

2001/2 Annual Report

on the Regional Land Transport Strategy

prepared by **Tim Kelly Transportation Planning Limited**

for **Wellington Regional Council**



*2001/2 Annual Report on the Regional Land Transport Strategy***Contents**

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Executive Summary

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1 Background

1.1 Statutory Context

Regional Land Transport Strategy

Every Regional Council is required by the 1998 Land Transport Act to prepare a land transport strategy for its region.

The Wellington Regional Land Transport Strategy (RLTS)¹ was published by Wellington Regional Council (WRC) in November 1999. This fulfils the formal requirements of a strategy for the period 1999 to 2004, but also sets out the objectives, policies and plans for land transport in the region for the twenty year period to 2019.

The RLTS is a 'live' document which is responsive to change. The Western Corridor Implementation Plan was adopted by the Regional Council as an addition to the RLTS on 4th July, 2000, following a process of submissions and hearings. Other corridor studies are planned or are currently in progress which will also subsequently be added to the RLTS.

The Wellington RLTS was prepared by a Regional Land Transport Committee (RLTC), which was given delegated powers to ensure that the RLTS was consistent with all statutory requirements. Under this delegated authority, the RLTC was also responsible for previous RLTS documents in 1993 and 1996.

Annual Monitoring Report

Every Regional Council that is required to prepare a RLTS is required, under the 1998 Land Transport Act, to also prepare an annual report as to the progress achieved in the implementation of that strategy.

This Annual Monitoring Report (AMR) is to be available within three months of the close of the financial year to which it relates. For Wellington Regional Council, the financial year ends on 30th June and hence the AMR is due on 30th September.

The first AMR for the year 1999/2000 was published in November 2000², and that for the year 2000/1 in September 2001³.

¹ The Wellington Regional Land Transport Strategy 1999-2004. *Wellington Regional Council, 1999.*

² 1999/2000 Annual Report on the Wellington Regional Land Transport Strategy 1999-2004. Wellington Regional Council, November 2000.

³ 2000/2001 Annual Report on the Wellington Regional Land Transport Strategy 1999-2004. Wellington Regional Council, September 2001.

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1.2 Contents of the Annual Monitoring Report

Enhanced Monitoring

The legislation offers little specific guidance on the expected content of the Annual Monitoring Report.

WRC has identified the potential value in a monitoring process which goes beyond the legislative requirement.

Such a process can report on trends in a range of demographic variables which underlie transportation demand both within the region and across the regional boundaries. More extensive reporting of the performance of the road and public transport networks, and environmental measures will enable a more complete picture of the performance and trends of the regional network. The availability of this information in a single resource will, in turn, permit more informed decisions to be made regarding the planning of the regional network in the future.

A study was commissioned in May 2001 to prepare a strategy for the preparation of an enhanced monitoring report. The study reported in December 2001⁴ and the recommended strategy has been implemented in the preparation of this AMR.

Contents

- Section 2** describes change in the demographic variables which underlie patterns of regional transportation demand
- Section 3** describes change in measures of passenger and freight transport activity across the boundaries of the Wellington Region
- Sections 4-8** describe the performance of the regional transportation network with respect to each of the RLTS objective areas;
- *Accessibility & Economic Development*
 - *Economic Efficiency*
 - *Affordability*
 - *Safety*
 - *Sustainability / Environment*
- Section 9** describes progress made in the implementation of RLTS projects and policies
- Section 10** summarises progress made in the implementation of the strategy and identifies impediments to implementation

⁴ A Monitoring Strategy for the Wellington RLTS; Technical Report. *Tim Kelly Transportation Planning Ltd & Douglass Consulting Services Ltd, December 2001.*

Section 11 gives conclusions and recommendations.

This report constitutes **Part A** of the Annual Monitoring Report, and meets the legislative requirement. More detailed numerical information and charts relating to performance indicators has been included in a separate document, **Part B**.

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2 Regional Demographic Indicators

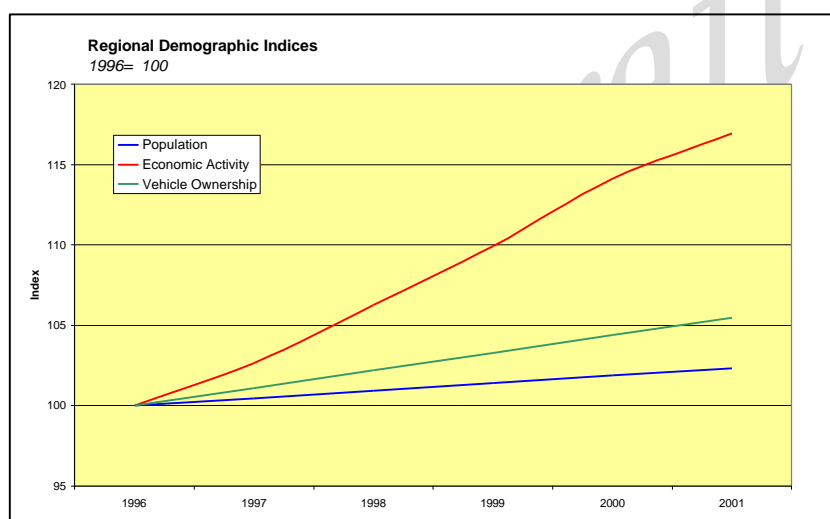
2.1 Overview

This section discusses trends in demographic variables which fuel the demand for transportation within the region.

The Performance Indicators below are described in detail in **Part B**;

- ? A1 : Resident Population (by District, by year)
- ? A2 : Occupied Dwellings (by District, by year)
- ? A3 : Unemployment Rate (by District, by year)
- ? A4 : Regional Economic Activity (Region, by year)
- ? A5 : Building Activity (Region, by year)
- ? A6 : Vehicle Ownership by Household (by District, by year).

Figure 1 shows movements in the key demographic indices for the region as a whole.



Over the 5 year period 1996 – 2001, regional population has grown by 2.3% whilst vehicle ownership rates have increased by 5.5%. This arises from continuing relatively low costs of vehicle operation and rising levels economic activity; this rose by 16.7% in the same period.

Figure 1 : Regional Demographic Indices

2.2 Regional Level

Wellington City, with 38% of the total regional population in 2001 has a strong influence on the regional figures. All of the indicators therefore point to steady growth in the underlying factors which create the demand for travel within the region; population, households, employment, economic and building activity and car ownership.

2.3 Sub-Regional Level

Population levels have declined in the Wairarapa and Upper Hutt, whilst Kapiti has experienced high levels of population growth. Rates of unemployment remain highest in Porirua with little change, whilst those for other districts show a steady decline. Rates and

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growth in levels of vehicle ownership are lowest in Wellington City, reflecting a growing trend for inner city apartment living and proximity to employment. Conversely, the highest rates and growth of vehicle ownership are experienced by the more remote areas in Wairarapa and Upper Hutt.

2.4 Outlook

In general, these trends are expected to continue. However, there is some optimism in Upper Hutt that upcoming developments will reverse the decline in population, and this may have a secondary impact on Hutt City.

2.5 Implications for Transportation Demand

Demand for transportation can be expected to rise strongly, driven by growing populations, general prosperity and rising car ownership levels. Highest rates of growth continue in the Western corridor serving Kapiti whilst growth in the Wairarapa and Hutt Valley remains relatively subdued. A continuing trend towards inner city apartment living in the Wellington CBD can be expected to lead to some suppression of travel demand growth.

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3 Inter-Regional Travel Indicators

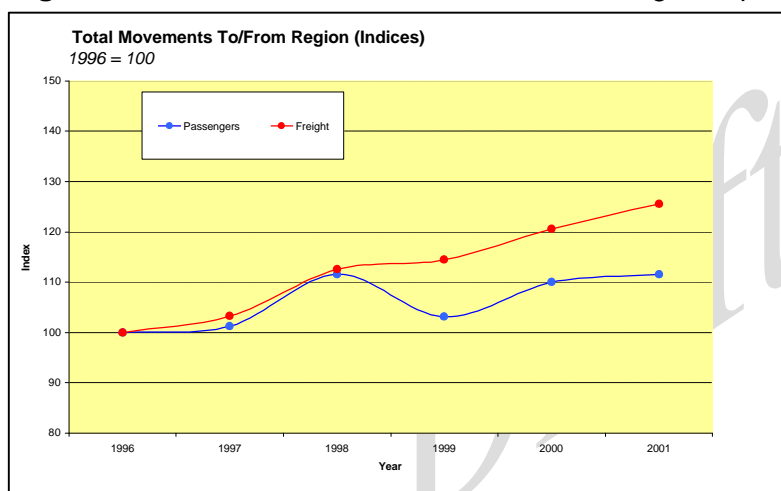
3.1 Overview

This section describes trends in total travel to and from the Wellington region.

The Performance Indicators below are described in detail at **Part B**;

- ? B1 : Inter-Regional Passenger Movements (by year)
- ? B2 : Inter-Regional Freight Movements (by year).

Figure 2 shows movement in indices for inter-regional passenger and freight movements.



Over the period 1996 – 2001, total passenger movements have grown by around 11%, though the pattern has not been one of constant growth.

Freight movements over the same period have grown by around 25%.

It should be noted that these figures include an element

of double counting for passengers and freight which pass through the region and hence are counted twice at the regional boundaries.

3.2 Passenger Movements

The two main road routes to/from the Wellington region, State Highways 1 and 2, account for around two thirds of passenger movements across the regional boundary. Of these, State Highway 1 accounts for approximately 85% of movements, highlighting the significance of this route to the Wellington region as a whole.

Road passenger movements grew by 11% over the period 1996 - 2001, whilst domestic airline travel grew by around 9%. Growth in ferry and international air travel was high at around 19% and 44% respectively, reflecting the strong growth of tourism travel and the provision of more direct international air services to meet demand.

Rail travel plays a relatively small role, with the only long distance services being the daytime and night-time services to/from Auckland, and the Capital Connection to/from Palmerston North. The Napier service was discontinued in 2001.

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3.3 Freight

Total freight moved through Centreport has shown strong growth of 35% in the period since 1996. Over the same period, freight carried by the inter-island ferry service has increased by around 22%. Road freight has increased by around 10% over the period, though not at a constant rate. Air freight has shown a small reduction.

3.4 Outlook

The tourism market is expected to remain buoyant for the foreseeable future, and this will contribute to growth in all passenger modes, especially the Inter Islander ferry service.

Levels of road traffic and freight are likely to be more strongly associated with levels of economic activity in the region and hence steady growth is expected.

3.5 Implications for Transportation Demand

Demand for both passenger and freight movements to and from the Wellington region is expected to show steady growth over the next few years. The predominance of road based travel requires that reliable connections are provided, especially in the State Highway 1 corridor. Access to the Port, the ferry terminal and airport will also become more critical issues as the traffic movements associated with these destinations increase.

4 Accessibility and Economic Development Indicators

4.1 Overview

This section describes measures which relate to the RLTS Accessibility and Economic Development objective;

'to provide a transport system that optimises access to and within the region'.

The following Performance Indicators are described in detail at **Part B**;

- ? C1 : Key Route Travel Times by Road (by route, by year)
- ? C2 : State Highways Screenline Traffic Volumes (by year)
- ? C3 : Local Road Traffic Volumes (by year)
- ? C4 : CBD Cordon Counts
- ? C5 : Weekday Hourly Traffic Profiles (by year)
- ? C6 : Heavy Vehicle on Key Routes (by year)
- ? C7 : Total State Highway Vehicle Kilometres (by year)
- ? C8 : Road Network Usage (by year)
- ? C9 : Road Network Level of Service (by year)
- ? C10 : Vehicle Occupancy on Wellington CBD Cordon (by year)
- ? C11 : Key Route Travel Times by Bus / Rail (by route, by year)
- ? C12 : Public Transport Service Patronage (by year)
- ? C13 : Cycle & Pedestrian Movements
- ? C14 : Mode of Journey to Work Trips
- ? C16 : Parking Supply in CBD areas (by year).

(discussion of overall indices derived from the performance indicators)

4.2 Road Network Conditions

- discuss movements in PI's when figures are available;
 - daily volumes
 - State Highways
 - local roads
 - hourly volumes
 - % heavy vehicles
 - travel times
 - vehicle occupancy
 - mode results : total usage, LOS – relate to survey findings
- discuss derivation & calculation of an overall accessibility index for the roading network

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4.3 Public Transport Network Conditions

- discuss movements in PI's when figures are available;
 - patronage levels
 - travel times

- discuss derivation & calculation of an overall accessibility index for the public transport network

4.4 Other Aspects

- discuss pedestrian / cycle measures
- discuss mode split
- discuss parking supply (if any reliable figures available).

