



If calling, please ask for Democratic Services

---

## Regional Transport Committee

Tuesday 9 February 2021, 10.00am

Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington

---

### Members

Cr Staples (Chair)	Greater Wellington Regional Council
Cr Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Mayor Beijen	South Wairarapa District Council
Mayor Foster	Wellington City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kāpiti Coast District Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Emma Speight	New Zealand Transport Agency

**Recommendations in reports are not to be construed as Council policy until adopted by Council**

# Regional Transport Committee

---

Tuesday, 9 February 2021, 10.00am

Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington

## Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	<a href="#">Confirmation of the Public minutes of the Regional Transport Committee meeting on 24 November 2020</a>	20.441	3
5.	<a href="#">Draft Wellington Regional Land Transport Plan 2021 for consultation</a>	21.7	8



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 9 February 2021.

Report 20.441

## Public minutes of the Regional Transport Committee meeting on Tuesday 24 November 2020

Council Chamber, Greater Wellington Regional Council  
Level 2, 15 Walter Street, Te Aro, Wellington, at 10am.

---

### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Mayor Beijen (from 10.15am)	South Wairarapa District Council
Deputy Mayor Emms (until 10.15am)	South Wairarapa District Council
Mayor Foster (until 10.15am, from 10.50am)	Wellington City Council
Deputy Mayor Free (from 10.25am until 10.50am)	Wellington City Council
David Gordon	KiwiRail
Mayor Guppy (until 11.04am)	Upper Hutt City Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Emma Speight	Waka Kotahi NZ Transport Agency
Deputy Mayor Hellen Swales (from 11.04am, Zoom)	Upper Hutt City Council

Members participating at this meeting by Zoom counted for the purpose of quorum, in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

### Public Business

#### 1 Apologies

Moved: Mayor Baker / Mayor Lang

That the Committee accepts the apologies for absence from Mayor Gurunathan and Councillor Ponter, the apology for lateness from Mayor Beijen, and the apologies for early departure from Mayor Guppy and David Gordon.

The motion was **carried**.

**2 Declarations of conflicts of interest**

There were no declarations of conflict of interest.

**3 Public participation**

Mike Mellor spoke to agenda item 7 – 2019/20 Annual Monitoring Report on the Wellington Regional Land Transport Plan.

**4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 8 September 2020 – Report 20.325**

Moved: Mayor Guppy / Mayor Foster

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 8 September 2020 – Report 20.325.

The motion was **carried**.

**5 Establishment of the Regional Land Transport Plan 2021 Hearing Subcommittee – Report 20.301**

Amy Helm, Senior Strategic Advisor, spoke to the report. Updated recommendations were tabled.

Moved: Mayor Patterson / Emma Speight

That the Committee:

- 1 Establishes the Regional Land Transport Plan 2021 Hearing Subcommittee.
- 2 Adopts the Terms of Reference for the Regional Land Transport Plan 2021 Hearing Subcommittee, as set out in Attachment 1.
- 3 Appoints as members of the Regional Land Transport Plan 2021 Hearing Subcommittee:
  - a Councillor Adrienne Staples (Greater Wellington Regional Council)
  - b Emma Speight (Waka Kotahi NZ Transport Agency)
  - c Mayor Wayne Guppy (Upper Hutt City Council) – for the Hutt Valley
  - d Mayor Alex Beijen (South Wairarapa District Council) – for the Wairarapa
  - e Deputy Mayor Sarah Free (Wellington City Council) – for Wellington City
  - f Councillor Ross Leggett (Porirua City Council) – for the West Coast
- 4 Appoints Councillor Staples as Chair.
- 5 Appoints the following officers to receive oral submissions on the Draft Regional Land Transport Plan 2021:
  - a Grant Fletcher, Manager, Regional Transport
  - b Amy Helm, Senior Strategic Advisor
  - c Shan Lu, Senior Strategic Advisor

- d Anke Kole, Senior Strategic Advisor
- e Natasha Hayes, Senior Transport Planner
- f Saku Kunanayagam, Project Co-ordinator.

The motion was **carried**.

**Noted:** Mayor Beijen arrived at the meeting at 10.15am, during the introduction of the above item. Deputy Mayor Emms vacated the table on the arrival of Mayor Beijen.

**Noted:** Mayor Foster left the meeting at 10.15am, during the introduction of the above item.

**6 Proposed variation to the Wellington RLTP 2018-21 – Silverstream Pipeline Bridge Walkway and Cycleway – Report 20.407**

Shan Lu, Senior Strategic Advisor, spoke to the report.

Moved: Mayor Barry / Mayor Baker

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 is varied to include the Silverstream Pipeline Bridge Walkway and Cycleway.

Moved as an amendment (to replace the original motion): Mayor Patterson / Councillor Staples

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 is varied to include the Silverstream Pipeline Bridge Walkway and Cycleway business case.

The amendment was **carried** and became the substantive motion.

The substantive motion was put:

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 is varied to include the Silverstream Pipeline Bridge Walkway and Cycleway business case.

The motion was **carried**.

**Noted:** Deputy Mayor Free assumed the seat vacated by Mayor Foster at 10.25am during questions on the above item.

**7 2019/20 Annual Monitoring Report on the Wellington Regional Land Transport Plan – Report 20.426 [For Information]**

Andrew Ford, Team Leader, Data and Analysis, spoke to the report.

**8 Presentation on Government Policy Statement on Land Transport 2021 – Oral Report**

Danielle Bassan, Principal Advisor, Investment, and Joanna Heard, Principal Advisor, Supply Chain, Ministry of Transport, tabled a presentation, and provided an oral report on the Government Policy Statement (GPS) on land transport 2021, and the future of rail.

The GPS on land transport explains the Government's direction for transport investment over the next 10 years. It influences how the national land transport fund (NLTF) and local share will be invested. Waka Kotahi NZ Transport Agency (Waka Kotahi) gives effect to the GPS through the National Land Transport Programme (NLTP).

Investment is guided by four strategic priorities:

- Safety – developing a transport system where no-one is killed or seriously injured
- Better travel options – providing people with better transport options to access social and economic opportunities
- Improving freight connections – improving freight connections for economic development
- Climate change – developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access.

The Future of Rail review looked at the role of rail in the transport system and the changes needed to enable rail to play its part in a multi-modal transport system. The review recommended a new long-term planning and funding approach was needed for the national rail network, and to bring rail into the Land Transport Management Act 2003.

The draft NZ Rail Plan is a key component of the new planning and funding framework for rail as it sets out the Government's intentions for rail investment over the next decade. The Rail Plan will guide investment decisions taken under the GPS and by the Crown.

The Land Transport (Rail) Legislation Act 2020 amended the Land Transport Management Act 2003 to include a representative of KiwiRail on the Regional Transport Committee for the Wellington Region.

## **9 KiwiRail update – Oral Report**

David Gordon, Chief Operating Officer – Capital Projects and Asset Development, KiwiRail, tabled a presentation and provided the Committee with an update.

Double tracking of the Trentham to Upper Hutt line is on track. The project has used 3D modelling to conduct the upgrades safely, and will submit the design for awards.

A key focus is planning for the Christmas Block of Line. The timing offers a larger opportunity than usual. Planning is more challenging as KiwiRail needs to ensure the opportunity is fully utilised in Wellington while supporting the emergency response to rolling contact fatigue issue in Auckland. The rolling contact fatigue issues in Auckland are significant, and will require resources to be diverted away from planned projects to support the response.

**Noted:** Mayor Foster returned to the meeting at 10.50am, during the presentation of the above item. Deputy Mayor Free vacated the table on the arrival of Mayor Foster.

**10 Waka Kotahi NZ Transport Agency update – November 2020 – Report 20.346**  
[For Information]

Emma Speight, Director, Regional Relationships, Waka Kotahi NZ Transport Agency, spoke to the report and tabled an updated presentation.

**Noted:** Mayor Guppy left the meeting at 11.04am, at the beginning of the above item. Deputy Mayor Swales assumed the seat at 11.04am.

The meeting closed at 11.43am.

Councillor A Staples  
**Chair**

Date:

**Regional Transport Committee**  
**9 February 2021**  
**Report 21.7**



**For Decision**

## **DRAFT WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021 FOR CONSULTATION**

**Te take mō te pūrongo**

### **Purpose**

1. To advise the Regional Transport Committee (the Committee) of the draft Wellington Regional Land Transport Plan 2021 for consultation, and the proposed consultation and engagement approach.

**He tūtohu**

### **Recommendations**

That the Regional Transport Committee:

1. **Approves** the draft Wellington Regional Land Transport Plan 2021 (set out in Attachment 1 - Draft Wellington Regional Transport Plan 2021) for public consultation.
2. **Approves** the consultation summary (set out in Attachment 2 - Wellington Regional Transport Plan 2021 Consultation Summary) for use to inform public consultation.
3. **Agrees** to the engagement approach set out in paragraphs 21 to 29, including use of the special consultative procedure.
4. **Agrees** to a five week consultation period from 15 February to 19 March 2021.
5. **Delegates** to the Chair of the Regional Transport Committee authority to approve minor editorial amendments to the draft Wellington Regional Land Transport Plan 2021 and consultation summary.

**Te tāhū kōrero**

### **Background**

2. The Land Transport Management Act 2003 (LTMA) requires the Regional Transport Committee (the Committee) to prepare and consult on a Regional Land Transport Plan (RLTP) every six years, with a review after three years.
3. The draft Wellington RLTP 2021 contains the required objectives, policies and measures under the LTMA and forms the strategic case for investment in the regional land transport network. It also sets out all the land transport activities proposed in the Wellington Region in the next six years, including significant activities in priority order and a 10-year financial forecast. This forms the Wellington Region's bid for funding



assistance from the National Land Transport Fund (NLTF). Waka Kotahi NZ Transport Agency (Waka Kotahi) must take the Wellington RLTP 2021 into account when preparing its National Land Transport Programme (NLTP).

4. The draft Wellington RLTP 2021 has been developed collaboratively with a technical advisory group (TAG) comprising officers from all Wellington Region territorial authorities, Greater Wellington, Waka Kotahi and KiwiRail.
5. Throughout the process of developing the draft Wellington RLTP 2021, the Committee made some interim decisions:
  - a Agreeing the vision, objectives and headline targets for inclusion in the draft - Strategic Framework for the Wellington Regional Land Transport Plan 2021 (Report 20.21)
  - b Reconfirming the vision, objectives and headline targets and agreeing the 10-year transport investment priorities for inclusion in the draft - Wellington Regional Land Transport Plan 2021: Strategic framework and investment priorities (Report 20.98 )
  - c Agreeing the approach to determining the order of priority of significant activities in the regional programme - Prioritisation methodology for the Wellington Regional Land Transport Plan 2021 (Report 20.166)
  - d Agreeing the regional land transport policies for inclusion in the draft - Wellington Regional Land Transport Plan 2021: Policies (Report 20.307)
  - e Appointment of a sub-committee to hear submissions on the Wellington RLTP 2021 - Establishment of the Regional Land Transport Plan 2021 Hearing subcommittee (Report 20.201).

**Te tātaritanga  
Analysis**

***Draft Wellington Regional Land Transport Plan 2021***

6. The draft Wellington RLTP 2021 is set out in **Attachment 1**. The structure and content of the draft Wellington RLTP2021 is as follows:

<b>Document section</b>	<b>Content</b>
1. Executive summary	A summary of the Wellington RLTP 2021
2. Strategic framework	Sets out the plan’s vision, objectives, headline targets and policies
3. Transport investment priorities	Sets out the priority areas for investment over the next ten years, including the problems to be addressed and case for investment
4. Regional programme	Sets out the land transport activities proposed in the region for the next six years, presents significant projects in priority

	order, describes different funding sources and provides 10-year financial forecast
5. Monitoring framework	Sets of the measures and indicators that will track and drive the progress of the plan’s objects and outcomes
6. Appendices	Includes strategic context, definition of the strategic transport network, definition of significant activities, approach to prioritisation of significant activities, monitoring, variations policy, assessment of the RLTP, relationship of Police activities to the RLTP, summary of consultation (to be added after consultation)

**Legislative requirements**

- 7. The LTMA sets out specific requirements for the development of RLTPs.

*Core requirements*

- 8. Core requirements of an RLTP are set out in Section 14 of the LTMA and an RLTP must include an assessment of how these core requirements have been considered.

- 9. Section 14 requires that:

The Committee must be satisfied that the RLTP:

- a. Contributes to an effective, efficient, and safe land transport system in the public interest (the purpose of the LTMA); and
- b. Is consistent with the Government Policy Statement on land transport.

The Committee must consider:

- a. Alternative regional land transport objectives that would contribute to the purpose of the LTMA, and
- b. The feasibility and affordability of those alternative objectives.

The Committee must take into account any:

- a. National energy efficiency and conservation strategy; and
- b. Relevant national policy statements and any relevant regional policy statements or plans that are for the time being, in force under the Resource Management Act 1991; and
- c. Likely funding from any source.

- 10. An assessment of how these core requirements have been considered in the development of the draft Wellington RLTP 2021 is provided in Appendix G of [Attachment 1](#).

### *Form and content of the draft Wellington RLTP 2021*

11. The form and content requirements for an RLTP are set out in section 16 in the LTMA. Through the Transport Special Interest group of Local Government New Zealand, Greater Wellington worked with other regional councils, Auckland Transport and unitary councils to develop a nationally consistent structure and approach to meet the requirements of section 16 and improve the value RLTPs add to transport planning and investment decision making. This work led to the publication of the guidance document *Developing Regional Land Transport Plans*, in partnership with Waka Kotahi. This guidance was applied in developing the draft Wellington RLTP 2021.
12. The table in **Attachment 3** - Form and content requirements of Regional Land Transport Plans sets out where the content requirements in the LTMA are included in the draft Wellington RLTP 2021.

### ***Six year programme of activities***

13. Section three of the draft Wellington RLTP 2021 includes all the draft land transport activities and projects proposed in the Wellington Region. Draft activities and projects in the programme are put forward by the responsible organisations, consistent with their own internal planning processes and guided by the strategic priorities in the Government Policy Statement on land transport and strategic framework and 10-year transport investment priorities in the draft Wellington RLTP 2021.
14. Draft activities in the programme include projects and programmes to maintain and improve local roads, state highways, public transport and walking and cycling networks, and programmes aimed at road safety and travel behaviour change education and promotion. The programme now also includes KiwiRail activities, as per the Land Transport (Rail) Legislation Act 2020.
15. The Committee cannot create new activities to add to the programme, nor can it change the scope, scale or timing of activities. The Committee can only consider the activities as submitted by project owners and whether or not to include them, as well as the priority order of significant activities.
16. Inclusion of a project or activity in an RLTP does not guarantee that it will be funded and implemented. It is one step in the funding process. The Wellington RLTP 2021 is a statement of regional priorities and indicates to Waka Kotahi the activities the Wellington Region would like to see included in the NLTP 2021-24. For councils, the local funding share component of transport activities will be consulted on and agreed through parallel long-term plan processes.

### **Ngā hua ahumoni** **Financial implications**

17. There are no financial implications from the matters for decision. Funding to implement the Wellington RLTP 2021 will be considered by each of the plan's partners and in the development of the NLTP 2021-24.

## **Ngā tikanga whakatau**

### **Decision-making process**

18. The process for deciding this matter is prescribed by Sections 13, 18 and 18B of the LTMA. These sections provide that every six years, Council must ensure that the Committee prepares, on Council's behalf, an RLTP. The Committee must consult in accordance with the consultation principles in section 82 of the LGA.

## **Te hiranga**

### **Significance**

19. Officers considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. The proposed adoption of the draft Wellington RLTP 2021 is part of a decision-making process that will lead to making a decision of high significance, as inclusion of activities in the Wellington RLTP 2021 is a statutory requirement for transport activities to be considered for inclusion in the NLTP 2021-24 and receive funding from the NLTF.

## **Te whakatūtakitaki**

### **Engagement**

#### ***Engagement context***

20. The draft Wellington RLTP 2021 has been developed with the TAG (with representatives from Greater Wellington, all territorial authorities in the Wellington Region, Waka Kotahi and KiwiRail) and the RLTP Strategy Working Group.
21. In August and September 2020, a series of briefings were given across the region to inform all Councils of the emerging strategic direction of the draft Wellington RLTP 2021.
22. Throughout the development of the draft Wellington RLTP 2021, engagement has taken place with stakeholders and the public, including:
  - a November and December 2019 – online engagement on the key themes informing development of the draft Wellington RLTP 2021; and
  - b March 2020 – stakeholder workshops on issues and opportunities in the short- to medium-term to inform development of the 10-year transport investment priorities.
23. There are a number of transport related public engagement and consultation processes scheduled in the first half of 2021. This includes consultation on the Regional Public Transport Plan, engagement on the Wellington Regional Growth Framework, engagement on Let's Get Wellington Moving and Council Long Term Plans. Mitigating the risk of consultation fatigue is a key consideration in the proposed engagement approach.

### ***Legislative requirements***

24. The consultation requirements for an RLTP are set out in Sections 18 and 18B of the LTMA. This requires the Committee to consult in accordance with the consultation principles in section 82 of the Local Government Act 2002.
25. Taking into account the significance of the draft Wellington RLTP 2021, use of the special consultative procedure specified in section 83 of the Local Government Act 2002 is recommended.
26. The special consultative procedure requires a minimum consultation period of one month. A statement of proposal (the draft plan) must be made publicly available, along with a description of how people interested in the proposal can present their views to the Committee.
27. The Committee is required to make available the opportunity for people interested in the proposal to present their views in a way that enables spoken interaction with the Committee (or a delegated representative).
28. Under the special consultative procedure, the Committee may use a summary document that presents a fair representation of the major matters in the draft plan for the basis of consultation.

### ***Engagement objectives and approach***

29. The objectives of planned engagement are:
  - a To inspire residents and ratepayers to have their say on transport across the Wellington Region;
  - b To raise awareness of the proposed strategic direction, transport priorities and regional programme of the Wellington RLTP 2021;
  - c To build awareness of the considered, collaborative ways these plans have been developed; and
  - d To increase the public's understanding of the regional transport story.
30. The consultation period is scheduled to run from 15 February to 19 March 2021 (concurrent with the Regional Public Transport Plan). Officers have prepared a consultation summary– [Attachment 2](#). The consultation summary will be available on the Wellington Regional Land Transport Plan 2021 *Have Your Say* page, with hard copies available on request.
31. The engagement approach will involve joint promotion of the draft Wellington RLTP 2021 and Regional Public Transport Plan, directing people to a single site where they can provide feedback on both the draft Wellington RLTP 2021 and the draft Regional Public Transport Plan. Promotion will be primarily through digital channels supplemented with offline communications to reach non-digital audiences.
32. The community will be able to provide feedback on the draft Wellington RLTP 2021 via an online submission form or in writing. In addition, a series of face-to-face engagement events, covering both the RLTP and Regional Public Transport Plan, are being planned. The Committee has also delegated to officers the ability to take verbal submissions via

telephone (Establishment of the Regional Land Transport Plan 2021 Hearing subcommittee (Report 20.301)).

33. Hearings, held by the Regional Land Transport Plan 2021 Hearing Subcommittee, are scheduled for 13 to 15 April 2021. The hearings allow for submitters to speak to their submissions by remote participation.
34. Greater Wellington’s Long Term Plan consultation processes will be commencing shortly after consultation on the draft Wellington RLTP 2021. Engagement material will make clear what feedback is best directed to upcoming Long Term Plan consultations and officers will pass on any feedback more appropriate to the Long Term Plan process to the relevant council.

**Ngā tūāoma e whai ake nei**  
**Next steps**

35. The Wellington RLTP 2021 must be agreed by the Committee, adopted by Council and submitted to Waka Kotahi by the end of June 2021.
36. The key steps leading to adoption in June 2021 are as follows:

<b>Next steps</b>	<b>Timing</b>
Consultation period	15 February to 19 March 2021
Hearings	13 to 15 April 2021
Draft Wellington RLTP 2021 amended to reflect the recommendations of the Hearing Subcommittee and any other updated information	April/May 2021
Regional Transport Committee consider the recommendations of the Hearing Subcommittee, agree the finalised Wellington RLTP 2021 and recommend to Council	8 June 2021
Council adopt Wellington RLTP 2021	24 June 2021
Council submit Wellington RLTP 2021 to Waka Kotahi	By 30 June 2021

**Ngā āpitihanga  
Attachments**

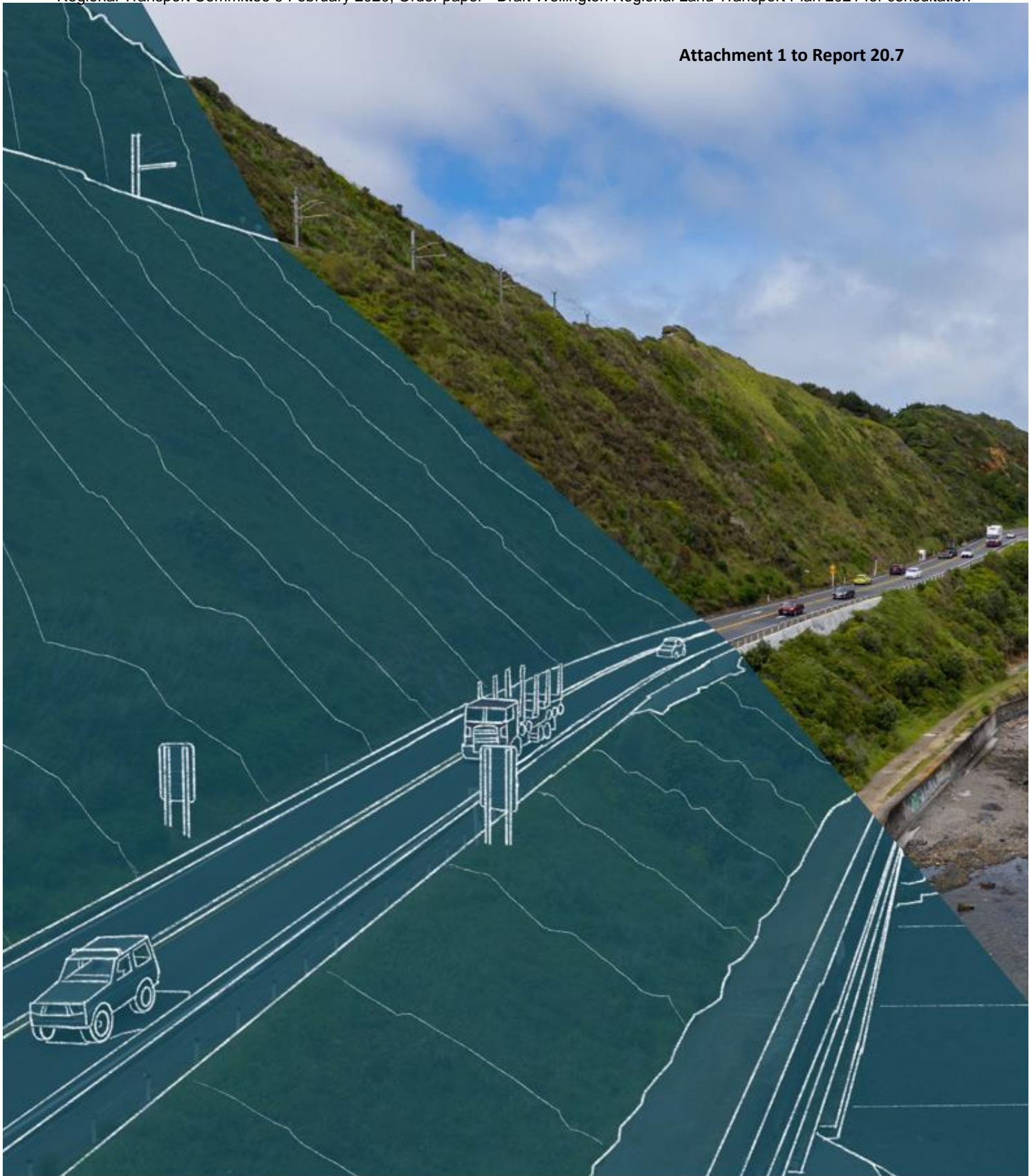
<b>Number</b>	<b>Title</b>
1	Draft Wellington Regional Transport Plan 2021
2	Wellington Regional Transport Plan 2021 Consultation Summary
3	Form and content requirements of Regional Land Transport Plans

**Ngā kaiwaitohu  
Signatories**

Writer	Amy Helm – Senior Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Preparation of the RLTP is a function of the Committee under Section 106 of the LTMA.</p>
<p><b><i>Implications for Māori</i></b></p> <p>Engagement is underway to understand the implications for Māori of the Wellington RLTP 2021.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The Wellington RLTP 2021 is a key regional strategy.</p>
<p><b><i>Internal consultation</i></b></p> <p>In preparing this report, consultation was undertaken with Greater Wellington's Communications department and Climate Change team.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There is a risk that feedback through the consultation process raises issues around land use zoning that are outside of the scope of the RLTP.</p> <p>This arises from the National Policy Statement on Urban Development specifying RLTPs as a source of information for district councils to use in identifying planned rapid transit services and stops. The location of rapid transit stops is a consideration in identifying areas to enable urban intensification.</p> <p>The RLTP will simply identify the parts of the transport network that potentially meet the high-level definition of rapid transit in the Government Policy Statement on land transport and National Policy Statement on Urban Development. Opportunities to consider urban intensification issues will be via the district plan processes of relevant territorial authorities.</p> <p>Officers will seek to mitigate the risk and impact of this issue on the RLTP process by providing clear communications on the scope and role of the RLTP, and ensuring the Committee has technical and legal support as appropriate to navigate this issue through the hearings and decision-making process.</p>





Draft  
**Wellington Regional Land  
Transport Plan 2021**



**Attachment 1 to Report 20.7**

## Contents

<b>Section 1 Executive Summary .....</b>	<b>5</b>
<b>Section 2 Strategic Framework.....</b>	<b>12</b>
2.1 Our 30-year strategic framework .....	14
2.2 Headline targets.....	15
2.3 Objectives and policies .....	18
<b>Section 3 Transport Investment Priorities .....</b>	<b>22</b>
3.1 Our focus over the next 10 years.....	23
3.2 Transport investment priority 1.....	25
3.3 Transport investment priority 2.....	30
3.4 Transport investment priority 3.....	35
3.5 Transport investment priority 4.....	37
3.6 Transport investment priority 5.....	40
<b>Section 4 Regional Programme .....</b>	<b>44</b>
4.1 Introduction .....	45
4.2 Funding sources .....	48
4.3 The regional programme .....	49
4.4 Committed activities.....	55
4.5 Significant activities .....	58
4.6 Other activities.....	88
4.7 Activities with inter-regional significance.....	96
4.8 Ten-year forecast .....	100
4.9 Significant expenditure funded from other sources .....	102
<b>Section 5 Monitoring Framework.....</b>	<b>105</b>
5.1 Structure and approach of the monitoring framework.....	106
5.2 Measures and indicators of the monitoring framework .....	107
5.3 Notes on the indicators .....	109
<b>Section 6 Appendices.....</b>	<b>111</b>
Appendix A Strategic context.....	112
Appendix B The strategic transport network .....	148
Appendix C Definition of significant activities .....	150
Appendix D Approach to prioritisation of significant activities in the programme .....	151
Appendix E Monitoring the Regional Land Transport Plan .....	152
Appendix F Variations to the Regional Land Transport Plan.....	153

**Attachment 1 to Report 20.7**

Appendix G Assessment of the Regional Land Transport Plan ..... 156  
Appendix H Relationship of Police activities to the Regional Land Transport Plan ..... 160  
Appendix I Summary of consultation ..... 162

# Section 1

# Executive Summary



## Section 1: Executive Summary

### What is the Regional Land Transport Plan?

The Regional Land Transport Plan (RLTP) sets the direction for the Wellington Region's transport network for the next 10–30 years. The RLTP describes our long-term vision, identifies regional priorities and sets out the transport projects we intend to invest in over the next six years.

### Who prepares the Regional Land Transport Plan?

The RLTP is a collaboration between all councils in the Wellington Region, Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and KiwiRail, overseen by the Regional Transport Committee on behalf of the Greater Wellington Regional Council (Greater Wellington).

### Why plan regionally for transport?

The Wellington Region is made up of connected cities, towns and rural areas. What happens in one area affects the others. Taking a regional view reflects the relationship between places and the way people and goods move around. Planning regionally enables us to address transport and development in an integrated way.

### What does the Regional Land Transport Plan aim to achieve?

Transport plays a big role in shaping what the Wellington Region is like as a place to live, so it's important our transport plans support our broader goals for the region. As the region grows, more people and increased economic activity will place greater demand on the transport network. We want the transport network to enable the region to grow in a way that makes it easy for people to get around, while creating less congestion, fewer emissions and more liveable places.

To achieve the future we want, we'll need a transport network that:

- Offers good, affordable travel choices
- Supports compact centres, liveable places and a strong economy
- Is safe
- Minimises impacts on the environment
- Provides for connected, resilient and reliable journeys

## Shaping the Wellington Region's future

Planning where and how the region grows is the task of the Wellington Regional Growth Framework, a spatial plan developed by all councils in the Wellington Region, Horowhenua District Council, central government and mana whenua. The framework identifies how the Wellington-Horowhenua region could accommodate an additional 200,000 people living in the region over the next 30 years.

The framework identifies three growth corridors (western, eastern and Let's Get Wellington Moving), as well as two possible west-east corridors. Transport, and its integration with urban planning, is an integral part of achieving the framework's outcomes.

## Section 1: Executive Summary

## How will we know we're on track?

We've set three ambitious targets to achieve within the next 10 years. These aren't the only things the plan focuses on, but they indicate the scale of change we want to make and will help us to track our progress.

- Carbon emission – 30 per cent reduction in transport-generated emissions*  
In 2018, land transport in the Wellington Region was responsible for 1.2 million tonnes of carbon dioxide emissions. By 2030, we aim to reduce this to 0.83 million tonnes.
- Safety – 40 per cent reduction in deaths and serious injuries on our roads*  
In 2019, there were 186 deaths and serious injuries on roads in the Wellington Region. By 2030, we want no more than 122. This aligns with the national target in the Road to Zero safety strategy.
- Mode share – 40 per cent increase in active travel and public transport mode share*  
In 2018, 28 per cent of all trips in the Wellington Region were made by public transport and active travel. By 2030, we want to increase this to 39 per cent of all trips.

## What challenges are we facing?

- Meeting growing demand to move people and freight.* As the region grows, more people and increased economic activity will place greater demand on the transport network. The rail and parts of the bus networks are already nearing capacity at peak times, while congestion on parts of the road network results in poor journey time reliability.
- Improving travel options.* Making it easy to get around and access work, education, healthcare, social and recreational facilities requires providing a range of safe, affordable and attractive options. As the region grows, this requires good planning regarding the location of housing, employment opportunities and transport connections.
- Improving safety.* After declining in the early 2000s, in recent years, the number of deaths and serious injuries on our roads has increased at a higher rate than population growth.
- Reducing carbon emissions.* Emissions from land transport in the region continue to grow. To reverse this, we'll need to shift to greater use of low-emissions vehicles, public transport, walking and cycling.
- Increasing resilience.* Our transport network is vulnerable to disruption and delays from unplanned events, such as traffic incidents and natural hazards. Climate change is likely to increase this vulnerability.
- Making progress within funding constraints.* Making our plans a reality takes funding. All transport funding partners are facing competing demands for funding. We must target our investment to deliver the best value from the funding available.

## Section 1: Executive Summary

## What are our priority areas for investment?

In the current economic climate, it's especially important to align our resources and target investment to areas of the greatest regional benefit. The partner agencies that have developed this plan have agreed that, over the next 10 years, investment in the region's transport system will be guided by the following priorities:

- *Public transport capacity*  
Build capacity and reliability into the Wellington Region's rail network and into Wellington City's public transport network to accommodate future demand.
- *Travel choice*  
Make walking, cycling and public transport a safe and attractive option for more trips throughout the region.
- *Strategic access*  
Improve access to key regional destinations, including the port, airport and hospitals, for people and freight.
- *Safety*  
Improve safety, particularly at high-risk intersections and on high-risk urban and rural roads.
- *Resilience*  
Build resilience into the region's transport network by strengthening priority transport lifelines and improving redundancy in the system.

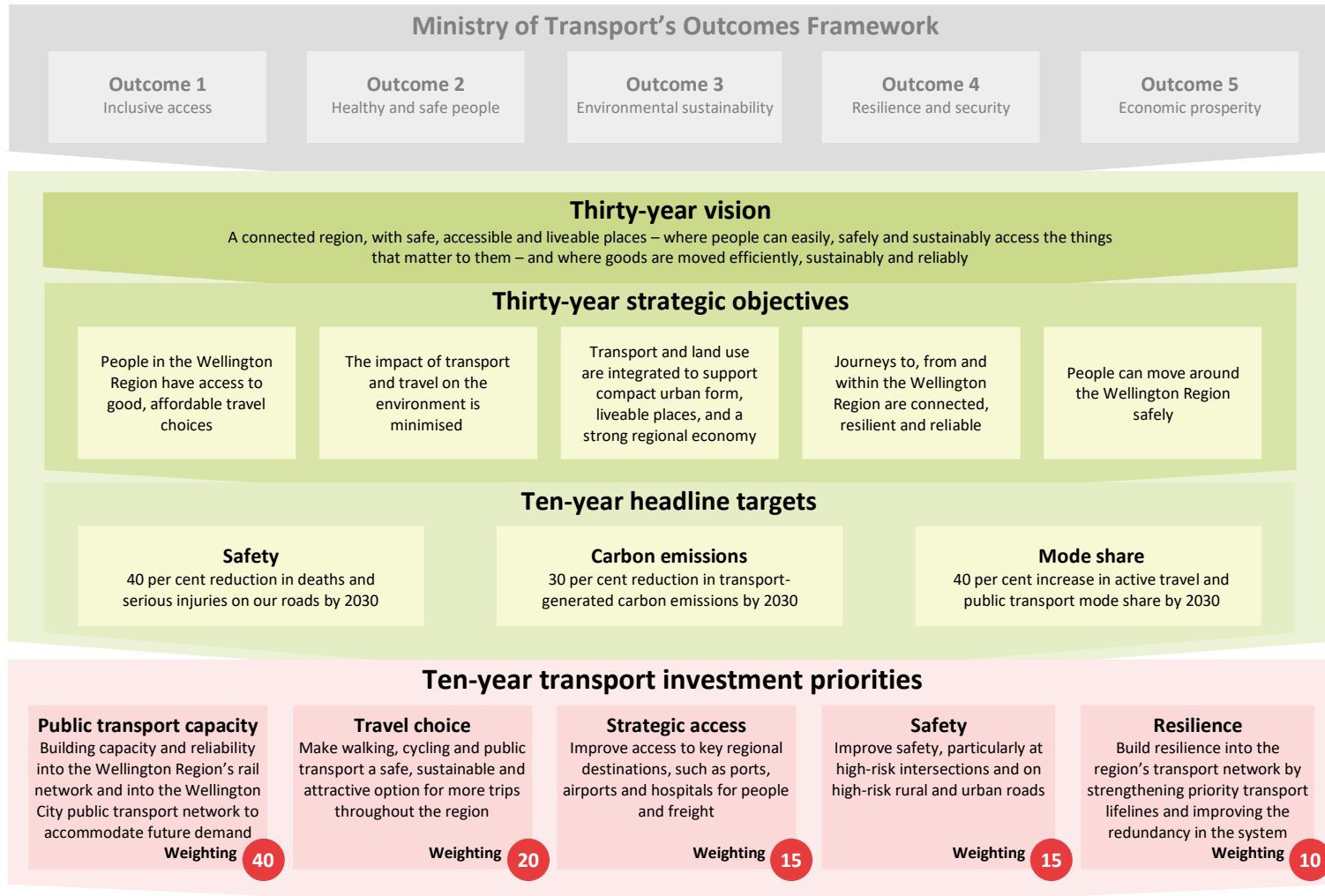
## Impact of COVID-19 pandemic

The COVID-19 pandemic has shown us the potential for different ways of working and living in urban areas. It is too soon to tell how this will affect long-term transport trends.

COVID-19 has significantly impacted the Wellington Region's economy. GDP and employment are expected to fall over the next 2–3 years. However, our region has proven more resilient than others, and early indications are that our region's economy and population will return to growing at pace over the longer term.



Section 1: Executive Summary



The Ministry of Transport's Outcomes Framework provides the overarching national direction.

The 30-year vision describes the region's desired long-term future state.

The 30-year strategic objectives describe what we want to accomplish in achieving the vision.

The 10-year headline targets are indicators of the scale of change sought in the short to medium term to move towards our vision and strategic objectives.

The 10-year transport investment priorities are the most urgent and significant areas requiring investment in the short to medium term.

Figure 1: Summary of strategic framework and investment priorities

## Section 1: Executive Summary

### Purpose

The RLTP is the primary document guiding integrated land transport planning and investment within the Wellington Region. The RLTP:

- Is owned collectively by the Regional Transport Committee comprising all territorial authorities in the Wellington Region, Waka Kotahi, KiwiRail and Greater Wellington
- Sets the strategic transport direction to guide transport activities in long-term plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP)
- Sets the long-term vision and strategic direction for the region's land transport system
- Identifies the agreed regional transport priorities for investment in the short to medium term
- Presents the activities of approved organisations<sup>1</sup> and KiwiRail in a single coordinated three- to six-year programme, which is consistent with the Government Policy Statement on Land Transport (GPS), as a bid for funding from the National Land Transport Fund (NLTF)
- Addresses issues that cross regional boundaries
- Provides the basis for communicating the region's transport direction and priorities with stakeholders and the general public

### What is the Regional Transport Committee?

The Regional Transport Committee (RTC) is made up of representatives from all local councils, Greater Wellington, KiwiRail and Waka Kotahi. The primary role of each of these organisations in relation to planning, funding and delivery of the transport network is described below:

- Local councils: Plan, manage and fund local road networks, including footpaths, cycleways and shared paths. Local councils are also responsible for land-use planning through district plans.
- Greater Wellington: Undertakes regional natural resource (water, air and coast) planning, regional land transport planning, and plans, funds and manages the public transport network. Runs cycle skills training and behaviour change programmes.
- Waka Kotahi: Plans, manages and funds the state highway network, and other infrastructure and technology.
- KiwiRail (non-voting member): plans, funds and operates the rail network.

Under section 13 of the Land Transport Management Act 2003, the Regional Transport Committee is responsible for preparing the Regional Land Transport Plan on behalf of Greater Wellington.

<sup>1</sup> Waka Kotahi, Department of Conservation, Greater Wellington and all territorial authorities in the region

Section 1: Executive Summary

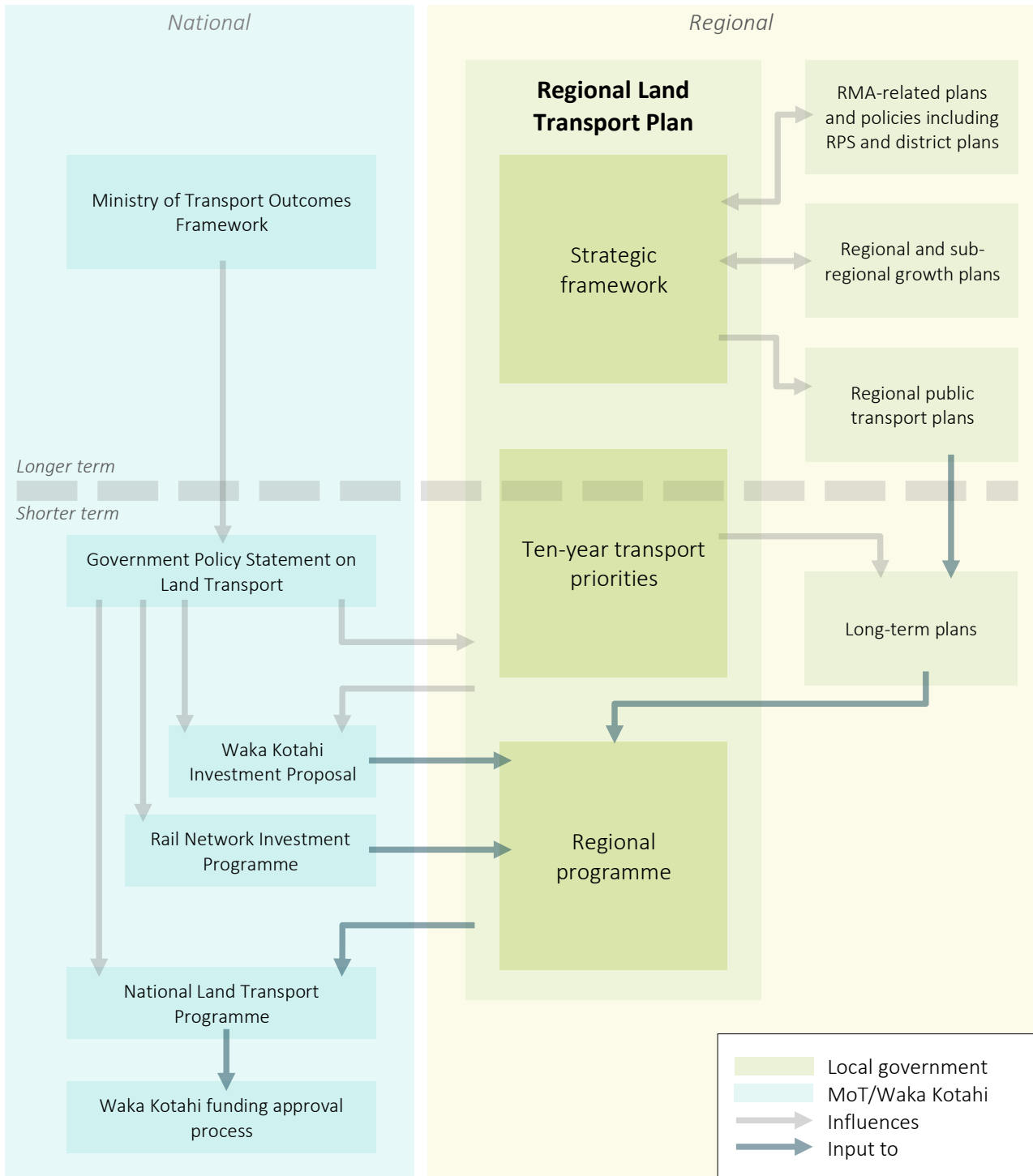


Figure 2: Relationship between the Wellington Regional Land Transport Plan and other transport planning documents

See Table 42, Table 43 and Table 44 in Appendix A for a full description of the national and regional policy context.

# Section 2

# Strategic Framework



## Section 2: Strategic Framework

The strategic framework is the longer-term policy framework of the RLTP, focusing on the 10- to 30-year outlook. It includes the following elements:

- *Vision*  
Defines where we want to get to in the longer term (30-year outlook)
- *Objectives*  
State what we want to accomplish in achieving our vision (30-year outlook)
- *Headline targets*  
Set specific levels of performance in key areas that indicate we are moving towards our vision and objectives (10-year outlook)
- *Policies*  
Detail how we will achieve our objectives

Section 2: Strategic Framework



## 2.1 Our 30-year strategic framework

Guided by the Ministry of Transport’s Outcomes Framework, Figure 3 provides an overview of the RLTP’s strategic framework. It sets out our long-term vision for the region’s transport system, what we want to achieve over the next 30 years, and 10-year headline targets that will act as indicators to show we are moving in the right direction.

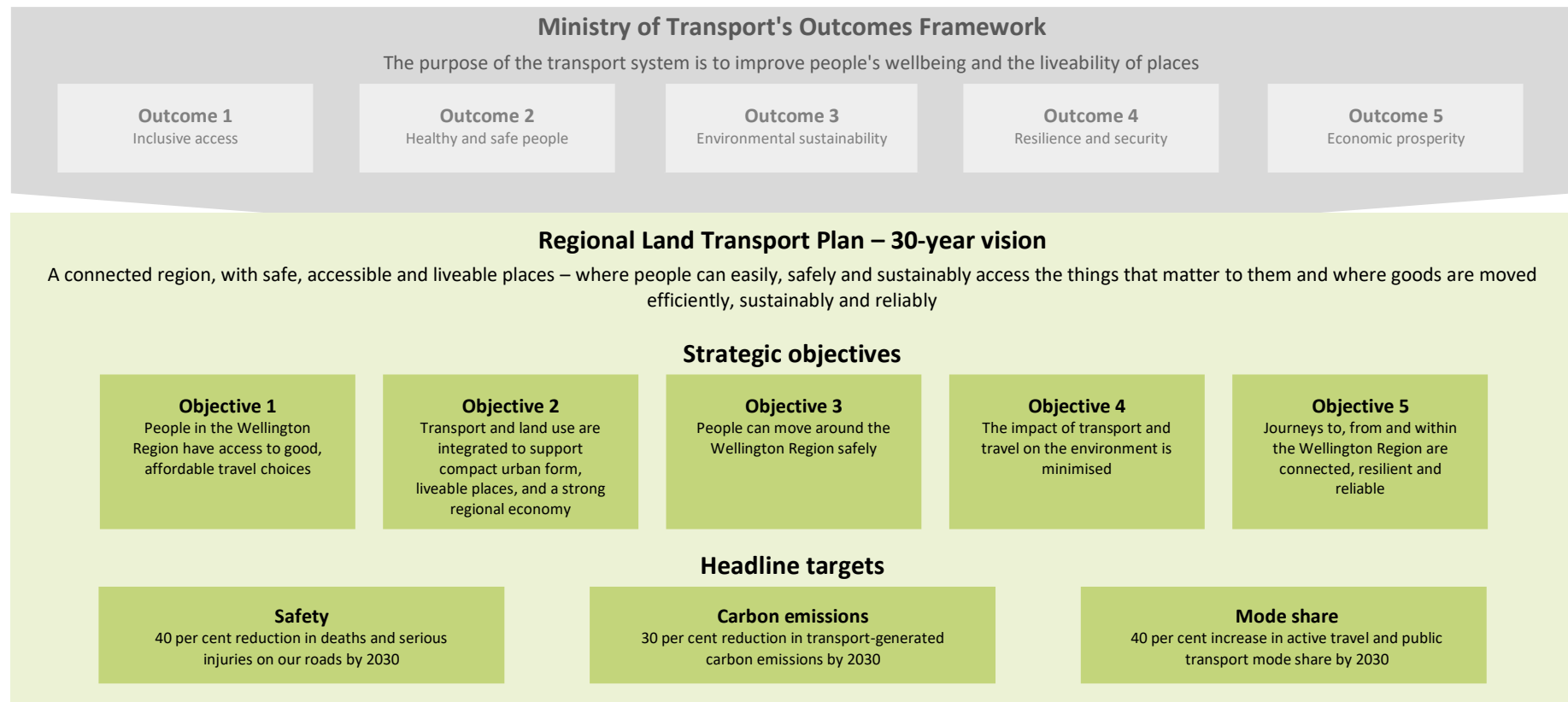


Figure 3: Strategic framework for the Wellington Regional Land Transport Plan 2021

Section 2: Strategic Framework

## 2.2 Headline targets

The RLTP headline targets set specific levels of performance for key areas, as a proxy measure to gauge whether we are heading in the right direction to realise our vision.

Monitoring progress towards these targets, together with the measures and indicators outlined in section 5 *Monitoring framework*, will give us confidence that we have the right objectives, policies and programmes in place to take us towards our longer-term vision for the transport system.

### Headline target 1

#### **Active travel and public transport mode share: increase by 40 per cent by 2030**

In 2018, 28 per cent of trips were made by public transport and active travel – we aim is to increase this to 39 per cent by 2030. We will measure this using the household travel survey produced by the Ministry of Transport.

