



### Purpose of indicator

Rotorua residents travel to work using a range of transport modes. It is important to measure these modes to identify trends that might have negative effects on the environment, such as more traffic or greater greenhouse gas emissions. Comparisons can be made between modes such as private cars and the public bus service to identify trends of private versus public transport, or motorised versus non motorised transport.

### Current information and trend

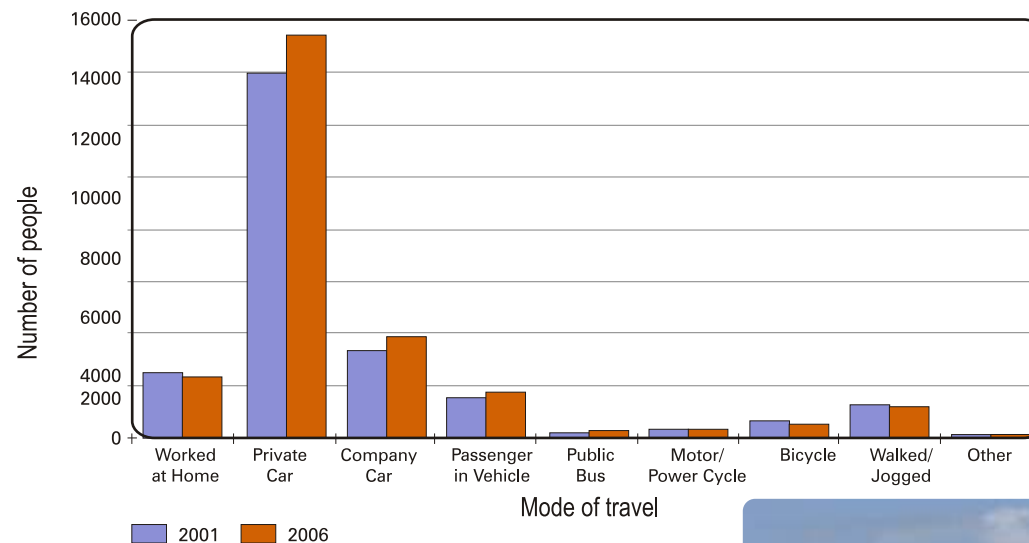
Motorised transport is by far the most popular compared to non motorised transport options (Figure 10.4). While there has been an increase in the percentage of people who take a private car or company car to work, fewer people are riding a bicycle or walking / jogging to work.

A small increase in the percentage of people choosing to use public transport and share a vehicle (passenger in vehicle) in 2006 is a positive sign in reducing traffic and greenhouse gas emissions. This however has been countered by an even greater increase in the percentage of people driving a private or company car, truck or van.

### What the community said

A quarter (25%) of the community thought that traffic had remained the same in 2006, while 55% of people thought that traffic had become worse over recent years. In 2001 only 42% thought traffic had become worse.

Figure 10.4 Mode of travel to work



Source: Statistics New Zealand, 2006





### Purpose of indicator

Length of the roading network is an indicator of pressure on the environment as well as a measure of a safe transport network. The provision of new roads is sometimes a component of new major subdivisions. Roads generate a number of direct environmental effects such as visual impact, noise, air pollution and stormwater run-off.

### Current information and trend

The length of road in the Rotorua district remains steady at 1185 km (Figure 10.5), although the load these roads carry has increased, as shown by the indicator for heavy traffic.

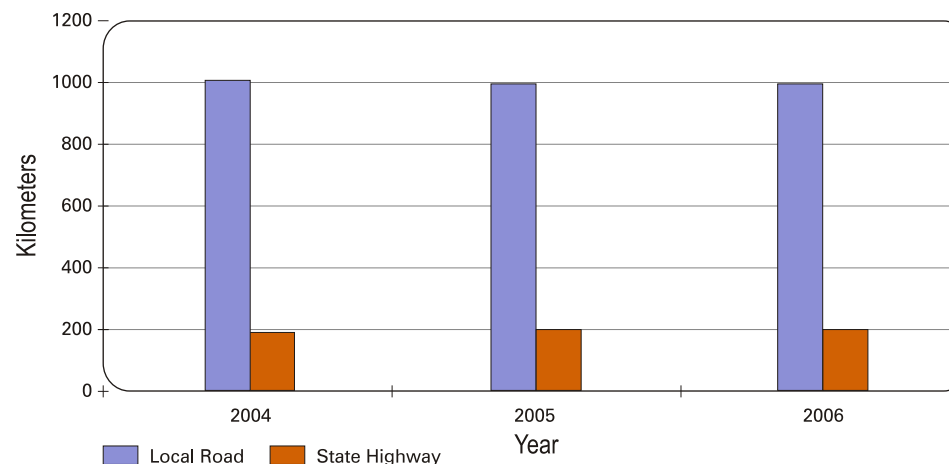
There are a number of major roading projects coming up in the future and these may be reflected in the next round of State of Environment reporting. Some examples are the Victoria Street Arterial, Eastern Motorway, and Fairy Springs and Lake Road four-laning. These projects aim to reduce congestion, increase efficiency, improve safety and divert heavy traffic from the city centre and residential areas.

