



**Ko te Mahere ā-Rohe Waka
Whenua o Pōneke 2021**

**Wellington Regional Land
Transport Plan 2021**

Te Ihirangi

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Section 1

He Whakarāpopototanga 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.



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 – 35 percent 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 0.77 million tonnes.
- *Safety – 40 percent 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 percent increase in active travel and public transport mode share*
In 2018, 28 percent of all trips in the Wellington Region were made by public transport and active travel. By 2030, we want to increase this to 39 percent 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.

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.

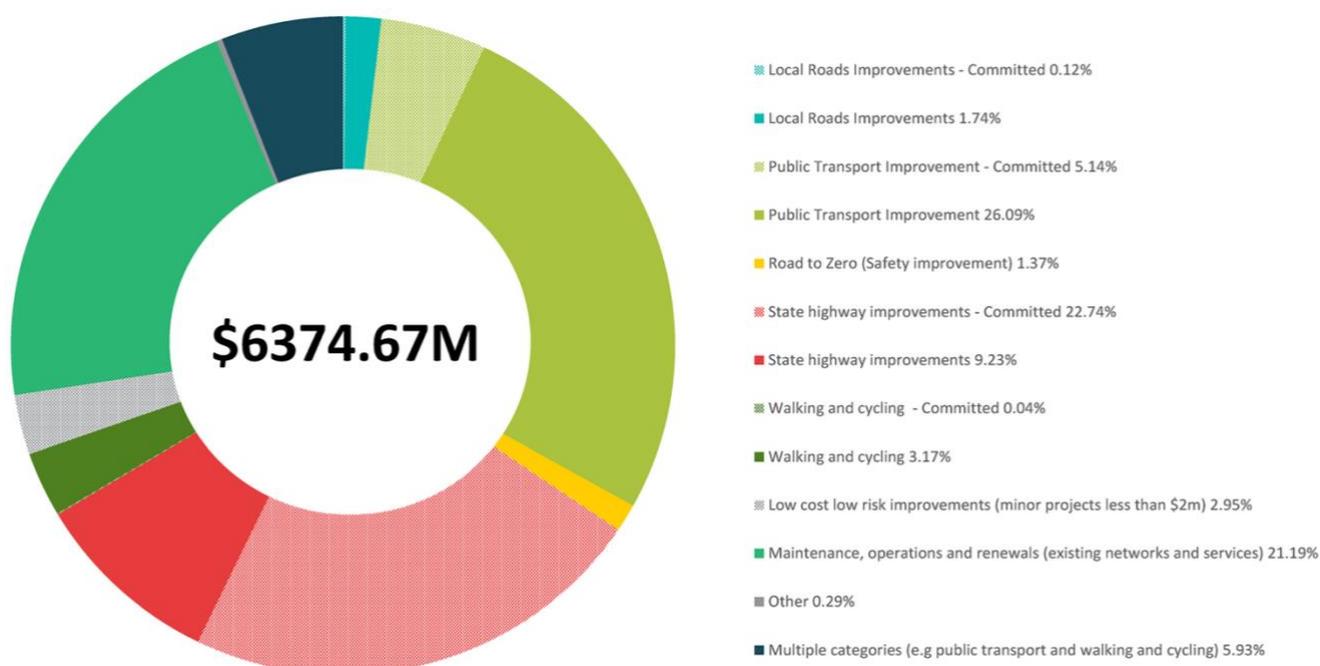


Figure 1: Regional programme summary: estimated percentage of funding by activity class 2021–26

Section 1: Executive Summary

Ministry of Transport's Outcomes Framework

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

Outcome 1
Inclusive access

Outcome 2
Healthy and safe people

Outcome 3
Environmental sustainability

Outcome 4
Resilience and security

Outcome 5
Economic prosperity

Thirty-year vision

A connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them – and where goods are moved efficiently, sustainably and reliably

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

Thirty-year strategic objectives

People in the Wellington Region have access to good, affordable travel choices

Transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy

People can move around the Wellington Region safely

The impact of transport and travel on the environment is minimised

Journeys to, from and within the Wellington Region are connected, resilient and reliable

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

Ten-year headline targets

Safety

40 percent reduction in deaths and serious injuries on our roads by 2030

Carbon emissions

35 percent reduction in transport-generated carbon emissions by 2030

Mode share

40 percent increase in active travel and public transport mode share by 2030

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.

Ten-year transport investment priorities

Public transport capacity

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

Weighting **40**

Travel choice

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

Weighting **20**

Strategic access

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

Weighting **15**

Safety

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

Weighting **15**

Resilience

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

Weighting **10**

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

Priority improvement activities 2021–24

- Improve long-distance rail services
- Additional metro rolling stock
- Rail capacity step-change
- Let's Get Wellington Moving

- National ticketing system
- Let's Get Wellington Moving
- Eastern Porirua Regeneration
- Te Ara Tupua

- Resilient port and multi-user ferry terminal services

- Wellington state highway Road to Zero programme

- Wellington Region resilience programme

Selected improvement activities only. For a full list of significant improvement activities see section 4.5.2.

Ongoing stewardship of the transport system

- Committed activities
- Maintenance and operations
- Low-cost, low-risk programmes
- Public transport programmes
- Transport planning activities
- Road safety promotion and travel demand management programmes

Figure 2: Summary of the Wellington Regional Land Transport Plan 2021

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 organisations¹ 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.

¹ Waka Kotahi, Department of Conversation, Greater Wellington and all territorial authorities in the region

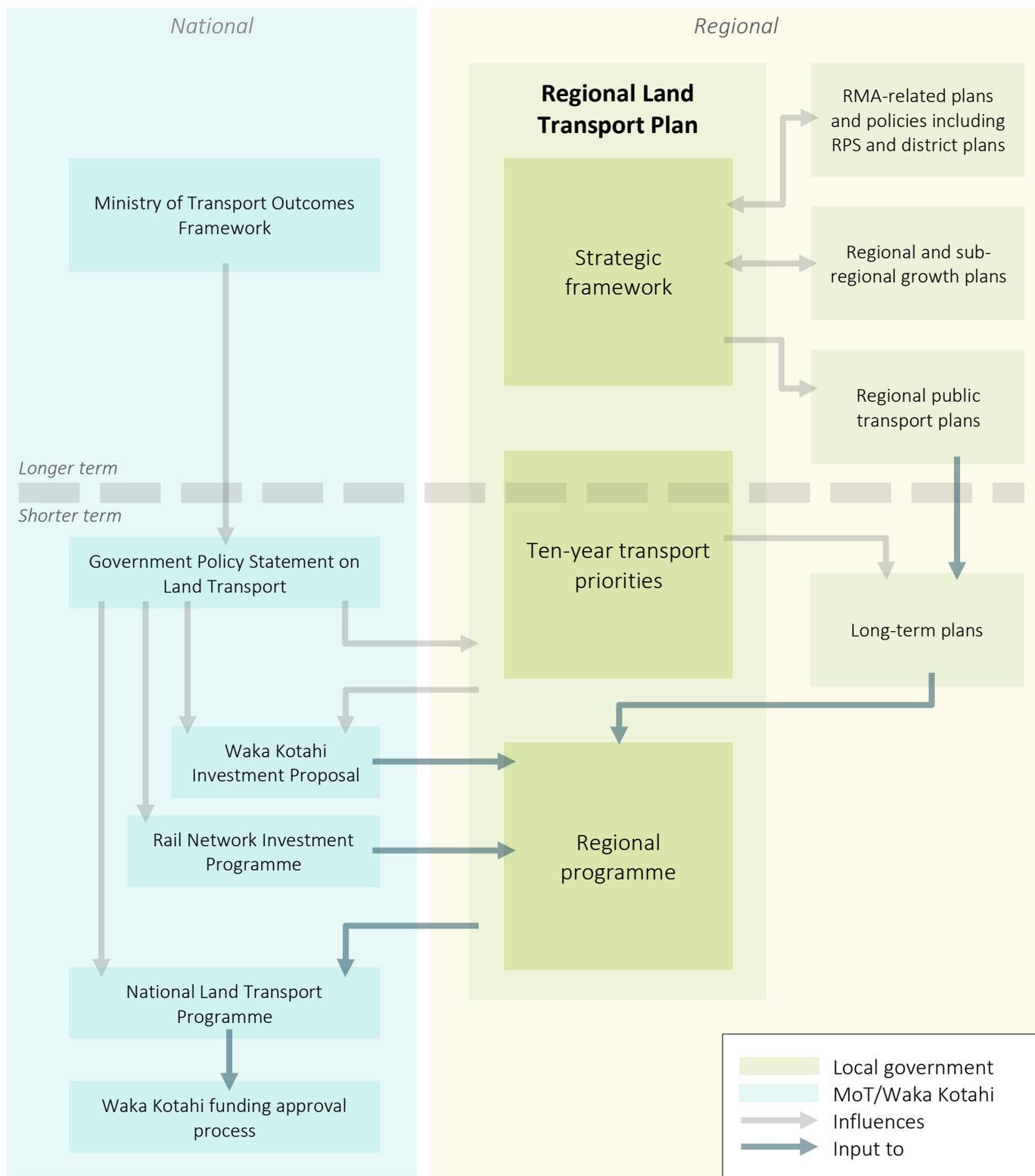


Figure 3: Relationship between the Wellington Regional Land Transport Plan and other transport planning documents

See Table 43, Table 44 and Table 45 in Appendix A for a full description of the national and regional policy context.

Section 2

Ko te Mahere Rautaki 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

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.

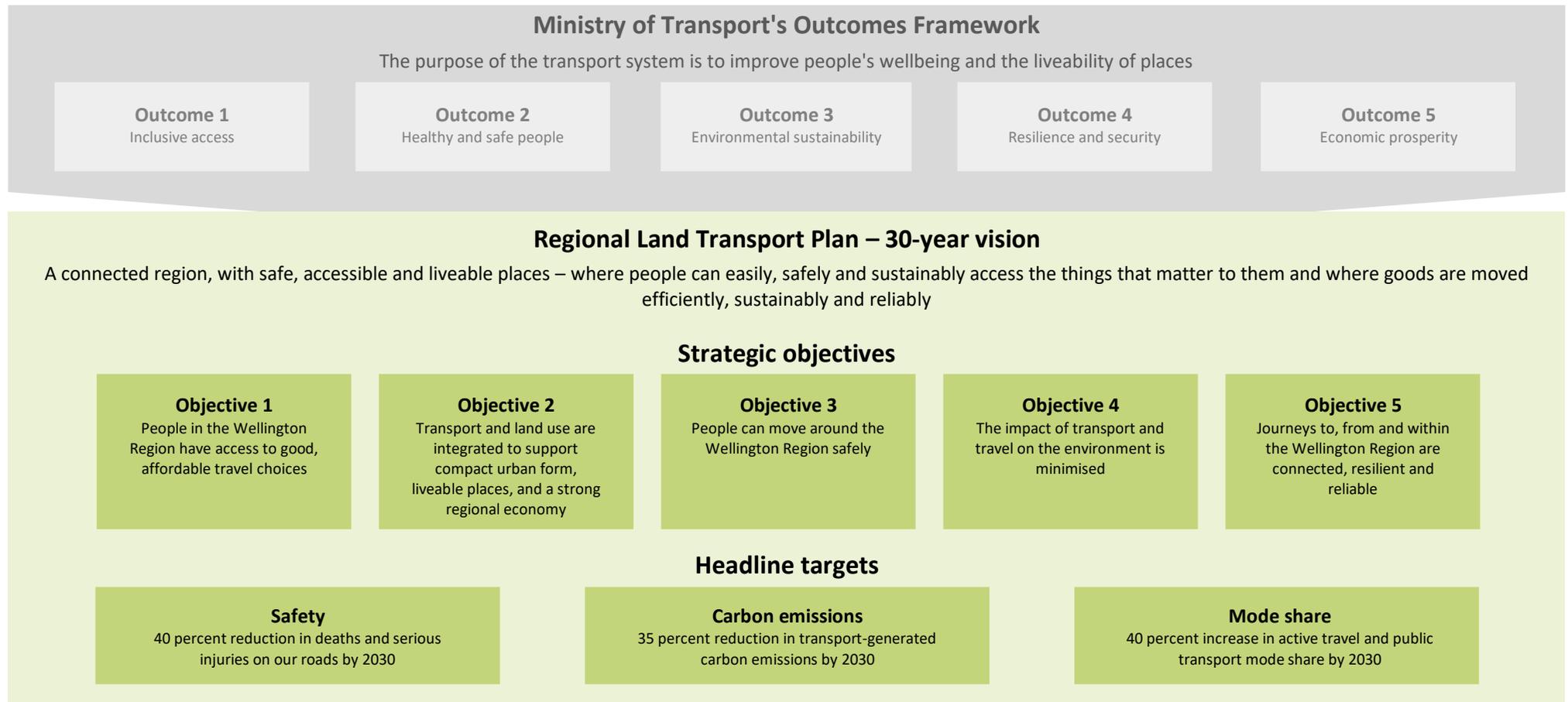


Figure 4: Strategic framework for the Wellington Regional Land Transport Plan 2021



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 percent by 2030

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

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

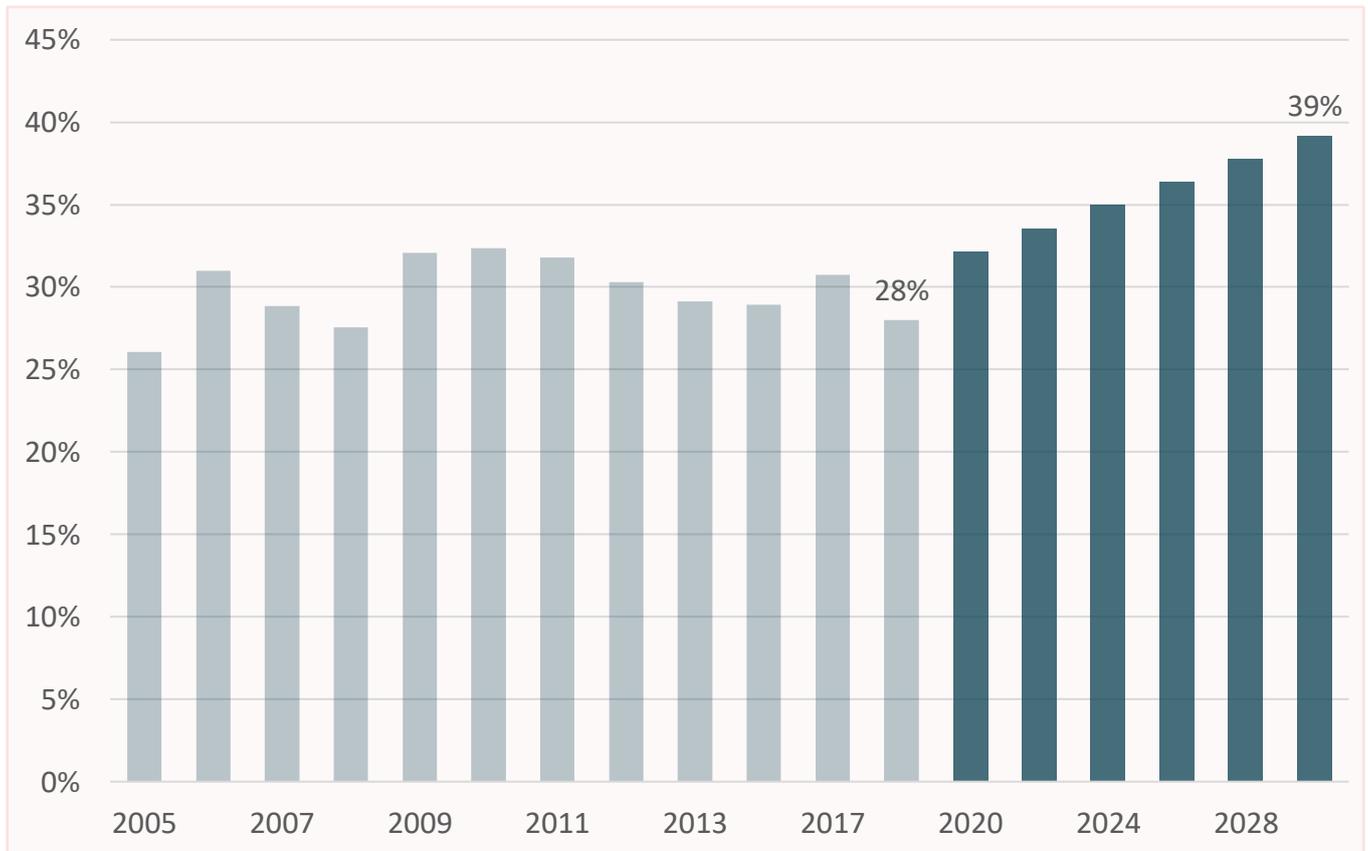


Figure 5: Combined walking, cycling and public transport mode share – target is a 40 percent increase by 2030



Headline target 2

Transport-generated carbon emissions: 35 percent reduction by 2030

In 2018, transport-generated carbon dioxide emissions were 1,190 thousand tonnes. Our aim is to reduce this to 770 thousand tonnes by 2030. We will measure this by using regional fuel sales as a proxy for transport-generated carbon emissions.

Assuming 10 percent population growth, a 35 percent reduction in transport-generated carbon emissions will require a 15–25 percent reduction in vehicle kilometres travelled per capita and 25–35 percent 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 percent below the previous year for those four months.

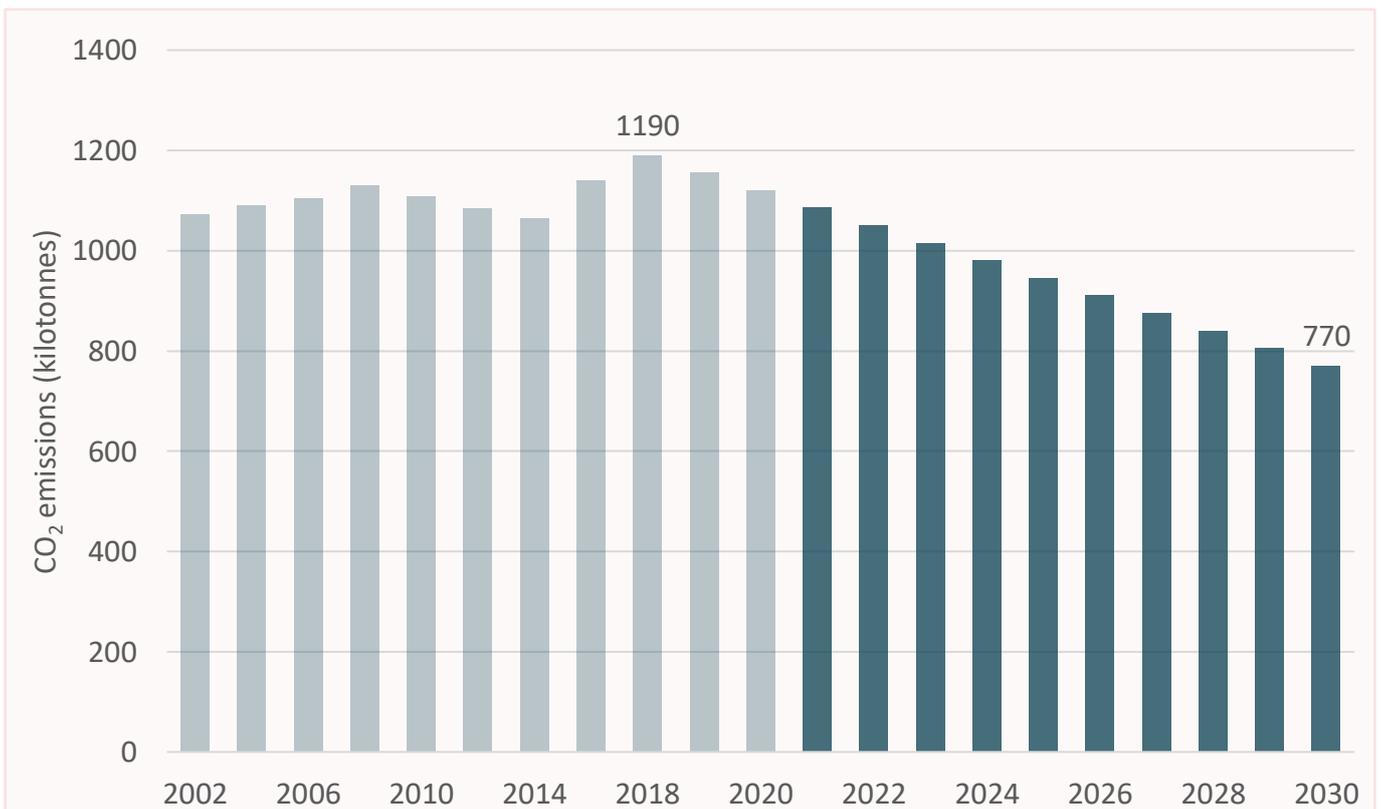


Figure 6: Transport-generated carbon dioxide emissions – 2030 target is a 35 percent reduction



Headline target 3

Deaths and serious injuries: 40 percent 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.