Assuming 10 per cent population growth, to achieve this target, we will need an increase in public transport patronage and active travel of around 50 per cent.

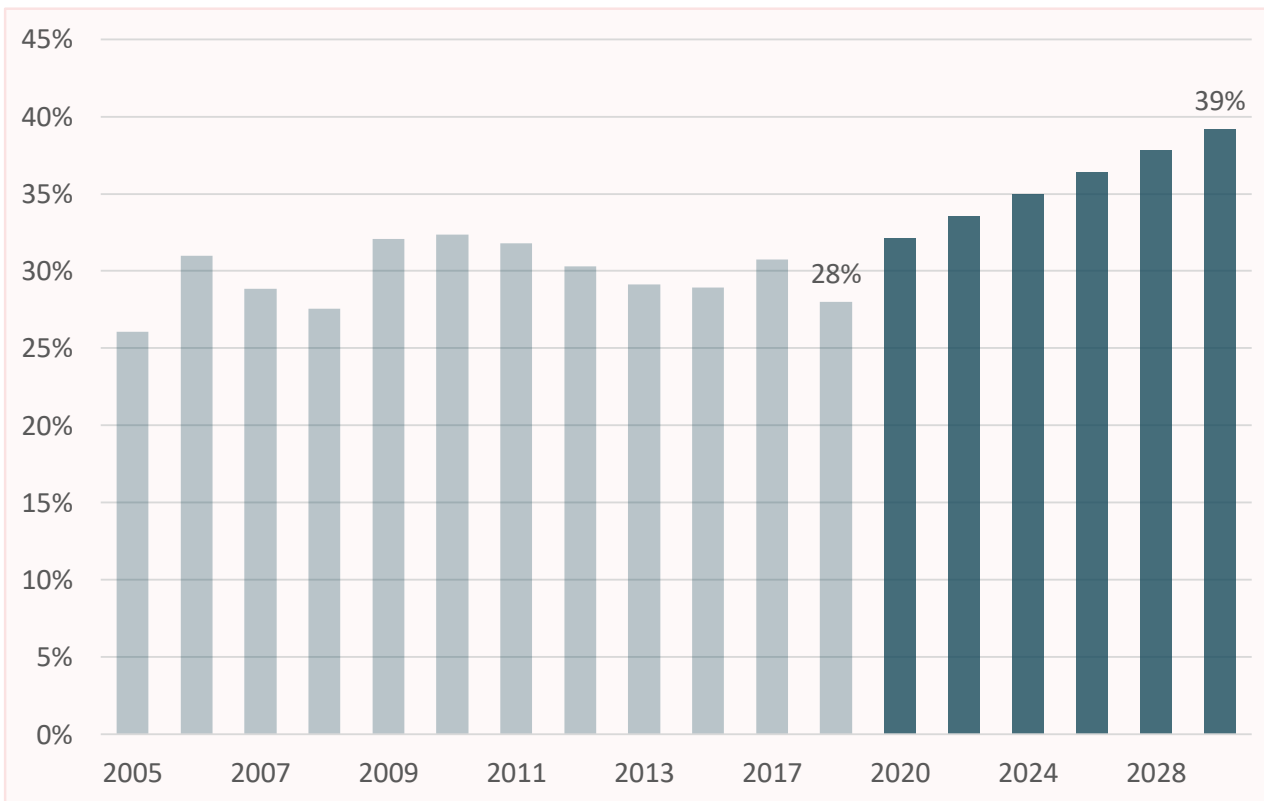


Figure 4: Combined walking, cycling and public transport mode share – target is a 40 per cent increase by 2030

Section 2: Strategic Framework

Headline target 2

**Transport-generated carbon emissions: 30 per cent reduction in by 2030**

In 2018, transport-generated carbon dioxide emissions were 1,190 thousand tonnes. Our aim is to reduce this to 830 thousand tonnes by 2030. We will measure this by using regional fuel sales as a proxy for transport-generated carbon emissions.

Assuming 10 per cent population growth, a 30 per cent reduction in transport-generated carbon emissions will require a 10–20 per cent reduction in vehicle kilometres travelled per capita and 20–30 per cent of the fleet to be electric vehicles.

*Note: The 2020 data for carbon dioxide emissions was impacted by the COVID-19 pandemic. Total fuel consumption during March to June 2020 was 26 per cent below the previous year for those four months.*

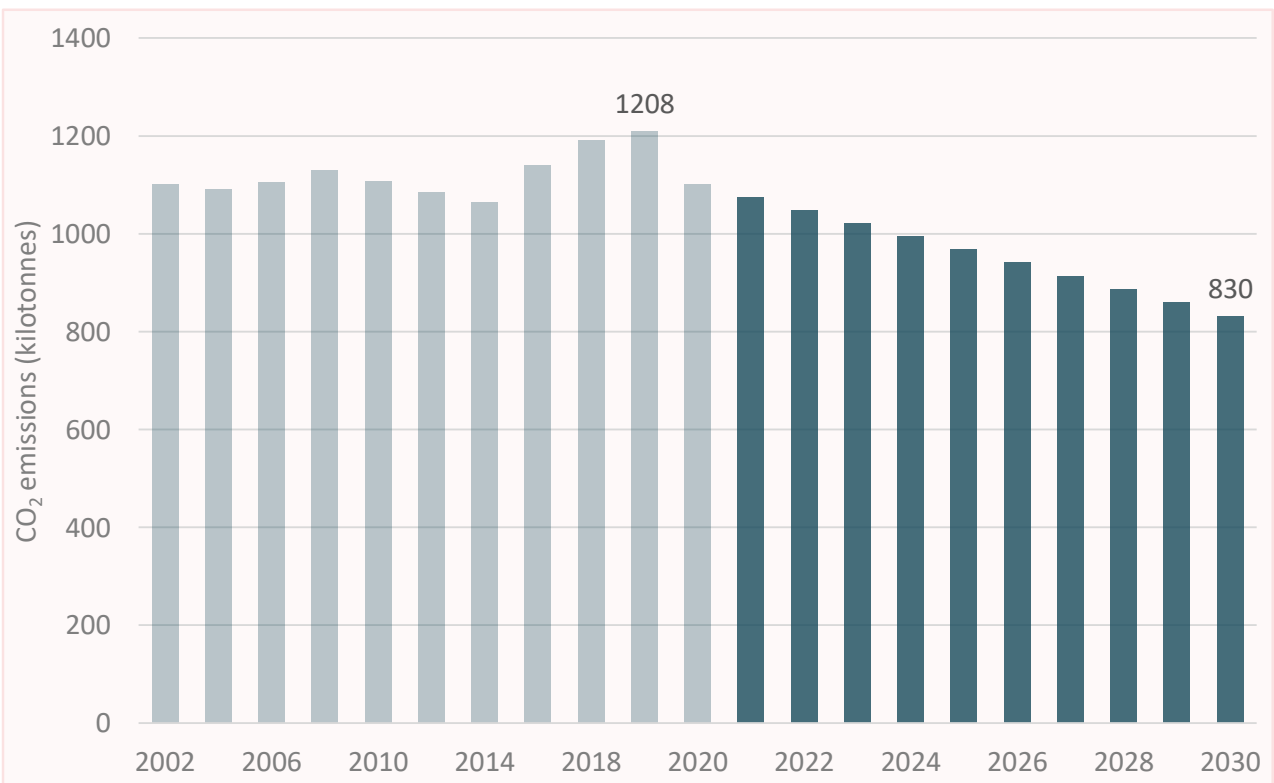


Figure 5: Transport-generated carbon dioxide emissions – 2030 target is a 30 per cent reduction



Section 2: Strategic Framework



**Headline target 3**

***Deaths and serious injuries: 40 per cent reduction by 2030***

In 2019, there were 186 deaths and serious injuries on the region’s roads, with a five-year rolling average of 208.

Our target is to drop the five-year rolling average below 122 deaths and serious injuries by 2030. This aligns with the national target in the Road to Zero safety strategy. We will use Waka Kotahi’s crash analysis system to measure our progress.

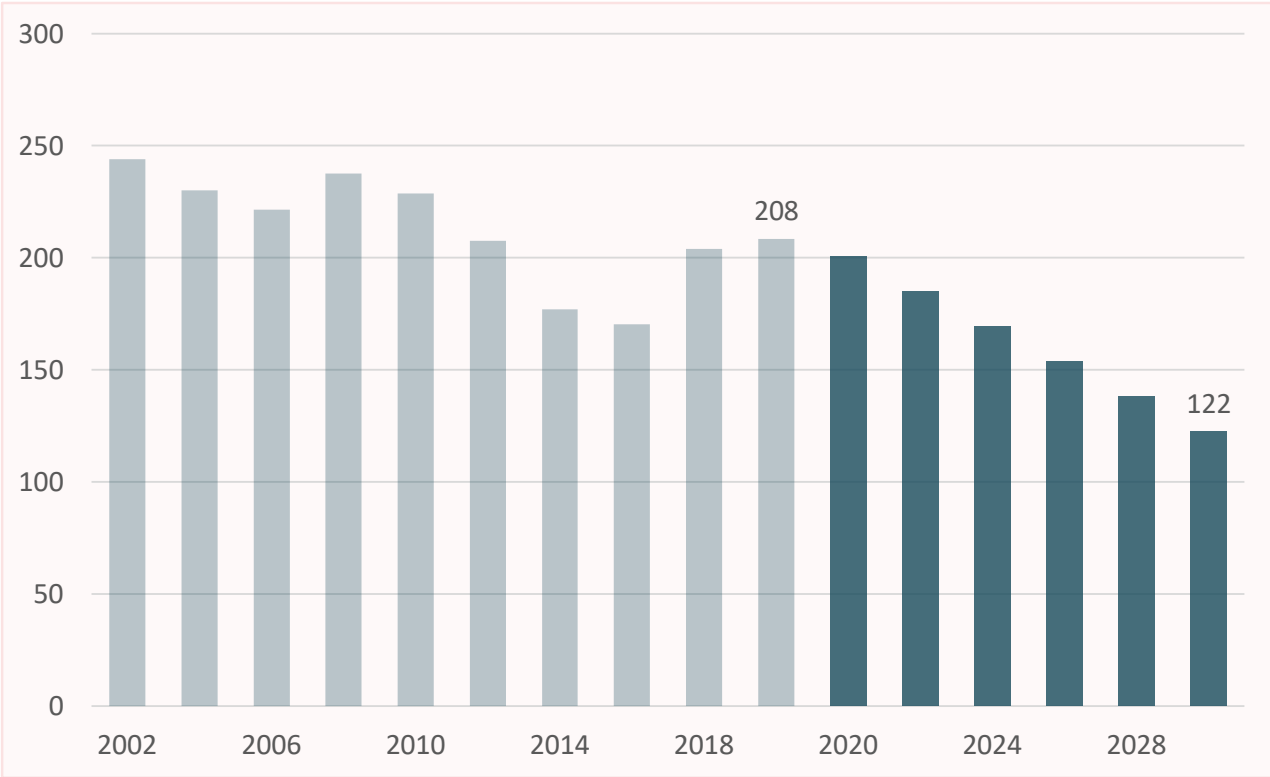


Figure 6: Deaths and serious injuries – 2030 target is a 40 per cent decrease

Section 2: Strategic Framework

### 2.3 Objectives and policies

This section outlines the objectives and policies that will guide RLTP partners in delivering the 30-year vision for our transport system. In effect, the objectives describe what we want to achieve and the policies set out how we will achieve it.

#### A guide to how RLTP partners give effect to policies

**Policies headed with *Provide* or *Ensure*:**  
 These policies relate to matters that RLTP partners are responsible for delivering, either exclusively or in partnership with others. It includes activities that respond to transport issues but are managed and funded outside the Land Transport Management Act (LTMA) and NLTP, such as land-use policies and programmes.

**Policies headed with *Support* or *Advocate*:**  
 These policies relate to matters that are primarily the responsibility of other parties, for which RLTP partners have no direct responsibility.

#### 2.3.1 Objective 1: People in the Wellington Region have access to good, affordable travel choices

Table 1: Policies to implement objective 1

Policies	
1.1.	Ensure that the region’s public transport network is continuously improved so that public transport services: <ul style="list-style-type: none"> <li>a. Go where people want to go, at times they want to travel</li> <li>b. Provide competitive journey times</li> <li>c. Provide value for money</li> <li>d. Are easy to understand and use</li> <li>e. Are safe, comfortable and reliable</li> <li>f. Provide flexibility, allowing people to change their plans.</li> </ul>
1.2.	Ensure coverage of public transport services by maintaining a public transport network that includes core, local and targeted services.
1.3.	Ensure public transport information, facilities and services are increasingly available to all members of the public, to improve the accessibility of public transport.
1.4.	Ensure facilities and infrastructure for walking, cycling, e-bikes and micro-mobility are safe, connected, convenient, attractive and well-integrated with other forms of transport, particularly public transport.
1.5.	Ensure the transport network is managed and developed in an integrated manner to enable well-connected end-to-end journeys, regardless of the transport mode.

**Section 2: Strategic Framework**

- 1.6. Ensure the transport network is continuously improved to address network infrastructure and service deficiencies and gaps.
- 1.7. Ensure reliable information about the transport system and travel choices, including real-time information, is available and accessible to all people.
- 1.8. Provide tools and programmes that promote all available travel choices and make it safe and easy for people to travel by modes other than private vehicles.
- 1.9. Ensure the transport network is continuously improved to make travel easier for people with mobility constraints and communities or groups whose needs are not met by the regular public transport system.
- 1.10. Provide and promote travel choices that contribute to improved health and wellbeing, including public transport and active modes.

**2.3.2 Objective 2: Transport and land use are well integrated to support compact urban form, liveable places and a strong regional economy**

*Table 2: Policies to implement objective 2*

Policies	
2.1.	Ensure the region’s strategic transport network is protected in territorial authority planning documents and is developed and maintained to serve national and regional accessibility and support regional economic growth.
2.2.	Support regional strategic planning initiatives that promote and enable a sustainable, integrated and enduring approach to growth.
2.3.	Ensure district plans facilitate and support housing and business development that enables better travel choices, including public transport nodes and corridors, to minimise dependence on private vehicles.
2.4.	Ensure new transport infrastructure is designed and located to enhance access and support compact urban form consistent with the Regional Policy Statement.
2.5.	Ensure the transport network provides an appropriate level of service to support future growth and mode shift goals.
2.6.	Advocate for transport infrastructure in new developments that is designed to enable safe, connected and attractive walking, cycling, micro-mobility and public transport services, and is consistent with relevant best-practice guidance.
2.7.	Ensure the planning and design of urban streets supports quality, vibrant urban amenity and good living environments.
2.8.	Ensure appropriate data and tools are available to provide robust information and evidence on the current and future transport system and support effective planning and decision making.
2.9.	Ensure parking policies set out a clear hierarchy for the use and management of on-street spaces in town and city centres to prioritise active modes, public transport, special purpose and short-stay parking.

## Section 2: Strategic Framework

### 2.3.3 Objective 3: The impact of transport and travel on the environment is minimised

Table 3: Policies to implement objective 3

Policies	
3.1.	Ensure carbon emission reduction is a key objective underpinning regional transport planning and investment policies.
3.2.	Advocate for legislative changes to enable the use of pricing tools to incentivise lower-carbon travel choices.
3.3.	Provide tools and programmes to encourage a shift to low-energy and low-carbon forms of transport including walking, cycling, e-bikes, micro-mobility and public transport.
3.4.	Ensure all environmental costs and benefits are considered in transport investment and procurement decisions.
3.5.	Ensure best practice design, construction and maintenance standards are used during the implementation of transport infrastructure projects, to avoid or minimise adverse effects on the environment.
3.6.	Advocate for and support initiatives that contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality, including uptake of electric vehicles, alternative fuel options and improved fuel efficiency.

### 2.3.4 Objective 4: People can move around the Wellington Region safely

Table 4: Policies to implement objective 4

Policies	
4.1.	Ensure investment in regional safety improvements are based on a safe system approach to safety, underpinned by the following guiding principles: <ol style="list-style-type: none"> <li>We plan for people's mistakes</li> <li>We design for human vulnerability</li> <li>We strengthen all parts of the road transport system</li> <li>We have shared responsibility for improving road safety</li> <li>Our actions are grounded in evidence and evaluated</li> <li>Our road safety actions support health, wellbeing and liveable places</li> <li>We make safety a critical decision-making priority.</li> </ol>
4.2.	Ensure that speeds are appropriate to the road environment and the highest risk parts of the regional network are made safer.
4.3.	Provide for the safety of vulnerable road users (particularly pedestrians, cyclists and motorcyclists) as a priority in transport network planning and design.
4.4.	Ensure activity management plans consider safety when prioritising the maintenance, operations, renewals and improvement of the transport network.
4.5.	Ensure the promotion of public transport as a safer mode of travel.
4.6.	Support the use of crime prevention through environmental design principles to improve real and perceived safety of transport infrastructure and corridors.

**Section 2: Strategic Framework**



- 4.7. Advocate for and support initiatives that contribute to the introduction and uptake of safer vehicles and technologies to significantly improve the safety performance of the vehicle fleet.
- 4.8. Advocate for safety on the transport network as an important health and safety issue for businesses and other organisations.
- 4.9. Provide programmes and initiatives that encourage safer behaviour on our transport network.

**2.3.5 Objective 5: Journeys to, from and within the Wellington Region are connected, resilient and reliable**

*Table 5: Policies to implement objective 5*

Policies	
5.1.	Ensure key economic growth and productivity areas (such as the Wellington City CBD, CentrePort, airports and regional centres), together with primary and manufacturing industries, are well connected across the region to support efficient access for people and freight.
5.2.	Provide and manage the transport network to improve journey time predictability by all modes and at all times of day.
5.3.	Ensure that network management tools are available and used to optimise the efficiency of the transport network and promote policies that spread transport network demand across the day.
5.4.	Advocate for enabling legislation for pricing tools to better manage travel demand.
5.5.	Provide a safe, efficient and reliable transport network for freight, which supports and enables multi-modal connectivity.
5.6.	Ensure the resilience of the regional transport network is continuously improved by identifying, prioritising and addressing current network risks, vulnerabilities, critical lifelines and alternative options.
5.7.	Ensure the design of new transport infrastructure is resilient to low-impact high-probability and high-impact low-probability events, and the long-term effects of climate change.
5.8.	Ensure inter-regional collaboration for the planning, investment and management of those parts of the strategic transport network that cross regional boundaries.
5.9.	Ensure east-west multi-modal connectivity of the region’s transport network is improved and aligns with regional growth planning.

# Section 3

# Transport Investment Priorities



## Section 3: Transport Investment Priorities

### 3.1 Our focus over the next 10 years

This section outlines the priority areas requiring investment over the next 10 years to set us on the path to achieving our long-term vision for transport in the region.

These 10-year transport investment priorities are designed to respond to the most significant and urgent transport problems in the region, as described in Figure 7.

Section 3: Transport Investment Priorities

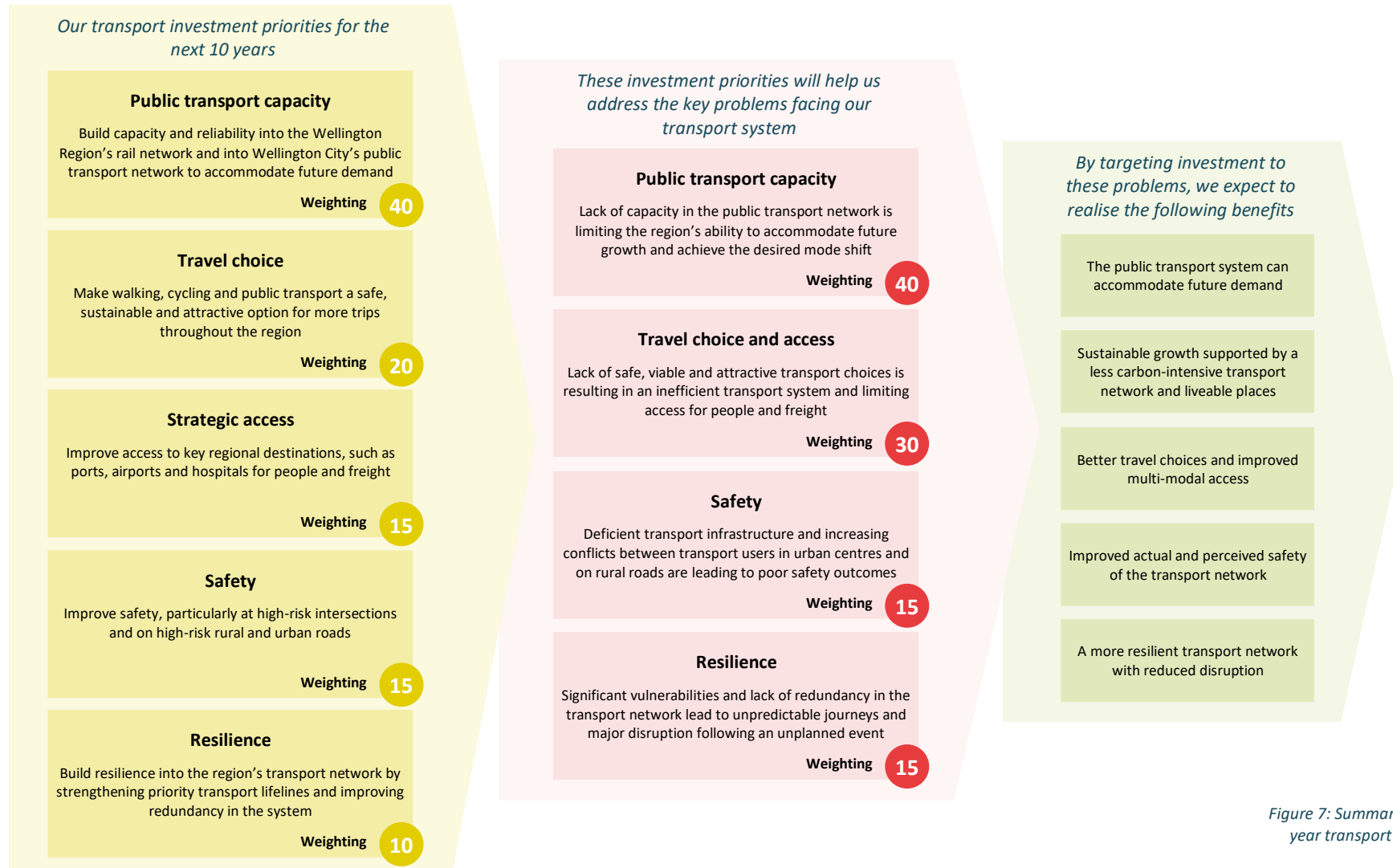


Figure 7: Summary of the 10-year transport investment priorities



## Section 3: Transport Investment Priorities

## 3.2 Transport investment priority 1

## Priority 1

***Build capacity and reliability into the Wellington Region's rail network and the Wellington City public transport network to accommodate future demand***

## 3.2.1 The case for investment and summary of evidence

Demand for travel across the regional public transport network has grown significantly in recent years, particularly on the rail network, leading to capacity pressures.

Over the last decade, rail patronage has grown by 21 per cent, with growth averaging 3.5 per cent year-on-year for the five years to 2018<sup>1</sup>. This growth has been driven by population growth in the corridors the lines serve and by improved levels of service as a result of substantial investment in rolling stock and network infrastructure.

Higher than expected demand for rail travel meant that, prior to the COVID-19 pandemic, many services were operating at or near capacity during the busiest time of the commuter peak.

While bus patronage has grown at a slower rate than rail, bus patronage growth since 2018 means many services and routes are at loading capacity, requiring additional buses and drivers.

Capacity constraints on the Wellington City bus network, particularly on the Golden Mile, are impacting service reliability and journey times.

<sup>1</sup> Wellington Regional Mode Shift Plan (Waka Kotahi, 2020 and Greater Wellington RLTP 2021–24: Pressures, Trends, Issues and Opportunities report, July 2019)

Section 3: Transport Investment Priorities

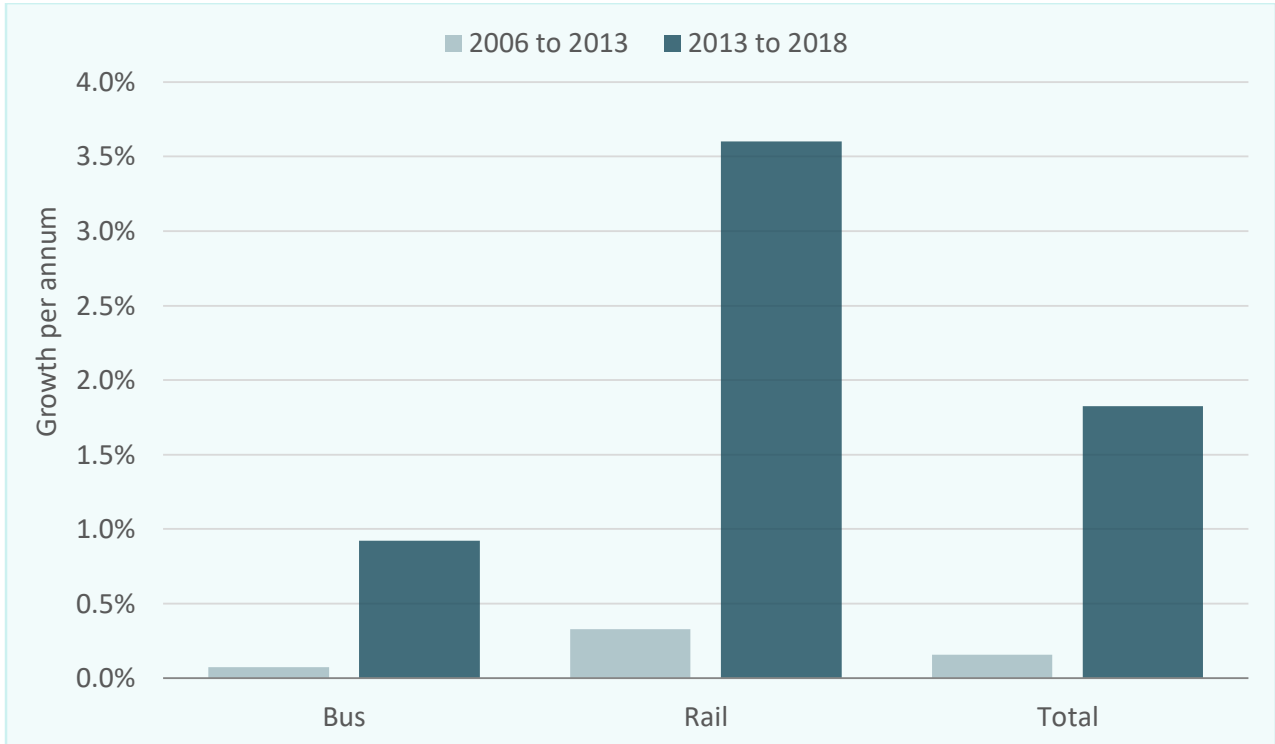


Figure 8: Growth in regional bus and rail patronage 2006–13 compared to 2013–18

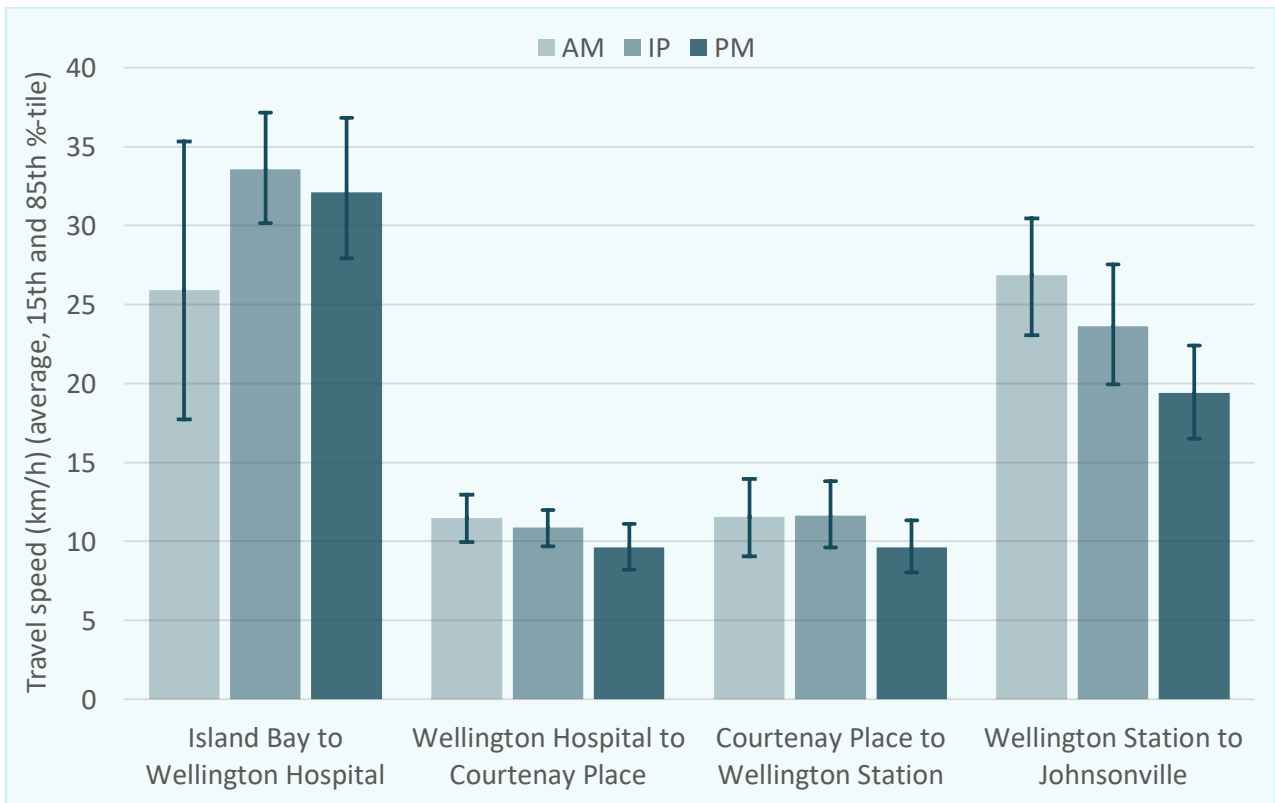


Figure 9: Bus travel speed and variability for route 1 – Johnsonville to Island Bay (November 2018)

Section 3: Transport Investment Priorities

Figure 9 shows average bus travel times and travel time variability for the Johnsonville to Island Bay route (route 1), with travel speeds slow and variable between Wellington CBD and Wellington Hospital, averaging around 12km/h<sup>1</sup>.

Space constraints on the Golden Mile limit the number of buses that can reliably run on this corridor. This makes it difficult to add more buses without creating bus-on-bus gridlock and safety issues for vulnerable users.

Outside the Golden Mile, there are capacity constraints due to the availability of high-capacity buses and route clearance to permit high-capacity buses. However, the main issue is journey time reliability due to congested roads and a lack of bus priority on key corridors.

Prior to the COVID-19 pandemic, it was estimated that demand for travel on the regional rail and Wellington City bus networks during peak commuter periods would exceed capacity within 5–10 years. While the timing and

quantum of future growth is now uncertain, it is clear that the current network will not have sufficient capacity if forecast growth eventuates. Once capacity thresholds are met, rail and bus services are likely to become less reliable and attractive, increasing the potential for mode shift to private vehicles.

The large volume of trips made to, from and within Wellington City each day (30 per cent of total trips during the morning peak) means that failure to improve capacity and reliability on the region’s rail network and Wellington City’s bus network will directly impact regional aspirations to increase public transport mode share and reduce transport emissions. It will also make travel around the region more time consuming and costly, with potential to constrain growth. Analysis undertaken as part of the Let’s Get Wellington Moving programme business case suggests up to 3,000 jobs could be deferred or located elsewhere due to forecast public transport constraints<sup>2</sup>.

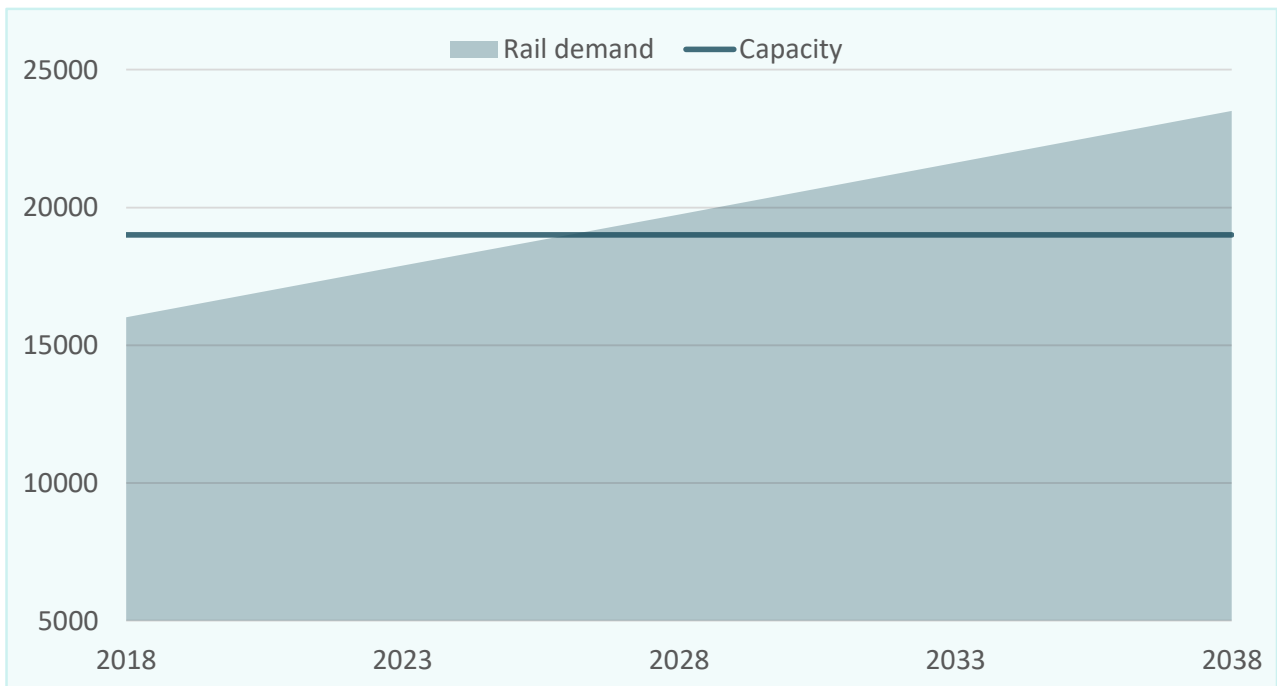


Figure 10: Rail capacity and forecast demand (Let’s Get Wellington Moving draft programme business case, June 2019)

<sup>1</sup> RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, July 2019)

<sup>2</sup> Let’s Get Wellington Moving programme business case (Greater Wellington, June 2019)

Section 3: Transport Investment Priorities

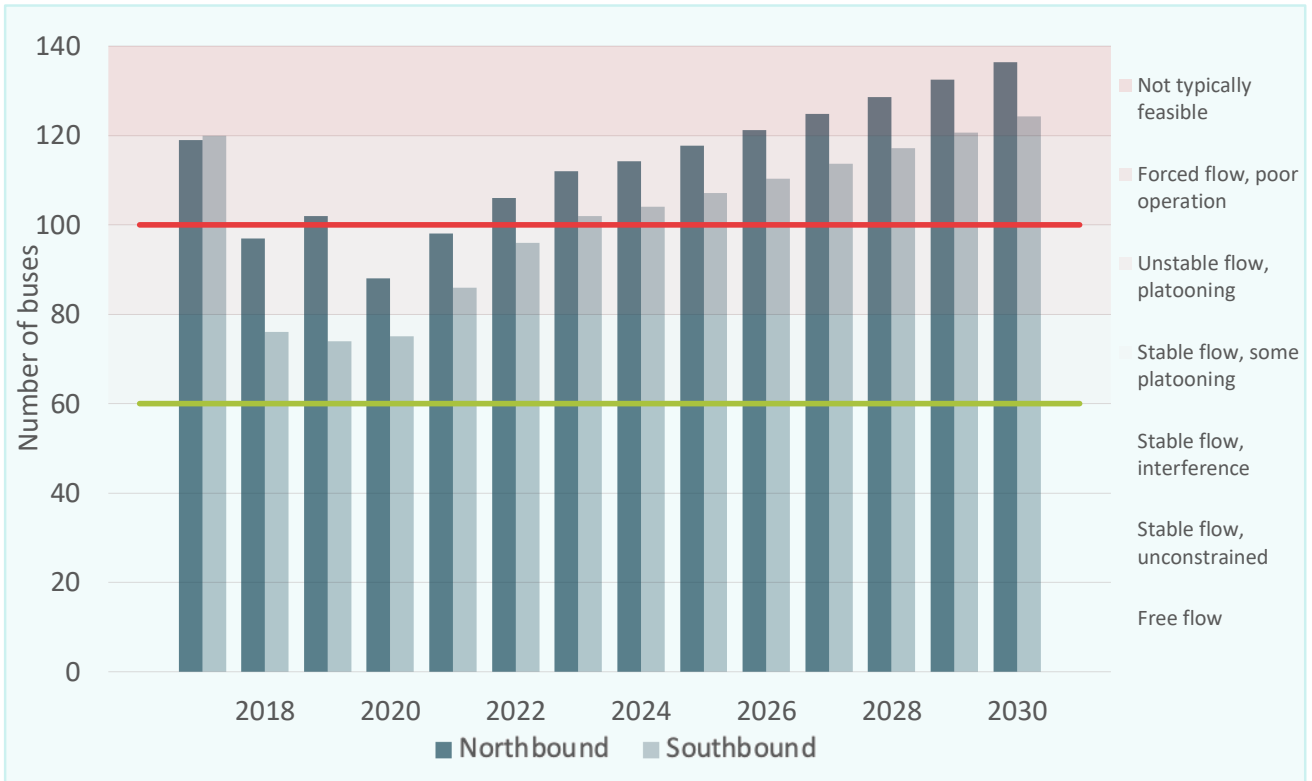


Figure 11: Indicative Golden Mile AM peak bus volumes 8.00–9.00am

Further information on the case for investment is available in:

- Let’s Get Wellington Moving programme business case
- New Zealand Rail Plan and regional rail business cases
- Wellington Bus Priority Action Plan

Section 3: Transport Investment Priorities



3.2.2 Proposed areas for investment

Table 6: Proposed areas for investment – public transport capacity

Priority investment areas	Key investment partners
<ul style="list-style-type: none"> <li>Upgrade rolling stock, rail network infrastructure and services</li> <li>Upgrade bus infrastructure, fleet and services in Wellington City</li> <li>Progress the Let’s Get Wellington Moving programme – to investigate mass transit options, alternative public transport spines through the central area of Wellington, and implement a bus priority action plan</li> </ul>	<ul style="list-style-type: none"> <li>Waka Kotahi (co-funder)</li> <li>KiwiRail/Crown (rail track infrastructure provider and co-funder)</li> <li>Wellington City Council (infrastructure provider and co-funder)</li> <li>Greater Wellington (public transport service infrastructure provider, co-funder)</li> <li>Public transport operators</li> </ul>
<b>Other priority implementation areas</b>	
<ul style="list-style-type: none"> <li>Behaviour change programmes, for example encouraging peak spreading</li> </ul>	

Investing in these areas aligns with the following strategic priorities:

Table 7: Strategic alignment – public transport capacity

National transport outcomes	Draft GPS 2021 objectives	RLTP objectives	RLTP headline targets
★★ Inclusive access	★★ Better travel options	★★ Access to travel choices	★★ Climate change
★★ Environmental sustainability	★★ Climate change	★★ Environment	★★ Mode shift
★ Economic prosperity	★ Safety	★ Safety	★ Safety
★ Healthy and safe people	★ Improving freight connections	★ Connected, resilient and reliable	

Section 3: Transport Investment Priorities



### 3.3 Transport investment priority 2

**Priority 2**

***Make walking, cycling and public transport a safe and attractive option for more trips through the region***

#### 3.3.1 The case for investment and summary of evidence

While the Wellington Region has one of the highest proportions of people using public transport, walking and cycling in New Zealand, use varies across the region and car travel remains the most feasible option for many.

Around 65 per cent of people in the region use cars to get to work and 42 per cent of people use cars as the main means of travel to education<sup>1</sup>.

Increasing the number of trips by walking, cycling and public transport, and reducing dependency on private vehicles, will deliver wide-ranging benefits across the region. These include reduced vehicle emissions, benefits for those without access to private vehicles and improved capacity on the road network for freight and those trips that can only be made by private vehicle. To realise these benefits, investment is needed to target barriers and opportunities for improved walking, cycling and public transport use.

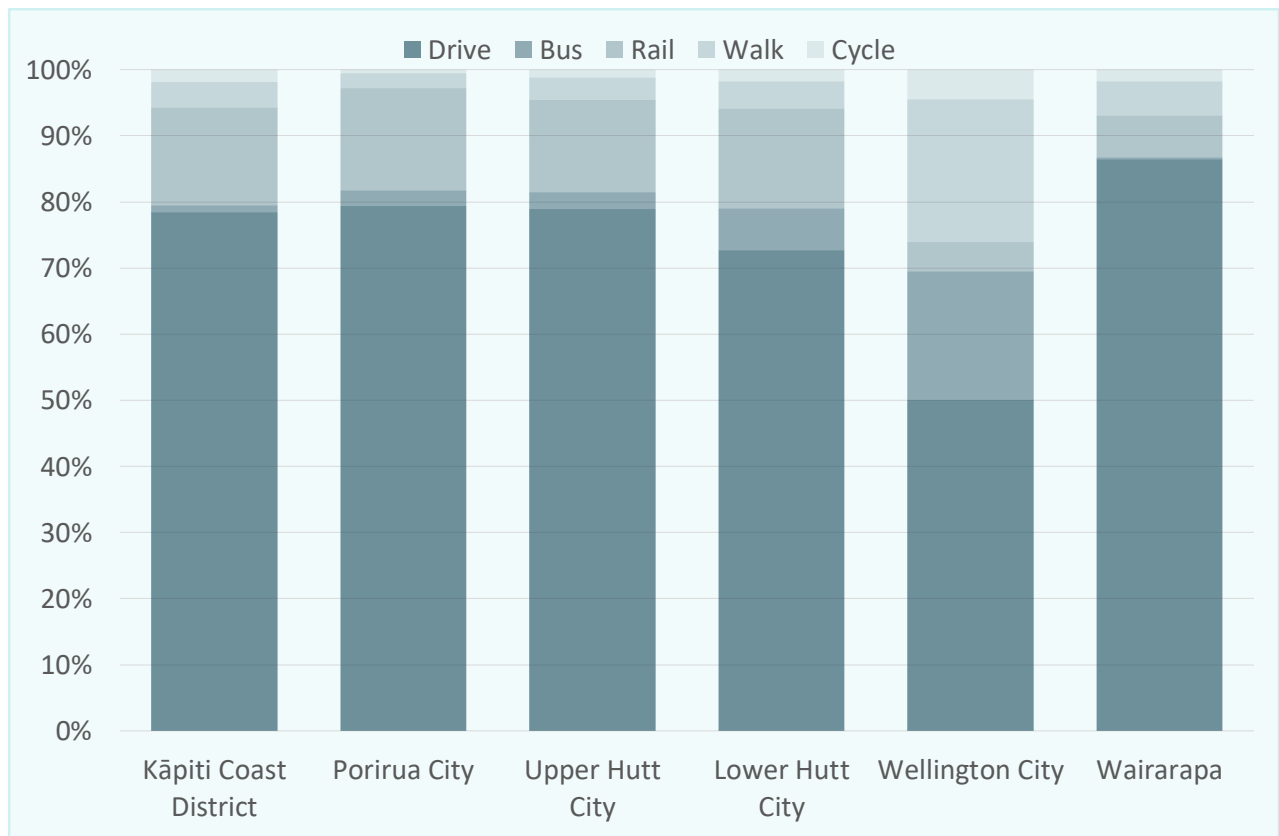


Figure 12: Journey to work – territorial authority area by mode in 2018 (Statistics New Zealand 2018)

<sup>1</sup> Census of Population and Dwellings (Statistics New Zealand, 2018) and Wellington Regional Mode Shift Plan (Waka Kotahi, 2020)

## Section 3: Transport Investment Priorities

### 3.3.1.1 Cycling

Cyclists are relatively vulnerable to serious injury and death, and research has shown that actual and perceived safety risks can limit the potential growth in cycling trips. Over recent years, there has been significant investment in safe cycling infrastructure across the region, however many areas still lack safe and connected cycling facilities, with cyclists are often competing for road space in constrained corridors. The five-year rolling average of cyclist fatalities and serious injuries has increased since 2013, with 25 cyclists seriously injured in 2019 (no fatalities). Perception surveys show that safety and levels of service are still major concerns for people that bike or want to bike in the region<sup>1</sup>.

E-bikes are becoming an increasingly popular mode of travel and they reduce some of the traditional barriers and limitations to cycling. Opportunities exist to support increased use and access to e-bikes, particularly where they provide viable alternatives to car travel by enabling longer journeys, multiple trip legs and heavier loads. Other lightweight electric modes (known as micro-mobility), such as e-scooters are an emerging technology that provide a flexible option for short trips. If well managed, and combined with public transport, micro-mobility has the potential to lower the number of car trips in urban areas.

### 3.3.1.2 Walking

Walking rates in the region vary significantly, with higher rates in Wellington City compared to other parts of the region. Around 19 per cent of Wellington City residents commute to work by foot (increasing to 85 per cent in the CBD), compared to 4 per cent or less in other council areas<sup>2</sup>.

The concentration of pedestrian activity in Wellington City is reflected in safety statistics. Most pedestrian fatalities and serious road casualties in the last five years occurred in Wellington City. Region wide, the total number of pedestrian casualties has been increasing in recent years<sup>3</sup>.

While projects to improve pedestrian levels of service are in progress or recently completed, perceptions surveys over the last five years show a declining number of people consider the levels of service as good or very good<sup>4</sup>. The Wellington Regional Mode Shift Plan notes that several urban centres across the region would benefit from pedestrian improvements, including safe and direct crossing points, wider footpaths, slower speeds and signal changes<sup>5</sup>.

### 3.3.1.3 Public transport

To increase the attractiveness of public transport use, there is a need to address known customer pain-points. The 2019 passenger satisfaction survey and network review highlight key areas for improvement, including:

- Service reliability – frequency and span of service, connections between services, consistent and reliable journey times
- Quality of infrastructure, including the comfort, safety and accessibility of stops, stations and fleet
- Convenience of fare paying (particularly on rail) and value for money
- Access to information, including service disruptions and real-time information

There is also an ongoing need to improve public transport service coverage, including providing new services to new residential areas (ideally in

<sup>1</sup> Monitoring Report on the Regional Land Transport Plan 2020 and Transport Perception Survey 2019 (Greater Wellington)

<sup>2</sup> Draft Wellington Regional Mode Shift Plan (Waka Kotahi, 2020)

<sup>3</sup> RLTP 2021–24: Pressures, Trends, Issues and Opportunities (Greater Wellington, July 2019)

<sup>4</sup> Transport Perception Survey 2019 (Greater Wellington)

<sup>5</sup> Wellington Regional Mode Shift Plan (Waka Kotahi, 2020)

Section 3: Transport Investment Priorities



conjunction with land-use planning processes), and in response to changing demographics and community needs.

