



Wellington's Regional Land Transport Plan

Targets paper

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January 2014

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1. Introduction

As a result of amendments to the Land Transport Management Act (LTMA) in 2013, the Regional Land Transport Strategy and Regional Land Transport Programme will be consolidated into a new planning document from 1 July 2015 - the Regional Land Transport Plan (RLTP).

The RLTP is required to set out the region's land transport objectives, policies, and measures for at least 10 years.

It is also required to include a six year programme of activities and a number of other associated legislative requirements.

At the December 2012 Regional Transport Committee meeting, an approach to transition from the current set of strategies and plans to the new integrated RLTP was agreed.

The approach proposed primarily to refresh and re-format the existing Strategy content and did not anticipate any significant change in strategic direction. While this is still the case, the new RLTP does need to reflect changes to the purpose and decision making criteria in the Act with a new focus on 'effective, efficient, and safe' and to re-cast targets out to 2025 (currently 2020).

Prior to re-casting the targets out to 2025 it was considered timely to review the region's current outcomes and targets to ensure they are relevant and measurable.

This discussion paper provides an overview of where the region is at in relation to each of the region's transport targets, our progress over time, and what may have influenced the region's progress. Each target is then reviewed against the SMART¹ criteria and where necessary additional comments on measurement issues² or the 'value' of the target is provided.³ Recommendations to change, remove or develop new targets are then presented. A range of projections out to 2025 are then provided for the recommended targets.

2. Outcomes & targets

The current Regional Land Transport Strategy identifies a number of key outcomes and related outcomes that the region seeks to achieve over the long term. In total there are 21 outcomes. A total of 28 targets out to 2020 have been developed for all of the outcomes.

These targets signal the region's expectations toward achieving the outcomes, and provide a benchmark against which to measure progress. More ambitious 'stretch' targets have been set in relation to the Strategy's 'key outcomes' to signal the need for greater emphasis and progress in relation to these areas.

Each year the region measures and reports its progress towards the Strategy's outcomes and targets (Annual Monitoring Reporting on the Regional Land

¹ For a target to be SMART it should be Specific, Measurable, Achievable, Realistic and Time-bound.

² Feedback from Officers who collect and report on the regions process in relation to the transport targets.

³ A critical review of the content of the RLTS Annual Monitoring Report, which includes a review of the RLTS targets, was commissioned by GWRC in July 2013. *Tim Kelly (2013) Wellington Regional Land Transport Strategy – Annual Monitoring Report review.*

Transport Strategy). This provides a detailed picture of performance and helps to identify pressures and issues which help inform reviews of the Strategy and its components.

3. Current trends

This section provides information relating to the current transport targets for each of the Strategy’s outcomes, how the region has trended since the target was developed and some commentary around factors that may have influenced, or impacted on the region’s progress.

Table 2 presents the most recent data on the region’s performance level for each target. One of the symbols presented in Table 1 is also shown to illustrate progress towards the target since it was developed in 2010.

Table 1. Trend symbols

Symbol	Explanation
✓✓	The trend indicates progress towards the target and the target is on track to be achieved
✓	The trend indicates progress towards the target but the target is unlikely to be achieved
–	The trend indicates no clear progress towards the target
✘	The trend indicates a declining condition
?	Uncertain, no or insufficient trend data available to assess progress

Assessing the region’s performance against each of the 28 targets (as shown in Table 2), shows that the region has made progress towards 12 of the targets, however, in half of these instances progress is not of the magnitude desired if the target is to be achieved by 2020. No clear progress has been made toward five of the targets, performance has declined on seven of the targets and for four of the targets there is insufficient data for a trend to be determined.

To be able to achieve the region’s transport goals, there are a number of influencing factors that need to be considered. Whether international, national or regional, these influences play a key role in shaping our progress and setting realistic aspirations for the region. Factors that are likely to have influenced progress towards the 2020 targets are briefing described in Table 2.