Vision Zero

Road to Zero's vision is a New Zealand where no one is killed or seriously injured in road crashes. This is based on Vision Zero and the principles:

- *no loss of life is acceptable in the transport system*
- *deaths and serious injuries on our roads are preventable*
- *we all make mistakes, but these mistakes should not cost us our lives.*

Road to Zero sets the intermediate target of a 40 percent reduction in deaths and serious injuries on New Zealand roads by 2030.

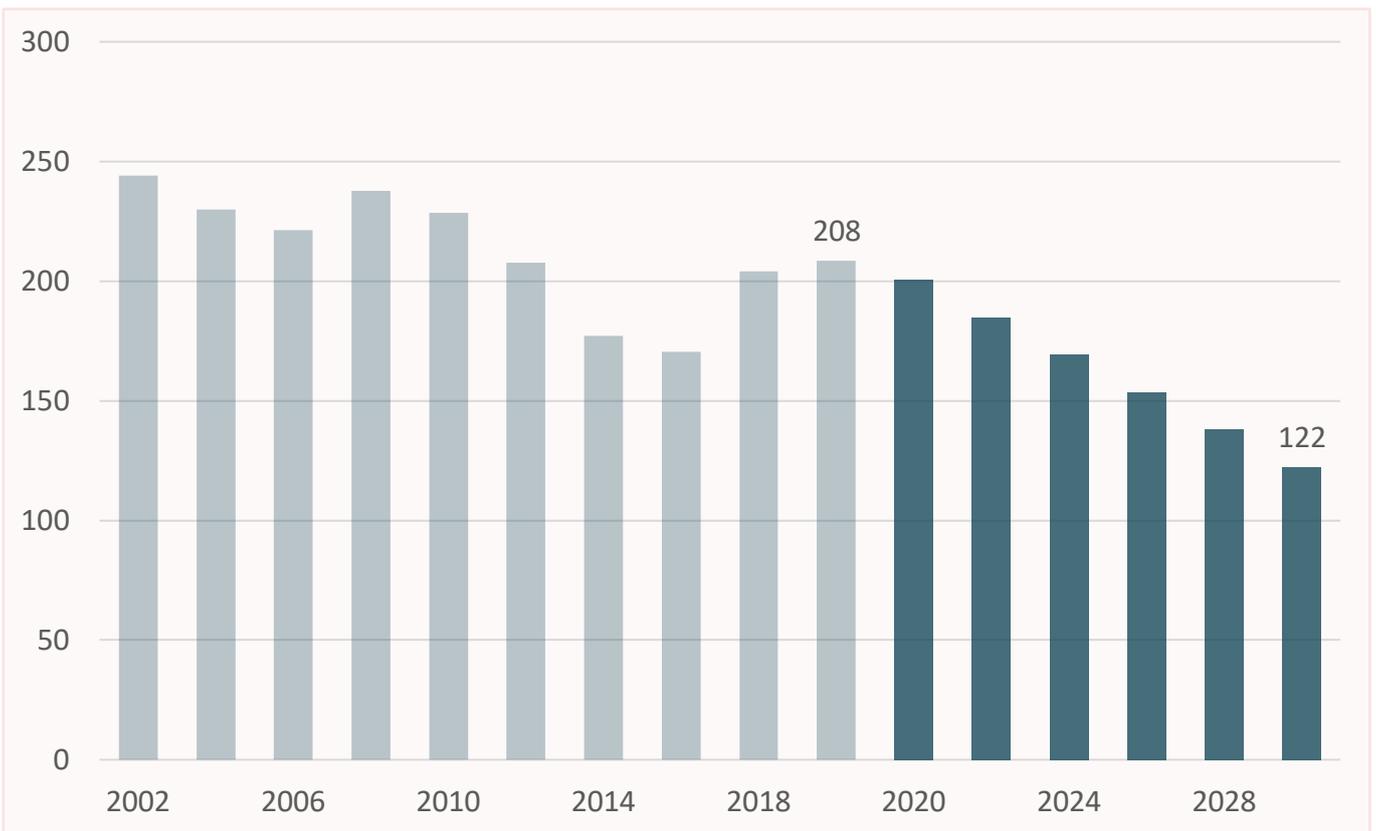


Figure 7: Deaths and serious injuries – 2030 target is a 40 percent decrease



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"> a. Go where people want to go, at times they want to travel b. Provide competitive journey times c. Provide value for money d. Are easy to understand and use e. Are safe, comfortable and reliable f. Provide flexibility, allowing people to change their plans.
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.



- 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 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 consider how to 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.



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"> We plan for people's mistakes We design for human vulnerability We strengthen all parts of the road transport system We have shared responsibility for improving road safety Our actions are grounded in evidence and evaluated Our road safety actions support health, wellbeing and liveable places We make safety a critical decision-making priority.
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.



- 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

Ko ngā Whakaarotau Haumi Waka 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 8.

Section 3: Transport Investment Priorities

Our transport investment priorities for the next 10 years

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

Weighting **40**

Travel choice

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

Weighting **20**

Strategic access

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

Weighting **15**

Safety

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

Weighting **15**

Resilience

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

Weighting **10**

These investment priorities will help us address the key problems facing our transport system

Public transport capacity

Lack of capacity in the public transport network is limiting the region's ability to accommodate future growth and achieve the desired mode shift

Weighting **40**

Travel choice and access

Lack of safe, viable and attractive transport choices is resulting in an inefficient transport system and limiting access for people and freight

Weighting **30**

Safety

Deficient transport infrastructure and increasing conflicts between transport users in urban centres and on rural roads are leading to poor safety outcomes

Weighting **15**

Resilience

Significant vulnerabilities and lack of redundancy in the transport network lead to unpredictable journeys and major disruption following an unplanned event

Weighting **15**

By targeting investment to these problems, we expect to realise the following benefits

The public transport system can accommodate future demand

Sustainable growth supported by a less carbon-intensive transport network and liveable places

Better travel choices and improved multi-modal access

Improved actual and perceived safety of the transport network

A more resilient transport network with reduced disruption

Figure 8: Summary of the 10-year 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 percent, with growth averaging 3.5 percent year-on-year for the five years to 2018¹. 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.

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

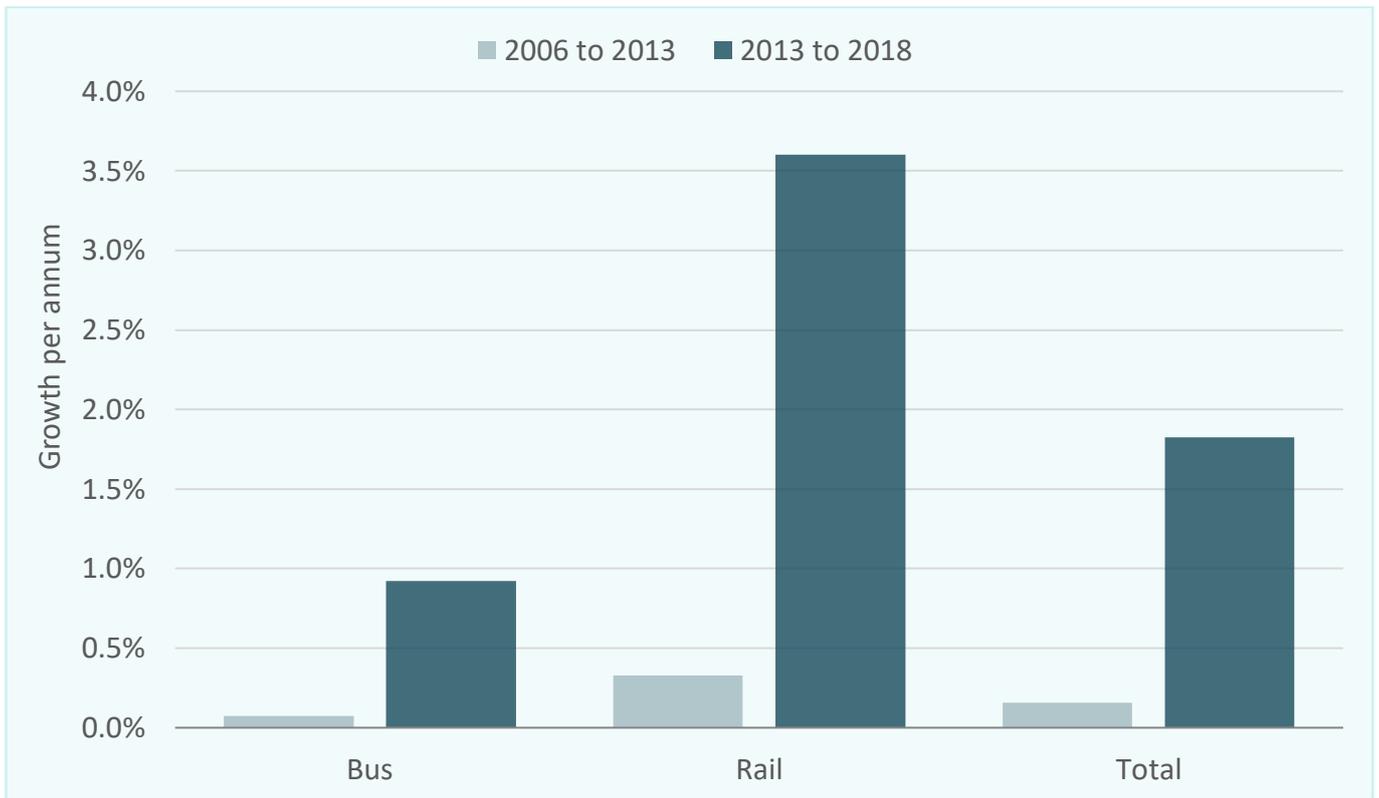


Figure 9: Growth in regional bus and rail patronage 2006–13 compared to 2013–18

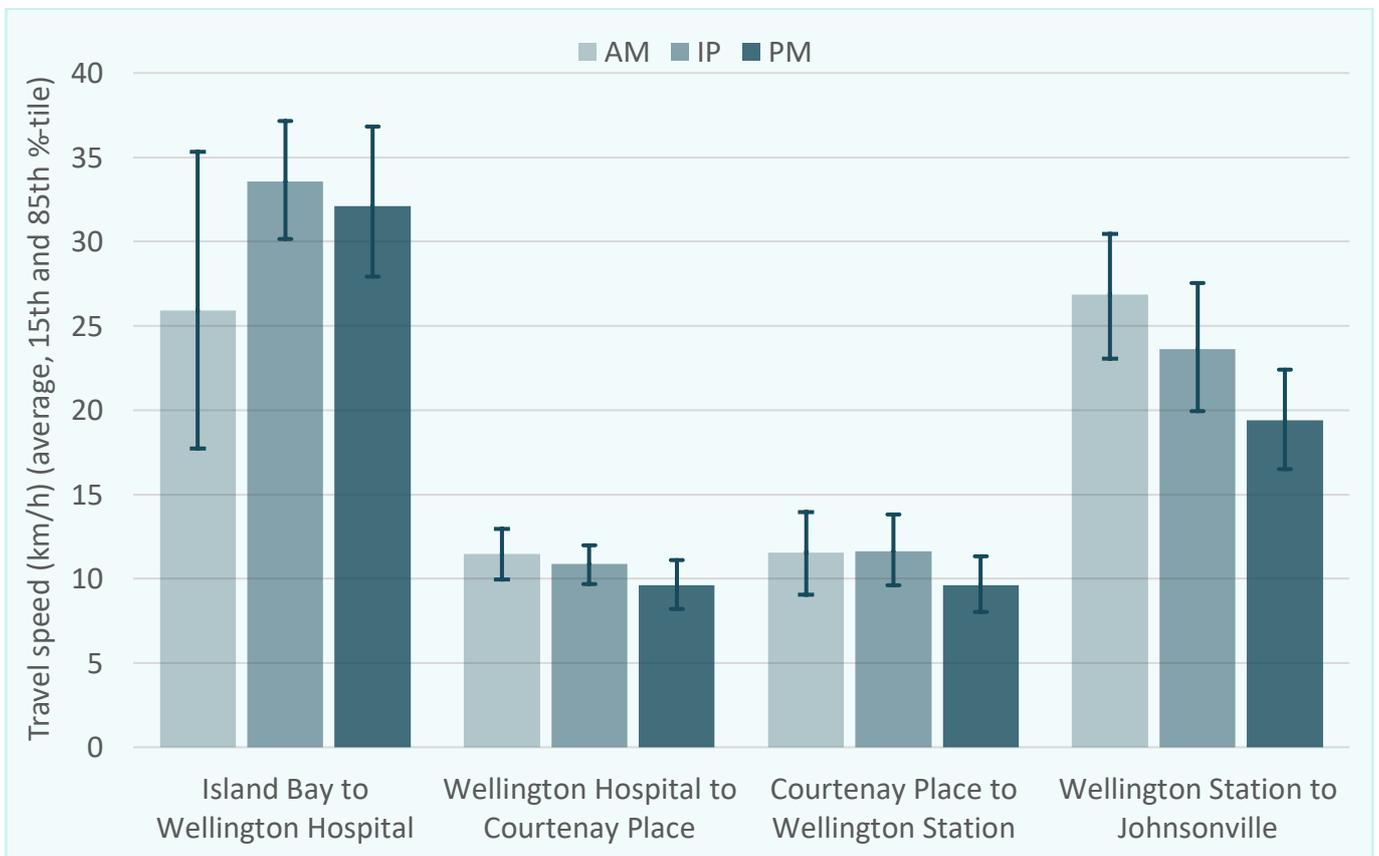


Figure 10: Bus travel speed and variability for route 1 – Johnsonville to Island Bay (November 2018)



Figure 10 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/h¹.

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 percent 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 constraints².

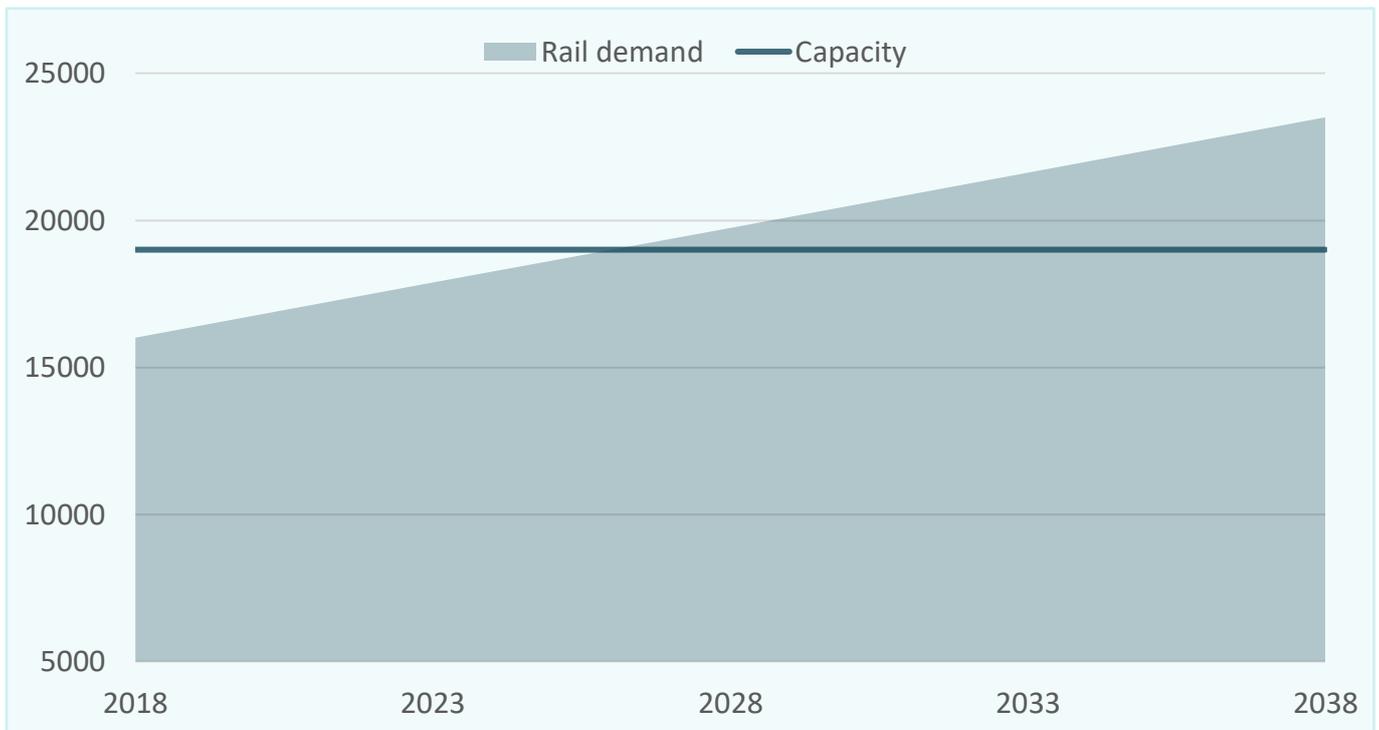


Figure 11: Rail capacity and forecast demand (Let’s Get Wellington Moving draft programme business case, June 2019)

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

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

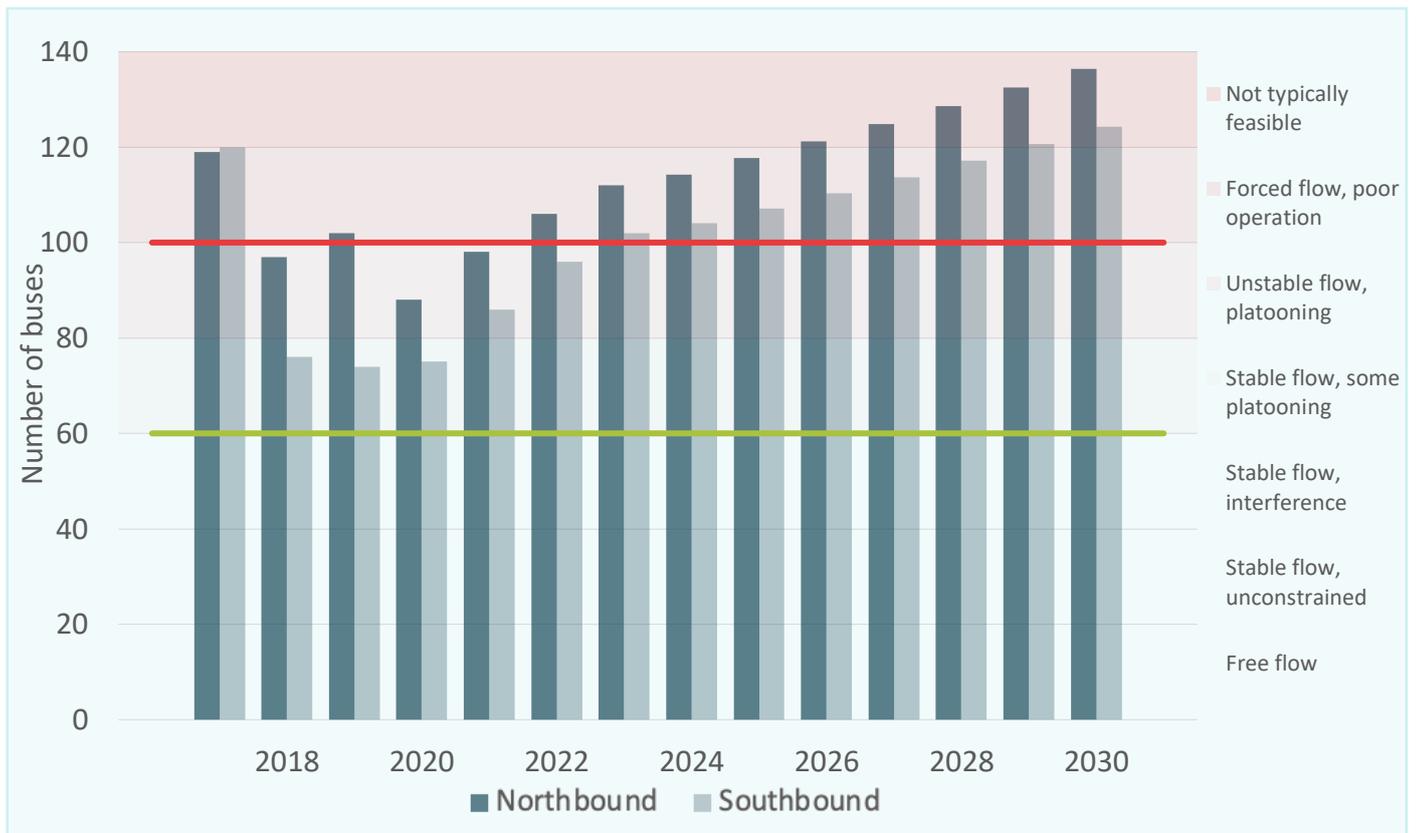


Figure 12: Indicative Golden Mile AM peak bus volumes 8.00–9.00am

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



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"> Upgrade rolling stock, rail network infrastructure and services Upgrade bus infrastructure, fleet and services in Wellington City 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 	<ul style="list-style-type: none"> Waka Kotahi (co-funder) KiwiRail/Crown (rail track infrastructure provider and co-funder) Wellington City Council (infrastructure provider and co-funder) Greater Wellington (public transport service infrastructure provider, co-funder) Public transport operators

Other priority implementation areas

- Behaviour change programmes, for example encouraging peak spreading

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	



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 percent of people in the region use cars to get to work and 42 percent of people use cars as the main means of travel to education¹.

