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Committee Regional Land Transport
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2006/07 Annual Monitoring Report on the Regional Land Transport Strategy 2007 - 2016

1. Purpose

To present to the Committee the Annual Monitoring Report (AMR) that reports 2006/07 progress towards implementing the Regional Land Transport Strategy 2007 - 2016.

2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

The Regional Land Transport Committee is required by Section 182(1) of the Land Transport Act 1998 to provide an annual report on progress towards implementing the Regional Land Transport Strategy (RLTS). The report must be available within three months of the end of the financial year to which it relates. This AMR for the 2006/07 year was published on 28 September 2007. A copy of the Annual Monitoring Report is enclosed separately (**Attachment 1**).

The Land Transport Act offers little specific guidance on what an AMR should contain. Greater Wellington sees value in monitoring that goes beyond minimal legal requirements, reporting on trends in a large range of indicators influencing transportation demand, both within the region and across its boundaries.

Extensive reporting on road and public transport network performance and on environmental measures provides a detailed picture of regional performance, sustainability and trends. Where possible, comparing the greater Wellington region with New Zealand's other two largest regions with significant transport issues – Auckland and Canterbury – gives an indication of regional New Zealand transport issues and progress at a national level.

4. Comment

4.1 Scope of the Annual Monitoring Report

The 2006/07 AMR has been structured around the key and related outcomes identified in the new RLTS. This enables the indicators measuring progress against each outcome area and associated targets to be clearly identified. Additional indicators provide comprehensive supporting information relevant to the region's transport network in sections titled 'environmental quality' and 'affordability', and in the appendices reflecting regional demographics and travel demand.

As a result of the new RLTS outcomes and targets, a number of new indicators are included in this AMR. In some cases, indicators for some of the RLTS targets have not yet been fully developed and these are identified throughout the report for further work.

The key outcomes in the Wellington RLTS are:

- Increased peak period passenger transport mode share
- Increased mode share for pedestrians and cyclists
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration
- Improved regional freight efficiency.

The targets identified in the Wellington RLTS for the various strategy outcomes, have been included on indicator graphs to demonstrate where we are at now compared to the RLTS 2016 targets.

Targets with the following focus, identified in the GWRC 2006 – 2016 Long-term Community Council Plan (LTCCP) in relation to transport sustainability are included:

- Reduced road congestion (aligned with RLTS target)
- Increased active mode use for short trips
- Fuel consumption (aligned with RLTS target)
- Air quality.

Data is available for a decade for some indicators enabling clear trends to be demonstrated graphically. An index value is given where information is better represented in this way or where it is commercially sensitive.

Data sourced from Statistics New Zealand in relation to the national census carried out in March 2006 has allowed the update of those indicators which previously relied on 2001 census data.

An overall summary of progress in implementing the actions and projects which sit alongside the RLTS in various corridor plans, implementation plans and the Regional Transport Programme are described in the 'RLTS implementation' section. Obstacles to implementing the strategy are also identified.

Detailed reporting of progress for each action and project is no longer reported through the AMR, but instead is reported through the quarterly Agency Progress Reports to the Committee. These include:

- Passenger transport projects
- Passenger transport activities
- Roothing projects
- Travel Demand Management actions
- Walking, Cycling and Road Safety actions.

4.2 Key findings

Key findings across the various indicators include:

Road safety

The highest number of injury crashes in nine years was recorded for the Wellington region in 2006. This follows the trend since 2000 where total injury crashes have climbed strongly, indicating that current efforts to improve regional road safety require renewed focus.

Total casualties have also shown a steady increase in number since 2001. Despite climbing, Wellington region retains a lower casualty rate than Auckland and Canterbury regions.

Cyclist casualties

Cyclist casualties were at the second highest level for a decade in 2006 at 112 in total. Casualty numbers are required to decline by over a third if the RLTS target to 2016 of 'fewer than 75 cyclists injured in the region per annum' is to be reached. Only in 2000 and 2003 were cyclist casualties at a similar level to this target.

Fuel use and carbon dioxide emissions

Diesel and petrol consumption and consequent CO₂ emissions for the region increased in 2007 exceeding both RLTS targets. Fuel sales reached 458 million litres in 2007 (453 in 2006), 16 million litres over the target maximum of 442 million litres per annum. This increase has occurred despite persistently high fuel prices.

The RLTS target of below 1,065 kilotonnes of transport generated CO₂ emitted annually was exceeded by 34 kilotonnes in 2007. Carbon dioxide emissions

were 1,099 kilotonnes, an increase of 13 kilotonnes from 2006. Fuel use in the region is likely to grow with diesel sales forecast to increase dramatically.

Journey to work

Motor vehicle trips made up 69% of total mode share for the journey to work from the 2006 census data, decreasing over the past two census periods. While this is heading towards the RLTS target of less than 62% mode share of region wide journey to work trips, over 10,000 more motor vehicle trips were made in 2006 than in 2001.

Active mode share of journey to work in 2006 was 13%, with an increase of 3,500 trips from 2001. This level of growth in trips will need to continue if the RLTS target of 15% of all region wide journey to work trips by 2016 is to be achieved.

Approximately 4,000 more trips by public bus or train were made on each of the last three census days. At 17% of total mode share for journeys to work in 2006, this steady increase in the public transport trips needs to be continued in order to progress towards meeting the RLTS target of 21% by 2016.

Road congestion

All day average congestion on the region's roads decreased by 3% in 2007 following a significant drop of 17% experienced in 2006. During the AM and inter-peak periods congestion actually increased in 2007, however a four second decrease in delay per kilometre travelled occurred in the PM peak. The all day average congestion level has shown a decreasing trend since 2005, towards the target of less than 20 seconds delay per kilometre travelled. This result may have been influenced by the price of fuel, improvements in road network efficiency or use of alternative modes to car travel.

A 13% reduction in the perception of worsened congestion in the Wellington region was shown in 2006. Half of all Wellingtonians surveyed considered congestion had worsened over the previous two years (c.f. 62% in 2004).

Mode share

Despite good progress in achieving enhanced mode share for public transport and active modes in the Wellington region, the private car continues to be the dominant mode of transportation.

5. Future reporting

Quarterly reports will continue to inform the Committee on progress in implementing the RLTS.

Further monitoring, investigation and development of new performance indicators is required to be able to measure progress against all RLTS outcomes to 2016. These are identified throughout the AMR and work will continue in 2007/08 with the intention of the inclusion of these new indicators in the next AMR.

6. Communication

The report was distributed on 28 September 2007 to the four statutory parties (Land Transport New Zealand, Transit New Zealand, the Commissioner of Police and the Chief Executive of the Ministry of Transport), approximately 200 stakeholders and other interested parties. The report was published on the Greater Wellington website on 28 September 2006 and a media release went out the same day.

7. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Adopts the 2006/07 Annual Monitoring Report on the Regional Land Transport Strategy.***

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Attachment 1: 2006/07 Annual Monitoring Report on the Regional Land Transport Strategy 2007 – 2016 (enclosed separately).