Table 2. Current state, trend towards 2020 targets and possible influences

Target	Current state (level when target developed)	Trend since 2009/10	Comments	Possible influences
Increased peak period public transport mode share				
Public transport accounts for at least 23 million peak period trips per annum	17.6 million peak trips in the 2012/13 financial year (17.4 million in 2009/10)	✓		Improvements to rail network post 2010 and introduction of Matangi; PT fares increasing at a slower rate than vehicle operating costs; population growth focussed in areas well served by PT; lower levels of car usage amongst young people; modernisation of bus fleet; introduction of RTPI on bus network
Public transport accounts for at least 21% of all region wide journey to work trips (17% in 2006)	16.9% of journey to work trips by public transport in 2006 census	?	No new data available	All the above, plus; the cost of car parking increasing at faster rate than PT fares; the increasing popularity of walking and cycling potentially drawing patronage away from public transport; whilst RTPI provides better information to bus users, bus travel times are still highly variable at peak times
Increased off-peak public transport use and community connectedness				
Public transport accounts for at least 23 million off peak period trips per annum	17.6 million off-peak trips in the 2012/13 financial year (17.6 million trips in 2009/10)	-		All influences relating to 'increased peak period public transport mode share', along with an ageing population that will potentially increase off-peak public transport demand
Improved public transport accessibility for all, including the transport disadvantaged				
90% of public transport services are guaranteed to be wheelchair accessible	75% of public transport vehicles were wheelchair accessible in 2013 (60.2% in 2009/10)	✓✓		Improvements to the bus fleet, including replacement of older vehicles with newer low-floor buses that are wheelchair accessible; the introduction of Matangi trains
75% of people in the region live or work within 400 metres (5 minutes walk) and 90% within 800 metres of a public transport stop with service throughout the day	72% of the region's population lived within 400m and 85% within 800m of a public transport stop with an average service frequency of 30 minutes or better in 2012 (59% within 400m, 85% within 800m in 2009)	✓	Current measure only relates to living within 400m or 800m or public transport stop	The Porirua service review resulted in improved accessibility to public transport in this area; recent population growth has been concentrated in areas such as Wellington CBD where access to public transport is already good
Reduced public transport journey times compared to travel by private car				

Continual reduction of peak period public transport journey times relative to a similar journey undertaken by a private car for key selected corridors	In 2013 it took 33 minutes longer to travel on two key routes by public transport than by private car during the AM peak, 49 minutes longer during interpeak and 37 minutes longer during PM peak (36 minutes longer in AM, 46 minutes longer in interpeak and 31 minutes longer in PM in 2009)	x		Over the last 10 years, travel times on Wellington's key highway corridors have remained relatively unchanged; rail travel times have also remained relatively static, whilst bus travel times has worsened slightly along key corridors in Wellington TA including the Golden Mile
Increased public transport reliability				
Continual improvement to bus and train services running to time	Averaged across the 2012/13 financial year 99.9% of bus services operated within 10 minutes of scheduled time and 93.9% of rail services arrived or departed Wellington Railway Station within 5 minutes of scheduled time (99.7% of bus services and 82.2% of rail services in 2009/10)	✓		The performance of the rail network has improved substantially due to recent infrastructure and rolling stock investment
Increased mode share for pedestrians and cyclists				
Increase active mode use to at least 30% of all trips in urban area	27% of all trips were made by active modes in 2008-12 (26% in 2005-09)	✓✓		Recognition of health benefits associated with these modes, Increasing vehicle operating costs and PT fare increases are making people consider alternative modes of travel; much of the recent growth in population has occurred in and around Wellington CBD, people for whom walking / cycling is the most convenient method for accessing work and other amenities
Active modes account for at least 16% of region wide journey to work trips	13.2% of journey to work trips by active mode in 2006 census	?	No new data available	
Improved level of service for pedestrians and cyclists				
70% of people report a 'good' or 'neither good nor bad' level of service for the strategic cycle network	In 2012, 50% of respondents rated the level of service for cyclists as 'good' or 'neither good nor bad' (52% in 2008)	x		The investment in cycling infrastructure has not kept pace with the increase in people cycling for commuter and recreational purposes
95% of people report a 'good' or 'neither good nor bad' level of service for the strategic	In 2012, 90% of respondents rated the level of service for pedestrians as 'good' or 'neither good nor bad' (88%	✓✓		Targeted pedestrian and road safety programs, plus investment in pedestrian infrastructure (crossings) and the development of safe walking routes (e.g. Wellington waterfront)