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.

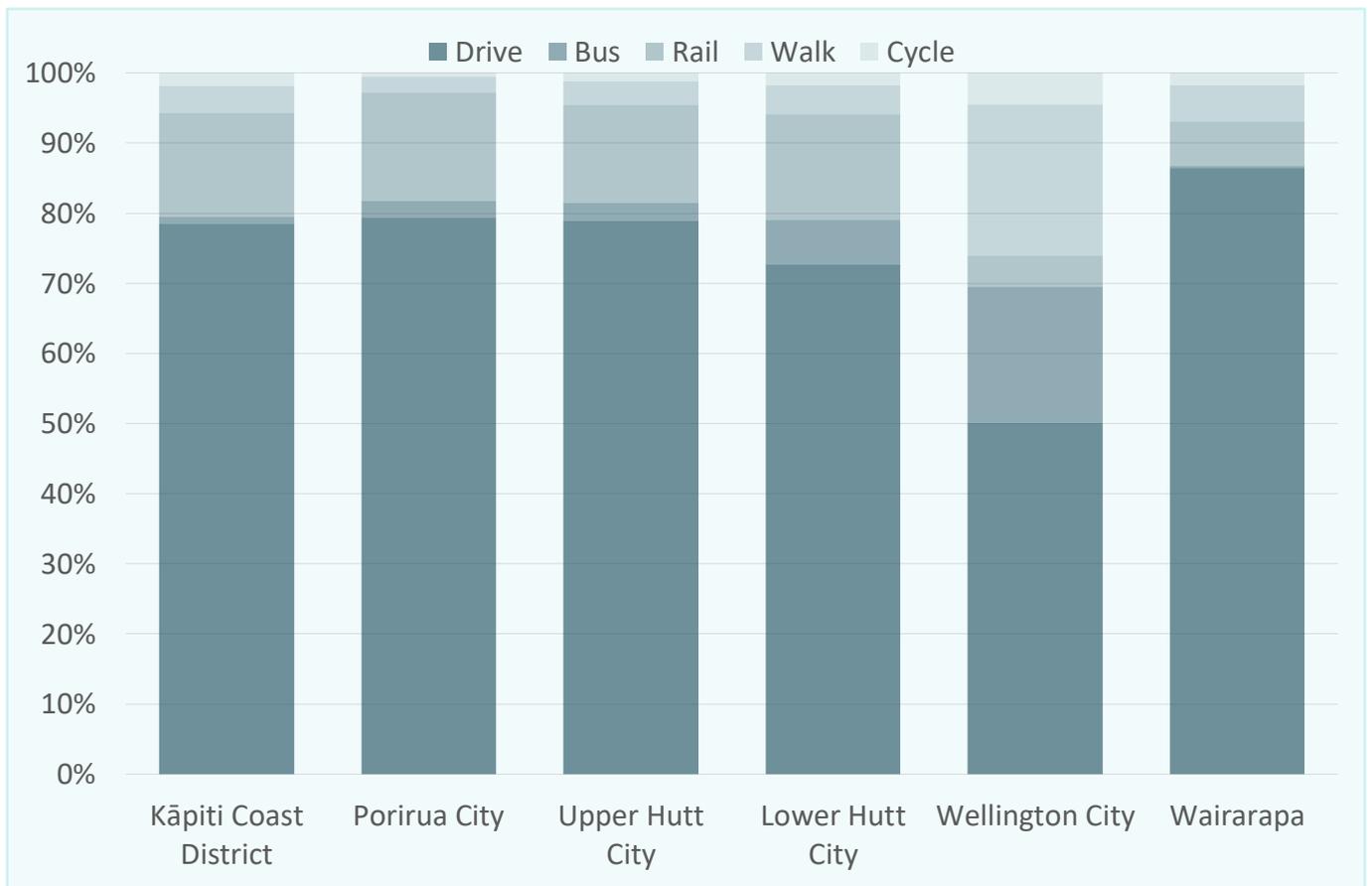


Figure 13: Journey to work – territorial authority area by mode in 2018 (Statistics New Zealand 2018)

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



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 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 region¹.

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 percent of Wellington City residents commute to work by foot (increasing to 85 percent in the CBD), compared to 4 percent or less in other council areas².

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 years³.

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 good⁴. 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 changes⁵.

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

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

² Draft Wellington Regional Mode Shift Plan (Waka Kotahi, 2020)

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

⁴ Transport Perception Survey 2019 (Greater Wellington)

⁵ Wellington Regional Mode Shift Plan (Waka Kotahi, 2020)



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



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"> • Improve multi-modal access to public transport hubs and stations. • Improve frequency, reliability and reach of public transport services. • Accelerate the decarbonisation of the public transport vehicle fleet. • 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). • Improve the facilities and infrastructure for public transport, including integrated ticketing. • Improve safety and amenity of urban, suburban and rural environments to encourage active travel. 	<ul style="list-style-type: none"> • Waka Kotahi (infrastructure provider and co-funder) • Greater Wellington (public transport and travel-behaviour change (mode shift) programme provider, co-funder) • All territorial authorities in the region as infrastructure providers • Public transport operators in the region as providers of public transport services • KiwiRail (infrastructure provider)

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.



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	



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 percent 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 times¹.

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 improved². 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

¹ Petone, Esplanade strategic case

² Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)



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

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



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 percent from 144 to 252¹, reversing a downward trend in the 15 years prior. The five-year regional rolling average for deaths and serious injuries is shown in Figure 14.



Figure 14: People killed or seriously injured on the region’s roads (2005–19) (Monitoring Report on the Regional Land Transport Plan, Greater Wellington, 2020)

¹ Regional crash analysis system quarterly outcomes (Waka Kotahi, December 2019)



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 time¹.

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 intersections².

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)³

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 percent 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

¹ Regional CAS quarterly outcomes (Waka Kotahi, December 2019)

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

³ Arataki version 2 – Regional Summary Wellington (Waka Kotahi)



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

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		



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 networks¹. 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 input².

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 Ngauranga³.

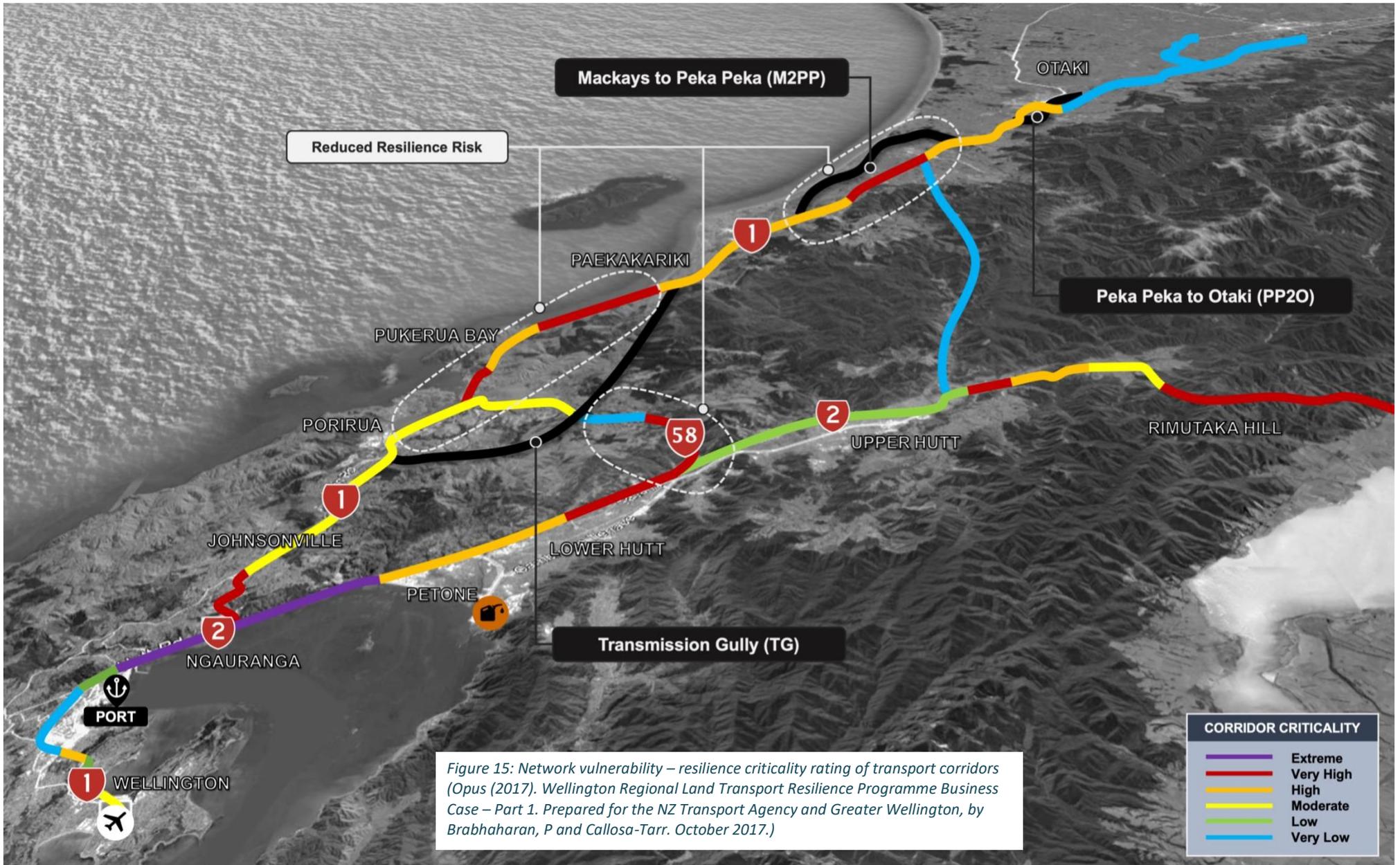
Table 15: Regional unplanned road closures on State Highways 1, 2, 53 and 58 by annual hours the road was closed (Waka Kotahi)

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
Total	277.0	214.0	91.9	271.7	116.6	210.5	126.0	343.9	177.3	121.5	1,995.6

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

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

³ Draft Wellington Regional Resilience programme business case (Waka Kotahi, 2018)





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"> • Reduce vulnerability of priority transport lifelines. • Improve redundancy of key transport connections. • Use routine renewals and maintenance activities to improve resilience. 	<ul style="list-style-type: none"> • Waka Kotahi (infrastructure provider and funding partner) • All territorial authorities in the region (infrastructure providers and co-funders) • KiwiRail (rail network provider and co-funder) • 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)

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.



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

Ko te Hōtaka ā-Rohe 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 services¹, 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.

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

- *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.

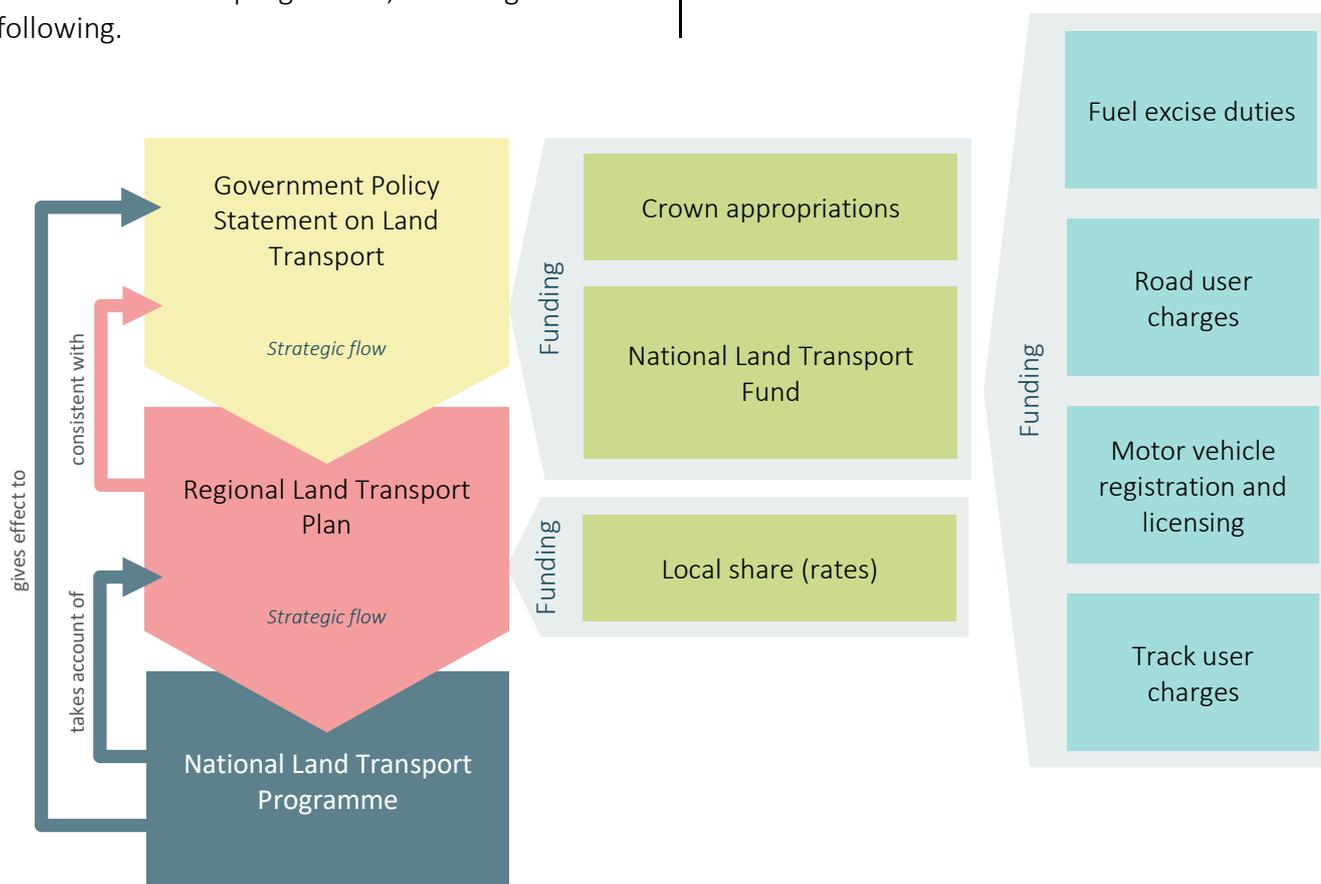


Figure 16: Relationship between the RLTP, NLTP and GPS (Government Policy Statement on Land Transport, Ministry of Transport)

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.

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%

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 17 shows the alignment of the regional programme with the 10-year transport investment priorities.

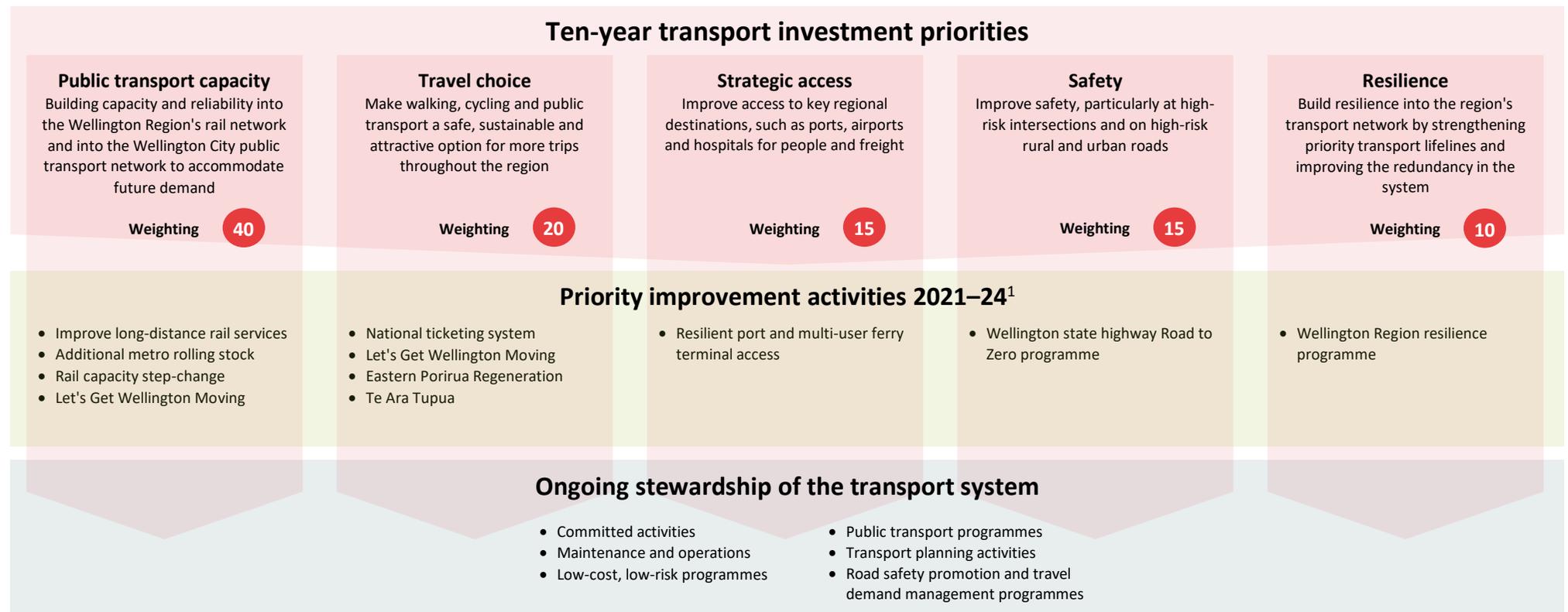


Figure 17: Alignment of the programme to the regional investment priorities

¹ 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

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*.

