condition of the sealed road network</b></p> <p><b>Maintenance of a sealed local road network</b></p> <p><b>Condition of footpaths within the local road network</b></p> <p><b>Response to service requests</b></p>	<p>The annual results published by the Territorial Authority in the Annual Report for the five Roads and Footpaths mandatory non-financial performance measures.</p> <p>Result colour grading is as follows:</p> <ul style="list-style-type: none"> <li>Target achieved</li> <li>Target partially achieved<sup>1</sup></li> <li>Target not achieved</li> <li>Not reported</li> </ul> <p><sup>1</sup> <i>Target partially achieved</i> is used where a TA has broken down the Road Condition performance measure target for urban and rural, and one of the targets have been achieved.</p> <p>Further reference:  <a href="#">Roads and Footpaths Guidance (February 2014)</a></p>	<p>Results published in the Territorial Authority Annual Report for the financial year.</p> <p>Sourced from the Territorial Authority website.</p>

## TRANSPORT OUTCOMES

These performance measures in this report zone are drawn from the suite of quantitative [Transport Indicators](#) that supports the [Transport Outcomes Framework](#) developed by the Ministry of Transport and other government agencies.

Further reference:

[Transport Outcomes Framework](#)

[Transport indicators](#)

[Status and details of the Transport Indicators](#)

## Transport Outcomes

Healthy and Safe People

### HEALTHY AND SAFE PEOPLE

REPORT ELEMENT	NOTES	SOURCE
<b>MoT Transport Indicators:</b> 32. Transport-related deaths 33. Transport-related serious injuries The results published by the Ministry of Transport do not provide results at a TA level or segmented by mode. The normalised result in the RCA report is calculated by REG using the annual population estimates presented within the RCA report and crash data sourced directly from the Waka Kotahi NZ Transport Agency Crash Analysis System (CAS). Further reference: <a href="#">Transport Indicators: Healthy and Safe People</a>		Population from Statistics New Zealand <a href="#">Subnational Population Estimates</a> .  Data sourced from the <a href="#">MBIE Regional Economic Activity Tool</a> .

### FATAL AND SERIOUS INJURIES BY MODE (NO. PER 100,000 POPULATION)

REPORT ELEMENT	NOTES	SOURCE
<b>Total</b>	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population.	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a>
<b>Road</b>	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population <b>not involving</b> pedestrians or cyclists.	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a>
<b>Cycling</b>	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population <b>involving</b> cyclists.	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a>
<b>Walking</b>	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population <b>involving pedestrians</b> .	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a>

## CO-INVESTOR ASSURANCE

### Co-Investor Assurance Investment Performance

Four grades: ● Effective ● Some improvement needed ● Significant improvement needed ● Unacceptable ● Not available  
 Three grades: ● Effective ● Improvement needed ● Unacceptable ● Not available

#### Investment Performance

Results from the latest investment audits carried out by Waka Kotahi under Section 95(1)(e)(ii) of the Land Transport Management Act 2003. Two types of audits are typically undertaken, and historically two separate audit reports were produced. Typically, a technical investment audit is undertaken before the procedural audit. More recently, in some cases, the two reports are combined and are referred to as an Investment Audit.

Over time the subject areas of each audit have been refined. The subject areas outlined below are the latest, and the titles and the grading in the Territorial Authority report may vary to reflect the methodology at the time of the audit.

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Outdated audits results before 2015 are not included in the RCA reports.

In some cases, the latest results included in the RCA report are more recent than the RCA report period. Dates displayed are the date of the final Audit report.

