

Report 14.506
Date 13 October 2014
File TP/01/04/04-v3

Committee Regional Transport Committee
Author Jill Corrin, Senior Data Analyst

2013/14 Annual Monitoring Report on the Regional Land Transport Strategy

1. Purpose

To present to the Regional Transport Committee (the Committee) the Annual Monitoring Report (AMR) that highlights the progress made in 2013/14 towards implementing the Regional Land Transport Strategy 2010–40 (RLTS).

2. Background

The Land Transport Management Act 2003 (amended in 2013) requires the Committee to prepare and monitor a Regional Land Transport Plan (RLTP). The RLTP sets the strategic direction for a region's land transport network and replaces the RLTS. The monitoring requirements for the RLTP are to be set out in the Plan itself.

At the time of writing this Annual Monitoring Report (AMR) the replacement RLTP has not been adopted and therefore we are still reporting on the RLTS. The AMR reports on the key outcomes and on additional information available due to the publication of results from the 2013 Census. This will be the last year for the AMR in this form; next year a new RLTP with new indicators will have been adopted.

3. The Annual Monitoring Report 2014

3.1 Scope

The Wellington RLTS includes a long term vision, six objectives, and a comprehensive list of policies, desired outcomes ('key outcomes' and 'related outcomes') and associated targets. 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 RLTS targets were developed to identify the changes sought in relation to each key outcome. These targets provide a benchmark against which to measure progress. More ambitious *stretch* targets have also been set in relation to the RLTS' 'key outcomes' to signal the need for greater emphasis and progress in relation to these areas.

The 2013/14 AMR is **Attachment 1** to this report. This year's AMR reports our progress on both the key and related outcomes identified in the RLTS. Additional indicators available from the 2013 Census which have not been updated since 2006 are presented in Appendix 1 to the AMR.

3.2 Summary of progress

The table below sets out the Wellington RLTS key outcomes, associated 2020 stretch targets and the 2013/14 results. An assessment of the trend in progressing towards the 2020 targets from the last available result is also provided where possible.

Key outcome	2020 Stretch target	2013/14 result	Previous result	Trend
Increased peak period public transport mode share	Public transport accounts for at least 23 million peak period trips per annum	17.9 million in 2013/14 financial year	17.6 million in 2012/13 financial year	✓
	Public transport accounts for at least 21% of all region-wide journey to work trips	16.7% in 2013/14 financial year	16.9% in 2006 census	✓
Increased mode share for pedestrians and cyclists	Increase active mode use to at least 30% of all trips in urban areas	26% of all trips were made by active modes in 2009-13	27% of all trips were made by active modes in 2008-12	✗
	Active modes account for at least 15% of region-wide journey to work trips	14.6% in 2013 census	13.2% in 2006 census	✓
Reduced greenhouse gas emissions	Transport generated CO ₂ emissions will be maintained below year 2001 levels (1,072 kilotonnes in 2001)	1,064 kilotonnes in 2013/14 financial year	1,061 kilotonnes in 2012/13 financial year	✓
Reduced severe road congestion	Average congestion on selected roads will remain below year 2003 levels (19.8 seconds) despite traffic growth	27.0 seconds in March 2014	22.2 seconds in March 2013	✗
Improved regional road safety	There are no road crash fatalities attributable to road network deficiencies	1 fatality attributable to road factors in 2013 calendar year	0 fatalities attributable to road factors in 2012 calendar year	✗
	Continuous reduction in the number of killed and seriously injured on the region's roads	133 killed and seriously injured in 2013 calendar year	201 killed and seriously injured in 2012 calendar year	✓
Improved land use and transport integration	All new subdivisions and developments include provision for walking, cycling and public transport, as appropriate	Some provision made	Some provision made	?

Improved regional freight efficiency	Improved road journey times for freight traffic between key destinations	21.2 minutes interpeak; 30.7 minutes peak average, March 2014	21.2 minutes interpeak; 26.6 minutes peak average, March 2013	-
✓ positive – neutral * negative ? insufficient information				

The availability of the 2013 Census transport data has meant that key outcomes in public transport, active modes and mode share for pedestrians and cyclists have been updated. The census demographic information provides additional context for the strategic targets and outcomes in the report, and therefore the sections on population, employment and vehicle ownership have also been updated.

The results for 2013/14 show limited progress has been made over the last year towards achieving the RLTS stretch targets. Public transport patronage has progressed towards the target of 23 million peak period trips per annum, although achieving the 2020 target will be a significant challenge as a further 28.5% increase on 2014 patronage levels is required.

Active mode share has had positive results with the 2013 Census data showing that the active mode share of journey to work trips has been increasing and current levels are close to the stretch target of 15%.

While progress has been made towards the key outcome of improving regional road safety, fatalities and casualties are still occurring on the region’s roads and therefore remain an issue for the region.

4. Communication

The AMR will be published on the Greater Wellington Regional Council website and a media release issued. It will also be distributed to key stakeholders and interest groups.

5. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

5.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term ‘significance’ has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council’s significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

This decision relates to the adoption of a report that provides results from Greater Wellington Regional Council's programme of monitoring the region's land transport network.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

6. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the 2013/14 Annual Monitoring Report on the Regional Land Transport Strategy as set out in Attachment 1.*
4. *Delegates to the Chair of the Committee the ability to make minor editorial changes as part of the design and publication process.*

Report prepared by:

Nick Sargent

Team Leader, Data &
Analysis

Report approved by:

Nicola Shorten

Manager, Strategic Planning

Report approved by:

Jane Davis

General Manager, Strategy &
Community Engagement

Attachment 1: 2013/14 Annual Monitoring Report on the Regional Land Transport Strategy