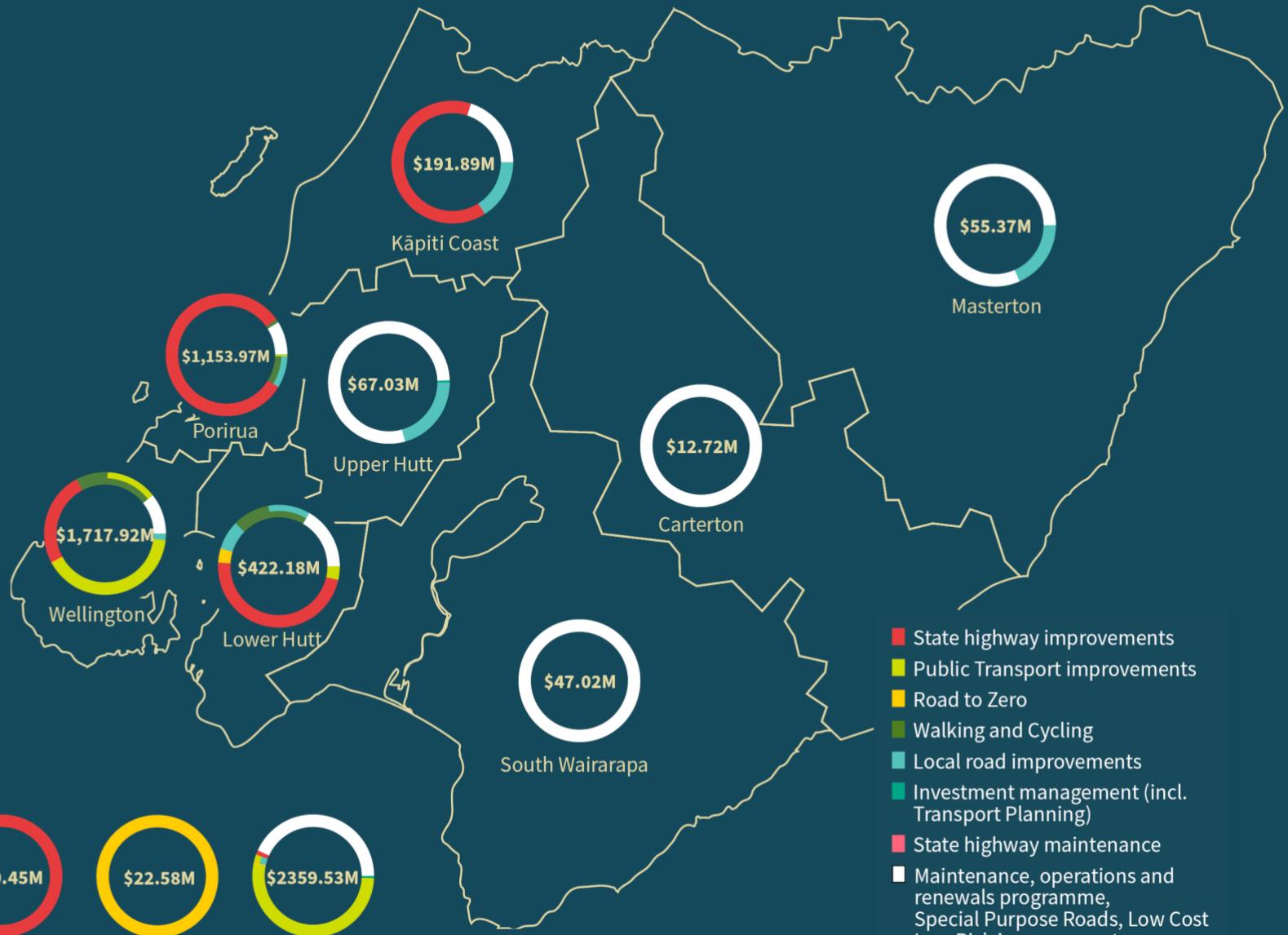


What activities do we plan to invest in?

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

Local Activities

Figure 18: Regional investment 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

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 – Manawatū 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

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

- *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

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	Six-year total
Greater Wellington Regional Council								
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	20.12
Matangi 2 trains – debt servicing	Procurement of 35 additional Matangi units from Hyundai Rotem.	Construction	2018	2025	14.45	14.45	14.45	86.71
Longer distance rolling stock and service improvement	Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawatū 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	2018	2023	44.70	22.64	2.06	69.40



Activity	Description	Phase	Start	End	Costs (\$m)			
					21/22	22/23	23/24	Six-year total
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	74.73	53.04	18.40	147.18
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
Hutt City Council								
Hutt City Cycling & Micromobility Connectivity Assessment	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.	Single-Stage Business Case	2019	2021	0.37	0.00	0.00	0.37
Waka Kotahi								
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	2026	26.75	17.79	45.00	199.45



Activity	Description	Phase	Start	End	Costs (\$m)			
					21/22	22/23	23/24	Six-year total
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 Mackays Crossing	Replacement weigh station for Plimmerton.	Implementation	2017	2023	1.54	0.00	0.00	1.54
Wellington RoNS (5) – Transmission Gully	A new expressway between Mackays Crossing and Linden.	Design, Construction, Implementation	2020	2045	246.03	142.71	127.79	902.63
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	105.38
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.	Implementation	2018	2024	45.30	66.69	51.30	168.45



Activity	Description	Phase	Start	End	Costs (\$m)			Six-year total
					21/22	22/23	23/24	
Wellington City Council								
Wellington cycle network – Evans Bay Stg1 (Eastern package)	Package of cycling improvements associated with the eastern suburbs UCP package.	Implementation	2018	2023	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	2.79	0.00	7.79



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

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	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	Ageing 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		2.82	13.89	16.71	746.79
		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	7.55	10.40	25.37	43.32	44.32
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	0.25		0.26	0.51	194.50
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		10.52	10.77	194.30

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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	6.30	18.74	27.68	52.72	78.07
		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	5.00			5.00	5.00
		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	1.29	6.60	11.93	19.82	24.12
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	1.20	2.69	3.02	6.91	32.78
		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	29.69	55.11	101.46	186.26	1,212.00
		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	9.33	12.65	26.82	48.80	418.71
		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	17.29	35.70	59.59	112.58	696.38
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	2.00	3.00	35.00	40.00	160.00

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)					
									21/22	22/23	23/24	3-year	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	0.48	0.48	0.65	1.61	4.64	
		Road to Zero LCLR infrastructure	Waka Kotahi	A programme of minor safety infrastructure improvements.	Business case, Pre-implementation, Implementation	National	21/22	30/31	1.40	1.40	1.40	4.20	7.17	
		SH2 Remutaka	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	23/24	4.80	11.78	11.78	28.36	28.36	
		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	9.62	6.54		16.16	16.16	
		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	An urban roundabout standard safety intervention at the SH2 and Ngaumutawa Road intersection.	Business case, Pre-implementation, Implementation	National	21/22	21/22	4.00				4.00	4.00

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
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
		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	–	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	1.50	14.28	18.33	34.11	94.18
12	–	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	4.08	5.83	4.13	14.04	25.61

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
13	Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – single-stage business case and east-west link	Kāpiti Coast District 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	15.98	2.19	24.88	24.88
		Paraparaumu Town Centre Connections – accessibility improvements	Kāpiti Coast District 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	5.92
14	–	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
15	–	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	30/31	0.20	0.50	10.30	11.00	480.00

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)					
									21/22	22/23	23/24	3-year	Total (est)	
16	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	0.00	2.00	2.00	4.00	54.00	
		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 riverbank 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	0.50	4.50		5.00	10.00	
		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					0.00	21.58
		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	23.21	25.21	25.21	25.21
		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
17	Electric vehicle bus fleet 1	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	0.71	2.00	2.77	5.48	113.58	
18	–	Waterloo Station – end-of-life replacement	Greater Wellington	Replace ageing and unsafe building infrastructure at Waterloo Station.	Business case, Implementation	Local, National	23/24	27/28			0.25	0.25	20.25	

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
19	–	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	2.32	122.98
20	–	East corridor – Evans Bay stage 2	Wellington City Council	Create a protected bike lane linking recently upgraded sections of cycleways.	Pre-implementation, Implementation	Local, National	21/22	22/23	0.50	4.50		5.00	5.00
21	–	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
22	–	Speed management programme (Wellington City)	Wellington City Council	Lower speed limits near 40 percent 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
23	–	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	2.56	5.26	8.07	100.01
24	–	Newtown – Berhampore cycleways	Wellington City Council	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Implementation	Local, National	21/22	24/25	3.20			3.20	30.20
25	–	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	0.71	4.92	5.04	10.67	10.67
26	–	Tawa to Johnsonville 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	12.36
27	–	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
28	–	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	21/22	30/31	1.05	1.60	1.21	3.86	7.27

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
29	–	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	0.48	3.75		4.23	4.23
30	–	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.	Business case, Implementation	Local, National	21/22	25/26			1.55	1.55	15.35
31	–	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
32	–	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
33	–	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
34	Electric vehicle bus fleet 2	Electric vehicle conversion of double-decker diesel buses	Greater Wellington	Convert seven of Transitz'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	5.06
35	–	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	30/31	2.51	0.61	0.61	3.72	3.72
36	–	Wellington City Council Cycleway	Wellington City Council	Long-term, permanent solutions to implement the Wellington Cycling Master Plan.	Business case, Pre-implementation, Implementation	Local, National	21/22	30/31	5.50	9.82	10.29	25.61	65.57

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Rank	Programme	Activity	Organisation	Description	Stage	Funding	Start	End	Cost (\$m)				
									21/22	22/23	23/24	3-year	Total (est)
37	-	Accelerated cycleway programme	Wellington City Council	Deliver low-cost, tactical solutions across the strategic cycling network.	Business case, Pre-implementation, Implementation	Local, National	21/22	23/24	6.63	11.47	6.21	24.31	24.31
38	-	Smarter connections	Greater Wellington	Improve Park & 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
39	-	Wellington Cable Car structures strengthening	Wellington City Council	Strengthen structures that support the Wellington Cable Car.	Business case, Implementation	Local, National	21/22	26/27	0.15	3.35	1.20	4.70	6.90



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	6.5 BC	8.9 IMP	23.6 IMP	23.6 IMP	23.6 IMP	53.1 IMP	59 IMP	53.1 IMP	29.5 IMP
		Manawatu and Wairarapa line fleet renewal and service increase	0 BC	2.82 BC IMP	13.89 IMP	114.57 IMP	152.46 IMP	201.4 IMP	217.8 IMP 6	18.44 IMP	11.81 IMP	13.54 IMP
		Additional network capacity improvements			1 BC							
2	–	National ticketing system	7.55 IMP	10.4 IMP	25.37 IMP	1 IMP						
3	–	Additional metro (electrified) rolling stock to meet future capacity requirements	0.25 BC		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		10.52 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	6.3 BC, Pre-IMP, IMP	18.74 IMP	27.68 IMP	25.36 IMP						
		Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	5 BC, Pre-IMP, IMP									
		Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	1.29 BC, Pre-IMP, IMP	6.6 Pre-IMP Property, IMP	11.93 IMP	4.31 IMP						

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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	1.2 BC, Pre-IMP	2.69 Pre-IMP, IMP	3.02 IMP	14.6 IMP	5.7 IMP	5.6 IMP				
		Let's Get Wellington Moving mass rapid transit	29.69 BC	55.11 BC, Property	101.46 BC, Pre-IMP, Property	121.7 Pre-IMP, IMP, Property	126.8 IMP, Property	144.4 IMP, Property	134.6 IMP, Property	124 IMP, Property	121.7 IMP, Property	119.8 IMP, Property
		Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	9.33 BC, Pre-IMP	12.65 BC, Pre-IMP, IMP	26.82 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	55.32 BC, Pre-IMP, IMP	52.77 Pre-IMP, IMP	20.5 IMP
		Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	17.29 BC	35.7 BC, Property	59.59 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 IMP	124.1 IMP	108.6 IMP
7	–	Resilient port and multi-user ferry terminal access	2 IMP	3 IMP	35 IMP	60 IMP	40 IMP	20 IMP				
8	Wellington State Highway Road to Zero programme	Road to Zero LCLR speed management	0.48 IMP	0.48 IMP	0.65 IMP	1.05 IMP		0.17 IMP	0.38 IMP	1.08 IMP	0.35 IMP	
		Road to Zero LCLR infrastructure	1.4 IMP	1.4 IMP	1.4 IMP	0.99 IMP			1.98 IMP			
		SH2 Remutaka	4.8 Pre-IMP, IMP	11.78 IMP	11.78 IMP							
		SH2 Hutt Valley	9.62 Pre-IMP, IMP	6.54 IMP								
		SH2 Masterton to Carterton corridor improvements	8.58 IMP	6 IMP								
		SH2 Masterton to Carterton – Norfolk Road	4 IMP									
SH2 Masterton to Carterton – Ngaumutawa	4 IMP											

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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										
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	0.44	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	BC	10	IMP	10	IMP	10	IMP										
10	–	New charging and layover areas for electric vehicle fleet			1.04	BC, IMP	1.07	IMP	2.2	IMP														
11	–	Riverlink improvements	1.5	BC	14.28	IMP	18.33	IMP	6.43	IMP	4.37	IMP	2.18	IMP										
12	–	Access Kenepuru	4.08	IMP	5.83	IMP	4.13	IMP	11.56	IMP														
13	Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – single-stage business case and east-west link	6.71	BC, Pre-IMP, Property, IMP	15.98	IMP	2.19	IMP																
		Paraparaumu Town Centre Connections – accessibility improvements			2	Pre-IMP, IMP	1	IMP	2.92	IMP														
14	–	Real-time information systems replacement	2.7	IMP	5.26	IMP	5.22	IMP	4.33	IMP	4.04	IMP	2.58	IMP	3.19	IMP	3.25	IMP	2.7	IMP	2.73	IMP		
15	–	Cross Valley Connections	0.2	BC	0.5	BC	10.3	IMP	8.3	IMP	5.2	IMP	3.2	IMP	7.5	IMP	24.75	IMP	33.25	IMP	42.5	IMP		

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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
16	Wellington Region Resilience Programme	SH1 and SH2 Petone to Grenada link road and improved regional east-west access		2 BC, Property	2 BC, Property	50 Property						
		Chaytor Street retaining walls earthquake strengthening	3.5 IMP	3.5 IMP								
		Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	0.5 IMP	2.18 IMP	0.44 IMP	2.13 IMP						
		Eastern Hutt Road retaining wall strengthening project	0.5 BC	4.5 IMP								
		SH1 resilience – Ngauranga to SH58				21.58						
		SH2 resilience – Ngauranga to SH58		2 BC	23.21 BC, Pre-IMP, IMP							
		Mataikona Road improvements resilience project	0.2 BC			3.5 Property	6.5 IMP					
17	Electric vehicle bus fleet 1	Electric vehicle growth buses	0.71 BC, IMP	2 IMP	2.77 IMP	5.61 IMP	8.64 IMP	11.74 IMP	14.95 IMP	18.46 IMP	22.28 IMP	26.42 IMP
18	–	Waterloo Station – end-of-life replacement			0.25 BC	5 IMP	5 IMP	5 IMP	5 IMP			
19	–	Level crossing safety upgrades	0.25 BC	1.02 BC	1.05 IMP	15.94 IMP	16.35 IMP	16.78 IMP	17.21 IMP	17.66 IMP	18.12 IMP	18.59 IMP
20	–	East corridor – Evans Bay stage 2	0.5 Pre-IMP, IMP	4.5 IMP								
21	–	Eastern Bays shared path	2.5 IMP	1.75 IMP	3 IMP	2.5 IMP	2.25 IMP	2.5 IMP				

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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
22	–	Speed management programme (Wellington City)		0.11 Pre-IMP	6.52 IMP	0.75 IMP	0.62 IMP					
23	–	Rail infrastructure resilience upgrades	0.25 BC	2.56 BC	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
24	–	Newtown – Berhampore cycleways	3.2 IMP			2.7 IMP	6.75 IMP	12.15 IMP	5.4 IMP			
25	–	Porirua CBD to Titahi Bay shared path	0.71 IMP	4.92 IMP	5.04 IMP							
26	–	Tawa to Johnsonville Connection cycleway			3 Pre-IMP	7.5 IMP	1.86 IMP					
27	–	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	
28	–	Wellington Regional Hospital travel demand management initiative	1.05 IMP	1.6 IMP	1.21 IMP	0.66 IMP	0.46 IMP	0.46 IMP	0.46 IMP	0.46 IMP	0.46 IMP	0.46 IMP
29	–	SH1 Ngauranga Gorge improvements (walking and cycling)	0.48 BC, IMP	3.75 Pre-IMP, Property, IMP								
30	–	Cycling micro-mobility			1.55 BC, IMP	6.9 IMP	6.9 IMP					
31	–	Totara Park Road and SH2 intersection capacity increase	2.42 IMP									
32	–	SH1 Tawa through CBD – Interim optimisation measures	5.13 BC, Pre-IMP, IMP	7.7 IMP	10.26 IMP	11.13 IMP						
33	–	Silverstream pipe bridge		11 IMP								

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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	Electric vehicle bus fleet 2	Electric vehicle conversion of double-decker diesel buses	0.46 Pre-IMP	0.46 IMP	0.47 IMP	0.48 IMP	0.5 IMP	0.51 IMP	0.52 IMP	0.54 IMP	0.55 IMP	0.57 IMP
35	–	Accelerated rollout of street lighting LEDs and CMS	2.51 BC, IMP	0.61 IMP	0.61 IMP							
36	–	Wellington City Council Cycleway	5.50 BC, Pre-IMP, IMP	9.82 Pre-IMP, IMP	10.29 Pre-IMP, IMP	11.74 IMP	11.76 IMP	16.46 IMP	16.40 IMP	12.40 IMP	11.80 IMP	11.10 IMP
37	–	Accelerated cycleway programme	6.63 BC, Pre-IMP, IMP	11.47 Pre-IMP, IMP	6.21 Pre-IMP, IMP							
38	–	Smarter connections			0.26 BC	1.96 IMP	1.94 IMP					
39	–	Wellington Cable Car structures strengthening	0.15 BC	3.35 IMP	1.2 IMP	1.6 IMP	0.4 IMP	0.2 IMP				



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	High	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

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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	Mid	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 Remutaka	Low	Low	Low	High	Low	Safety	Strategic access	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

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Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
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
		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	–	Riverlink improvements	High	High	High	High	High	Strategic access	Travel choice	10. Changes in access to social and economic opportunities	
12	–	Access Kenepuru	High	High	Mid	High	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
13	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
14	–	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
15	–	Cross Valley Connections	High	High	Mid	High	High	Strategic access	Travel choice	10. Changes in access to social and economic opportunities	

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Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
16	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	
		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	
		Mataikona Road improvements resilience project	Low	NA	Mid	Mid	Mid	Resilience	Strategic access	1. Changes in user safety	9. Changes in resource efficiency
17	Electric vehicle bus fleet 1	Electric vehicle growth buses	High	High	High	High	High	Public transport capacity	Strategic access	8. Changes in climate	7. Changes in natural environment
18	–	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
19	–	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
20	–	East corridor – Evans Bay stage 2	High	Mid	High	High	High	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
21	–	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
22	–	Speed management programme (Wellington City)	NA	High	NA	Mid	NA	Safety	–	1. Changes in user safety	2. Changes in perceptions of safety

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Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
23	–	Rail infrastructure resilience upgrades	Mid	Mid	Mid	High	High	Resilience	Strategic access	7. Changes in natural environment	6. Wider economic impact
24	–	Newtown – Berhampore cycleways	High	Mid	High	Mid	High	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
25	–	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
26	–	Tawa to Johnsonville Connection cycleway	High	Mid	High	High	High	Travel choice	Safety	2. Changes in perceptions of safety	3. Changes in human health
27	–	Fergusson Drive arterial link improvements	High	High	High	High	High	Travel choice	Strategic access	5. Changes in transport costs	
28	–	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
29	–	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
30	–	Cycling micro-mobility	High	High	High	Mid	High	Travel choice	Safety	10. Changes in access to social and economic opportunities	
31	–	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
32	–	SH1 Tawa through CBD – Interim optimisation measures	Low	Low	NA	Mid	Mid	Safety	Strategic access	1. Changes in user safety	
33	–	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
34	Electric vehicle bus fleet 2	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
35	–	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

Section 4: Regional Programme

Rank	Programme	Activity	Strategic objectives					Investment priority		Benefit Cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
36	–	Wellington City Council Cycleway	Mid	Low	Mid	High	Mid	Travel choice	Safety	10. Changes in access to social and economic opportunities	3. Changes in human health
37	–	Accelerated cycleway programme	Mid	Low	Mid	High	Mid	Travel choice	Safety	10. Changes in access to social and economic opportunities	3. Changes in human health
38	–	Smarter connections	Mid	Low	Mid	Mid	Mid	Travel choice		10. Changes in access to social and economic opportunities	
39	–	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 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



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)
Greater Wellington				
1	Manawatu and Wairarapa line fleet renewal and service increase	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Public transport infrastructure	489.34
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	44.32
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	78.45
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	85.42
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	4.31
14	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
17	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	31.47
18	Waterloo Station – end-of-life replacement	Replace ageing and unsafe building infrastructure at Waterloo Station.	Public transport infrastructure	15.25
19	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
23	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	45.39



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
28	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	5.44
34	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	2.88
38	Smarter connections	Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	Public transport infrastructure	6.10

Hutt City Council

11	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	47.09
15	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	27.70
16	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 riverbank 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
21	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
30	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	15.35
33	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



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
Kāpiti Coast District Council				
13	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	24.88
13	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	5.92
KiwiRail				
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	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
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	85.42
Masterton District Council				
16	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



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
Porirua City Council				
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
12	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	25.61
25	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
Upper Hutt City Council				
27	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
31	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
Waka Kotahi				
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	78.08
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	5.00
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	24.13
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	32.81
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	579.16