PROCEDURAL AUDIT	NOTES	SOURCE												
<b>Contract management</b>	Results of the latest procedural audit report for the five common subject areas.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services												
<b>Financial management</b>	Result colour grading is as follows: <table border="1"> <thead> <tr> <th><u>4 Grades (post 2015-2016)</u></th> <th><u>3 Grades (pre 2015-2016)</u></th> </tr> </thead> <tbody> <tr> <td>Effective</td> <td>Effective</td> </tr> <tr> <td>Some improvement needed</td> <td>Improvement needed</td> </tr> <tr> <td>Significant improvement needed</td> <td>Unacceptable</td> </tr> <tr> <td>Unacceptable</td> <td>Not Available</td> </tr> <tr> <td>Not Available</td> <td></td> </tr> </tbody> </table> <p><i>Not Available</i> means the last audit was considered out of date (before July 2015) and or the audit result was not available. In some cases, the audit results for reports dated between Oct-15 and Jul-16 were assessed based on three grades, as shown above, and in the RCA report section key.</p>		<u>4 Grades (post 2015-2016)</u>	<u>3 Grades (pre 2015-2016)</u>	Effective	Effective	Some improvement needed	Improvement needed	Significant improvement needed	Unacceptable	Unacceptable	Not Available	Not Available	
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Effective			Effective											
Some improvement needed			Improvement needed											
Significant improvement needed		Unacceptable												
Unacceptable	Not Available													
Not Available														
<b>Procurement procedures</b>														
<b>Professional services</b>														
<b>Previous audit issues progress</b>														
<b>TECHNICAL AUDIT</b>	<b>NOTES</b>	<b>SOURCE</b>												
<b>Activity management planning</b>	Results of the latest technical audit report for the five common subject areas. Result colour grading as per the Procedural audit.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services												
<b>Data quality</b>	<table border="1"> <thead> <tr> <th><u>4 Grades &gt; approx. 2015-2016</u></th> <th><u>3 Grades &lt; approx. 2015-2016</u></th> </tr> </thead> <tbody> <tr> <td>Effective</td> <td>Effective</td> </tr> <tr> <td>Some improvement needed</td> <td>Improvement needed</td> </tr> <tr> <td>Significant improvement needed</td> <td>Unacceptable</td> </tr> <tr> <td>Unacceptable</td> <td>Not Available</td> </tr> <tr> <td>Not Available</td> <td></td> </tr> </tbody> </table>		<u>4 Grades &gt; approx. 2015-2016</u>	<u>3 Grades &lt; approx. 2015-2016</u>	Effective	Effective	Some improvement needed	Improvement needed	Significant improvement needed	Unacceptable	Unacceptable	Not Available	Not Available	
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<b>Network condition and management</b>														
<b>Road safety</b>														
<b>Previous audit issues</b>														

## DELIVERY AND ACHIEVEMENTS

## Delivery and Achievements

Expenditure, Cost Efficiency, Works Completed and Road Condition

### Co-Invested Expenditure

Achieved expenditure by [Work Category](#) is reported annually by Approved Organisations into Transport Investment Online (TIO).

The reported expenditure is for co-invested activities only and is separated by Waka Kotahi (NZTA share) and the Approved Organisation (local share).

From the reported expenditure, it can be seen how much Waka Kotahi and Territorial Authorities jointly spend on transport, including infrastructure, transport planning, road maintenance, walking and cycling, and passenger transport.