pedestrian network	in 2008)			
Increased safety for pedestrians and cyclists				
A reduction in the number of pedestrian casualties to no more than 125	One pedestrian fatality, 37 serious injuries and 107 minor injuries across the region in 2012 (117 injured in 2009)	x		The number of people walking and cycling across the region has increased substantially over the last 10 years; if expressed in terms of casualties per pedestrian / cycle kilometres travelled, the casualty rate has actually decreased over the past few years, due to education programmes and safety initiatives; the topography and nature of the road network in Wellington means that it is not a naturally safe environment for cyclists
A reduction in the number of cyclist casualties to no more than 110	One cyclist fatality, 33 serious injuries and 91 minor injuries across the region in 2012 (136 injured in 2009)	x		
Reduced severe road congestion				
Average congestion on selected roads will remain below year 2003 levels despite traffic growth	In 2013, the all day average congestion was 22.2 seconds delay per km travelled on a selection of the region's strategic road network	x		Indicators suggest that 'average' congestion levels on Wellington's roads have remained largely unchanged between 2001 and 2012, a result of flat traffic growth and relatively few improvements being made to the state highway network
Maintained vehicle travel times between communities and regional destinations				
Average vehicle journey 'speeds' shown in travel time surveys for selected key routes will remain at or above year 2003 levels	In 2013, the all day average vehicle speed on the region's roads was 53km/h (55km/h in 2003; 52km/h in 2010)	-		As above
Improved reliability of the strategic roading network				
Continual reduction in total incident hours	Police were in attendance at road traffic incidents for 3,083 hours in 2012 (3,717 hours in 2009)	✓		Continued investment in road safety campaigns and targeted investment at key traffic 'black spots' have resulted in an improvement in the reliability of the road network
Improved regional freight efficiency				
Improved road journey times for freight traffic between key destinations	The average travel time across three key freight routes was 24.8 minutes in 2013 (24.9 minutes in 2009)	-		Flat traffic growth over the past 10 years has meant that travel times for key strategic freight routes have remained largely unchanged
Improved inter-regional freight efficiency				

Infrastructure constraints to rail freight movements are removed	All three areas of infrastructure constraint have been addressed by KiwiRail	✓✓	Work has been completed- target achieved	
Improved regional road safety				
There are no road crash fatalities attributable to road network deficiencies	There were no fatalities attributable to road factors in 2012 (0 fatalities in 2010)	-		
Continuous reduction in the number of killed and seriously injured on the region's roads	In 2012, there was a total of 200 fatalities and serious injuries on the region's roads (195 in 2010)	x		Targeted road safety improvements at accident black spots, an increase in the number of speed cameras and effective road safety campaigns have contributed to a general decrease in fatalities and serious injuries on the region's roads over the past 10 years; despite the general trend being a downward one, there is still a degree of variability from one year to the next
Reduced greenhouse gas emissions				
Transport generated CO ₂ emissions will be maintained below year 2001 levels [hold the line despite population and economic growth]	In 2012/13 land transport fuel combustion produced 1,061 kilotonnes of CO ₂ (1,072 kilotonnes in 2001; and 1,099 in 2009)	✓✓		Transport generated CO ₂ emissions have declined as vehicle efficiency improvements have outpaced traffic growth over the last 12 years
Reduced private car mode share				
Private vehicles account for no more than 61% of region wide journey to work trips	69% of journey to work trips in the region were by motor vehicle in 2006 census	?	No new data available	Evidence suggests that the percentage of trips to Wellington CBD in the AM peak made by private car has declined over the last 10 years, due to increased vehicle operating costs and (to a lesser extent) PT fares, growth being focussed on Wellington CBD and the increasing popularity of walking and cycling
Reduced fuel consumption				
Petrol and diesel used for transport purposes per annum will remain below year 2001 levels [Hold the line]	435 million litres of fuel were purchased in the region in 2013 (441 mega litres in 2001; 455 mega litres in 2010)	✓✓		Petrol and diesel use has reduced as vehicle efficiency has improved whilst traffic volumes have remained relatively flat
Increased private vehicle occupancy				

