

Report 15.572  
Date 13 November 2015  
File TP/01/18/18-v1

Committee Regional Transport Committee  
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## 2014/15 Annual Monitoring Report on the Regional Land Transport Plan

### 1. Purpose

To present to the Regional Transport Committee (the Committee) the Annual Monitoring Report (AMR) that reports on the progress made in 2014/15 towards implementing the Regional Land Transport Plan 2015 (RLTP).

### 2. Background

The Land Transport Management Act 2003 (amended in 2013) requires the Committee to prepare a Regional Land Transport Plan (RLTP). The RLTP sets the strategic direction for a region's land transport network and replaces the RLTS. The monitoring requirements for the RLTP are set out in the Plan itself (at Appendix A).

This is the beginning of the monitoring process for the RLTP adopted in April 2015. The AMR for 2014/15 is a summary AMR providing an overview of progress against the strategic objectives and outcomes since setting the RLTP baselines (2013).

The report presents the latest data and information on the RLTP outcomes and measures. For most measures this will cover the timeframe up to 30<sup>th</sup> June 2015. The information referenced in the AMR is sourced from GW data on public transport collected as part of operational reporting and data already collected by NZTA, Statistics New Zealand and local Councils.

Not all data is updated annually, some is only available after every census and some data requires new reporting mechanisms to be developed and is therefore a work in progress.

### 3. Scope

The Wellington RLTP includes strategic objectives, and a comprehensive list of policies, outcomes and associated targets. The 2014/15 AMR is **Attachment 1** to this report.

There are eight RLTP strategic objectives, 20 RLTP outcomes, each with at least one measure and 2025 target. By measuring each outcome we can determine the level of overall progress in delivering the strategic objectives.

How the outcome is progressing was determined by the five year trend for each measure (where data is available). So data either side of the baseline year will be included to allow trends to be discussed.

For each objective there are examples of projects and initiatives which are currently underway or planned by the regional stakeholders to achieve the objectives and key outcomes.

#### 3.1 Summary of progress

The table below sets out: the Wellington RLTP eight strategic objectives; the associated outcomes and the progress so far. The rows shaded in brown are those measures where new data is unavailable or a new data series which has insufficient data to comment on trends at this stage.

Objectives	Outcome	Measure	Baseline	2025 target	Comment
A high quality, reliable public transport network	Increased public transport use	Annual public transport boardings per capita	72 boardings in 2013	Increase to at least 76 boardings	PT use was 72 to 73 trips per capita for the last five years, 73 trips per capita in 2015.
		Public transport mode share of journey-to-work trips (census)	16.6% in 2013	Increase to at least 17.8%	No update as this measure relies on census data.
		Public transport mode share of trips crossing Wellington City CBD cordon (AM peak)	33.1% in 2013	Increase to at least 34.7%	PT mode share has decreased from 33% to 31% in the last 2 years overall a downward trend
	Improved public transport accessibility for all	Population living within 500m of a core bus service or 1km of a railway station (census)	41.6% in 2013	Improvement toward at least 50%	No update as this measure relies on census data, PT services and address points.
		Population living within 500m of any bus stop or 1km of a railway station.	84.9% in 2013	Improvement toward at least 88%	No update as this measure relies on census data, PT services and address points
		Accessibility to public transport network for all users	2013 standards	Continual improvement	Additional 215 park & ride spaces at railway stations and 6 new bus shelters have improved accessibility this year.
	Improved quality of public transport	Public transport vehicle fleet emissions	2013 emissions 24 g/km <sup>3</sup>	At least a 50% reduction in emissions	No update available.

		Overall satisfaction with the Wellington region's public transport system (all modes) increases to 90%.	83% (2014 customer satisfaction survey)	At least 90%	In 2015 83% are satisfied with public transport service, no change.
Improved public transport reliability and journey times		Peak period public transport travel times on core routes	Average peak period bus travel times	A continuous improvement on core routes	A new data series, initial travel time results are mixed for AM & PM peak travel times.
		Peak period bus travel time variability on core routes	Average lateness along core routes	A continuous improvement in variability along routes	A new data series but initial travel time result is positive.
		Rail service punctuality (trains arriving at final destination within 5 minutes of scheduled arrival time)	94% in 2013	At least 96% of services reach destination within 5 mins of timetabled time	Although punctuality has dropped by 2 percentage points in 2014 the 5 year trend shows improvement in service.