REPORT ELEMENT	NOTES	SOURCE
<b>All transport activities</b>	All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure has been grouped into the activity classes: <ul style="list-style-type: none"> <li>• <b>Road Maintenance</b> - Road Maintenance</li> <li>• <b>Road Improvement</b> - Road Improvements</li> <li>• <b>Walk &amp; Cycle</b> - Walking &amp; cycling</li> <li>• <b>Other</b> - Investment management, public transport, promotion of road safety and demand management</li> </ul>	Sourced from <a href="#">Waka Kotahi Data and Tools, major activities expenditure.</a>
<b>New roads and road improvements (&gt;1.0M ea)</b>	The expenditure on Road Improvements including bridge and structures replacement, minor improvements (low cost, low risk), new roads and bridges, property purchase, resilience improvements, road reconstruction and new traffic management facilities and equipment. Expenditure has been grouped into: <ul style="list-style-type: none"> <li>• <b>Roads &amp; Bridges</b> - Bridges &amp; structures replacement, New roads &amp; bridges, Road reconstruction</li> <li>• <b>Minor Improvements</b> - Minor Improvements (low cost, low risk)</li> <li>• <b>Resilience Improvements</b> - Resilience Improvements</li> <li>• <b>Other</b> - Professional Services, Property Purchase, Traffic Management</li> </ul>	Sourced from <a href="#">Waka Kotahi Data and Tools, new and improved infrastructure expenditure</a>
<b>Road maintenance, operations and renewals</b>	The expenditure on maintenance, operations and renewals associated with the pavement and surfacing, footpaths, structures, cycling facilities, environment and drainage, cyclic corridor maintenance and emergency reinstatement. Expenditure has been grouped into: <ul style="list-style-type: none"> <li>• <b>Pavement &amp; Seal</b> - Pavement and Seal</li> <li>• <b>Corridor &amp; Environment &amp; Drainage</b> - Corridor, Environment &amp; Drainage</li> <li>• <b>Emergency</b> - Emergency Reinstatement</li> <li>• <b>Other</b> - Structures, Footpath, Cycling facilities, Financial Grants and Stimulus, Network &amp; Property Management</li> </ul>	Sourced from <a href="#">Waka Kotahi Data and Tools, road maintenance, operation and renewals expenditure</a>
<b>Road safety promotion</b>	The expenditure on promotion, education and advertising associated with Road Safety.	Sourced from <a href="#">Waka Kotahi Data and Tools, road safety promotion expenditure</a>
<b>New and improved walking and cycling facilities (excl. low cost &lt;\$1M, low risk)</b>	The expenditure on the construction/implementation of the new or improved cycle and walking facilities and shared pedestrian and cycle paths. This excludes cycle and walking facilities <\$1M completed under the Minor Improvement category.	Sourced from <a href="#">Waka Kotahi Data and Tools, walking and cycling expenditure</a>
<b>Investment management, network and property management</b>	A combination of (a) Investment management expenditure including activity planning, management of funding allocation, regional planning, sector research and studies, strategies and models and (b) network and property management expenditure including work category 151 for the general management and control of the road network and management of road assets, plus work category 161 provides for costs associated with the management of property purchased for future roading.	Sourced from <a href="#">Waka Kotahi Data and Tools, investment management and road maintenance, operation and renewals (partially only)</a>

## COST EFFICIENCY

## Delivery and Achievements

Expenditure, Cost Efficiency, Works Completed and Road Condition

REPORT ELEMENT	NOTES	SOURCE
<b>Total expenditure / length (\$1000 / km)</b>	This result has been calculated by REG using the total co-funded transport expenditure (D1 above) per kilometre of the road network (N1 below). Reported in thousand dollars per kilometre.	Sourced from <a href="#">Waka Kotahi Data and Tools</a> Network length sourced from <a href="#">Waka Kotahi, physical statistics - roads</a>
<b>Maintenance, operations, and renewals expenditure / length (\$1000 / km)</b>	This result has been calculated by REG using the co-funded expenditure on maintenance, operations, and renewals (D3 above) per kilometre of the road network (N1 below). Reported in thousand dollars per kilometre.	Sourced from <a href="#">Waka Kotahi Data and Tools</a> Network length sourced from <a href="#">Waka Kotahi, physical statistics - roads</a>
<b>WORKS COMPLETED</b>		
REPORT ELEMENT	NOTES	SOURCE
<b>Pavement rehabilitation (lane kms)</b>	A comparison between the planned/forecast length of pavement rehabilitation and the actual reported lengths achieved.	Planned sourced from <a href="#">Waka Kotahi Transport Investment Online</a> and achievements sourced from <a href="#">Waka Kotahi Data and Tools</a> .
<b>Pavement resurfacing (lane kms)</b>	A comparison between the planned/forecast length of resurfacing renewals and the actual reported lengths achieved.	Planned sourced from <a href="#">Waka Kotahi Transport Investment Online</a> and achievements sourced from <a href="#">Waka Kotahi Data and Tools</a> .
<b>New and improved roads and bridges</b>	New, reconstructed and seal extended roads: The reported achieved length of new roads or road links constructed adding to the existing road network, seal extensions, and improvements to or reconstruction of existing roads. The length <b>does not</b> include renewals associated with resurfacing, metalling of unsealed roads or pavement rehabilitation. Number of New and improved bridges: The number of new bridges constructed, and existing bridges upgraded or replaced.	Sourced from <a href="#">Waka Kotahi Data and Tools, road improvements</a>
<b>ROAD CONDITION</b>		
REPORT ELEMENT	NOTES	SOURCE
Ride quality, pavement and surface condition	The ride quality, pavement and surface condition of the sealed road network measured as Smooth Travel Exposure (STE), Condition Index (CI) and Pavement Integrity Index (PII). 1. <b>STE</b> is the proportion of vehicle kilometres travelled in a year that occurs on 'smooth' roads. 2. <b>CI</b> is a single index summarising surface condition based on visually measured condition defects. 3. <b>PII</b> is a combined index of the pavement faults in the sealed road surface. All three are out of 100 (%) with the higher the number, the better the ride quality or condition. The average result for the peer group is shown in a lighter shade of the same colour to provide context.	Sourced from <a href="#">Waka Kotahi Data and Tools, road condition</a>