4.5 Overall Accessibility

- relate results to objective being measured
- discuss derivation of overall measure of accessibility – include chart

4.6 Outlook

- how are the PI's likely to change over time (relate to likely change in demographic figures)
- how will this affect conditions on the roading and PT networks?
- what will this mean for overall levels of accessibility?
- what are implications for policy?

5 Economic Efficiency Indicators

5.1 Overview

This section describes measures which relate to the RLTS Economic Efficiency objective;

‘to implement the most efficient options’ and ‘to ensure that all users of land transport are subject to pricing and non-pricing incentives and signals which promote decisions and behaviours that are, as far as possible, in accordance with efficient use of resources and of optimal benefit to the user.’

The following Performance Indicators are described in detail at **Part B**;

- ? D1 : Road Network Congestion Costs
- ? D2 : Public Transport User Costs
- ? D3 : Total System User Costs
- ? D4 : Vehicle Operation Costs

(discussion of overall indices derived from the performance indicators)

5.2 Transportation User Costs

- discuss chart showing movement in index of transportation user costs
- discuss impacts of change in vehicle operation costs, PT fares etc
- relate to change in total travel by road and PT

5.3 Overall Economic Efficiency

- relate results to objective being measured
- discuss ability to measure this objective

5.4 Outlook

- how are user costs likely to change over time?
 - vehicle operation costs – determined by Govt policy on taxation etc
 - congestion costs – likely to increase
 - PT costs – discuss likely change
- implication of changing costs on total network demand

6 Affordability Indicators

6.1 Overview

This section describes measures which relate to the RLTS Affordability objective;

'to plan for a land transport system that recognises funding constraints and ability to pay'.

The following performance indicators are described in detail at **Part B**;

- ? E1 : Capital Works Expenditure
- ? E2 : Maintenance Works Expenditure
- ? E3 : Household Travel Expenditure

(discussion of overall indices derived from the performance indicators)

6.2 Capital & Maintenance Expenditure / Household

- discuss movements in index value
- change in total capital expenditure – heavily influenced by Transit NZ, nature of major project means expenditure profile determined by timing of construction
- change in maintenance expenditure
- change in number of households

6.3 Household Expenditure on Transportation

- discuss movement in index value
- describe major components of household transportation expenditure and how these have changed
- describe movement in total expenditure

6.4 Overall Affordability

- relate results to objective being measured
- discuss derivation of overall measure of affordability – include chart

6.5 Outlook

- how are the PI's likely to change over time?
- how will this affect demand for transportation and hence conditions on the roading and PT networks?
- what are implications for policy?

7 Safety Indicators

7.1 Overview

This section describes measures which relate to the RLTS Safety objective;

'to provide a safer community for everyone through a transport system that achieves or improves on the targets of the National Road Safety Plan through the Regional Road Safety Strategy'.

Performance Indicators are described in detail at **Part B**;

- ? F1 : Total Injury Crashes
- ? F2 : Total Casualties
- ? F3 : Pedestrian Casualties
- ? F4 : Motor-Cycle Casualties
- ? F5 : Pedal-Cycle Casualties
- ? F6 : Injury Crashes / 100,000 population
- ? F7 : Casualties / 100,000 population
- ? F8 : Injury Crashes / 10⁶ Vehicle-Kms.

7.2 Total Casualties

Wellington accounts for around 38% of total casualties over the period 1996 – 2001, and Hutt City around 25%. Porirua, Upper Hutt and Kapiti each account for 8 – 9%, and the Wairarapa 11%.

The period 1996 – 2000 has seen a steady decline in the total number of regional casualties. However, in 2001 the number has increased, arising from increases in Wellington and Hutt City.

(obtain LTSA Wgtn accident report to comment on this further)

-
- relate to growth in total road travel
- relate to the objective

7.3 Outlook

- how is the number of casualties likely to change over time?
- what are implications for policy?

8 Sustainability / Environment Indicators

8.1 Overview

This section describes measures which relate to the RLTS Sustainability objective;

‘to provide a land transport system that;

- *recognises the needs of the community*
- *avoid, remedies or mitigates adverse effects*
- *uses resources in an efficient way*
- *supports and optimal demand for energy.’*

Performance Indicators are described in detail at **Part B**;

- ? G1 : Fuel Consumption
- ? G2 : Air Quality
- ? G3 : Noise Adjacent to Arterial Routes
- ? G4 : Vehicle Exhaust Emission Standard
- ? G5 : Surface Water Quality.

8.2 Total Fuel Consumption

- discuss movements in index value
- describe why changes have occurred – relate to growth in vehicular traffic, costs of vehicle operation, etc

8.3 Environment

- discuss movements in index value
- describe why changes have occurred – relate to growth in vehicular traffic, costs of vehicle operation, etc

8.4 Overall Sustainability

- relate results to objective being measured
- difficulty of definition

8.5 Outlook

- how is ‘sustainability’ likely to change over time (relate to likely change in other figures: traffic growth, congestion, etc))
- what are implications for policy?

9 RLTS Project & Policy Implementation Progress

9.1 Context

Under current legislation, WRC it not permitted to own or operate transportation infrastructure (though this is likely to change under legislation proposed by the Government).

WRC is therefore reliant on the agencies responsible for the roading and public transportation networks to implement the policies and projects specified in the RLTS.

This section presents a report on progress achieved in the year to 30th June 2002, for each of the key agencies.

9.2 Responsibility Matrix

Tables X - X identify the policy and project proposals in the RLTS and indicate the responsibilities for their implementation by each of the agencies in the Wellington region.

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TABLE X : Responsibility Matrix for Objective 1 : Accessibility and Economic Development

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| A : POLICIES | | | | | | | | | | |
| 1.1.1: Improve the accessibility of public transport ? extensions of bus/rail services where reasonable demand exists ? provide facilities for parking and carrying cycles, where demand exists ? enhance physical access onto buses and trains | ✗ | | | | | | | | ✗ | ✗ |
| 1.1.2: Maintain urban rail as an arterial priority in the public transport network | ✗ | | | | | | | | | ✗ |
| 1.1.3: Allow commercial bus and ferry services on parallel routes to rail services where they complement and increase overall public transport use | ✗ | | | | | | | | | |
| 1.1.4: Enhance the quality, reliability and priority of public transport facilities and services ? refurbishment / renewal of bus/rail units ? bus services given priority in congested areas | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | | ✗ | ✗ |
| 1.1.5: Improve the interchange between bus, rail, car and cycle ? Wellington rail/bus interchange ? provide commuter car and cycle parks at rail stations | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | | ✗ | ✗ |
| 1.1.6: Improve pedestrian and cycle access to key public transport nodes ? provide safe, convenient and sheltered pedestrian access to/from public transport | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | | |

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TABLE X : Responsibility Matrix for Objective 1 : Accessibility and Economic Development

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|---|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| 1.2.1: Improve the existing road network to attain interpeak efficiency | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| 1.2.2: Provide heavy traffic bypasses of local communities on the strategic roading network | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| 1.2.3: Increase the flexibility of the strategic roading network | | | | | | | | | | |
| ? provision of strategic links | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| ? traffic management | | | | | | | | | | |
| 1.2.4: Provide for freight movement | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| 1.2.5: Promote the need to provide for increased tourist movement | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| 1.3.1: Promote land development that minimises the total demand for travel | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | | |
| 1.3.2: Promote land development that ensures that public transport, walking and cycling are convenient and safe alternatives to the private car | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | | |
| 1.4.1: Develop and enhance safe and attractive walking and cycling routes | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| B : PROJECTS | | | | | | | | | | |
| Construct the first stage of the Kapiti Western Link Road | | | | | | ✗ | | ✗ | | |
| Implement the Active Traffic Management System at Ngauranga Gorge | | | | | | | | ✗ | | |
| Construct improvements on the Kaitoke Hill Road | | | | | | | | ✗ | | |
| Maintain continuous improvements on the Rimutaka Hill Road | | | | | | | | ✗ | | |
| Construct the Ngauranga – Aotea tidal flow system | | | | | | | | ✗ | | |

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TABLE X : Responsibility Matrix for Objective 1 : Accessibility and Economic Development

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| Design and construct an upgrade of the Korokoro/Dowse intersections on SH2 | | | | | | | | ✗ | | |
| Construct next phase of the Inner City Bypass through Buckle and Arthur Streets | | ✗ | | | | | | ✗ | | |
| Enhance traffic management to improve pedestrian, cycle and vehicle flows | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |
| Upgrade the route through Newtown on Adelaide Road from the Basin Reserve to John Street | | ✗ | | | | | | | | |
| Develop a Western Corridor Implementation Plan (Otaki – Ngauranga Merge) | ✗ | ✗ | | | ✗ | ✗ | | ✗ | | |
| Continue land purchase on the Transmission Gully route | | | | | | | | ✗ | | |
| Provide additional commuter car and cycle parks at major railway stations | ✗ | | | | | | | | | ✗ |
| Build a new railway station at Raumati | ✗ | | | | | | | | | ✗ |
| Extend the urban electric rail service to Waikanae | ✗ | | | | | | | | | ✗ |
| Increase weekday urban rail service frequency from the Kapiti Coast, Hutt Valley and the Wairarapa to Wellington | ✗ | | | | | | | | | ✗ |
| Allow commercial commuter bus and ferry services to operate from Porirua and the Hutt Valley to Wellington CBD | ✗ | | | | | | | | ✗ | |
| Increase local bus services to connect with increased rail services | ✗ | | | | | | | | ✗ | ✗ |
| Improve bus/rail connection at Porirua Railway station | ✗ | | | | ✗ | | | | ✗ | ✗ |
| Investigate the construction of a bus lane from Petone to Ngauranga on SH2 without compromising cycling on this route, construct if possible | ✗ | | ✗ | | | | | ✗ | | |

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TABLE X : Responsibility Matrix for Objective 1 : Accessibility and Economic Development

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|---|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| Improve bus priority through CBD traffic | ✗ | ✗ | ✗ | | | | | | | |
| Enhance bus/rail interchange at Wellington railway station | ✗ | ✗ | | | | | | | ✗ | ✗ |
| Establish priority routes from Newtown buses servicing the southern and eastern suburbs | ✗ | ✗ | | | | | | | ✗ | |
| Integrated ticketing | ✗ | | | | | | | | ✗ | ✗ |
| Improve pedestrian linkages from Wellington station to the CBD | ✗ | ✗ | | | | | | | | |
| Promote additional cycle parks at major railway stations | ✗ | | | | | | | | | ✗ |
| Enhance traffic management to improve pedestrian, cycle and traffic flow | | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | | |

TABLE X : Responsibility Matrix for Objective 2 & 3 : Economic Efficiency and Affordability

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| A : POLICIES | | | | | | | | | | |
| 2.1.1: Provide for additional pricing for the use of the roading network as a step towards ensuring all users pay the cost of their use, including externalities | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.1.2: Provide for pricing on major new roads to manage the demand on the road network and to help pay for additional projects and services | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |

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TABLE X : Responsibility Matrix for Objective 2 & 3 : Economic Efficiency and Affordability

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| 2.1.3: Advocate for levies on the price of long stay parking in publicly and privately owned facilities in the Wellington CBD | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.1.4: Undertake a more detailed investigation of the role of road pricing in the region | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.2.1: Balance the capacity of the existing strategic transport network | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.2.2: Influence management of the number and distribution of long stay parking spaces in major urban centres and encourage short stay parking | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.2.3: Provide for pricing at peak times to manage road demand and reduce road congestion | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.2.4: Promote supporting measures which will help reduce peak road demand | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.2.5: Investigate and plan for the growth in major recreational traffic flows | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 2.2.6: Introduce traffic calming in residential areas | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| B : PROJECTS | | | | | | | | | | |
| Detailed investigation of road pricing in the region | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |

TABLE X : Responsibility Matrix for Objective 4 : Safety

2001/2 Annual Report on the Regional Land Transport Strategy

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| A : POLICIES | | | | | | | | | | |
| 4.1.1: Develop programmes that improve skills and behaviour of people using the transport system | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| 4.1.2: Plan development and design to improve road infrastructure and safety | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| 4.1.3: Develop a safety culture with respect to travel assisted by more effective co-ordination of the planning and implementation of road safety programmes | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| 4.1.4: Encourage greater use of cycling and walking for local trips | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| B : PROJECTS | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| Complete safety improvements at MacKays Crossing | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| Complete safety improvements on SH1 North of Paremata | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |
| Provide safety improvements to SH58 | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |

TABLE X : Responsibility Matrix for Objective 5 : Sustainability

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| A : POLICIES | | | | | | | | | | |
| 5.1.1: Promote environmentally benign transport mechanisms | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ | ✘ |

2001/2 Annual Report on the Regional Land Transport Strategy

TABLE X : Responsibility Matrix for Objective 5 : Sustainability

| | WRC | WCC | HCC | UHCC | PCC | KCDC | Wairarapa | Transit NZ | Bus Operators | TranzMetro |
|--|-----|-----|-----|------|-----|------|-----------|------------|---------------|------------|
| 5.1.2: Make cycling and walking more attractive | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| 5.1.3: Price at peak times on the road network to mitigate adverse impacts of road use | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |

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2001/2 Annual Report on the Regional Land Transport Strategy : APPENDIX A

9.3 Wellington Regional Council

Table X reports on the progress made by Wellington Regional Council on the implementation of the actions for which it is responsible.