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
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	230.33
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	203.20
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	2.83
8	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Road to Zero	5.19
8	SH2 Remutaka	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	28.36
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	16.16
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	An urban roundabout standard safety intervention 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



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
16	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	54.00
16	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	21.58
16	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	State highway improvements	25.21
29	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	4.23
32	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				
16	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
16	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
20	East corridor – Evans Bay stage 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Walking and cycling	5.00
22	Speed management programme (Wellington City)	Lower speed limits near 40 percent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Road to Zero	8.00
24	Newtown – Berhampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Walking and cycling	24.80
26	Tawa to Johnsonville Connection cycleway	Create protected bike lanes on regionally significant routes.	Walking and cycling	12.36



Rank	Activity	Description	Activity class	Six-year cost (2021–27) (\$m)
35	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	3.72
36	Wellington City Council Cycleway	Long-term permanent solutions to implement the Wellington Cycling Master Plan.	Walking and cycling	65.57
37	Accelerated cycleway programme	Deliver low-cost, tactical solutions across the strategic cycling network.	Walking and cycling	24.31
39	Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Local roads improvements	6.90



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)
Local roads improvements				
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	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	47.09
12	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	25.61
13	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 District Council	24.88
13	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 District Council	5.92

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Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
15	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	27.70
16	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
16	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
16	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 riverbank 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
16	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
19	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
27	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
31	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
35	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	3.72
39	Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Wellington City Council	6.90

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.	KiwiRail	91.35
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Section 4: Regional Programme



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
1	Manawatu and Wairarapa line fleet renewal and service increase	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Greater Wellington	489.34
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	44.32
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	78.45
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	85.42
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	78.08
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	24.13
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	579.16
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	230.33
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	4.31
14	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
17	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	31.47



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
18	Waterloo Station – end-of-life replacement	Replace ageing and unsafe building infrastructure at Waterloo Station.	Greater Wellington	15.25
19	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
23	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	45.39
34	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	2.88
38	Smarter connections	Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	Greater Wellington	6.10
Public transport services				
28	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	5.44
Road to Zero				
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	5.00
8	Road to Zero LCLR speed management	Reductions of speed limits to a safe and appropriate speed.	Waka Kotahi	2.83
8	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Waka Kotahi	5.19
8	SH2 Remutaka	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	28.36



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
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	16.16
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	An urban roundabout standard safety intervention at the SH2 and Ngaumutawa Road intersection.	Waka Kotahi	4.00
22	Speed management programme (Wellington City)	Lower speed limits near 40 percent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Wellington City Council	8.00
State highway improvements				
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	32.81
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	203.20
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
16	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	54.00



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
16	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	21.58
16	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	Waka Kotahi	25.21
32	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

Walking and cycling

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	5.00
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	230.33
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	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	47.09
12	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	25.61
20	East corridor – Evans Bay stage 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Wellington City Council	5.00



Rank	Activity	Description	Organisation	Six-year cost (2021–27) (\$m)
21	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
24	Newtown – Berhampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Wellington City Council	24.80
25	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
26	Tawa to Johnsonville Connection cycleway	Create protected bike lanes on regionally significant routes.	Wellington City Council	12.36
29	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	4.23
30	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	15.35
33	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
36	Wellington City Council Cycleway	Long-term permanent solutions to implement the Wellington Cycling Master Plan.	Wellington City Council	65.57
37	Accelerated cycleway programme	Deliver low-cost, tactical solutions across the strategic cycling network.	Wellington City Council	24.31



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		
Carterton District Council								
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	
Department of Conservation – Wellington Region								
Maintenance, operations and renewals programme	0.52	0.52	0.52	TBC	TBC	TBC	Local, National	
Low-cost, low-risk improvements 2021–23	0.00	0.00	0.10	TBC	TBC	TBC	Local, National	
Greater Wellington Regional Council								
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	1.70	1.75	TBC	TBC	TBC	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		
Wellington regional and local analytical tools	0.25	0.40	1.30	0.50	0.00	0.00	Local, National	Transport planning activities
Public transport programme	178.94	190.11	200.81	TBC	TBC	TBC	Local, National	Includes Greater Wellington rail network cost included in the network access agreement
Low-cost, low-risk improvements 2021–23	16.18	12.63	12.54	TBC	TBC	TBC	Local, National	
Hutt City Council								
Maintenance, operations and renewals programme	18.63	17.51	17.53	TBC	TBC	TBC	Local, National	
Low-cost, low-risk improvements 2021–23	5.13	5.82	5.69	TBC	TBC	TBC	Local, National	
Kāpiti Coast District Council								
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	1.60	1.60	TBC	TBC	TBC	Local, National	
KiwiRail								
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)



Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
Masterton District Council								
Maintenance, operations and renewals programme	13.91	12.33	11.15	TBC	TBC	TBC	Local, National	
Low-cost, low-risk improvements 2021–23	2.87	2.77	2.13	TBC	TBC	TBC	Local, National	
Porirua City Council								
Maintenance, operations and renewals programme	13.07	13.60	13.99	14.96	15.34	13.64	Local, National	
Low-cost, low-risk improvements 2021–23	8.79	6.38	5.94	4.09	5.07	6.57	Local, National	
Asset management improvements	0.11	0.11	0.17	0.12	0.12	0.18	Local, National	
South Wairarapa District Council								
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	
Upper Hutt City Council								
Maintenance, operations and renewals programme	6.58	6.95	7.20	7.42	7.99	8.10	Local, National	

Section 4: Regional Programme

Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
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	
Waka Kotahi								
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 Zero 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	0.00	0.00	0.00	0.00	5.00	0.00	National	
SH1 Resilience - Ngauranga to Airport	0.00	0.00	0.00	21.58	0.00	0.00	National	Starts in 2024/25
Wellington City Council								
Maintenance, operations and renewals programme	48.75	51.57	50.68	TBC	TBC	TBC	Local, National	Include road safety promotion costs
Low-cost, low-risk improvements 2021–23	12.41	9.02	10.40	TBC	TBC	TBC	Local, National	



Activity	Cost (\$m)						Funding	Notes
	21/22	22/23	23/24	24/25	25/26	26/27		
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 2025/26.
Activity Management Plan 2021-24	0.06	0.20	0.10				Local, National	



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 Manawatū-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.



Regional Passenger Rail “Connector” Wellington-Auckland

Work is underway to investigate the feasibility of an inter-regional passenger rail service operating on the North Island Main Trunk between Wellington and Auckland, to facilitate economic growth of regional New Zealand, with a low carbon footprint. This is being led by the chairs and mayors of councils on the North Island Main Trunk, supported by KiwiRail. This work would be assisted by:

- the Te Huia passenger rail service between Auckland and Hamilton
- completion of the business case for new rolling stock between Palmerston North and Wellington
- completion of a high-level feasibility study for a “connector” passenger rail service between Hamilton and Palmerston North



4.8 10-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 \$11.79 billion (including inflation). Table 27 shows the estimated 10-year programme cost and funding sources by council.

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	4.45	4.08	4.14	4.21	4.21	4.21	4.21	4.21	4.21	4.21
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	352.19	362.24	334.75	429.96	500.69	557.01	601.05	418.36	390.63	348.8
Hutt City Council	39.82	44.70	56.75	46.63	42.75	31.23	32.26	48.18	55.53	65.21
Kāpiti Coast District Council	19.58	32.47	15.55	16.82	16.77	16.96	18.00	18.51	20.59	20.30
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	30.74	40.19	38.82	123.74	20.53	20.39	18.69	18.91	19.62	20.65
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	128.67	134.38	118.87	118.62	111.60	110.23	106.26	102.95	99.67	101.74
Total expenditure	1,156.58	1,075.35	1,166.44	1,299.73	1,243.50	1,273.11	1,284.35	1,173.37	1,093.53	1,020.39



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	Crown funding is capped at \$15m.
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	Wellington Water contribution TBC.
Town Centre Connections – east-west link road	Developer contribution to east-west link road construction.	Kāpiti Coast District Council	22/23	24/25	TBC	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	21/22	24/25	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	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience	Greater Wellington	21/22	27/28		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	21/22	41/42	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	420.0	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	25/26	105.0	NZ Upgrade programme	SH58 safety improvements – stage 1.
Wellington Rail Programme: Regional Rail upgrades	Upgrades to the Wairarapa Line to improve current levels of safety and increase capacity for Regional Rail. New passing loops, a second platform at Featherston, a new signalling system and level crossings improvements.	KiwiRail	21/22	24/25	156.0	NZ Upgrade programme	
Wellington Rail Programme: Wellington Station entry improvements	Infrastructure improvements to enable a safe increase in the frequency and reliability of train services entering and exiting Wellington Station.	KiwiRail	21/22	24/25	88.0	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	21/22	22/23	26.0	NZ Upgrade programme	
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	21/22	30/31	7.27	Capital & Coast District Health Board	\$3.33m contribution from Capital & Coast District Health Board.

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:

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



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	Description	Data source
Public transport patronage	The number of people boarding bus and train services during peak and off-peak times	Rail and bus passenger boardings at peak and off-peak times, territorial authority level data	Greater Wellington
Public transport journey times and variability	Average travel times on core regional bus routes	Average travel times for routes #1, 2, 110, 120 AM and PM peak times	Greater Wellington
	Travel time variability on core regional bus routes	Average lateness on routes #1, 2, 110, 120 for AM and PM peak times	Greater Wellington
Active travel and public transport journeys to work	Combined mode share of all household trips by walking, cycling and public transport (headline target)	All household trips at peak and off-peak times, region-wide	Household travel survey (Ministry of Transport)
	Combined mode share of travel to work trips by walking, cycling and public transport	Trips at morning peak times that cross the Wellington City cordon and region-wide travel to work census results	Wellington City cordon survey (Greater Wellington), Census (Statistics New Zealand)

Table 30: Outcome – Healthy and safe people

Outcome: Healthy and safe people			
Measure	Indicator	Description	Data source
Deaths and serious injuries using the road network	Number of deaths and serious injuries (DSI) (headline target)	The number of DSI from road transport accidents, a five-year rolling average is applied to annual accidents	Waka Kotahi crash analysis system
	Percentage of deaths and serious injuries when speed is a contributing factor	Percentage of DSI where speed is a contributing factor, a five-year rolling average is applied to annual results	Waka Kotahi crash analysis system
Participation in active travel to school	Percentage of students cycling and walking to school by school sector	Mode share of travel to school for primary and secondary aged students	Waka Kotahi travel tool, household travel survey (Ministry of Transport), Census (Statistics New Zealand)
Cyclist and pedestrian deaths and serious injuries	Number of pedestrians and cyclists fatally and seriously injured	The number of DSI for road transport accidents involving pedestrians and cyclists. A five-year rolling average is applied to annual results	Waka Kotahi crash analysis system

Table 31: Outcome – Resilience and security

Outcome: Resilience and security			
Measure	Indicator	Description	Data source
Road network resilience	The availability of a viable alternative to high-risk and high-impact route	Percentage of high-risk and high-impact road network routes with a viable alternative in the network	MapHub, Waka Kotahi
	The frequency and duration of road closures on major roads	The duration and frequency of unplanned and resolved 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	Description	Data source
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	Three-year rolling average, peak and off peak, on core regional routes	Traffic Watcher, Greater Wellington
	Average travel-time variability on selected strategic routes	Three-year rolling average of travel time variability, peak and off peak, on core regional routes	Traffic Watcher, Greater Wellington
Regional freight moved by rail	Annual 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	Description	Data source
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) (headline target)	Annual calculation based on regional fuel supply	Greater Wellington, Wellington City Council, Masterton District Council
	Ambient air quality – nitrogen dioxide and black carbon matter	Concentration of nitrogen dioxide pollutants are collected from passive samplers on state highways and local roads, a five-year rolling average is applied to annual results	Greater Wellington Waka Kotahi
Vehicle fleet composition	Percentage of the private car fleet that are electric and hybrid vehicles	The proportion of vehicles that are electric, hybrid, petrol and diesel based on car registration data	Ministry of Transport
	Percentage of the bus fleet that are electric and hybrid vehicles	Percentage of regional bus fleet that are electric and hybrid and vehicles	Greater Wellington



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.



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

Ko ngā Tāpiritanga 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 ageing 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 8,000km² at the southern end of the North Island, bounded by the Manawatū-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 19). 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.

- 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.

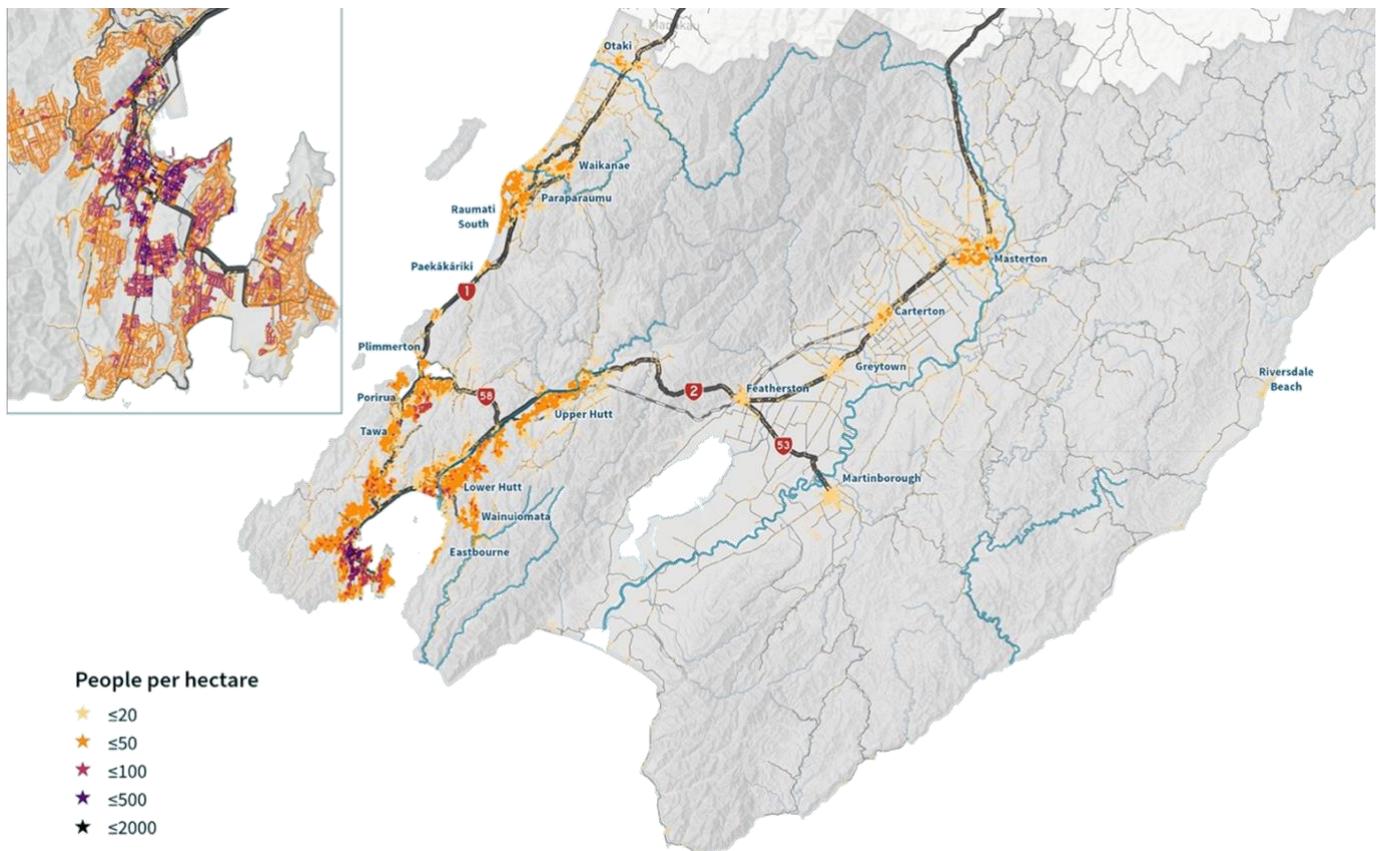


Figure 19: Wellington Region – urban areas and population density



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, Ngāti Toa Rangatira, Taranaki Whānui, Rangitāne o Wairarapa, Ngāti Kahungunu ki Wairarapa.

In 2018, 80,844 people, or 16 percent of the population in the Wellington Region, identified as being of Māori descent. This was up from 13.9 percent in 2013¹.

¹ Census of Population and Dwellings (Statistics New Zealand, 2013 and 2018)

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 percent of New Zealand’s total population, with Wellington City being New Zealand’s third largest metropolitan area¹.

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
Region	527,790

The region has experienced relatively modest growth over the last 20 years, increasing 0.9 percent per annum from 1996–2018, compared to the national population growth rate of 1.2 percent per annum². However, over the five years from 2013–18 the region grew by 7 percent, nearly double the average growth rate over the prior decade and higher than originally forecast³.

Around 22 percent of people in the Wellington Region live with a disability⁴. 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 ageing 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.

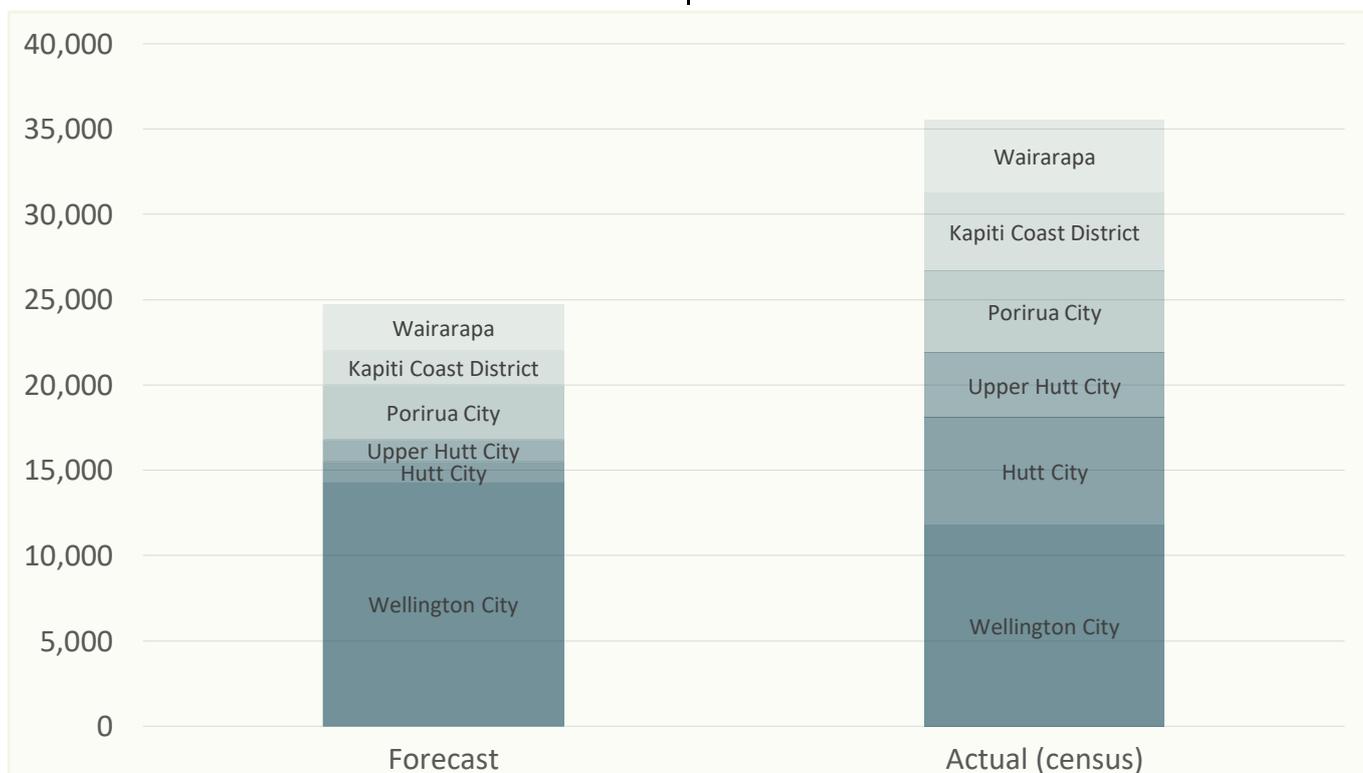


Figure 20: Regional population growth 2013–18

¹ Estimated Resident Population (Statistic New Zealand, 2019)

² Wellington Regional Investment Plan (Greater Wellington, 2019)

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

⁴ Disability Survey (Statistics New Zealand, 2013)

Population projections and the impact of the COVID-19 pandemic¹

Population in the region is expected to grow almost 9 percent 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 percent by 2030 and 20 percent 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.