There is an opportunity to encourage the use of public transport as the mode of choice beyond weekday commuting. This requires significant investment in services, consideration of fare

products and investment in promotion of public transport. Changing the comparative cost of other travel options (including parking) and improving multi-modal connections at railway stations and transport hubs will encourage more people to use existing transport services.

Table 8: Customer satisfaction with public transport 2015–19

	2015	2016	2017	2018	May 2019	Nov 2019	Difference 2015 v 2019
Satisfaction with the public transport network (all modes)	83%	88%	86%	85%	69%	74%	-9% points

3.3.1.4 Urban form

Urban form has a major influence on the viability of walking, cycling and public transport. Compact urban centres and people-friendly street environments increase the attractiveness of shared and active modes. Delivering denser urban form in locations with good access to rapid transit and easy walking and cycling options can ease pressure on the wider transport system, reduce emissions and encourage more physical activity.

Opportunities to shape urban form across the region are being developed through the Wellington Regional Growth Framework, Let’s Get Wellington Moving and implementation of the National Policy Statement on Urban Development.

Further information on the case for investment is available in:

- Let’s Get Wellington Moving programme business case
- Regional Public Transport Plan
- Draft Bus Priority Action Plan



Section 3: Transport Investment Priorities



3.3.2 Proposed areas for investment

Table 9: Proposed areas for investment – travel choice

Priority investment areas	Key investment partners
<ul style="list-style-type: none"> <li>• Improve multi-modal access to public transport hubs and stations.</li> <li>• Improve frequency, reliability and reach of public transport services.</li> <li>• Accelerate the decarbonisation of the public transport vehicle fleet.</li> <li>• Improve the facilities and infrastructure for walking, cycling and micro-mobility, including filling the major gap in the regional network between Ngauranga and Petone (Te Ara Tupua).</li> <li>• Improve the facilities and infrastructure for public transport, including integrated ticketing.</li> <li>• Improve safety and amenity of urban, suburban and rural environments to encourage active travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Waka Kotahi (infrastructure provider and co-funder)</li> <li>• Greater Wellington (public transport and travel-behaviour change (mode shift) programme provider, co-funder)</li> <li>• All territorial authorities in the region as infrastructure providers</li> <li>• Public transport operators in the region as providers of public transport services</li> <li>• KiwiRail (infrastructure provider)</li> </ul>

Other priority implementation areas

- Implement land-use and land-development policies that promote and support public transport and active travel.
- Implement travel behaviour change programmes to promote public transport and active modes, such as cycle skills training, school travel planning and education and awareness programmes.
- Implement parking policies that support increased use of public transport and active modes.

Section 3: Transport Investment Priorities



Investing in these areas aligns with the following strategic priorities:

Table 10: Strategic alignment – travel choice

National transport outcomes	Draft GPS 2021 objectives	RLTP objectives	RLTP headline targets
★★ Inclusive access	★★ Better travel options	★★ Access to travel choices	★★ Climate change
★★ Environmental sustainability	★★ Climate change	★★ Environment	★★ Mode shift
★ Economic prosperity	★ Safety	★ Safety	★ Safety
★ Healthy and safe people	★ Improving freight connections	★ Connected, resilient and reliable	
		★ Compact urban form, liveable places and strong economy	

## Section 3: Transport Investment Priorities

## 3.4 Transport investment priority 3

## Priority 3

**Improve access to key regional destinations, such as ports, airports and hospitals, for people and freight**

## 3.4.1 The case for investment and summary of evidence

Across the region, there are a number of key destinations, including ports, airports, hospitals and centres of economic activity that rely on strategic road and rail networks for access and connectivity. These destinations are critical to the economic and social wellbeing of the region and it is vital they are supported by well-designed transport corridors with efficient and reliable connections.

However, peak-time travel pressures and site-specific connectivity issues are increasingly impacting access to these key locations. This issue is most evident in Wellington City where CentrePort, Wellington Regional Hospital and Wellington International Airport are located. Access to these facilities is often time sensitive, with a heavy reliance on the roading network to move both freight and people.

Access and connectivity are also issues for Seaview Gracefield. The Wellington Region's largest industrial area and site of Wellington's fuel terminal, Seaview Gracefield is connected to State Highway 2 by The Esplanade. Ten per cent of traffic is heavy commercial vehicles, while the road is also a major route for residents who live in Hutt City and work in Wellington City, creating travel delays, especially at peak times<sup>1</sup>.

<sup>1</sup> Petone, Esplanade strategic case

Meanwhile, growth and local transport network changes following new State Highway 1 routes is changing the way people travel and presenting access and connectivity challenges in parts of Porirua and Kāpiti.

Localised congestion and traffic conflicts in the near vicinity of key destinations is also becoming problematic. For example, CentrePort and the inter-island ferry services are vital to New Zealand's supply chain, providing road and rail links between the North and South Islands. However, ongoing congestion and operational conflicts between road and rail access to and around the port means that further investment is now required to enable the port to grow.

Despite investment in the transport system, travel speed and travel time predictability on strategic routes have not improved<sup>2</sup>. Travel delays have an economic cost for freight operators and businesses and can result in a personal cost by way of missed flights or hospital appointments for people across the region.

Addressing these issues through road and rail capacity improvements, network optimisation and improved multi-modal integration will help maintain reliable freight flows and improve strategic access to key destinations. Improved strategic access also depends on investment in network resilience, public transport capacity and improved travel choices, which improve travel time reliability on the road and rail networks.

Further information on the case for investment is available in:

- Let's Get Wellington Moving programme business case and context report
- Cross Valley Connections programme business case
- Cook Strait Connectivity programme business case

<sup>2</sup> Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)

Section 3: Transport Investment Priorities



3.4.2 Proposed areas for investment

Table 11: Proposed areas for investment – strategic access

Priority investment areas	Key investment partners
<ul style="list-style-type: none"> <li>Let’s Get Wellington Moving programme, including state highway improvements, travel demand management and mass transit.</li> <li>Port access improvement.</li> <li>Local access improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Waka Kotahi (infrastructure provider and co-funder)</li> <li>Wellington City Council (infrastructure provider and co-funder)</li> <li>KiwiRail (infrastructure provider)</li> <li>CentrePort, Capital Coast DHB and Wellington International Airport (asset owners)</li> </ul>
<b>Other priority implementation areas</b>	
<ul style="list-style-type: none"> <li>ITS systems and optimisation.</li> </ul>	

Investing in these areas aligns with the following strategic priorities:

Table 12: Strategic alignment – strategic access

National transport outcomes	Draft GPS 2021 objectives	RLTP objectives
★★ Economic prosperity	★★ Improving freight connections	★★ Connected, resilient and reliable
★ Inclusive access	★ Better travel options	★ Access to travel choices

Section 3: Transport Investment Priorities



3.5 Transport investment priority 4

**Priority 4**

*Improve safety, particularly at high-risk intersections and on high-risk urban and rural roads*

3.5.1 The case for investment and summary of evidence

Since 2015, the Wellington Region’s road safety record has deteriorated, despite significant and ongoing investment in safety-related activities by partners across the region. Between 2015/16 and 2017/18 the number of people killed or seriously injured on the region’s roads annually increased by 70 per cent from 144 to 252<sup>1</sup>, reversing a downward trend in the 15 years prior. The five-year regional rolling average for deaths and serious injuries is shown in Figure 13.

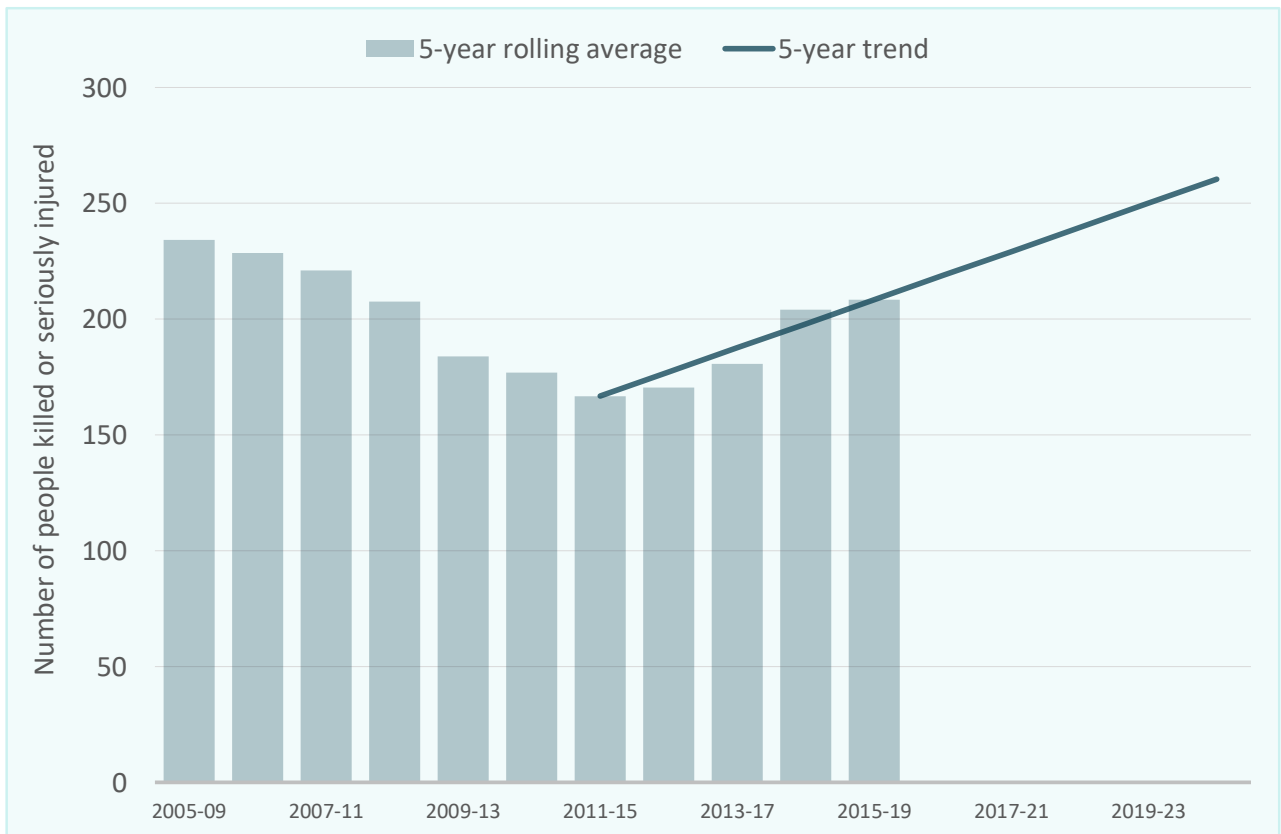


Figure 13: People killed or seriously injured on the region’s roads (2005–19) (Monitoring Report on the Regional Land Transport Plan, Greater Wellington, 2020)

<sup>1</sup> Regional crash analysis system quarterly outcomes (Waka Kotahi, December 2019)

### Section 3: Transport Investment Priorities

While this increase is consistent with national trends, the rate of change is significantly higher in Wellington than many other regions across the country and higher than population growth over the same time<sup>1</sup>.

Waka Kotahi's communities at risk report shows that speed (travelling too fast for the conditions) contributed to approximately one quarter of average annual deaths and serious injuries in the region over the five years from 2014–18. Intersection safety is also an area of concern, with an annual average of 67 deaths and serious injuries occurring at urban and rural intersections over the same period. Within the region, Wellington City has the highest personal risk level in the region for urban intersections, while Carterton District and Upper Hutt City have the highest personal risk level in the region for rural intersections<sup>2</sup>.

Pedestrians, cyclists and motorcyclists are overrepresented in deaths and serious injuries statistics, being involved in 106 of the 202 average annual deaths and serious injuries in the region over the five years from 2014–18. Wellington City and Carterton District have the highest personal risk levels in the region for cyclists and South Wairarapa District and Masterton District have the highest rates for motorcyclists.

The region's safety profile, together with investment priorities in the Road to Zero safety strategy and associated action plan (2020–22), suggest emphasis should be given to:

- Intersection improvements and safety infrastructure, including on high-volume urban roads with high risk
- Infrastructure improvements to provide safe walking and cycling trips

- Safety treatments on high-risk motorcycle routes
- Speed management to provide safe and appropriate speeds at high-risk urban intersections, in urban areas with high numbers of vulnerable users and on high-risk rural roads (roads with speeds in excess of 80km/h)<sup>3</sup>

The benefits of investment in these speed management infrastructure treatments are directly linked to the achievement of national and regional road safety targets. Modelling undertaken as part of the Government's Road to Zero action plan indicates that approximately half of the target to reduce deaths and serious injuries by 40 per cent by 2030 would need to be achieved through infrastructure and speed management. In line with this focus, the region's investment programme is expected to have a particular emphasis in these areas.

Further information and data on the case for investment is available in:

- Arataki 2 – regional summaries, Waka Kotahi
- Crash analysis system safety data, Waka Kotahi
- Communities at risk register, Waka Kotahi

<sup>1</sup> Regional CAS quarterly outcomes (Waka Kotahi, December 2019)

<sup>2</sup> <https://www.nzta.govt.nz/resources/communities-at-risk-register>

<sup>3</sup> Arataki version 2 – Regional Summary Wellington (Waka Kotahi)

Section 3: Transport Investment Priorities



3.5.2 Proposed areas for investment

Table 13: Proposed areas for investment – safety

Priority investment areas	Key investment partners
<ul style="list-style-type: none"> <li>• Improve high-risk intersections.</li> <li>• Implementation of a speed management guide.</li> <li>• Improve safety of networks for vulnerable users.</li> <li>• Use technology to improve safety, such as advanced traffic management systems.</li> </ul>	<ul style="list-style-type: none"> <li>• Waka Kotahi (infrastructure provider and co-funder)</li> <li>• Greater Wellington (road safety promotion and education, travel demand management)</li> <li>• All territorial authorities (road safety promotion and education infrastructure providers)</li> <li>• New Zealand Police (enforcement)</li> </ul>

Other priority implementation areas

- Behaviour change programmes, for example safety education.
- Encourage safe and appropriate speeds.
- Traffic enforcement.
- Increase vehicle safety.
- Regional speed management plans.

Investing in these areas aligns with the following strategic priorities:

Table 14: Strategic alignment – safety

National transport outcomes	Draft GPS 2021 objectives	RLTP objectives	RLTP headline targets
★★ Healthy and safe people	★★ Safety	★ Safety	★ Safety
★ Resilience and security	★ Improving freight connections		
	★ Better travel options		

Section 3: Transport Investment Priorities

3.6 Transport investment priority 5

**Priority 5**

***Build resilience into the region’s transport network by strengthening priority transport lifelines and improving redundancy in the system***

3.6.1 The case for investment and summary of evidence

With only two main north-south transport corridors, limited east-west linkages and challenging topography, the Wellington Region’s transport system is highly vulnerable to unplanned events. Key transport corridors cross major fault lines and are susceptible to tsunami, inundation, flooding and sea-level rise at various points. The close physical proximity of the road and rail corridors amplifies this risk and the limited redundancy in operating capacity across the transport system means even relatively minor events, such as slips, vehicle crashes or a points failure on the rail network, can cause significant delays to people and freight.

For example, in June 2020 a small slip closed one lane of State Highway 2 between Petone and Ngauranga for several hours, causing substantial delays for an estimated 40,000+ vehicles on both the state highway and local roading networks<sup>1</sup>. As well as the immediate impacts of network closures on the timely movement of people and freight, the time taken to reinstate services to normal operating levels can also cause significant economic and social impacts. A storm event in 2013, which closed the Hutt Valley rail line between Wellington and Petone for a week, cost the region up to \$43 million, including the cost of increased travel time for commuters and the direct, indirect and induced loss in economic input<sup>2</sup>.

While large-scale network improvement projects, such as Transmission Gully will materially improve the resilience of the region’s transport network, critical sections across the network remain vulnerable to unplanned events. These include State Highway 2 between Petone and Ngauranga, the Ngauranga interchange and sections of State Highways 1, 2 (including the Remutaka Hill road) and 58. Key areas of vulnerability on the rail network include the North Island main trunk line between Pukerua Bay and Paekakariki and the Hutt Valley line alongside State Highway 2 between Petone and Ngauranga<sup>3</sup>.

Table 15: Regional unplanned road closures on State Highways 1, 2, 53 and 58 by annual hours the road was closed (Waka Kotahi)

State highway	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
SH2	22.4	167.3	32.1	52.3	48.5	67.6	46.7	59.7	27.3	49.6	601.5
SH1N	233.3	15.8	34.5	151.3	16.6	108.7	63.8	90.1	78.6	44.6	851.1
SH53	20.0	9.1	19.9	49.5	35.0	23.3		173.4	46.5		379.1
SH58	1.2	21.7	5.4	18.6	16.4	11.0	15.5	20.6	24.9	27.3	163.9
<b>Total</b>	<b>277.0</b>	<b>214.0</b>	<b>91.9</b>	<b>271.7</b>	<b>116.6</b>	<b>210.5</b>	<b>126.0</b>	<b>343.9</b>	<b>177.3</b>	<b>121.5</b>	<b>1,995.6</b>

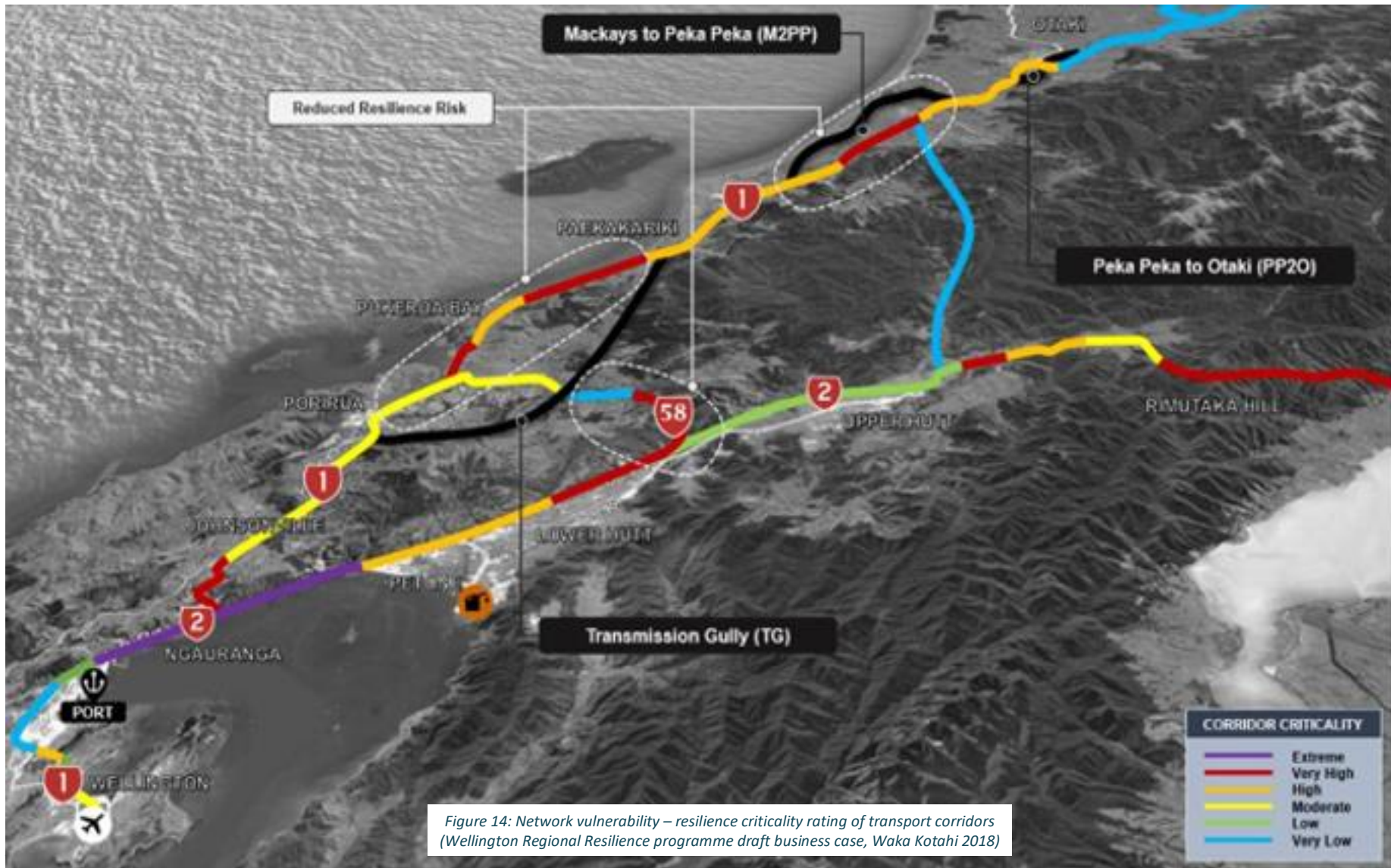
<sup>1</sup> <https://www.stuff.co.nz/dominion-post/wellington/121983488/five-hours-of-gridlock-for-46000-cars-how-one-small-slip-ground-wellington-to-a-halt>

<sup>2</sup> The transport impacts of the 20 June 2013 Storm and associated media release (Ministry of Transport)

<sup>3</sup> Draft Wellington Regional Resilience programme business case (Waka Kotahi, 2018)



Section 3: Transport Investment Priorities



**Section 3: Transport Investment Priorities**

By targeting investment to areas of highest risk (for example, via engineering interventions to reduce the likelihood of network closures and reduce the time taken to reinstate the network) and by increasing the availability of alternative routes to access key lifelines, including strengthening the local roading network, investment in resilience-related activities is expected to:

- Improve availability of the land transport network for response and recovery immediately after a hazard event
- Minimise the economic and social impact of hazard events that effect the Wellington Region’s land transport network by reducing their likelihood

Investment targeted in other areas, including improved mode choice, public transport capacity and strategic access, will also deliver resilience benefits by improving network redundancy in the system. Planned investment in safety and improved public transport services is also expected to reduce the number of unplanned day-to-day incidents that can cause network delays, such as signal failures and traffic crashes.

Further information and data on the case for investment is available in:

- Wellington Regional Transport Resilience programme business case
- Wellington Regional Growth Framework foundation report 2020
- Wellington Lifelines Group Regional Resilience programme business case.

**3.6.2 Proposed areas for investment**

Table 16: Proposed areas for investment – resilience

Priority investment areas	Key investment partners
<ul style="list-style-type: none"> <li>• Reduce vulnerability of priority transport lifelines.</li> <li>• Improve redundancy of key transport connections.</li> <li>• Use routine renewals and maintenance activities to improve resilience.</li> </ul>	<ul style="list-style-type: none"> <li>• Waka Kotahi (infrastructure provider and funding partner)</li> <li>• All territorial authorities in the region (infrastructure providers and co-funders)</li> <li>• KiwiRail (rail network provider and co-funder)</li> <li>• The Wellington lifelines group and Wellington Regional Emergency Management Office (coordinating bodies for how key lifeline utilities, including transport, prepare for, respond and recover from major events)</li> </ul>

**Other priority implementation areas**

- Progress resilience initiatives identified in the Wellington Regional Growth Framework, including development of a regional approach to climate change impacts (including coastal protection and a programme for managing assets at risk).
- Promotion of business continuity plans and flexible working arrangements.

Section 3: Transport Investment Priorities



Investing in these areas aligns with the following strategic priorities:

Table 17: Strategic alignment – resilience

National transport outcomes	Draft GPS 2021 objectives	RLTP objectives
★★ Resilience and security	★ Improving freight connections	★★ Connected, resilient and reliable
★ Economic prosperity	★ Better travel options	

# Section 4

# Regional Programme



## Section 4: Regional Programme

### 4.1 Introduction

#### 4.1.1 Programme overview

##### 4.1.1.1 Role of the regional programme

The regional programme sets out the land transport activities proposed to be funded over the six years from July 2021 to June 2027, as well as a 10-year financial forecast. This includes all activities the region would like included in the National Land Transport Programme (NLTP) so that funding may be sought from the National Land Transport Fund. Waka Kotahi prepares the NLTP and in doing so must take into account the RLTP.

If included in the NLTP, most activities must be approved through Waka Kotahi's business case process before funding can be allocated from the National Land Transport Fund (NLTF). Many activities in the RLTP also require co-funding from regional or local councils, which must be confirmed through their long-term plans before the project can proceed.

The proposed budgets and timing of activities in the regional programme are estimates and subject to change.

##### 4.1.1.2 Development of the regional programme

Activities in the regional programme are put forward by the organisations responsible for their delivery. Activities for which funding has already been approved (committed activities), and activities that maintain existing networks and services are automatically included in the RLTP. Other activities are included at the discretion of the Regional Transport Committee.

The committee invited approved organisations to submit activities they would like included in the RLTP, being guided by the RLTP strategic

framework (set out in section 2 *Strategic framework*) and 10-year transport investment priorities (set out in section 3 *Transport investment priorities*). These were reviewed by the committee and, following the requirement in section 16(3)(d) of the LTMA, the committee proposes the priority order of significant activities using the approach set out in Appendix D.

##### 4.1.1.3 Components of the regional programme

The regional programme includes the following components:

- *Committed activities (Table 19)*  
Activities that have already received funding approval but are yet to be completed. They will be funded under the NLTP 2021–24.
- *Significant activities (Table 20, Table 21, Table 22, Table 23 and Table 24)*  
Improvement activities over \$2 million, as defined in Appendix C. These are presented in priority order to clearly signal to the NLTP development which of the new large-scale improvement projects the region considers most important.
- *Other activities (Table 25)*  
These include activities that maintain existing networks and services<sup>1</sup>, activities relating to transport planning and improvement activities proposed to commence after 1 July 2024.
- *Inter-regionally significant activities (Table 26)*  
Activities that have implications for the connectivity with other regions, for which cooperation with other regions is required or is identified as nationally significant in the GPS.

<sup>1</sup> Maintenance, operations and renewal, public transport continuous programme and low-cost low-risk improvements.

**Section 4: Regional Programme**

- *10-year forecast (Table 27)*  
A forecast of anticipated revenue and expenditure to 30 June 2031.
- *Significant expenditure funded from other sources (Table 28)*  
Transport activities planned for the region that are to be funded from sources other than the NLTF (for example, Crown funds or third parties).

In developing the NLTP, the ongoing operation and stewardship of the transport system is prioritised. Activities to maintain existing networks and services, plus committed activities, are allocated first, with the remaining funding allocation available for improvement activities.

**4.1.2 Background and context**

There are a number of key documents that relate to the RLTP programme, including the following.

**4.1.2.1 Government Policy Statement on Land Transport and National Land Transport Programme**

The Government Policy Statement on Land Transport (GPS) sets out the strategic priorities and results that the government wants to see delivered in the next 10 years and the funding available from the NLTF to deliver those results. The NLTP is the three-year investment programme that Waka Kotahi manages to give effect to the GPS. Although the NLTP is a national programme, its key building blocks are the regional land transport plans prepared by regional transport committees and approved by regional councils.

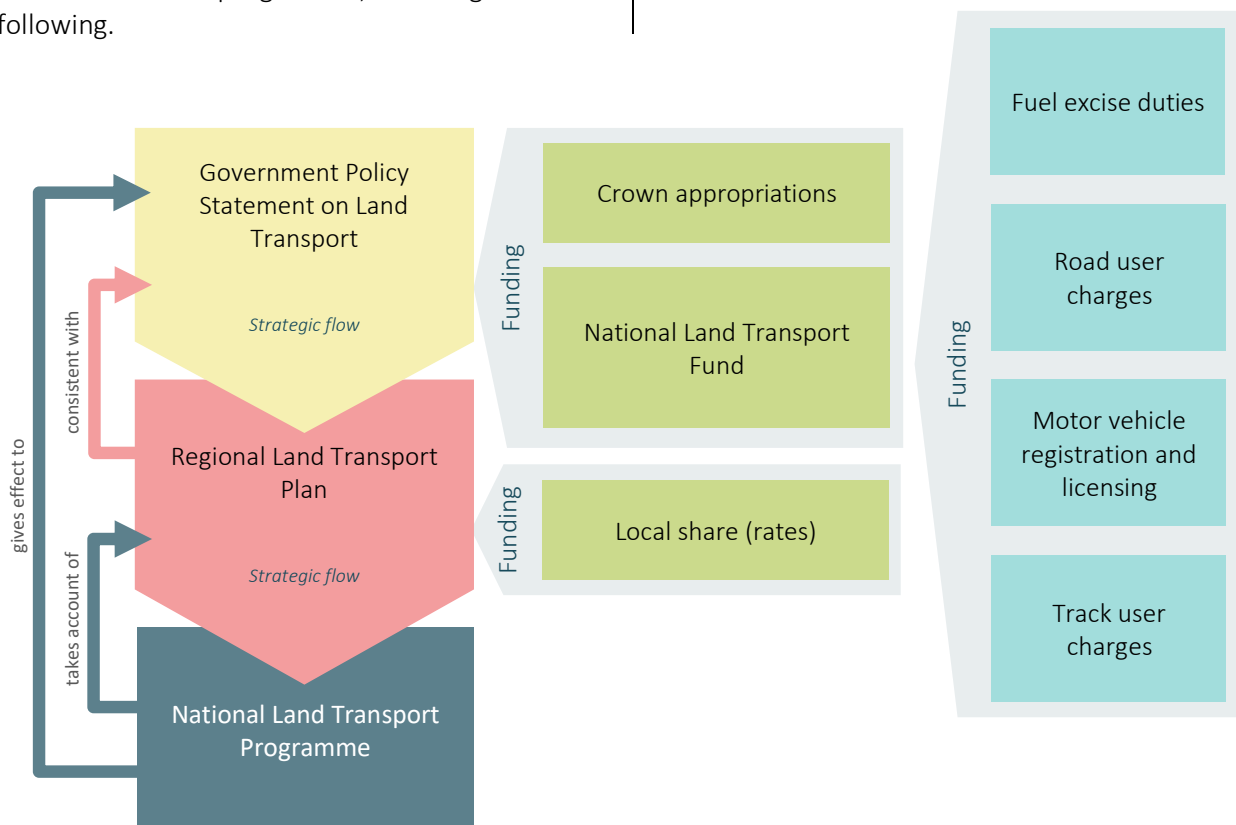


Figure 15: Relationship between the RLTP, NLTP and GPS (Government Policy Statement on Land Transport, Ministry of Transport)

## Section 4: Regional Programme

### 4.1.2.2 *Waka Kotahi Investment Proposal*

The Waka Kotahi Investment Proposal is an input to both RLTPs and the NLTP. It sets out the agency's investment approach for state highway maintenance and improvement, and nationally delivered activities.

### 4.1.2.3 *Council long-term plans*

A long-term plan (LTP) is a council's key strategic document, which each council is required to produce under the Local Government Act. A LTP is an important planning document that sets out the council's priorities for the next 10 years, including what the council will do, how much it will cost and how the council will fund it.

The RLTP can be seen as a companion document to the LTPs of the councils within the Wellington Region.

### 4.1.2.4 *Rail Network Investment Programme*

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, delivered by KiwiRail. The New Zealand Rail Plan and the GPS investment signals guide the development of the RNIP.

The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Including KiwiRail's programme of proposed rail network investment in this RLTP creates a formal opportunity for the Regional Transport Committee to provide a regional view on KiwiRail's priorities and for public consultation on the proposals before the RNIP is finalised.

KiwiRail has been receiving funding, via Greater Wellington, from the transitional rail activity class for catch up renewals and capacity improvements. As the transitional rail activity class will cease at the end of the current NLTP

period, these projects will be moved as commitments to the new public transport infrastructure activity class. They are included in committed activities (Table 19).

The improvement projects KiwiRail will include in the RNIP and seek funding for from the public transport infrastructure activity class have been considered in the significant project prioritisation process and included in section 4.5 *Significant activities*.

The existing funding mechanisms for determining and apportioning the maintenance and operational cost for the Wellington rail network and utilising network access agreements has not changed. The network access agreement process involves negotiating:

- The level of access for metro services to the Wellington network
- The level of maintenance and renewals of these networks
- How costs associated with the networks are apportioned

KiwiRail will meet its share of this cost of maintenance through the RNIP, while Greater Wellington will continue to meet its share from rates and fares, with a portion funded from the public transport services activity class of the NLTF. These programme details are shown in other activities (Table 25).

### 4.1.2.5 *Regional Public Transport Plan*

The Regional Public Transport Plan (RPTP) provides the strategic direction for the region's public transport network, consistent with the RLTP. The RPTP communicates how Greater Wellington proposes to develop the public transport network and is used to engage stakeholders on developing and improving the public transport network in the region.

## Section 4: Regional Programme

## 4.2 Funding sources

The main sources of funds for land transport activities for the region are:

- The NLTF
- Council funding (local share)
- Other funding sources, including third-party funding, Crown appropriations and fare revenue from public transport passengers

### 4.2.1 National Land Transport Fund

Revenue collected from fuel excise duty, road user charges, vehicle and driver registration and licensing, state highway property disposal and leasing and road tolling is credited to the NLTF.

### 4.2.2 Council funding (local share)

Local share funds are allocated by individual councils and are mainly provided through rates, and loans (for capital expenditure). The regional council funds public transport services, whereas local councils fund local roads, including footpaths and cycleways. Funding for these

activities is set through the development of long-term and annual plans under the Local Government Act 2002.

### 4.2.3 Funding assistance rates

Land transport activities that are proposed and delivered by approved organisations, such as local road maintenance, local road improvements and public transport are delivered by the local authority with funding assistance from the NLTF. The amount that Waka Kotahi co-invests from the NLTF in local activities is largely determined by the funding assistance rates applicable to approved organisations. Funding assistance rates for the 2021–24 NLTP are shown in Table 18.

### 4.2.4 Other funding sources

Other funding sources may include public transport fares and Crown appropriations. More information can be found in section 4.9 *Significant expenditure funded from other sources*.

Table 18: 2021–24 NLTP funding assistance rates

Authority	2021/22	2022/23	2023/24
Carterton District Council	53%	52%	51%
Department of Conservation	51%	51%	51%
Greater Wellington Regional Council	51%	51%	51%
Hutt City Council	51%	51%	51%
Kāpiti Coast District Council	51%	51%	51%
Masterton District Council	58%	57%	56%
Porirua City Council	55%	54%	52%
South Wairarapa District Council	53%	52%	51%
Upper Hutt City Council	51%	51%	51%
Wellington City Council	51%	51%	51%
Waka Kotahi (Wellington Region)	100%	100%	100%



Section 4: Regional Programme

### 4.3 The regional programme

#### 4.3.1 Alignment of the programme to investment priorities

The regional programme of transport activities is guided by the 10-year transport investment priorities (see section 3 *Transport investment priorities*). Figure 16 shows the alignment of the regional programme with the 10-year transport investment priorities.

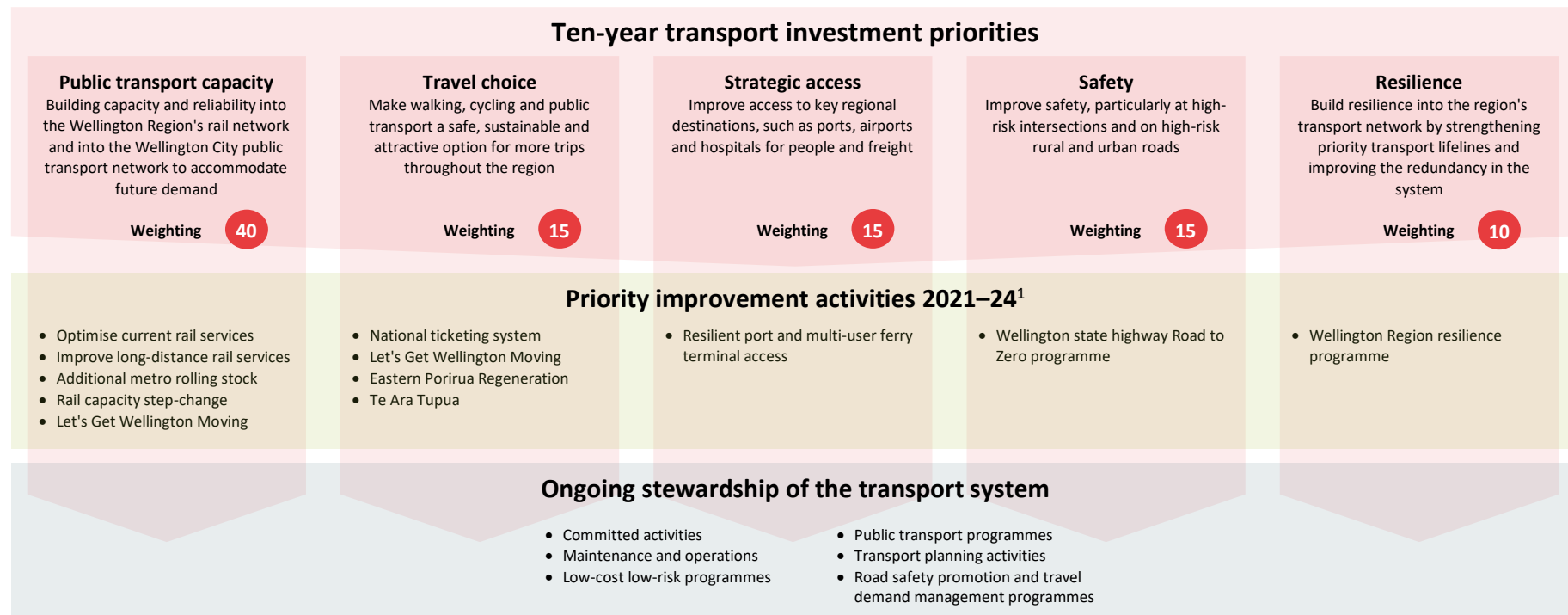


Figure 16: Alignment of the programme to the regional investment priorities

<sup>1</sup> Selected improvement activities only. A full list of significant improvement activities in priority order is provided in section 4.5.2 Significant activities in prioritised order

Section 4: **Regional Programme**

4.3.2 Measuring progress

The measures used to monitor the performance of activities in the regional programme and how successful they are in delivering the desired regional outcomes are set out in section 5 *Monitoring framework*.

To be completed

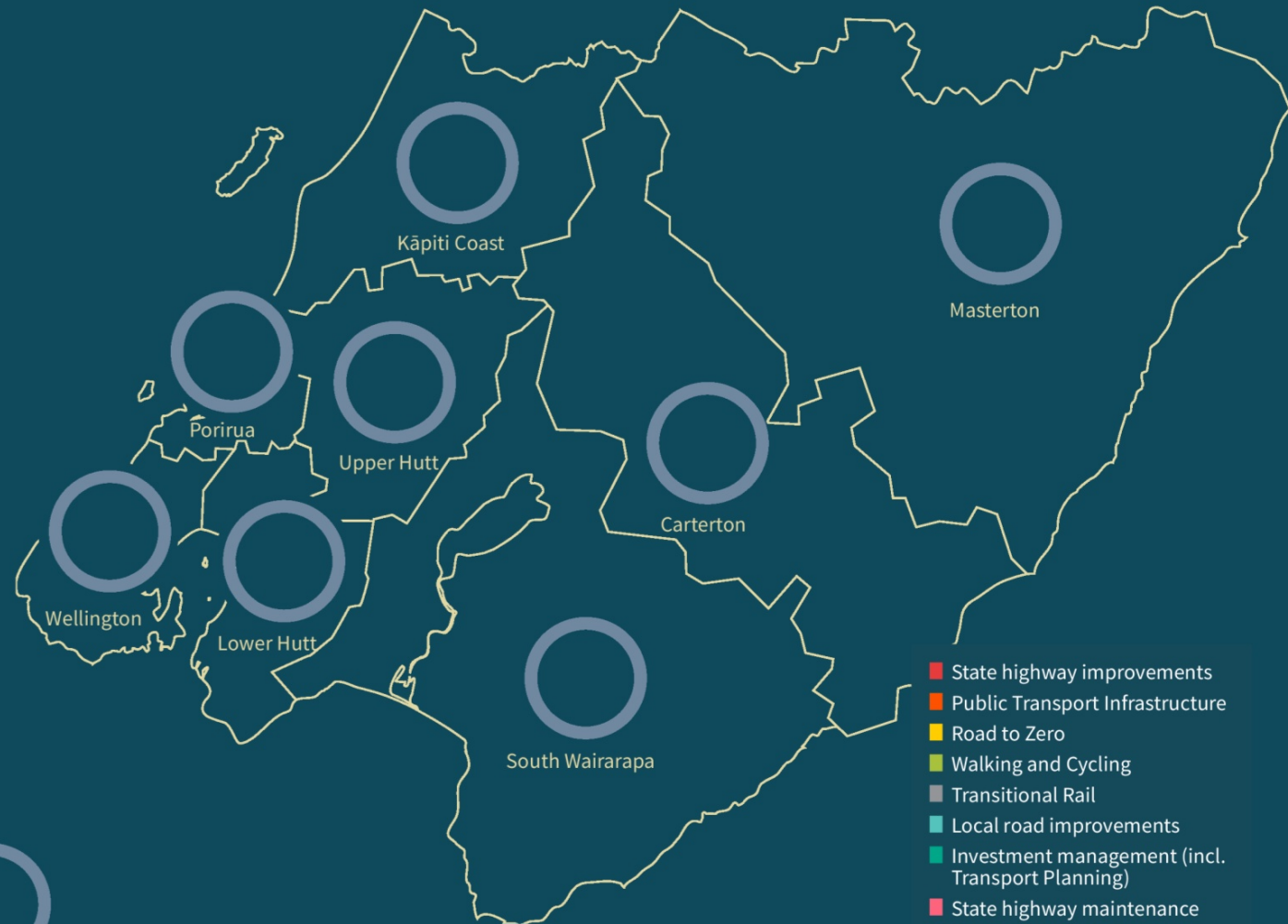
## What activities do we plan to invest in?

The plan covers all land transport activities in our region – public transport, walking and cycling, road safety, local roads and state highways.

This graphic provides an overview of proposed investment by area. Click on an area of interest to see a breakdown of the activities proposed.

Further detail on the activities proposed is available in the [draft Wellington Regional Land Transport Plan 2021](#)

### Local Activities



### Cross-boundary activities

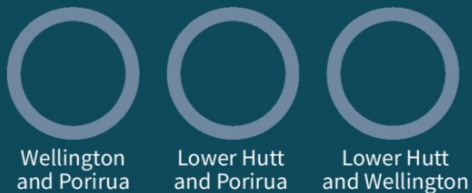


Figure 17: Regional investment activities

## Section 4: Regional Programme

### 4.3.3 What is happening with...?

#### 4.3.3.1 *Let's Get Wellington Moving*

The Let's Get Wellington Moving programme seeks to transform urban mobility and shape urban form through central Wellington City. It aims to move more people with fewer vehicles, enhance the liveability of the central city and improve the reliability of access to key regional destinations, such as the regional hospital, port and international airport.

The three partner organisations – Waka Kotahi, Wellington City Council and Greater Wellington – have worked closely together to complete a programme business case and are now progressing the next stage of planning and investigations as part of the business case process.

Mass transit will likely form a core element of the programme, along with improved bus priority, walking and cycling. Multi-modal improvements at the Basin Reserve and through Mt Victoria are also investigated. Wider regional rail network investment is also key to support the Let's Get Wellington Moving programme outcomes.

#### 4.3.3.2 *Rail network*

Planning for investment in the Wellington rail system is undertaken primarily by Greater Wellington and KiwiRail. The Wellington Metropolitan Rail Upgrade programme includes a number of packages (underway or proposed) to continue our investment in a fit-for purpose, reliable and resilient regional rail network.

To meet future demand, a detailed business case is underway to resolve issues with life-expired long-distance rolling stock, while increasing service frequency and capacity, and improve community connectivity across the lower North Island (Wairarapa and Kāpiti – Manawatu lines). An indicative business case is also in progress to address increasing safety expectations, network

capacity and resolving obsolescence issues with the rail network's signalling systems.

The longer-term 30-year pathway for rail investment will be set out in the programme business case currently being prepared.

#### 4.3.3.3 *Resilience*

A number of processes are underway to understand and improve the resilience of the region's land transport network. These range from region-wide transport-focused and multi-sector business cases led by Waka Kotahi and Wellington Lifelines Group, through to locally focused resilience strategies, such as Wellington City Council's 100 resilient cities and site-specific planning work, such as resilience considerations for CentrePort.

#### 4.3.3.4 *Port access*

The Wellington port is a key regional freight destination, provides inter-regional access to the South Island and is a key lifeline following any major natural hazard event. Examining the issues affecting access to, and resilience of, Wellington's port has been an important focus of transport, land-use and commercial planning exercises over recent years. A regeneration plan for the port area is underway and planning for future facilities for new inter-island ferries with greater capacity is being considered.

#### 4.3.3.5 *West-east connections*

Improving strategic west-east connectivity has been a focus of transport planning work for many years with projects examining new connections, such as the proposed Petone to Grenada link road and Hutt Cross Valley Connection, and improvements to existing routes, such as State Highway 58 and Remutaka Hill Road.

In 2019, Waka Kotahi re-evaluated the Petone to Grenada link road proposal and concluded that while there was need for an improved west-east

## Section 4: Regional Programme

connection, the link road in its previously proposed form may not proceed and likely timing was pushed out to 2028.

### 4.3.3.6 Cycle and walkways

A new cycle and walkway, Te Ara Tupua, connecting Wellington City CBD with the Hutt Valley, has been the focus of significant planning work for many years, with construction of the first stage between Melling and Petone underway and consent processes for Petone to Ngauranga section to expected be completed in 2021. Other key strategic urban connections being planned and rolled out include the Wellington City Eastern routes package, Lower Hutt beltway and Eastern Bays shared paths. In Kāpiti, extending the cycle and walkway network adjacent to the Kāpiti Expressway is planned as part of the Peka Peka to Ōtaki section, along with facilities planned for the former State Highway 1 corridor as part of revocation processes.

### 4.3.3.7 Supporting local growth

A number of transport planning and business case processes are underway with a focus on responding to change in local transport networks and new land-use and revocation opportunities following the introduction of new State Highway 1 routes, such as the Kāpiti Expressway and Transmission Gully, and in response to new growth and housing pressures and opportunities. The Access Porirua, Access Kenpuru and Paraparaumu Town Centre Connections business cases and Kāinga Ora's Eastern Porirua Regeneration project are examples.

### 4.3.4 Focus on safety

In line with the safety priority in the GPS, all partners have included activities in the RLTP aimed at developing a transport system where no-one is killed or seriously injured. Much of this work takes place as part of the low-cost low-risk programmes. The focus of each partner's safety activities is as follows:

- *Carterton District Council*  
Focus on safe network operations, speed management and secondary collector road geometric and delineation improvements
- *Greater Wellington*  
Focus on improving the safety of the public transport system for customers, workers and the general public
- *Hutt City Council*  
Focus on accessibility, speed management and vulnerable road users
- *Kāpiti Coast District Council*  
Focus on vulnerable road users, older road users, young drivers, rural intersections and speed management
- *KiwiRail*  
Focus on a managing and maintaining the rail network to ensure the safety of passengers, staff and the public. KiwiRail has a particular focus on public safety where people cross the rail network at level crossings or pedestrian crossings
- *Masterton District Council*  
Focus on rural high-risk routes, closing delineation gaps, speed management through urban traffic calming and improvements to intersections where there is a safety benefit
- *Porirua City Council*  
Focus on pedestrian crossings, school safety improvements and speed management
- *South Wairarapa District Council*  
Focus on safe network operations, speed management and secondary collector road geometric and delineation improvements
- *Upper Hutt City Council*  
Focus on pedestrian and cycle facilities and on geometric improvements to rural roads

## Section 4: Regional Programme

- *Waka Kotahi*  
Focus on delivering the Road to Zero strategy. There are five key focus areas – infrastructure improvements and speed management, vehicle safety, work-related road safety, road-user choices and system management
- *Wellington City Council*  
Focus on safety interventions at high-risk intersections, speed management and cycleways investment

## Section 4: Regional Programme

## 4.4 Committed activities

Committed activities are defined as currently committed phases for activities that are expected to continue into 2021. These will be included in the NLTP 21/24.

