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Committee Council  
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## **Report on the Regional Transport Committee meeting, 21 October 2014**

### **1. Purpose**

To inform the Council of the Regional Transport Committee (the Committee) meeting of 21 October 2014.

### **2. Reports**

#### **2.1 Regional School Travel Plan Report**

The Committee received a report on the Regional School Travel Plan, a joint partnership between schools, local councils and Greater Wellington Regional Council (GWRC) to support school communities in developing and implementing action plans that improve road safety and promote active and sustainable travel to and from school.

Overall, there have been increases in active modes over the 2010-2013 period. Positively, there have also been reductions in injuries to both child pedestrians and child cyclists. Although the School Travel Plan cannot take credit for all these reductions, the activities of the programme contribute to them, and these reductions are an encouraging sign that there are improvements being made for children in the Wellington region. This is a positive step forward in helping to change parental perception around the safety of active modes for children, which is a key barrier to achieving a higher uptake.

The Committee discussed whether local authorities could be more ambitious with the number of schools in the programme. It was noted that while the current number of schools in the programme is 76, up from 42 in 2010, there has not been a corresponding increase in staff resource time which could make it difficult to achieve on-going positive results.

The Committee noted that local authorities can contribute to increasing parental perception around the safety of children commuting to school via active modes. Techniques for this include timing maintenance (such as road and footpath improvements) to occur outside school commuting hours, setting

safe speed limits and educating both children and parents about safe behaviours on and around roads.

## **2.2 Regional Workplace and Business Travel Programme report**

The Committee received the Regional Workplace and Business Travel Programme report, which covers a number of key initiatives including Active a2b, Spring to the Street and Kiwi Carpool.

The Workplace and Business Travel Programme continues to achieve its aims of increasing the numbers of people adopting active modes for their commute to work. The various initiatives covered by the programme represent over 40,000 people from over 80 workplaces, and these numbers continue to rise.

The Committee noted that carpooling numbers could be increased and discussed whether territorial authorities could do more to promote carpooling in their areas, in particular those from outside Wellington City who commute to work in the CBD. It was agreed that officers from Hutt City Council, Kāpiti Coast District Council, Porirua City Council, Upper Hutt District Council and the Wairarapa councils would work with GWRC officers to promote the Kiwi Carpool initiative.

## **2.3 Regional Road Safety Campaigns Update**

The Committee received an update on regional road safety campaigns, which have been given additional funding from the New Zealand Transport Agency (NZTA).

Four areas of high concern have been identified for the focus of the campaigns: intersections, motorcyclists, young drivers and cyclists. These will be the target of road safety messages, to be spread as far across the region as possible. NZTA have appointed a Road Safety Campaign Manager, who will work with road safety coordinators across the region.

The campaigns will be assessed and reported on over the next 6-7 months.

The Committee discussed the issue of young drivers on rural roads, in particular in Wairarapa, and were advised that the regional road safety campaigns would be targeting this issue.

## **2.4 Draft feedback to NZTA's Expert Cycle Safety Panel**

The Committee approved a submission on the draft recommendations released by NZTA's Expert Cycle Safety Panel. The Cycling Safety Panel was set up in 2013 following the Coronial Inquiry that investigated 12 cycling fatalities in 2012, which came to the conclusion that work needed to be done to investigate ways in which cycling on New Zealand roads could be made safer.

The feedback suggested that the draft recommendations would be strengthened if they were more consistent, directed to particular organisations or groups of organisations, and were time bound.

## 2.5 2013/14 Annual Monitoring Report on the Regional Land Transport Strategy

The Committee discussed the 2013/14 Annual Monitoring Report on the Regional Land Transport Strategy 2010-2040 (RLTS), which highlights progress made in 2013/14 towards implementing the RLTS.

Discussion focused around regional trends, with particular emphasis given to the comparison of 2006 and 2013 census data and trends in population, unemployment, vehicle ownership and mode of journeys to work. Pleasingly, there has been a consistent decline in commuting to work by motor vehicle and an increase in public transport and active modes in the Wellington region between 1996 and 2013. However, it was noted that public transport accounted for 16.7% of all region-wide journey to work trips in 2013/14, which is down from 16.9% in the 2006 census.

The Committee discussed the average congestion levels on selected roads in the region, which is monitored by NZTA in March and November of each year. This involves floating car surveys which traverse the selected routes during the three key periods, morning peak, interpeak and afternoon peak. Although congestion increased across all three periods between 2012 and 2014, the overall trend of congestion since 2003 has been inconsistent, reflecting the variety of influencing factors such as road works.

The Committee also discussed the accuracy of the 1 fatality attributable to road factors in the 2013 calendar year, which is likely to be a result of the style of road crash reporting, rather than an accurate reflection of the safety of the region's roads. This is because road crash reporting assesses incidents against 5 driver-related categories and only 1 road-related category, despite the fact that many road incidents are a mix of both these factors. It was noted that the 'Improved regional road safety' outcome in the RLTS would likely be revised during preparation of the Regional Land Transport Plan, which is to be adopted in 2015, replacing the RLTS. Part of this process will be reviewing all of the targets and indicators currently reported against, with the goal of developing targets and indicators that are more accurately collected and reported against.

## 3. The decision-making process and significance

No decision is being sought in this report.

## 4. Recommendations

*That the Council:*

1. **Receives** the report.
2. **Notes** the content of the report.

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