9.4 Wellington City Council

9.5 Hutt City Council

9.6 Porirua City Council

9.7 Kapiti Coast District Council

9.8 Upper Hutt City Council

9.9 Wairarapa Councils

9.10 Transit New Zealand

9.11 Public Transport Operators

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10 Strategy Implementation

10.1 Overall Progress Achieved

(comment on the overall level of progress, compare to expectations for 3 years into the 'life' of the current RLTS')

10.2 Major Actions Programmed in 2002/3

(identify what progress is likely to be made in 2002/3, by reference to TLA, TNZ & WRC programmes and commitments etc)

10.3 Impediments to Implementation of the RLTS

Specific Projects

Make reference to specific major projects and reasons for these falling behind programme, for example, Kapiti WLR, TGM, rail upgrades etc. TNZ Board decision to divert funds to Auckland, etc.

General Impediments

General impediments affecting the implementation of the RLTS have been identified in the WRC Wishbone Study Report of 2000.⁵ In summary, these fall into two main categories;

Legislative / Institutional Impediments

- ? a weak requirement for agencies simply to act in a manner which is 'not inconsistent' with the RLTS
- ? as a result, little commitment on the part of some agencies to the provisions of the RLTS
- ? no guiding National Transport Strategy

Financial Impediments

- ? a funding regime which does not recognise the importance of a single project within an overall strategy
- ? a funding regime which places high importance on benefits in the short term, promoting incremental improvements rather than longer term strategic investment.

Reform is required in these areas to provide the framework from which the RLTS can be more successfully implemented.

⁵ The Wishbone Study; Delivering Land Transport Outcomes in the Wellington Region. *Wellington Regional Council, October 2000.*

11 Conclusions

(to be completed – identify whether specific recommendations are to be made)

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1 Appendices : Description of Contents

These appendices provide more detailed information which goes beyond the legislative requirement to provide a general resource available for the planning of the transportation network and facilities in the Wellington region.

Each appendix of the document provides detailed information relating to the 7 categories of performance indicators described in the parent document.

Appendix A Regional Demographic Indicators

Appendix B Inter-regional Travel Indicators

Appendix C Accessibility & Economic Development Indicators

Appendix D Economic Efficiency Indicators

Appendix E Affordability Indicators

Appendix F Safety Indicators

Appendix G Sustainability / Environment Indicators.

2 APPENDIX A : REGIONAL DEMOGRAPHIC INDICATORS

| Performance Indicator : A1 : Resident Population | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-----------|-----------------|-----------------|---------|------------|--------|-----------|--------|--------|-----|------------|-----|-----------|-----|-----------------|-----|-----------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|-----|
| Source Data: | ? Statistics New Zealand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? Usually resident population, by District ? from 5-yearly Census, intermediate years interpolated, years beyond 2001 extrapolated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? in 2001, the total regional population was 423,700, with 38% living in Wellington City, 32% in the Hutt Valley, 11% in Porirua, 10% in Kapiti and 9% in the Wairarapa. ? regional population growth averages 2,340 people pa since 1991, slight slowing of growth in period since 1996. Current growth 0.5%pa (of 2001). ? large growth differentials by District. Kapiti growth 30% since 1991, Wellington 14%, whilst growth in Porirua / Hutt City low or negative. Population decline in Upper Hutt and South Wairarapa. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>Population Distribution Within Wellington Region Year = 2001</p> <table border="1"> <caption>Population Distribution Within Wellington Region (Year = 2001)</caption> <thead> <tr> <th>District</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Wellington City</td> <td>38%</td> </tr> <tr> <td>Hutt City</td> <td>23%</td> </tr> <tr> <td>Porirua</td> <td>11%</td> </tr> <tr> <td>Kapiti</td> <td>10%</td> </tr> <tr> <td>Upper Hutt</td> <td>9%</td> </tr> <tr> <td>Masterton</td> <td>5%</td> </tr> <tr> <td>South Wairarapa</td> <td>2%</td> </tr> <tr> <td>Carterton</td> <td>2%</td> </tr> </tbody> </table> | District | Percentage | Wellington City | 38% | Hutt City | 23% | Porirua | 11% | Kapiti | 10% | Upper Hutt | 9% | Masterton | 5% | South Wairarapa | 2% | Carterton | 2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| District | Percentage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wellington City | 38% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hutt City | 23% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Porirua | 11% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kapiti | 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Upper Hutt | 9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Masterton | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Wairarapa | 2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carterton | 2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>A1 : Resident Population, by District, by Year 1991 = 100</p> <table border="1"> <caption>A1 : Resident Population, by District, by Year (Index 1991 = 100)</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION</th> </tr> </thead> <tbody> <tr> <td>1991</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>1992</td> <td>101</td> <td>100</td> <td>100</td> <td>99</td> <td>101</td> <td>100</td> <td>101</td> </tr> <tr> <td>1993</td> <td>102</td> <td>100</td> <td>100</td> <td>98</td> <td>102</td> <td>100</td> <td>102</td> </tr> <tr> <td>1994</td> <td>103</td> <td>100</td> <td>100</td> <td>97</td> <td>103</td> <td>100</td> <td>103</td> </tr> <tr> <td>1995</td> <td>104</td> <td>100</td> <td>100</td> <td>96</td> <td>104</td> <td>100</td> <td>104</td> </tr> <tr> <td>1996</td> <td>105</td> <td>100</td> <td>100</td> <td>95</td> <td>105</td> <td>100</td> <td>105</td> </tr> <tr> <td>1997</td> <td>106</td> <td>100</td> <td>100</td> <td>94</td> <td>106</td> <td>100</td> <td>106</td> </tr> <tr> <td>1998</td> <td>107</td> <td>100</td> <td>100</td> <td>93</td> <td>107</td> <td>100</td> <td>107</td> </tr> <tr> <td>1999</td> <td>108</td> <td>100</td> <td>100</td> <td>92</td> <td>108</td> <td>100</td> <td>108</td> </tr> <tr> <td>2000</td> <td>109</td> <td>100</td> <td>100</td> <td>91</td> <td>109</td> <td>100</td> <td>109</td> </tr> <tr> <td>2001</td> <td>110</td> <td>100</td> <td>100</td> <td>90</td> <td>110</td> <td>100</td> <td>110</td> </tr> <tr> <td>2002</td> <td>111</td> <td>100</td> <td>100</td> <td>89</td> <td>111</td> <td>100</td> <td>111</td> </tr> <tr> <td>2003</td> <td>112</td> <td>100</td> <td>100</td> <td>88</td> <td>112</td> <td>100</td> <td>112</td> </tr> <tr> <td>2004</td> <td>113</td> <td>100</td> <td>100</td> <td>87</td> <td>113</td> <td>100</td> <td>113</td> </tr> <tr> <td>2005</td> <td>114</td> <td>100</td> <td>100</td> <td>86</td> <td>114</td> <td>100</td> <td>114</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION | 1991 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1992 | 101 | 100 | 100 | 99 | 101 | 100 | 101 | 1993 | 102 | 100 | 100 | 98 | 102 | 100 | 102 | 1994 | 103 | 100 | 100 | 97 | 103 | 100 | 103 | 1995 | 104 | 100 | 100 | 96 | 104 | 100 | 104 | 1996 | 105 | 100 | 100 | 95 | 105 | 100 | 105 | 1997 | 106 | 100 | 100 | 94 | 106 | 100 | 106 | 1998 | 107 | 100 | 100 | 93 | 107 | 100 | 107 | 1999 | 108 | 100 | 100 | 92 | 108 | 100 | 108 | 2000 | 109 | 100 | 100 | 91 | 109 | 100 | 109 | 2001 | 110 | 100 | 100 | 90 | 110 | 100 | 110 | 2002 | 111 | 100 | 100 | 89 | 111 | 100 | 111 | 2003 | 112 | 100 | 100 | 88 | 112 | 100 | 112 | 2004 | 113 | 100 | 100 | 87 | 113 | 100 | 113 | 2005 | 114 | 100 | 100 | 86 | 114 | 100 | 114 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1991 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1992 | 101 | 100 | 100 | 99 | 101 | 100 | 101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1993 | 102 | 100 | 100 | 98 | 102 | 100 | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1994 | 103 | 100 | 100 | 97 | 103 | 100 | 103 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1995 | 104 | 100 | 100 | 96 | 104 | 100 | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 105 | 100 | 100 | 95 | 105 | 100 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 106 | 100 | 100 | 94 | 106 | 100 | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 107 | 100 | 100 | 93 | 107 | 100 | 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 108 | 100 | 100 | 92 | 108 | 100 | 108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 109 | 100 | 100 | 91 | 109 | 100 | 109 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 110 | 100 | 100 | 90 | 110 | 100 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2002 | 111 | 100 | 100 | 89 | 111 | 100 | 111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2003 | 112 | 100 | 100 | 88 | 112 | 100 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2004 | 113 | 100 | 100 | 87 | 113 | 100 | 113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2005 | 114 | 100 | 100 | 86 | 114 | 100 | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : A2 : Occupied Dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-----------|-----------------|------------|---------|------------|--------|-----------|--------|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-----|-----|-------|------|-----|-------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-----|-----|-------|------|-----|-------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-----|-----|-------|------|-----|-------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-----|-----|-------|------|-----|-------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-----|-----|-------|
| Source Data: | ? Statistics New Zealand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? total occupied dwellings, by District ? from 5-yearly Census, intermediate years interpolated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? positive growth across all areas since 1991 ? Kapiti and Wellington City have experienced growth above the regional average ? large growth differentials by District. Kapiti growth 30% since 1991, whilst Hutt City growth only 5%. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>A2 : Occupied Dwellings, by District, by Year 1991 = 100</p> <table border="1"> <caption>Approximate data from the 'A2 : Occupied Dwellings, by District, by Year' graph (Index 1991 = 100)</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION</th> </tr> </thead> <tbody> <tr> <td>1991</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>1992</td> <td>101</td> <td>100.5</td> <td>101</td> <td>101</td> <td>102</td> <td>101</td> <td>101.5</td> </tr> <tr> <td>1993</td> <td>102</td> <td>101</td> <td>102</td> <td>102</td> <td>104</td> <td>102</td> <td>102.5</td> </tr> <tr> <td>1994</td> <td>103</td> <td>101.5</td> <td>103</td> <td>103</td> <td>106</td> <td>103</td> <td>103.5</td> </tr> <tr> <td>1995</td> <td>104</td> <td>102</td> <td>104</td> <td>104</td> <td>108</td> <td>104</td> <td>104.5</td> </tr> <tr> <td>1996</td> <td>105</td> <td>102.5</td> <td>105</td> <td>105</td> <td>110</td> <td>105</td> <td>105.5</td> </tr> <tr> <td>1997</td> <td>106</td> <td>103</td> <td>106</td> <td>106</td> <td>112</td> <td>106</td> <td>106.5</td> </tr> <tr> <td>1998</td> <td>107</td> <td>103.5</td> <td>107</td> <td>107</td> <td>114</td> <td>107</td> <td>107.5</td> </tr> <tr> <td>1999</td> <td>108</td> <td>104</td> <td>108</td> <td>108</td> <td>116</td> <td>108</td> <td>108.5</td> </tr> <tr> <td>2000</td> <td>109</td> <td>104.5</td> <td>109</td> <td>109</td> <td>118</td> <td>109</td> <td>109.5</td> </tr> <tr> <td>2001</td> <td>110</td> <td>105</td> <td>110</td> <td>110</td> <td>120</td> <td>110</td> <td>110.5</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION | 1991 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1992 | 101 | 100.5 | 101 | 101 | 102 | 101 | 101.5 | 1993 | 102 | 101 | 102 | 102 | 104 | 102 | 102.5 | 1994 | 103 | 101.5 | 103 | 103 | 106 | 103 | 103.5 | 1995 | 104 | 102 | 104 | 104 | 108 | 104 | 104.5 | 1996 | 105 | 102.5 | 105 | 105 | 110 | 105 | 105.5 | 1997 | 106 | 103 | 106 | 106 | 112 | 106 | 106.5 | 1998 | 107 | 103.5 | 107 | 107 | 114 | 107 | 107.5 | 1999 | 108 | 104 | 108 | 108 | 116 | 108 | 108.5 | 2000 | 109 | 104.5 | 109 | 109 | 118 | 109 | 109.5 | 2001 | 110 | 105 | 110 | 110 | 120 | 110 | 110.5 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1991 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1992 | 101 | 100.5 | 101 | 101 | 102 | 101 | 101.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1993 | 102 | 101 | 102 | 102 | 104 | 102 | 102.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1994 | 103 | 101.5 | 103 | 103 | 106 | 103 | 103.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1995 | 104 | 102 | 104 | 104 | 108 | 104 | 104.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 105 | 102.5 | 105 | 105 | 110 | 105 | 105.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 106 | 103 | 106 | 106 | 112 | 106 | 106.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 107 | 103.5 | 107 | 107 | 114 | 107 | 107.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 108 | 104 | 108 | 108 | 116 | 108 | 108.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 109 | 104.5 | 109 | 109 | 118 | 109 | 109.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 110 | 105 | 110 | 110 | 120 | 110 | 110.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : A3 : Unemployment Rate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----------|-----------------|------------|---------|------------|--------|-----------|--------|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|
| Source Data: | ? Statistics New Zealand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? labour force status ? from 5-yearly Census, intermediate years interpolated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? gradual downward trend for region ? Wellington City and Porirua rates virtually unchanged at 3.6% and 5% respectively. Declining trend in all other areas, especially Kapiti. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>A3 : Unemployment Rate, by District, by Year Source : Statistics NZ (Census)</p> <table border="1"> <caption>Estimated Unemployment Rates (as % of Population)</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.8</td> <td>3.2</td> <td>3.7</td> <td>3.9</td> </tr> <tr> <td>1997</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.7</td> <td>3.1</td> <td>3.6</td> <td>3.8</td> </tr> <tr> <td>1998</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.6</td> <td>3.0</td> <td>3.5</td> <td>3.7</td> </tr> <tr> <td>1999</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.5</td> <td>2.9</td> <td>3.4</td> <td>3.7</td> </tr> <tr> <td>2000</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.4</td> <td>2.8</td> <td>3.3</td> <td>3.7</td> </tr> <tr> <td>2001</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.3</td> <td>2.7</td> <td>3.2</td> <td>3.7</td> </tr> <tr> <td>2002</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.2</td> <td>2.6</td> <td>3.1</td> <td>3.7</td> </tr> <tr> <td>2003</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.1</td> <td>2.5</td> <td>3.0</td> <td>3.7</td> </tr> <tr> <td>2004</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>3.0</td> <td>2.4</td> <td>2.9</td> <td>3.7</td> </tr> <tr> <td>2005</td> <td>3.6</td> <td>3.8</td> <td>5.0</td> <td>2.9</td> <td>2.0</td> <td>2.8</td> <td>3.6</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION | 1996 | 3.6 | 3.8 | 5.0 | 3.8 | 3.2 | 3.7 | 3.9 | 1997 | 3.6 | 3.8 | 5.0 | 3.7 | 3.1 | 3.6 | 3.8 | 1998 | 3.6 | 3.8 | 5.0 | 3.6 | 3.0 | 3.5 | 3.7 | 1999 | 3.6 | 3.8 | 5.0 | 3.5 | 2.9 | 3.4 | 3.7 | 2000 | 3.6 | 3.8 | 5.0 | 3.4 | 2.8 | 3.3 | 3.7 | 2001 | 3.6 | 3.8 | 5.0 | 3.3 | 2.7 | 3.2 | 3.7 | 2002 | 3.6 | 3.8 | 5.0 | 3.2 | 2.6 | 3.1 | 3.7 | 2003 | 3.6 | 3.8 | 5.0 | 3.1 | 2.5 | 3.0 | 3.7 | 2004 | 3.6 | 3.8 | 5.0 | 3.0 | 2.4 | 2.9 | 3.7 | 2005 | 3.6 | 3.8 | 5.0 | 2.9 | 2.0 | 2.8 | 3.6 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 3.6 | 3.8 | 5.0 | 3.8 | 3.2 | 3.7 | 3.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 3.6 | 3.8 | 5.0 | 3.7 | 3.1 | 3.6 | 3.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 3.6 | 3.8 | 5.0 | 3.6 | 3.0 | 3.5 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 3.6 | 3.8 | 5.0 | 3.5 | 2.9 | 3.4 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 3.6 | 3.8 | 5.0 | 3.4 | 2.8 | 3.3 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 3.6 | 3.8 | 5.0 | 3.3 | 2.7 | 3.2 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2002 | 3.6 | 3.8 | 5.0 | 3.2 | 2.6 | 3.1 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2003 | 3.6 | 3.8 | 5.0 | 3.1 | 2.5 | 3.0 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2004 | 3.6 | 3.8 | 5.0 | 3.0 | 2.4 | 2.9 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2005 | 3.6 | 3.8 | 5.0 | 2.9 | 2.0 | 2.8 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : A4 : Regional Economic Activity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------|-------------|--------------|-------------|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
| Source Data: | ? National Bank | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? composite index of economic activity, comprising business & consumer confidence, retail sales, new vehicle registrations, exports, unemployment, building permits, job vacancies, accommodation surveys, real estate turnover, etc. ? available quarterly | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? steady growth trend for region, though some slowing of rate in last year ? growth rate higher than that for North Island, and New Zealand as a whole | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>A4 : Regional Economic Activity (Index) 1996 = 100</p> <table border="1"> <caption>Estimated Data for A4 : Regional Economic Activity (Index)</caption> <thead> <tr> <th>Year</th> <th>Wellington</th> <th>North Island</th> <th>New Zealand</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>1997</td> <td>103</td> <td>101</td> <td>100</td> </tr> <tr> <td>1998</td> <td>106</td> <td>102</td> <td>100</td> </tr> <tr> <td>1999</td> <td>110</td> <td>105</td> <td>104</td> </tr> <tr> <td>2000</td> <td>114</td> <td>108</td> <td>106</td> </tr> <tr> <td>2001</td> <td>117</td> <td>111</td> <td>110</td> </tr> </tbody> </table> | Year | Wellington | North Island | New Zealand | 1996 | 100 | 100 | 100 | 1997 | 103 | 101 | 100 | 1998 | 106 | 102 | 100 | 1999 | 110 | 105 | 104 | 2000 | 114 | 108 | 106 | 2001 | 117 | 111 | 110 |
| Year | Wellington | North Island | New Zealand | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 103 | 101 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 106 | 102 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 110 | 105 | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 114 | 108 | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 117 | 111 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) **[Draft]**