Table 19: Committed activities by organisation 2021–24

Activity	Description	Phase	Start	End	Costs (\$m)			
					21/22	22/23	23/24	Total (est)
<b>Greater Wellington Regional Council</b>								
Matangi 1 trains and rail upgrades – debt servicing (\$23m)	The Crown's commitment to fund the debt servicing costs on \$23 million of residual costs for the Matangi Trains project and the Wellington Area Rail Upgrade projects. This project now also includes an extension to the approval for an additional capital cost of \$11.22 million, which is the cost of upgrading the 48 two-car Matangi units to essentially the same standard as the newer Matangi-2 units. This was approved by the NZ Transport Agency on 13 June 2013.	Construction	2018	2022	3.35	3.35	3.35	40.33
Matangi 2 trains – debt servicing	Procurement of 35 additional Matangi units from Hyundai Rotem.	Construction	2018	2025	14.45	14.45	14.45	269.01
Longer distance rolling stock and service improvement	Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawatu lines with a fleet of 15 four-car units, with supporting improvements to maintenance facilities, stations and network infrastructure.	Detailed business case	2020	2021	2.10	2.05	0.00	4.25
Unlocking capacity and improving resilience infrastructure	Infrastructure network capacity improvements on the Wellington metro railway network (over the next four years) to remove key network constraints and to improve peak service frequency and capacity and provide a higher quality passenger rail service.	Implementation	2019	2022	41.69	34.82	0.00	168.92

## Section 4: Regional Programme



Wellington metro rail track infrastructure – catch-up renewal	A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.	Implementation	2019	2025	76.72	53.49	20.05	195.71
Transport analytics (across the Wellington Region) - Model build – Greater Wellington share	The regional strategic transport model is over 15 years old. Normally, transport models of this size are updated every 5–10 years. Updating the model will ensure behavioural assumptions are up to date, improve confidence in the modelling system and provide more efficient information to decision makers	Implementation	2021	2022	1.00	0.00	0.00	1.00
<b>Waka Kotahi</b>								
NZ Upgrade programme SH2 Melling efficiency and safety improvement	SH2 at Melling is a national strategic route in close proximity to the Hutt CBD. This section of highway presents a significant challenge to the safe and efficient operation of SH2 due to conflicting state highway and local road traffic movements in a high-speed environment. Recent investigations identified potential interim at-grade solutions to address safety and efficiency issues for all road users on SH2 at Melling, while providing compatibility with a long-term grade separated solution.	Pre-implementation, Property	2019	2022	26.12	8.06	0.00	34.18
NZ Upgrade programme SH58 safety improvements – Stage 2	Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradey Road in Pauatahanui. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	Pre-implementation, Implementation	2019	2023	16.10	14.56	6.55	37.21
Weigh Right MacKay's	Replacement weigh station for Plimmerton.	Implementation	2017	2021	1.54	0.00	0.00	1.54
Wellington RoNS – programme management (internal resource)	Supports the internal resources that Waka Kotahi requires to develop the Wellington RoNS.	Investigation	2009	2022	3.08	3.08	0.00	6.16
Wellington RoNS (5) – Transmission Gully	A new expressway between MacKays Crossing and Linden.	Design, Construction, Implementation	2020	2045	125.82	126.81	125.68	378.31



## Section 4: Regional Programme



Wellington RoNS (6) – SH1 Mackays to Peka Peka Expressway	Design and construction of a new 18-km four-lane SH1 built to expressway standards between Poplar Avenue and Peka Peka Road, including rehabilitation of the existing SH1 through to MacKays Crossing for safety and efficiency purposes.	Construction	2010	2021	17.21	0.00	0.00	17.21
Wellington RoNS (7) – SH1 Peka Peka to Ōtaki Expressway	Revocation of the old SH1 from Peka Peka to Ōtaki. This activity is the development of this section of the Wellington RoNS.	Construction	2015	2026	91.05	10.03	2.11	103.19
<b>Wellington City Council</b>								
Wellington cycle network – eastern package	Package of cycling improvements associated with the eastern suburbs UCP package.	Implementation	2018	2021	2.25	0.00	0.00	2.25
Emergency works July/August 2017	Slips clearance, scaling, geotechnical investigation, engineering consultancy, barrier placements and design and build of solutions to mitigate risk at two significant slip sites on Ngaio Gorge Road.	Construction	2017	2023	5.00	3.47	0.00	8.47

## Section 4: Regional Programme

### 4.5 Significant activities

#### 4.5.1 Overview of prioritisation

The Land Transport Management Act (LTMA) requires the Regional Transport Committee to identify activities it considers significant and present these in priority order.

The Regional Transport Committee's policy on significance is contained in Appendix C.

Significant activities are defined as all new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan, excluding:

- Maintenance, operations and renewal activities for state highways and local roads
- Public transport continuous programme (existing services)
- Low-cost low-risk activities
- Road safety promotion activities
- Investment management activities, including transport planning and modelling
- Programme business cases

## Section 4: Regional Programme



## 4.5.2 Significant activities in prioritised order

The priority order of significant activities was developed by applying the prioritisation methodology in Appendix D. The priority of programmes reflects a mix of interventions designed to deliver on the region's 10-year transport investment priorities and clearly signal which of the new large-scale improvement projects the region considers most important.

Table 20: Prioritised significant activities

Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
1	Improve long distance rail services	End-of-life rail signal system replacement	Greater Wellington, KiwiRail	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.	Business case, Implementation	National	21/22	30/31	5.15	6.50	8.90	20.55	292.30
		Manawatu and Wairarapa line fleet renewal and service increase	Greater Wellington	Aging and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Business case, Implementation	Local, National	21/22	27/28	1.50	4.87	13.89	20.26	749.99
		Additional network capacity improvements	KiwiRail	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).	Business case, Implementation	National	23/24	24/25			1.00	1.00	TBC
2	–	National ticketing system	Greater Wellington	The Wellington Region's implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Business case, Implementation	Local, National	21/22	30/31	4.20	26.66	29.52	60.38	152.53
3	–	Additional metro (electrified) rolling stock to meet future capacity requirements	Greater Wellington	Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.	Business case, Implementation	Local, National	23/24	30/31			0.26	0.26	194.26
4	–	Rail capacity step change (10-minute timetable)	Greater Wellington, KiwiRail	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.	Business case, Pre-implementation, Implementation	National	21/22	30/31	0.25		10.50	10.75	194.30

## Section 4: Regional Programme

Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	
5	Let's Get Wellington Moving early delivery	Let's Get Wellington Moving early delivery – Golden Mile	Waka Kotahi	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.	Business case, Pre-implementation, Implementation	Local, National	19/20	24/25	2.58	2.52	21.13	26.24	51.60
		Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	Waka Kotahi	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Business case, Pre-implementation, Implementation	Local, National	19/20	21/22	6.19			6.19	6.19
		Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	Waka Kotahi	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Business case, Pre-implementation, Implementation	Local, National	19/20	22/23	9.77	12.05		21.82	21.82
6	Let's Get Wellington Moving	Let's Get Wellington Moving managing travel demand	Waka Kotahi	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes and investigating changes to parking charges.	Pre-implementation, Implementation	Local, National	19/20	26/27	2.17	9.47	23.40	35.04	60.91
		Let's Get Wellington Moving mass rapid transit	Waka Kotahi	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.	Business case, Pre-implementation, Implementation	Local, National	19/20	35/36	4.24	40.15	28.46	72.86	1,435.91
		Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	Waka Kotahi	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.	Business case, Pre-implementation, Implementation	Local, National	19/20	30/31	3.44	12.02	21.23	36.68	406.59
		Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	Waka Kotahi	Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.	Business case, Pre-implementation, Implementation	Local, National	19/20	31/32	1.68	19.64	12.08	33.40	602.86
7	–	Resilient port and multi-user ferry terminal access	Waka Kotahi	Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.	Pre-implementation, Property, Implementation	NLTF and partners	21/22	26/27	6.00	6.00	28.00	40.00	1,600.00

## Section 4: Regional Programme



Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	Total (est)
8	Wellington State Highway Road to Zero programme	Road to Zero LCLR speed management	Waka Kotahi	Reductions of speed limits to a safe and appropriate speed.	Business case, Pre-implementation, Implementation	National	21/22	30/31	0.80	0.80	0.80	2.40	8.00
		Road to Zero LCLR infrastructure	Waka Kotahi	A programme of minor safety infrastructure improvements.	Business case, Pre-implementation, Implementation	National	21/22	30/31	2.70	2.70	2.70	8.10	27.00
		SH2 Hutt Valley	Waka Kotahi	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Business case, Pre-implementation, Implementation	National	21/22	29/30	0.08			0.08	15.65
		SH2 Masterton to Carterton corridor improvements	Waka Kotahi	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations.	Business case, Pre-implementation, Implementation	National	21/22	22/23	8.58	6.00		14.58	14.58
		SH2 Masterton to Carterton – Norfolk Road	Waka Kotahi	A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection.	Business case, Pre-implementation, Implementation	National	21/22	21/22	4.00			4.00	4.00
		SH2 Masterton to Carterton – Ngaumutawa	Waka Kotahi	Median barrier and roadside improvements at the SH2 and Ngaumutawa Road intersection.	Business case, Pre-implementation, Implementation	National	21/22	21/22	4.00			4.00	4.00
9	Eastern Porirua Regeneration	Eastern Porirua Regeneration project	Porirua City Council	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Business case, Pre-implementation, Implementation	Kainga Ora, Local, National	20/21	41/42	3.43	14.96	15.25	33.64	132.31
		Porirua bus hub improvements	Greater Wellington	Improvements to address health and safety, security concerns and accessibility challenges.	Business case, Implementation	Local, National	21/22	30/31	3.03	1.01	0.43	4.47	7.57

## Section 4: Regional Programme



Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
		SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	Waka Kotahi	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.	Business case, Pre-implementation, Implementation	National	23/24	26/27			1.00	1.00	31.00
10	–	New charging and layover areas for electric vehicle fleet	Greater Wellington	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.	Business case, Implementation	Local, National	23/24	25/26			1.04	1.04	4.32
11	–	Te Ara Tupua Ngā Ūranga – Pito-one	Waka Kotahi	Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Implementation	National	21/22	23/24	81.05	66.69	62.59	210.33	210.33
12	–	Riverlink improvements	Hutt City Council	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Business case, Implementation	Local, National	21/22	30/31	0.40	15.00		15.40	15.40
13	–	Access Kenepuru	Porirua City Council	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Business case, Pre-implementation, Implementation	Local, National	18/19	31/32	10.60	1.70	0.10	12.40	27.28
14	Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – single-stage business case and east-west link	Kāpiti Coast City Council	Paraparaumu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparaumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.	Business case, Pre-implementation, Property, Implementation	Local, National, Third-parties	20/21	24/25	6.71	13.98	1.55	22.24	22.24

## Section 4: Regional Programme

Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	
		Paraparaumu Town Centre Connections – accessibility improvements	Kāpiti Coast City Council	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.	Pre-implementation, Implementation	Local, National	22/23	24/25	2.00	1.00	3.00	5.90	
15	–	Rail station improvements	Greater Wellington	Upgrades to rail stations and amenities to comply with accessibility requirements, improve access for all and enhance the user experience.	Business case, Implementation	Local, National	22/23	29/30	0.50	0.52	1.03	18.99	
16	–	Real-time information systems replacement	Greater Wellington	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Business case, Implementation	Local, National	21/22	30/31	2.70	5.26	5.22	13.18	35.99
17	–	Cross Valley Connections	Hutt City Council	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.	Business case, Implementation	Local, National	21/22	31/32	0.20	0.50	10.00	10.70	160.00
18	Wellington Region Resilience Programme	SH1 and SH2 Petone to Grenada link road and improved regional east-west access	Waka Kotahi	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Grenada) and SH2 Petone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.	Business case, Pre-implementation, Property, Implementation	National	21/22	33/34	1.00	1.00	4.00	6.00	756.00
		Emergency works activity – Ngaio slip	Wellington City Council	Slope stabilisation improvements and repairs to slip damage on Ngaio Gorge. This work strengthens a key emergency lifelines route.	Implementation	Local, National	21/22	22/23	5.02	1.85	6.87	6.87	

## Section 4: Regional Programme

Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	
		Chaytor Street retaining walls earthquake strengthening	Wellington City Council	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Implementation	Local, National	21/22	22/23	3.50	3.50		7.00	7.00
		Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	Wellington City Council	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.	Implementation	Local, National	21/22	24/25	0.50	2.18	0.44	3.12	5.25
		Eastern Hutt Road retaining wall strengthening project	Hutt City Council	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.	Business case, Implementation	Local, National	21/22	22/23	3.50	1.50		5.00	5.00
		SH1 resilience – Ngauranga to SH58	Waka Kotahi	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.	Business case, Implementation	National	21/22	23/24	3.00	2.00	2.00	7.00	7.00
		SH2 resilience – Ngauranga to SH58	Waka Kotahi	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	Business case, Implementation	National	22/23	23/24		2.00	22.00	24.00	24.00
		Colombo Road bridge replacement	Masterton District Council	Replace the Colombo Road bridge, which is necessary due to river bed degradation compromising the structural integrity of the bridge. In conjunction with the age of the bridge and its overall condition, the most economical solution is the replace the structure.	Business case, Implementation	Local, National	20/21	22/23	0.30	2.50		2.80	2.80
		Mataikona Road improvements resilience project	Masterton District Council	Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.	Business case, Property, Implementation	Local, National	20/21	25/26	0.20			0.20	10.20
19	Electric vehicle bus fleet 1	Electric vehicle bus fleet renewal	Greater Wellington	Replace the diesel bus fleet with electric buses. Ninety per cent of the current diesel fleet can be transitioned to electric by the end of 2027, either via age expiry or when the majority of operator contracts end.	Business case, Implementation	Local, National	21/22	30/31	0.59	1.95	3.18	5.72	198.92



## Section 4: Regional Programme

Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	
		Electric vehicle growth buses	Greater Wellington	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.	Business case, Implementation	Local, National	22/23	30/31	2.17	3.52	5.70	37.42	
20	-	Waterloo Station – end-of-life replacement	Greater Wellington	Replace aging and unsafe building infrastructure at Waterloo Station.	Business case, Implementation	Local, National	23/24	27/28	0.25	5.22	5.48	34.52	
21	-	Level crossing safety upgrades	Greater Wellington	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Business case, Implementation	National	21/22	29/30	0.25	1.02	1.05	2.33	122.98
22	-	East corridor – Evans Bay stages 1 and 2	Wellington City Council	Create a protected bike lane linking recently upgraded sections of cycleways.	Pre-implementation, Implementation	Local, National	21/22	22/23	9.48	9.22		18.70	18.70
23	-	Eastern Bays shared path	Hutt City Council	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.	Business case, Implementation	Local, National, Crown	21/22	26/27	2.50	1.75	3.00	7.25	30.00
24	-	Speed management programme (Wellington City)	Wellington City Council	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Pre-implementation, Implementation	Local, National	22/23	25/26		0.11	6.52	6.63	8.00
25	-	Rail infrastructure resilience upgrades	Greater Wellington	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	Business case, Pre-implementation, Implementation	National	21/22	29/30	0.25	5.13	5.26	10.64	102.40
26	-	Newtown – Behampore cycleways	Wellington City Council	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Implementation	Local, National	21/22	23/24	2.70	6.75	12.15	21.60	27.00
27	-	Porirua CBD to Titahi Bay shared path	Porirua City Council	Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.	Pre-implementation, Implementation	Local, National	18/19	31/32	0.72	4.92	5.03	10.67	11.80
28	-	Northern Connection cycleway	Wellington City Council	Create protected bike lanes on regionally significant routes.	Pre-implementation, Implementation	Local, National	23/24	25/26			3.00	3.00	5.00
29	-	Fergusson Drive arterial link improvements	Upper Hutt City Council	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Business case, Implementation	TLA, NLTP	21/22	29/30	0.15	0.28	4.46	4.89	38.42

## Section 4: Regional Programme



Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	Total (est)
30	–	Wellington Regional Hospital travel demand management initiative	Greater Wellington	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Implementation	Local, National	20/21	23/24	1.00	1.02	1.05	3.08	3.08
31	–	SH1 Ngauranga Gorge improvements (walking and cycling)	Waka Kotahi	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.	Implementation	National	21/22	22/23	0.20	3.50		3.70	3.70
32	–	Cycling micro-mobility	Hutt City Council	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Implementation	Local, National	21/22	30/31	3.25	3.25	3.25	9.75	9.75
33	–	Totara Park Road and SH2 intersection capacity increase	Upper Hutt City Council	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.	Implementation	TLA, NLTP	21/22	21/22	2.42			2.42	2.42
34	–	SH1 Tawa through CBD – Interim optimisation measures	Waka Kotahi	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let's Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.	Business case, Pre-implementation, Implementation	National	21/22	24/25	5.13	7.70	10.26	23.09	45.35
35	–	Silverstream pipe bridge	Hutt City Council	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.	Implementation	Local, National, Wellington Water	22/23	22/23		11.00		11.00	11.00
36	Electric vehicle bus fleet 2	East by West Ferries electric ferry development – subsidy increase	Greater Wellington	The operator's diesel ferry is at end-of-life and will be replaced with an electric ferry with increased capacity. Requires subsidy increase for extra capacity.	Pre-implementation, Implementation	Local, National	21/22	30/31	0.26	0.26	0.27	0.79	2.90
		Electric vehicle conversion of double-decker diesel buses	Greater Wellington	Convert seven of Transit's large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	Pre-implementation, Implementation	Local, National	21/22	30/31	0.46	0.46	0.47	1.39	4.80

## Section 4: Regional Programme



Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year Total (est)	Total (est)
37	-	Accelerated rollout of street lighting LEDs and CMS	Wellington City Council	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.	Business case, Implementation	Local, National	21/22	23/24	2.34	1.90	1.90	6.14	6.14
38	-	The Parade upgrade	Wellington City Council	Complete the provision and upgrade of protected bike lanes on The Parade in Island Bay.	Implementation	Local, National	21/22	23/24	7.00	7.00		14.00	14.00
39	-	Smarter connections	Greater Wellington	Improve park and ride, and bicycle facilities to improve connectivity between the station and the community.	Business case, Implementation	Local, National	23/24	30/31			0.26	0.26	13.86
40	-	Wellington Cable Car structures strengthening	Wellington City Council	Strengthen structures that support the Wellington Cable Car.		Local, National	21/22	23/24	0.15	3.35	1.20	4.70	4.70

## Section 4: Regional Programme



## 4.5.3 Timing and staging of proposed significant activities

Table 21 shows the indicative timing and staging of significant activities out to 2030/31. It illustrates the time and complexity in delivering large-scale projects.

Table 21: Timing and staging of prioritised significant activities (BC: business case process phase, Pre-IMP: pre-implementation phase, IMP: implementation phase)

Rank	Programme	Activity	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31		
			Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	
1	Improve long distance rail services	End-of-life rail signal system replacement	5.15	BC	6.50	BC	8.90	BC	23.60	IMP	23.60	IMP	23.60	IMP	53.10	IMP	59.00	IMP	53.10	IMP	29.50	IMP	
		Manawatu and Wairarapa line fleet renewal and service increase	1.50	BC	4.87	BC IMP	13.89	IMP	114.57	IMP	152.46	IMP	201.40	IMP	217.86	IMP	18.44	IMP	11.81	IMP	13.54	IMP	
		Additional network capacity improvements					1.00		BC		IMP												
2	–	National ticketing system	4.20	BC IMP	26.66	IMP	29.52	IMP	12.46	IMP	12.68	IMP	12.90	IMP	13.12	IMP	13.38	IMP	13.66	IMP	13.95	IMP	
3	–	Additional metro (electrified) rolling stock to meet future capacity requirements					0.26	BC	23.39	BC	16.63	IMP	37.92	IMP	47.34	IMP	49.19	IMP	9.44	IMP	10.07	IMP	
4	–	Rail capacity step change (10-minute timetable)	0.25	BC			10.50	BC	24.25	Pre-IMP	24.88	Pre-IMP	25.52	IMP	26.18	IMP	26.86	IMP	27.56	IMP	28.27	IMP	
5	Let's Get Wellington Moving early delivery	Let's Get Wellington Moving early delivery – Golden Mile	2.58	BC Pre-IMP IMP	2.52	IMP	21.13	IMP	25.36	IMP													
		Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	6.18	BC Pre-IMP IMP																			
		Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	9.77	BC Pre-IMP IMP	12.05	Pre-IMP IMP																	

## Section 4: Regional Programme

Rank	Programme	Activity	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31		
			Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	
6	Let's Get Wellington Moving	Let's Get Wellington Moving managing travel demand	2.17	BC Pre-IMP	9.48	Pre-IMP IMP	23.40	IMP	14.60	IMP	5.70	IMP	5.60	IMP									
		Let's Get Wellington Moving mass rapid transit	4.24	BC	40.15	BC Property	28.46	BC Pre-IMP Property	121.70	Pre-IMP IMP Property	126.80	IMP Property	144.40	IMP Property	134.60	IMP Property	124.00	IMP Property	121.70	IMP Property	119.80	IMP Property	
		Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	3.44	BC Pre-IMP	12.02	BC Pre-IMP IMP	21.23	BC Pre-IMP IMP	55.06	BC Pre-IMP IMP Property	64.74	BC Pre-IMP IMP Property	61.73	BC Pre-IMP IMP Property	59.79	BC Pre-IMP IMP Property	55.32	BC Pre-IMP IMP Property	52.77	Pre-IMP IMP	20.50	IMP	
		Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	1.68	BC	19.64	BC Property	12.08	BC Property Pre-IMP	33.46	Property Pre-IMP	29.48	Property Pre-IMP	27.68	Property Pre-IMP	76.55	Property Pre-IMP IMP	124.00	IMP	124.10	IMP	108.60	IMP	
7	–	Resilient port and multi-user ferry terminal access	6.00	IMP	6.00	IMP	28.00	IMP	60.00	IMP	40.00	IMP	20.00	IMP									
8	Wellington State Highway Road to Zero programme	Road to Zero LCLR speed management	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	0.80	IMP	
		Road to Zero LCLR infrastructure	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	2.70	IMP	
		SH2 Hutt Valley	0.08	Pre-IMP IMP											9.03	Pre-IMP IMP	6.54	IMP					
		SH2 Masterton to Carterton corridor improvements	8.58	IMP	6.00	IMP																	
		SH2 Masterton to Carterton – Norfolk Road	4.00	IMP																			
		SH2 Masterton to Carterton – Ngaumutawa	4.00	IMP																			

## Section 4: Regional Programme



Rank	Programme	Activity	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31		
			Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	
9	Eastern Porirua Regeneration	Eastern Porirua Regeneration project	3.43	BC	14.96	Pre-IMP	15.25	IMP	15.23	IMP	10.42	IMP	10.63	IMP	9.37	IMP	5.62	IMP	5.73	IMP	5.85	IMP	
		Porirua bus hub improvements	3.03	BC IMP	1.01	IMP	0.43	IMP	0.43	IMP	0.43	IMP	0.44	IMP	0.44	IMP	0.44	IMP	0.45	IMP	0.46	IMP	
		SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)					1.00	BC	10.00	IMP	10.00	IMP	10.00	IMP									
10	–	New charging and layover areas for electric vehicle fleet					1.04	BC IMP	1.07	IMP	2.20	IMP											
11	–	Te Ara Tupua Ngā Ūranga – Pito-one	81.05	IMP	66.69	IMP	62.59	IMP															
12	–	Riverlink improvements	0.40	BC	15.00	IMP																	
13	–	Access Kenepuru	10.60	IMP	1.70	IMP	0.10	IMP														1.50	IMP
14	Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – single-stage business case and east-west link	6.71	BC Pre-IMP Property IMP	13.98	IMP	1.55	IMP															
		Paraparaumu Town Centre Connections – accessibility improvements			2.00	Pre-IMP IMP	1.00	IMP	0.37	IMP	0.38	IMP	0.40	IMP	0.41	IMP	0.44	IMP	0.45	IMP	0.47	IMP	
15	–	Rail station improvements			0.50	BC	0.52	IMP	0.54	BC	3.30	IMP	3.39	IMP	3.48	IMP	3.58	IMP	3.68	IMP			
16	–	Real-time information systems replacement	2.70	IMP	5.26	IMP	5.22	IMP	4.33	IMP	4.04	IMP	2.58	IMP	3.19	IMP	3.25	IMP	2.70	IMP	2.73	IMP	
17	–	Cross Valley Connections	0.20	BC	0.50	BC	10.00	IMP	8.30	IMP	5.20	IMP	3.20	IMP	7.50	IMP	24.75	IMP	33.25	IMP	42.50	IMP	

Section 4: Regional Programme



Rank	Programme	Activity	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage
18	Wellington Region Resilience Programme	SH1 and SH2 Petone to Grenada link road and improved regional east-west access	1.00	BC	1.00	BC	4.00	BC											50.00	IMP	50.00	IMP
		Emergency works activity – Ngaio slip	5.02	IMP	1.85	IMP																
		Chaytor Street retaining walls earthquake strengthening	3.50	IMP	3.50	IMP																
		Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	0.50	IMP	2.18	IMP	0.44	IMP	2.13	IMP												
		Eastern Hutt Road retaining wall strengthening project	3.50	BC IMP	1.50	IMP																
		SH1 resilience – Ngauranga to SH58	3.00	BC IMP	2.00	IMP	2.00	IMP														
		SH2 resilience – Ngauranga to SH58			2.00	BC	22.00	BC IMP														
		Colombo Road bridge replacement	0.30	BC	2.50	IMP																
		Mataikona Road improvements resilience project	0.20	BC					3.50	Property	6.50	IMP										
19	Electric vehicle bus fleet 1	Electric vehicle bus fleet renewal	0.59	BC IMP	1.95	IMP	3.18	IMP	6.03	IMP	11.14	IMP	17.60	IMP	32.92	IMP	35.91	IMP	40.46	IMP	49.12	IMP
		Electric vehicle growth buses			2.17	BC IMP	3.52	IMP	3.71	IMP	3.81	IMP	3.91	IMP	4.01	IMP	4.11	IMP	4.22	IMP	4.33	IMP
20	–	Waterloo Station – end-of-life replacement			0.25	BC	5.23	IMP	5.37	IMP	18.02	IMP	5.65	IMP								

Section 4: Regional Programme



Rank	Programme	Activity	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage
21	-	Level crossing safety upgrades	0.25	BC	1.02	BC	1.05	IMP	15.94	BC	16.35	IMP	16.78	IMP	17.21	IMP	17.66	IMP	18.12	IMP	18.59	IMP
22	-	East corridor – Evans Bay stages 1 and 2	9.48	Pre-IMP IMP	9.22	IMP																
23	-	Eastern Bays shared path	2.50	IMP	1.75	IMP	3.00	IMP	2.50	IMP	2.25	IMP	2.50	IMP								
24	-	Speed management programme (Wellington City)			0.11	Pre-IMP	6.52	IMP	0.75	IMP	0.62	IMP										
25	-	Rail infrastructure resilience upgrades	0.25	BC	5.13	Pre-IMP	5.26	Pre-IMP	12.12	Pre-IMP	12.44	Pre-IMP	12.76	Pre-IMP	13.09	IMP	13.43	IMP	13.78	IMP	14.31	IMP
26	-	Newtown – Behampore cycleways	2.70	IMP	6.75	IMP	12.15	IMP	5.40	IMP												
27	-	Porirua CBD to Titahi Bay shared path	0.72	Multiple	4.92	Multiple	5.03	Multiple														
28	-	Northern Connection cycleway					3.00	Pre-IMP	2.00	IMP												
29	-	Fergusson Drive arterial link improvements	0.15	BC	0.28	BC	4.46	BC IMP	6.43	IMP	0.15	BC			2.73	BC	11.98	IMP	12.24	IMP		
30	-	Wellington Regional Hospital travel demand management initiative	1.00	IMP	1.02	IMP	1.05	IMP														
31	-	SH1 Ngauranga Gorge improvements (walking and cycling)	0.20	IMP	3.50	IMP																
32	-	Cycling micro-mobility	3.25	IMP	3.25	IMP	3.25	IMP														
33	-	Totara Park Road and SH2 intersection capacity increase	2.42	IMP																		



## Section 4: Regional Programme



Rank	Programme	Activity	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage
34	-	SH1 Tawa through CBD – Interim optimisation measures	5.13	BC Pre-IMP IMP	7.70	IMP	10.26	IMP	11.13	IMP												
35	-	Silverstream pipe bridge			11.00	IMP																
36	Electric vehicle bus fleet 2	East by West Ferries electric ferry development – subsidy increase	0.26	Pre-IMP	0.26	IMP	0.27	IMP	0.28	IMP	0.29	IMP	0.29	IMP	0.30	IMP	0.30	IMP	0.31	IMP	0.32	IMP
		Electric vehicle conversion of double-decker diesel buses	0.46	Pre-IMP	0.46	IMP	0.47	IMP	0.48	IMP	0.50	IMP	0.51	IMP	0.52	IMP	0.54	IMP	0.55	IMP	0.57	IMP
37	-	Accelerated rollout of street lighting LEDs and CMS	2.34	BC IMP	1.90	IMP	1.90	IMP														
38	-	The Parade upgrade	7.00	IMP	7.00	IMP																
39	-	Smarter connections					0.26	BC	1.96	IMP	1.94	IMP	1.94	IMP	1.94	IMP	1.94	IMP	1.94	IMP	1.94	IMP
40	-	Wellington Cable Car structures strengthening	0.15	BC Pre-IMP	3.35	IMP	1.20	IMP														

Section 4: Regional Programme



4.5.4 Contribution of significant activities

Table 22 provides an overview of how the significant activities contribute to the delivery of regional strategic objectives, which investment priority they address and the type of benefits they will deliver.

Table 22: Prioritised significant activities contribution to the strategic objectives

Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
1	Improve long distance rail services	End-of-life rail signal system replacement	High	Mid	High	High	High	Public transport capacity	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
		Manawatu and Wairarapa line fleet renewal and service increase	High	High	High	Mid	High	Public transport capacity	Strategic access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
		Additional network capacity improvements	Mid	Low	Mid	Low	Mid	Public transport capacity	Strategic access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
2	-	National ticketing system	High	Mid	Mid	High	Mid	Travel choice	Strategic access	10. Changes in access to social and economic opportunities	6. Wider economic impact
3	-	Additional metro (electrified) rolling stock to meet future capacity requirements	High	High	High	High	High	Public transport capacity	Travel choice	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
4	-	Rail capacity step change (10-minute timetable)	High	High	High	Mid	High	Public transport capacity	Travel choice	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
5	Let's Get Wellington Moving early delivery	Let's Get Wellington Moving early delivery – Golden Mile	High	High	Mid	Mid	High	Public transport capacity	Travel choice	10. Changes in access to social and economic opportunities	
		Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	Mid	Mid	Low	High	Low	Safety	Travel choice	10. Changes in access to social and economic opportunities	1. Changes in user safety
		Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	High	Mid	Mid	Mid	Mid	Travel choice	Public transport capacity	10. Changes in access to social and economic opportunities	11. Changes in liveability of places

Section 4: Regional Programme



Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
6	Let's Get Wellington Moving	Let's Get Wellington Moving managing travel demand	Mid	High	High	NA	High	Strategic access		10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Let's Get Wellington Moving mass rapid transit	High	High	High	Mid	High	Public transport capacity	Travel choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	High	Mid	High	Mid	High	Travel choice	Strategic access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
		Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	Mid	Mid	Mid	Mid	High	Strategic access	Resilience	Resilience	6. Wider economic impact
7	–	Resilient port and multi-user ferry terminal access	Low	Low	Low	Low	High	Strategic access	Resilience	6. Wider economic impact	
8	Wellington State Highway Road to Zero programme	Road to Zero LCLR speed management	Low	Low	Low	High	Low	Safety	Travel choice	1. Changes in user safety	2. Changes in perceptions of safety
		Road to Zero LCLR infrastructure	Low	Low	Low	High	Low	Safety	Travel choice	1. Changes in user safety	2. Changes in perceptions of safety
		SH2 Hutt Valley	Low	Low	Low	High	Low	Safety	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety
		SH2 Masterton to Carterton corridor improvements	Low	Low	Low	High	Low	Safety	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety
		SH2 Masterton to Carterton – Norfolk Road	Low	Low	Low	High	Low	Safety	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety
SH2 Masterton to Carterton – Ngaumutawa	Low	Low	Low	High	Low	Safety	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety		
9	Eastern Porirua Regeneration	Eastern Porirua Regeneration project	High	High	High	High	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	11. Changes in liveability of places

Section 4: Regional Programme

Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
		Porirua bus hub improvements	High	High	Mid	High	High	Travel choice	Public transport capacity	10. Changes in access to social and economic opportunities	1. Changes in user safety
		SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	High	Mid	Low	Mid	Mid	Travel choice		10. Changes in access to social and economic opportunities	11. Changes in liveability of places
10	–	New charging and layover areas for electric vehicle fleet	High	High	High	High	High	Public transport capacity	Safety	1. Changes in user safety	8. Changes in climate
11	–	Te Ara Tupua Ngā Ūranga – Pito-one	High	Low	Mid	High	High	Travel choice	Resilience	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
12	–	Riverlink improvements	High	High	High	High	High	Strategic access	Travel choice	10. Changes in access to social and economic opportunities	
13	–	Access Kenepuru	High	High	Mid	High	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
14	Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – single-stage business case and east-west link	High	High	High	High	High	Strategic access	Travel choice	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
		Paraparaumu Town Centre Connections – accessibility improvements	High	High	High	High	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
15	–	Rail station improvements	High	High	Mid	High	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	2. Changes in perceptions of safety
16	–	Real-time information systems replacement	High	Mid	Mid	High	High	Travel choice	Public transport capacity	1. Changes in user safety	4. Changes in unplanned disruptive events on social and economic opportunities
17	–	Cross Valley Connections	High	High	Mid	High	High	Strategic access	Travel choice	10. Changes in access to social and economic opportunities	

Section 4: Regional Programme



Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
18	Wellington Region Resilience Programme	SH1 and SH2 Petone to Grenada link road and improved regional east-west access	Low	Mid	NA	Low	High	Resilience	Strategic access	6. Wider economic impact	
		Emergency works activity – Ngaio slip	High	High	NA	Low	High	Resilience	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety
		Chaytor Street retaining walls earthquake strengthening	High	High	NA	High	High	Resilience	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety
		Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	High	High	NA	High	High	Resilience	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety
		Eastern Hutt Road retaining wall strengthening project	Low	NA	NA	High	High	Resilience	Safety	4. Changes in unplanned disruptive events on social and economic opportunities	
		SH1 resilience – Ngauranga to SH58	NA	NA	NA	High	High	Resilience	Strategic access	5. Changes in transport costs	
		SH2 resilience – Ngauranga to SH58	NA	NA	NA	Low	NA	Strategic access	Strategic access	5. Changes in transport costs	
		Colombo Road bridge replacement	High	Mid	Mid	NA	Mid	Resilience	Strategic access	1. Changes in user safety	9. Changes in resource efficiency
19	Electric vehicle bus fleet 1	Electric vehicle bus fleet renewal	High	High	High	Low	High	Public transport capacity	Strategic access	8. Changes in climate	7. Changes in natural environment
		Electric vehicle growth buses	High	High	High	High	High	Public transport capacity	Strategic access	8. Changes in climate	7. Changes in natural environment
20	–	Waterloo Station – end-of-life replacement	High	High	Mid	High	Mid	Travel choice	Strategic access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
21	–	Level crossing safety upgrades	Mid	High	Mid	Mid	High	Safety	Public transport capacity	4. Changes in unplanned disruptive events on social and economic opportunities	6. Wider economic impact

Section 4: Regional Programme

Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
22	-	East corridor – Evans Bay stages 1 and 2	High	Mid	High	High	High	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
23	-	Eastern Bays shared path	High	High	High	High	Mid	Travel choice	Resilience	10. Changes in access to social and economic opportunities	4. Changes in unplanned disruptive events on social and economic opportunities
24	-	Speed management programme (Wellington City)	NA	High	NA	Mid	NA	Safety	-	1. Changes in user safety	2. Changes in perceptions of safety
25	-	Rail infrastructure resilience upgrades	Mid	Mid	Mid	High	High	Resilience	Strategic access	7. Changes in natural environment	6. Wider economic impact
26	-	Newtown – Behampore cycleways	High	Mid	High	Mid	High	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
27	-	Porirua CBD to Titahi Bay shared path	High	High	High	High	Mid	Travel choice	Resilience	10. Changes in access to social and economic opportunities	8. Changes in climate
28	-	Northern Connection cycleway	High	Mid	High	High	High	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
29	-	Fergusson Drive arterial link improvements	High	High	High	High	High	Travel choice	Strategic access	5. Changes in transport costs	
30	-	Wellington Regional Hospital travel demand management initiative	High	Mid	High	High	High	Strategic access	Travel choice	10. Changes in access to social and economic opportunities	8. Changes in climate
31	-	SH1 Ngauranga Gorge improvements (walking and cycling)	Mid	NA	Low	Mid	Low	Travel choice	Safety	1. Changes in user safety	10. Changes in access to social and economic opportunities
32	-	Cycling micro-mobility	High	High	High	Mid	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	
33	-	Totara Park Road and SH2 intersection capacity increase	High	Mid	Mid	Mid	High	Travel choice	Strategic access	5. Changes in transport costs	7. Changes in natural environment
34	-	SH1 Tawa through CBD – Interim optimisation measures	Low	Low	NA	Mid	Mid	Safety	Strategic access	1. Changes in user safety	

Section 4: Regional Programme



Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
35	-	Silverstream pipe bridge	High	Mid	Mid	High	High	Travel choice	Resilience	10. Changes in access to social and economic opportunities	4. Changes in unplanned disruptive events on social and economic opportunities
36	Electric vehicle bus fleet 2	East by West Ferries electric ferry development – subsidy increase	High	Mid	High	Low	Mid	Public transport capacity	Travel choice	5. Changes in transport costs	10. Changes in access to social and economic opportunities
		Electric vehicle conversion of double-decker diesel buses	High	High	High	Low	High	Public transport capacity	Strategic access	8. Changes in climate	7. Changes in natural environment
37	-	Accelerated rollout of street lighting LEDs and CMS	NA	Mid	High	High	NA	Safety	Travel choice	1. Changes in user safety	2. Changes in perceptions of safety
38	-	The Parade upgrade	Mid	Low	Mid	High	Mid	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
39	-	Smarter connections	Mid	Low	Mid	Mid	Mid	Travel choice		10. Changes in access to social and economic opportunities	
40	-	Wellington Cable Car structures strengthening	High	High	NA	High	High	Safety	Strategic access	1. Changes in user safety	2. Changes in perceptions of safety

Key: Strategic objectives

1. People in the Wellington Region have access to good, affordable travel choices
2. Transport and land use are well integrated to support compact urban form, liveable places and a strong regional economy
3. The impact of transport and travel on the environment is minimised

4. People can move around the Wellington Region safely
5. Journeys to, from and within the Wellington Region are connected, resilient and reliable

## Section 4: Regional Programme

## 4.5.5 Significant activities in the region by approved organisation

Table 23: Significant activities in the region by approved organisation

Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
<b>Greater Wellington</b>				
1	End-of-life rail signal system replacement	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.	Public transport infrastructure	91.35
1	Manawatu and Wairarapa line fleet renewal and service increase	Aging and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Public transport infrastructure	488.69
2	National ticketing system	The Wellington Region's implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Public transport infrastructure	98.43
3	Additional metro (electrified) rolling stock to meet future capacity requirements	Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.	Public transport infrastructure	78.21
4	Rail capacity step change (10-minute timetable)	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.	Public transport infrastructure	85.40
9	Porirua bus hub improvements	Improvements to address health and safety, security concerns and accessibility challenges.	Public transport infrastructure	5.77
10	New charging and layover areas for electric vehicle fleet	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.	Public transport infrastructure	4.32
15	Rail station improvements	Upgrades to rail stations and amenities to comply with accessibility requirements, improve access for all and enhance the user experience.	Public transport infrastructure	8.26
16	Real-time information systems replacement	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Public transport infrastructure	24.13



## Section 4: Regional Programme

Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
19	Electric vehicle bus fleet renewal	Replace the diesel bus fleet with electric buses. Ninety per cent of the current diesel fleet can be transitioned to electric by the end of 2027, either via age expiry or when the majority of operator contracts end.	Public transport infrastructure	40.50
19	Electric vehicle growth buses	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.	Public transport infrastructure	17.12
20	Waterloo Station – end-of-life replacement	Replace aging and unsafe building infrastructure at Waterloo Station.	Public transport infrastructure	34.52
21	Level crossing safety upgrades	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Public transport infrastructure, Local roads improvements	51.39
25	Rail infrastructure resilience upgrades	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	Public transport infrastructure	47.96
30	Wellington Regional Hospital travel demand management initiative	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Public transport services	3.07
36	East by West Ferries electric ferry development – subsidy increase	The operator's diesel ferry is at end-of-life and will be replaced with an electric ferry with increased capacity. Requires subsidy increase for extra capacity.	Public transport services	1.65
36	Electric vehicle conversion of double-decker diesel buses	Convert seven of Tranzit's large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	Public transport infrastructure	2.90
39	Smarter connections	Improve park and ride, and bicycle facilities to improve connectivity between the station and the community.	Public transport infrastructure	6.09

**Hutt City Council**

12	Riverlink improvements	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Walking and cycling, Local roads improvements	15.40
----	------------------------	--	---	-------

## Section 4: Regional Programme

Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
17	Cross Valley Connections	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.	Local roads improvements	27.40
18	Eastern Hutt Road retaining wall strengthening project	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.	Local roads improvements	5.00
23	Eastern Bays shared path	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.	Walking and cycling	14.50
32	Cycling micro-mobility	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Walking and cycling	9.75
35	Silverstream pipe bridge	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.	Walking and cycling	11.00
<b>Kāpiti Coast City Council</b>				
14	Paraparaumu Town Centre Connections – single-stage business case and east-west link	Paraparaumu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparaumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.	Local roads improvements	22.24

## Section 4: Regional Programme

Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
14	Paraparaumu Town Centre Connections – accessibility improvements	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.	Local roads improvements	4.15
<b>KiwiRail</b>				
1	Additional network capacity improvements	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).	Public transport infrastructure	1.00
<b>Masterton District Council</b>				
18	Colombo Road bridge replacement	Replace the Colombo Road bridge, which is necessary due to river bed degradation compromising the structural integrity of the bridge. In conjunction with the age of the bridge and its overall condition, the most economical solution is the replace the structure.	Local roads improvements	2.80
18	Mataikona Road improvements resilience project	Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.	Local roads improvements	10.20
<b>Porirua City Council</b>				
9	Eastern Porirua Regeneration project	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Local roads improvements, Walking and cycling	69.92

## Section 4: Regional Programme



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
13	Access Kenepuru	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Local roads improvements, Walking and cycling	12.40
27	Porirua CBD to Titahi Bay shared path	Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.	Walking and cycling	10.67
<b>Upper Hutt City Council</b>				
29	Fergusson Drive arterial link improvements	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Local roads improvements	11.47
33	Totara Park Road and SH2 intersection capacity increase	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.	Local roads improvements	2.42
<b>Waka Kotahi</b>				
5	Let's Get Wellington Moving early delivery – Golden Mile	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.	Public transport infrastructure	51.60
5	Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Road to Zero, Walking and cycling	6.19
5	Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Public transport infrastructure	21.82
6	Let's Get Wellington Moving managing travel demand	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes and investigating changes to parking charges.	State highway improvements	60.91
6	Let's Get Wellington Moving mass rapid transit	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.	Public transport infrastructure	465.74
6	Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.	Walking and cycling, Public transport infrastructure	218.21

## Section 4: Regional Programme

Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
6	Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.	State highway improvements	124.02
7	Resilient port and multi-user ferry terminal access	Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.	State highway improvements	160.00
8	Road to Zero LCLR speed management	Reductions of speed limits to a safe and appropriate speed.	Road to Zero	4.80
8	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Road to Zero	16.20
8	SH2 Hutt Valley	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Road to Zero	0.08
8	SH2 Masterton to Carterton corridor improvements	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations.	Road to Zero	14.58
8	SH2 Masterton to Carterton – Norfolk Road	A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection.	Road to Zero	4.00
8	SH2 Masterton to Carterton – Ngaumutawa	Median barrier and roadside improvements at the SH2 and Ngaumutawa Road intersection.	Road to Zero	4.00
9	SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.	State highway improvements	31.00
11	Te Ara Tupua Ngā Ūranga – Pito-one	Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Walking and cycling	210.33

## Section 4: Regional Programme

Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
18	SH1 and SH2 Petone to Grenada link road and improved regional east-west access	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Grenada) and SH2 Petone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.	State highway improvements	6.00
18	SH1 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.	State highway improvements	7.00
18	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	State highway improvements	24.00
31	SH1 Ngauranga Gorge improvements (walking and cycling)	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.	Walking and cycling	3.70
34	SH1 Tawa through CBD – Interim optimisation measures	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let's Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.	State highway improvements	34.22

**Wellington City Council**

18	Emergency works activity – Ngaio slip	Slope stabilisation improvements and repairs to slip damage on Ngaio Gorge. This work strengthens a key emergency lifelines route.	Local roads improvements	6.87
18	Chaytor Street retaining walls earthquake strengthening	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Local roads improvements	7.00
18	Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.	Local roads improvements	5.25
22	East corridor – Evans Bay stages 1 and 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Walking and cycling	18.70
24	Speed management programme (Wellington City)	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Road to Zero	8.00

## Section 4: Regional Programme



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
26	Newtown – Behampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Walking and cycling	27.00
28	Northern Connection cycleway	Create protected bike lanes on regionally significant routes.	Walking and cycling	5.00
37	Accelerated rollout of street lighting LEDs and CMS	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.	Local roads improvements	6.14
38	The Parade upgrade	Complete the provision and upgrade of protected bike lanes on The Parade in Island Bay.	Walking and cycling	14.00
40	Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Public transport infrastructure	4.70

## Section 4: Regional Programme



## 4.5.6 Significant activities in the region by activity class

Table 24: Prioritised significant activities by activity type (\*: funded across multiple activity classes)

Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
<b>Local roads improvements</b>				
9	Eastern Porirua Regeneration project*	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Porirua City Council	69.92
12	Riverlink improvements*	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Hutt City Council	15.40
13	Access Kenepuru*	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Porirua City Council	12.40
14	Paraparaumu Town Centre Connections – single-stage business case and east-west link	Paraparaumu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparaumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.	Kāpiti Coast City Council	22.24



## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
14	Paraparaumu Town Centre Connections – accessibility improvements	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.	Kāpiti Coast City Council	4.15
17	Cross Valley Connections	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.	Hutt City Council	27.40
18	Emergency works activity – Ngaio slip	Slope stabilisation improvements and repairs to slip damage on Ngaio Gorge. This work strengthens a key emergency lifelines route.	Wellington City Council	6.87
18	Chaytor Street retaining walls earthquake strengthening	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Wellington City Council	7.00
18	Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.	Wellington City Council	5.25
18	Eastern Hutt Road retaining wall strengthening project	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.	Hutt City Council	5.00
18	Colombo Road bridge replacement	Replace the Colombo Road bridge, which is necessary due to river bed degradation compromising the structural integrity of the bridge. In conjunction with the age of the bridge and its overall condition, the most economical solution is the replace the structure.	Masterton District Council	2.80
18	Mataikona Road improvements resilience project	Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.	Masterton District Council	10.20

## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
21	Level crossing safety upgrades*	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Greater Wellington	51.39
29	Fergusson Drive arterial link improvements	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Upper Hutt City Council	11.47
33	Totara Park Road and SH2 intersection capacity increase	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.	Upper Hutt City Council	2.42
37	Accelerated rollout of street lighting LEDs and CMS	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.	Wellington City Council	6.14

**Public transport infrastructure**

1	End-of-life rail signal system replacement	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.	Greater Wellington, KiwiRail	91.35
1	Manawatu and Wairarapa line fleet renewal and service increase	Aging and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Greater Wellington	488.69
1	Additional network capacity improvements	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).	KiwiRail	1.00
2	National ticketing system	The Wellington Region's implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Greater Wellington	98.43
3	Additional metro (electrified) rolling stock to meet future capacity requirements	Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.	Greater Wellington	78.21
4	Rail capacity step change (10-minute timetable)	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.	Greater Wellington, KiwiRail	85.40
5	Let's Get Wellington Moving early delivery – Golden Mile	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.	Waka Kotahi	51.60

## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
5	Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Waka Kotahi	21.82
6	Let's Get Wellington Moving mass rapid transit	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.	Waka Kotahi	465.74
6	Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)*	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.	Waka Kotahi	218.21
9	Porirua bus hub improvements	Improvements to address health and safety, security concerns and accessibility challenges.	Greater Wellington	5.77
10	New charging and layover areas for electric vehicle fleet	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.	Greater Wellington	4.32
15	Rail station improvements	Upgrades to rail stations and amenities to comply with accessibility requirements, improve access for all and enhance the user experience.	Greater Wellington	8.26
16	Real-time information systems replacement	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Greater Wellington	24.13
19	Electric vehicle bus fleet renewal	Replace the diesel bus fleet with electric buses. Ninety per cent of the current diesel fleet can be transitioned to electric by the end of 2027, either via age expiry or when the majority of operator contracts end.	Greater Wellington	40.50
19	Electric vehicle growth buses	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.	Greater Wellington	17.12
20	Waterloo Station – end-of-life replacement	Replace aging and unsafe building infrastructure at Waterloo Station.	Greater Wellington	34.52
21	Level crossing safety upgrades*	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Greater Wellington	51.39
25	Rail infrastructure resilience upgrades	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	Greater Wellington	47.96

## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
36	Electric vehicle conversion of double-decker diesel buses	Convert seven of Transit's large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	Greater Wellington	2.90
39	Smarter connections	Improve park and ride, and bicycle facilities to improve connectivity between the station and the community.	Greater Wellington	6.09
40	Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Wellington City Council	4.70
<b>Public transport services</b>				
30	Wellington Regional Hospital travel demand management initiative	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Greater Wellington	3.07
36	East by West Ferries electric ferry development – subsidy increase	The operator's diesel ferry is at end-of-life and will be replaced with an electric ferry with increased capacity. Requires subsidy increase for extra capacity.	Greater Wellington	1.65
<b>Road to Zero</b>				
5	Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed*	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Waka Kotahi	6.19
8	Road to Zero LCLR speed management	Reductions of speed limits to a safe and appropriate speed.	Waka Kotahi	4.80
8	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Waka Kotahi	16.20
8	SH2 Hutt Valley	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	0.08

## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
8	SH2 Masterton to Carterton corridor improvements	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations.	Waka Kotahi	14.58
8	SH2 Masterton to Carterton – Norfolk Road	A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection.	Waka Kotahi	4.00
8	SH2 Masterton to Carterton – Ngaumutawa	Median barrier and roadside improvements at the SH2 and Ngaumutawa Road intersection.	Waka Kotahi	4.00
24	Speed management programme (Wellington City)	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Wellington City Council	8.00
<b>State highway improvements</b>				
6	Let's Get Wellington Moving managing travel demand	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes and investigating changes to parking charges.	Waka Kotahi	60.91
6	Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.	Waka Kotahi	124.02
7	Resilient port and multi-user ferry terminal access	Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.	Waka Kotahi	160.00
9	SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.	Waka Kotahi	31.00
18	SH1 and SH2 Petone to Grenada link road and improved regional east-west access	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Grenada) and SH2 Petone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.	Waka Kotahi	6.00
18	SH1 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.	Waka Kotahi	7.00

## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
18	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	Waka Kotahi	24.00
34	SH1 Tawa through CBD – Interim optimisation measures	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let's Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.	Waka Kotahi	34.22
<b>Walking and cycling</b>				
5	Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed*	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Waka Kotahi	6.19
6	Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)*	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.	Waka Kotahi	218.21
9	Eastern Porirua Regeneration project*	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Porirua City Council	69.92
11	Te Ara Tupua Ngā Ūranga – Pito-one	Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Waka Kotahi	210.33
12	Riverlink improvements*	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Hutt City Council	15.40
13	Access Kenepuru*	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Porirua City Council	12.40

## Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
22	East corridor – Evans Bay stages 1 and 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Wellington City Council	18.70
23	Eastern Bays shared path	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.	Hutt City Council	14.50
26	Newtown – Behampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Wellington City Council	27.00
27	Porirua CBD to Titahi Bay shared path	Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.	Porirua City Council	10.67
28	Northern Connection cycleway	Create protected bike lanes on regionally significant routes.	Wellington City Council	5.00
31	SH1 Ngauranga Gorge improvements (walking and cycling)	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.	Waka Kotahi	3.70
32	Cycling micro-mobility	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Hutt City Council	9.75
35	Silverstream pipe bridge	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.	Hutt City Council	11.00
38	The Parade upgrade	Complete the provision and upgrade of protected bike lanes on The Parade in Island Bay.	Wellington City Council	14.00

## Section 4: Regional Programme



## 4.6 Other activities

Table 25 presents the maintenance and operations, public transport programmes, low-cost low-risk programmes (activities less than \$2 million each), road safety promotion and travel demand management programmes, transport planning activities and improvement activities starting from the fourth year onwards.