Objectives	Outcome	Measure	Baseline	2025 target	Comment
A reliable & effective strategic road network	Reduced severe road congestion	Average peak period travel speeds on selected strategic routes	Rolling average speed of 46.2 Kph	A 10% increase in 3 year rolling average travel speed	No new data available
	Improved reliability of the strategic road network	Average peak period travel speed variability on selected strategic routes	Rolling average variability was +/- 13.7% (2012 to 2014)	A 25% reduction in the 3 year rolling average travel speed	No new data available
An effective network for the movement of freight	Improved freight efficiency	Average all-day travel speeds on important regional freight routes	Rolling average speed of 54.9 Kph	A 10% increase in travel speed	No new data available
		Average all-day travel speed variability on important regional freight routes	Rolling average variability was +/- 10.6%	A 25% reduction in variability	No new data available
	Increased proportion of freight moved by rail	Percentage of long distance freight volumes moved by rail	18.33 million tonnes in 2012	An increasing proportion of freight moved by rail	The MoT freight survey is undertaken every five years, next update on this outcome due in 2018.
A safer system for all users of our regional road network	Improved regional road safety	Killed and seriously injured totals, measured on an annual basis against a 5-year rolling average (CAS data)	5 year average 183.4	At least a 50% reduction in 5 year average	177 Killed & seriously injured in 2014 (5 year average), a downward trend for this safety measure.
		Total casualties on an annual basis against a 5-year rolling average (CAS data)	5 year average 1079.8	At least a 50% reduction in 5 year average	Total casualties are 997 in 2014 (5 year average), a consistent decrease in number of casualties for last 5 years.
	Increased safety for pedestrians and cyclists	The number of vulnerable road users (cyclists and pedestrians) killed and seriously injured annually against a 5-year rolling average (CAS data)	5 year average 56.5 (to 2013)	At least a 50% reduction in 5 year average	53 pedestrians/cyclists killed or seriously injured in 2014, 5 year trend shows decline in number killed or seriously injured.
An increasingly resilient transport network	Improved transport infrastructure resilience to disruption from unplanned events	Proportion of region covered by an adopted regional risk register	0% in 2014	100% - risk register by 2017	No new information available - Update due in 2017
	A transport network that supports the restoration of access and regional recovery after a major event	Estimated time to reopen key road connections to and within the region and to key recovery facilities.	Existing emergency plan estimates (2014)	Continuous reduction in number of days to reopen the transport network	A number of planned infrastructure developments will eventually reduce the recovery time.
	Reduced regional economic risk	Proportion of region covered by an adopted and comprehensive regional restoration and emergency plan	Existing regional restoration emergency plans(2014)	100%	No new information available

Objectives	Outcome	Measure	Baseline	2025 target	Comment
A well planned, connected and integrated transport network	Improved land use and transport integration	Population living within 500m of any bus stop or 1km of a railway station	84.9% in 2013	Continual improvement towards 88%	No update as this measure relies on census data, PT services and address points
	Improved integration between transport modes	Number of secure cycle parking spaces at railway stations	Previous target was a 100% increase in cycle parking spaces 2009-13	Increase by 50%	Long term trend showing consistent increases in the number of cycle parking spaces (336 in 2015)
An attractive and safe walking and cycling network	Increased mode share for pedestrians and cyclists	Proportion of journey to work trips by walking	11.6% in 2013	13.6% of journey to work trips	No new data available as this measure relies on census data.
		Proportion of journey to work trips by bike	2.9% in 2013	4.6% of journey to work	No new data available as this measure relies on census data.
		Proportion of urban trips by walking	Walking 18.4% in 2013	20.1% of trips crossing the CBD cordon	5 year trend shows an increasing mode share, 2015 result for mode share was 17.2% which is less than previous 2 years
		Proportion of urban trips by bike	2.6% in 2013	4.6% of trips crossing Wellington CBD cordon	Mode share of cycle trips has increased from 2.1% to 2.8% in last five years.
	Improved level of service for pedestrians and cyclists	Perception of level of service for cyclists and pedestrians	Walking=90% Cycling= 50% in 2012	95% and 60% level of service (walking & cycling)	85% rated the level of service for pedestrians as "good" (2015); five year trend shows decline in level of service.
	Increased use of active modes for journeys to school	Use of active modes in journeys to school for those participating in the School Travel Plan programme in Wellington region..	27% walking, 13% scooter or skateboard, rolling average 2010-2013	Continually increasing use of active modes	Active mode use for journeys to school has slowly increased over the last five years.
An efficient and optimised transport system that minimises the impact on the environment	Reduced harmful emissions from transport	Transport generated emissions (per capita)	Previous trend was a 13% reduction in per capita CO <sub>2</sub> emissions from 2005-2013	15% reduction in annual per capita CO <sub>2</sub> emissions	CO <sub>2</sub> emissions are 2.2 tonnes per capita, a downward trend since 2010 but in the last 3 years no change.
		Transport generated emissions (absolute)	Previous trend was a 7% reduction in CO <sub>2</sub> from 2005-2013	10% reduction in total annual CO <sub>2</sub> emissions	Trend over last 5 years shows reductions overall but emissions have increased in the last two years by 2%
		Concentrations of harmful transport-generated pollutants	5 year rolling average for NO <sub>2</sub> 23.5 µg/m <sup>3</sup> (for Wellington central only)	A reduction in the average concentration of harmful transport emissions	NO <sub>2</sub> monitoring is underway but this is a new data series – no apparent trends at this time.
	Increased private vehicle occupancy	Peak period private vehicle occupancy	1.39 people per vehicle	Gradual increase in private vehicle occupancy to 1.45	5 year trend indicates slight upward movement in vehicle occupancy, 1.39 in 2015.

#### **4. Communication**

The AMR will be published on the Greater Wellington Regional Council website. It will also be distributed to key stakeholders and interest groups.

#### **5. The decision-making process and significance**

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

##### **5.1 Significance of the decision**

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

This decision relates to the adoption of a report that provides results from Greater Wellington Regional Council'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.

##### **5.2 Engagement**

Engagement on this matter is not considered necessary.

#### **6. Recommendations**

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Adopts the 2014/15 Annual Monitoring Report on the Regional Land Transport Plan as set out in Attachment 1.*
- 4. Delegates to the Chair of the Committee the ability to make minor editorial changes as part of the design and publication process.*

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**Attachment 1:** 2014/15 Annual Monitoring Report on the Regional Land Transport plan