¹ 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.



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
Wellington Region	521,920	524,876	527,271	528,469	533,248	537,380	542,984	548,571	553,768	559,163	564,492	569,821

A.2.3 Economy and employment

The Wellington Region is New Zealand’s second largest economy, contributing 13 percent of national GDP¹.

Strong economic conditions over the five years to 2018 saw the regional economy grow by 9 percent, with corresponding increases in freight movements and employment across the region².



Figure 21: 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%

¹ Arataki – Pan Regional Lower North Island Summary V1.1 (Waka Kotahi)

² 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 percent, and the creation of 12,000 jobs across the region.

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 percent of the region’s GDP¹.

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

- Over 40 percent of the region’s jobs are located in central Wellington², 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.

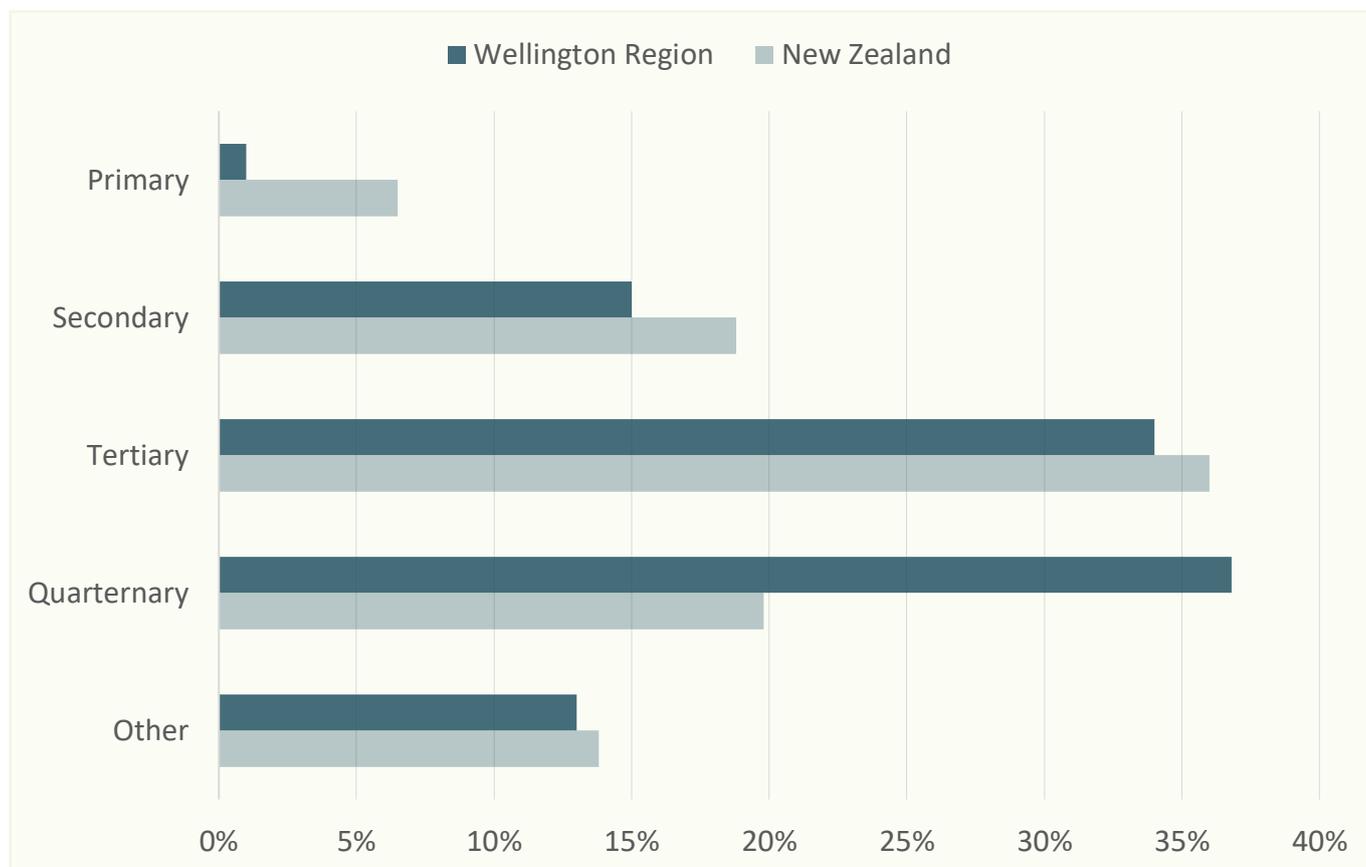


Figure 22: Contribution to GDP by broad sector in 2019 (Wellington Region Economic Profile, Infometrics, 2019)

¹ Wellington Region Economic Profile (Infometrics)

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

Regional economic forecasts and the impact of the COVID-19 pandemic¹

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 percent (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 percent increase from 2020 and a 36 percent increase from the projected low of 2021.

¹ 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.

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.

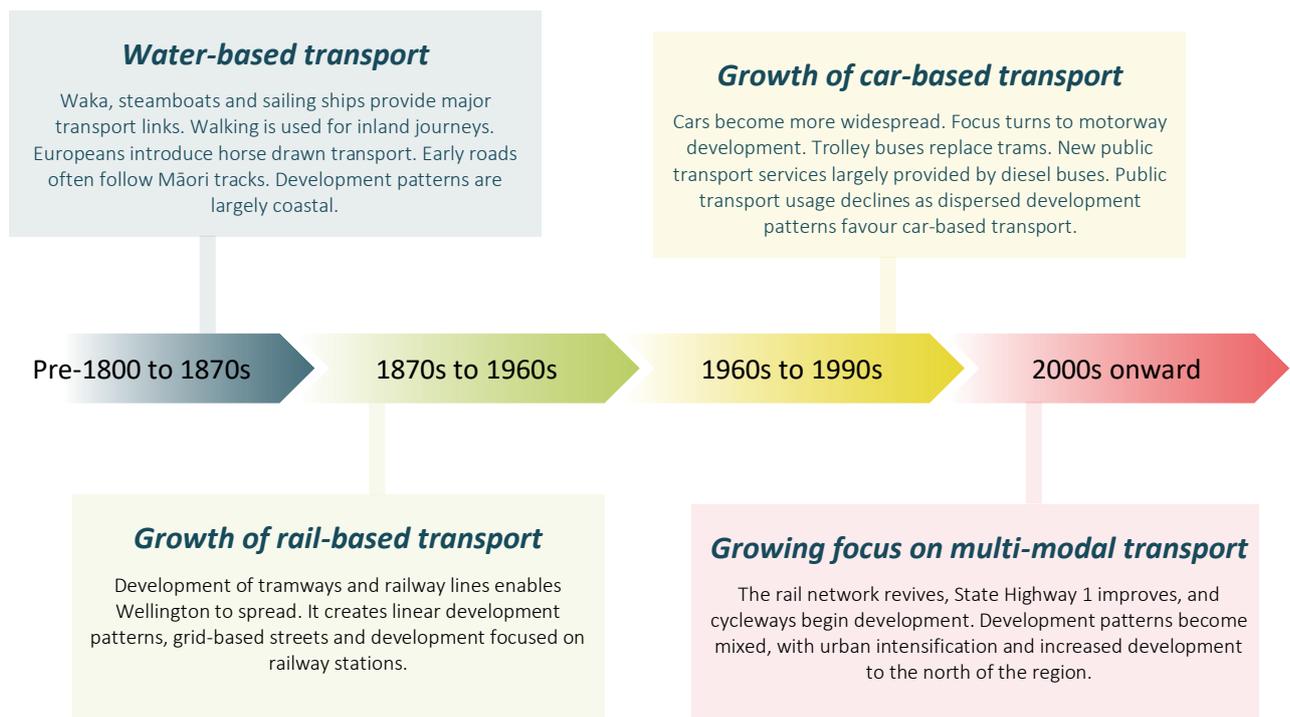


Figure 23: Development of the Wellington Region’s transport network



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 24, Figure 25, Figure 26, Figure 27 and Figure 28 detail the components of the region's transport network.

Section 6: Appendices

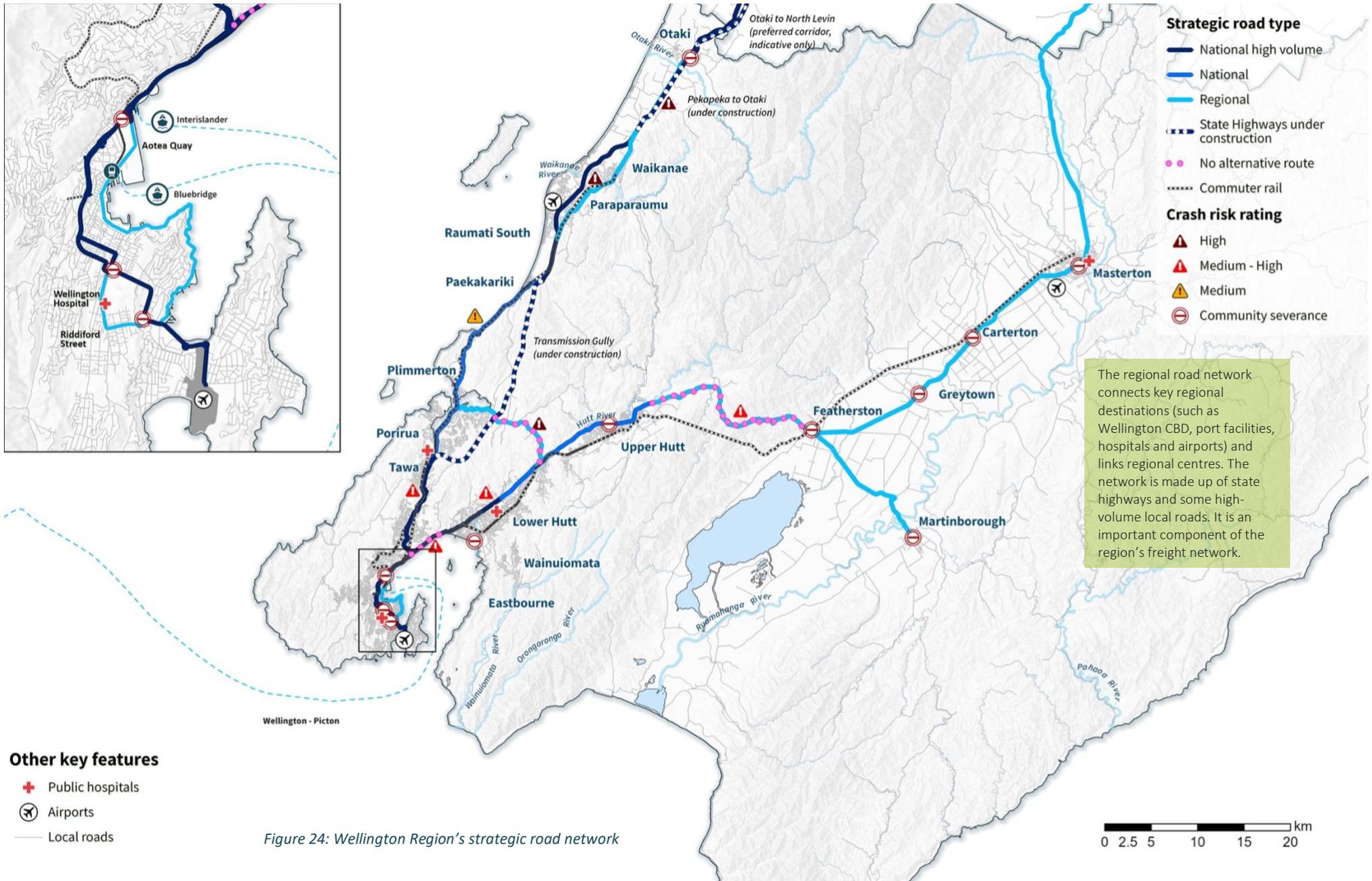
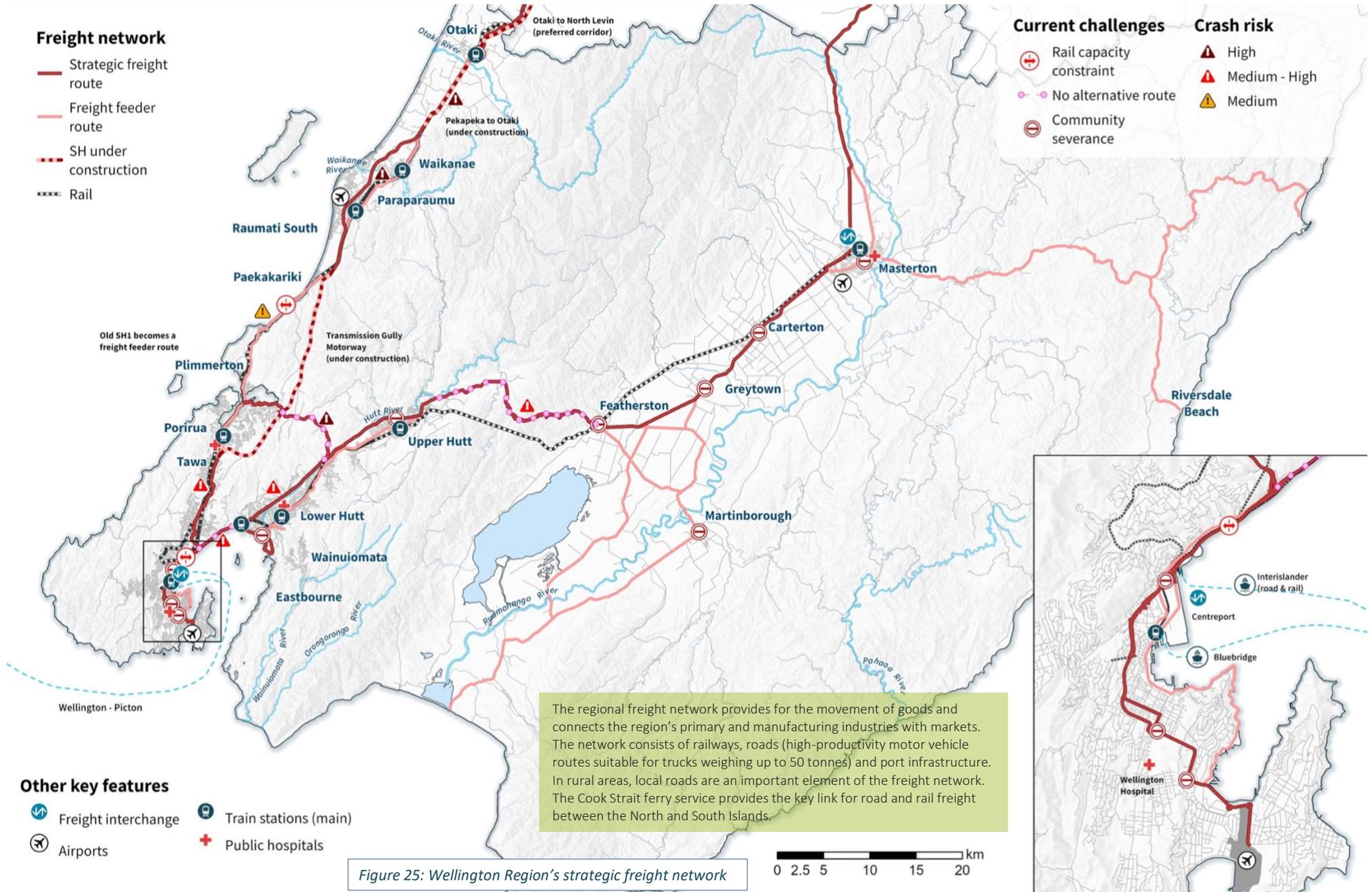
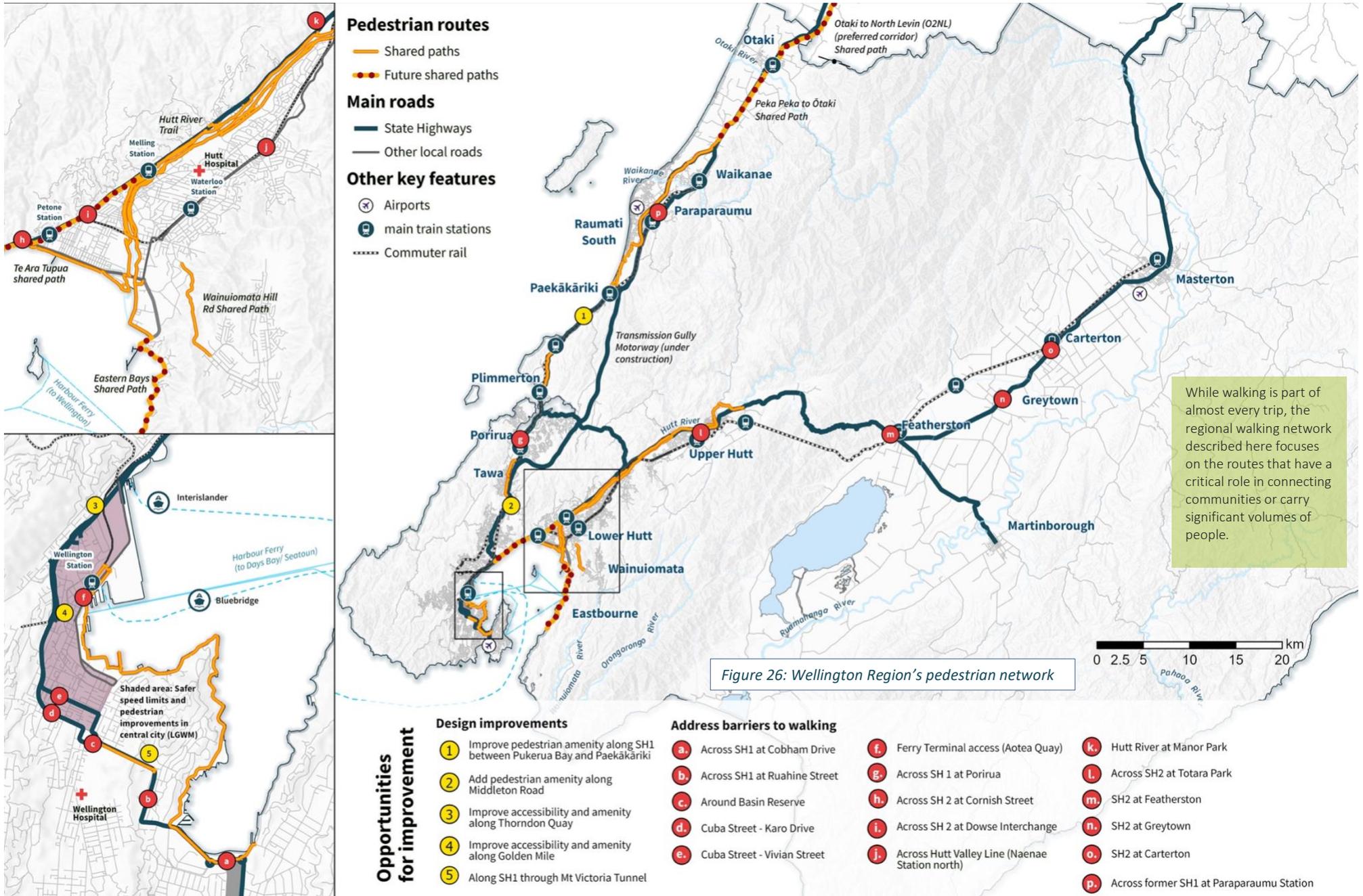


