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Committee Regional Transport Committee
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2007/08 Annual Monitoring Report on the Regional Land Transport Strategy

1. Purpose

To present to the Committee the Annual Monitoring Report (AMR) that reports 2007/08 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. It is intended that the annual process is retained to ensure up to date information is available for related policy development work. The report for the 2007/08 year will be published on 22 October 2008. A copy of the AMR is enclosed separately with the order paper.

Government Policy Statement

The Minister of Transport is now required to issue a Government Policy Statement on Land Transport Funding (GPS) every three years which details national level short to medium-term priorities as well as funding ranges and targets. The RLTS is required to take the GPS into account. The current GPS came into effect 1 July 2008, and is thus not considered in the 2007/08 AMR.

New Transport Agency

The Act also created the New Zealand Transport Agency (NZTA) by combining the functions of Land Transport New Zealand (LTNZ) and Transit

New Zealand (Transit). This new Crown entity was inaugurated on 1 August 2008. LTNZ and Transit are still referred to in the AMR as the two organisations remained separate entities throughout the reporting timeframe.

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

4. Comment

4.1 Scope of the Annual Monitoring Report

The 2007/08 AMR is structured around the key and related outcomes identified in the Wellington RLTS 2007 – 2016. This enables the indicators measuring progress against each outcome area, and associated targets, to be clearly identified. 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 of the 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 – record high crash and casualty levels ☹️

The highest number of injury crashes in ten years (1,212) was recorded for the Wellington region in 2007. 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.

Total casualties have also shown a steady increase in number since 2001 with a sharp increase in 2007. The number of casualties per 100,000 population rose above that of the Auckland region for the first time in 10 years but remained below the Canterbury region total.

Cyclist casualties – record high casualty level ☹️

Cyclist casualties increased to a total of 150 in 2007, reaching the highest number recorded since 1996.

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 – record high fuel use ☹️

Diesel and petrol consumption and consequent CO₂ emissions for the region increased in 2007/08 exceeding RLTS targets. Fuel sales reached 463 million litres in 2007/08 (458 in 2006/07), 21 million litres over the target maximum of 442 million litres per annum. This increase has occurred despite the price of petrol reaching \$2.00 per litre and diesel \$1.75 per litre in June 2008.

The RLTS target of keeping annual transport generated CO₂ emissions to below 1,065 kilotonnes was exceeded by 48 kilotonnes in 2007/08 (up from 34 kilotonnes in 2006/07). Carbon dioxide emissions from land transport fuel combustion were 1,113 kilotonnes, an increase of 14 kilotonnes from 2006/07. Fuel use in the region is likely to grow with diesel sales forecast to increase dramatically.

Public transport patronage – small increase in public transport 😊

The number of passenger trips made by public transport during the peak periods increased by just 35,000 in 2007/08 to a total of 17.6 million. Trips by bus in 2007/08 decreased by over 200,000 while train trips increased by 240,000. The harbour ferry also carried more passengers during 2007/08.

Off-peak public transport trips increased by half a million to 17.1 million trips in total during 2007/08. 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 – slight worsening of congestion ☹️

All day average congestion on the region's strategic roads was 24.6 seconds delay per kilometre travelled in March 2008, an increase of 21% from March 2007. Congestion increased during all periods of the day with the highest recorded delay in the inter-peak and PM peak periods, since surveys began in 2003. Delay experienced per kilometre travelled in the AM peak is the greatest of the three periods at 31 seconds.

The all day average congestion level was showing a decreasing trend towards the target from 2005 to 2007 but has exceeded it by almost five seconds in 2008. However, fewer people in 2008 reported perceptions of worsened congestion.

5. Future reporting

Quarterly reports from the implementing agencies will continue to inform the Committee on progress against the actions set out in the 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 2008/09 with the intention of the inclusion of the new indicators in the next AMR. Indicators will also be improved to demonstrate alignment with new national targets set via the New Zealand Transport Strategy 2008 and the GPS.

6. Communication

The AMR will be distributed on 22 October 2008 to approximately 200 stakeholders and other interested parties. The AMR will also be published on the Greater Wellington website on 22 October 2008 and a media release issued the same day.

7. Recommendations

That the Committee:

- 1. **Receives** the report.*
- 2. **Notes** the content of the report.*
- 3. **Adopts** the 2007/08 Annual Monitoring Report on the Regional Land Transport Strategy.*

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**Attachment 1: 2007/08 Annual Monitoring Report on the Regional Land Transport Strategy
2007 – 2016 (enclosed separately).**