**CUSTOMER OUTCOMES**  
**Safety and Amenity**

**Customer Outcomes**  
 Safety and Amenity

These performance measures in this report zone are drawn from the suite of Customer Outcome measures from One Network Road Classification (ONRC) system developed by REG.

Further reference:

[REG One Network Road Classification \(ONRC\)](#)

[ONRC performance measures: a general guide](#)

[ONRC performance measures: a detailed guide](#)

REPORT ELEMENT	NOTES	SOURCE
<b>Fatal and Serious Injuries</b>		
<b>No. per annum</b>	The total number of fatal and serious injuries each year on the Territorial Authority road network.	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a>
<b>No. per 1000 km (network collective risk)</b>	Collective Risk is a measure of the TA's road network safety. Collective Risk is the <b>crash density</b> measured as the total number of fatal and serious injuries <b>per 1,000 kilometre</b> each year on the network. This result has been calculated by REG.	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a> Network length sourced from <a href="#">Waka Kotahi, physical statistics - roads</a>
<b>No. per 100 Million VKT (personal risk)</b>	Personal Risk is a measure of the danger to an individual. Personal Risk is the <b>crash rate</b> measured as the fatal or serious injuries <b>per 100 million vehicle kilometres travelled (VKT)</b> on the Territorial Authority road network. This result has been calculated by REG.	Sourced from <a href="#">Waka Kotahi Crash Analysis System</a> Network VKT sourced from <a href="#">Waka Kotahi, vehicle use</a>
<b>Crash Distribution</b>		
<b>Length vs no. of fatal and serious injuries</b>	The distributed network length by ONRC categories and crashes for the past five financial years in descending order of the highest ONRC category classification. This result has been calculated by REG.	Sourced from REG ONRC Performance Measure Reporting.
<b>Road Condition</b>		
<b>Ride quality (roughness of the roads)</b>	The percentage of vehicle kilometres travelled (VKT) on the network each year on 'smooth' sealed roads indicating the ride quality experienced by the user.	Sourced from <a href="#">Waka Kotahi Data and Tools, road condition</a>
<b>Peak and average road roughness (NAASRA)</b>	The 85 <sup>th</sup> percentile and average road roughness for the sealed network each year reported in NAASRA counts/km. The average result for the peer group is shown in a lighter shade of the same colour to provide context. These results have been calculated by REG.	Sourced from REG ONRC Performance Measure Reporting.



