

Report 13.766
Date 18 September 2013
File TP/01/04/04

Committee Regional Transport Committee
Author Nicola Durling, Senior Data Analyst

2012/13 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 2012/13 towards implementing the Regional Land Transport Strategy 2010–40 (RLTS).

2. 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.

2.1 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 providing 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.

3. Background

Section 83 of the Land Transport Management Act 2003 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. Although amendments to the Land Transport Management Act in June 2013 have repealed Section 83, this monitoring report relates to the period prior to the amendments.

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 ('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 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 2012/13 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, as well as numerous indicators that provide supporting information relevant to the region's transport network that reflects regional demographics (Appendix 1), travel demand (Appendix 2), environmental quality (Appendix 3) and affordability (Appendix 4). 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 2012-15 is also presented.

4. Comment

The table below sets out the Wellington RLTS key outcomes, associated 2020 stretch targets and the 2012/13 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	2012/13 result	Previous result	Trend
Increased peak period public transport mode share	Public transport accounts for at least 23 million peak period trips per annum	17.6 million in 2012/13 financial year	18.3 million in 2011/12 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	?
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 2008-12	27% of all trips were made by active modes in 2007-11	-
	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	?
Reduced greenhouse gas emissions	Transport generated CO ₂ emissions will be maintained below year 2001 levels	1,061 kilotonnes in 2012/13 financial year	1,083 kilotonnes in 2011/12 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 2013	22.2 seconds in March 2012	-
Improved regional road safety	There are no road crash fatalities attributable to roading network deficiencies	0 fatalities attributable to road factors in 2012 calendar year	0 fatalities attributable to road factors in 2011 calendar year	✓
	Continuous reduction in the number of killed and seriously injured on the region's roads	200 killed and/or seriously injured in 2012 calendar year	191 killed and/or seriously injured in 2011 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	24.8 minutes in March 2013	24.9 minutes in March 2012	-
✓ positive - neutral ✘ negative ? insufficient information				

Although limited progress has been made over the last year towards achieving the RLTS stretch targets, the only key outcome that has shown a negative trend over the last year relates to the number of public transport trips.

The decrease in public transport trips over the last financial year reflects a decline in the number of bus trips, with bus patronage returning to 2009/10 levels. Train patronage numbers on the other hand have gradually increased from 11.1 to 11.4 million trips since the 2009/10 financial year. Although total public transport patronage has decreased over the last year, patronage in 2011/12 was higher than usual due to the Rugby World Cup.

Road safety continues to be a significant issue for the region's land transport network. Some encouraging results had been observed in previous years with decreases in the number of killed and seriously injured on our region's roads, and decreases in the number of pedestrian and cyclist casualties since 2007. However, results over the last year show increases in pedestrian and cyclist casualties, and an increase in the total number of killed and seriously injured.

It should be noted that the number killed on the region's roads has decreased over the last year and it is the increase in the number of serious injuries that has resulted in the observed overall increase.

5. 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.

6. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the 2012/13 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.*

Report prepared by:



Nicola Durling
Senior Data Analyst

Report approved by:

Nicola Shorten
Manager, Strategic Planning

Report approved by:

Jane Davis
General Manager, Strategy &
Community Engagement

Attachment 1: 2012/13 Annual Monitoring Report on the Regional Land Transport Strategy