Figure 24: Wellington Region's strategic road network

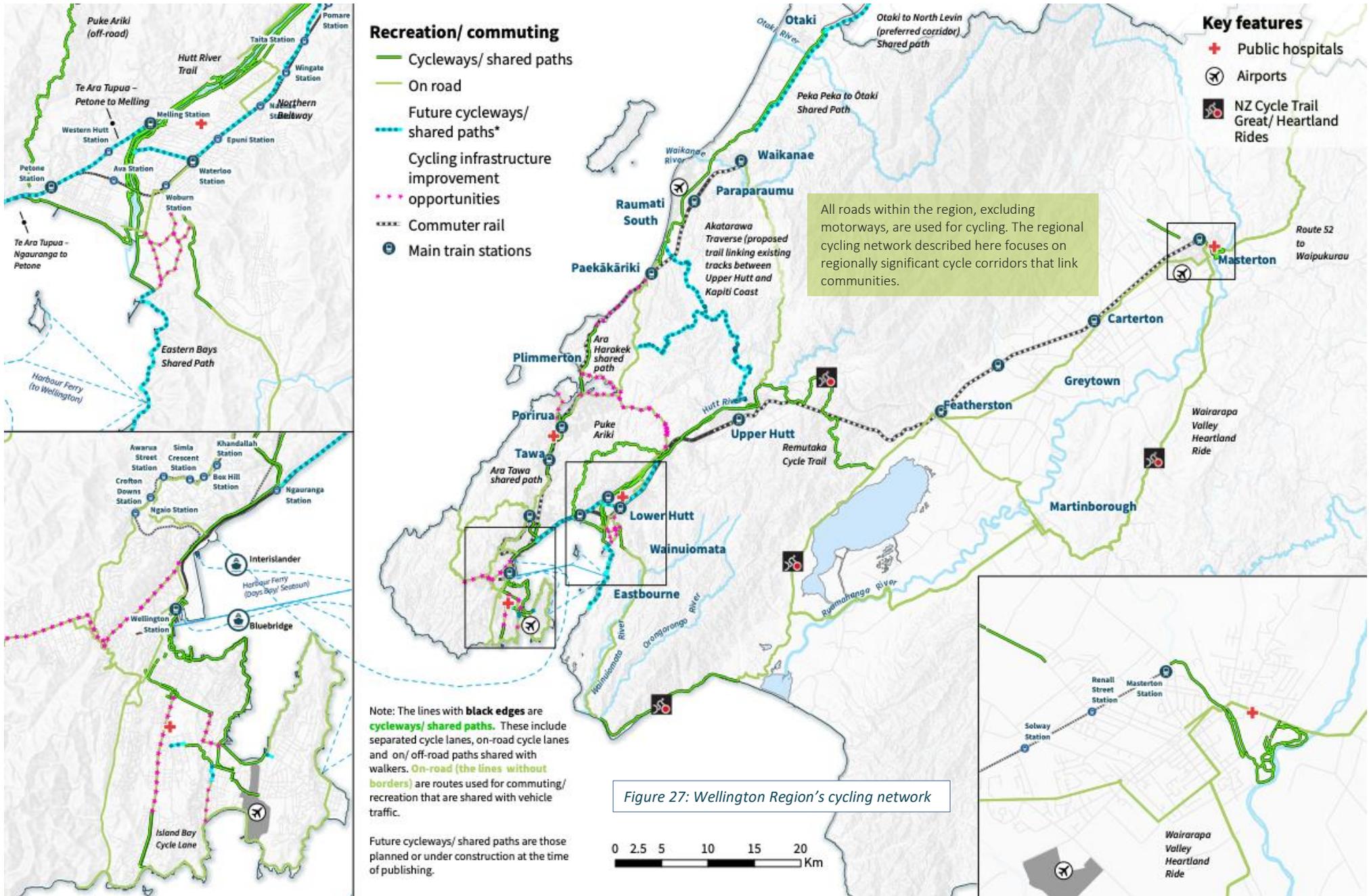
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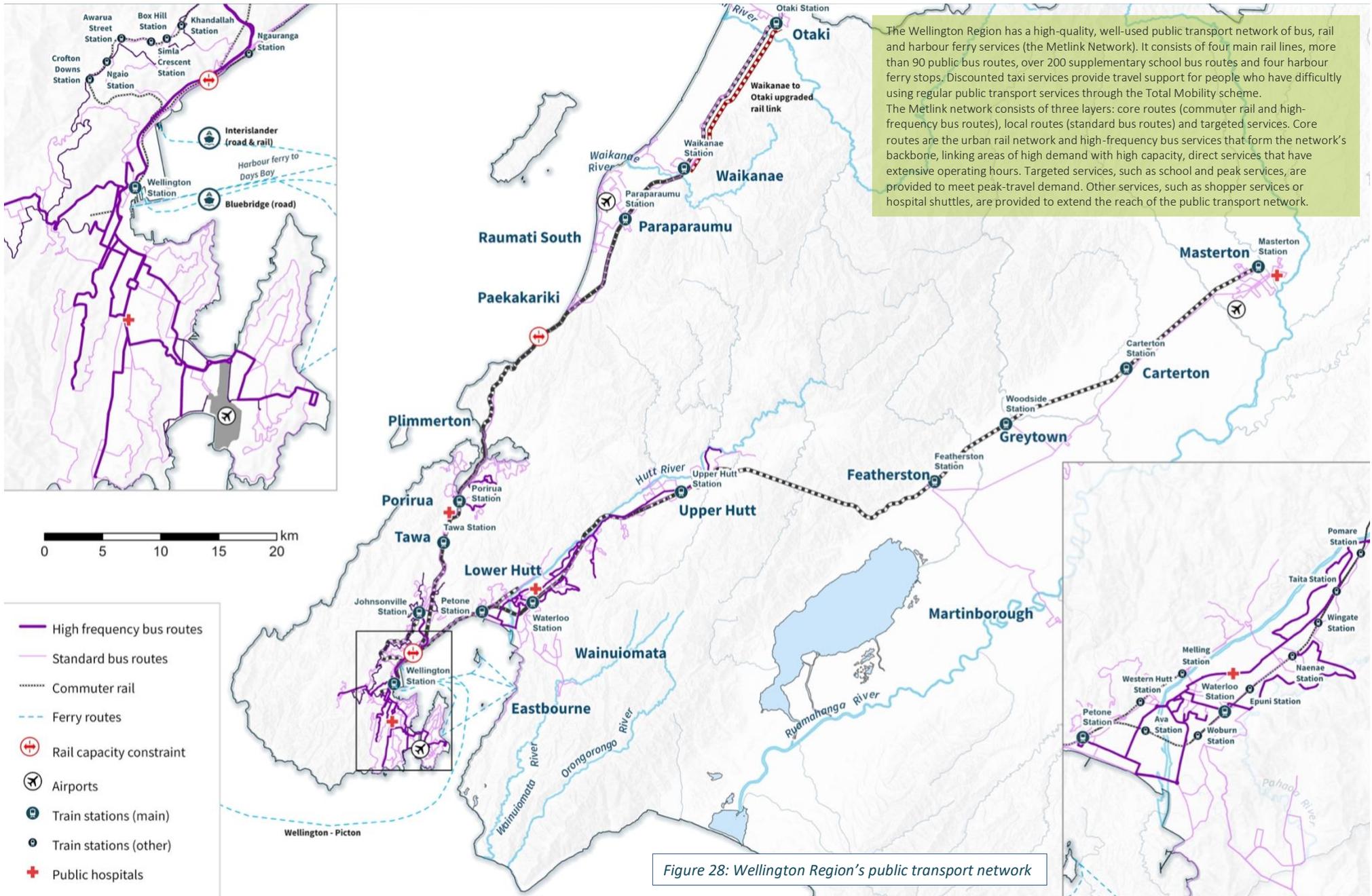
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Section 6: Appendices



Section 6: Appendices



The Wellington Region has a high-quality, well-used public transport network of bus, rail and harbour ferry services (the Metlink Network). It consists of four main rail lines, more than 90 public bus routes, over 200 supplementary school bus routes and four harbour ferry stops. Discounted taxi services provide travel support for people who have difficulty using regular public transport services through the Total Mobility scheme. The Metlink network consists of three layers: core routes (commuter rail and high-frequency bus routes), local routes (standard bus routes) and targeted services. Core routes are the urban rail network and high-frequency bus services that form the network's backbone, linking areas of high demand with high capacity, direct services that have extensive operating hours. Targeted services, such as school and peak services, are provided to meet peak-travel demand. Other services, such as shopper services or hospital shuttles, are provided to extend the reach of the public transport network.

Figure 28: Wellington Region's public transport network

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.

This corresponds with the classification of Class PT1 in Waka Kotahi’s One Network Framework. The One Network Framework provides a common language for the transport system, land use and urban planning.

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.

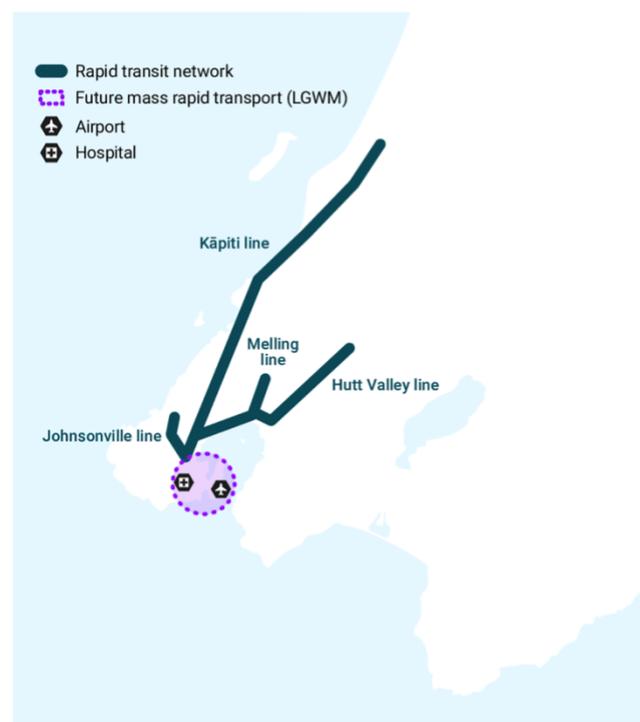


Figure 29: Rapid transit network



Table 37: One Network Framework Waka Kotahi

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Indicative vehicle volume (At peak) (Bi-directional)	Indicative People Movement (Bi-directional)	Description
PT1	Dedicated	Strategically significant corridors where “rapid transit” services are operated, providing a quick, frequent, reliable, and high-capacity service that operates on a permanent route (road, rail or sea lane) that is dedicated to public transport or largely separated from other traffic.	All metro rail corridors and dedicated corridors for non-rail public transport: all services. Buses, ferries and other non-rail public transport on largely separated corridors: >12 services per hour.	>3,000 per day	Dedicated or largely separated public transport corridors provide for the fast and efficient movement of people by rapid transit. By definition, they include dedicated busways and all metro rail lines. They are only service public transport (excepting rail lines that can also provide a goods movement function under the freight mode).



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 percent of the population living within 1km of a train station or 500m of a high-frequency bus stop¹.

¹ *Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)*



Public transport use has grown 10.5 percent 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 percent over the 10-year period to 2019¹.

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.

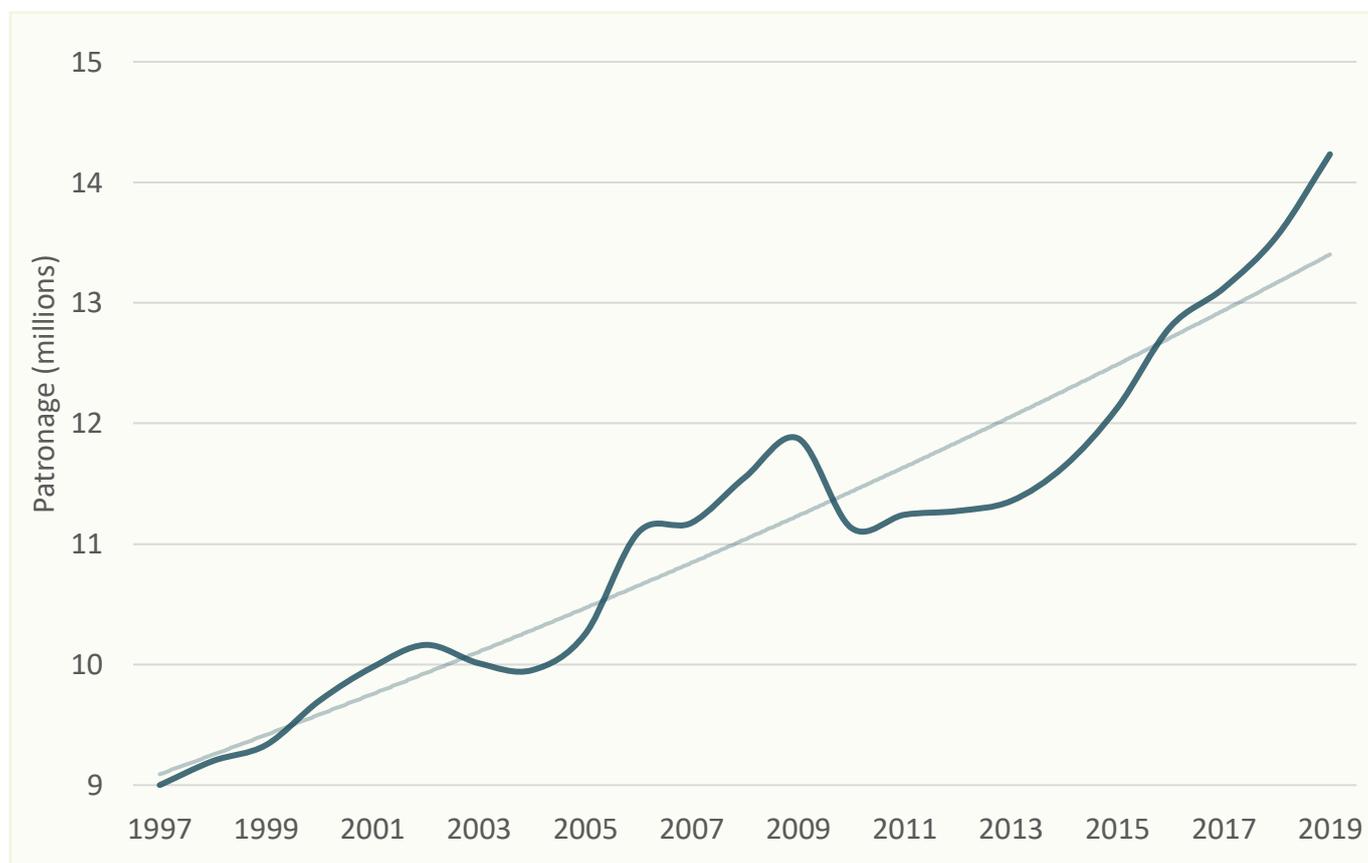


Figure 30: Overall rail patronage growth (Metlink annual patronage statistics, Greater Wellington)

¹ Metlink annual patronage statistics (Greater Wellington)



Across the region, bus use is highest in Wellington City (19 percent of mode share in 2018). Currently, around 20 percent of people travelling into the Wellington CBD during the morning peak use buses¹. While per-capita boardings across the region have remained steady or declined slightly, total demand across the Wellington City bus network remains strong².

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.

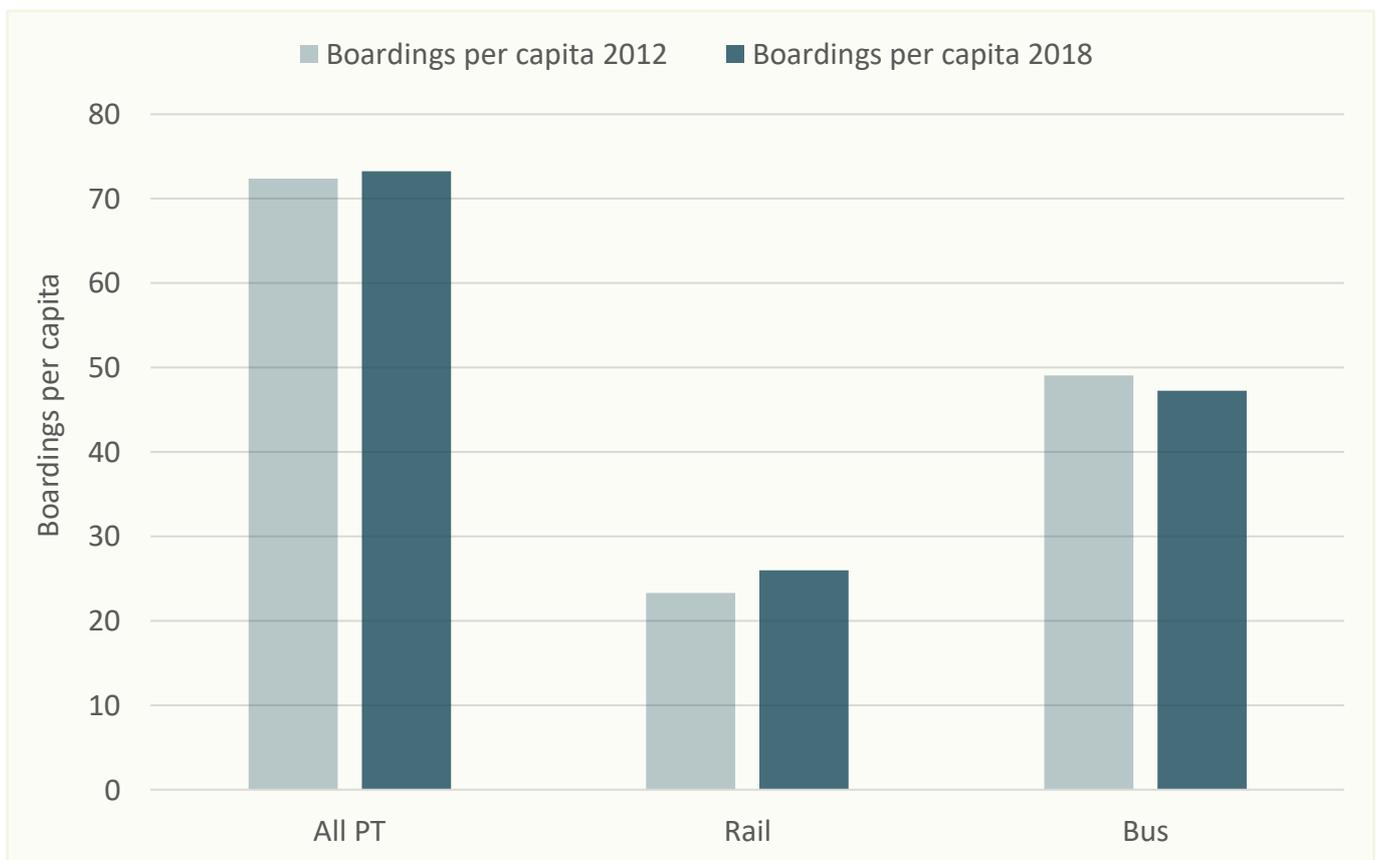


Figure 31: Public transport boardings per capita from 2013–18 by mode (RLTP 2021–24 Pressures, Trends, Issues and Opportunities, Greater Wellington, 2019)

¹ Census of Population and Dwellings (Statistics New Zealand, 2018)

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

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 hours¹. In Wellington City, travel times between the eastern suburbs and Wellington Railway Station by bus can vary from 30–50 minutes for some journeys².

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 destinations³.

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

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 245,000⁴. 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.

¹ RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, 2019)

² Let's Get Wellington Moving, draft programme business case (Greater Wellington, June 2019)

³ RLTP 2021–24: Pressures, Trends, Issues and Opportunities report (Greater Wellington, June 2019)

⁴ Census of Population and Dwellings (Statistics New Zealand, 2018)



A.4.2 Climate change

New Zealand has committed to reduce greenhouse gas emissions by 30 percent 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 percent of total gross emissions.

On- and off-road transportation (petrol and diesel) produced 70 percent 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 percent, with road emissions from petrol and diesel use increasing by 8 percent¹.

This trend aligns with increases in state highway traffic, total vehicle kilometres travelled, heavy commercial vehicle volumes and car ownership over the same period².