| Performance Indicator : A5 : Building Activity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------------------|-------------------|-------------------------|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|
| Source Data: | ? Statistics New Zealand; Key Statistics | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? figures readily available at regional level only ? figures broken down by number of permits issued in the residential and non-residential sectors ? available monthly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? high growth in residential dwelling permits from 1998 onwards ? growth in non-residential permits subdued until 2000, 2001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>A5 : Building Activity (Number of Consents Issued, Wellington Region) 1996 = 100, Source : Statistics NZ</p> <table border="1"> <caption>Estimated Data for A5 : Building Activity (Number of Consents Issued, Wellington Region)</caption> <thead> <tr> <th>Year</th> <th>Dwellings (Index)</th> <th>Non-Residential (Index)</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>100</td> <td>100</td> </tr> <tr> <td>1997</td> <td>115</td> <td>110</td> </tr> <tr> <td>1998</td> <td>165</td> <td>100</td> </tr> <tr> <td>1999</td> <td>160</td> <td>100</td> </tr> <tr> <td>2000</td> <td>185</td> <td>130</td> </tr> <tr> <td>2001</td> <td>165</td> <td>135</td> </tr> <tr> <td>2002</td> <td>160</td> <td>110</td> </tr> <tr> <td>2003</td> <td>160</td> <td>105</td> </tr> <tr> <td>2004</td> <td>160</td> <td>105</td> </tr> <tr> <td>2005</td> <td>160</td> <td>105</td> </tr> <tr> <td>2006</td> <td>165</td> <td>100</td> </tr> </tbody> </table> | Year | Dwellings (Index) | Non-Residential (Index) | 1996 | 100 | 100 | 1997 | 115 | 110 | 1998 | 165 | 100 | 1999 | 160 | 100 | 2000 | 185 | 130 | 2001 | 165 | 135 | 2002 | 160 | 110 | 2003 | 160 | 105 | 2004 | 160 | 105 | 2005 | 160 | 105 | 2006 | 165 | 100 |
| Year | Dwellings (Index) | Non-Residential (Index) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 115 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 165 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 160 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 185 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 165 | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2002 | 160 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2003 | 160 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2004 | 160 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2005 | 160 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2006 | 165 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : A6 : Vehicle Ownership | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------|------|------|-----------------|------|------|-----------|------|------|---------|------|------|------------|------|------|--------|------|------|-----------------|------|------|--------|------|------|
| Source Data: | ? Statistics New Zealand; 5-yearly census | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? figures derived by assuming that each household in 3+ vehicle category owns 3.5 vehicles | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? lowest car ownership rates in Wellington City, reflecting proximity to employment and other facilities ? growth experienced across all Districts of around 5.5% between 1996 and 2001. Highest growth in Porirua (8.9%), lowest in Wellington City (4.0%). | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>A6 : Vehicle Ownership By Household : Change 1996 to 2001 Source : Statistics NZ</p> <table border="1"> <caption>Data for A6 : Vehicle Ownership By Household : Change 1996 to 2001</caption> <thead> <tr> <th>Area</th> <th>1996</th> <th>2001</th> </tr> </thead> <tbody> <tr> <td>Wellington City</td> <td>1.32</td> <td>1.38</td> </tr> <tr> <td>Hutt City</td> <td>1.38</td> <td>1.45</td> </tr> <tr> <td>Porirua</td> <td>1.36</td> <td>1.48</td> </tr> <tr> <td>Upper Hutt</td> <td>1.44</td> <td>1.52</td> </tr> <tr> <td>Kapiti</td> <td>1.38</td> <td>1.46</td> </tr> <tr> <td>Wairarapa Total</td> <td>1.44</td> <td>1.56</td> </tr> <tr> <td>REGION</td> <td>1.36</td> <td>1.44</td> </tr> </tbody> </table> | Area | 1996 | 2001 | Wellington City | 1.32 | 1.38 | Hutt City | 1.38 | 1.45 | Porirua | 1.36 | 1.48 | Upper Hutt | 1.44 | 1.52 | Kapiti | 1.38 | 1.46 | Wairarapa Total | 1.44 | 1.56 | REGION | 1.36 | 1.44 |
| Area | 1996 | 2001 | | | | | | | | | | | | | | | | | | | | | | | |
| Wellington City | 1.32 | 1.38 | | | | | | | | | | | | | | | | | | | | | | | |
| Hutt City | 1.38 | 1.45 | | | | | | | | | | | | | | | | | | | | | | | |
| Porirua | 1.36 | 1.48 | | | | | | | | | | | | | | | | | | | | | | | |
| Upper Hutt | 1.44 | 1.52 | | | | | | | | | | | | | | | | | | | | | | | |
| Kapiti | 1.38 | 1.46 | | | | | | | | | | | | | | | | | | | | | | | |
| Wairarapa Total | 1.44 | 1.56 | | | | | | | | | | | | | | | | | | | | | | | |
| REGION | 1.36 | 1.44 | | | | | | | | | | | | | | | | | | | | | | | |