Table 25: Other activities

Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
<b>Carterton District Council</b>								
Maintenance, operations and renewals programme	3.42	3.49	3.56	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	1.05	0.61	0.60	TBC	TBC	TBC	Local National	
<b>Department of Conservation – Wellington Region</b>								
Maintenance, operations and renewals programme	0.52	0.52	0.52	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	0.19	0.23	0.31	TBC	TBC	TBC	Local National	
<b>Greater Wellington Regional Council</b>								
Regional land transport planning management 2021	1.37	1.41	1.44	1.48	1.52	1.56	Local National	Transport planning activities
Wellington Analytics unit – full establishment	1.30	2.49	2.55	2.62	2.69	2.76	Local National	Transport planning activities
Wellington regional and local analytical tools	0.10	0.21	3.21	0.30	0.30	0.30	Local National	Transport planning activities



## Section 4: Regional Programme



Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
Public transport programme	178.43	186.02	193.75	193.66	205.23	196.78	Local National	Includes Greater Wellington rail network cost included in the network access agreement
Public transport low-cost low-risk improvements 2021–23	16.04	12.49	12.40	TBC	TBC	TBC	Local National	
<b>Hutt City Council</b>								
Maintenance, operations and renewals programme	18.63	17.51	17.53	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	5.08	5.74	5.69	TBC	TBC	TBC	Local National	
<b>Kāpiti Coast District Council</b>								
Maintenance, operations and renewals programme	9.60	12.77	10.41	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	2.52	1.61	1.60	TBC	TBC	TBC	Local National	
<b>KiwiRail</b>								
Maintenance, operations and renewals programme	6.90	6.97	6.80	7.19	7.14	6.75	National	KiwiRail share of Wellington network costs, excluding national components (train control)
<b>Masterton District Council</b>								
Maintenance, operations and renewals programme	11.51	10.60	10.89	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	2.12	1.98	1.85	TBC	TBC	TBC	Local National	

## Section 4: Regional Programme

Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
<b>Porirua City Council</b>								
Maintenance, operations and renewals programme	10.48	10.82	11.06	11.34	11.60	11.86	Local National	
Investment management	0.15	0.17	0.22	0.17	0.18	0.24	Local National	
Road to Zero	1.06	0.93	1.06	0.96	0.95	0.40	Local National	Includes low-cost low-risk programme projects
Local road improvements	1.50	1.88	1.12	0.33	0.34	0.34	Local National	Includes low-cost low-risk programme projects, but excludes Access Kenepuru projects which are included under significant activities
<b>South Wairarapa District Council</b>								
Maintenance, operations and renewals programme	4.27	4.35	4.44	TBC	TBC	TBC	Local National	
Special purpose roads	0.54	0.56	0.57	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	1.39	1.29	1.25	TBC	TBC	TBC	Local National	
<b>Upper Hutt City Council</b>								
Maintenance, operations and renewals programme	6.58	6.95	7.20	7.42	7.99	8.10	Local National	
Low-cost low-risk improvements 2021–23	2.73	4.42	4.12	3.22	2.16	2.20	Local National	
Asset management improvements	0.06	0.20	0.10	TBC	TBC	TBC	Local National	

## Section 4: Regional Programme



Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
<b>Waka Kotahi</b>								
Maintenance, operations and renewals programme	65.34	66.45	67.58	68.93	70.31	71.72	National	
Low-cost low-risk improvements 2021–23	6.00	6.12	6.24	6.37	6.49	6.62	National	
Walking and cycling low-cost low-risk	1.69	1.69	1.69	1.69	1.69	1.69	National	
Road to Sero Speed and Infrastructure Low Cost Low Risk	0.40	0.48	0.65	0.99	0.00	0.17	National	
Speed management low-cost low-risk programme	0.40	0.48	0.65	0.00	0.00	0.17	National	
SH1 Porirua Whitford Brown Avenue intersection					5.00		National	
<b>Wellington City Council</b>								
Maintenance, operations and renewals programme	51.68	52.88	51.81	TBC	TBC	TBC	Local National	
Low-cost low-risk improvements 2021–23	11.37	8.30	9.91	TBC	TBC	TBC	Local National	
Road resilience improvement construction – Ngaio Gorge Wall 7				0.00	0.30	1.00	Local National	Permanent solution to strengthen wall 7 on Ngaio Gorge route (strengthening key emergency lifeline route). Starts in 25/26.
General cycleway program				0.00	5.00	5.00	Local National	Creates protected bike lanes to address poor safety for people on bikes. Starts in 2024/25.

## Section 4: Regional Programme



## 4.7 Activities with inter-regional significance

Robust inter-regional connections are necessary for businesses to access domestic and international markets. The Wellington Region connects with the Manawatu-Whanganui Region and Cook Strait, where ferries provide key road and rail links between the North and South Islands. An inter-regionally significant activity is a significant activity (see Appendix D) that:

- Has implications for connectivity with other regions, or
- Requires cooperation with other regions, or
- Is a nationally significant activity identified in the Government Policy Statement on Land Transport

Table 26: Inter-regionally significant activities

Organisation	Project	Inter-regional significance
Waka Kotahi Greater Wellington Wellington City Council	Let's Get Wellington Moving programme	This is a programme that has been identified in the GPS and will improve the transport network within the Wellington Region. This will support the movement of people and freight, including those within and moving to and from the Wellington Region.
Waka Kotahi	Resilient port access and multi-user ferry terminal access	Improvements to achieve improved inter-regional and regional resilience and improve freight and passenger access and connections as part of changes to the Port and ferry terminal location and layout. Horizons Regional Council have an ownership share in the Ports of Wellington and are cooperating on this project.
Greater Wellington	Manawatu and Wairarapa line fleet renewal and service increase	Enable a regular connection to and from Palmerston North and Wellington, and communities along this corridor. This service enables alternative travel choice, and the proposal will greatly assist in improving connectivity and access between and within the Horizons and Wellington Regions. These transport connections will be required to deliver the propose Wellington Growth Framework objectives, particularly in Kāpiti and Horowhenua. This service is delivered in cooperation with Horizons Regional Council.
Waka Kotahi	SH2 Masterton to Featherston safety improvements	Improvements on a key strategic route to promote safer access between the Wellington Region and areas to the north.
Waka Kotahi	SH1 Ōtaki to north of Levin (Wellington Northern Corridor)	The upgrade of the Ōtaki to north of Levin road corridor will enable efficient connections between the main freight hubs of Wellington (and the South Island) with areas to the north and east, such as Palmerston North and Hawke's Bay. It will also provide enduring safety improvements to promote safer access through the lower North Island.

## Section 4: Regional Programme

## 4.8 Ten-year forecast

This section provides an updated forecast of anticipated revenue and expenditure for 2021–31. The estimated cost of all the projects in the RLTP for the next 10 years is \$11.65 billion (including inflation). Table 27 describes the estimated costs by council. Table 27 shows the estimated 10-year programme cost and funding sources.

Table 27: Ten-year forecast by organisation

Organisation	Cost (\$m)									
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Carterton District Council	4.41	4.03	4.09	4.16	4.16	4.16	4.16	4.16	4.16	4.16
Department of Conservation – Wellington Region	0.74	0.70	0.82	0.65	0.66	0.68	0.68	0.70	0.71	0.72
Greater Wellington Regional Council	374.06	485.98	423.42	457.33	522.92	577.81	620.41	436.02	406.68	384.10
Hutt City Council	36.07	49.00	42.47	35.44	33.38	31.19	31.91	47.83	55.18	67.36
Kāpiti Coast District Council	20.85	23.67	24.93	20.92	17.48	18.52	18.67	16.54	21.57	21.21
KiwiRail	12.05	13.47	16.70	30.79	50.74	60.35	110.00	165.78	109.75	86.31
Masterton District Council	13.82	12.81	12.99	15.84	12.58	13.11	17.22	13.70	14.15	14.81
Porirua City Council	22.70	26.21	23.32	14.56	14.85	14.59	14.72	14.81	15.35	15.74
South Wairarapa District Council	5.97	6.03	6.12	6.12	6.12	6.12	6.12	6.12	6.12	6.12
Upper Hutt City Council	14.79	15.74	18.79	20.09	14.98	18.85	15.52	31.55	29.76	13.81
Waka Kotahi	533.75	408.54	542.13	486.26	461.89	433.98	354.34	344.39	342.78	337.70
Wellington City Council	93.73	96.10	89.28	86.37	77.58	76.85	73.38	73.55	68.56	68.38
<b>Total expenditure</b>	<b>1,132.94</b>	<b>1,142.28</b>	<b>1,205.06</b>	<b>1,178.54</b>	<b>1,217.34</b>	<b>1,256.20</b>	<b>1,267.12</b>	<b>1,155.15</b>	<b>1,074.77</b>	<b>1,020.42</b>

## Section 4: Regional Programme



## 4.9 Significant expenditure funded from other sources

Significant expenditure funded from sources other than the NLTF is any expenditure on an individual transport activity that may originate from:

- An approved organisation
- In-kind donations of goods or services
- Third-party contributions

Table 28 illustrates the significant expenditure from sources other than the NLTF, as required by section 16(3)(e) of the LTMA.

Table 28: Significant expenditure funded from other sources

Activity	Description	Organisation	Start	End	Cost (\$m)	Funding	Note
Eastern Bays shared path	Development of a safe and connected walking and cycling facility for communities along the eastern bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing increased protection for the road and underground services to the effects of climate change.	Hutt City Council	21/22	26/27	30.0	Local National Crown	
Silverstream pipe bridge	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water to connect the river trail on each side of the river at the northern boundary of Hutt City.	Hutt City Council	22/23	22/23	11.0	Local National Wellington Water	
Town Centre Connections – east-west link road	Developer contribution to east-west link road construction.	Kāpiti Coast City Council	22/23	24/25	8.0	Developer	East-west link road to align with developer timeline. Developer funding and property costs linked and potentially off-setting.

## Section 4: Regional Programme



Activity	Description	Organisation	Start	End	Cost (\$m)	Funding	Note
Road safety promotion	Specific cycle skills delivery (pedal ready) focussing mainly on adults and intermediate school students.	Greater Wellington	2021	2024	0.2	ACC	ACC tranche 2 assessment criteria (annual) \$204,000 was the total funded in 2018–20 (\$68,000 per year) for the continuous programme. Unknown if funding will be available in 2021–24 or what the value will be. Waka Kotahi administers the funding on ACC's behalf.
Manawatu and Wairarapa line fleet renewal and service increase	Aging and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience	Greater Wellington	2020	2028		Horizons Regional Council	Crown already funded infrastructure improvements joint regional council project as an inter-regional service.
Eastern Porirua Regeneration project	Delivery of transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks, while significantly increasing the use of active modes and public transport.	Porirua City Council	2020	2042	132.3	Kainga Ora	
SH2 Melling efficiency and safety improvements	SH2 at Melling is a national strategic route in close proximity to the Hutt CBD. This section of highway presents a significant challenge to the safe and efficient operation of SH2 due to conflicting state highway and local road traffic movements in a high speed environment. Recent investigations identified potential interim at-grade solutions to address safety and efficiency issues for all road users on SH2 at Melling while providing compatibility with a long-term grade separated solution.	Waka Kotahi	16/17	26/27	269.0	NZ Upgrade programme	Hutt River flood protection and Hutt City CBD redevelopment.

## Section 4: Regional Programme



Activity	Description	Organisation	Start	End	Cost (\$m)	Funding	Note
SH58 safety improvements – stage 2	Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradey Road in Pauatahanui. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	Waka Kotahi	19/20	23/24	59.0	NZ Upgrade programme	SH58 safety improvements – stage 1
Wellington Rail programme infrastructure upgrades (Wellington and Wairarapa)	infrastructure upgrades to increase line capacity to support planned increased frequency of Metlink and Capital Connection services.	KiwiRail	2020	2025	196.0	NZ Upgrade programme	
Wellington Rail programme: Capital Connection interim replacement rolling stock	To provide interim refurbished rolling stock to meet the current Capital Connection service capacity while new rolling stock is obtained.	KiwiRail	2020	2022	15.0	NZ Upgrade programme	



## Section 5

# Monitoring Framework



## Section 5: Monitoring Framework

This section outlines a set of regional measures and indicators that will help track and drive the progress of the strategic objectives and outcomes. Regular monitoring will be undertaken to assess implementation of the Regional Land Transport Plan (RLTP) in accordance with section 16(6)(e) of the Land Transport Management Act.

### 5.1 Structure and approach of the monitoring framework

The monitoring framework follows a nationally consistent structure based on the five Ministry of Transport Outcomes:

- Inclusive access
- Healthy and safe people
- Environmental sustainability
- Resilience and security
- Economic prosperity

The indicators were selected on the basis that:

- Indicator results could be reliably sourced on a regular basis (at least annually)
- Indicators were given more priority if results would be available at a more granular level (city- and district-level data)
- Other transport indicators would be available to supplement the monitoring framework

The monitoring and reporting process will track the progress of the RLTP outcomes and comment on data trends. Where possible, the data will also reflect trends at territorial authority level.

Included in the list of indicators are three headline targets from the strategic framework (see section 2 *Strategic framework*). The headline targets are:

- 30 per cent reduced transport-generated carbon dioxide emissions
- 40 per cent reduction in deaths and serious injuries on regional roads
- 40 per cent increased mode share for walking, cycling and public transport

## Section 5: Monitoring Framework

## 5.2 Measures and indicators of the monitoring framework

The monitoring framework consists of those measures and indicators that will be used to monitor progress toward regional outcomes.

Table 29: Outcome – Inclusive access

Outcome: Inclusive access			
Measure	Indicator	Specifications	Data sources
Public transport patronage	The number of people boarding bus and train services during peak and off-peak times	Peak and off-peak boardings, territorial authority level data	Greater Wellington
Public transport journey times and variability	Travel times on core regional bus routes during peak hours	AM and PM peak	Greater Wellington
	Bus travel time variability on core regional routes (peak times)	AM and PM peak	Greater Wellington
Active travel and public transport journeys to work	Mode share of all trips by walking, cycling and public transport mode share	Peak time and all-day trips, region wide	Household travel survey (headline target)
	Mode share of travel to work trips by walking, cycling and public transport mode share	Peak-time trips crossing the Wellington City cordon and region-wide travel to work results every five years	Wellington City cordon survey, census

Table 30: Outcome – Healthy and safe people

Outcome: Healthy and safe people			
Measure	Indicator	Specifications	Data sources
Deaths and serious injuries using the road network	Number of deaths and serious injuries	Region-wide, five-year rolling average, all road-related crashes	Deaths and serious injuries for region (headline target)
	Per cent of deaths and serious injuries when speed is a contributing factor	Region-wide, five-year rolling average	Waka Kotahi crash analysis system
Participation in active travel to school	Per cent of students cycling, scooting and walking to school by age group	Annual sample of students, mode of travel to school for primary and secondary aged students	Waka Kotahi travel tool, household travel survey, census
Cyclist and pedestrian deaths and serious injuries	Number of pedestrians and cyclist killed and seriously injured	Region-wide, five-year rolling average	Crash analysis system data

## Section 5: Monitoring Framework

Table 31: Outcome – Resilience and security

Outcome: Resilience and security			
Measure	Indicator	Specifications	Data sources
Road network resilience	The routes of most economic and social importance that have viable alternative routes	The mapping of significant roads within the region and the alternative routes within the network	MAPHUB, Waka Kotahi
	Number and duration of resolved road closures on major roads	The types, duration and frequency of events that cause road closures and disruption on state highways within the region	Waka Kotahi

Table 32: Outcome – Economic prosperity

Outcome: Economic prosperity			
Measure	Indicator	Specifications	Data sources
The efficiency of the road network on strategic routes, including freight	Average travel speeds on selected strategic routes	Three-year rolling average, peak and off peak, state highway routes	Traffic Watcher, Greater Wellington
	Average travel-time predictability on selected strategic routes	Three-year rolling average, peak and off peak, state highway routes	Traffic Watcher, Greater Wellington
Annual freight volumes moved by rail	Freight volumes moved by rail	Tonnes of freight moved to and from region	Freight information gathering system, Ministry of Transport

Table 33: Outcome – Environmental sustainability

Outcome: Environmental sustainability			
Measure	Indicator	Specifications	Data sources
Transport-generated emissions	Transport-generated carbon dioxide emissions (per capita)	Annual calculation based on regional fuel supply and resident population	Greater Wellington, Wellington City Council, Masterton District Council
	Transport-generated carbon dioxide emissions (absolute)	Annual calculation based on regional fuel supply	Greater Wellington, Wellington City Council, Masterton District Council (headline target)
	Concentrations of harmful transport-generated pollutants (nitrogen dioxide and black carbon matter)	Levels of nitrogen dioxide collected from passive samplers on state highways and local roads, five-year rolling average	Greater Wellington Waka Kotahi
Vehicle fleet composition	Percentage of the private car fleet that are electric and hybrid vehicles	Proportion of car registrations that are electric, hybrid, petrol and diesel	Ministry of Transport
	Percentage of the bus fleet that are electric and hybrid vehicles	Composition of regional bus fleet based on type of energy used, for example electric, hybrid and diesel	Greater Wellington

## Section 5: Monitoring Framework

### 5.3 Notes on the indicators

#### 5.3.1 Healthy and safe people

1. The first safety indicator is the number of deaths and serious injuries from road accidents in the Wellington Region. This is reported as a five-year rolling average to smooth out annual fluctuations and to highlight long-term trends.
2. The proportion of death or serious injury accidents where speed is a contributing factor is a new indicator in the RLTP – monitoring will provide more detail on crash causes.
3. Active travel to school monitors the proportion of students (primary and secondary) travelling to school by car, public transport, walking and cycling by using results from the household travel survey. This indicator also acts as a proxy measure of perception of safety, as one of the main reasons school children are not walking and cycling to school is due to parental concerns about road safety.
4. The number of serious road accidents involving pedestrians and cyclists from a five-year rolling average from crash analysis data. Making the roads safer for walking and cycling is integral to three out of five of the priority outcomes.

#### 5.3.2 Inclusive access

1. Public transport patronage is the number of people boarding bus and train services at peak times, annually.
2. The second and third indicators monitor travel times and variability for bus services each quarter. These indicators help to determine the reliability of services which is a key aspect in customer satisfaction.

3. The fourth and fifth indicators, which monitor active travel and public transport mode share for those travelling to work, education and all trip destinations, will report on trends in travel choice (by territorial authority and region).

#### 5.3.3 Economic prosperity

1. The efficiency of road network is measured using the time taken and predictability to travel on strategic regional routes at peak and off-peak times (two indicators).
2. Data for annual freight volumes moved by rail is supplied by the freight information gathering system. Increasing the volume of freight by rail means less trucks on the road and fewer carbon emissions.

#### 5.3.4 Environmental sustainability

1. Transport-generated emissions: Carbon dioxide accounts for the bulk of transport-generated emissions and is therefore a suitable proxy for total transport-generated greenhouse gas emissions. The two indicators that measure emissions are derived from regional fuel consumption information and monitor carbon dioxide per capita and absolute emissions per year.
2. Levels of nitrogen dioxide collected from passive samplers on state highways and local roads, reported as a five-year rolling average. In 2021, black carbon matter will also be collected at roadside sites.
3. The vehicle fleet composition indicator monitors the quantity of vehicles by fuel type in the region. This includes private and commercial (public transport) vehicles in order to provide insight on the uptake of electric and hybrid vehicles and trends in vehicle ownership.

## Section 5: Monitoring Framework

### 5.3.5 Resilience

1. Road network resilience is firstly monitored by the percentage of strategic routes that have viable alternative routes. Waka Kotahi is currently developing this indicator.
2. The second indicator monitors events that cause road closures on the state highway road network. The frequency, location and type of road closure event will be monitored.

# Section 6

# Appendices



## Section 6: Appendices

## Appendix A

## Strategic context

The Wellington Region is growing and changing. In recent years, our urban and rural communities have grown at pace, underpinned by continued economic growth in the digital, primary and professional sectors. Early analysis of COVID-19 pandemic impacts suggests that in the long-term, these growth trends are likely to continue and return to pre-COVID-19 projected levels by 2030.

We are also seeing changes in the make-up of many of our communities, with an aging population, particularly in the districts, increasing ethnic diversity, and increasing levels of socio-economic disparity. These trends, combined with technological innovations, changing land use and evolving freight patterns, are changing the demand for travel across the region.

At the same time, the region is grappling with a number of challenges that are impacting the current and future operation of the transport system. These include climate change, environmental stewardship pressures and ongoing risks associated with natural hazards.

This appendix provides an overview of the region, together with key trends and issues impacting the region's transport system. These matters have informed the objectives and investment priorities for the region's transport system, which are outlined in the main sections of this document.

## A.1 Our region

## A.1.1 Land use and development

The Wellington Region covers around 8,000km<sup>2</sup> at the southern end of the North Island, bounded by the Manawatu-Whanganui Region to the north.

The region is made up of an interdependent network of cities, towns and rural areas, distributed across the region in a Y-shaped pattern (as shown in Figure 18). The steep terrain of the Tararua and Remutaka Ranges restricts urban development and transport networks to two linear corridors running north-south, either side of the ranges, which come together in the south of the region. The region's topography limits opportunities for east-west connections between these two corridors and has encouraged a dispersed and mostly low-density development pattern across the region.

The region has five main geographical areas, which broadly follow territorial authority boundaries:

- *Kāpiti Coast*  
A narrow strip of coastal plain running north from Paekakariki to Ōtaki, bounded by the coast on the west and the Tararua Ranges to the east. The majority of the Kāpiti population is located in the numerous towns on the coastal plain, with agriculture and horticulture continuing north into Horowhenua.
- *Wairarapa*  
East of the ranges, undulating hill country becomes lower and flatter in the south and terminates in the wetlands around Lake Wairarapa. Wairarapa is the largest land area in the region, with five towns and significant agriculture, horticulture and forestry industries.



Section 6: Appendices

- Hutt Valley**  
 A flood plain along the Hutt River bounded by steep hills and valleys. The majority of the population in the Hutt Valley is on the flat, in the cities of Lower Hutt and Upper Hutt, but there are suburbs on the western hills, a large suburb in the Wainuiomata valley, lifestyle blocks in some of the valleys and a coastal strip along the eastern side of Wellington Harbour. The majority of the region’s industrial and manufacturing industries are located in the Hutt Valley, with secondary centres in the Wairarapa, Porirua and Kāpiti.
- Porirua**  
 Orientated around the two arms of Te Awarua-O-Porirua Harbour. The Porirua CBD and Mana are based on flat land beside the

harbour. There is extensive suburban development to the west at Titahi Bay, on the hills east of the Porirua CBD and around the south side of Pauatahanui inlet, with the communities of Plimmerton and Pukerua Bay to the north.

- Wellington City**  
 The densely populated Wellington CBD is on flat land between Thorndon and Te Aro, around the harbour. Development has spread from the harbour along natural corridors formed by the area’s topography. A number of key regional destinations are located in the city including the port, international airport, hospital and recreation facilities.

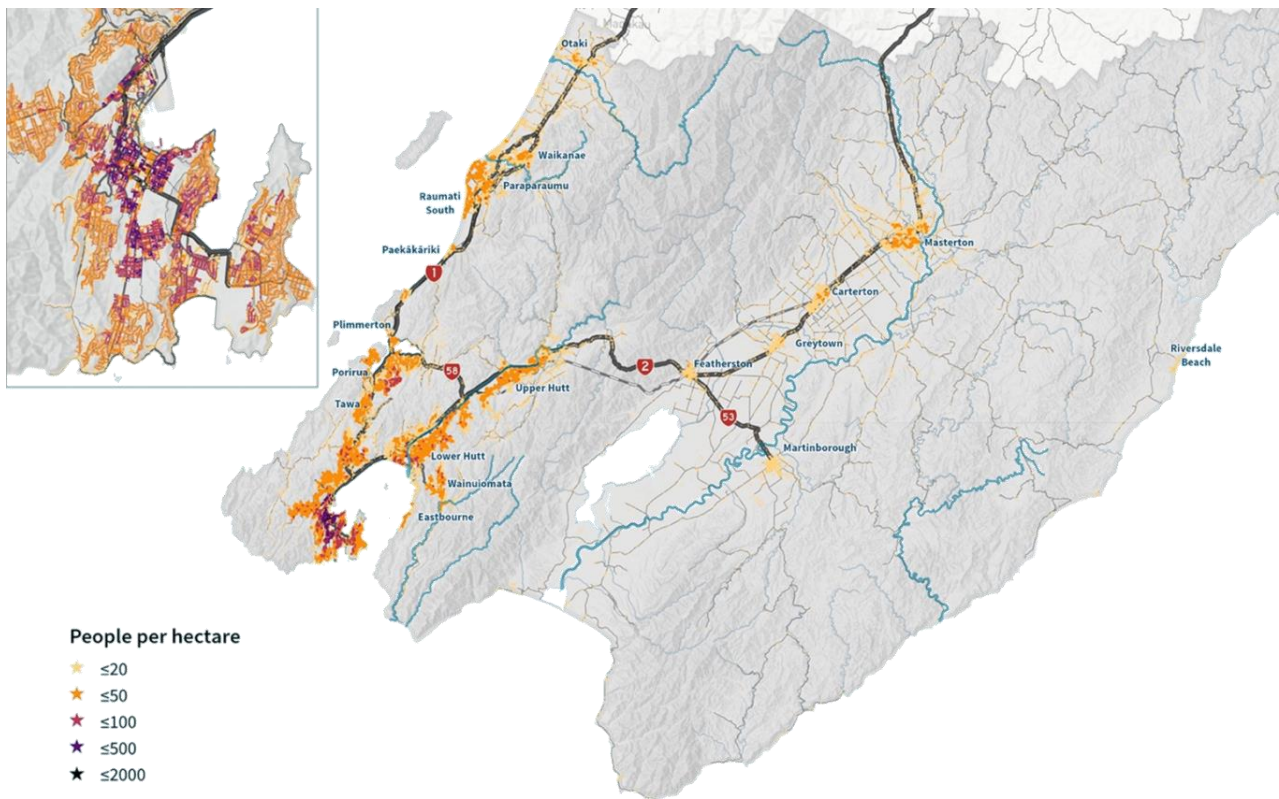


Figure 18: Wellington Region – urban areas and population density

## Section 6: Appendices

## A.1.2 Natural hazards

Our region's landscape has been shaped by natural forces that continue to impact on our people and way of life. Many of our major transport routes are vulnerable to natural hazards.

Three major earthquake fault lines run through the region. Seismic uplift created much of the flat land around Wellington Harbour that is now the site of strategic transport infrastructure, including parts of State Highways 1 and 2, Wellington International Airport, CentrePort and the Wellington CBD. Earthquakes continue to impact on the region today, with the 2013 Marlborough and 2016 Kaikoura earthquakes causing significant damage to buildings and infrastructure in the region.

Steep hills, made of fracture-prone greywacke rock, lead to frequent slips that impact on transport routes into, out of and within the region. Major slips in Ngaio Gorge, Ngauranga Gorge and on the Remutaka Hill Road have all impacted transport in the region.

Floods are one of the most frequent hazards impacting on the region. Localised flooding can have significant impacts on communities and temporarily close transport links.

Coastal areas around the region are subject to sea-level rise, storm surges and erosion that cause both temporary and long-term damage. Storms in 2013 and 2016 caused significant damage to State Highway 1, local roads and the Hutt railway line. Climate change is likely to amplify extreme weather events, such as ex-tropical cyclones and floods, increasing weather-related natural hazards.

## A.2 Our People

## A.2.1 Tangata whenua

Long before European settlers reached New Zealand's shores, the region had been the ancestral home to generations of Māori. Wellington's earliest name, Te Upoko o Te Ika a Māui, goes back to the Māori story of how Aotearoa New Zealand was created. According to Māori, the legendary navigator Māui hooked a giant fish that, when pulled to the surface, turned into the landform now known as the North Island or Te Ika a Māui. Wellington Harbour and Lake Wairarapa are referred to as the eyes of the fish (Ngā Whatu o te Ika a Māui). Palliser Bay, on the south coast of the Wairarapa, is the mouth of the fish (Te Waha o te Ika a Māui) and Cape Palliser and Turakirae Head at the extremes of the bay are the jaws. The Remutaka, Tararua and Ruahine mountains make up the spine of the fish.

By 1864, European settlement had resulted in the alienation of the majority of Māori land in the region. Only a small proportion of the region comprises Māori freehold land today and this land is predominantly located in rural areas.

Mana whenua of the region are Nga Hapu o Ōtaki, Te Ātiawa ki Whakarongotai, Ngā Toa Rangatira, Taranaki Whānui, Rangitāne o Wairarapa, Ngāti Kahungunu ki Wairarapa.

In 2018, 80,844 people, or 16 per cent of the population in the Wellington Region, identified as being of Māori descent. This was up from 13.9 per cent in 2013<sup>1</sup>.

<sup>1</sup> Census of Population and Dwellings (Statistics New Zealand, 2013 and 2018)

Section 6: Appendices

A.2.2 Growing population

The Wellington Region is currently home to around 527,000 people, living in our cities, towns and rural communities. The region accounts for around 11 per cent of New Zealand’s total population, with Wellington City being New Zealand’s third largest metropolitan area<sup>1</sup>.

Table 34: Estimated resident population (Statistics New Zealand, 2019)

Location	2019
Kāpiti Coast District	56,000
Porirua City	59,100
Upper Hutt City	46,000
Hutt City	108,700
Wellington City	210,400
Wairarapa	47,590
<b>Region</b>	<b>527,790</b>

The region has experienced relatively modest growth over the last 20 years, increasing 0.9 per cent per annum from 1996–2018, compared to the national population growth rate of 1.2 per cent per annum<sup>2</sup>. However, over the five years from 2013–18 the region grew by 7 per cent, nearly double the average growth rate over the prior decade and higher than originally forecast<sup>3</sup>.

Around 22 per cent of people in the Wellington Region live with a disability<sup>4</sup>. Universal accessibility is recognised as a human right. However, the transport system does not always provide for people with accessibility needs, including those with disabilities. The region’s growing and aging population means more people will have accessibility needs in the future. Tailoring services and infrastructure to meet different needs of communities across the region will need to be a focus for future planning.

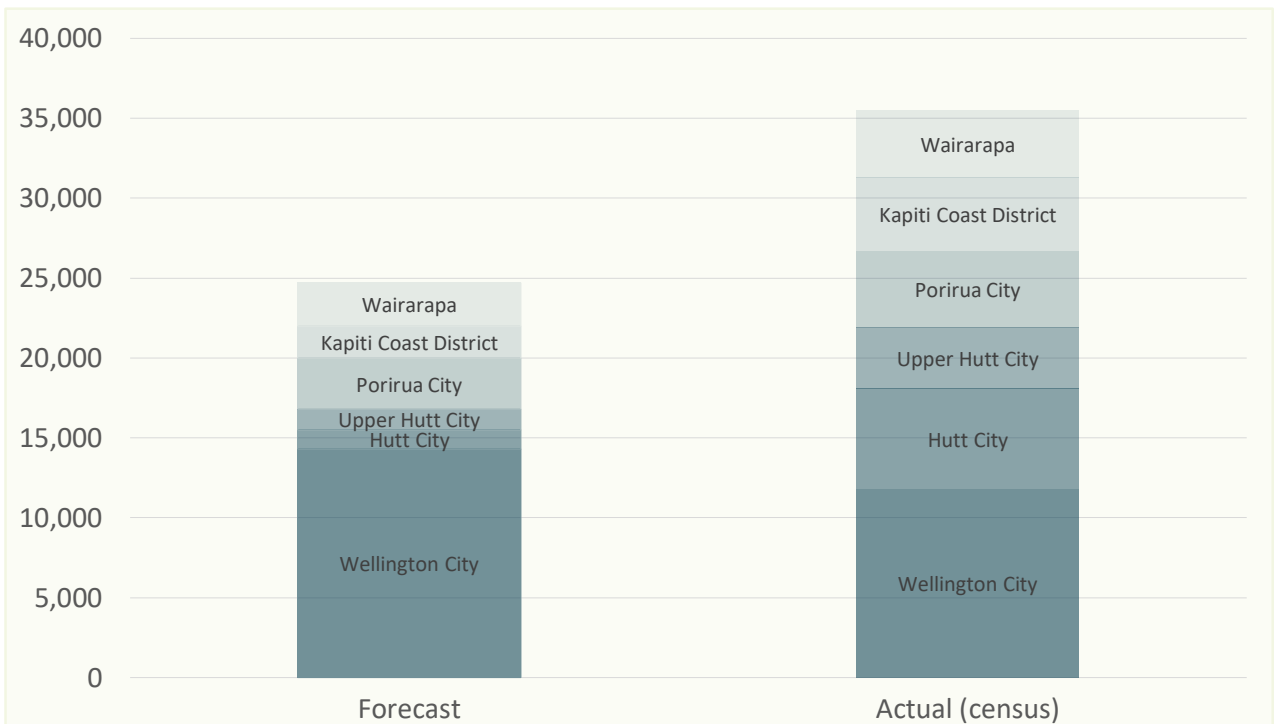


Figure 19: Regional population growth 2013–18

<sup>1</sup> Estimated Resident Population (Statistic New Zealand, 2019)

<sup>2</sup> Wellington Regional Investment Plan (Greater Wellington, 2019)

<sup>3</sup> RLTP 2021–24 Pressures, Trends, Issues and Opportunities (Greater Wellington, July 2019)

<sup>4</sup> Disability Survey (Statistics New Zealand, 2013)

## Section 6: Appendices

## Population projections and the impact of the COVID-19 pandemic<sup>1</sup>

*Population in the region is expected to grow almost 9 per cent in the next 10 years, with an increasingly diverse and aged demographic.*

The region's population is expected to experience slowed growth in the near term (2021–23) due to the impacts of COVID-19, including reduced migration flows and economic activity in the region. Population growth will then likely recover to levels similar to those experienced in the region in recent years.

Compared to 2020, the region's population is expected to grow approximately 9 per cent by 2030 and 20 per cent by 2043. Population growth will not be evenly distributed across the region, with higher growth rates expected in Porirua, the Kāpiti Coast and Wairarapa. Hutt City and Wellington City will remain the largest residential centres in the region.

We will likely see an increasingly aged demographic across the region, particularly in the Kāpiti Coast and Wairarapa. Younger populations will continue to be centred in the cities, particularly in Porirua, Lower Hutt and Wellington City.

Our population will also become increasingly diverse, with the percentage of people in the region of New Zealand European descent reducing, and increasing proportions of Māori, people of Asian descent and Pacific peoples.

<sup>1</sup> 2021–31 Long-Term Plan population assumptions (Greater Wellington). Note: Greater Wellington has developed 10-year growth projections with economic consultants BERL. Longer-term projections are based on .id population projections. It is important to note that there is an inherent level of uncertainty regarding any set of projections, which increases the further from the present day that the projection extends. Additionally, COVID-19 has raised the level of uncertainty surrounding our near-term projections. These figures should be considered an indicative guide for planning, rather than a specific outcome.

Having a resilient, effective and reliable transport system that can meet the diverse needs of our growing and changing population will be essential, if the region is to continue to remain a desirable place for people to live, work and play. However, it is clear that a growing population will place pressure on existing transport infrastructure and services and has the potential to exacerbate a number of challenges currently facing the region, including climate change, affordable housing and environmental degradation.

Careful planning and investment will be required to ensure the region's transport system supports and enables sustainable population growth and meets the needs of the region's communities, both now and in the future.

## Section 6: Appendices



Table 35: Regional population projections to 2030

Total Population	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Kāpiti Coast District	55,163	55,503	55,710	55,781	56,137	56,462	56,959	57,543	58,143	58,786	59,454	60,166
Porirua City	58,606	59,230	59,600	60,067	61,109	62,197	63,582	65,048	66,530	68,106	69,745	71,399
Upper Hutt City	44,126	44,084	43,955	43,714	43,755	43,892	44,131	44,426	44,746	45,124	45,484	45,824
Lower Hutt City	105,702	105,722	106,046	106,066	106,667	107,117	107,877	108,750	109,555	110,422	111,274	112,114
Wellington City	212,923	214,537	215,891	216,678	219,077	220,885	223,151	225,040	226,566	228,002	229,331	230,645
Wairarapa	45,400	45,800	46,069	46,162	46,503	46,828	47,284	47,764	48,228	48,722	49,202	49,671
<b>Wellington Region</b>	<b>521,920</b>	<b>524,876</b>	<b>527,271</b>	<b>528,469</b>	<b>533,248</b>	<b>537,380</b>	<b>542,984</b>	<b>548,571</b>	<b>553,768</b>	<b>559,163</b>	<b>564,492</b>	<b>569,821</b>

Section 6: Appendices

A.2.3 Economy and employment

The Wellington Region is New Zealand’s second largest economy, contributing 13 per cent of national GDP<sup>1</sup>.

Strong economic conditions over the five years to 2018 saw the regional economy grow by 9 per cent, with corresponding increases in freight movements and employment across the region<sup>2</sup>.

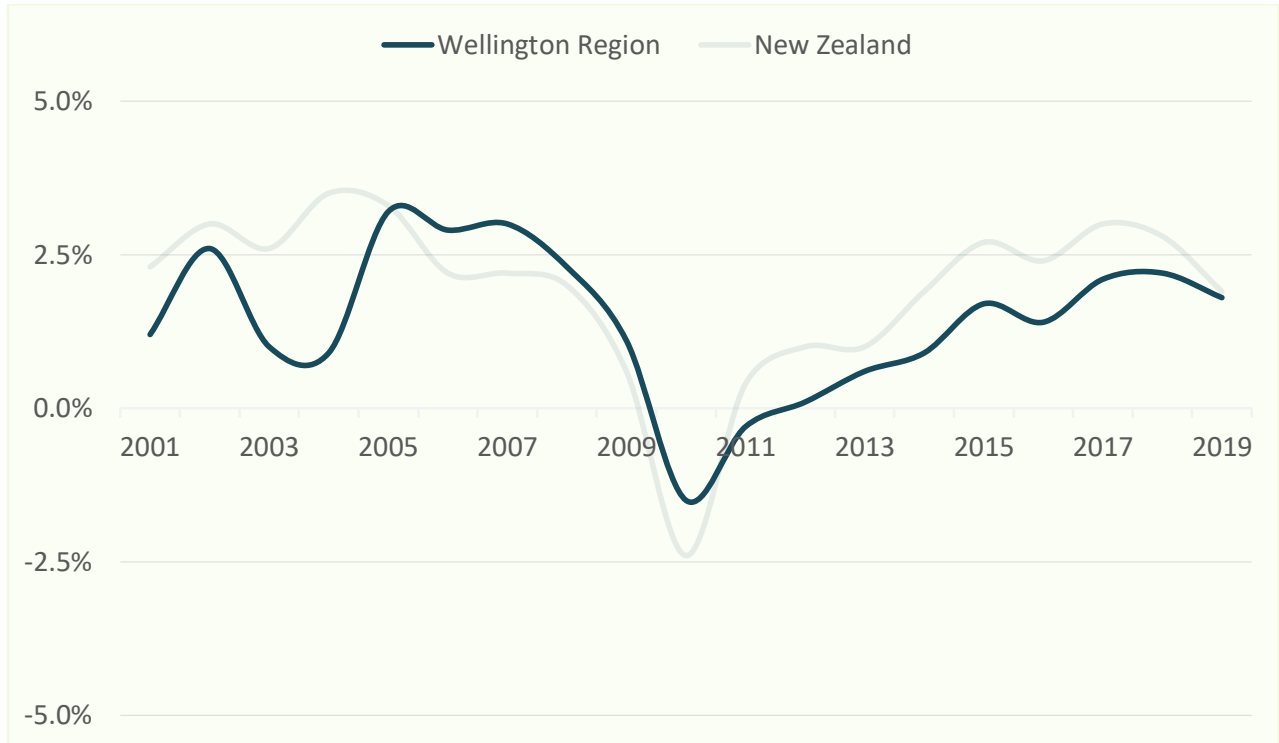


Figure 20: Regional employment growth 2001–19 (Wellington Region Economic Profile, Infometrics, 2019)

Table 36: Regional freight volumes in and out of the region (Monitoring Report on the Regional Land Transport Plan, Greater Wellington 2019)

Year	Rail		Road		Shipping		Total	
	(million tonnes)	(%)	(million tonnes)	(%)	(million tonnes)	(%)	(million tonnes)	(%)
2012	0.88	4.8%	16.99	93.0%	0.47	3.0%	18.33	100%
2018	1.20	4.9%	22.60	93.0%	0.40	2.0%	24.30	100%

<sup>1</sup> Arataki – Pan Regional Lower North Island Summary V1.1 (Waka Kotahi)

<sup>2</sup> RLTP 2021–24 Pressures, Trends, Issues and Opportunities (Greater Wellington, 2019) notes that between 2013 and 2018 heavy commercial

vehicle volumes increased at a number of locations across the state highway network, with annual average growth rates from 4–8 per cent, and the creation of 12,000 jobs across the region.

Section 6: Appendices

While the traditional sectors of primary production, manufacturing and public administration continue to make an important contribution to the economic wellbeing of the region, knowledge-based industries providing information services, such as computing, ICT, consultancy and R&D, have grown considerably in recent years and now account for around 37 per cent of the region’s GDP<sup>1</sup>.

This diverse economic base places differing demands on the region’s transport system.

- Over 40 per cent of the region’s jobs are located in central Wellington<sup>2</sup>, reflecting in part, the concentration of government administration and knowledge-based roles in the city.

