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Committee Regional Transport  
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## 2010/11 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 2010/11 towards implementing the Regional Land Transport Strategy 2010 – 2040 (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.

#### 2.1 Significance of the decision

Officers have considered the significance of the matter and recommend that the matter be considered to have low significance in terms of the Council's significance policy and decision-making guidelines.

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 the 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 2010/11 AMR is **Attachment 1** to this report. This year’s AMR is structured around the “key outcomes” identified in the Strategy.

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 Land Transport Programme 2009-12 are described in the RLTS implementation section.

## 4. Key findings

The table below sets out the Wellington RLTS key outcomes, associated 2020 stretch targets and the 2010/11 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	2010/11 Result	Previous result	Trend
Increased peak period public transport mode share	Public transport accounts for at least 23 million peak period trips per annum	18.8 million in 2010/11 financial year	17.4 million in 2009/10 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	26% of all trips were made by active modes in 2006-10	26% of all trips were made by active modes in 2005-09	–
	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 <sub>2</sub> emissions will be maintained below year 2001 levels	1,075 kilotonnes in 2010/11 financial year	1,100 kilotonnes in 2009/10 financial year	✓
Reduced severe road congestion	Average congestion on selected roads will remain below year 2003 levels despite traffic growth	21.6 seconds in March 2011	23.4 seconds in March 2010	✓
Improved regional road safety	There are no road crash fatalities attributable to roading network deficiencies	0 fatalities attributable to road factors in 2010 calendar year	0 fatalities attributable to road factors in 2009 calendar year	✓
	Continuous reduction in the number of killed and seriously injured (corrected for reporting rate) on the region's roads	387 killed and seriously injured in 2010 calendar year	325 killed and seriously injured in 2009 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	24.3 minutes in March 2011	26.3 minutes in March 2010	✓

✓✓ strongly positive ✓ positive – neutral ✗ negative ✗✗ strongly negative ? insufficient information

The results for 2010/11 show a generally positive trend towards achieving most of the 2020 *stretch* targets – the standout result being the increase in peak period public transport patronage, despite disruptions due to the rail network improvements.

However, road safety – particularly the high and worsening killed and serious injury figures – continues to be a significant issue for the region's land transport network.

## 5. Communication

The AMR will be published on the Greater Wellington 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 2010/11 Annual Monitoring Report on the Regional Land Transport Strategy.

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Attachment 1: 2010/11 Annual Monitoring Report on the Regional Land Transport Strategy  
2010 – 2040.