3 APPENDIX B : INTER-REGIONAL TRAVEL INDICATORS

| Performance Indicator : B1 : Inter-Regional Passenger Movements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------|----------------|------------|-------|----------------|-------|------------|------|-------|------|------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|
| Source Data: | ? air : passengers through Wellington airport (WIAL annual report) ? ferry : passengers using inter-island services (IIL) ? rail : passengers using long distance rail services (TranzRail) ? road : traffic counts at regional boundaries | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? occupancy figures for road traffic are not available; assume each vehicle carries 1.7 persons. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? around the thirds of passengers enter/leave the region by road ? road and domestic air travel grown by around 9% over period, international air travel and ferry passengers have grown at a higher rate, reflecting strength of tourism market | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>B1 : Inter-Regional Passengers, by Year 1996 = 100</p> <table border="1"> <caption>Estimated Data for B1 : Inter-Regional Passengers, by Year (Index 1996 = 100)</caption> <thead> <tr> <th>Year</th> <th>Air - Domestic</th> <th>Air - Intl</th> <th>Rail</th> <th>Ferry</th> <th>Road</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>1997</td> <td>102</td> <td>105</td> <td>100</td> <td>100</td> <td>100</td> <td>102</td> </tr> <tr> <td>1998</td> <td>105</td> <td>115</td> <td>100</td> <td>100</td> <td>100</td> <td>105</td> </tr> <tr> <td>1999</td> <td>105</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>105</td> </tr> <tr> <td>2000</td> <td>108</td> <td>135</td> <td>100</td> <td>100</td> <td>100</td> <td>110</td> </tr> <tr> <td>2001</td> <td>110</td> <td>145</td> <td>100</td> <td>100</td> <td>100</td> <td>112</td> </tr> </tbody> </table> | Year | Air - Domestic | Air - Intl | Rail | Ferry | Road | TOTAL | 1996 | 100 | 100 | 100 | 100 | 100 | 100 | 1997 | 102 | 105 | 100 | 100 | 100 | 102 | 1998 | 105 | 115 | 100 | 100 | 100 | 105 | 1999 | 105 | 100 | 100 | 100 | 100 | 105 | 2000 | 108 | 135 | 100 | 100 | 100 | 110 | 2001 | 110 | 145 | 100 | 100 | 100 | 112 |
| Year | Air - Domestic | Air - Intl | Rail | Ferry | Road | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 102 | 105 | 100 | 100 | 100 | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 105 | 115 | 100 | 100 | 100 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 105 | 100 | 100 | 100 | 100 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 108 | 135 | 100 | 100 | 100 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 110 | 145 | 100 | 100 | 100 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>Inter-Regional Passengers, by Mode Year = 2001</p> <table border="1"> <caption>Inter-Regional Passengers, by Mode (Year = 2001)</caption> <thead> <tr> <th>Mode</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Road</td> <td>66.3%</td> </tr> <tr> <td>Air - Domestic</td> <td>21.2%</td> </tr> <tr> <td>Air - Intl</td> <td>3.1%</td> </tr> <tr> <td>Ferry</td> <td>8.5%</td> </tr> <tr> <td>Rail</td> <td>0.9%</td> </tr> </tbody> </table> | Mode | Percentage | Road | 66.3% | Air - Domestic | 21.2% | Air - Intl | 3.1% | Ferry | 8.5% | Rail | 0.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mode | Percentage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road | 66.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Air - Domestic | 21.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Air - Intl | 3.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ferry | 8.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rail | 0.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : B2 : Inter-Regional Freight Movements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------|------|-------|------|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
| Source Data: | ? Port : CentrePort ? Rail : TranzRail ? Ferry : InterIsland Line Ltd ? Road : Transit NZ ? (reliable figures are not available for air freight) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? measurements of freight differ for each mode | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? strong growth in movements through Port and using the inter-island ferry ? some growth in overall road trips but pattern is not constant | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>B2 : Estimated Freight Movements Across To/From Region (Index) 1996 = 100</p> <table border="1"> <caption>Estimated Freight Movements Across To/From Region (Index) 1996 = 100</caption> <thead> <tr> <th>Year</th> <th>Port</th> <th>Ferry</th> <th>Road</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>1997</td> <td>105</td> <td>110</td> <td>100</td> </tr> <tr> <td>1998</td> <td>115</td> <td>110</td> <td>115</td> </tr> <tr> <td>1999</td> <td>125</td> <td>108</td> <td>100</td> </tr> <tr> <td>2000</td> <td>130</td> <td>115</td> <td>110</td> </tr> <tr> <td>2001</td> <td>135</td> <td>122</td> <td>110</td> </tr> </tbody> </table> | Year | Port | Ferry | Road | 1996 | 100 | 100 | 100 | 1997 | 105 | 110 | 100 | 1998 | 115 | 110 | 115 | 1999 | 125 | 108 | 100 | 2000 | 130 | 115 | 110 | 2001 | 135 | 122 | 110 |
| Year | Port | Ferry | Road | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 105 | 110 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 115 | 110 | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 125 | 108 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 130 | 115 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 135 | 122 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | |

4 APPENDIX C : ACCESSIBILITY / ECONOMIC DEVELOPMENT INDICATORS

| Performance Indicator : C1 : Key Route Travel Times : Road | |
|---|--|
| Source Data: | ? travel time surveys undertaken in April / May 2002, using floating car methodology |
| Definition: | ? representative travel times for AM, IP, PM peak periods |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : C2 : State Highway Screenline Traffic Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------------|----------------------|-------------------------|----------------------|-----------------------|----------------------|-----------------------|--------------------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|
| Source Data: | ? AADT counts from Transit NZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? average daily traffic, per annum | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? growth over the period 1996-2000 in range 1.9%pa (SH2 N of Upper Hutt) – 5.3% pa (SH58), with average just over 3% ? some variations in growth rates with time, but general trend is for sustained growth in vehicle numbers on all of the State Highways | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p style="text-align: center;">Indicator C2 : State Highway Screenline Traffic Volumes AADT (Source = Transit NZ)</p> <table border="1"> <caption>Estimated AADT Data from Graph</caption> <thead> <tr> <th>Year</th> <th>SH1 @ Pukerua Bay</th> <th>SH58 @ E of Pauatahanui</th> <th>SH2 @ S of Akatarawa</th> <th>SH1 @ Grenada</th> <th>SH2 @ N of Ngauranga</th> <th>SH1/2 @ Kaiwharawhara</th> <th>SH1 @ Cobham Drive</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>18000</td> <td>72000</td> <td>58000</td> <td>45000</td> <td>30000</td> <td>15000</td> <td>10000</td> </tr> <tr> <td>1997</td> <td>19000</td> <td>70000</td> <td>58000</td> <td>46000</td> <td>31000</td> <td>15000</td> <td>10000</td> </tr> <tr> <td>1998</td> <td>19000</td> <td>75000</td> <td>65000</td> <td>48000</td> <td>32000</td> <td>15000</td> <td>10000</td> </tr> <tr> <td>1999</td> <td>20000</td> <td>78000</td> <td>62000</td> <td>47000</td> <td>33000</td> <td>15000</td> <td>10000</td> </tr> <tr> <td>2000</td> <td>20000</td> <td>78000</td> <td>65000</td> <td>48000</td> <td>34000</td> <td>15000</td> <td>10000</td> </tr> <tr> <td>2001</td> <td>20000</td> <td>78000</td> <td>68000</td> <td>49000</td> <td>35000</td> <td>15000</td> <td>10000</td> </tr> </tbody> </table> | Year | SH1 @ Pukerua Bay | SH58 @ E of Pauatahanui | SH2 @ S of Akatarawa | SH1 @ Grenada | SH2 @ N of Ngauranga | SH1/2 @ Kaiwharawhara | SH1 @ Cobham Drive | 1996 | 18000 | 72000 | 58000 | 45000 | 30000 | 15000 | 10000 | 1997 | 19000 | 70000 | 58000 | 46000 | 31000 | 15000 | 10000 | 1998 | 19000 | 75000 | 65000 | 48000 | 32000 | 15000 | 10000 | 1999 | 20000 | 78000 | 62000 | 47000 | 33000 | 15000 | 10000 | 2000 | 20000 | 78000 | 65000 | 48000 | 34000 | 15000 | 10000 | 2001 | 20000 | 78000 | 68000 | 49000 | 35000 | 15000 | 10000 |
| Year | SH1 @ Pukerua Bay | SH58 @ E of Pauatahanui | SH2 @ S of Akatarawa | SH1 @ Grenada | SH2 @ N of Ngauranga | SH1/2 @ Kaiwharawhara | SH1 @ Cobham Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 18000 | 72000 | 58000 | 45000 | 30000 | 15000 | 10000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 19000 | 70000 | 58000 | 46000 | 31000 | 15000 | 10000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 19000 | 75000 | 65000 | 48000 | 32000 | 15000 | 10000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 20000 | 78000 | 62000 | 47000 | 33000 | 15000 | 10000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 20000 | 78000 | 65000 | 48000 | 34000 | 15000 | 10000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 20000 | 78000 | 68000 | 49000 | 35000 | 15000 | 10000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Performance Indicator : C3 : Local Road Traffic Volumes | |
|--|---|
| Source Data: | ? AADT counts from TLAs |
| Definition: | ? average daily traffic, per annum, on representative urban streets |
| Interpretation: | ? DATA NOT YET AVAILABLE |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : C4 : Wellington CBD Cordon Counts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------|-------|---------|-------------|-------------|-------------|-------------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|
| Source Data: | ? WCC : cordon counts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? breakdown of traffic flow inbound to Wellington CBD cordon during AM peak 2-hour period | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? consistent pattern of traffic composition by vehicle type ? October 2000 saw a drop in total traffic volumes; October 2001 volumes were similar to those in 1999. No consistent trend has yet emerged with respect to growth in overall traffic demands | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>Indicator C4 : Wellington CBD Cordon Inbound Traffic Volumes Weekday AM Peak, 2 hour (Source = Wellington CC)</p> <table border="1"> <caption>Approximate data from the chart</caption> <thead> <tr> <th>Month / Year</th> <th>Cars</th> <th>M/Bikes</th> <th>Vans</th> <th>Taxis</th> <th>Light Truck</th> <th>Heavy Truck</th> </tr> </thead> <tbody> <tr> <td>Oct99</td> <td>27,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> </tr> <tr> <td>Mar00</td> <td>27,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> </tr> <tr> <td>Oct00</td> <td>23,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> </tr> <tr> <td>Mar01</td> <td>26,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> </tr> <tr> <td>Oct01</td> <td>27,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> <td>1,000</td> </tr> </tbody> </table> | Month / Year | Cars | M/Bikes | Vans | Taxis | Light Truck | Heavy Truck | Oct99 | 27,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | Mar00 | 27,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | Oct00 | 23,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | Mar01 | 26,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | Oct01 | 27,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Month / Year | Cars | M/Bikes | Vans | Taxis | Light Truck | Heavy Truck | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oct99 | 27,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mar00 | 27,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oct00 | 23,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mar01 | 26,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oct01 | 27,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Performance Indicator : C5 : Weekday Hourly Traffic Profiles | |
|---|---|
| Source Data: | ? Transit NZ : hourly traffic count information |
| Definition: | ? |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : C6 : Heavy Vehicles on Key Routes | |
|--|--|
| Source Data: | ? Transit NZ : classified count information from telemetry sites |
| Definition: | ? (define sites used) |
| Interpretation: | ? DATA NOT YET AVAILABLE |

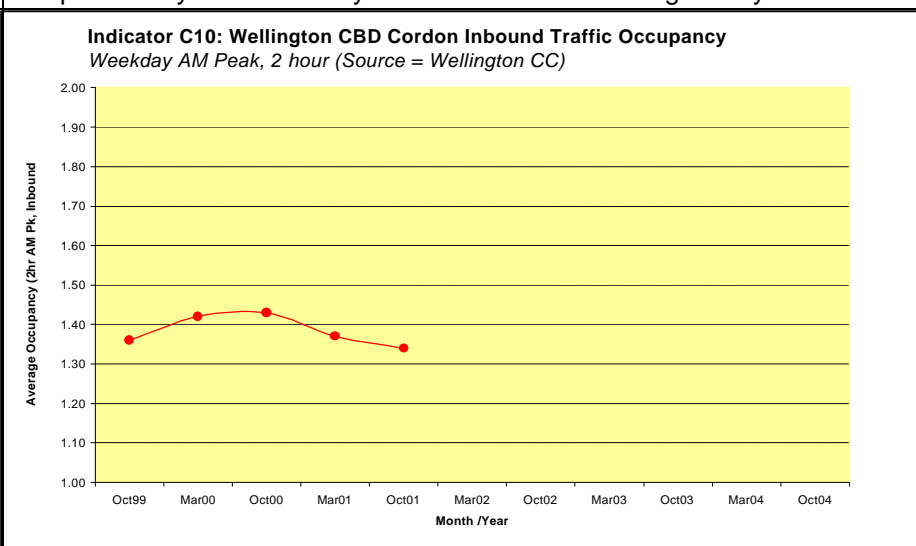
| Performance Indicator : C7 : Total State Highway Vehicle Kilometres | |
|--|--|
| Source Data: | ? Transit NZ : 'State Highways Performance Indicators and Targets' |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : C8 : Road Network Usage | |
|--|---------------------------------|
| Source Data: | ? WRC transportation model |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