**TERRITORIAL ACTIVITY**  
**Economic Activity, Population and Financials**

**Territorial Activity**  
 Economic Activity and Financials

REPORT ELEMENT	NOTES	SOURCE
<b>Economic</b>		
<a href="#">GDP per capita</a>	Nominal Gross Domestic Product (GDP) per capita indexed to 2000. Territorial Authority level GDP is modelled by MBIE.	Statistics New Zealand <a href="#">Regional GDP</a> and MBIE <a href="#">Modelled Territorial Authority Gross Domestic Product (MTAGDP)</a> .
<a href="#">GDP by industry</a>	As for A1 above. Displays each TA's top five industries as at 30 June of the latest financial year reported by MBIE.	Statistics New Zealand <a href="#">Regional GDP</a> and MBIE <a href="#">Modelled Territorial Authority Gross Domestic Product (MTAGDP)</a> .
<b>Population</b>		
<a href="#">Resident population</a>	The estimated resident population at 30 June each year indexed to 1996. Subnational population estimates at 30 June each year were obtained by updating the census night base population of each area for births, deaths, and net migration.	Statistics New Zealand <a href="#">Subnational Population Estimates</a> . Data sourced from the <a href="#">MBIE Regional Economic Activity Tool</a> .
<b>Tourism</b>		
<a href="#">Guest nights per capita</a>	The number of guest nights per capita. Commercial guest nights, including domestic and international visitor guest nights, expressed as a proportion of the resident population. The figures are annual average figures.	Statistics New Zealand <a href="#">Accommodation Survey</a> .
<b>Housing</b>		
<a href="#">New dwellings</a>	The number of new dwelling consents per 10,000 people. Annual figures. New residential buildings.	Statistics New Zealand <a href="#">Building Consents Issued</a> and <a href="#">Subnational Population Estimates</a> .
<b>Financials</b>		
<b>Transport co-invested expenditure and funding share</b>	All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure includes Road Maintenance, Road Improvements, Walking, Cycling, Investment management, public transport, promotion of road safety and demand management	Sourced from <a href="#">Waka Kotahi Data and Tools, major activities expenditure</a> .
<b>Roading valuation</b>	The annual reported book value (Carrying Amount) of the TA's roading network/assets and where available an estimated total cost to replace the roading network/assets (Replacement Cost). In some cases, the TA's estimated replacement cost amount might be to replace based on the fair value amount rather than rebuild new. Where possible, excludes the value of the land under roads. REG has extracted the information and amounts from the TA's published Annual Reports.	Results published in the Territorial Authority annual report for the financial year.
<b>Service life</b>	The annual reported book value (Carrying Amount) of the TA roading network/assets as a percentage of the estimated total replacement cost. The result for the individual TA is reported against the national average of all TAs. In some cases, the TA results may be partially or not displayed due to missing values for either the Carrying Amount or the Replacement Cost. These results have been calculated by REG.	Results published in the Territorial Authority annual report for the financial year.

## TECHNICAL OUTPUTS

### Safety

## Technical Outputs

### Safety

These performance measures in this report zone are drawn from the suite of Technical Output measures from One Network Road Classification (ONRC) system developed by REG.

Further reference:

[REG One Network Road Classification \(ONRC\)](#)

[ONRC performance measures: a general guide](#)

[ONRC performance measures: a detailed guide](#)

### Fatal and serious injuries by mode (no. Per 100,000,000 km travelled)

These results have been calculated by REG. The results are normalised to a per 100,000,000 vehicle km travelled. The VKT data is sourced from the Waka Kotahi data and tools.

Network VKT sourced from [Waka Kotahi, vehicle use](#)

REPORT ELEMENT	NOTES	SOURCE
Loss of control on wet roads	The number of fatal and serious injuries through the loss of driver control when the road surface is wet.	Source: <a href="#">Waka Kotahi Crash Analysis System</a>
Loss of control at night	The number of fatal and serious injuries through the loss of driver control when it is dark.	Source: <a href="#">Waka Kotahi Crash Analysis System</a>
At intersections	The number of fatal and serious injuries that occurred at an intersection.	Source: <a href="#">Waka Kotahi Crash Analysis System</a>
Involving vulnerable users	The number of fatal and serious injuries which <b>involved</b> a pedestrian, cyclist, moped or motorcycle.	Source: <a href="#">Waka Kotahi Crash Analysis System</a>

## NETWORK PHYSICAL CHARACTERISTICS

### Roads, Cycleways and Bridges

## Network Physical Characteristics

### Roads, Cycleways and Bridges

REPORT ELEMENT	NOTES	SOURCE
<b>Roads</b>		
Network length (km)	The split of the road network length by <b>sealed</b> and <b>unsealed</b> roads.	Sourced from <a href="#">Waka Kotahi, physical statistics - roads</a>
Urban percentage by length	The percentage of the road network length, which is defined as urban (having a speed limit of less than 70km/hr).	Sourced from <a href="#">Waka Kotahi, physical statistics - roads</a>
<b>Cycleways</b>		
Network length (km)	The length of the cycleway network reported by an urban and rural split.	Sourced from <a href="#">Waka Kotahi Data and Tools, physical statistics - cycleways</a>
<b>Bridges</b>		
No. bridges	The total number of bridges, the number of bridges where there is only a single lane and number of bridges made from timber.	Sourced from <a href="#">Waka Kotahi Data and Tools, physical statistics - bridges</a>