Vehicles entering the Wellington CBD during the 2 hour AM peak contain on average at least 1.5 people per vehicle	In 2013, the average vehicle occupancy of vehicles entering the Wellington CBD was 1.39 persons (1.39 people in 2010)	-		Programmes have been designed to encourage lift sharing and car pooling
Improved land use and transport integration (in line with the WRS and local authority urban development strategies)				
All new subdivisions and developments include provision for walking, cycling and public transport, as appropriate	Councils provide some consideration of active modes and public transport in all district plan policies although no specific data is collected that could be used to measure progress towards this target and key outcome	?	No consistent documentation to develop a quantitative measure	
Improved integration between transport modes				
The majority of public transport services are covered by integrated ticketing	No overall system of fares or ticketing integration is operational in the region	x		
Continued improvement in walking, cycle and park and ride facilities at and around public transport interchanges	In 2013 there were a total of 5,253 park 'n' ride carparks and 294 cycle storage spaces available to commuters at railway stations across the region (4,750 carparks and 132 cycle spaces in 2009)	✓	Current measure only relates to cycle and park and ride facilities around railway stations	The increasing popularity of the rail system as a result of new rolling stock and improved service reliability resulted in an increased demand for parking spaces; additional spaces were provided to cope with this demand; as part of the rolling programme of modernising stations on the network, additional cycle storage was provided to encourage people to make use of active modes when accessing the rail network
Sustainable economic development supported (in line with the WRS)				
Continued reduction in vehicle kilometres travelled per GDP	State highway VKT per GDP was 0.0623 in 2012 (0.0647 in 2009)	✓		The New Zealand economy is becoming a more service and high-value goods oriented economy, with many services and goods not delivered by conventional means (road freight); the amount of trips that people make has almost reached a saturation point; increasing wealth is not directly linked to an increase in vehicle kilometres travelled

4. Review of current targets

The current RLTS identifies the key areas that drive performance (outcomes), and the targets show the desired level of performance, that represents success at achieving that outcome. At the December 2012 Regional Transport Committee meeting, an approach to transition from the current set of strategies and plans into the new integrated RLTP was agreed to. This approach proposed to check the evidence base and do additional work to ensure that the existing strategy and plans can logically be brought together.

A review of the key outcomes was outside the scope of the approach, but to ensure that the RLTP retains its 10-year focus, it is necessary to re-cast the targets, that sit beneath each key outcome, out to 2025 (currently 2020). Prior to re-casting out to 2025, it was thought timely to review the region's current targets to ensure they are relevant, measurable and, where appropriate, align with national measures and definitions. It is acknowledged as part of this review process that it may be necessary to amend the key outcomes to ensure consistency and improve clarity.

4.1 Characteristics of a good target

When developing a target one of the key challenges is selecting what to measure. The priority is to focus on quantifiable factors that are clearly linked to outcomes, and relate to aspects over which you have some control.

The next step is to set the appropriate level for the target. This involves knowing where you are now, what you are trying to achieve, and determining challenging and realistic amounts of improvement needed to get there. Even stretch targets need to be realistic and achievable with significant effort. Stretch targets highlight the relative importance of some targets against others, but it must be kept in mind that too much 'stretch' and this may become a focus area for performance criticism.

With these things in mind, targets should be SMART:

- **Specific:** what you plan to achieve is clear
- **Measurable:** there is a way to determine whether or not you have achieved it
- **Achievable:** set ambitious targets that motivate and highlight importance, but not too high that you risk setting yourself up to fail
- **Realistic:** performance improvements are in areas that can actually be influenced
- **Time-bound:** specify a time-frame to give a clear sense of deadline against which progress will be assessed.

Targets in the RLTP will enable the region to monitor whether progress is in the general direction set by the outcome, and whether progress has been made to the extent desired.

4.2 Current targets issues and recommendations

The current monitoring framework includes 21 outcomes, towards which our progress is measured using 28 targets. Each of these targets has been reviewed.

The review process involved answering the following questions (based around the SMART criteria) in relation to each target:

- Is the target related to the outcome?
- Can the target be measured?
- Is the target achievable?
- Does our work influence the target?

The result of this process for each target is shown in Table 3, along with any relevant comments or data issues.⁴ The symbols shown in Table 4 are used to illustrate how well the target fulfils each SMART criterion, and the colour codes relate to the recommended changes.

