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**Committee** Regional Land Transport  
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## 2005/06 Annual Report on the Regional Land Transport Strategy

### 1. Purpose

To present to the Committee the Annual Report that reports progress towards implementing the Regional Land Transport Strategy in 2005/06.

### 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. This annual report for the 2005/06 year was published on 29 September 2006. A copy of the Annual Report is in **Attachment 1**.

Extensive reporting on road and public transport network performance and on environmental measures provides 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

#### 4.1 Scope of the Annual Report

The following is an outline of the Annual Report layout. Section 2 presents demographic variables driving regional land transport demand. Section 3 presents measures of passenger and freight transport activity across Wellington

regional boundaries. Sections 4 to 8 describe regional transportation network performance in respect of each RLTS objective area:

- Accessibility and economic development
- Economic efficiency
- Affordability
- Safety
- Sustainability/environment.

Section 9 details responsibility for project and policy implementation. Section 10 summarises overall progress in and identifies obstacles to implementing the strategy and Section 11 presents conclusions of the report.

Data is now available for a decade for some indicators enabling clear trends to be demonstrated graphically. An index value is given where information is better represented in this way or may be commercially sensitive.

Population and age distribution data is forecast using Statistics New Zealand projections. LTCCP 2006-2016 and TDM Strategy (also to 2016) targets are included where appropriate as a step towards integrating LTCCP and RLTS targets. All other information presented in the report is retrospective and for the year ending 30 June unless otherwise stated.

Progress in implementing RLTS projects is not included this year. Project and activity status is now being reported quarterly to the Committee.

## **4.2 Overall progress achieved**

The following achievements in the implementation of the Regional Land Transport Strategy in 2005/06 (reported in Section 10 of the Annual Report) are:

- continuing the review of the RLTS, coordinated with the Wellington Regional Strategy development
- first consultation stage on the RLTS undertaken - Strategic Options (August – December 2005)
- adoption of the Regional Travel Demand Management Strategy (December 2005)
- adoption of the Western Corridor Plan (April 2006)
- launch of 'Metlink', the new name for Greater Wellington's public transport network (October 2005)
- region-wide availability of Metlink 'txtBUS' (bus timetable information via mobile phone)
- continuing development of the Passenger Transport Plan
- commencement of the North Wellington Public Transport Study
- commencement of the Ngauranga to Airport Strategic Transport Study
- continuation of the Road Pricing Study
- completion of the Freight Strategy Study

- completion of the Kaitoke to Te Marua realignment (roading)
- completion of the Plimmerton to Mana improvements (roading)
- continuing implementation of the action programmes of the regional pedestrian, cycling and road safety strategies
- construction and deployment of two mobile air quality monitoring stations to monitor land transport emissions around the region – Ngauranga Gorge (November 2005) and Melling Interchange (March 2006)
- public health promotion – vehicle emissions testing and awareness campaign (March – April 2006).

### **4.3 Obstacles to implementing the RLTS**

While significant achievements have been made in the 2005/06 period, implementation continues to be slower than anticipated. This is reported in Section 10.

Impediments to rail service improvements were experienced in 2005/06. Some improvements to the regional rail service were delayed due to the time taken to get agreement between all the parties involved with contract negotiations.

Funding continues to be an obstacle to implementing the RLTS. Despite the Government committing a total of \$965M additional funding to support the region's transport needs over the next 10 years, very little of this funding has yet flowed into purchasing additional services or projects. This is primarily due to project start-up lead times and difficult funding allocation processes.

Funding of the local share component of project costs presents affordability issues for a number of projects and activities. Such issues continue to be discussed with Land Transport New Zealand.

### **4.4 Highlights**

The main highlights reported this year include:

- Regional public transport patronage showed exceptional growth in the 2005/06 year. Peak passenger trips increased by 1.9 million due to significantly increased bus and train patronage. Off-peak passenger trips by all public transport modes also increased during 2005/06, by 4.6% or over 700,000 trips.
- The total number of cars travelling into the Wellington CBD during the morning commuter period decreased by 8% in 2006.
- Greater Wellington's road congestion dropped to 2003 levels across most periods of the day. All-day average congestion decreased 17% between 2005 and 2006 or from 25 seconds to 21 seconds delay per kilometre travelled.
- 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 the Auckland and Canterbury regions.

- Cycle casualty numbers for the region increased to 112 in 2005, the highest toll for a decade.
- Regional fuel consumption increased by 1.2% between 2004 and 2005, slightly below the previous year's increase in fuel sales of 1.6%. Consequently transport-generated greenhouse gas emissions have also increased.
- Total Mobility passenger numbers decreased by 2.8% in the 2005/06 year although the cost of operating the scheme increased by 13.8%.
- The greater Wellington region showed much slower economic growth of 0.5% over the past year which was lower than the New Zealand average (1.0%) and that of Canterbury (0.9%) but above the Auckland region (0.3%).
- The private car continues to be the dominant mode of transportation.

## 5. Future reporting

Quarterly reports will continue to inform the Committee on progress in implementing the RLTS. Inclusion of action programme status for the implementation plans is progressing with the TDM Strategy featuring in the September 14 Agency Progress Report on Implementing the RLTS. Cycling, pedestrian and road safety implementation progress will be reported to the Committee in December 2006.

The Annual Report on the RLTS for the 2006/07 year will be developed in accordance with the new RLTS, once adopted.

## 6. Communication

The report was distributed on 29 September 2006 to the four statutory parties (Land Transport New Zealand, Transit New Zealand, the Commissioner of Police and the Chief Executive of the Ministry of Transport) and approximately 190 stakeholders and other interested parties. An initial media release also went out on 29 September 2006. Follow up material will be included in future media releases to highlight specific issues such as road safety, use of active modes for short trips and people's perceptions of transport in the region.

## 7. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***

3. *Adopts the 2005/06 Annual Report on the Regional Land Transport Strategy.*

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**Attachment 1: 2005/06 Annual Report on the Regional Land Transport Strategy**