**ROAD NETWORK USE**  
Roads, Bridges and Public Transport

**Road Network Use**  
Roads, Bridges and Public Transport

REPORT ELEMENT	NOTES	SOURCE
<b>Roads and Bridges</b>		
<b>Vehicle kilometres travelled (VKT)</b>	Total annual vehicle kilometres travelled on the local road network.	Sourced from <a href="#">Waka Kotahi, vehicle use</a>
<b>No. of restricted bridges</b>	The number of bridges on the road network with a weight or speed restriction. Some of those with a weight restriction may also have a speed restriction.	Sourced from <a href="#">Waka Kotahi Data and Tools, physical statistics - bridges</a>
<b>Journey Distribution</b>		
<b>Length vs VKT</b>	The distribution of vehicle kilometres travelled and network length by highest ONRC category classification for the financial year. This result has been calculated by REG.	Source: REG ONRC Performance Measure Reporting
<b>Public Transport (Region only)</b>		
<b>Fleet size (No.)</b>	The number of buses, train carriages and ferries in each regional fleet. Results only reported for TAs with the presence of a notable public transport network.	Sourced from <a href="#">Waka Kotahi Data and Tools, public transport use</a>
<b>Passenger kms</b>	Average trip length multiplied by total boardings per year. Results only reported for TAs with the presence of a notable public transport network.	Sourced from <a href="#">Waka Kotahi Data and Tools, public transport use</a>
<b>Service kms</b>	The distance travelled by buses, trains and ferries while in-service. Results only reported for TAs with the presence of a notable public transport network.	Sourced from <a href="#">Waka Kotahi Data and Tools, public transport use</a>

## PEER GROUPS 2018/21 NLTP

### RCA Peer Groupings

#### Highly Urban: Networks Greater Than 90% Urban

This peer group includes Cities and Districts with a proportion of network equalling more than 90% urban:

Hamilton City Council, Hutt City Council, Kawerau District Council, Tauranga City Council, Wellington City Council.

#### Cities: Networks Less Than 90% Urban

This peer group includes Cities and Districts, with a proportion of network equalling between 50% urban and 90% urban:

Auckland Transport, Christchurch City Council, Invercargill City Council, Kapiti Coast District Council, Napier City Council, Nelson City Council,

Palmerston North City Council, Porirua City Council, Upper Hutt City Council.

#### Provincial Centres:

This peer group includes Cities and Districts, with a proportion of network equalling between 10% urban and 50% urban:

Buller District Council, Dunedin City Council, Gisborne District Council, Grey District Council, Hastings District Council, Hauraki District Council, Horowhenua District Council, Kaikoura District Council, Marlborough District Council, Masterton District Council, Matamata-Piako District Council, New Plymouth District Council, Opotiki District Council, Queenstown-Lakes District Council, Rotorua Lakes Council, South Waikato District Council, Tasman District Council, Taupo District Council, Thames-Coromandel District Council, Timaru District Council, Waimakariri District Council, Waipa District Council, Western Bay of Plenty District Council, Westland District Council, Whakatane District Council, Whanganui District Council, Whangarei District Council.

#### Rural Districts

This peer group includes Districts with a proportion of ONRC classified network equalling 10% urban and below:

Ashburton District Council, Carterton District Council, Central Hawke's Bay District Council, Central Otago District Council, Chatham Islands Council, Clutha District Council, DOC Roads, Far North District Council, Gore District Council, Hurunui District Council, Kaipara District Council, MacKenzie District Council, Manawatu District Council, Otorohanga District Council, Rangitikei District Council, Ruapehu District Council, Selwyn District Council, South Taranaki District Council, South Wairarapa District Council, Southland District Council, Stratford District Council, Tararua District Council, Waikato District Council, Waimate District Council, Wairoa District Council, Waitaki District Council, Waitomo District Council.

**Acronyms/Glossary:**

AMP – Activity Management Plan

CI – Condition Index

FAR – Funding Assistance Rate

GDP – Gross Domestic Product

MBIE – Ministry of Business, Innovation and Employment

NAASRA – National Association of Australian State Roading Authority

ONRC – One Network Road Classification

PII – Pavement Integrity Index

RCA – Road Controlling Authority

REG – Road Efficiency Group

STE – Smooth Travel Exposure

TA – Territorial Authority

TIO – Transport Investment Online

VKT – Vehicle Kilometres Travelled