This creates significant commuter peaks, as people travel to access employment opportunities from residential centres across the region. This requires efficient, integrated transport options that can move large volumes of people and vibrant urban centres that can help attract and retain talent.

- Primary production and manufacturing sectors rely on efficient and effective road and rail connections to key regional destinations, including ports, airports and local markets, together with robust inter-regional connections to access domestic and international markets, and emerging distribution centres and multi-modal freight hubs to the north of the region.

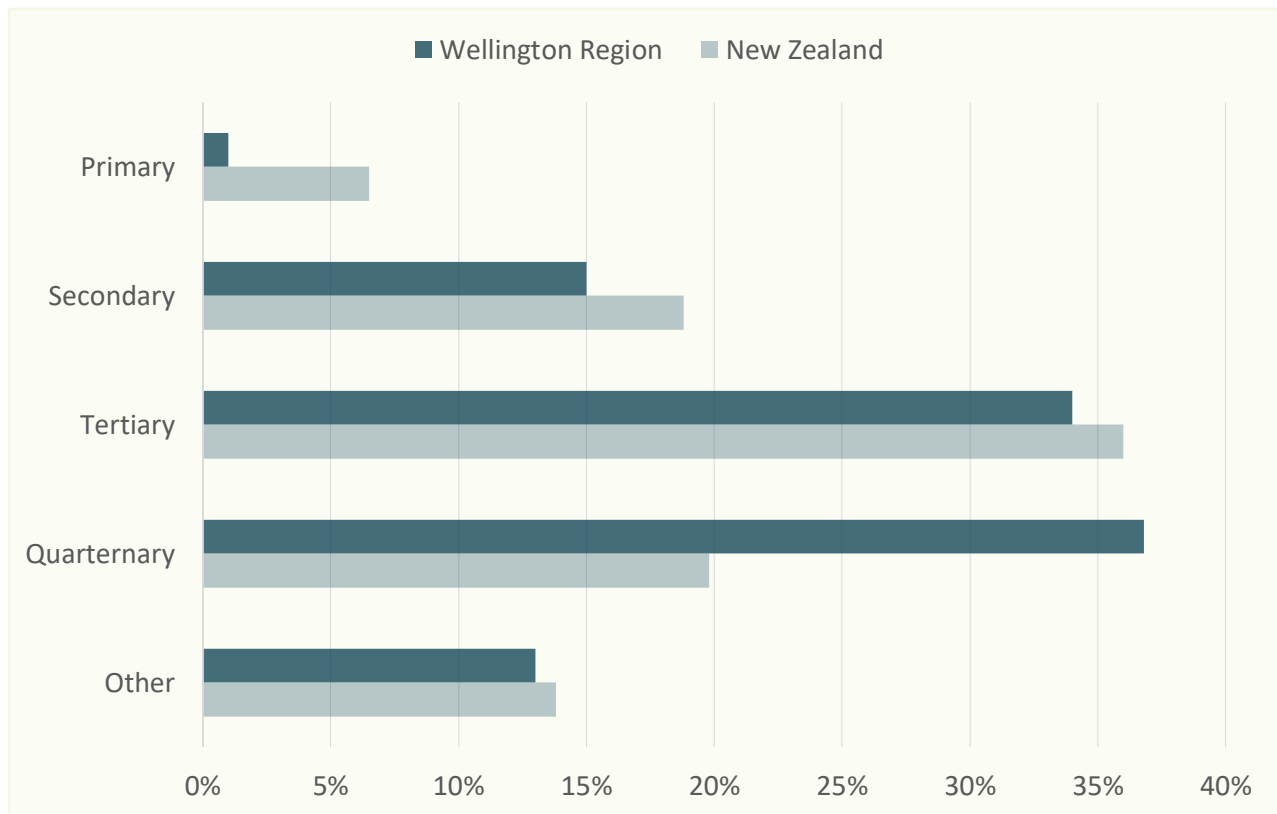


Figure 21: Contribution to GDP by broad sector in 2019 (Wellington Region Economic Profile, Infometrics, 2019)

<sup>1</sup> Wellington Region Economic Profile (Infometrics)

<sup>2</sup> Let’s Get Wellington Moving draft programme business case report (Greater Wellington, June 2019)

## Section 6: Appendices

Regional economic forecasts and the impact of the COVID-19 pandemic<sup>1</sup>

*Economic recovery from COVID-19 could take from 5–10 years, with significant near-term impacts seen across most indicators and lasting decline for some industries.*

Before COVID-19, the Wellington Regional economy was strong, benefiting from an increasing population and positive annual economic growth. In light of the sudden shock of COVID-19 to the New Zealand economy, the region's immediate economic future is highly volatile. In the short term, GDP and employment will be significantly impacted. Employment in the following industries will be the most severely impacted – accommodation and food services, arts and recreation services, personal services, and administrative and support services.

Over the longer term, it is expected that our region's economic strength will remain, or intensify, within the following industries – professional scientific and technical services, public administration and safety, financial and insurance services, healthcare and social assistance, and information media and telecommunications. Some industries, for example accommodation and food services, are expected to see a lasting decline.

Total employment in the region is expected to reach 288,000 by 2030. This is an increase of 17 per cent (41,900 full-time jobs) from the low expected in 2022. By 2030, the Wellington Regional GDP is forecast to be \$38.5 billion. This is a 25 per cent increase from 2020 and a 36 per cent increase from the projected low of 2021.

<sup>1</sup> 2021–31 Long Term Plan population assumptions (Greater Wellington). Note: Data for these assumptions was sourced from Business and Economic Research Limited (BERL) and calculations using Treasury, Reserve Bank of New Zealand, Statistics New Zealand and .id data. The economic uncertainty for the economic assumptions are high.

While COVID-19 presented a unique opportunity to be more flexible about how and where people work, Wellington City is expected to remain the primary economic hub for the region. Ensuring a high-functioning Wellington CBD and a surrounding area that is easy to get around, vibrant and liveable will be important to attracting new investment, jobs, talent and visitors to the city and wider region.

However, this needs to be complemented by a longer-term strategy for how we can better connect employment centres and residential areas, as well as other places of production to manage travel demand and the resulting pressures on the region's transport system.



Section 6: Appendices

### A.3 Our transport system

#### A.3.1 The Wellington Region’s transport network

State Highway 1 and the North Island main trunk railway line provide the main access to the region from the north. The North Island main trunk enters the region north of Ōtaki and ends at the Wellington Railway Station at the northern end of the CBD. From the railway station, bus services link to other destinations. State Highway 1 connects to State Highway 2 at Ngauranga before continuing through the CBD to Wellington International Airport.

State Highway 2 and the Wairarapa railway line enter the region north of Masterton and extend southwest through the Wairarapa, across the Remutaka Range to the Hutt Valley, and on to merge with State Highway 1 at Ngauranga and the North Island Main Trunk line at Kaiwharawhara.

While much of the region’s strategic road and rail network extends north-south, east-west connections, by contrast, are limited. State Highway 58 provides a vital east-west link between State Highway 1 and State Highway 2, connecting Porirua and Lower Hutt, as there are no local road or direct rail connections between these centres. State Highway 53 provides east-west access between Featherston and Martinborough.

Critical access links are also provided by key urban arterials, including Petone Esplanade, Aotea Quay and Adelaide Road. In urban areas, many local roads serve multiple functions, with buses, freight and general traffic sharing routes with cyclists and pedestrians. The region’s rural road network plays an integral role in moving people and freight, often providing key connections from production to processing sites and domestic distribution centres or international ports.

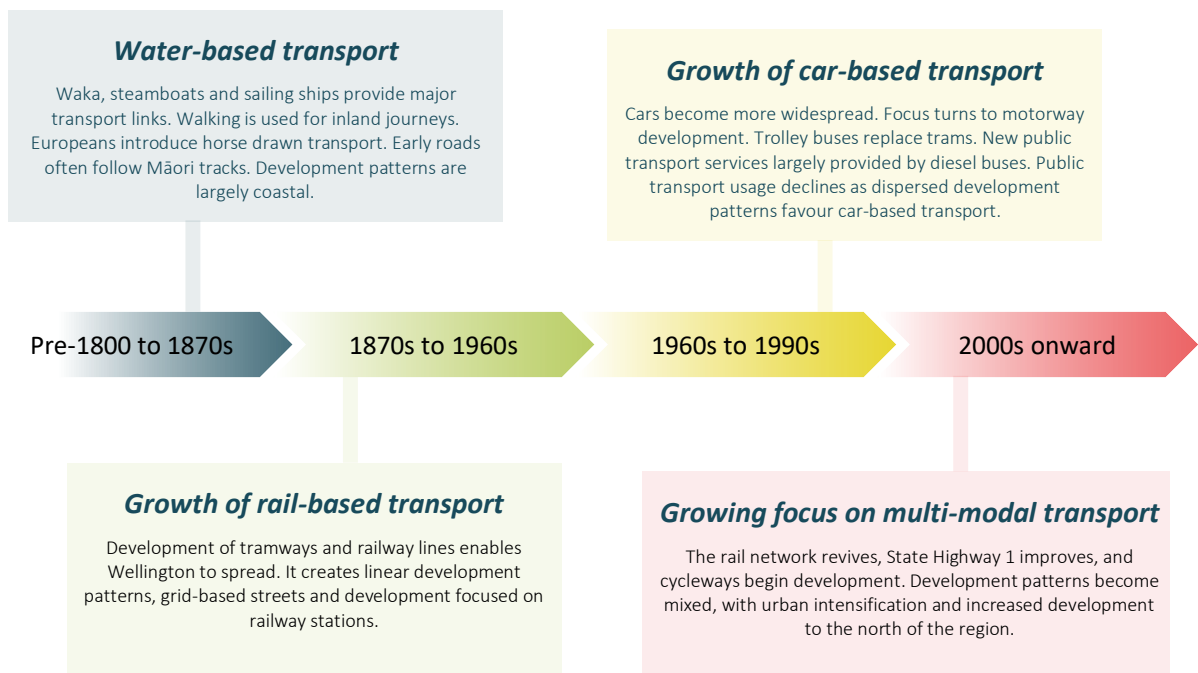


Figure 22: Development of the Wellington Region’s transport network

## Section 6: Appendices

There is an extensive public transport network of bus services connecting suburbs to the Wellington CBD and other suburban centres. Outside Wellington City, buses play an important role connecting to railway stations, town and city centres and providing vital access. Commuter rail connections are provided by services on the Kāpiti (North Island main trunk), Johnsonville, Melling, Hutt and Wairarapa lines.

Within Wellington City and some local centres, a large number of people walk for recreation and transport using a combination of footpaths alongside local roads, pedestrian-only links and recreational routes through parks and reserves.

Cyclist numbers are increasing. Significant progress has been made on the development of a cycleway network in the last 10 years, with a number of separated cycleways, on-road lanes and shared paths. Yet significant gaps remain.

Other key elements of the transport network include harbour ferries, which connect the CBD to Eastbourne and Seatoun, the Cable Car, Total Mobility, taxi and ride-share services, and micro-mobility.

The Cook Strait ferry service provides a key link for people and freight between the North and South Islands.

The maps in Figure 23, Figure 24, Figure 25, Figure 26 and Figure 27 detail the components of the region's transport network.

Section 6: Appendices

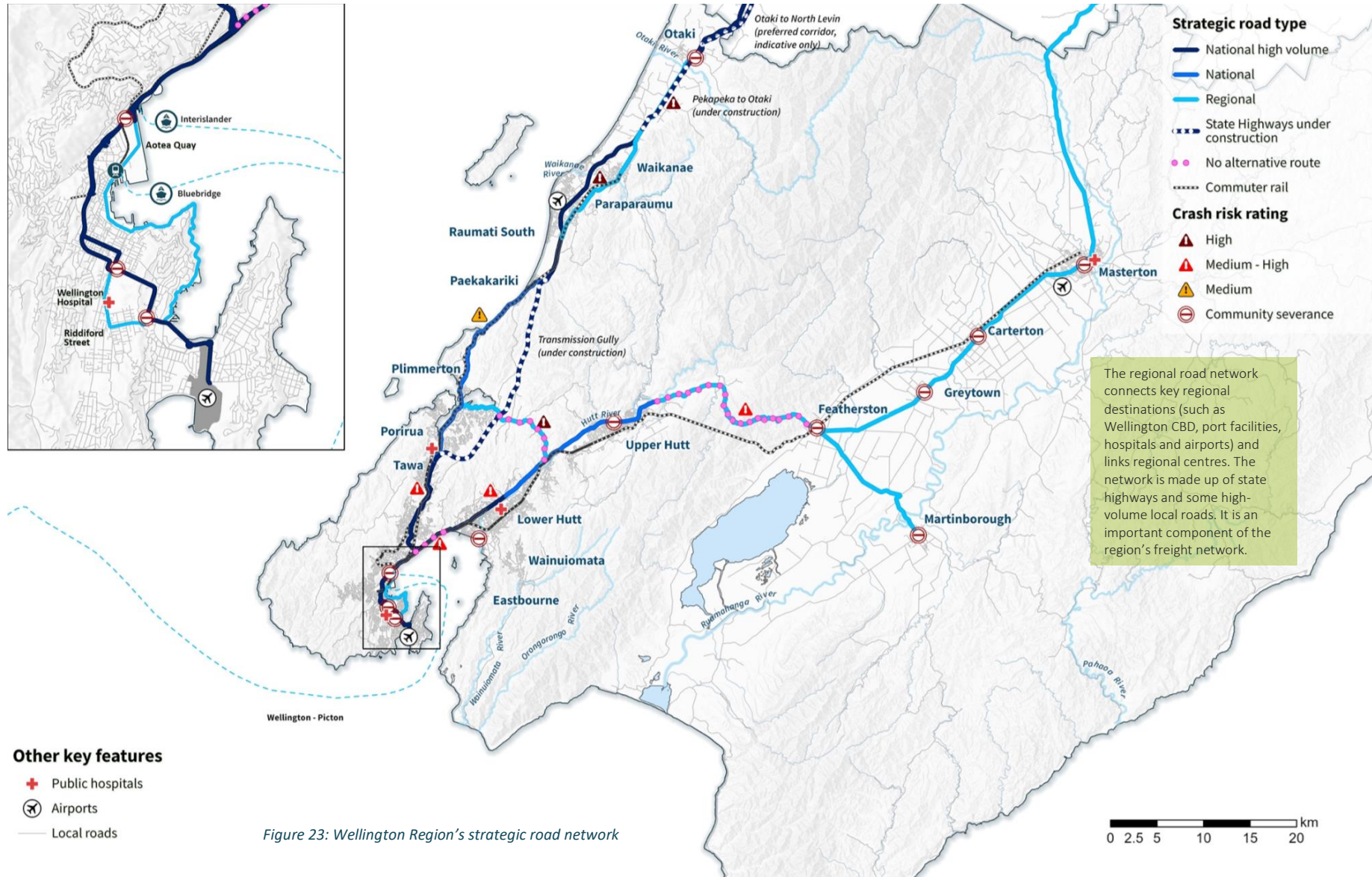
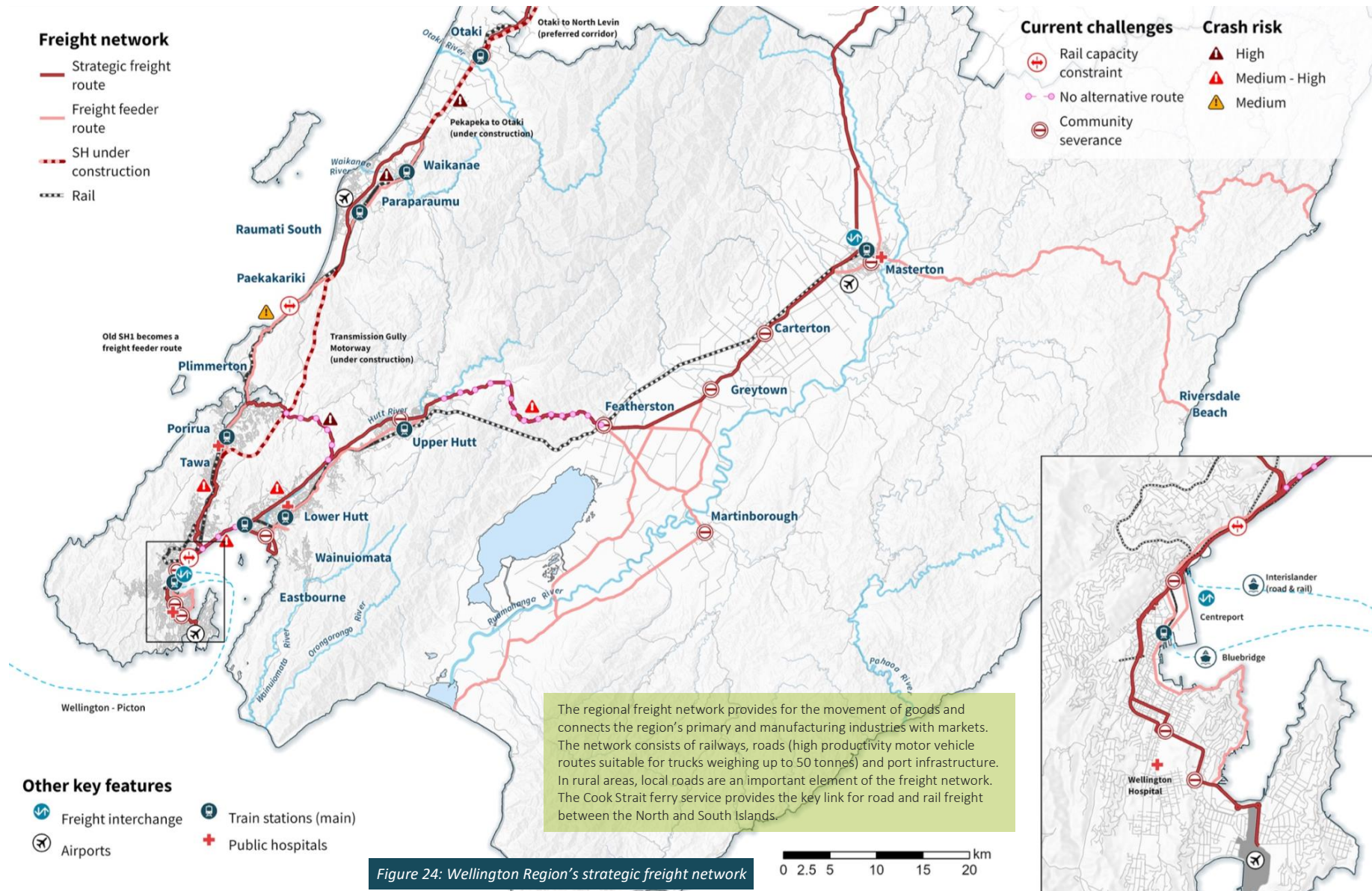
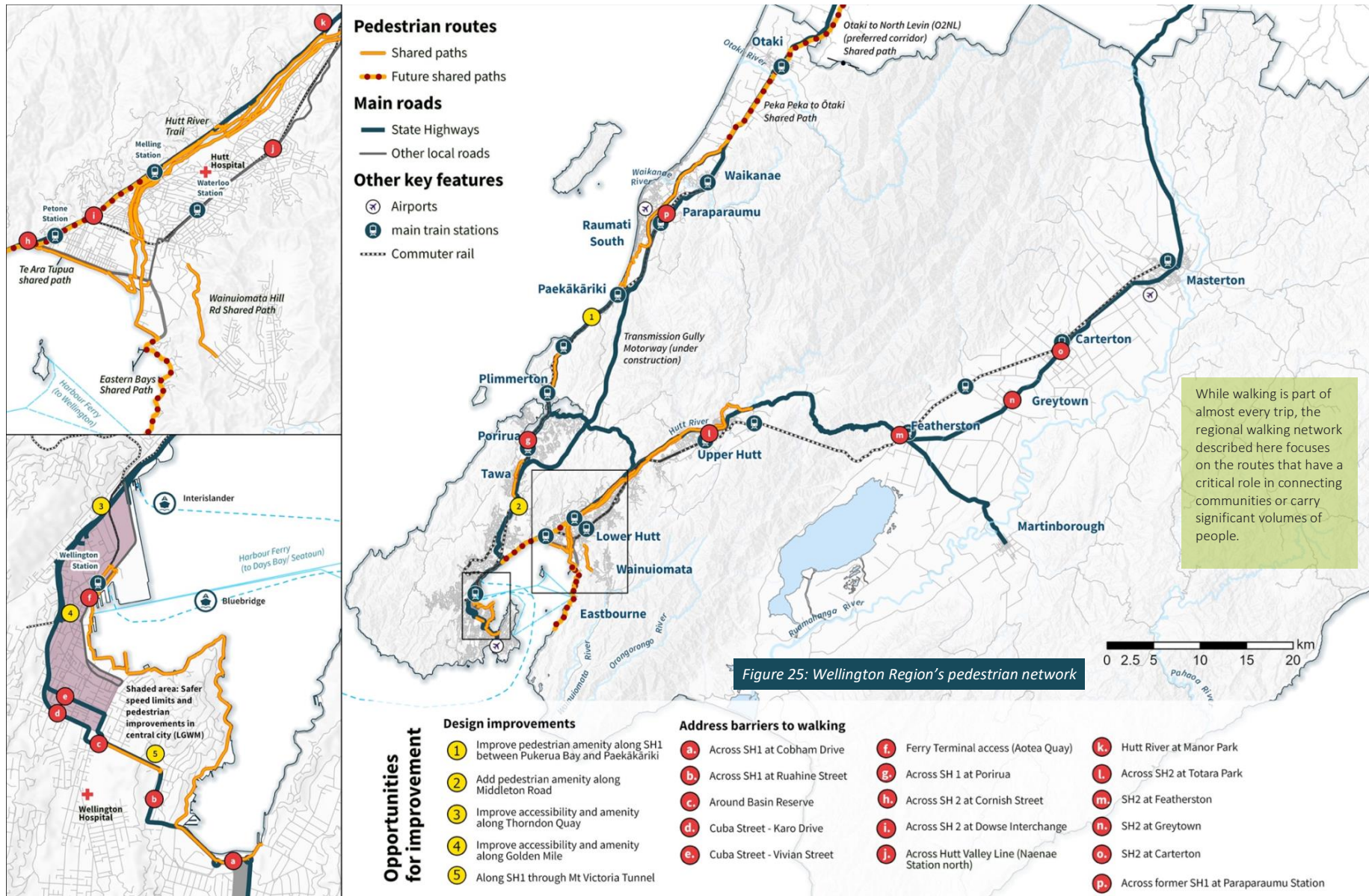


Figure 23: Wellington Region's strategic road network

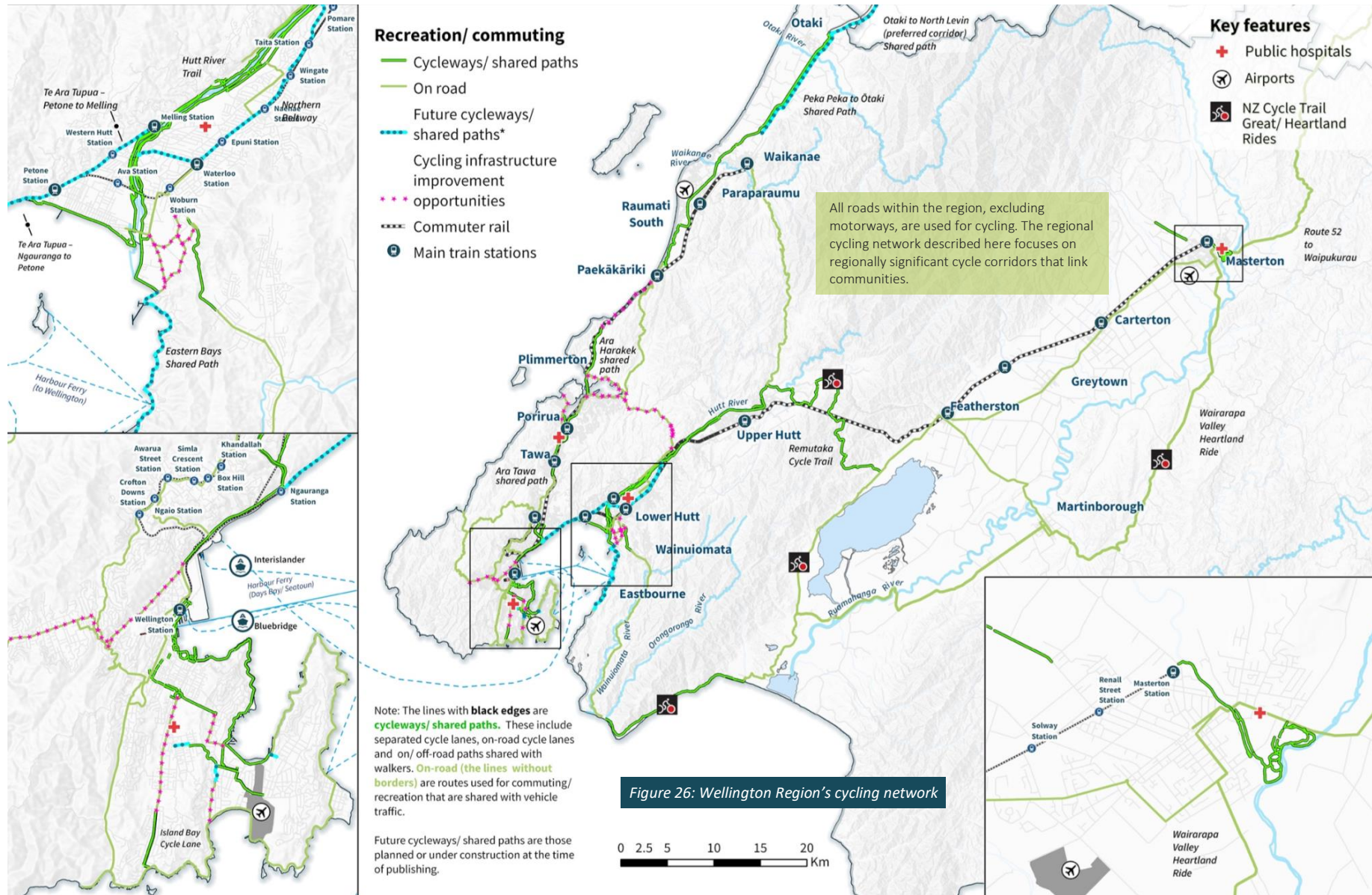
Section 6: Appendices



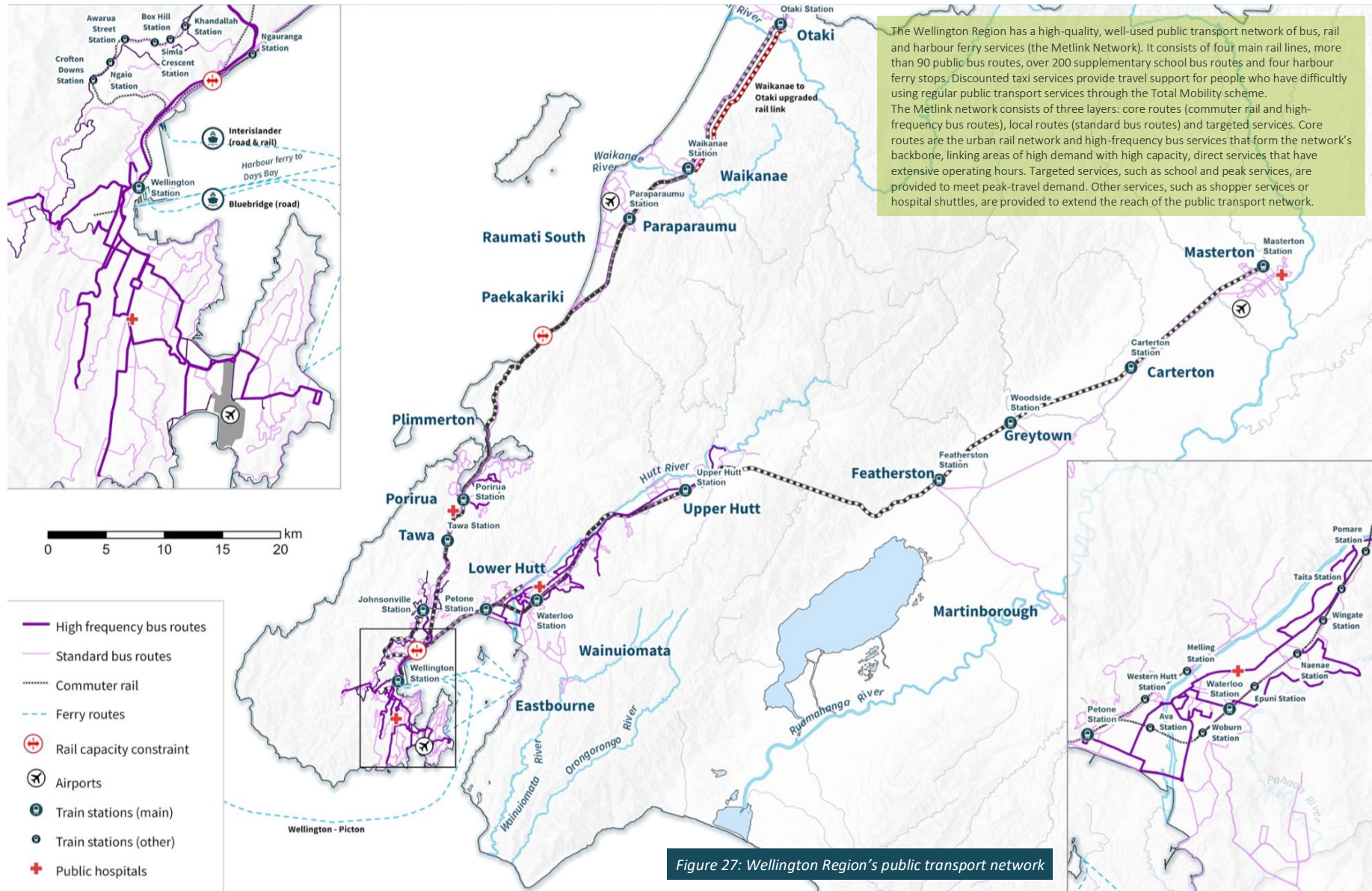
Section 6: Appendices



Section 6: Appendices



Section 6: Appendices



## Section 6: Appendices

### A.3.2 Rapid transit in the Wellington Region

The Government Policy Statement on Land Transport (GPS) defines rapid transit as: “a quick, frequent, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.”

The National Policy Statement for Urban Development (NPS-UD) shares the same definition for rapid transit service but extends it to any existing or planned service. Planned means planned in a regional land transport plan such as this RLTP.

The NPS-UD introduces a new requirement for Wellington’s regional policy statement and the district plans of Wellington City, Hutt City, Upper Hutt City, Porirua City and Kāpiti Coast District to enable building heights of at least six storeys within at least a walkable catchment of current and planned rapid transit stops. This means that rapid transit identified in the RLTP has a connection to the land-use controls in these Resource Management Act (RMA) documents. However, whether or not intensification is appropriate around rapid transit stops will be considered as part of each council’s district plan processes.

The NPS-UD also has directions to enable building heights and density commensurate to levels of existing and planned public transport generally. The RLTP and the Wellington Region’s RMA documents work together to enable more people, businesses and community services to be located in areas well-served by existing and planned public transport.

The rapid transit network and services for the Wellington Region comprise the Kāpiti, Hutt, Melling and Johnsonville rail lines. The mass rapid transit network proposed by the Let’s Get Wellington Moving programme (once the rapid

transit network and stops are confirmed) will also form part of this rapid transit network.

The rail lines are part of Metlink’s core public transport network. Plans to upgrade this network to increase service frequency and capacity are contained in the Wellington Regional Public Transport Plan and reflected in the significant activities in section 4 *Regional programme*. The Let’s Get Wellington Moving mass rapid transit corridor will be developed as part of the Let’s Get Wellington Moving programme.

Urban intensification opportunities around public transport stops will be planned through the district plans of the Wellington Region’s district and city councils.

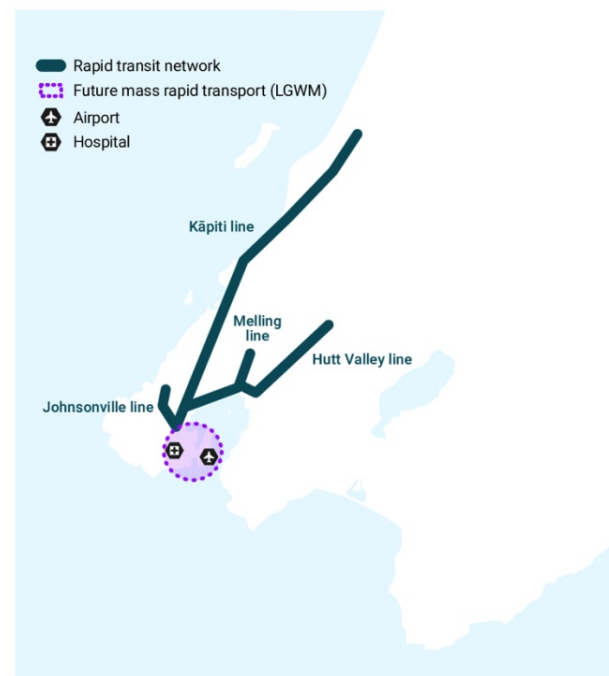


Figure 28: Rapid transit network



## Section 6: Appendices

## A.4 Key transport trends and issues

A growing population and economy and the consequential impacts on travel demand have contributed to a number of trends and issues that are shaping the current and future state of the region's transport system. These factors are summarised below and have informed the development of the regional transport investment priorities over the next 10 years.

### A.4.1 Travel options to access social and economic opportunities

A key purpose of the transport system is to provide people with access to social and economic opportunities, such as work, education, healthcare and leisure. Having viable, affordable, and reliable travel choices is fundamental to the ability of people to participate in society and to the wellbeing of our regional communities and visitors.

Key trends and issues impacting travel options and travel choice across the region include:

- Public transport demand and capacity
- Travel times and travel time reliability
- Limited east-west connectivity

#### A.4.1.1 Public transport demand and capacity

Wellington has a comparatively well-developed public transport system with the highest per capita use of public transport in New Zealand. In the 2018/19 year, 39 million trips were made on the regional public transport network, with 61 per cent of the population living within 1km of a train station or 500m of a high-frequency bus stop<sup>1</sup>.

<sup>1</sup> Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)

Section 6: Appendices



Public transport use has grown 10.5 per cent over the five years to 2018/19, with rail patronage accounting for the majority of this growth. This reflects a longer-term trend, which has seen rail patronage grow 21 per cent over the 10-year period to 2019<sup>1</sup>.

In recent years, increasing rail patronage has been driven by continued population growth on the corridors that the rail lines serve, together with significant investment on rail infrastructure and rolling stock to improve service reliability, frequency and network capacity. However, stronger than expected passenger growth means that the region is now likely to reach capacity on the rail network much faster than originally anticipated.

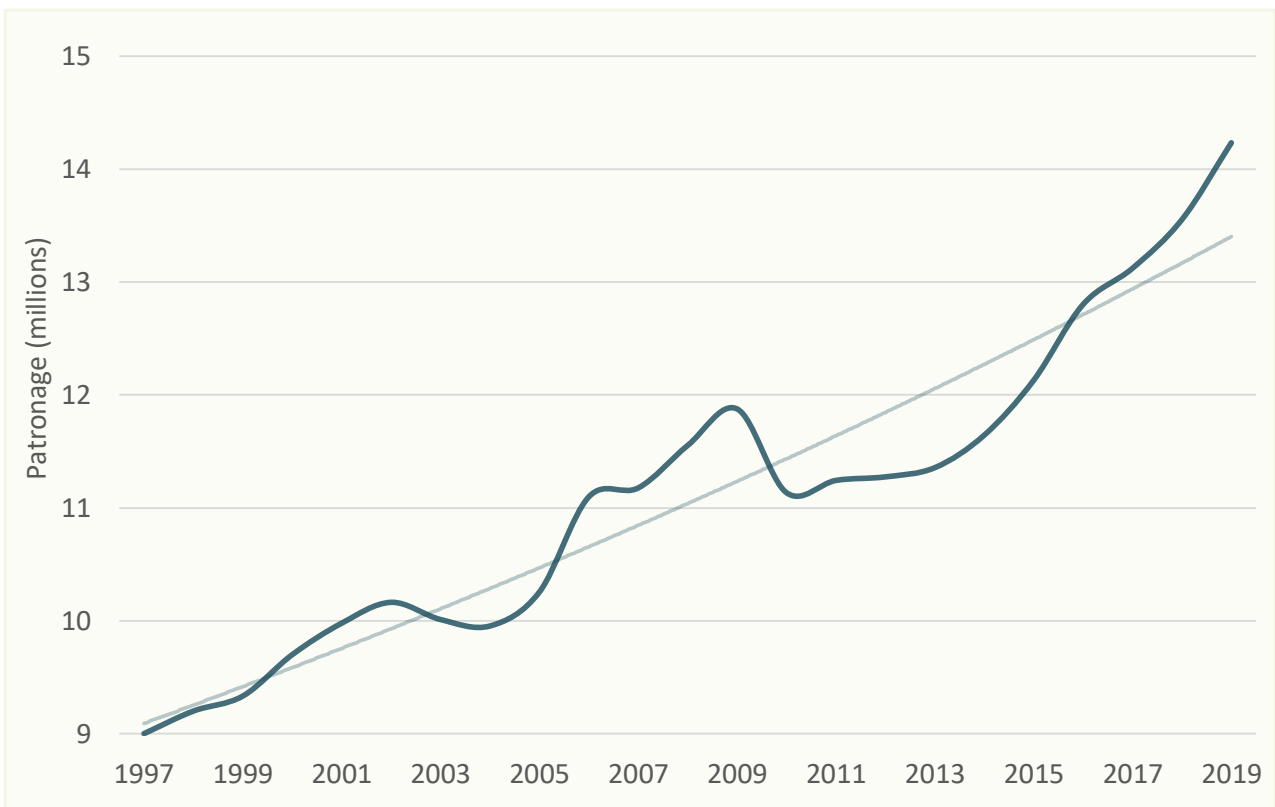


Figure 29: Overall rail patronage growth (Metlink annual patronage statistics, Greater Wellington)

<sup>1</sup> Metlink annual patronage statistics (Greater Wellington)

Section 6: Appendices



Across the region, bus use is highest in Wellington City (19 per cent of mode share in 2018). Currently, around 20 per cent of people travelling into the Wellington CBD during the morning peak use buses<sup>1</sup>. While per-capita boardings across the region have remained steady or declined slightly, total demand across the Wellington City bus network remains strong<sup>2</sup>.

Without further increases in public transport capacity in peak periods, the region will be unable to keep up with growth or achieve our mode shift aspirations.

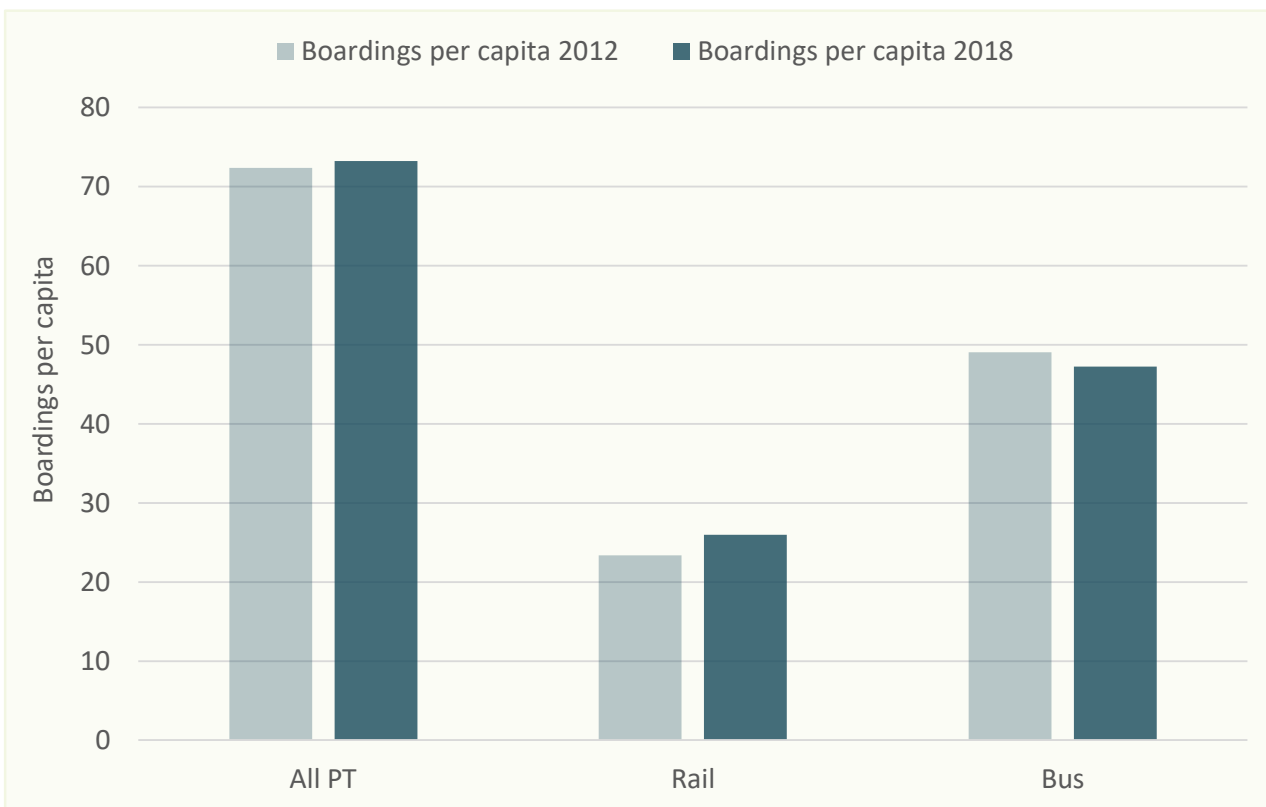


Figure 30: Public transport boardings per capita from 2013–18 by mode (RLTP 2021–24 Pressures, Trends, Issues and Opportunities, Greater Wellington, 2019)

<sup>1</sup> Census of Population and Dwellings (Statistics New Zealand, 2018)

<sup>2</sup> RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, 2019)

## Section 6: Appendices

*A.4.1.2 Travel times and travel time reliability*

During peak periods, a number of key routes in and between urban centres are at or near capacity, with private vehicles, cyclists and public transport services often competing for the same road space.

The resulting travel delays and journey variability for people and freight are significant, particularly during peak periods. For example, on State Highways 1 and 2 between Wellington International Airport and Petone, peak period average travel times can be up to 12 minutes slower in the southbound direction and 25 minutes slower in the northbound direction than free flow travel times, with peaks lasting for between 3–4 hours<sup>1</sup>. In Wellington City, travel times between the eastern suburbs and Wellington Railway Station by bus can vary from 30–50 minutes for some journeys<sup>2</sup>.

Over the five-year period 2013–18, congestion on the region's roading network remained relatively unchanged during the traditional morning peak period (7.00–9.00am). However, there is evidence to suggest that the peak is now spanning a longer period, with most of the growth in peak period traffic occurring prior to 7.00am. Congestion levels between the morning and afternoon peaks are also increasing on some key arterial routes, with weekend congestion becoming problematic, particularly through the Wellington CBD and around key leisure and retail destinations<sup>3</sup>.

Forecast increases in population and travel demand over coming years are expected to exacerbate these issues as network capacity pressures increase.

<sup>1</sup> RLTP 2021–24: *Pressures, Trends, Issues and Opportunities report* (Greater Wellington, 2019)

<sup>2</sup> *Let's Get Wellington Moving, draft programme business case* (Greater Wellington, June 2019)

*A.4.1.3 Limited east-west connectivity*

The region has limited east-west connections across the transport system, which impacts access for both people and freight.

In the Wairarapa, State Highway 53 provides the key east-west link between Martinborough and other rural communities in south Wairarapa to State Highway 2, but is vulnerable to flooding.

East-west connections between the Hutt Valley and Porirua are provided by State Highway 58 to the north and Ngauranga interchange to the south. About 35,000 east-west transport trips per day are made between Lower Hutt and Upper Hutt, and between the Porirua, Tawa and Johnsonville areas, which have a combined population of about 245,000<sup>4</sup>. Almost all of these trips are made by cars or heavy vehicles, as there are no direct public transport connections.

Within the Hutt Valley, Petone Esplanade is a key east-west route, connecting the industrial area at Seaview Gracefield and urban centres of Wainuiomata and Eastbourne with State Highway 2. This route experiences high traffic volumes and poor travel-time reliability, particularly in peak times. The area is also vulnerable to sea-level rise and storm surge.

On the Kāpiti Coast, Kāpiti Road provides the only connection between the Kāpiti Expressway and old State Highway 1. Carrying around 26,000 vehicles a day, this route provides a low level of service.

Limited east-west multi-modal transport connections increase the region's vulnerability to unplanned events and hinder access and connectivity to key social and economic opportunities.

<sup>3</sup> RLTP 2021–24: *Pressures, Trends, Issues and Opportunities report* (Greater Wellington, June 2019)

<sup>4</sup> *Census of Population and Dwellings* (Statistics New Zealand, 2018)

Section 6: Appendices

A.4.2 Climate change

New Zealand has committed to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030 under the Paris Agreement on Climate Change. Through the Climate Change Response (Zero Carbon) Amendment Act 2019, the Government has set a target for New Zealand to be net zero carbon by 2050. Across the Wellington Region, some councils have announced a climate change emergency and have emissions reductions targets in place, while others have or are developing strategies and plans to reduce emissions and adapt to climate change impacts.

Key transport related trends and issues that are influencing the regional response to climate change include increasing transport-related emission rates and climate change impacts on regional resilience risks.

A.4.2.1 Increasing transport related carbon emissions

In 2018/19, the transport sector was the biggest source of emissions in the Wellington Region, responsible for 40 per cent of total gross emissions.

On- and off-road transportation (petrol and diesel) produced 70 per cent of the sector's emissions, with the balance attributed to the region's share of the emissions associated with air, rail, LPG and bus electricity. Between 2001 and 2019, total transport emissions increased by 14 per cent, with road emissions from petrol and diesel use increasing by 8 per cent<sup>1</sup>.

This trend aligns with increases in state highway traffic, total vehicle kilometres travelled, heavy commercial vehicle volumes and car ownership over the same period<sup>2</sup>.

