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Committee Regional Land Transport
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2004/05 Annual Report on the Regional Land Transport Strategy

1. Purpose

To report progress in implementing the Regional Land Transport Strategy in 2004/05 to the Committee.

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

The Regional Land Transport Committee is required by the Land Transport Act 1998 to provide an annual report on progress towards implementing the Regional Land Transport Strategy. The report must be available within three months of the end of the financial year to which it relates; hence this annual report is due 30 September 2005. All indicators reported relate to financial years ending at 30 June unless otherwise stated.

Extensive reporting on road and public transport network performance, and on environmental measures, yields a detailed picture of regional performance, sustainability and trends. 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

The following achievements in the implementation of the Regional Land Transport Strategy in 2004/05 are noted:

- completion of the Wellington Transport Project which sought funding to address the region's transport needs and resulted in an additional \$885 million over the next 10 years
- resolution of appeals lodged against the Western Link Road proposal (Kapiti)
- launch of Journey Planner on GWRC website
- commencement of the Western Corridor Transportation Study
- implementation of the action programmes of the regional Pedestrian, Cycling and Road Safety Strategies
- hosting the very successful Bike the Bays (Miramar Peninsula) and Bike the Trail (Hutt River Trail) – annual events organised by the Regional Cycling Coordinator.

The main conclusions reported this year include:

- The greater Wellington region showed economic growth of 5.5% over the past year; higher than the New Zealand average (3.4%) and that of the Canterbury (5.0%) and Auckland (1.8%) regions.
- Greater Wellington's congestion levels continue to rise across all periods of the day; all-day average congestion increased 8% or from 23 seconds to 25 seconds delay per kilometre travelled between 2004 and 2005.
- Regional public transport patronage continues to grow; in the 2004/05 year peak passenger trips increased by 200,000 mainly due to increased bus patronage, with rail patronage remaining relatively static. Off-peak passenger trips by all public transport modes significantly increased during 2004/05, by over 5% or 800,000 trips.
- Road crash numbers continue to increase in general throughout the region; there has been an increase in total recorded casualties for all vehicle types since 2001 and total crash numbers have trended upwards from the year 2000. Regional casualties per 100,000 population figures remain lower than those of Auckland and Canterbury regions.
- Regional fuel consumption increased by 1.6% between 2003 and 2004 (compared with a decrease in fuel sales of a similar amount the year previous). Consequently transport related greenhouse gas emissions have also increased.
- Total Mobility passenger numbers have increased 13.5% in the 2004/05 year.
- Total inter-island ferry freight movements continue to grow (45% between 2002 and 2005) while rail freight continues to decline.
- Heavy vehicle movements over the Rimutaka Hill Road increased by 9% on weekdays last year; this continuation of growth is due to the harvesting of Wairarapa forestry blocks with logs transported by truck to the port of Wellington. A proposed road to rail log transfer station will offer an alternative to road transport from the Wairarapa.
- The private car continues to be the dominant mode of transportation.

A presentation on points of interest from the annual report will be made to the Committee.

5. Communication

There is nothing to communicate.

6. Recommendation

That the Committee:

- 1. Receives the report.*

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