

Executive summary

Wellington Regional Council (WRC) recognises that an annual monitoring report (AMR) that merely meets legal requirements is of limited value to regional transportation network planners. This 2001/2 report is, therefore, the first to present extensive results of monitoring every aspect of the network, in the hope of setting a New Zealand standard and guiding those who plan transport infrastructure.

Network performance indicators have been established. These cover the five objectives in the Wellington Regional Land Transport Strategy (WRLTS), with two additional categories reporting trends in demographic and inter-regional travel variables that drive travel demand.

This report's main conclusions are:

- **Implementation of WRLTS continues to be slower than anticipated**
- **The WRLTS set high expectations for the development of the region's transport system and it appears that these expectations have not been met**
- **Funding available from both central and local levels of government continues to be lower than anticipated in the WRLTS**
- **Present and future demands reinforce the need for reliable connections to and through the region**
- **Demand for the movement of people and freight continues to rise faster than indicators relating to population and economic activity**
- **The private car is the dominant mode of transportation and its continuing growth will require a balance of construction of new infrastructure and changes in patterns of use.**
- **Passive methods designed to change the use of motor vehicles at peak times of the day are likely to fail unless combined with more active measures**
- **The regions road toll continues to be too high in both casualties and social costs, with some groups particularly over represented**

- **Transportation activities continue to have an adverse impact upon the physical environment of the region and environmental legal processes continue to have adverse impacts upon transport proposals that may have net beneficial impacts for the physical environment**
- **The costs of congestion for the region are already high and will continue to rise unless the transport network is used more effectively**

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