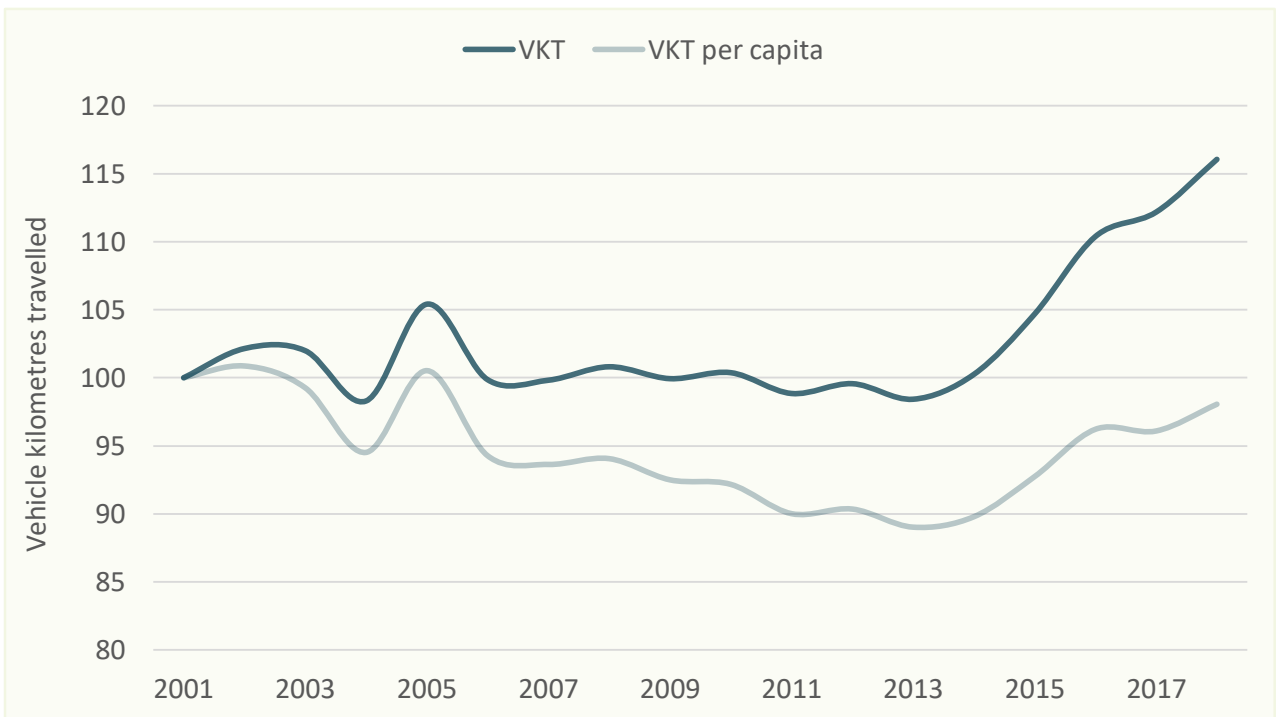


Figure 31: Change in vehicle kilometres travelled and vehicle kilometres travelled per capita from 2001–2018 (RLTP 2021–24: Pressures, Trends, Issues and Opportunities report, Greater Wellington, July 2019) – Note: Index 2001 = 100

<sup>1</sup> Wellington Region Greenhouse Gas Inventory (Greater Wellington, 2020)

<sup>2</sup> RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, July 2019)

## Section 6: Appendices

Nearly 60 per cent of people travelling to work use a car as the main means of travel to work in the Wellington Region (although 4.8 per cent of these are passengers) with people living outside Wellington City more likely to use a car for work trips, compared to other modes<sup>1</sup>. Reducing journey lengths and shifting travel to low carbon-emission modes of transport are expected to be cornerstones of any approach to reduce transport-related emissions across the region.

### A.4.3 Network resilience

A resilient transport system is one that is designed to be less vulnerable to unexpected events and enables quick recovery. Parts of the region's networks are highly vulnerable to climate change impacts and unplanned events, the impacts of which are being increasingly felt across the region.

#### A.4.3.1 Vulnerability to unplanned events

Key parts of the transport system have been assessed as being extremely, very high or highly vulnerable to earthquake, tsunami or storm risk. These include State Highway 2 from Petone to Ngauranga, State Highway 1 at Ngauranga Gorge and coastal sections, rail infrastructure, such as the Remutaka Rail Tunnel approaches, the single-track section between Pukerua Bay and Paekakariki, Northern Rail Overbridge and other local road bridges<sup>2</sup>.

Climate change is expected to increase the vulnerability of the region's transport network. Erosion to coastal roads and rail infrastructure is likely to increase with storms, storm surges and sea-level rise, and more frequent and intense weather is expected to increase the risk of landslides<sup>3</sup>.

The vulnerability of the transport network to unplanned events (whether caused by natural

events or network incidents such as crashes) has a major impact on access and mobility. Limited route choices and transport networks operating at or near capacity means that relatively small-scale events (such as minor slips or vehicle crashes) can cause significant travel delays for people and freight, together with wider economic and social impacts.

The region's increasing vulnerability to natural hazards is also impacting network maintenance costs and increasing the need to invest in the protection and relocation of transport infrastructure. Addressing these issues requires targeted network improvements to improve resilience and integrated transport and land-use planning to reduce risk exposure.

### A.4.4 Freight connections

The region relies on road, rail and coastal shipping networks to move freight efficiently and effectively. Ensuring these transport corridors are well designed with efficient, reliable and resilient inter and intra-regional connections is essential to support productive economic activity in the region.

#### A.4.4.1 Network congestion is impacting the growing freight task

Freight volumes moving in and out of the region have grown in recent years, from 18.3 million tonnes in 2012 to 24.3 million tonnes in 2018, with milk, other dairy products and logging accounting for the majority of the region's freight task<sup>4</sup>.

The vast majority of the region's freight task is carried by road, with the highest volume freight movement in the region occurring between State Highway 2 Petone and CentrePort, and between State Highway 1 north Wellington-Porirua and CentrePort<sup>5</sup>.

<sup>1</sup> Census of Population and Dwellings (Statistics New Zealand, 2018)

<sup>2</sup> Wellington Regional Growth Framework Foundation report 2020

<sup>3</sup> Climate Change and Variability – Wellington Region (NIWA, 2017)

<sup>4</sup> Monitoring Report on the Regional Land Transport Plan (Greater Wellington, October 2019) and National Freight Demand Study (Ministry of Transport, 2017/18)

<sup>5</sup> Petone to Grenada Link Road Re-evaluation (Cardno, 2018)

## Section 6: Appendices

The growing freight task is reflected in increasing heavy commercial vehicle volumes on the state highway network over five years from 2013–18, with average annual growth rates at selected sites on State Highways 1, 2 and 58 in the order of 4–8 per cent<sup>1</sup>.

From 2012–18, rail freight coming in and out of the region increased by 36 per cent to 1.2 million tonnes. However, rail as a proportion of total freight has remained steady (from 4.8 per cent to 4.9 per cent)<sup>2</sup>.

CentrePort remains the region's main hub for road, rail and coastal freight, with around \$15–20 billion of commercial freight (road and rail) carried on the Cook Strait ferries each year<sup>3</sup>. Cook Strait ferries provide the key link for road and rail freight between the North and South Islands.

CentrePort's freight task is growing with connections to inland hubs in Palmerston North, Whanganui and Waingawa in the Wairarapa. This growth is partly driven by the significant volume of wood making its way from Waingawa to Wellington and by growth in general commodities and consumables.

Other key freight hubs and destinations include Waingawa, Seaview Gracefield, Porirua and Tawa, CentrePort and the Wellington City CBD<sup>4</sup>.

While, as a percentage of total freight tonnage, freight to and from Wellington International Airport is currently low, the time-critical nature of air-freighted goods means that effective and reliable road access to the airport for freight is important. In parts of Wellington, road freight is affected by traffic congestion in urban areas as well as slow and variable travel times along State Highways 1 and 2.

<sup>1</sup> RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, 2020)

<sup>2</sup> Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)

<sup>3</sup> Cook Strait Connectivity programme business case (Greater Wellington, 2019)

Access to the inter-island ferry terminals and CentrePort is constrained at certain times, and conflicts between freight and commuter traffic is a significant issue. These issues, together with the need to accommodate a new inter-island ferry fleet, with increased capacity, are currently being considered in the CentrePort Access business case.

#### A.4.5 Safety

In the Wellington Region, the provision of a safer transport system for all users of the region's transport network has been a key regional priority for many years. This safety focus has been strengthened in recent years through the Government's Road to Zero safety strategy, which sets a clear vision for New Zealand that no-one is killed or seriously injured while travelling.

##### A.4.5.1 Deaths and serious injuries on our roads are increasing faster than population growth

In 2019, there were 186 deaths and serious injuries on the region's roads<sup>5</sup>. The number of people killed or seriously injured on the road network has increased 25 per cent over the five years to 2019, outstripping population growth over the same period<sup>6</sup>.

The region's safety profile indicates particular issues around crashes involving vulnerable road users and inappropriate speed limits on high-risk urban and rural roads. Addressing these issues will be critical if the region is to improve its safety performance and contribute to Road to Zero.

<sup>4</sup> Wellington Regional Growth Framework Foundation report 2020

<sup>5</sup> Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)

<sup>6</sup> RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, July 2019)

Section 6: Appendices

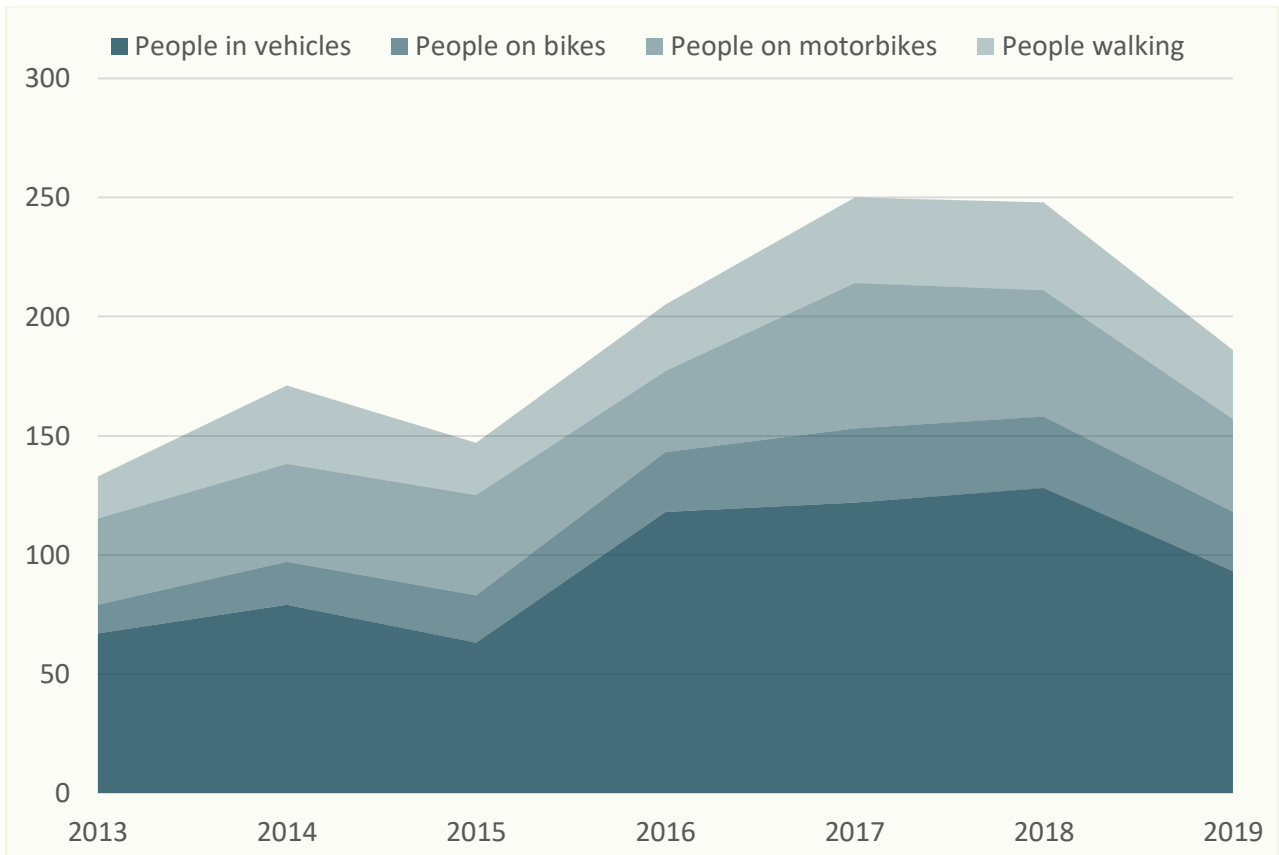


Figure 32: Road deaths and serious injuries by mode 2013–19



## Section 6: Appendices

## A.5 Future scenarios and opportunities

In planning for the future of the Wellington transport network, a number of scenarios have been developed. Scenarios are stories that represent plausible futures regarding how the external environment might develop. They are based on a set of underlying assumptions and associated variables. Scenarios help us understand the impact that changing assumptions may have on forecast outcomes. They provide a basis on which to evaluate the benefits of transport projects and interventions under a range of different futures. The scenarios and assumptions used take a 30-year view.

We will use the scenarios to monitor the external environment and how the regional transport system should evolve to support our long-term outcomes.

In developing the scenarios, we have identified two key drivers of change:

- Change in travel demand, driven by changes in population growth, employment growth, travel behaviour and trip rates
- Change in the geographic distribution of population and employment growth

We have identified three main scenarios with two sub-scenarios as follows:

### 1. *Resumed regional growth*

Regional economic growth returns to pre-COVID-19 projected levels within 10 years, with a corresponding rebound in travel demand. This is our baseline scenario. It assumes COVID-19 is a temporary blip on the long-term growth trajectory. It also assumes no significant change in the recent distribution of regional population and employment growth, or to travel behaviour and trip rates.

### 2. *Lower regional growth and lower travel demand*

Compared to the baseline, this scenario assumes lower regional economic, population and employment growth rates, combined with changes to travel behaviour resulting in reduced trip rates. This results in lower transport demand.

**2a.** As per scenario 2 but with a change in the geographical distribution of population and employment growth. Growth is focussed outside of Wellington City and CBD compared to the baseline resulting in reduced commuting and travel distances.

### 3. *Higher regional growth and lower travel demand*

Compared to the baseline, this scenario assumes higher regional economic, population and employment growth rates, with no significant change in travel patterns and trip rates. This results in higher travel demand.

**3a.** As per scenario 3 but with the geographical distribution of population and employment growth is focussed within Wellington City and CBD compared to the baseline.

Section 6: Appendices

The scenarios have been plotted against the two main clustering of variables to show that changes in the assumptions can lead to different outcomes.

These scenarios are shown in Figure 33 and are explored further in Table 37, Table 38 and Table 39.

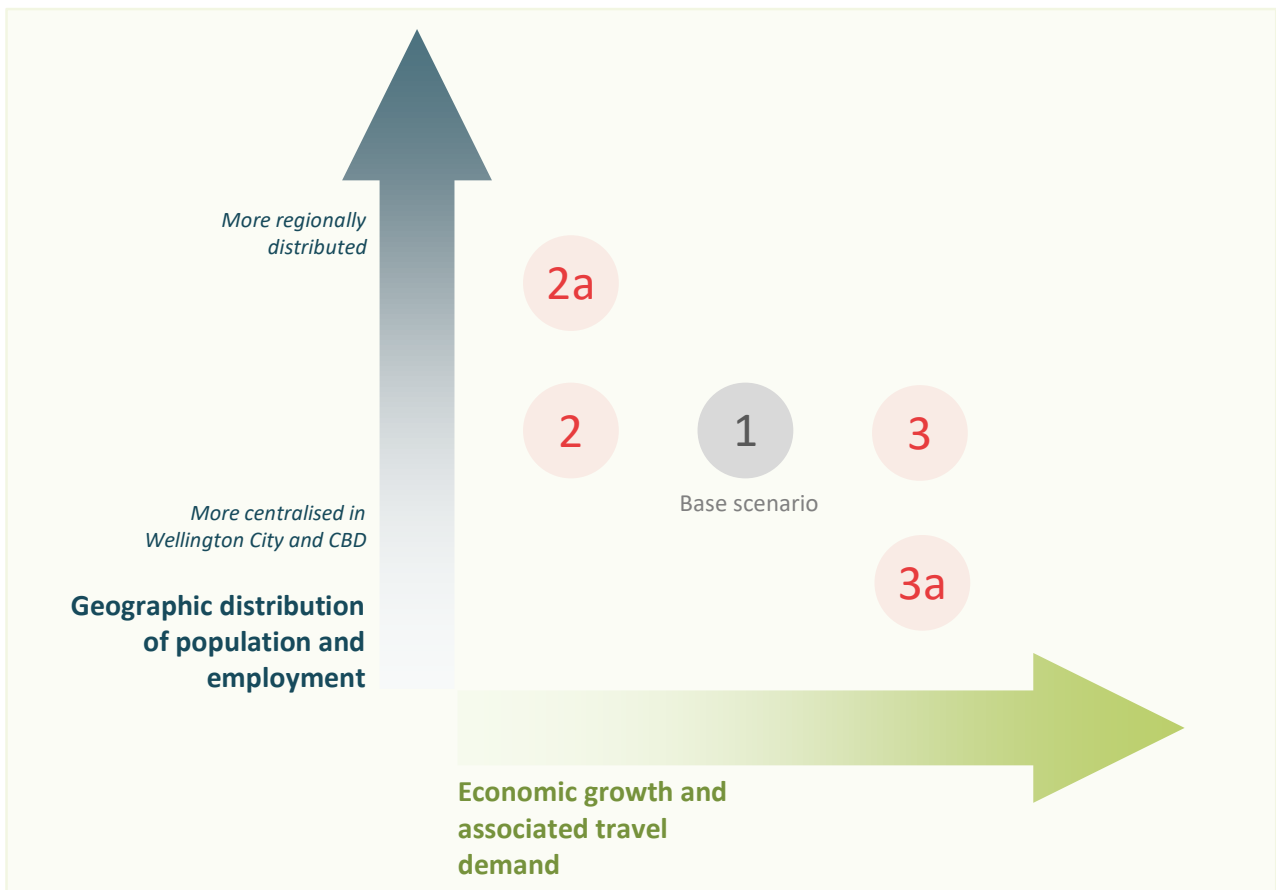


Figure 33: Future scenarios

Section 6: Appendices



A.5.1 Scenario 1 – Resumed regional growth

Table 37: Scenario 1

<b>What does this future look like?</b>	Following a period of contraction due to the COVID-19 pandemic, economic activity and corresponding population and employment growth return to pre-COVID-19 projected levels within 10 years. Growth will occur across the Wellington Region in the three growth corridors of the Wellington Regional Growth Framework.		
<b>What does this mean for transport?</b>	Continued increase in travel demand across the region and within the regional growth corridors.		
<b>What will cause this?</b>	<i>Assumption</i>	<i>Impact</i>	<i>Level of certainty</i>
	Population and demographic	★★★	Low
	Economic	★★★	Low
	Climate change and natural hazards	★★★★★	High
	Technological and behavioural change	★★	High
	Legislation and governance	★★	Medium
<b>What might be different?</b>	Population, employment and demographic change may occur at different rates or unevenly across the region. Economic growth slows or accelerates outside anticipated rates. Technological and behavioural changes. The implications of these factors are explored in scenarios 2 and 3.		

## Section 6: Appendices

## A.5.2 Scenario 2 – Lower regional growth and lower travel demand

Table 38: Scenario 2

<b>What does this future look like?</b>	Demographic and economic growth rates slow. GDP and employment levels do not return to anticipated pre-COVID-19 levels at the 10-year mark. Structural change in travel patterns and behaviour post-COVID-19 remain, such as working from home and less commuting into the Wellington CBD.	
<b>What does this mean for transport?</b>	Delayed or reduced demand across the region for transport Different travel patterns may emerge	
<b>What will cause this?</b>	Population and demographic	★ (★★★ for 2a)
	Economic	★
	Climate change and natural hazards	★★★★★
	Technological	★★ (★★★★ for 2a)
	Legislation and governance	★★
<b>What might be different?</b>	A variation of this scenario (shown as 2a on Figure 33), involves lower overall growth with lower transport demand, but areas outside Wellington City grow at a faster rate.	

## A.5.3 Scenario 3 – Higher Economic Growth and Higher Travel Demand

Table 39: Scenario 3

<b>What does this future look like?</b>	Population and economic growth recovery from the COVID-19 period exceed anticipated levels within 10 years. There is increased travel demand across the region.	
<b>What does this mean for transport?</b>	Transport demand puts increased pressure on regional system	
<b>What will cause this?</b>	Population and demographic	★★★
	Economic	★★★★
	Climate change and natural hazards	★★★★★
	Technological	★★ (★★ for 3a)
	Legislation and governance	★★
<b>What might be different?</b>	A variation of this scenario (shown as scenario 3a Figure 33) involves growth occurring in different parts of the region at different rates, with greater growth in the Wellington City and CBD relative to the rest of the region and associated increase in travel demand to and within Wellington City. There may be increased demand for transport and mode shift driven by economic growth higher than the baseline.	

Section 6: Appendices

### Wellington Regional Growth Framework

The draft Wellington Regional Growth Framework is a spatial plan that will set out the approach to urban development across the region over the next 30 years.

The framework is a collaboration between the region’s councils (plus Horowhenua District Council), central government and iwi. The framework recognises that the region’s population could grow by 200,000, with an additional 100,000 jobs. It has identified three growth corridors – western, eastern and Let’s Get Wellington Moving – and two potential west-east corridors. Transport is integral to achieving the region’s growth potential and needs to be integrated with urban planning. The framework calls for urban intensification supported by integrated transport networks.

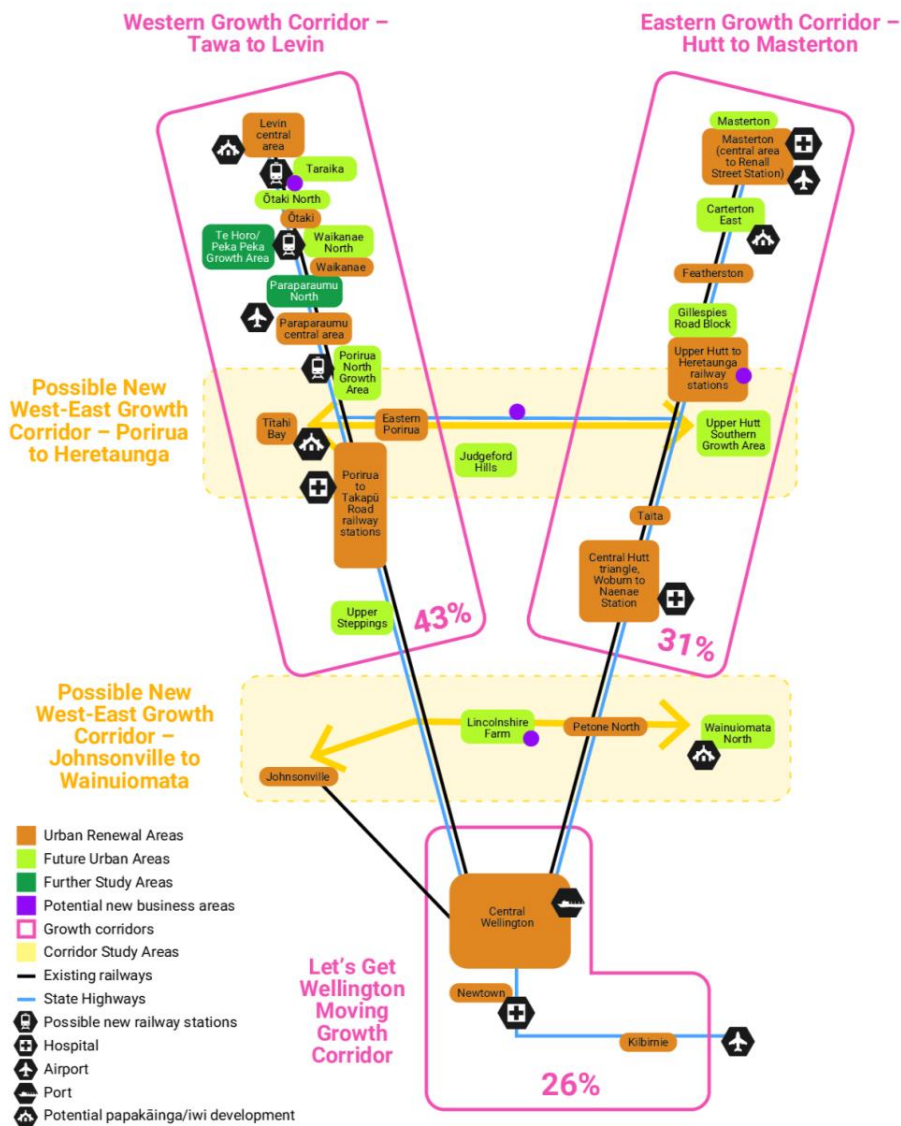


Figure 34: A growth corridor view of the future urban development areas of the Wellington Regional Growth Framework

Section 6: **Appendices**



**A.6 Policy context**

**A.6.1 National policy context**

A number of statutes and policy documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. These have informed the development of this Regional Land Transport Plan.

The core statutes governing transport planning and investment are described in

Table 40.

*Table 40: Core statutes governing land transport planning and investment*

**Principal statute: Land Transport Management Act 2003**

- Guides land transport planning and funding
- Sets out the core requirements of regional land transport plans

**Other relevant statutes**

<b>Resource Management Act 1991</b>	<b>Local Government Act 2002</b>	<b>Climate Change Resource Act 2002</b>
<ul style="list-style-type: none"> <li>• Provides the statutory framework for land and natural resource use planning</li> </ul>	<ul style="list-style-type: none"> <li>• Guides local government planning and functions, including local funding share for transport network investment</li> <li>• Sets out the consultation principles for the development of regional land transport plans</li> </ul>	<ul style="list-style-type: none"> <li>• Provides a framework for New Zealand to develop and implement climate change policies</li> </ul>

## Section 6: Appendices

Relevant national policies and strategies, and how they have been applied in the Regional Land Transport Plan are described in Table 41.

Table 41: Relevant national policies and strategies

National policy or strategy	Summary
Transport Outcomes Framework	<ul style="list-style-type: none"> <li>The purpose of the document is to make clear what the government aims to achieve through the transport system in the long term.</li> <li>Describes the purpose of the transport system, which is to improve people's wellbeing and the liveability of places, by contributing to five outcomes – inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity.</li> <li>To make a positive contribution across all five outcomes, the transport systems need to be integrated with land-use planning, urban development and regional development strategies.</li> <li>Provides the foundation for the RLTP's strategic framework.</li> </ul>
Government Policy Statement on Land Transport 2021	<ul style="list-style-type: none"> <li>Outlines the government's strategy for investment in land transport over the next 10 years, which is then implemented by Waka Kotahi through the National Land Transport Programme.</li> <li>Identifies four strategic priorities – safety, better travel options, improving freight connections and climate change.</li> <li>Identifies Let's Get Wellington Moving as a government commitment.</li> <li>Regional land transport plans must be consistent with the Government Policy Statement. This consistency is demonstrated in the strategic framework, 10-year transport investment priorities and regional programme of transport activities in the RLTP.</li> </ul>
Road to Zero – New Zealand road safety strategy 2020–30	<ul style="list-style-type: none"> <li>Vision is "a New Zealand where no one is killed or seriously injured in road crashes".</li> <li>Provides guiding principles, targets and outcomes for 2030.</li> <li>Sets out five areas of focus for the next decade – infrastructure improvements and speed management, vehicle safety, work-related road safety, road-user choices and system management.</li> <li>The RLTP strategic framework adopts the Road to Zero target of a 40 per cent reduction in road deaths and serious injuries by 2030.</li> </ul>

Section 6: Appendices

<p>National Policy Statement on Urban Development</p>	<ul style="list-style-type: none"> <li>• Requires councils to plan well for growth and ensure a well-functioning urban environment for all people, communities and future generations.</li> <li>• Aims to improve accessibility for all people between housing, jobs, opportunities for social interaction, services and public open spaces, including by way of public and active transport.</li> <li>• The Wellington Region (excluding Wairarapa) is considered a tier 1 urban environment, required to enable greater intensification in areas of high demand, remove minimum parking requirements and prepare a future development strategy.</li> <li>• The Wellington Regional Growth Framework is a part of the region’s response to these requirements. The transport aspects of the Wellington Regional Growth Framework will be implemented through current and future RLTPs.</li> </ul>
<p>New Zealand Energy Efficiency and Conservation Strategy 2017–2022</p>	<ul style="list-style-type: none"> <li>• Sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy.</li> <li>• Efficient and low-emissions transport is one of three priority areas, with an associated target for electric vehicles to make up 2 per cent of the vehicle fleet by the end of 2021.</li> <li>• The RLTP contributes to this with targets for lowering carbon emissions and increasing mode share of public and active transport.</li> </ul>

National plans that provide context for the RLTP are described in Table 42.

Table 42: National plans providing context for the Regional Land Transport Plan

National plan	Description
<p>Keeping cities moving</p>	<ul style="list-style-type: none"> <li>• Waka Kotahi’s plan to deliver on social, environmental and economic outcomes by growing the share of travel by public transport, walking and cycling (also known as mode shift).</li> <li>• Seeks to do this in three main ways – shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choices.</li> <li>• The Wellington Region is identified as one of six high-growth urban areas with the highest potential to achieve mode shift.</li> </ul>



Section 6: Appendices

- Draft New Zealand Rail Plan
- Outlines the Government’s vision and investment priorities for New Zealand’s national rail network.
  - It describes the changes made to the Land Transport Management Act to enable KiwiRail to access the National Land Transport Fund.
  - It identifies the two investment priorities for a resilient and reliable network:
    - Investing in the national rail network to restore rail freight and provide a platform for future investments for growth
    - Investing in metropolitan rail to support growth in our largest cities
- both of which are relevant to the Wellington Region.

- Arataki
- Waka Kotahi’s 10-year view for what is needed to deliver the government’s current priorities and long-term objectives for the land transport system.
  - Areas of high focus for Waka Kotahi in the Wellington Region are improving urban form, transforming urban mobility and tackling climate change.

6.1.1 Regional Policy context

There are also a range of local and regional policies, plans and strategies that provide policy context for the RLTP. These are outlined in Table 43 and Table 44.

Table 43: Regional and local statutory policies and plans providing context for the Regional Land Transport Plan

Statutory policy or plan	Description
Wellington Regional Public Transport Plan	<ul style="list-style-type: none"> <li>• Provides a mechanism for planning and engaging on the design and operation of the public transport network.</li> <li>• The Regional Public Transport Plan 2021–31, set for adoption in July 2021, seeks to deliver an efficient, accessible and low-carbon public transport network.</li> <li>• Three focus areas – continuing to improve customer experience across all aspects of the network, reducing public transport emissions by accelerating decarbonisation of the vehicle fleet, and contributing to the regional target of a 40 per cent increase in regional mode share from public transport and active modes by 2030.</li> <li>• Includes delivery and implementation of Let’s Get Wellington Moving.</li> </ul>

Section 6: Appendices

Regional Policy Statement for the Wellington Region	<ul style="list-style-type: none"> <li>• Identifies the regionally significant issues around management of the region’s natural and physical resources, what needs to be achieved and how.</li> <li>• Includes objectives and policies that seek compact regional form, integrated land use and transport planning and connected, safe and responsive transport network. It also identifies regionally significant infrastructure, promotes travel demand management and seeks a reduction in transport-generated carbon emissions.</li> <li>• Includes objectives and policies that seek to reduce the risks and consequences to people and infrastructure from natural hazards and climate change effects, by avoiding inappropriate development in areas at high risk from natural hazards and minimising the risks and consequences of natural hazards.</li> <li>• The RLTP is required to take account of the Regional Policy Statement.</li> </ul>
Proposed Natural Resources Plan for the Wellington Region	<ul style="list-style-type: none"> <li>• Guides the management of the region’s natural and physical resources in a coordinated way.</li> <li>• Must give effect to the Regional Policy Statement.</li> <li>• Is most relevant for transport at the resource consenting stage, where the impacts of the activity on the natural environment, any hazards, mana whenua sites and historic heritage must be considered.</li> </ul>
District plans	<ul style="list-style-type: none"> <li>• Developed by each local authority, can have a big impact on the transport system at the local level by directing land-use location, layout and densities. Set standards for parking and multi-modal end-of-trip facilities for new development.</li> <li>• An important tool to influence good transport and land-use integration outcomes.</li> </ul>
Long-term plans	<ul style="list-style-type: none"> <li>• Developed by all councils every three years, with a 10-year outlook.</li> <li>• Key planning tool for councils to describe and fund their activities, including the local share funding for transport activities.</li> <li>• Identify local transport activities that are fed into the RLTP for inclusion in the National Land Transport Programme and co-funding from the National Land Transport Fund.</li> </ul>

Section 6: Appendices



Table 44: Regional and local non-statutory policies, plans and strategies providing context for the Regional Land Transport Plan

Non-statutory plan, strategy or policy	Description
Wellington Regional Growth Framework	<ul style="list-style-type: none"> <li>• A spatial plan developed by local government, central government and iwi partners in the Wellington-Horowhenua region to provide an agreed regional direction for growth and investment.</li> <li>• Further information on the Regional Growth Framework is included in Figure 34 and available at <a href="http://www.wrgf.co.nz">www.wrgf.co.nz</a>.</li> </ul>
Local spatial plans or growth strategies	<ul style="list-style-type: none"> <li>• Individual council long-term strategic documents developed to outline growth expectations in a council’s area. Often undertaken prior to district plan changes being considered.</li> </ul>
Wellington Regional Mode Shift Plan	<ul style="list-style-type: none"> <li>• Sets out how the region will make progress over the short to medium term to increase the share of travel by public transport, walking and cycling.</li> <li>• Developed alongside the RLTP and used to inform the identification of activities for inclusion in the RLTP 2021 and future investment plans.</li> </ul>
Local climate change policies	<ul style="list-style-type: none"> <li>• Local policies, targets, action plans or other commitments to significantly reduce carbon emissions and highlight the need for adaptation and resilience.</li> <li>• Provide context for the strategic framework and transport investment priorities in the RLTP.</li> </ul>
Local transport and parking policies and strategies	<ul style="list-style-type: none"> <li>• Specific policies at the local level to guide the operation and development of the transport system.</li> </ul>

## Section 6: Appendices

## Appendix B

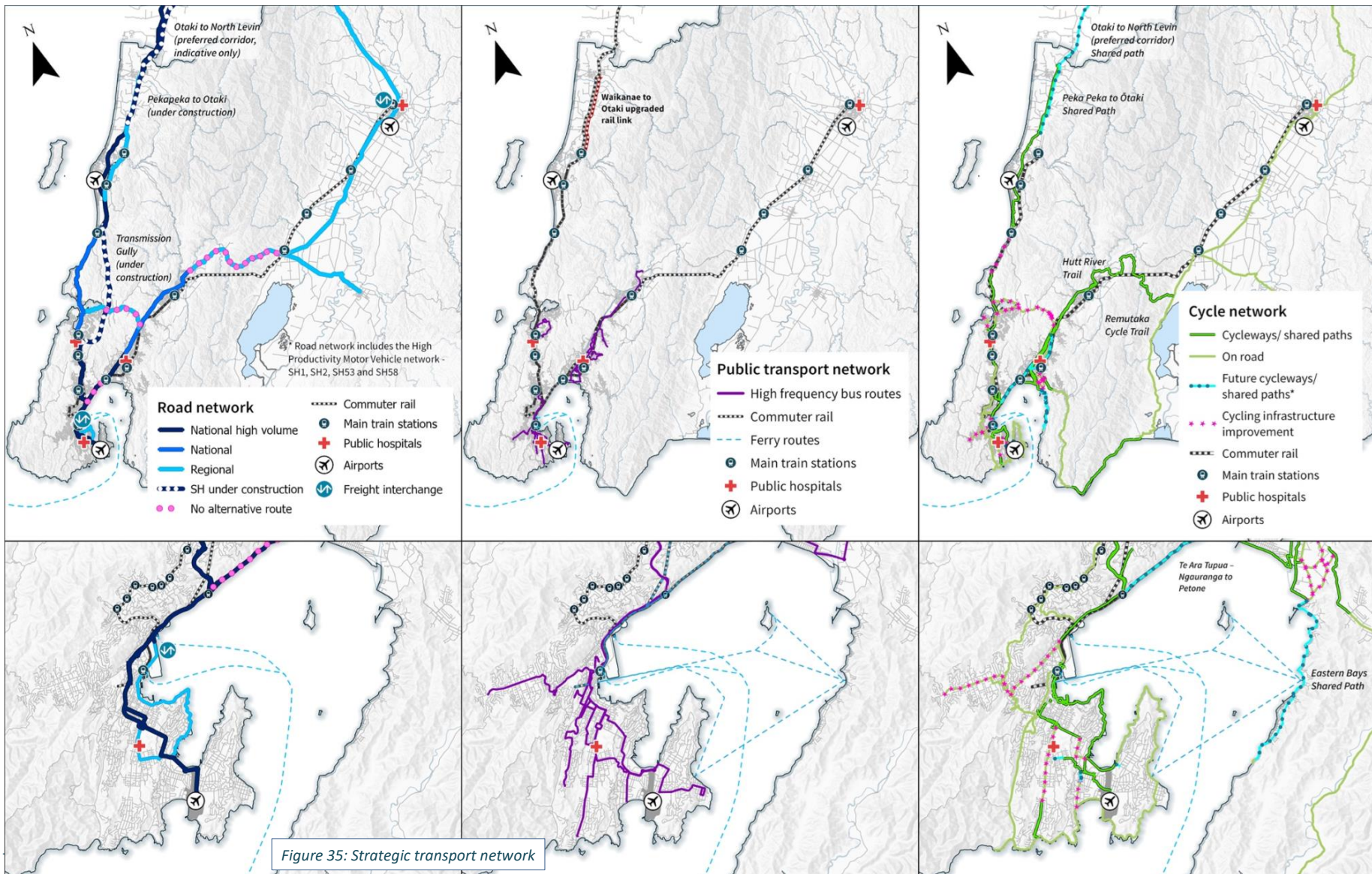
### The strategic transport network

The strategic transport network is the regionally significant connections for people and freight between regional centres and to key regional destinations, facilities, education and employment hubs. The strategic transport network is classified as regionally significant infrastructure in the proposed Wellington Natural Resources Plan.

The Wellington strategic transport network is shown in Figure 35 and is made up of:

- All railway corridors and core bus routes as part of the region's public transport network
- All strategic roads that are classified as a national high-volume road, national road, or regional road as part of the region's strategic road network
- Any other road classified as a high-productivity motor vehicle route
- All sections of the regional cycling network considered to have a utility or combined utility and recreational focus

Section 6: Appendices



## Section 6: Appendices

## Appendix C

## Definition of significant activities

The land transport activities that are considered to be significant for the purposes of sections 16 and 106 of the Land Transport Management Act 2003 are as follows:

Table 45: Definition of significant activities

Significant activities		
section 16(3)(d)	Significant activities – to be presented in order of priority	<p>All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan, excluding:</p> <ul style="list-style-type: none"> <li>• Maintenance, operations and renewal activities for state highways and local roads</li> <li>• Public transport continuous programme (existing services)</li> <li>• Low-cost low-risk activities</li> <li>• Road safety promotion activities</li> <li>• Investment management activities, including transport planning and modelling</li> <li>• Programme business cases</li> </ul>
Significant inter-regional activities		
section 16(2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> <li>• That has implications for connectivity with other regions, or</li> <li>• For which cooperation with other regions is required</li> <li>• Any nationally significant activity identified in the Government Policy Statement on Land Transport</li> </ul>
Significant expenditure funded from other sources		
section 16(2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	<p>Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not, from:</p> <ul style="list-style-type: none"> <li>• Approved organisations (where there is no National Land Transport Fund share)</li> <li>• Crown appropriations</li> <li>• Other funds administered by the Crown</li> <li>• Third-party contributions (including donations of goods and services) over \$5 million</li> </ul>

Section 6: Appendices

Appendix D

Approach to prioritisation of significant activities in the programme

The process for determining the order of priority of the significant activities under section 16(3)(d) of the Land Transport Management Act 2003 is as follows:

1. Transport activities are submitted for inclusion in the Wellington Regional Land Transport Plan 2021, identifying the primary 10-year transport investment priority they address.
2. Officers (through the Technical Advisory group) rate the relative contributions of transport activities to the primary 10-year transport investment priority they address. Relative contribution ratings under each 10-year transport investment priority must add to 100.
3. A score is calculated by multiplying the rating of the transport activity by the weighting of the transport investment priority.
4. Transport activities are ranked in priority order based on their score.
5. The Regional Transport Committee moderates the ranking of transport activities.

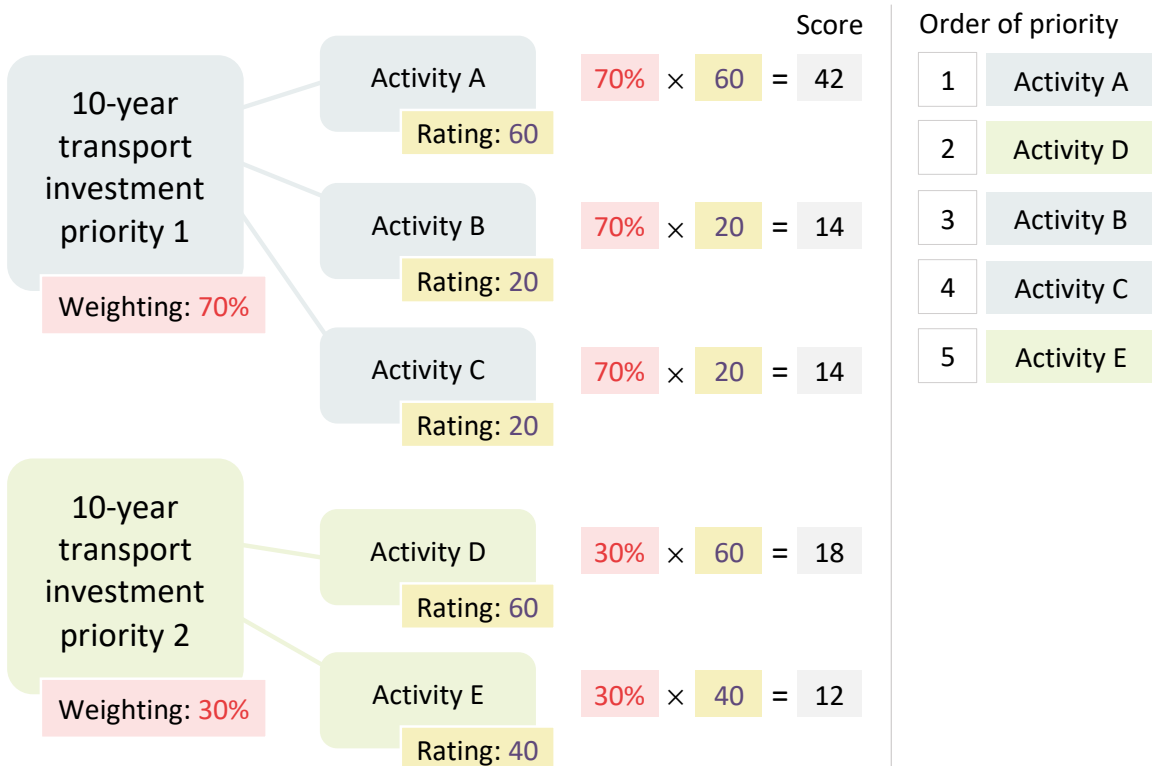


Figure 36: Worked example of methodology

## Appendix E

### Monitoring the Regional Land Transport Plan

Section 16(6)(e) of the Land Transport Management Act requires a regional land transport plan to include a description of how monitoring will be undertaken to assess implementation of the plan.

A set of measures and indicators have been developed to monitor progress towards the outcomes of the plan. These are set out in section 5 *Monitoring framework*.

The monitoring programme will involve the following reports to the Regional Transport Committee:

- An annual monitoring report to measure progress towards the outcomes using the measures and indicators in the monitoring framework. This report will also be made publicly available.
- An annual report summarising the progress of implementation of activities (see section 4 *Regional programme*).

Regional Transport Committee members will provide the committee with regular updates on implementation of their activities.

Outputs from the monitoring programme will be used to inform future reviews of the RLTP.



Section 6: Appendices

Appendix F

Variations to the Regional Land Transport Plan

This appendix sets out the approach to dealing with changes to the RLTP, as required by section 106(2)(a) of the Land Transport Management Act (LTMA). It includes the policy for determining whether a proposed change to the RLTP requires a variation and whether a variation is significant for the purposes of consultation.

Under section 18D(1) of the LTMA, the Regional Transport Committee can vary the RLTP at any time during the six years to which the programme applies if:

- The variation addresses an issue raised by a review carried out under section 18CA of the LTMA, or
- Good reason exists for making the variation

Figure 37 shows the three key steps when considering a proposed change to the RLTP.

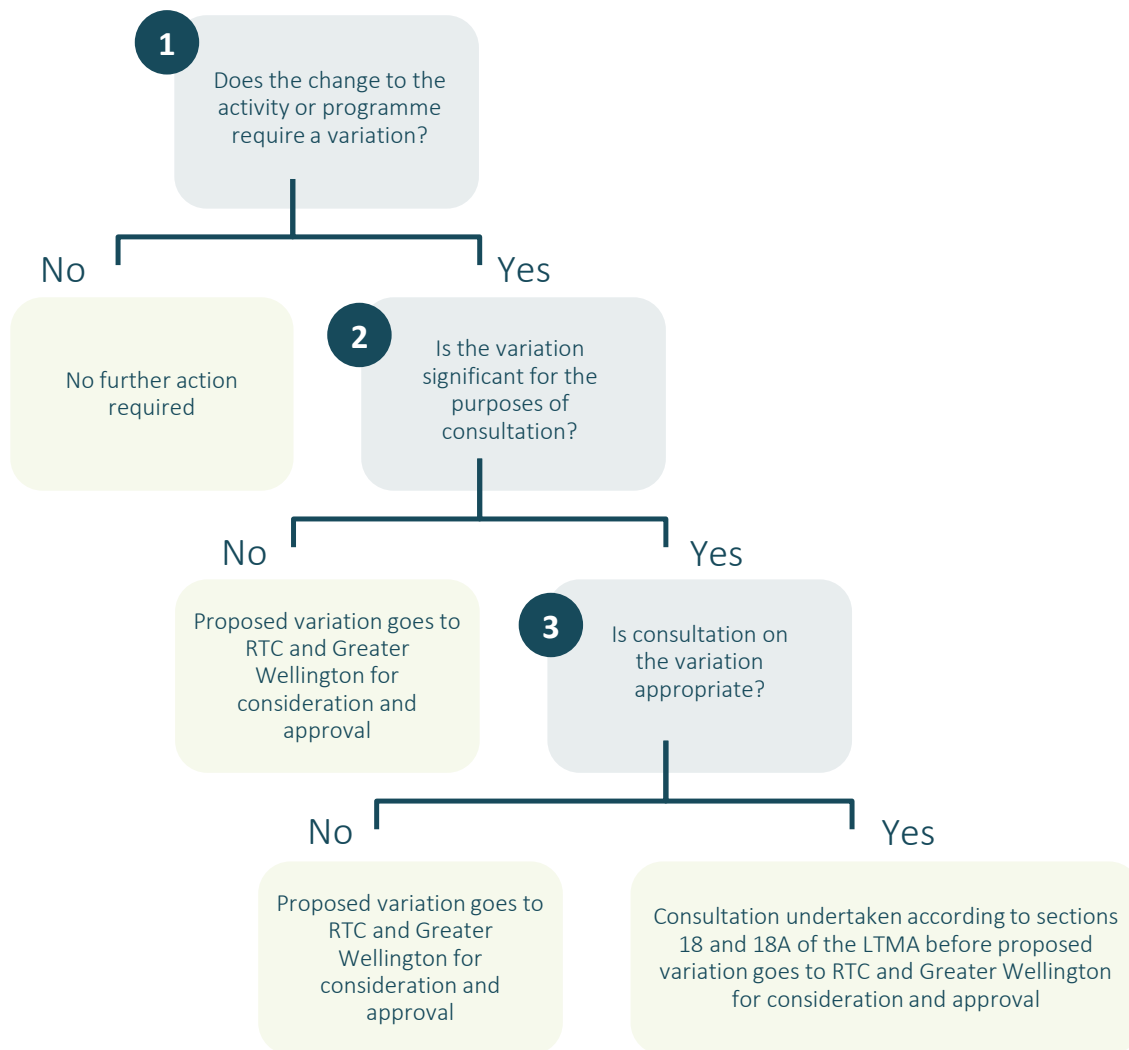


Figure 37: Summary of variation process

## Section 6: Appendices

**Step 1: Does the change to the activity or programme require a variation?**

Not all changes to the RLTP will require a variation. A variation is will not be required for:

- Requests to vary the NLTP allocation amounts
- Requests for emergency reinstatement
- Changes to activities automatically included in the RLTP by section 16(3)(a) of the LTMA, for example changes to maintenance, operations and renewals programmes, public transport continuous programmes and low-cost low-risk programmes
- Changes to the timing, cash flow or total cost for activities included in the RLTP under section 16(3)(c)(i) and (ii), where there is no material change to the scope of the activity, for example improvement activities and local road safety promotion programmes
- Delegated transfers of funds between activities within groups
- Supplementary allocations
- End-of-year carryover allocations
- Changes to Waka Kotahi national level programmes included in the RLTP under section 16(3)(c)(iii), for example road policing and national road safety promotion

**Step 2: Is the variation significant for the purposes for consultation?**

Where a variation to the RLTP is required, the significance of the variation will be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP regional programme as a whole, rather than as a standalone activity.