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| Performance Indicator : C9 : Road Network Level of Service | |
|--|---------------------------------|
| Source Data: | ? WRC transportation model |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

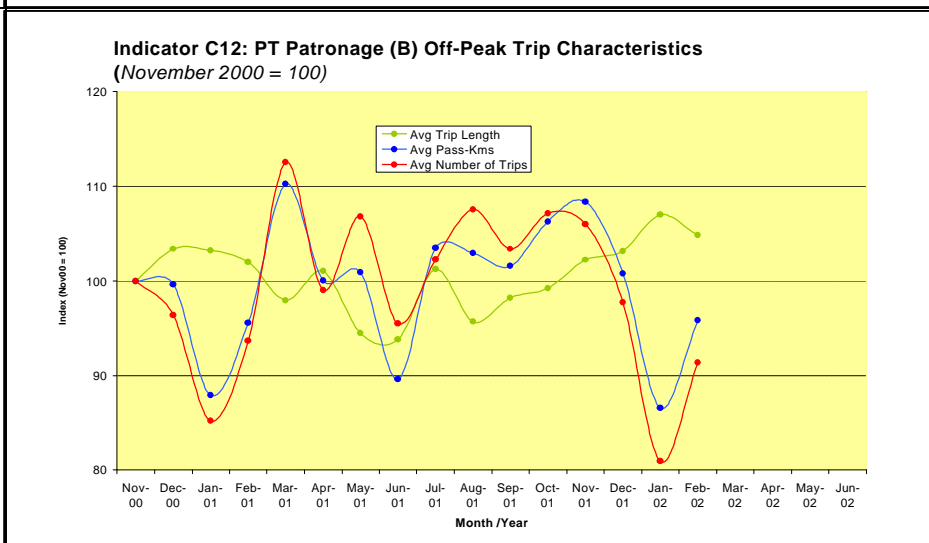
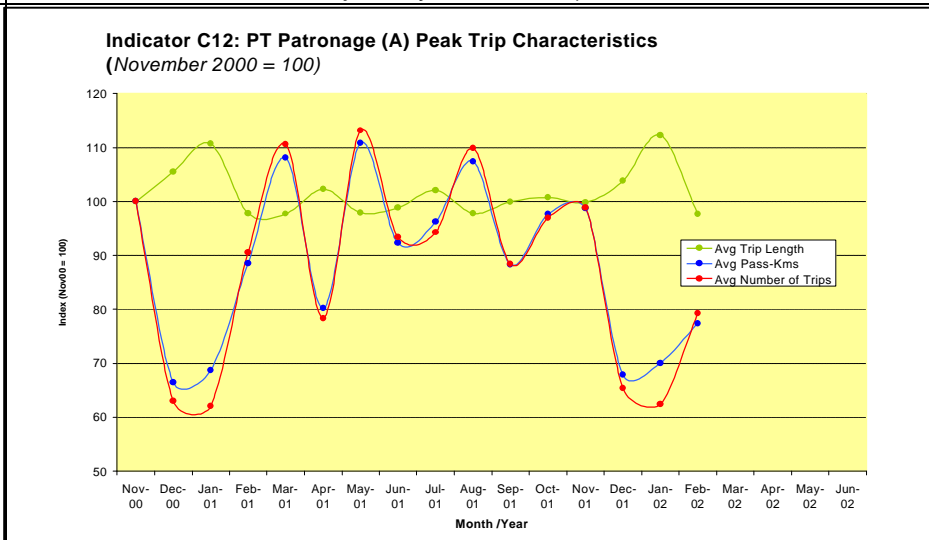
| Performance Indicator : C10 : Vehicle Occupancy | |
|---|--|
| Source Data: | ? WCC cordon surveys |
| Definition: | ? average number of persons / vehicle recorded on Wellington CBD cordon in inbound direction during 2-hour AM peak period (excludes buses) |
| Interpretation: | ? average vehicle occupancy since October 1999 has varied between 1.34 and 1.43, indicating significant scope for ride-share ? trend since October 2000 appears to be downward but longer term information is required to establish a reliable trend; individual data points may be affected by weather conditions during surveys |



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| Performance Indicator : C11 : Key Route Travel Times : Bus / Rail | |
|---|---|
| Source Data: | ? travel time surveys undertaken in April / May 2002 |
| Definition: | ? representative travel times for AM, IP, PM peak periods |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : C12 : Public Transport Service Patronage | |
|--|--|
| Source Data: | ? WRC Patronage data |
| Definition: | ? Patronage information routinely collected by WRC for purposes of patronage funding; broken down by mode of transport, month and peak / off-peak travel |
| Interpretation: | ? high degree of monthly variability, determined primarily by the timing of holiday periods ? during holiday periods, average trip lengths are increased (because the number of longer distance rail journeys is increased whilst the number of shorter distance bus journeys is reduced) |



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| Performance Indicator : C13 : Cycle & Pedestrian Movements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--------------------|------------------|--------------------------|-----------------------------|--------------------------|-----------------------------|-------|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|----|-------|-----|-----|----|-----|----|-------|-----|-----|-----|-----|----|-------|-----|----|----|-----|----|
| Source Data: | ? WCC Cycle & Pedestrian surveys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? pedestrian and cycle counts recorded at a number of sites throughout Wellington City | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? subject to a high degree of variability due to weather conditions experienced during each survey week, and seasonal differences between the March and October survey periods ? no clear trends, except signs that pedestrian flows between the CBD and waterfront have declined with a reduction in the level of retail activity at Queens Wharf | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p style="text-align: center;">Indicator C13: Wellington Pedestrian & Cycle Movements Weekday, 2 hour period (Source = Wellington CC)</p> <table border="1"> <caption>Estimated Data for Indicator C13: Wellington Pedestrian & Cycle Movements</caption> <thead> <tr> <th>Month/Year</th> <th>Cycle(AM Cordon)</th> <th>Cycle(AM commuter)</th> <th>Ped (AM cordon)</th> <th>Ped Golden Mile (midday)</th> <th>Ped Across W/Front (midday)</th> </tr> </thead> <tbody> <tr> <td>Oct99</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>Mar00</td> <td>115</td> <td>125</td> <td>100</td> <td>105</td> <td>75</td> </tr> <tr> <td>Oct00</td> <td>100</td> <td>105</td> <td>95</td> <td>105</td> <td>75</td> </tr> <tr> <td>Mar01</td> <td>170</td> <td>110</td> <td>105</td> <td>110</td> <td>70</td> </tr> <tr> <td>Oct01</td> <td>100</td> <td>85</td> <td>90</td> <td>100</td> <td>65</td> </tr> </tbody> </table> | Month/Year | Cycle(AM Cordon) | Cycle(AM commuter) | Ped (AM cordon) | Ped Golden Mile (midday) | Ped Across W/Front (midday) | Oct99 | 100 | 100 | 100 | 100 | 100 | Mar00 | 115 | 125 | 100 | 105 | 75 | Oct00 | 100 | 105 | 95 | 105 | 75 | Mar01 | 170 | 110 | 105 | 110 | 70 | Oct01 | 100 | 85 | 90 | 100 | 65 |
| Month/Year | Cycle(AM Cordon) | Cycle(AM commuter) | Ped (AM cordon) | Ped Golden Mile (midday) | Ped Across W/Front (midday) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oct99 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mar00 | 115 | 125 | 100 | 105 | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oct00 | 100 | 105 | 95 | 105 | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mar01 | 170 | 110 | 105 | 110 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oct01 | 100 | 85 | 90 | 100 | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : C14 (a) : Mode of Journey to Work Trips | | | | | | | | | | | | | | | |
|--|---|------|------------|-----------------|-----|-----|----|-------|----|-------------|-----|--------------|----|------------|----|
| Source Data: | ? Statistics NZ : Census | | | | | | | | | | | | | | |
| Definition: | ? figures relate to census day in 1996 and 2001 and hence are subject to weather conditions on each day ? figures relate to the Wellington Region as a whole | | | | | | | | | | | | | | |
| Interpretation: | ? figures indicate that the percentage of trips made by private car has reduced between 1996 and 2001, whilst there is a small increase in the use of buses; rail use appears static ? also a small increase in the percentage of people working from home | | | | | | | | | | | | | | |
| | <p style="text-align: center;">Main Mode of Journey to Work : 1996</p> <table border="1"> <caption>Main Mode of Journey to Work : 1996</caption> <thead> <tr> <th>Mode</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car, Truck, M/C</td> <td>66%</td> </tr> <tr> <td>Bus</td> <td>7%</td> </tr> <tr> <td>Train</td> <td>6%</td> </tr> <tr> <td>Cycle, Walk</td> <td>11%</td> </tr> <tr> <td>Work At home</td> <td>6%</td> </tr> <tr> <td>Other, n/s</td> <td>4%</td> </tr> </tbody> </table> | Mode | Percentage | Car, Truck, M/C | 66% | Bus | 7% | Train | 6% | Cycle, Walk | 11% | Work At home | 6% | Other, n/s | 4% |
| Mode | Percentage | | | | | | | | | | | | | | |
| Car, Truck, M/C | 66% | | | | | | | | | | | | | | |
| Bus | 7% | | | | | | | | | | | | | | |
| Train | 6% | | | | | | | | | | | | | | |
| Cycle, Walk | 11% | | | | | | | | | | | | | | |
| Work At home | 6% | | | | | | | | | | | | | | |
| Other, n/s | 4% | | | | | | | | | | | | | | |
| | <p style="text-align: center;">Main Mode of Journey to Work : 2001</p> <table border="1"> <caption>Main Mode of Journey to Work : 2001</caption> <thead> <tr> <th>Mode</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car, Truck, M/C</td> <td>64%</td> </tr> <tr> <td>Bus</td> <td>8%</td> </tr> <tr> <td>Train</td> <td>6%</td> </tr> <tr> <td>Cycle, Walk</td> <td>11%</td> </tr> <tr> <td>Work At home</td> <td>7%</td> </tr> <tr> <td>Other, n/s</td> <td>4%</td> </tr> </tbody> </table> | Mode | Percentage | Car, Truck, M/C | 64% | Bus | 8% | Train | 6% | Cycle, Walk | 11% | Work At home | 7% | Other, n/s | 4% |
| Mode | Percentage | | | | | | | | | | | | | | |
| Car, Truck, M/C | 64% | | | | | | | | | | | | | | |
| Bus | 8% | | | | | | | | | | | | | | |
| Train | 6% | | | | | | | | | | | | | | |
| Cycle, Walk | 11% | | | | | | | | | | | | | | |
| Work At home | 7% | | | | | | | | | | | | | | |
| Other, n/s | 4% | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : C14 (b) : Mode of Journey to Work Trips | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------|----------|----------|-----------------|-----|-----|-----------|-----|-----|---------|-----|-----|------------|-----|-----|--------|-----|------|-----------------|------|------|--------|-----|-----|
| Source Data: | ? Statistics NZ : Census | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? figures relate to census day in 1996 and 2001 and hence are subject to weather conditions on each day | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? the percentage of commuters using a car to travel to work has declined in all areas, except the Wairarapa ? the percentage of people working from home has shown an increase in all areas, except the Wairarapa | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>C14 : Percent of People Travelling To Work Who Use A Private Motor Vehicle: 1996, 2001 Source : Statistics NZ</p> <table border="1"> <caption>C14 : Percent of People Travelling To Work Who Use A Private Motor Vehicle: 1996, 2001</caption> <thead> <tr> <th>Region</th> <th>1996 (%)</th> <th>2001 (%)</th> </tr> </thead> <tbody> <tr> <td>Wellington City</td> <td>65</td> <td>60</td> </tr> <tr> <td>Hutt City</td> <td>78</td> <td>75</td> </tr> <tr> <td>Porirua</td> <td>78</td> <td>78</td> </tr> <tr> <td>Upper Hutt</td> <td>78</td> <td>78</td> </tr> <tr> <td>Kapiti</td> <td>82</td> <td>82</td> </tr> <tr> <td>Wairarapa Total</td> <td>82</td> <td>82</td> </tr> <tr> <td>REGION</td> <td>73</td> <td>70</td> </tr> </tbody> </table> | Region | 1996 (%) | 2001 (%) | Wellington City | 65 | 60 | Hutt City | 78 | 75 | Porirua | 78 | 78 | Upper Hutt | 78 | 78 | Kapiti | 82 | 82 | Wairarapa Total | 82 | 82 | REGION | 73 | 70 |
| Region | 1996 (%) | 2001 (%) | | | | | | | | | | | | | | | | | | | | | | | |
| Wellington City | 65 | 60 | | | | | | | | | | | | | | | | | | | | | | | |
| Hutt City | 78 | 75 | | | | | | | | | | | | | | | | | | | | | | | |
| Porirua | 78 | 78 | | | | | | | | | | | | | | | | | | | | | | | |
| Upper Hutt | 78 | 78 | | | | | | | | | | | | | | | | | | | | | | | |
| Kapiti | 82 | 82 | | | | | | | | | | | | | | | | | | | | | | | |
| Wairarapa Total | 82 | 82 | | | | | | | | | | | | | | | | | | | | | | | |
| REGION | 73 | 70 | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>C14 : Percent of People Working Who Work At Home: 1996, 2001 Source : Statistics NZ</p> <table border="1"> <caption>C14 : Percent of People Working Who Work At Home: 1996, 2001</caption> <thead> <tr> <th>Region</th> <th>1996 (%)</th> <th>2001 (%)</th> </tr> </thead> <tbody> <tr> <td>Wellington City</td> <td>4.5</td> <td>5.5</td> </tr> <tr> <td>Hutt City</td> <td>4.5</td> <td>5.0</td> </tr> <tr> <td>Porirua</td> <td>4.5</td> <td>5.5</td> </tr> <tr> <td>Upper Hutt</td> <td>4.5</td> <td>5.0</td> </tr> <tr> <td>Kapiti</td> <td>9.5</td> <td>10.5</td> </tr> <tr> <td>Wairarapa Total</td> <td>16.0</td> <td>16.0</td> </tr> <tr> <td>REGION</td> <td>6.0</td> <td>6.5</td> </tr> </tbody> </table> | Region | 1996 (%) | 2001 (%) | Wellington City | 4.5 | 5.5 | Hutt City | 4.5 | 5.0 | Porirua | 4.5 | 5.5 | Upper Hutt | 4.5 | 5.0 | Kapiti | 9.5 | 10.5 | Wairarapa Total | 16.0 | 16.0 | REGION | 6.0 | 6.5 |
| Region | 1996 (%) | 2001 (%) | | | | | | | | | | | | | | | | | | | | | | | |
| Wellington City | 4.5 | 5.5 | | | | | | | | | | | | | | | | | | | | | | | |
| Hutt City | 4.5 | 5.0 | | | | | | | | | | | | | | | | | | | | | | | |
| Porirua | 4.5 | 5.5 | | | | | | | | | | | | | | | | | | | | | | | |
| Upper Hutt | 4.5 | 5.0 | | | | | | | | | | | | | | | | | | | | | | | |
| Kapiti | 9.5 | 10.5 | | | | | | | | | | | | | | | | | | | | | | | |
| Wairarapa Total | 16.0 | 16.0 | | | | | | | | | | | | | | | | | | | | | | | |
| REGION | 6.0 | 6.5 | | | | | | | | | | | | | | | | | | | | | | | |

