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Committee Regional Transport
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2011/12 Annual Monitoring Report on the Regional Land Transport Strategy

1. Purpose

To present to the Committee the Annual Monitoring Report (AMR) that highlights the progress made in 2011/12 towards implementing the Regional Land Transport Strategy 2010–40 (RLTS).

2. The decision-making process and significance

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.

2.1 Significance of the decision

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 providing results from Greater Wellington'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.

3. Background

Section 83 of the 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 an annual process is retained for our RLTS to ensure up to date information is available for related policy development work.

A wide range of performance indicators are used to measure progress against the key outcomes and associated 2020 stretch targets identified in the Wellington RLTS.

3.1 Scope of the Annual Monitoring Report

The Wellington RLTS includes a long term vision, six objectives, and a comprehensive list of policies, desired outcomes and associated targets. The strategy outcomes have been given a hierarchical structure of 'key outcomes' and 'related outcomes' to clearly signal priorities for the Strategy. 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 signal the magnitude of the changes sought in relation to each Strategy outcome. These targets 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.

The 2011/12 AMR is **Attachment 1** to this report. This year's AMR reports our progress on both the key and related outcomes identified in the Strategy. A summary of progress in implementing the actions and projects which sit alongside the RLTS in various corridor plans, implementation plans and the Regional Land Transport Programme 2009-12 is also presented.

4. Key findings

The table below sets out the Wellington RLTS key outcomes, associated 2020 stretch targets and the 2011/12 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	2011/12 result	Previous result	Trend
Increased peak period public transport mode share	Public transport accounts for at least 23 million peak period trips per annum	19.1 million in 2011/12 financial year	18.8 million in 2010/11 financial year	✓
	Public transport accounts for at least 21% of all region wide journey to work trips	Next update due 2013/14 financial year	16.9% in 2006 census 16.1% in 2001 census	?
Increased mode share for pedestrians and cyclists	Increase active mode use to at least 30% of all trips in urban areas	27% of all trips were made by active modes in 2007-11	26% of all trips were made by active modes in 2006-10	✓
	Active modes account for at least 15% of region wide journey to work trips	Next update due 2013/14 financial year	13.2% in 2006 census 12.5% in 2001 census	?
Reduced greenhouse gas emissions	Transport generated CO ₂ emissions will be maintained below year 2001 levels	1,076 kilotonnes in 2011/12 financial year	1,086 kilotonnes in 2010/11 financial year	✓
Reduced severe road congestion	Average congestion on selected roads will remain below year 2003 levels despite traffic growth	22.2 seconds in March 2012	21.6 seconds in March 2011	–
Improved regional road safety	There are no road crash fatalities attributable to roading network deficiencies	0 fatalities attributable to road factors in 2011 calendar year	0 fatalities attributable to road factors in 2010 calendar year	✓
	Continuous reduction in the number of killed and seriously injured on the region's roads	173 killed and seriously injured in 2011 calendar year	187 killed and seriously injured in 2010 calendar year	✓
Improved land use and transport integration	All new subdivisions and developments include provision for walking, cycling and public transport, as appropriate	No data available	No data available	?
Improved regional freight efficiency	Improved road journey times for freight traffic between key destinations	24.8 minutes in March 2012	24.3 minutes in March 2011	–
✓ positive – neutral * negative ? insufficient information				

The results for 2011/12 show a generally positive trend towards achieving most of the 2020 *stretch* targets. Public transport patronage during peak periods has continued to increase over the last year. There has also been a continued decline in the total number of killed and seriously injured on our region's roads, but it is of concern that the number of fatal and serious cyclist casualties has nearly doubled over the last year. Road safety continues to be a significant issue for the region's land transport network.

5. Communication

Following design and printing of the AMR, it will be published on the Greater Wellington website. It will also be distributed to key stakeholders and interest groups.

6. Recommendations

That the Committee:

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Adopts** the 2011/12 Annual Monitoring Report on the Regional Land Transport Strategy, subject to any changes agreed at the Regional Transport Committee meeting.
4. **Delegates** to the Chair the ability to make minor editorial changes as part of the design and publication process.

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