



October 2003

# Transport Futures

AN OCCASIONAL NEWSLETTER FROM GREATER WELLINGTON TRANSPORT

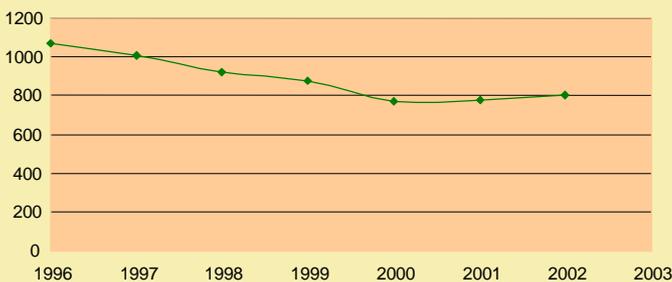
## The 2002/2003 Annual Report on the Regional Land Transport Strategy released



The annual report on the Regional Land Transport Strategy which includes a series of transport-related indicators and perceptions has now been released.

Key findings of the report are that the region's road toll continues to be too high and in the past year has begun to increase. The total

number of injury crashes in the region went from a low of 769 in 2000 to 804 in 2002.



Total Injury Crashes in the Greater Wellington Region

“Eighty-five percent of people feel safe when using cars; 70% when walking; but only 29% think cyclists are safe,” says Regional Land Transport Committee chairman Terry McDavitt.

“These perceptions are matched by the worrying upward trend of injury crashes and social costs in the past year,” Cr McDavitt says.

Road congestion has also worsened over the last year with regional traffic volumes growing by just under 3% a

year (well ahead of the 0.5% regional population growth). Half of the people surveyed perceive congestion to be worse than it was two years ago.

“Most people continue to use their own cars. We need to plan to accommodate this need with new infrastructure, but also persuade people that private cars aren't the answer for all trips,” Cr McDavitt says.

On the positive side, more people have been using public transport in the past year. Greater Wellington has been working with operators to improve the bus services in the region.

“Overall, the report shows that the Regional Land Transport Strategy programmes are being implemented more slowly than desired leading to significant social, economic and environmental implications. There are complex reasons for this including limited funding from both central and local government; slower than expected resource consents and uncertainty about urban rail ownership.”

“We are, however, eagerly awaiting the passing of the Land Transport Management Bill. This should provide clarity for long-term transport planning,” Cr McDavitt says.

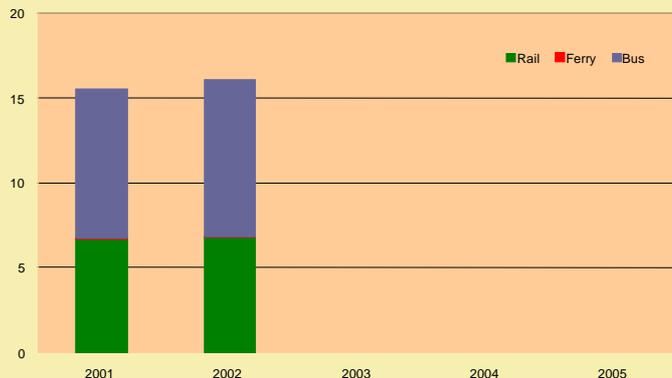
The annual report on the Regional Land Transport Strategy 2002/03 is available from Greater Wellington, phone 384 5708 or see the website [www.gw.govt.nz](http://www.gw.govt.nz).

## Key Conclusions

The report's main conclusions are:

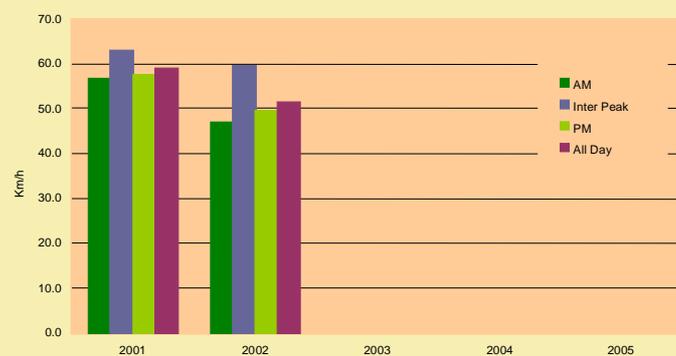
- with an index base year of 1996, the greater Wellington region shows steady economic growth, with the growth rate being higher than that of Canterbury, Auckland and New Zealand as a whole

- all transport-related perceptions measured in Wellington are 'better' than similar indicators measured in Auckland
- regional public transport patronage continues to show strong growth



Public transport patronage: no. of trips (millions), by mode, peak period

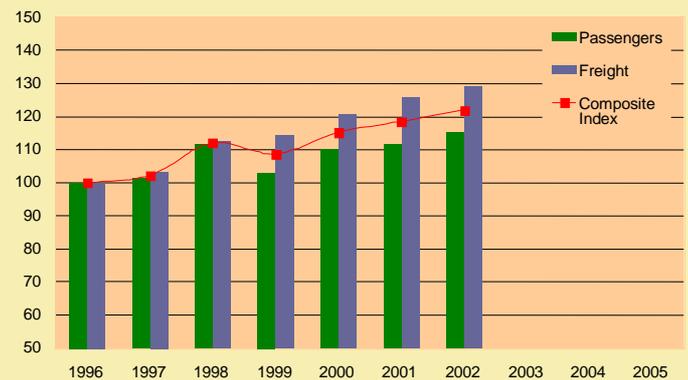
- greater Wellington's congestion levels are the lowest of all Australasian cities measured
- congestion on Wellington roads has worsened over the past year and will continue to get worse unless the transport network is used more effectively. Fifty percent of people surveyed believe that road congestion is worse than it was two years ago



Network average vehicle speeds (km/h)

- the region's road toll continues to be too high and in the past year has begun to increase. Eighty-five percent of people feel 'safe' when using cars; 70% when walking; but only 29% think that cyclists are 'safe'
- of the 'active' modes of transport, cycling continues to have a much lower level of use than walking

- the composite transport index as an indicator of overall travel demand continues to show strong growth



Total movements to/from region (indices), 1996 = 100

- implementation of the RLTS continues to be slower than anticipated, primarily due to issues relating to the Resource Management Act (1991), uncertainty about urban rail ownership and the lack of an appropriate legal framework to enable the early construction of the Transmission Gully motorway
- funding available from both central and local levels of government continues to be lower than anticipated in the RLTS
- present and future demands reinforce the need for reliable connections to and through the region
- the private car is the dominant mode of transportation and its continuing growth will require a balance in the construction of new infrastructure and changes in patterns of use.

#### FOR FURTHER INFORMATION

Greater Wellington –  
The Regional Council  
Wellington  
P O Box 11646  
T 04 384 5708  
F 04 385 6960  
W www.gw.govt.nz

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