| Performance Indicator : C15 : Mode Split on Wellington CBD Cordon | |
|--|---------------------------------|
| Source Data: | ? WCC Cordon surveys |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : C16 : Parking Supply in CBDs | |
|---|---------------------------------|
| Source Data: | ? tba |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

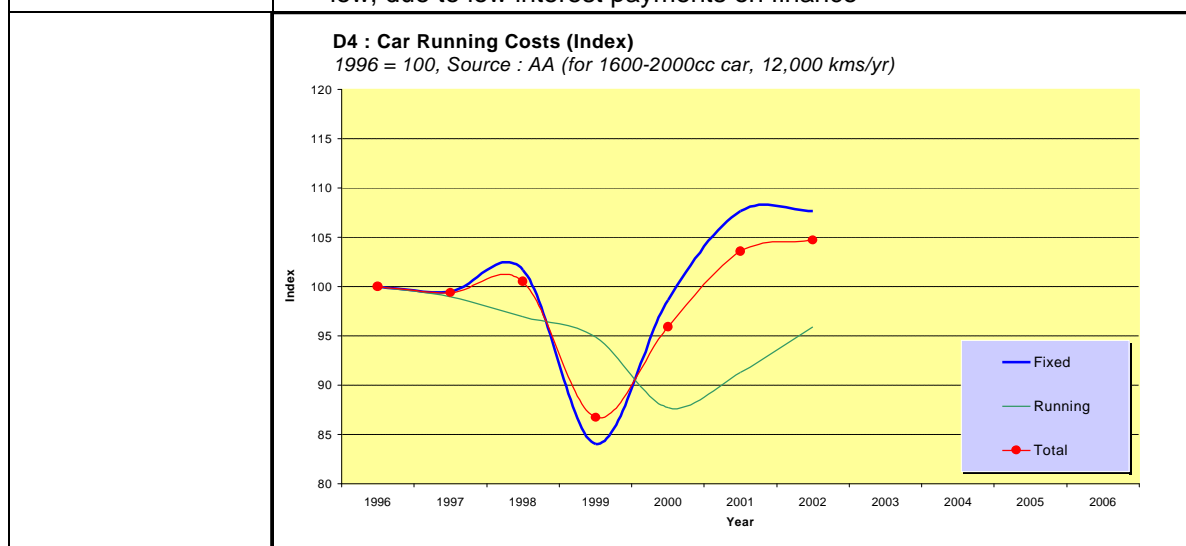
5 APPENDIX D : ECONOMIC EFFICIENCY INDICATORS

| Performance Indicator : D1 : Road Network Congestion Costs | |
|--|--|
| Source Data: | ? road travel time surveys (refer C1) |
| Definition: | ? calculate difference between surveyed travel times and free-flow times (based on posted speed limits) ? methodology consistent with MfE/TNZ |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : D2 : Public Transport User Costs | |
|--|---------------------------------|
| Source Data: | ? Stagecoach, TranzMetro |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : D3 : Total System User Costs | |
|--|---------------------------------|
| Source Data: | ? WRC transportation model |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : D4 : Vehicle Operation Costs | |
|--|--|
| Source Data: | ? Automobile Association |
| Definition: | ? total running costs for a petrol vehicle (1600-2000cc) for 12,000 kms per year |
| Interpretation: | ? costs dropped significantly in 1999 with the removal of duties on imported vehicles ? since 1999, costs have risen, though increases from 2001 to 2002 are low, due to low interest payments on finance |



6 APPENDIX E : AFFORDABILITY INDICATORS

| Performance Indicator : E1 : Capital Works Expenditure | |
|---|--|
| Source Data: | ? Local Authority Annual Reports ? Transit NZ Annual Report |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : E2 : Maintenance Works Expenditure | |
|---|--|
| Source Data: | ? Local Authority Annual Reports ? Transit NZ Annual Report |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : E3 : Household Travel Expenditure | |
|--|---|
| Source Data: | ? Statistics NZ : Household Economic Survey |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