Table 4. Criteria symbols and recommendation colour code

Criteria symbol	Explanation	Colour codes	Explanation
✓	Satisfies the criteria		Retain in current form
✓*	Data or measurement issue		Change current target/outcome wording only
✘	Does not satisfy criteria		Change – combine with another target/outcome
?	Uncertain, no or insufficient trend data available to assess whether it satisfies the criteria		Change focus of target/outcome
			Remove

The review process highlighted a number of targets that do not fulfil the desired SMART characteristics and/or have some related data issues. In these instances recommendations have been proposed to ensure that the region's transport targets are relevant and utilise the best available methodology and data source. These recommended changes will need to be considered as part of the process of developing the RLTP and are also detailed in Table 3. The colour codes shown in Table 4 are used in Table 3 to illustrate the recommended changes.

If all the recommended changes are accepted it would result in a monitoring framework that is made up of 16 outcomes, by which our progress is measured using 20 targets. Appendix 1 shows the list of outcomes and targets if all recommendations were accepted.

⁴ From officers feedback who have been involved in measuring the region's performance against current targets, and a critical review of AMR indicators *Tim Kelly (2013) Wellington Regional Land Transport Strategy – Annual Monitoring Report review.*

Table 3. Review of current targets

Target	Criteria				Other comments	Recommendations
	Related to outcome	Measurable	Target achievable	Influencable		
A high quality, reliable public transport network						
Increased peak period public transport mode share						Combine with off-peak outcome to make one outcome, change wording accordingly
Public transport accounts for at least 23 million peak period trips per annum	✓*	✓	✗	✓	Target relates to the number of public transport trips, not the share of travel Inconsistencies in reporting of peak and off-peak periods	Redevelop target based on combined peak/off-peak use Change to boardings per capita to take into account population change (NZTA reporting)
Public transport accounts for at least 21% of all region wide journey to work trips	✓*	✓	?	✓	Target only relates to one trip purpose Based on census data which may be affected by short-term factors (eg weather, service disruptions on census day)	Use different data source to cover all trips (Household Travel Survey)
Increased off-peak public transport use and community connectedness						Combine with peak period to form one outcome
Public transport accounts for at least 23 million off peak period trips per annum	✓	✓	✗	✓	Inconsistencies in reporting of peak and off-peak periods Target does not measure community connectedness	Combine with peak target
Improved public transport accessibility for all, including the transport disadvantaged						Simplify wording and remove "transport disadvantaged" as by definition they are included in "all"

90% of public transport services are guaranteed to be wheelchair accessible	✓	✓*	✓	✓	Affected by infrastructure at rail stations, bus stops etc Target only relates to those having a physical disability and requiring wheelchair access Available data actually relates to vehicles (% of fleet rather than actual services) Does not differentiate progress made between different transport modes	Change wording to % of fleet and remove guaranteed Broaden definition as being wheelchair accessible also makes it more accessible for people with prams, the elderly etc
75% of people in the region live or work within 400 metres (5 minutes walk) and 90% within 800 metres of a public transport stop with service throughout the day	✓	x	✓	✓	It has not been possible to recreate the work locations aspect, so data just relates to living distances. For public transport to be attractive it needs to be conveniently located to both trip-ends. No defined definition of transport service throughout the day Target in its current form only relates to accessibility for one trip purpose NZTA use a measure of 500m from a stop	Change to align with reporting to NZTA (live within 500m of public transport stop) Move to be a measure of land use and transport integration
Reduced public transport journey times compared to travel by private car						Combine with reliability outcome
Continual reduction of peak period public transport journey times relative to a similar journey undertaken by a private car for key selected corridors	✓	✓*	✓*	✓	Scope limited to two routes and not representative of the vast number of trips that occur in the region. When comparing to private car journey times it is not known if it is road conditions, public transport conditions or both have changed	Move this target to sit under new reliability and journey times outcome-then change target to just measure public transport journey times. Key routes will need to be determined
Increased public transport reliability						Combine with journey times outcome
Continual improvement to bus and train services running to time	✓	✓*	✓*	✓	Data is currently self-reported by bus/rail companies so it is unclear how reliable it is. Are we interested in breakdowns for different corridors/areas, rather than one regional figure?	Quantify the target and make use of real time information, align with NZTA definitions for service performance
A safe and attractive walking and cycling network						
Increased mode share for pedestrians and cyclists						No change
Increase active mode use to at least 30% of all trips in urban areas	✓	✓	✓	✓	Only looks at trips in the region in urban areas (a population centre >30,000 people)	No change

