

9 Monitoring



9.1 Introduction

Critical to the success of any strategy is a framework for monitoring how well the policies it contains achieve the desired objectives. This chapter describes some proposed indicators for monitoring the implementation of the Regional Freight Strategy and its impacts.

Indicators should meet the conditions of:

- Being clearly specified and measurable on a regular basis
- Being available, preferably from existing official or other reputable data sources
- Being relevant to the characteristic being monitored
- Having an established measurement baseline or one that can be developed

- Being comparable, preferably with other regions or national performance.

9.2 Improve Information and Communications

The aim is to improve awareness of the importance of freight to the everyday lives of the region's inhabitants, and to improve the quality of information available for decision-making.

Indicator: Operational Regional Industry Reference Group/Freight forum.

Description: Establishment of an ongoing industry reference group or freight forum to champion the strategy, including detailed communication plan.

Targets: Numbers to be established.

Baseline Values: Nil.



Indicator: Regional Freight data collection programme.

Description: Establishment of a regional freight data collection programme, with regular counts at key locations to inform modelling and decision-making.

Targets: Defined freight data-collection programme.

Baseline Values: Nil.

9.3 Supportive Funding and Regulatory Framework

To be determined.

9.4 Relief of Congestion

Congestion relief is monitored via congestion indicators undertaken for the RLTS. As it is difficult to establish the impact of commercial vehicle traffic, this will be monitored as part of the RLTS.

9.5 Strategic Freight Network

The aim is to identify and develop a strategic network for freight transport, integrated with the location and functioning of major freight terminals in support of the Regional Growth Strategy.

This calls for indicators which:

- Quantify the main freight sectors of freight demand and freight flow
- Monitor the development and efficiency of the SFN in meeting demand
- Track the development and implementation of land use plans and policies related to the main locations of freight-generating activity.

The following indicators are proposed:

Indicator: Commercial vehicle flows and percentage contribution to the traffic stream.

Description: As part of an improved information system for regional freight transport, survey traffic stream composition on the SFN at recognised traffic screenlines.

Targets: Not applicable.

Baseline Values: Baseline survey required.

Indicator: Share of rail on selected key routes or in selected areas.

Description: Share of rail freight in total corridor or area movements.

Targets: To be established.

Baseline Values: Baseline survey required.

Indicator: Commercial vehicle travel times.

Description: Mean journey speeds by time of day measured on selected routes throughout the region.

Targets: To be established.

Baseline Values: This is an existing indicator in the RLTS.

Indicator: Reliability of commercial vehicles travel times.

Description: Standard deviation of journey speed by time of day measured on selected routes throughout the region.

Targets: Reduce peak-period journey time variability to [value to be determined].

Baseline Values: Either from analysis of existing journey-time surveys, or new extended survey, or from instrumented trucks – Global Positioning System (GPS).



Indicator: Completion of construction projects on the SFN.

Description: Progress of construction projects on SFN routes against planned progress.

Targets: Construct to planned schedule.

Baseline Values: The SFN and projects to be identified.

9.6 Local Area Freight Management

The aim is to improve the efficiency of freight distribution and handling at the local level and to maintain a balance between the needs of the freight industry, its customers and others affected by freight operations.

The policies in this case are applied through a system of LAFMP. The indicators proposed are related to the establishment and operation of individual plans.

Indicator: LAFMP.

Description: Number of plans proposed; number of plans operational; number of local area working groups established; number of local area working groups disestablished; self-evaluation of effectiveness by participants.

Targets: Numbers to be established.

Baseline Values: Nil.

9.7 A Clean, Quiet, Safe Freight System

For safety, the aim is to monitor the safety record of road and rail freight within the Auckland region against benchmarks of other regions' performance and against a baseline year.

Indicator: Number of regional reported fatal and serious injury crashes and injuries involving trucks per 1000 population, per million kilometres of truck travel, per million gross tonne-kilometres; subdivide injuries into truck occupants and others.

Description: Exposure and population related indicators of accident involvement as a proxy for safety performance.

Targets: To be established – link to Road Toll 2010 and Regional Road-Safety Plan; possible sources of occupational data are Occupational Safety and Health (OSH) and Accident Compensation Corporation.

Baseline Values: From Land Transport NZ crash analysis system; comparisons with other regions; basis for Vehicle Kilometre Travelled (VKT) estimates possibly RUC data.

Indicator: Number of regional crashes and injuries by severity involving rail transport per gross tonne-kilometre; subdivide into rail work-related and general public; separate road/rail level crossing or other crashes.

Description: Total and exposure based measures of rail safety.

Targets: To be established.

Baseline Values: Land Transport NZ Crash Analysis System, Toll Rail operational data, OSH and Accident Compensation Corporation potential source.

These may need to be replaced by new MoT rail-safety indicators to be released in the near future, if appropriate.