### What the community said

Seventy-eight percent of residents are satisfied with roads in the district, including 23% who are very satisfied. These results are similar to 2005 survey results.



Figure 10.5 Roothing length (all roads)



Source: Rotorua District Council, 2006





### Purpose of indicator

Crash rate per kilometres travelled is a measure of the safety of the roading network and can help in assessing the effectiveness of Rotorua's Road Safety Strategy.

### Current information and trend

The severity of crashes has lessened which is shown by the declining trend for fatal accidents since 2003 (Figure 10.6). There is also a declining trend in the number of non-fatal injury crashes per 10,000 population (Figure 10.7).

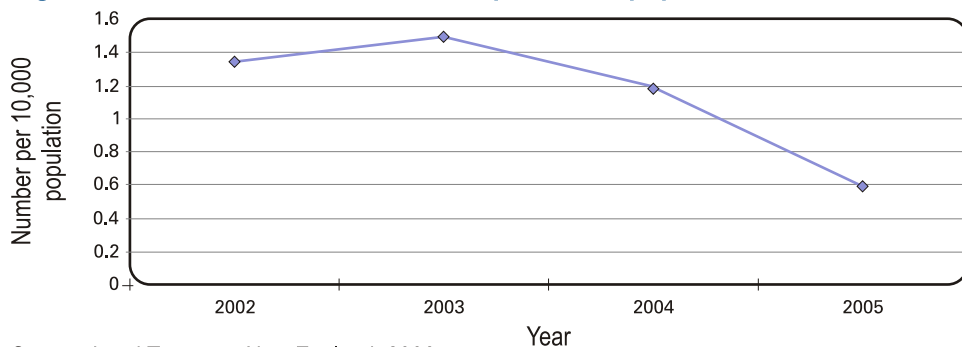
While the severity of crashes has decreased, the number of crashes per 100 million kilometres travelled in Rotorua has remained about the same between 2002 and 2005 (Figure 10.8). Data beyond 2005 was unavailable at the time of writing this report.

These results are in line with the Road Safety Strategy 2004-2009 objectives. Education programmes such as those delivered by 'Drivewise' all contribute towards safer roads and fewer accidents.

### What the community said

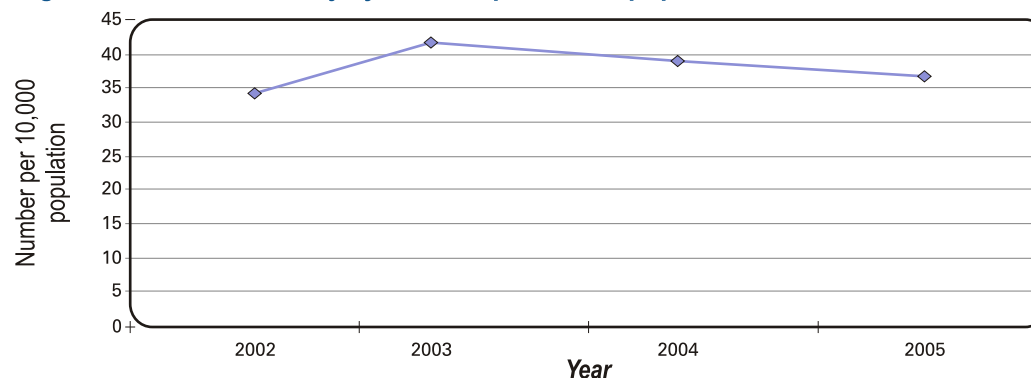
Speeding/road safety (49%) and congestion delays (47%) were the issues mentioned most frequently by the Rotorua community in a 2006 survey. Almost one half of respondents (47%) stated that they had issues with traffic in the area where they lived. This is a seven percent increase over the 2002 responses.

**Figure 10.6 Number of fatal accidents per 10,000 population in Rotorua district**



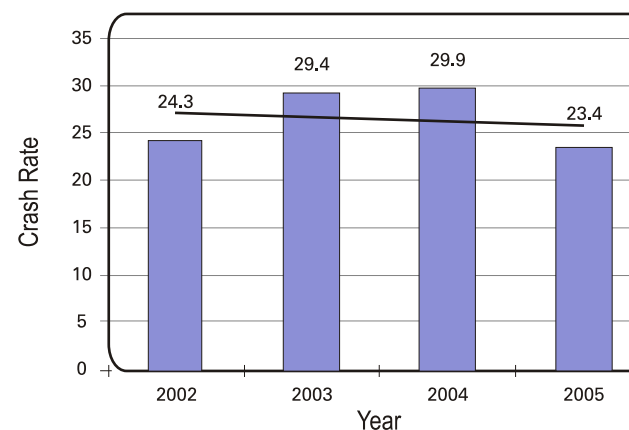
Source: Land Transport New Zealand, 2006

**Figure 10.7 Number of injury crashes per 10,000 population**



Source: Land Transport New Zealand 2006

**Figure 10.8 Crash rate per 100 million kilometres travelled in Rotorua district**



Source: Land Transport New Zealand, 2006