Active modes account for at least 16% of region wide journey to work trips	✓*	✓	✓	✓	The target relates to one trip purpose only (whereas other target already looks across all trips) Based on census data which may be affected by short-term factors (e.g. weather, service disruptions) on census day.	Remove, is captured within target above
Improved level of service for pedestrians and cyclists						No change
70% of people report a 'good' or 'neither good nor bad' level of service for the strategic cycle network	✓	✓	✗	✓	Need to ensure 'level of service' is properly defined Target very unlikely to be achieved looking at historic changes to the level or service ratings (have been declining)	No change
95% of people report a 'good' or 'neither good nor bad' level of service for the strategic pedestrian network	✓	✓	✓	✓	Need to ensure 'level of service' is properly defined	No change
Increased safety for pedestrians and cyclists						No change
A reduction in the number of pedestrian casualties to no more than 125	✓	✓*	✓	✓	Only relates to injuries on the road network Minor injuries especially may be affected by fluctuations in the degree of under-reporting to police	Combine cyclist and pedestrian into one target and focus on fatal and serious injuries Consider 5-year moving average
A reduction in the number of cyclist casualties to no more than 110	✓	✓*	✓	✓	Only relates to injuries on the road network Minor injuries especially may be affected by fluctuations in the degree of under-reporting to police There has been an increase in uptake of cycling so crash rate per km travelled may be a better measure	Change focus to crash rate per km travelled to take into account changes in active mode use
A reliable and effective strategic road network						
Reduced severe road congestion						No change
Average congestion on selected roads will remain below year 2003 levels despite traffic growth	✓	✓	✓	✓	Individual year data is subject to significant variation (due to incidents such as crashes, breakdowns and road works) Only presents data for a selection of the regions roads Are we more interested in peak loading issues rather than all day averages??	Change target wording to reflect peak periods
Maintained vehicle travel times between communities and regional destinations						Combine with reliability outcome to make one outcome, change wording accordingly

Average vehicle journey 'speeds' shown in travel time surveys for selected key routes will remain at or above year 2003 levels	x	✓	✓	✓	Target relates to speed whereas outcome relates to travel time Speed on the same selected roads will be related to congestion levels (as congestion indicator is calculated from speed) so there is some duplication with congestion outcome and target Are we more interested in peak times? Is the 'between communities and regional destinations wording relevant when just using a selection of region's roads?	Use travel time variability instead. It is related to congestion, but is also related to effect of other incidents and can be improved by operational measures. It is also an established method to monitor the reliability of travel times
Improved reliability of the strategic roading network						Combine with travel times outcome to make one outcome, change wording accordingly
Continual reduction in total incident hours	x	✓	✓	x	Related to outcome but also affected by a number of external factors outside our control that could affect data trends Will be affected by any changes to 'threshold' at which police attendance is required or as Police process (use of technology) change Most likely to be crashes-so some duplication with crash statistics Unknown if Police attendance time is related to severity	Combine with previous outcome and monitor using travel time variability as a measure of reliability
An effective network for the movement of freight						
Improved regional freight efficiency						No change
Improved road journey times for freight traffic between key destinations	✓	✓*	✓	✓	Assumes freight within the region is moved by road The variability in travel time is probably more important for freight movement Uses same data source as that for road network performance but only presents data for parts of the network (core freight triangle between CentrePort, Seaview and Porirua) Journey time trends will also be affected by any changes to speed limits along routes, or any roading improvements	No change
Improved inter-regional freight efficiency						Change focus to freight movement and combine with economic outcome
Infrastructure constraints to rail freight movements are removed	✓*	✓*	✓	✓	Target implies that all inter-regional freight moves by rail Data is qualitative and applies to three bottlenecks on rail network-does not measure if improvements to the network actually improved freight efficiency though	This target has been achieved. Develop a target that measures inter-regional freight movement