7 APPENDIX F : SAFETY INDICATORS

| Performance Indicator : F1 : Total Injury Crashes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----------|-----------------|------------|---------|------------|----------------|-----------|----------------|------|-----|-----|-----|----|-----|----|----|------|-----|-----|----|----|-----|-----|----|------|-----|-----|----|----|----|----|----|------|-----|-----|----|----|----|----|----|------|-----|-----|----|----|----|-----|----|------|-----|-----|----|----|----|----|----|
| Source Data: | ? Land Transport Safety Authority | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? total number of recorded injury crashes for all vehicle types | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? generally a longer term downward trend in most Districts and in the region as a whole ? the 2001 increases in Wellington and Hutt City are a cause for concern, and crash totals for the Wairarapa do not exhibit any clear downward trend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>F1 : Total Injury Crashes, by District, by Year Source : LTSA</p> <table border="1"> <caption>Estimated Data from F1 : Total Injury Crashes, by District, by Year</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION (Index)</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>420</td> <td>280</td> <td>100</td> <td>90</td> <td>100</td> <td>90</td> <td>95</td> </tr> <tr> <td>1997</td> <td>350</td> <td>260</td> <td>90</td> <td>90</td> <td>110</td> <td>110</td> <td>90</td> </tr> <tr> <td>1998</td> <td>370</td> <td>230</td> <td>80</td> <td>80</td> <td>80</td> <td>80</td> <td>85</td> </tr> <tr> <td>1999</td> <td>310</td> <td>240</td> <td>70</td> <td>80</td> <td>90</td> <td>90</td> <td>80</td> </tr> <tr> <td>2000</td> <td>280</td> <td>180</td> <td>80</td> <td>60</td> <td>60</td> <td>100</td> <td>70</td> </tr> <tr> <td>2001</td> <td>300</td> <td>180</td> <td>70</td> <td>60</td> <td>60</td> <td>90</td> <td>70</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | 1996 | 420 | 280 | 100 | 90 | 100 | 90 | 95 | 1997 | 350 | 260 | 90 | 90 | 110 | 110 | 90 | 1998 | 370 | 230 | 80 | 80 | 80 | 80 | 85 | 1999 | 310 | 240 | 70 | 80 | 90 | 90 | 80 | 2000 | 280 | 180 | 80 | 60 | 60 | 100 | 70 | 2001 | 300 | 180 | 70 | 60 | 60 | 90 | 70 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 420 | 280 | 100 | 90 | 100 | 90 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 350 | 260 | 90 | 90 | 110 | 110 | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 370 | 230 | 80 | 80 | 80 | 80 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 310 | 240 | 70 | 80 | 90 | 90 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 280 | 180 | 80 | 60 | 60 | 100 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 300 | 180 | 70 | 60 | 60 | 90 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : F2 : Total Casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----------|-----------------|------------|---------|------------|----------------|-----------|----------------|-------|-------|------|-----|-----|-----|-------|------|------|-----|-----|-------|------|-----|-----|-----|-------|------|-----|-----|-----|-------|-----|----|------|-----|-----|-----|-----|-----|-----|----|------|-----|-----|-----|----|-----|-----|----|------|-----|-----|----|----|-----|-----|----|
| Source Data: | ? Land Transport Safety Authority | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? total number of recorded casualties for all vehicle types | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? generally a longer term downward trend in most Districts and in the region as a whole ? the 2001 increases in Wellington and Hutt City are a cause for concern, and crash totals for the Wairarapa do not exhibit any clear downward trend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>F2 : Total Casualties, by District, by Year Source : LTSA</p> <table border="1"> <caption>Estimated Data for F2: Total Casualties, by District, by Year</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION (Index)</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>540</td> <td>370</td> <td>140</td> <td>130</td> <td>160</td> <td>160</td> <td>95</td> </tr> <tr> <td>1997</td> <td>460</td> <td>380</td> <td>150</td> <td>130</td> <td>180</td> <td>180</td> <td>94</td> </tr> <tr> <td>1998</td> <td>490</td> <td>300</td> <td>120</td> <td>110</td> <td>130</td> <td>130</td> <td>88</td> </tr> <tr> <td>1999</td> <td>400</td> <td>330</td> <td>100</td> <td>110</td> <td>160</td> <td>160</td> <td>88</td> </tr> <tr> <td>2000</td> <td>360</td> <td>250</td> <td>120</td> <td>90</td> <td>110</td> <td>150</td> <td>72</td> </tr> <tr> <td>2001</td> <td>400</td> <td>320</td> <td>90</td> <td>80</td> <td>100</td> <td>140</td> <td>78</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | 1996 | 540 | 370 | 140 | 130 | 160 | 160 | 95 | 1997 | 460 | 380 | 150 | 130 | 180 | 180 | 94 | 1998 | 490 | 300 | 120 | 110 | 130 | 130 | 88 | 1999 | 400 | 330 | 100 | 110 | 160 | 160 | 88 | 2000 | 360 | 250 | 120 | 90 | 110 | 150 | 72 | 2001 | 400 | 320 | 90 | 80 | 100 | 140 | 78 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 540 | 370 | 140 | 130 | 160 | 160 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 460 | 380 | 150 | 130 | 180 | 180 | 94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 490 | 300 | 120 | 110 | 130 | 130 | 88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 400 | 330 | 100 | 110 | 160 | 160 | 88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 360 | 250 | 120 | 90 | 110 | 150 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 400 | 320 | 90 | 80 | 100 | 140 | 78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>F2a : Total Casualties, by Type, by Year Source : LTSA</p> <table border="1"> <caption>Data for F2a: Total Casualties, by Type, by Year</caption> <thead> <tr> <th>Year</th> <th>Fatal</th> <th>Serious</th> <th>Minor</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1997</td> <td>26</td> <td>270</td> <td>1,175</td> <td>1,471</td> </tr> <tr> <td>1998</td> <td>26</td> <td>217</td> <td>993</td> <td>1,236</td> </tr> <tr> <td>1999</td> <td>33</td> <td>254</td> <td>944</td> <td>1,231</td> </tr> <tr> <td>2000</td> <td>32</td> <td>164</td> <td>858</td> <td>1,054</td> </tr> <tr> <td>2001</td> <td>30</td> <td>165</td> <td>824</td> <td>1,019</td> </tr> </tbody> </table> | Year | Fatal | Serious | Minor | Total | 1997 | 26 | 270 | 1,175 | 1,471 | 1998 | 26 | 217 | 993 | 1,236 | 1999 | 33 | 254 | 944 | 1,231 | 2000 | 32 | 164 | 858 | 1,054 | 2001 | 30 | 165 | 824 | 1,019 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Year | Fatal | Serious | Minor | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 26 | 270 | 1,175 | 1,471 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 26 | 217 | 993 | 1,236 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 33 | 254 | 944 | 1,231 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 32 | 164 | 858 | 1,054 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 30 | 165 | 824 | 1,019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : F3 : Pedestrian Casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-----------|-----------------|------------|---------|------------|----------------|-----------|----------------|------|----|----|----|----|----|---|----|------|----|----|----|----|----|---|----|------|-----|----|----|----|----|----|-----|------|----|----|----|----|----|---|----|------|----|----|----|----|----|---|----|------|----|----|----|----|----|---|----|
| Source Data: | ? Land Transport Safety Authority | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? total number of recorded pedestrian casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? no consistent downward trend in casualties, either at the regional level or in individual districts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>F3 : Pedestrian Casualties, by District, by Year Source : LTSA</p> <table border="1"> <caption>Approximate data for F3: Pedestrian Casualties</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION (Index)</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>85</td> <td>28</td> <td>18</td> <td>12</td> <td>15</td> <td>5</td> <td>95</td> </tr> <tr> <td>1997</td> <td>65</td> <td>32</td> <td>18</td> <td>18</td> <td>10</td> <td>5</td> <td>85</td> </tr> <tr> <td>1998</td> <td>100</td> <td>30</td> <td>22</td> <td>10</td> <td>10</td> <td>10</td> <td>110</td> </tr> <tr> <td>1999</td> <td>95</td> <td>25</td> <td>20</td> <td>10</td> <td>10</td> <td>5</td> <td>95</td> </tr> <tr> <td>2000</td> <td>85</td> <td>25</td> <td>18</td> <td>10</td> <td>10</td> <td>5</td> <td>85</td> </tr> <tr> <td>2001</td> <td>95</td> <td>30</td> <td>18</td> <td>12</td> <td>10</td> <td>5</td> <td>98</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | 1996 | 85 | 28 | 18 | 12 | 15 | 5 | 95 | 1997 | 65 | 32 | 18 | 18 | 10 | 5 | 85 | 1998 | 100 | 30 | 22 | 10 | 10 | 10 | 110 | 1999 | 95 | 25 | 20 | 10 | 10 | 5 | 95 | 2000 | 85 | 25 | 18 | 10 | 10 | 5 | 85 | 2001 | 95 | 30 | 18 | 12 | 10 | 5 | 98 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 85 | 28 | 18 | 12 | 15 | 5 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 65 | 32 | 18 | 18 | 10 | 5 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 100 | 30 | 22 | 10 | 10 | 10 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 95 | 25 | 20 | 10 | 10 | 5 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 85 | 25 | 18 | 10 | 10 | 5 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 95 | 30 | 18 | 12 | 10 | 5 | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Performance Indicator : F4 : Motor-Cycle Casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----------|-----------------|------------|---------|------------|----------------|-----------|----------------|------|----|----|----|----|----|----|----|------|----|----|----|----|----|----|-----|------|----|----|----|----|----|----|----|------|----|----|----|----|----|----|----|------|----|----|----|----|----|----|----|------|----|----|----|----|----|----|----|
| Source Data: | ? Land Transport Safety Authority | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? total number of recorded motor-cycle casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? at regional level a large and sustained drop has been achieved; this needs to be related to total motorcycle use in the region ? at District level, a large decrease has occurred in Wellington, but with 2001 showing an increase over 2000. There does not appear to be any consistent reduction in the Wairarapa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>F4 : Motor-Cycle Casualties, by District, by Year Source : LTSA</p> <table border="1"> <caption>Approximate data for F4: Motor-Cycle Casualties</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION (Index)</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>40</td> <td>25</td> <td>10</td> <td>12</td> <td>15</td> <td>10</td> <td>95</td> </tr> <tr> <td>1997</td> <td>55</td> <td>25</td> <td>10</td> <td>15</td> <td>18</td> <td>15</td> <td>115</td> </tr> <tr> <td>1998</td> <td>30</td> <td>25</td> <td>10</td> <td>15</td> <td>15</td> <td>15</td> <td>95</td> </tr> <tr> <td>1999</td> <td>35</td> <td>25</td> <td>10</td> <td>15</td> <td>15</td> <td>15</td> <td>95</td> </tr> <tr> <td>2000</td> <td>15</td> <td>15</td> <td>10</td> <td>12</td> <td>10</td> <td>10</td> <td>70</td> </tr> <tr> <td>2001</td> <td>20</td> <td>12</td> <td>10</td> <td>10</td> <td>10</td> <td>10</td> <td>65</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | 1996 | 40 | 25 | 10 | 12 | 15 | 10 | 95 | 1997 | 55 | 25 | 10 | 15 | 18 | 15 | 115 | 1998 | 30 | 25 | 10 | 15 | 15 | 15 | 95 | 1999 | 35 | 25 | 10 | 15 | 15 | 15 | 95 | 2000 | 15 | 15 | 10 | 12 | 10 | 10 | 70 | 2001 | 20 | 12 | 10 | 10 | 10 | 10 | 65 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 40 | 25 | 10 | 12 | 15 | 10 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 55 | 25 | 10 | 15 | 18 | 15 | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 30 | 25 | 10 | 15 | 15 | 15 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 35 | 25 | 10 | 15 | 15 | 15 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 15 | 15 | 10 | 12 | 10 | 10 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 20 | 12 | 10 | 10 | 10 | 10 | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2001/2 Annual Report on the Regional Land Transport Strategy (APPENDICES) [Draft]

| Performance Indicator : F5 : Pedal Cycle Casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-----------|-----------------|------------|---------|------------|----------------|-----------|----------------|------|----|----|----|---|---|---|-----|------|----|----|---|---|---|----|-----|------|----|----|---|---|---|---|----|------|----|----|---|----|---|----|----|------|----|----|---|---|---|---|----|------|----|----|---|---|---|---|----|
| Source Data: | ? Land Transport Safety Authority | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? total number of recorded pedal-cycle casualties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? after steadily declining from 1996 – 1999, casualty numbers have increased to 2001, especially in Wellington and Hutt City | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>F5 : Pedal-Cycle Casualties, by District, by Year Source : LTSA</p> <table border="1"> <caption>Approximate data for F5: Pedal-Cycle Casualties</caption> <thead> <tr> <th>Year</th> <th>Wellington City</th> <th>Hutt City</th> <th>Porirua</th> <th>Upper Hutt</th> <th>Kapiti</th> <th>Wairarapa</th> <th>REGION (Index)</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>58</td> <td>22</td> <td>10</td> <td>5</td> <td>2</td> <td>6</td> <td>100</td> </tr> <tr> <td>1997</td> <td>52</td> <td>27</td> <td>2</td> <td>8</td> <td>1</td> <td>10</td> <td>100</td> </tr> <tr> <td>1998</td> <td>44</td> <td>19</td> <td>1</td> <td>5</td> <td>1</td> <td>8</td> <td>85</td> </tr> <tr> <td>1999</td> <td>26</td> <td>22</td> <td>1</td> <td>12</td> <td>1</td> <td>10</td> <td>80</td> </tr> <tr> <td>2000</td> <td>35</td> <td>15</td> <td>3</td> <td>8</td> <td>1</td> <td>8</td> <td>75</td> </tr> <tr> <td>2001</td> <td>47</td> <td>19</td> <td>5</td> <td>8</td> <td>1</td> <td>7</td> <td>85</td> </tr> </tbody> </table> | Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | 1996 | 58 | 22 | 10 | 5 | 2 | 6 | 100 | 1997 | 52 | 27 | 2 | 8 | 1 | 10 | 100 | 1998 | 44 | 19 | 1 | 5 | 1 | 8 | 85 | 1999 | 26 | 22 | 1 | 12 | 1 | 10 | 80 | 2000 | 35 | 15 | 3 | 8 | 1 | 8 | 75 | 2001 | 47 | 19 | 5 | 8 | 1 | 7 | 85 |
| Year | Wellington City | Hutt City | Porirua | Upper Hutt | Kapiti | Wairarapa | REGION (Index) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996 | 58 | 22 | 10 | 5 | 2 | 6 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997 | 52 | 27 | 2 | 8 | 1 | 10 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998 | 44 | 19 | 1 | 5 | 1 | 8 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999 | 26 | 22 | 1 | 12 | 1 | 10 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000 | 35 | 15 | 3 | 8 | 1 | 8 | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001 | 47 | 19 | 5 | 8 | 1 | 7 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Performance Indicator : F6 : Injury Crashes / 100,000 population, F7 : Casualties / 100,000 population | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------------|----------------|------------|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|
| Source Data: | ? Land Transport Safety Authority | | | | | | | | | | | | | | | | | | | | | |
| Definition: | ? Total number of recorded injury crashes and casualties per 100,000 population (from Indicator A1), for region | | | | | | | | | | | | | | | | | | | | | |
| Interpretation: | ? reductions achieved up to 1999 have not been sustained into 2000 and 2001 | | | | | | | | | | | | | | | | | | | | | |
| | <p>F6, F7 : No. of Injury Crashes & Casualties per 100,000 population, by Year Source : LTSA</p> <table border="1"> <caption>Approximate data for F6, F7: Injury Crashes & Casualties per 100,000 population</caption> <thead> <tr> <th>Year</th> <th>Injury Crashes</th> <th>Casualties</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>260</td> <td>360</td> </tr> <tr> <td>1997</td> <td>240</td> <td>350</td> </tr> <tr> <td>1998</td> <td>220</td> <td>300</td> </tr> <tr> <td>1999</td> <td>210</td> <td>290</td> </tr> <tr> <td>2000</td> <td>180</td> <td>250</td> </tr> <tr> <td>2001</td> <td>180</td> <td>260</td> </tr> </tbody> </table> | Year | Injury Crashes | Casualties | 1996 | 260 | 360 | 1997 | 240 | 350 | 1998 | 220 | 300 | 1999 | 210 | 290 | 2000 | 180 | 250 | 2001 | 180 | 260 |
| Year | Injury Crashes | Casualties | | | | | | | | | | | | | | | | | | | | |
| 1996 | 260 | 360 | | | | | | | | | | | | | | | | | | | | |
| 1997 | 240 | 350 | | | | | | | | | | | | | | | | | | | | |
| 1998 | 220 | 300 | | | | | | | | | | | | | | | | | | | | |
| 1999 | 210 | 290 | | | | | | | | | | | | | | | | | | | | |
| 2000 | 180 | 250 | | | | | | | | | | | | | | | | | | | | |
| 2001 | 180 | 260 | | | | | | | | | | | | | | | | | | | | |

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| | |
|---|-----------------------------------|
| Performance Indicator : F8 : Injury Crashes / 10⁶ vehicle-kms | |
| Source Data: | ? Land Transport Safety Authority |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

8 APPENDIX G : SUSTAINABILITY / ENVIRONMENT INDICATORS

| Performance Indicator : G1 : Fuel Consumption | |
|--|-----------------------------------|
| Source Data: | ? Local Authority Finance Depts |
| Definition: | ? Petrol and diesel sold, by year |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : G2 : Air Quality | |
|---|--------------------------------|
| Source Data: | ? Direct measurement |
| Definition: | ? tba |
| Interpretation: | ? MEASUREMENT SUSPENDED |

| Performance Indicator : G3 : Noise Adjacent to Arterial Routes | |
|---|---------------------------------|
| Source Data: | ? Direct measurement |
| Definition: | ? tba |
| Interpretation: | ? DATA NOT YET AVAILABLE |

| Performance Indicator : G4 : Vehicle Exhaust Emission Standard | |
|---|-------|
| Source Data: | ? tba |
| Definition: | ? tba |
| Interpretation: | ? tba |

| Performance Indicator : G5 : Surface Water Quality | |
|---|--------------------------------|
| Source Data: | ? Direct measurement |
| Definition: | ? tba |
| Interpretation: | ? MEASUREMENT SUSPENDED |