In determining the significance of a variation, key considerations include the extent to which the variation would:

- Materially change the balance of the strategic investment in a programme or project
- Negatively impact on the contribution to government and/or GPS objects and priorities
- Affect residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have a greater significance than those with a minor impact)
- Affect the integrity of the RLTP, including its overall affordability

Variations considered to be generally not significant in their own right include:

- A scope change costing less than 10 per cent of the estimated cost of an activity, or less than \$20 million, irrespective of the source of funding
- Replacement of a project within a group of generic projects by another project of the same package
- A change to the duration or order of priority of activity or activities that the Regional Transport Committee decides to include in the programme, which does not substantially alter the balance of the

## Section 6: Appendices

magnitude and timing of the activities included in the programme

However, even if the variation meets one of these criteria, it should still be considered on the key considerations listed above.

If the assessment determines that a variation is significant, consultation on the variation may be required (see Step 3 below).

### Step 3: Is consultation on the variation appropriate?

Under s18(5) of the LTMA, consultation is not required for any variation that is not significant or arises from the declaration of revocation of a state highway.

If considered significant, sections 18 and 18A of the LTMA require the regional transport committee to apply the principles of consultation in section 82 of the Local Government Act 2002 to decide what form and scale of consultation on the variation, if any, is appropriate. This includes having regard to the extent to which the current views and preferences of those affected by or interested in the matter are already known, and the costs and benefits of consultation.

In making its overall judgement on what is appropriate, relevant considerations include:

- The likely impacts of time delays or costs arising from consultation on public safety, economic, social, cultural or environmental wellbeing
- The extent to which consultation on the matter has already taken place

Generally, consultation will not be considered appropriate for variations involving:

- The addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18(A) of the LTMA and which comply with the provisions for funding approval in accordance with s20 of the LTMA
- Activities that are in the urgent interests of public safety

However, such activities will still be considered on a case-by-case basis.

## Section 6: Appendices

## Appendix G

## Assessment of the Regional Land Transport Plan

Section 14 of the Land Transport Management Act (LTMA) states that before a regional transport committee submits a regional land transport plan to a regional council for approval, the regional transport committee must:

a) *Be satisfied that the regional land transport plan*

(i) *Contributes to the purpose of the Act*

The purpose of the Act is to contribute to an effective, efficient and safe land transport system in the public interest. Table 46 sets out how the objectives of the RLTP align with the purpose of the Act.

(ii) *Is consistent with the GPS on land transport*

Table 47 describes how the RLTP is consistent with the strategic priorities of the GPS 2021.

b) *Have considered*

(i) *Alternative regional land transport objectives that would contribute to the purpose of the Act*

An investment logic mapping process was carried out to identify a range of strategic responses that would contribute to the purpose of the Act. These were refined into a set of 10-year transport investment priorities (see section 3 *Transport investment priorities*) aimed at addressing the region's most urgent and significant transport issues.

The public consultation process provides further opportunity for consideration of alternatives.

(ii) *The feasibility and affordability of those alternative objectives*

Considering feasibility and affordability, the regional transport committee agreed relative weightings of the 10-year transport investment priorities and this provided part of the strategic context for development of the regional programme.

c) *Have taken into account any*

(i) *National energy efficiency and conservations strategy*

The goal of the New Zealand Energy Efficiency and Conservation Strategy 2017–2022 is that New Zealand has an energy productive and low-emissions economy.

Efficient and low-emissions transport is one of the strategy's three priority areas. It includes a target for electric vehicles to make up two per cent of the vehicle fleet by the end of 2021.

The strategy suggests promoting more efficient internal combustion engines, electric vehicles and advances in alternative fuels, along with the use of intelligent transport systems and spatial planning to reduce the amount of vehicle kilometres travelled in private vehicles.

The RLTP includes a policy to advocate for and support initiatives that contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality.

Section 6: Appendices

RLTP partners contribute to more efficient and low-emissions transport in a number of ways. These include investing in public transport (including electrification of the public transport fleet), encouraging active transport, ensuring integrated transport and land-use planning, and support efficient and reliable freight corridors (including rail corridors).

These areas have been taken into account in the RLTP through the strategic framework (including RLTP policies) and the activities in the regional programme.

- (ii) *Relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991*

Table 48 below describes the relevant policies in the Wellington Regional Policy Statement and how they have been taken into account in the RLTP.

- (iii) *Likely funding from any source*

The tables in the regional programme section of the RLTP identify the proposed sources of funding.

The regional programme also identifies the significant funding expected to come from sources other than the NLTF.

Table 46: RLTP contribution to the purpose of the LTMA

RLTP objective	Effective	Efficient	Safe
People in the Wellington Region have access to good, affordable travel choices	Improving travel choices enables better access to social and economic opportunities	A greater range of quality travel choices (particularly alternatives to private motorised vehicle travel) enables journeys that are more efficient in terms of energy consumption, space and investment	Improving travel choice includes infrastructure to improve safety for pedestrians and cyclists as vulnerable road users, and encourages using public transport, a relatively safe transport mode
Transport and land use are integrated to support compact urban form, liveable places and a strong regional economy	Integration between transport and land use supports the movement of people and freight in a reliable and timely manner	Integration between transport and land use supports the most efficient use of the transport network	Compact urban form reduces the overall need to travel, which decreases the safety risks transport poses.
People can move around the Wellington Region safely	Reducing the number of crashes contributes to more reliable and timely journeys for people and freight		A focus on safety will reduce the risk of death and serious injury
The impact of travel on the environment is minimised		Minimising the impact of travel on the environment includes more efficient use of transport infrastructure, space and energy/fuel	Reducing harmful emissions from transport including air pollutants that have negative health impacts

Section 6: Appendices

Journeys to, from and within the Wellington Region are connected resilient and reliable	A connected, resilient and reliable transport network involves less disruption and delays to the movement of people and freight	Improved resilience contributes to a more robust network and minimises the economic risk resulting from unplanned events
---	---	--

Table 47: RLTP consistency with GPS

GPS strategic priority	RLTP consistency
<p><b>Safety</b> Developing a transport system where no-one is killed or seriously injured</p>	The RLTP sets improving safety, particular at high-risk intersections and on high-risk urban and rural roads, as one of its 10-year transport investment priorities and includes a target to reduce deaths and serious injuries by 40 per cent by 2030.
<p><b>Better travel options</b> Providing people with better transport options to access social and economic opportunities</p>	The RLTP includes both increasing public transport capacity and improving travel choice by making walking, cycling and public transport a safe and attractive option as 10-year transport investment priorities. The RLTP includes a target to increase the share of trips made by public transport and active modes by 40 per cent by 2030.
<p><b>Improving freight connections</b> Improving freight connections for economic development</p>	The RLTP sets improving access to key regional destinations for people and freight as one of its 10-year transport investment priorities. This includes access to ports and airports. The 10-year investment priority of increasing public transport capacity includes developing the rail network in a way that provides for increasing volumes of rail freight.
<p><b>Climate change</b> Developing a low-carbon transport system that supports emissions reductions, while improving safety and inclusive access</p>	All five of the 10-year transport investment priorities included in the RLTP contribute towards developing a low-carbon transport system, while improving safety and inclusive access. The RLTP includes a target to reduce transport-related carbon emissions by 30 per cent by 2030.

Table 48: RLTP alignment with RPS

RPS policy	RLTP alignment
<b>Regionally significant infrastructure</b>	
<p>Policy 7 and 39: Recognising the benefits from renewable energy and regionally significant infrastructure</p> <p>Policy 8: Protecting regionally significant infrastructure</p>	The RLP includes a definition of the strategic transport network in the region. It includes policies which seek to recognise and protect the critical role of the strategic transport network in providing nationally and regionally significant access.
<b>Compact urban form</b>	
<p>Policy 33: Supporting a compact, well designed and sustainable regional form</p> <p>Policy 55: Maintaining a compact, well-designed and sustainable regional form</p>	The RLTP includes the objective “Transport and land use are well integrated to support compact urban form, liveable places and a strong regional economy”. Under this objective, there is a policy to “Ensure new transport infrastructure is designed and located to enhance access and support compact urban form consistent with the Regional Policy Statement”.

Section 6: Appendices

**Fuel-use and emissions from transport**

Policy 9: Reducing the use and consumption of non-renewable transport fuels and carbon dioxide emissions from transportation

The RLTP includes a target to reduce transport-related carbon emissions by 30 per cent by 2030 and a policy to advocate and support initiatives that improve the vehicle fleet to reduce greenhouse gas emissions and improve air quality. The RLTP programme includes investment in public transport and active modes of transport.

**Promoting travel demand management**

Policy 10: Promoting travel demand management

The RLTP includes a number of policies to promote a range of travel demand management tools and interventions. These cover travel behaviour change, transport network optimisation, land use and transport integration, and parking management. The RLTP programme includes investment in travel demand management.

**Integrated transport and land use**

Policy 31: Identifying and promoting higher density and mixed-use developments

Policy 57: Integrating land use and transportation

The RLTP includes the objective “Transport and land use are well integrated to support compact urban form, liveable places and a strong regional economy”. A number of policies under this objective support integration and land-use planning policies that minimise dependence on private vehicles (such as higher density and mixed-use development).

## Section 6: Appendices

## Appendix H

## Relationship of Police activities to the Regional Land Transport Plan

Section 16(6)(b) of the Land Transport Management Act (LTMA) requires regional land transport plans to include an assessment of the relationship of New Zealand Police to the regional land transport plan.

Road policing activities are funded through the Road Safety Partnership programme as part of the NLTP. The Road Safety Partnership programme is prepared in accordance with the LTMA and sets out:

- The activities Police will deliver
- Levels of funding for those activities
- Performance measures to monitor activities

Waka Kotahi invest around \$375 million every year. The road policing investment case is the document that outlines the desired outcomes and strategic investment priorities for road policing, consistent with Road to Zero.

Road to Zero, New Zealand's Road Safety Strategy 2020–2030 was adopted by the Government in November 2019. Its vision is "A New Zealand where no one is killed or seriously injured in road crashes". As a step towards achieving this vision, the strategy targets a 40 per cent reduction in deaths and serious injuries by 2030. This is to be achieved through action in five focus areas:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road travel
4. Road-user choices
5. System management

Police activities make both a direct and indirect contribution to all focus areas, but particularly contribute to infrastructure and speed, and road-user choices, which includes an action to prioritise road policing. Police have identified operational priorities for road safety that directly address those factors known to contribute to the greatest harm – use of restraints, impaired driving (including fatigue), distraction and speed.

In the Wellington Region, police from both the Wellington and Central Police Districts contribute road policing resources focused on the above priorities.

Wellington District Police will be committed to focusing high visibility patrols on the networks, particularly the Kāpiti Expressway, State Highway 2 Belmont to Kaitoke and Featherston to Masterton. This will become four stretches of road upon the opening of Transmission Gully.

District enforcement plans will continue to target offending that best provides opportunities to reduce harm and create safer roads, those offences being restraints, impairment, distractions and speeding. Outside of those offences, Police will look to proactively provide alternative resolutions to resolve, improve or prevent the situation relating to either the vehicles safety or the driving behaviour continuing.

Through partnerships with external stakeholders, Police ensure we have strong relationships, share information and work towards the common goals of both safer roads and Road to Zero.

The RLTP includes many land transport activities that complement the activities carried out by Police, and contributes to Road to Zero focus areas, particularly infrastructure improvements and speed management. These includes infrastructure improvements to local roads and state highways (such as intersection upgrades and cycleways), road safety education and



Section 6: **Appendices**

promotion activities, and behaviour change programmes.

All cities and districts in the region have road safety action plans. These plans are the result of a collaboration between local councils, Police, Waka Kotahi, Greater Wellington and ACC. The plans record agreed local road safety risks, objectives and targets, actions and monitoring and review processes. The plans are the primary mechanism for coordinating education, infrastructure and enforcement activities at the local level.

Section 6: **Appendices**



Appendix I

**Summary of consultation**

This section is intentionally left blank. Details will be added once the consultation process is complete.



**Attachment 1 to Report 20.7**

**Attachment 1 to Report 20.7**

For more information contact the  
Greater Wellington Regional Council:

PO Box 11646,  
Wellington  
T 04 384 5708

Follow the Wellington  
Regional Council



[info@gw.govt.nz](mailto:info@gw.govt.nz)  
[www.gw.govt.nz](http://www.gw.govt.nz)

January 2021



**Consultation summary:**

Wellington Regional Land Transport Plan 2021



## We'd like to hear what you think of the proposed Wellington Regional Land Transport Plan 2021.

Transport is vital to everyday life, from travelling to where we work and play, to accessing the goods and services we need. The transport system shapes the places we live and how we live.

The plan's vision is for a connected region, with safe, accessible and liveable places. The plan sets targets and identifies regional priorities. It also sets out the transport activities we intend to invest in.

We'd like to know what you think about the draft plan. To help you provide feedback, this document summarises the plan and provides a quick overview of its main components. You can find the full details at <https://haveyoursay.gw.govt.nz/>.

To provide feedback, you can use the **online submissions form** or send an email to **RLTPlan2021@gw.govt.nz**.

Submissions must be received by 5pm Friday 19 March 2021.

### What is the Regional Land Transport Plan?

The plan sets the direction for the region's transport network and serves as the region's bid for funding from the National Land Transport Fund. It is a collaboration between all councils in the Wellington Region, Waka Kotahi NZ Transport Agency and KiwiRail, and is overseen by the Regional Transport Committee on behalf of Greater Wellington Regional Council. Proposed activities are put forward by councils, Waka Kotahi NZ Transport Agency and KiwiRail based on what they can afford and deliver. The Regional Transport Committee cannot add activities to the plan.


See <https://haveyoursay.gw.govt.nz/> for full details.

## What does the plan aim to achieve?

We've set three ambitious targets to achieve by 2030. These aren't the only things the plan focuses on, but they indicate the scale of change we want to make and will help us to track our progress.



**40%**  
fewer deaths &  
serious injuries  
on our roads



**30%**  
less carbon  
emissions from  
transport



**40%**  
increase in the share  
of trips by active  
travel and public  
transport

# What challenges do we face?

**We want the transport network to enable the region to grow in ways that make it easy and safe for people to get around, while reducing congestion and emissions, and creating more liveable places. But we face challenges along the way.**

Meeting growing demand	Improving travel options	Improving safety	Reducing carbon emissions	Increasing resilience	Making progress within funding constraints
<p>As the region grows, more people and increased economic activity will place greater demand on the transport network. The rail network and parts of the bus network are already nearing capacity at peak times, while congestion on parts of the road network results in poor journey time reliability.</p>	<p>To make it easier to get around and access work, education, healthcare, social and recreational facilities, we need to provide more and better safe, affordable and attractive options. As the region grows, this requires better planning for the location of housing, employment opportunities and transport connections.</p>	<p>In recent years, after declining in the early 2000s, the number of deaths and serious injuries on our roads has increased at a higher rate than population growth.</p>	<p>Emissions from land transport in the region continue to grow. To reverse this, we'll need to shift to greater use of zero- or low-emissions vehicles, public transport, walking and cycling.</p>	<p>Our transport network is vulnerable to disruption and delays from unplanned events. These can be short-term, such as traffic incidents, or long-term, e.g. natural hazards. Climate change is likely to increase this vulnerability.</p>	<p>Making our plans a reality takes funding. All transport funding partners face competing demands for funding. We must target our investment to deliver the best value from the funding available.</p>



## What are the plan’s priorities?

**It is important we align our resources and target investment towards areas of greatest regional benefit. Over the next 10 years, we propose the following priorities to guide investment in the region’s transport network. These priorities will help us address the challenges and achieve the ambitious targets summarised above.**

### Public transport capacity

Build capacity and reliability into Wellington Region’s rail network and into Wellington City’s public transport network to accommodate future demand.

### Travel choice

Make walking, cycling and public transport a safe and attractive option for more trips throughout the region.

### Strategic access

Improve access to key regional destinations, including the port, airport and hospitals, for people and freight.

### Safety

Improve safety, especially at high-risk intersections and on high-risk urban and rural roads.

### Resilience

Build resilience into the region’s transport network by strengthening priority transport lifelines and improving redundancy in the systems.

#### What is the impact of COVID-19?

The COVID-19 pandemic has shown us the potential for different ways of working and living in urban areas. It is too soon to tell how this will affect long-term transport trends.

COVID-19 has significantly impacted the Wellington Region’s economy. GDP and employment are expected to fall over the next 2–3 years. However, so far, our region has proven more resilient than others, and early indications are that our region’s economy and population will return to growing at pace over the longer term.

See <https://haveyoursay.gw.govt.nz/> for more.

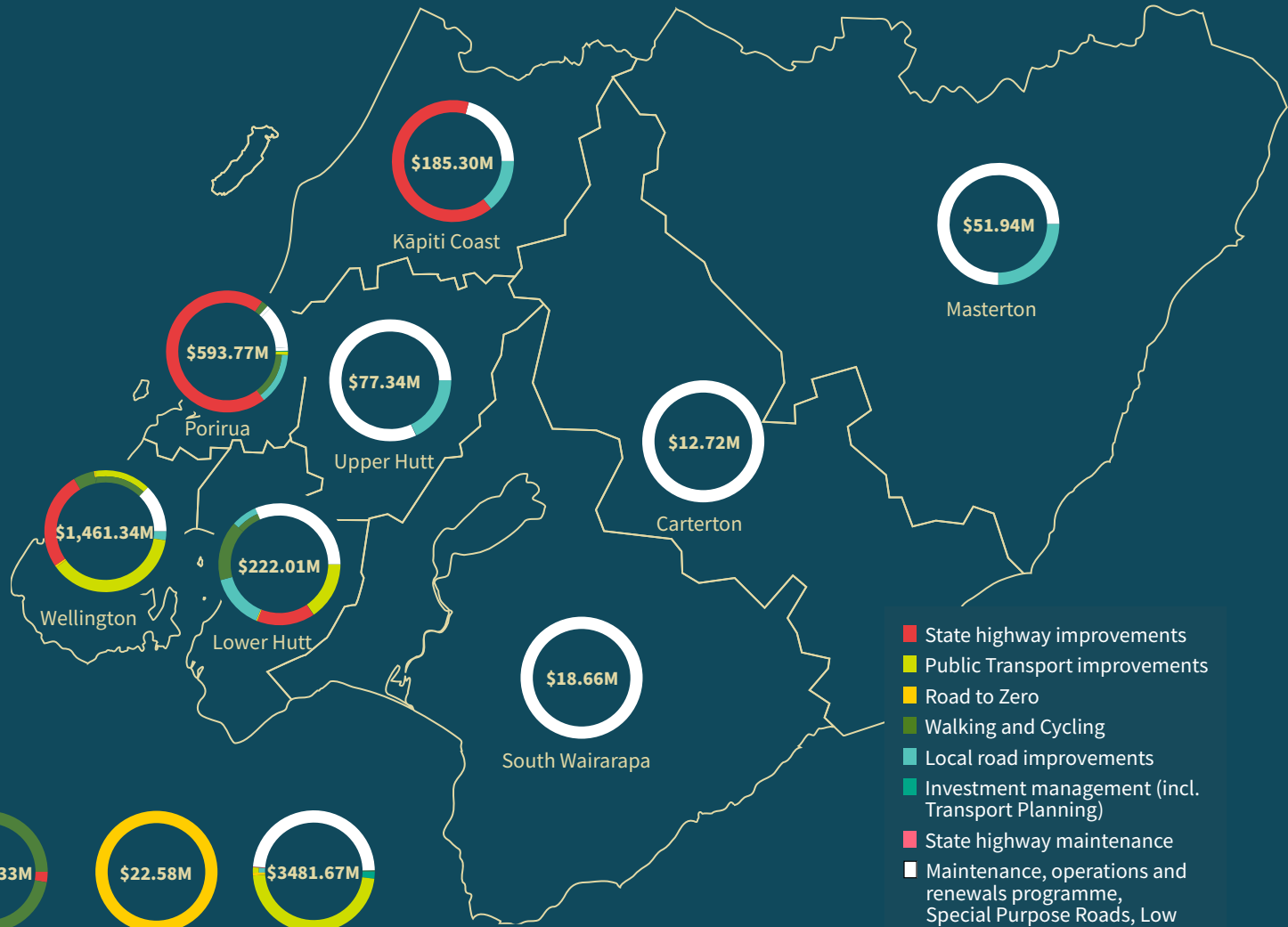
## What activities do we plan to invest in?

The plan covers all land transport activities in our region – public transport, walking and cycling, road safety, local roads and state highways.

This graphic provides an overview of proposed investment by area. Click on an area of interest to see a breakdown of the activities proposed.

Further detail on the activities proposed is available in the **draft Wellington Regional Land Transport Plan 2021**

### Local Activities



- State highway improvements
- Public Transport improvements
- Road to Zero
- Walking and Cycling
- Local road improvements
- Investment management (incl. Transport Planning)
- State highway maintenance
- Maintenance, operations and renewals programme, Special Purpose Roads, Low Cost Low Risk improvements. These projects are district-wide

### Cross-boundary activities



**These figures are for six year costs**

## Region-wide activities

Activity	6 Year Cost (2021 to 2027) (\$m)
End-of-life rail signal system replacement	\$ 91.35
Manawatū and Wairarapa line fleet renewal and service increase	\$ 488.69
Additional network capacity improvements	\$ 1.00
National ticketing system	\$ 98.43
Additional metro (electrified) rolling stock to meet future capacity requirements	\$ 78.21
Rail capacity step change (10-minute timetable)	\$ 85.40
Rail station improvements	\$ 8.26
Real-time information systems replacement	\$ 24.13
Electric vehicle bus fleet renewal	\$ 40.50
Electric vehicle growth buses	\$ 17.12
Level crossing safety upgrades	\$ 51.39
Rail infrastructure resilience upgrades	\$ 47.96
Wellington Regional Hospital travel demand management initiative	\$ 3.07
East by West Ferries electric ferry development – subsidy increase	\$ 1.65
Electric vehicle conversion of double-decker diesel buses	\$ 2.90
Smarter connections	\$ 6.09
Road to Zero LCLR speed management - Waka Kotahi Wellington	\$ 4.80
Road to Zero LCLR infrastructure - Waka Kotahi Wellington	\$ 16.20
Transport analytics (across the Wellington Region) - Model build – Greater Wellington share (c)	\$ 1.00
Matangi 1 trains and rail upgrades – debt servicing (\$23m) (c)	\$ 40.33
Matangi 2 trains – debt servicing (c)	\$ 269.01

Activity	6 Year Cost (2021 to 2027) (\$m)
Longer distance rolling stock and service improvement (c)	\$ 4.25
Unlocking capacity and improving resilience infrastructure (c)	\$ 168.92
Wellington metro rail track infrastructure – catch-up renewal (c)	\$ 195.71
Wellington RoNS – programme management (internal resource) (c)	\$ 6.16
Regional Land Transport Planning Management 2021	\$ 8.77
WAU Full Establishment	\$ 14.41
Wellington Regional and Local Analytical Tools	\$ 4.42
Public Transport Programme	\$ 1,153.88
Public Transport Low Cost Low Risk improvements 2021 - 2023	\$ 40.93
Maintenance, operations and renewals programme 2021 - 2023 - DOC	\$ 1.55
Low Cost Low Risk improvements 2021 - 2023 - DOC	\$ 0.72
Maintenance, operations and renewals programme 2021 - 2023 - Waka Kotahi Wellington	\$ 410.34
Low Cost Low Risk improvements 2021 - 2023 - Waka Kotahi Wellington	\$ 37.85
Maintenance, operations and renewals programme 2021 - 2023 - Kiwi Rail	\$ 41.75
Walking and cycling low cost low risk - Waka Kotahi Wellington	\$ 10.12
Road to Zero Speed and Infrastructure Low Cost Low Risk - Waka Kotahi Wellington	\$ 2.69
Speed management low cost low risk programme - Waka Kotahi Wellington	\$ 1.70

All subject to funding approval unless indicated as committed (c)

- State highway improvements
- Public Transport improvements
- Road to Zero
- Walking and Cycling
- Local road improvements
- Investment management (incl. Transport Planning)
- Maintenance, operations and renewals programme, Special Purpose Roads, Low Cost Low Risk improvements. These projects are district-wide

## South Wairarapa

Activity		6 Year Cost (2021 to 2027) (\$m)
Maintenance, operations and renewals programme 2021-2023 - SWDC	a	\$13.06
Special Purpose Roads - SPR 2021-2023 - SWDC	b	\$1.67
Low Cost Low Risk improvements 2021-2023 - SWDC	c	\$3.93

All subject to funding approval unless indicated as committed (c)

## Masterton

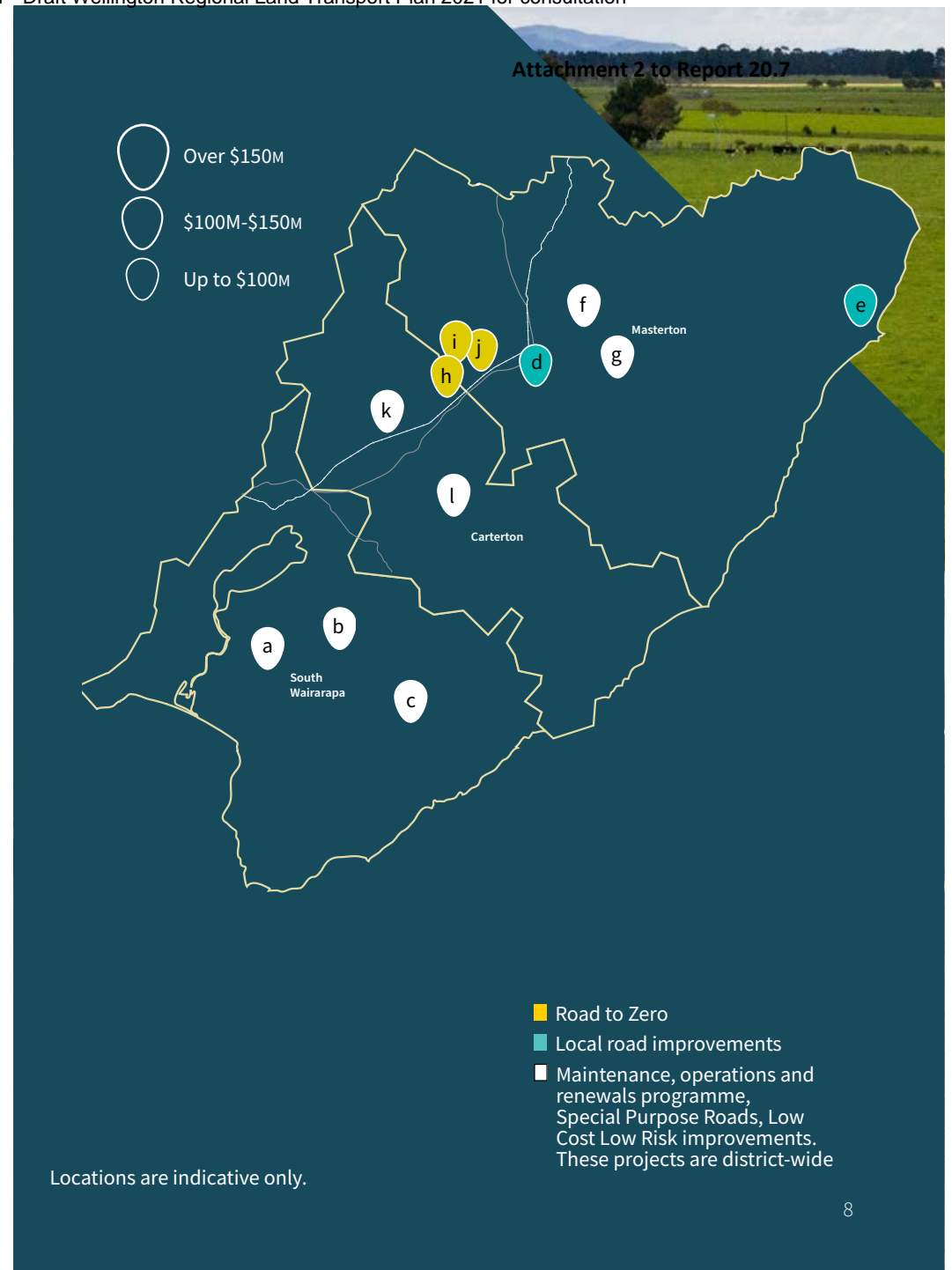
Activity		6 Year Cost (2021 to 2027) (\$m)
Colombo Road bridge replacement	d	\$2.80
Mataikona Road improvements resilience project	e	\$10.20
Maintenance, operations and renewals programme 2021-2023 - MDC	f	\$32.99
Low Cost Low Risk improvements 2021-2023 - MDC	g	\$5.95
SH2 Masterton to Carterton corridor improvements	h	\$14.58
SH2 Masterton to Carterton - Norfolk Road	i	\$4.00
SH2 Masterton to Carterton - Ngaumutawa	j	\$4.00

All subject to funding approval unless indicated as committed (c)

## Carterton

Activity		6 Year Cost (2021 to 2027) (\$m)
Maintenance, operations and renewals programme 2021-2023 - CDC	k	\$10.47
Low Cost Low Risk improvements 2021-2023 - CDC	l	\$2.26
SH2 Masterton to Carterton corridor improvements	h	\$14.58
SH2 Masterton to Carterton - Norfolk Road	i	\$4.00
SH2 Masterton to Carterton - Ngaumutawa	j	\$4.00

All subject to funding approval unless indicated as committed (c)



# Lower Hutt

Activity		6 Year Cost (2021 to 2027) (\$m)
<b>Te Ara Tupua Ngā Ūranga – Pito-one</b>	a	\$210.33
<b>Riverlink improvements</b>	b	\$15.40
<b>Cross Valley Connections</b>	c	\$27.40
<b>SH1/SH2 Petone to Grenada link road and improved regional east-west access</b>	d	\$6.00
<b>Eastern Hutt Road retaining wall strengthening project</b>	e	\$5.00
<b>SH2 resilience – Ngauranga to SH58</b>	f	\$24.00
<b>Waterloo Station – end-of-life replacement</b>	g	\$34.52
<b>Eastern Bays shared path</b>	h	\$14.50
<b>Cycling micro-mobility</b>	i	\$9.75
<b>Silverstream pipe bridge</b>	j	\$11.00
<b>NZ Upgrade programme SH2 Melling efficiency and safety improvement (c)</b>	k	\$34.18
<b>NZ Upgrade programme SH58 safety improvements – Stage 2 (c)</b>	l	\$37.21
<b>Maintenance, operations and renewals programme 2021-2023 – HCC</b>	m	\$53.66
<b>Low Cost Low Risk improvements 2021-2023 – HCC</b>	n	\$16.52
<b>SH2 Hutt Valley</b>	o	\$0.08

All subject to funding approval unless indicated as committed (c)



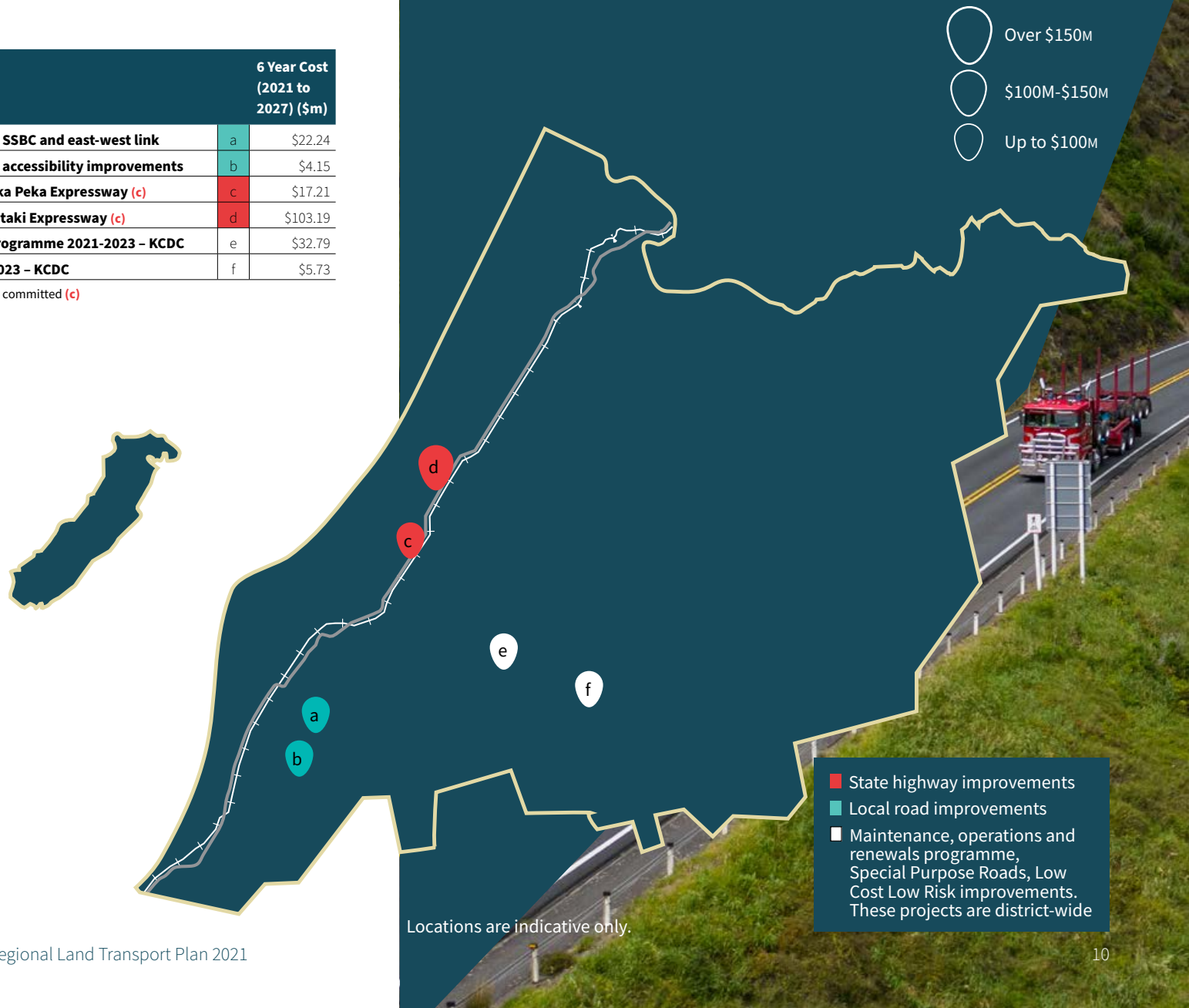
Consultation summary: Wellington Regional Land Transport Plan 2021



# Kāpiti Coast

Activity		6 Year Cost (2021 to 2027) (\$m)
Paraparaumu Town Centre Connections – SSBC and east-west link	a	\$22.24
Paraparaumu Town Centre Connections – accessibility improvements	b	\$4.15
Wellington RoNS (6) – SH1 Mackays to Peka Peka Expressway (c)	c	\$17.21
Wellington RoNS (7) – SH1 Peka Peka to Ōtaki Expressway (c)	d	\$103.19
Maintenance, operations and renewals programme 2021-2023 – KCDC	e	\$32.79
Low Cost Low Risk improvements 2021-2023 – KCDC	f	\$5.73

All subject to funding approval unless indicated as committed (c)



Locations are indicative only.

# Porirua

Activity		6 Year Cost (2021 to 2027) (\$m)
Eastern Porirua Regeneration project	a	\$69.92
Porirua bus hub improvements	b	\$5.77
SH1 City Centre - East Porirua Severance Project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	c	\$31.00
Access Kenepuru	d	\$12.40
SH1 resilience - Ngauranga to SH58	e	\$7.00
SH2 resilience - Ngauranga to SH58	f	\$24.00
Porirua CBD to Titahi Bay shared path	g	\$10.67
NZ Upgrade programme SH58 safety improvements - Stage 2 (c)	h	\$37.21
Weigh Right MacKay's (c)	i	\$1.54
Wellington RoNS (5) - Transmission Gully (c)	j	\$378.31
Maintenance, operations and renewals programme 2021-2023 - PCC	k	\$67.16
Investment management	l	\$1.12
Road to Zero - low cost low risk	m	\$5.36
Local Road Improvements - low cost low risk	n	\$5.52
SH1 Porirua Whitford Brown Avenue Intersection	o	\$5.00

All subject to funding approval unless indicated as committed (c)



Locations are indicative only.

# Upper Hutt

Activity		6 Year Cost (2021 to 2027) (\$m)
Fergusson Drive arterial link improvements	a	\$11.47
Totara Park Road / SH2 intersection capacity increase	b	\$2.42
Maintenance, operations and renewals programme 2021-2023 - UHCC	c	\$44.24
Low Cost Low Risk improvements 2021-2023 - UHCC	d	\$18.85
Asset Management Improvements - UHCC	e	\$0.36

All subject to funding approval unless indicated as committed (c)



- Local road improvements
- Investment management (incl. Transport Planning)
- Maintenance, operations and renewals programme, Special Purpose Roads, Low Cost Low Risk improvements. These projects are district-wide

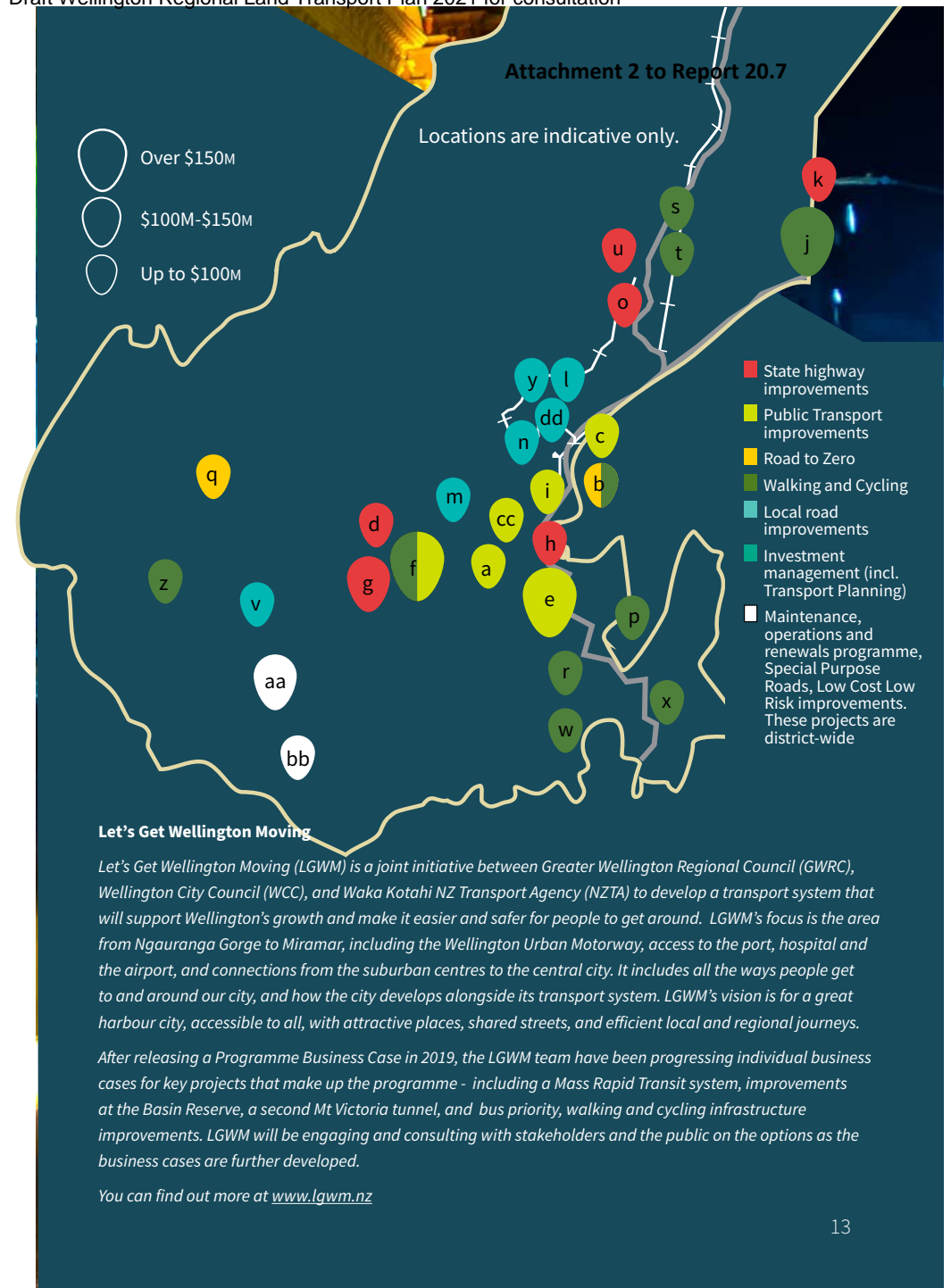
Locations are indicative only.



# Wellington City

Activity		6 Year Cost (2021 to 2027) (\$m)
LGWM early delivery - Golden Mile	a	\$51.60
LGWM early delivery - central city and SH1 walking cycling and safer speed	b	\$6.19
LGWM early delivery - Hutt Road and Thorndon Quay	c	\$21.82
LGWM managing travel demand	d	\$60.91
LGWM mass rapid transit	e	\$465.74
LGWM reconfigure urban corridors (LGWM city streets)	f	\$218.21
LGWM regional highway access (LGWM strategic highways improvements)	g	\$124.02
Resilient port and multi-user ferry terminal access	h	\$160.00
New charging and layover areas for electric vehicle fleet	i	\$4.32
Te Ara Tupua Ngā Ūranga - Pito-one	j	\$210.33
SH1/SH2 Petone to Grenada link road and improved regional east-west access	k	\$6.00
Emergency works activity - Ngaio slip	l	\$6.87
Chaytor Street retaining walls earthquake strengthening	m	\$7.00
Road resilience improvement - Grosvenor Terrace (RW237 and RW243)	n	\$5.25
SH1 resilience - Ngauranga to SH58	o	\$7.00
East corridor - Evans Bay stage 1 and 2	p	\$18.70
Speed management programme (Wellington City)	q	\$8.00
Newtown - Behampore cycleways	r	\$27.00
Northern Connection cycleway	s	\$5.00
SH1 Ngauranga Gorge improvements (walking and cycling)	t	\$3.70
SH1 Tawa through CBD - Interim optimisation measures	u	\$34.22
Accelerated rollout of street lighting LEDs and CMS	v	\$6.14
The Parade upgrade	w	\$14.00
Wellington cycle network - eastern package (c)	x	\$2.25
Rd Resilience Imp. - Construction - Ngaio Gorge Wall 7	y	\$1.30
General Cycleway program	z	\$10.00
Maintenance, operations and renewals programme 2021-2023 - WCC	aa	\$156.36
Low Cost Low Risk improvements 2021-2023 - WCC	bb	\$29.57
Wellington Cable Car structures strengthening	cc	\$4.70
Emergency works July/August 2017 (c)	dd	\$8.47

All subject to funding approval unless indicated as committed (c)



---

## We'd like to hear what you think of the proposed direction for the region's land transport network.

You can have your say by completing the online submission form at [https://haveyoursay.gw.govt.nz/](https://haveyoursay.gw.govt.nz) by 5pm on Friday 19 March 2021 or emailing [RLTPlan@gw.govt.nz](mailto:RLTPlan@gw.govt.nz).

Copies of the full draft Wellington Regional Land Transport Plan 2021 are available at <https://haveyoursay.gw.govt.nz/> or by calling Greater Wellington on **0800 496 734**.

### Greater Wellington Regional Council:

Wellington office  
PO Box 11646  
Manners Street  
Wellington 6142

T 04 384 5708  
F 04 385 6960

Upper Hutt office  
PO Box 40847  
Upper Hutt 5018

T 04 526 4133  
F 04 526 4171

Masterton office  
PO Box 41  
Masterton 5840

T 06 378 2484  
F 06 378 2146

Follow the Wellington  
Regional Council



[info@gw.govt.nz](mailto:info@gw.govt.nz)  
[www.gw.govt.nz](http://www.gw.govt.nz)

## Attachment 3 to Report 21.7

**Section 16 of the Land Transport Management Act 2003 – Form and content requirements of regional land transport plans**

LTMA content requirement	Draft Wellington RLTP 2021
<b>An RLTP must include:</b>	
The region's land transport objectives, policies, and measures for at least 10 year	Included in section 2 Strategic Framework and section 5 Monitoring Framework
A statement of regional transport priorities for the next 10 years	Included in section 3 - 10-year transport investment priorities
A 10-year financial forecast of anticipated revenue and expenditure	Included in section 4.8 of the Regional Programme
All significant expenditure on activities that are not funded from the NLTP over the next six years	Included in section 4.9 of the Regional Programme
Identification of any activities having inter-regional significance	Included in section 4.7 of the Regional Programme
<b>For the purpose of seeking payment from the NLTF, an RLTP must include the following activities for the next six years:</b>	
Activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services	Included in section 4.6 of the Regional Programme
Other activities proposed by approved organisations and Waka Kotahi that the Regional Transport Committee decides to include	Included in sections 4.5 and 4.6 of the Regional Programme
The order of priority of the significant activities included in the RLTP	Included in section 4.5.2 of the Regional Programme
An assessment of each proposed activity that sets out: <ul style="list-style-type: none"> <li>• The objective or policy to which the activity will contribute</li> <li>• An estimate of the total cost and cost for each year</li> <li>• The expected duration of the activity</li> <li>• Any proposed sources of funding other than the NLTF</li> </ul>	Included in section 4 Regional Programme
The measures that will be used to monitor the performance of the activities	The performance of these activities will be monitoring based on progress toward

**Attachment 3 to Report 21.7**

	achieving the headline targets set out in section 2 Strategic Framework and the measures included in the section 5 Monitoring Framework.
<b>An RLTP must also include:</b>	
An assessment of how the plan complies with section 14 of the LTMA	Included in Appendix G
An assessment of the relationship of Police activities to the RLTP	Included in Appendix H
A list of committed activities that have been approved for funding by Waka Kotahi but that have not yet been completed	Included in section 4.4 of the Regional Programme
An explanation of the process for varying the RLTP	Included in Appendix F
A summary of the consultation carried out in preparing the RLTP	To be included in an appendix of the final RLTP
A summary of the significance policy adopted by the Committee under s106 of the LTMA	Included in Appendix C
Any significant rail activities or combinations of activities proposed by KiwiRail for the Wellington Region	Included in section 4.5 of the Regional Programme