A safer system for all users of our regional road network						
Improved regional road safety						No change
There are no road crash fatalities attributable to road network deficiencies	✓	✗	✓	✓	No data source that can attribute whether a crash is attributable to road network deficiencies. The use of road factors from CAS is not a good measure of road network deficiency and is partially a subjective judgement from the attending police officer	Combine these two targets into one focusing on reducing fatal and serious injuries
Continuous reduction in the number of killed and seriously injured on the region's roads	✓	✓	✓	✓	Level of under-reporting of serious injuries unknown-but could be expected to be low and relatively consistent year on year	Combine these two targets into one focusing on reducing fatal and serious injuries
An efficient and optimised transport system that minimises the impact on the environment						
Reduced greenhouse gas emissions						No change
Transport generated CO ₂ emissions will be maintained below year 2001 levels	✓	✓*	✓	✓	Based on fuel sales data (do we need both-see later) so there will be some loss/gain in terms of not being used in the region of purchase (not thought to significant)	No change
Reduced private car mode share						No change
Private vehicles account for no more than 61% of region wide journey to work trips	✓*	✓	✓	✓	The target relates to one trip purpose only Based on census data which may be affected by short-term factors (e.g. weather, service disruptions) on census day.	Use different data source to cover all trips (Household Travel Survey)
Reduced fuel consumption						Remove, same data as CO ₂ emissions
Petrol and diesel used for transport purposes per annum will remain below year 2001 levels	✓	✓*	✓	✓	Duplicates CO ₂ emissions There will be some loss/gain in terms of fuel not being used in the region of purchase (not thought to be big though) Data relates to sales not actual use-also not known what fuel is used for (although transport is likely to be the dominant use)	Duplicates CO ₂ emissions so remove
Increased private vehicle occupancy						No change
Vehicles entering the Wellington CBD during the 2 hour AM peak contain on average at least 1.5 people per vehicle	✓	✓*	✓	✓	Only relates to movements in to the Wellington CBD at one specific time of day Data is does not provide a regional picture and only covers AM peak.	No change
An integrated and resilient transport network						

Improved land use and transport integration (in line with the WRS and local authority urban development strategies)						Simplify wording and remove "in line with the WRS and local authority urban development strategies)
All new subdivisions and developments include provision for walking, cycling and public transport, as appropriate	✓	✗	✓*	✗	All local authorities report taking this into account but no consistent documentation and can only report this qualitatively and little change year on year	Remove as cannot be measured Replace with population proximity to PT target that is currently in "Improved public transport accessibility for all" section
Improved integration between transport modes						No change
The majority of public transport services are covered by integrated ticketing	✓	✗	?	✓	No indicator currently available. Progress currently reported in a qualitative manner	No change-reporting will remain qualitative
Continued improvement in walking, cycle and park and ride facilities at and around public transport interchanges	✓	✓	✓	✓	Car parking and cycle storage is an important aspect of modal integration No data to measure changes to walking facilities. Data only relates to train stations should relate to all public transport stops (but no data). It is demand for more spaces that is more important rather than actual spaces	Remove as current indicator is function of funding allocation The demand for more spaces is more important but cannot be measured
Sustainable economic development supported (in line with the WRS)						Combine with outcome within freight section
Continued reduction in vehicle kilometres travelled per GDP	✗	✓	✗	✗	There are many reasons why VKT and GDP figures could change which are unrelated to sustainable economic development.	Remove but new target in freight section needs to be related to economic progress
Improved transport network resilience						No change
To be developed						To be developed

If all the recommended changes are accepted it would result in a monitoring framework that is made up of 16 outcomes, by which our progress is measured using 20 targets.

5. Examples of target projections out to 2025

As part of the transition process from the current set of transport strategies and plans into the new integrated RLTP it is necessary to re-cast targets out to 2025. The process of setting an appropriate level for the target involves knowing where we are now, what we are trying to achieve, and determining challenging and realistic amounts of improvement needed to get there.

This section provides some examples of the proposed RLTP targets when re-cast out to 2025. It is proposed that for each RLTP target two options ('challenging' and 'stretch') out to 2025 are developed. Both options will be a challenge for the region, with the 'stretch' option being much more ambitious, given projected trends.

Table 5 shows some examples of proposed 'challenging' and 'stretch' projections. Our approach to developing the two projections takes into account recent trends, estimated impacts from known projects and policies, and incorporates stakeholder feedback/aspirations for the region.

Two options for each RLTP target will be presented at the RTC and will provide a basis for discussion for the RTC to determine the magnitude of change the region seeks to achieve by 2025.

