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Committee Regional Transport Committee  
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## 2008/09 Annual Monitoring Report on the Regional Land Transport Strategy

### 1. Purpose

To present to the Committee the Annual Monitoring Report (AMR) that reports 2008/09 progress towards implementing the Regional Land Transport Strategy 2007 – 2016 (RLTS).

### 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

Section 83 of the amended Land Transport Management Act 2003 (the Act) requires the preparation of a monitoring report which documents progress in implementing the RLTS. The report must be published at least every three years. As previously agreed by the Committee the annual process is retained for our RLTS to ensure up to date information is available for related policy development work.

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 Wellington Region with New Zealand's other two largest regions with significant transport issues – Auckland and Canterbury – gives an indication of regional transport issues and progress at a national level.

### 4. Comment

#### 4.1 Scope of the Annual Monitoring Report

The 2008/09 AMR is **Attachment 1** (to be sent out separately to the agenda). The AMR is structured around the key and related outcomes identified in the

Wellington RLTS 2007 – 2016. This enables clear identification of the indicators measuring progress against each outcome area, and associated targets. 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.

A number of new indicators are included in this AMR. In some cases, indicators for some 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 current progress compared to the RLTS 2016 targets.

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

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.

## 4.2 Key findings

Key findings across the various indicators include:

### **Road safety – continued high crash and casualty levels** ☹️

The number of killed and seriously injured in the Wellington Region rose to 376 casualties after the indicative Police reporting rate was taken into account. The total number of injury crashes remained steady (dropping slightly from 1,212 to 1,193) in 2008, but remains at a high level. 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.

### **Cyclist casualties – continued high casualty level** ☹️

Cyclist casualties remained at the same level from the previous year (150 in 2007, 149 in 2008). As the 2008 data may be updated retrospectively next year, it is likely that the 2008 casualty number may increase. On the basis of distance travelled, cycling in the region has a much higher risk than other modes of transport.

Cyclist casualty numbers are required to halve 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 – high fuel use** 😊

Diesel and petrol consumption and consequent CO<sub>2</sub> emissions for the region decreased in 2008/09 but exceeded RLTS targets. Fuel sales reached 451 million litres in 2008/09 (463 in 2007/08), 9 million litres over the target maximum of 442 million litres per annum. This decrease is due to a drop in petrol consumption and occurred despite the price of petrol index falling 2% over the same time period.

The RLTS target of keeping annual transport generated CO<sub>2</sub> emissions to below 1,065 kilotonnes was exceeded by 19 kilotonnes in 2008/09 (down from 48 kilotonnes in 2007/08). Carbon dioxide emissions from land transport fuel combustion were 1,084 kilotonnes, a decrease of 29 kilotonnes from 2007/08.

Fuel use in the region is likely to grow with diesel sales forecast to increase dramatically. However, the long-term trend over the past few years has demonstrated that fuel sales and the consequent CO<sub>2</sub> emissions have remained relatively steady despite a growing population.

### **Public transport patronage – static peak period patronage** 😊

The number of passenger trips made by public transport during the peak periods decreased slightly by 68,000 in 2008/09 to a total of 17.5 million, significantly below the RLTS target. This follows 2007/08 patronage at 17.6 million and 2006/07 patronage of 17.5 million.

Trips by bus in 2008/09 decreased by over 260,000 while train trips increased by over 196,000. The harbour ferry also carried more passengers during 2008/09.

Off-peak public transport trips increased by over 800,000 to a total of 18 million trips during 2008/09, almost in line with the RLTS target of 18.2 million. This increase was mainly due to passenger bus travel on off-peak services with both rail and harbour ferry passenger numbers rising also.

### **Road congestion – slightly improved congestion** 😊

All day average congestion on the region’s strategic roads was 21.0 seconds delay per kilometre travelled in March 2009, a decrease of 15% from March

2008 but still above the RLTS target. Congestion decreased during all periods of the day with the highest recorded delay in the AM and PM peak periods. Delay experienced per kilometre travelled in the AM peak is the greatest of the three periods at 25 seconds.

## 5. Future reporting

Quarterly reports from the implementing agencies will continue to inform the Committee on progress against the actions set out in the RLTS implementation plans. 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 2009/10 with the intention of the inclusion of the new indicators in the next AMR.

## 6. Communication

The AMR will be distributed to approximately 200 stakeholders and other interested parties. The AMR will also be published on the Greater Wellington website and a media release issued.

## 7. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Adopts the 2008/09 Annual Monitoring Report on the Regional Land Transport Strategy.***

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**Attachment 1: 2008/09 Annual Monitoring Report on the Regional Land Transport Strategy 2007 – 2016 (to be sent out separately).**