Table 5. Examples of options for targets out to 2025

Target	Current data	Option 1 (Challenging)		Option 2 (stretch)	
		Rationale	2025 target	Rationale	2025 target
A high quality, reliable public transport network					
Increased public transport use					
Increase total public transport boardings per capita to ??		<p>Continued growth in PT use: 1% per annum growth in trips and medium projection population growth</p>	75.5 M	<p>Continued growth in PT use: 1% per annum growth in trips and no increase in population</p>	80.5 M
Increase public transport use to at least ??% of all trips in urban areas		<p>Steady growth in public transport mode share</p>	6%	<p>Significant growth in public transport mode share</p>	7%

Target	Current data	Option 1 (Challenging)		Option 2 (stretch)	
		Rationale	2025 target	Rationale	2025 target
Increased safety for pedestrians and cyclists					
The five-year moving average for fatal and serious injuries is no more than ?? for pedestrians and ?? for cyclists	<p>Five year moving average pedestrian fatal and serious injuries</p>	<p>Reduce pedestrian casualties: Based on achieving 0 pedestrian fatalities and 25% reduction in serious injuries</p>	22	<p>Reduce pedestrian casualties: Based on achieving 0 pedestrian fatalities and 50% reduction in serious injuries</p>	15
	<p>Five year moving average cyclist fatal and serious injuries</p>	<p>Reduce cyclist casualties: Based on achieving 0 cyclist fatalities and 25% reduction in serious injuries</p>	15	<p>Reduce cyclist casualties: Based on achieving 0 cyclist fatalities and 50% reduction in serious injuries</p>	10

Appendix 1-List of recommended outcomes and targets

The magnitude of the target is the focus of further work and has therefore not been included in this list.

	Strategic objectives, outcomes and targets
Strategic objective	A high quality, reliable public transport network
Outcome 1	Increased public transport use
Target 1.1	Increase total public transport boardings per capita to ??
Target 1.2	Increase public transport use to at least ??% of all trips in urban areas
Outcome 2	Improved public transport accessibility for all
Target 2.1	??% of public transport vehicles are accessible by wheelchair
Outcome 3	Improved public transport reliability and journey times
Target 3.1	??% of Real Time Information (RTI) tracked public transport services run to time
Target 3.2	Reduced peak period public transport journey times on key routes
Strategic objective	A safe and attractive walking and cycling network
Outcome 4	Increased mode share for pedestrians and cyclists
Target 4.1	Increase active mode use to at least ??% of all trips in urban areas
Outcome 5	Improved level of service for pedestrians and cyclists
Target 5.1	??% of people report a 'good' or 'neither good nor bad' level of service for the strategic cycle network
Target 5.2	??% of people report a 'good' or 'neither good nor bad' level of service for the strategic pedestrian network
Outcome 6	Increased safety for pedestrians and cyclists
Target 6.1	The five-year moving average for fatal and serious injuries is no more than ?? for pedestrians and ?? cyclists
Target 6.2	Reduce the pedestrian and cyclist casualty rates per 100 million km travelled by ??%
Strategic objective	A reliable and effective strategic road network
Outcome 7	Reduced severe road congestion
Target 7.1	AM and PM peak congestion levels on selected routes will remain below ??
Outcome 8	Improved reliability of the strategic roading network
Target 8.1	AM and PM travel time variability for selected key routes will remain at or below ??
Strategic objective	An effective network for the movement of freight
Outcome 9	Improved freight efficiency
Target 9.1	??% improvement in road journey times between key regional freight destinations
Outcome 10	A transport network that supports regional economic growth
Target 10.1	Increase the movement of freight by ??%
Strategic objective	A safer system for all users of our regional road network
Outcome 11	Improved regional road safety
Target 11.1	Reducing trend in fatal and serious injuries on the region's roads
Strategic objective	An efficient and optimised transport system that minimises the impact on the environment
Outcome 12	Reduced greenhouse gas emissions
Target 12.1	Transport generated CO ₂ emissions will ??

Outcome 13	Increased private vehicle occupancy
Target 13.1	Vehicles entering the Wellington CBD during the 2 hour AM peak contain on average at least ?? people per vehicle
Strategic objective	An integrated and resilient transport network
Outcome 14	Improved integration between transport modes
Target 14.1	The majority of public transport services are covered by integrated ticketing
Outcome 15	Improved land use and transport integration
Target 15.1	??% of people in the region live within 500 metres of a public transport stop on the core or local PT route
Outcome 16	Improved transport network resilience
Target 16.1	Identify, investigate and implement resilience improvements along the region's 'lifelines' transport corridor