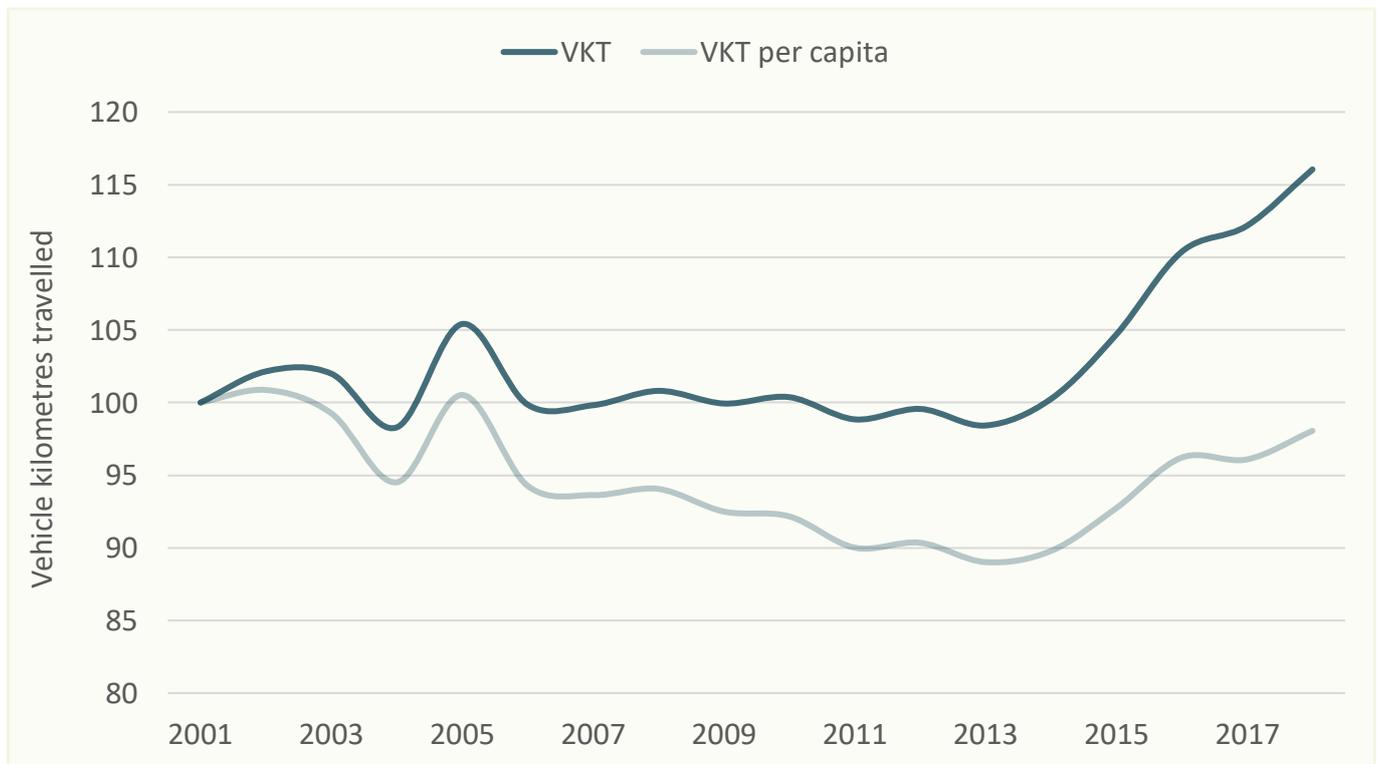


Figure 32: Change in vehicle kilometres travelled and vehicle kilometres travelled per capita from 2001–2018 (RLTP 2021–24: Pressures, Trends, Issues and Opportunities report, Greater Wellington, July 2019) – Note: Index 2001 = 100

¹ Wellington Region Greenhouse Gas Inventory (Greater Wellington, 2020)

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

Nearly 60 percent of people travelling to work use a car as the main means of travel to work in the Wellington Region (although 4.8 percent of these are passengers) with people living outside Wellington City more likely to use a car for work trips, compared to other modes¹. 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 bridges².

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 landslides³.

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 task⁴.

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 CentrePort⁵.

¹ Census of Population and Dwellings (Statistics New Zealand, 2018)

² Wellington Regional Growth Framework Foundation report 2020

³ Climate Change and Variability – Wellington Region (NIWA, 2017)

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

⁵ Petone to Grenada Link Road Re-evaluation (Cardno, 2018)

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 percent¹.

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

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 year³. 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 CBD⁴.

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.

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

² Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)

³ 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 roads⁵. The number of people killed or seriously injured on the road network has increased 25 percent over the five years to 2019, outstripping population growth over the same period⁶.

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.

⁴ Wellington Regional Growth Framework Foundation report 2020

⁵ Monitoring Report on the Regional Land Transport Plan (Greater Wellington, 2020)

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

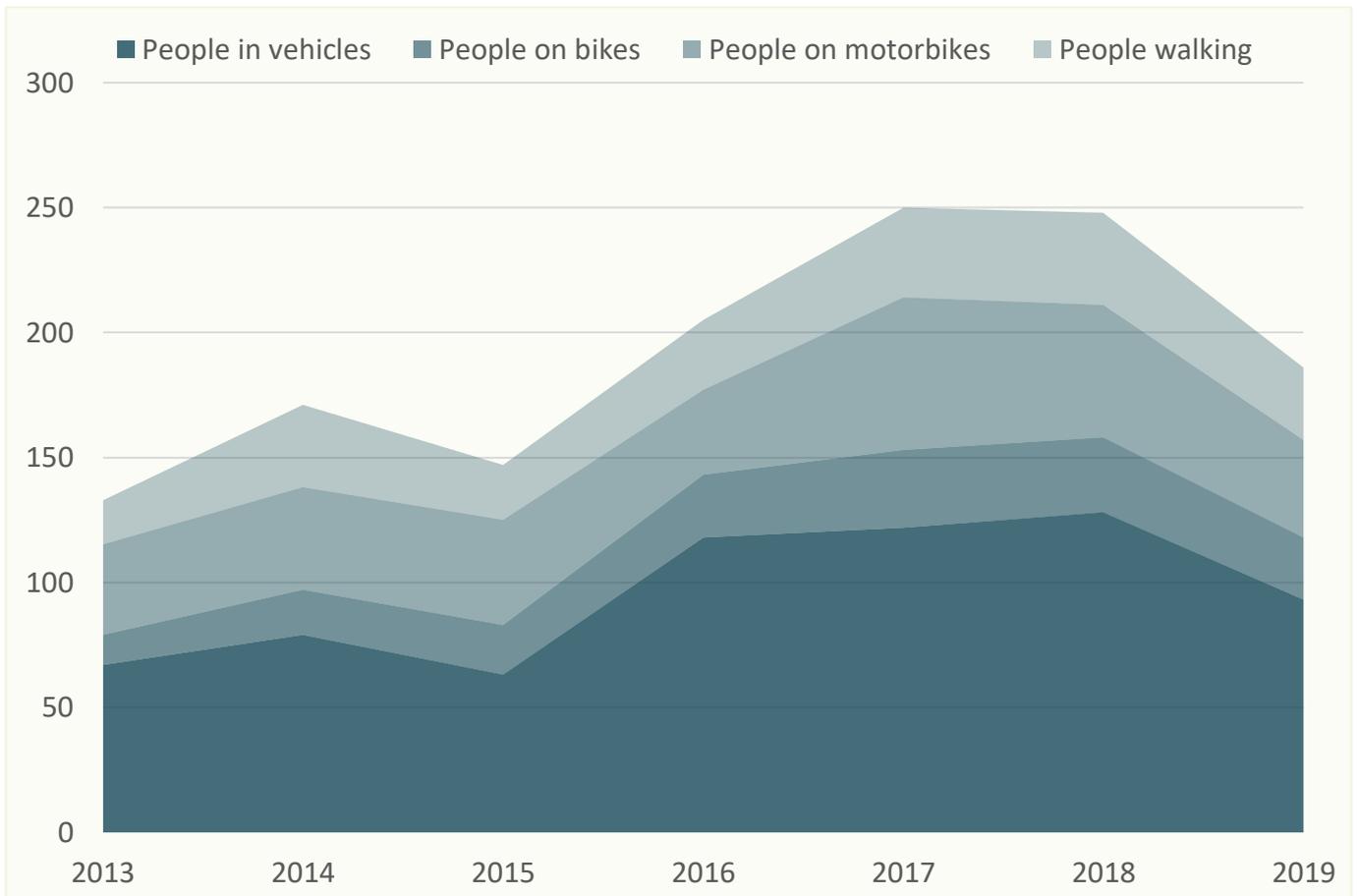


Figure 33: Road deaths and serious injuries by mode 2013–19



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.

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 34 and are explored further in Table 38, Table 39 and Table 40.

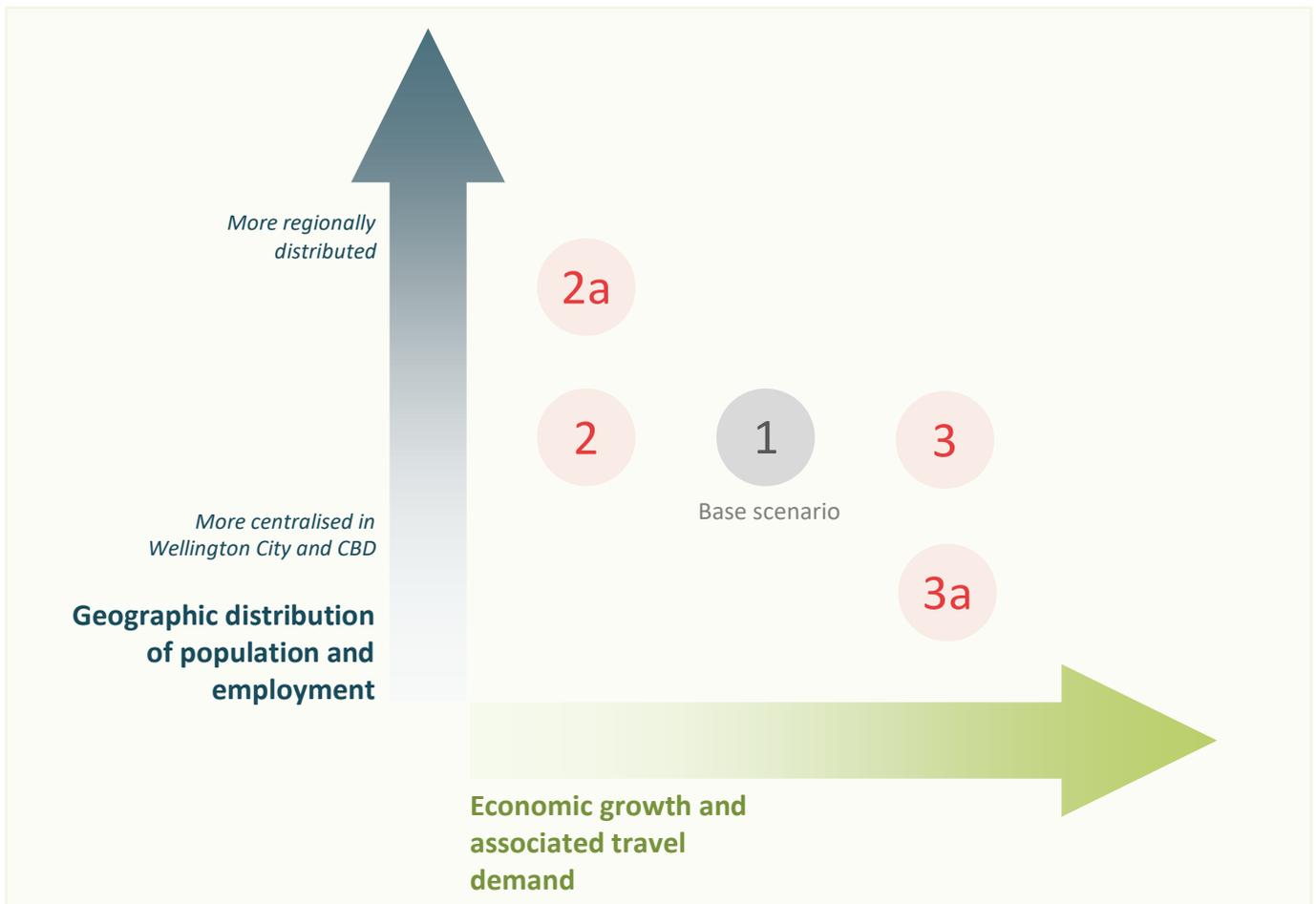


Figure 34: Future scenarios



A.5.1 Scenario 1 – Resumed regional growth

Table 38: Scenario 1

What does this future look like?	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.		
What does this mean for transport?	Continued increase in travel demand across the region and within the regional growth corridors.		
What will cause this?	<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
What might be different?	<p>Population, employment and demographic change may occur at different rates or unevenly across the region.</p> <p>Economic growth slows or accelerates outside anticipated rates.</p> <p>Technological and behavioural changes.</p> <p>The implications of these factors are explored in scenarios 2 and 3.</p>		



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

Table 39: Scenario 2

What does this future look like?	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.	
What does this mean for transport?	Delayed or reduced demand across the region for transport Different travel patterns may emerge	
What will cause this?	Population and demographic	★ (★★★ for 2a)
	Economic	★
	Climate change and natural hazards	★★★★★
	Technological	★★ (★★★★ for 2a)
	Legislation and governance	★★
What might be different?	A variation of this scenario (shown as 2a on Figure 34), 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 40: Scenario 3

What does this future look like?	Population and economic growth recovery from the COVID-19 period exceed anticipated levels within 10 years. There is increased travel demand across the region.	
What does this mean for transport?	Transport demand puts increased pressure on regional system	
What will cause this?	Population and demographic	★★★
	Economic	★★★★
	Climate change and natural hazards	★★★★★
	Technological	★★ (★★ for 3a)
	Legislation and governance	★★
What might be different?	A variation of this scenario (shown as scenario 3a Figure 34) 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.	

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.

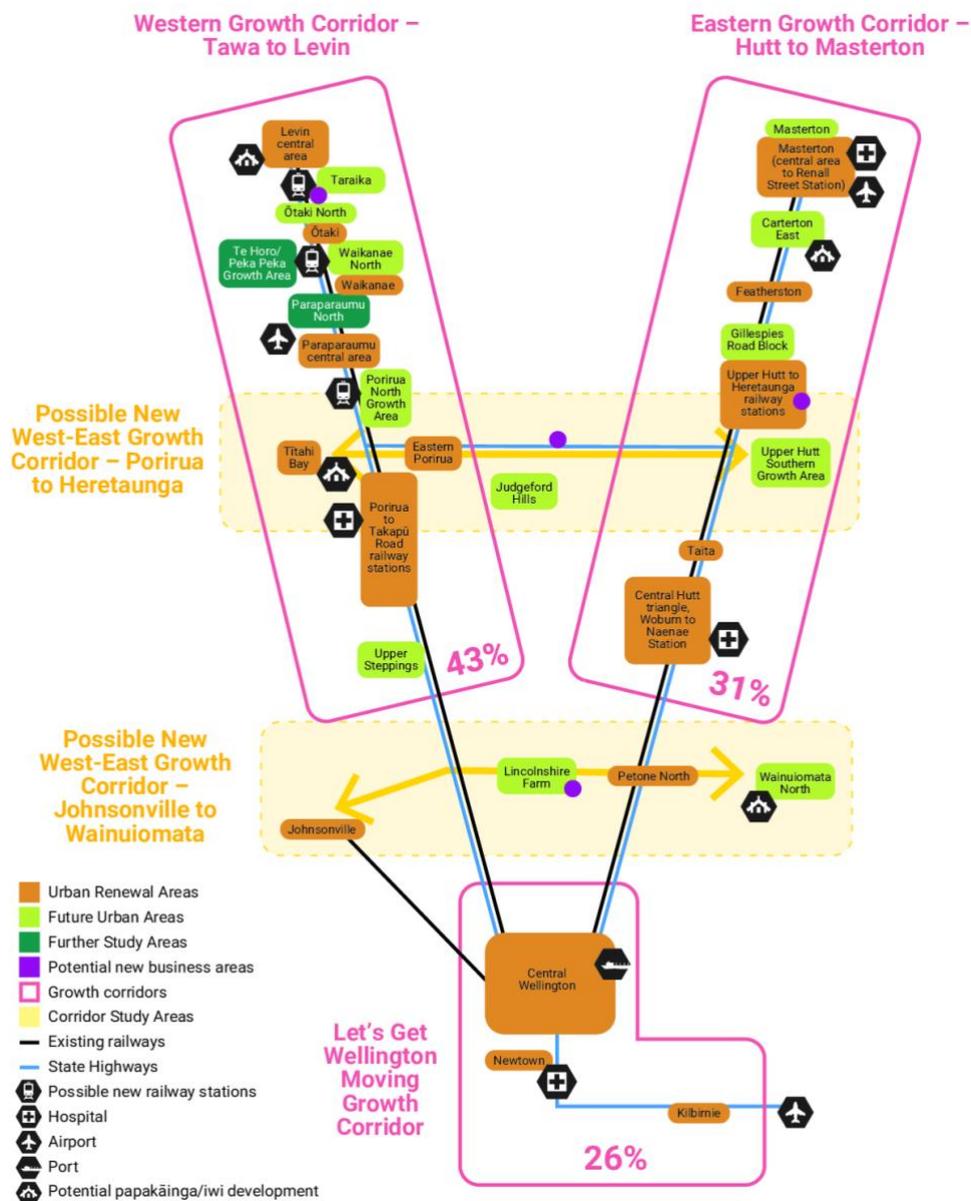


Figure 35: A growth corridor view of the future urban development areas of the Wellington Regional Growth Framework



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 41.

Table 41: 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

Resource Management Act 1991

- Provides the statutory framework for land and natural resource use planning

Local Government Act 2002

- Guides local government planning and functions, including local funding share for transport network investment
- Sets out the consultation principles for the development of regional land transport plans

Climate Change Resource Act 2002

- Provides a framework for New Zealand to develop and implement climate change policies

Relevant national policies and strategies, and how they have been applied in the Regional Land Transport Plan are described in Table 42.

Table 42: Relevant national policies and strategies

National policy or strategy	Summary
Transport Outcomes Framework	<ul style="list-style-type: none"> • The purpose of the document is to make clear what the government aims to achieve through the transport system in the long term. • 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. • 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. • Provides the foundation for the RLTP’s strategic framework.
Government Policy Statement on Land Transport 2021	<ul style="list-style-type: none"> • 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. • Identifies four strategic priorities – safety, better travel options, improving freight connections and climate change. • Identifies Let’s Get Wellington Moving as a government commitment. • 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.
Road to Zero – New Zealand road safety strategy 2020–30	<ul style="list-style-type: none"> • Vision is “a New Zealand where no one is killed or seriously injured in road crashes”. • Provides guiding principles, targets and outcomes for 2030. • 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. • The RLTP strategic framework adopts the Road to Zero target of a 40 percent reduction in road deaths and serious injuries by 2030.

National Policy Statement on Urban Development

- Requires councils to plan well for growth and ensure a well-functioning urban environment for all people, communities and future generations.
- 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.
- 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.
- 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.

New Zealand Energy Efficiency and Conservation Strategy 2017–2022

- Sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy.
- Efficient and low-emissions transport is one of three priority areas, with an associated target for electric vehicles to make up 2 percent of the vehicle fleet by the end of 2021.
- The RLTP contributes to this with targets for lowering carbon emissions and increasing mode share of public and active transport.

National plans that provide context for the RLTP are described in Table 43.

Table 43: National plans providing context for the Regional Land Transport Plan

National plan	Description
Keeping cities moving	<ul style="list-style-type: none"> • 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). • 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. • The Wellington Region is identified as one of six high-growth urban areas with the highest potential to achieve mode shift.

- 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.

A.6.2 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 44 and Table 45.

Table 44: 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"> • Provides a mechanism for planning and engaging on the design and operation of the public transport network. • 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. • 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 percent increase in regional mode share from public transport and active modes by 2030. • Includes delivery and implementation of Let’s Get Wellington Moving.



Regional Policy Statement for the Wellington Region

- Identifies the regionally significant issues around management of the region’s natural and physical resources, what needs to be achieved and how.
- 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.
- 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.
- The RLTP is required to take account of the Regional Policy Statement.

Proposed Natural Resources Plan for the Wellington Region

- Guides the management of the region’s natural and physical resources in a coordinated way.
- Must give effect to the Regional Policy Statement.
- 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.

District plans

- Developed by each local authority, these 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.
- An important tool to influence good transport and land-use integration outcomes.

Long-term plans

- Developed by all councils every three years, with a 10-year outlook.
- Key planning tool for councils to describe and fund their activities, including the local share funding for transport activities.
- 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.



Table 45: 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"> • 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. • Further information on the Regional Growth Framework is included in Figure 35 and available at https://wrgf.co.nz.
Local spatial plans or growth strategies	<ul style="list-style-type: none"> • 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.
Wellington Regional Mode Shift Plan	<ul style="list-style-type: none"> • 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. • Developed alongside the RLTP and used to inform the identification of activities for inclusion in the RLTP 2021 and future investment plans.
Local climate change policies	<ul style="list-style-type: none"> • Local policies, targets, action plans or other commitments to significantly reduce carbon emissions and highlight the need for adaptation and resilience. • Provide context for the strategic framework and transport investment priorities in the RLTP.
Local transport and parking policies and strategies	<ul style="list-style-type: none"> • Specific policies at the local level to guide the operation and development of the transport system.



Appendix B

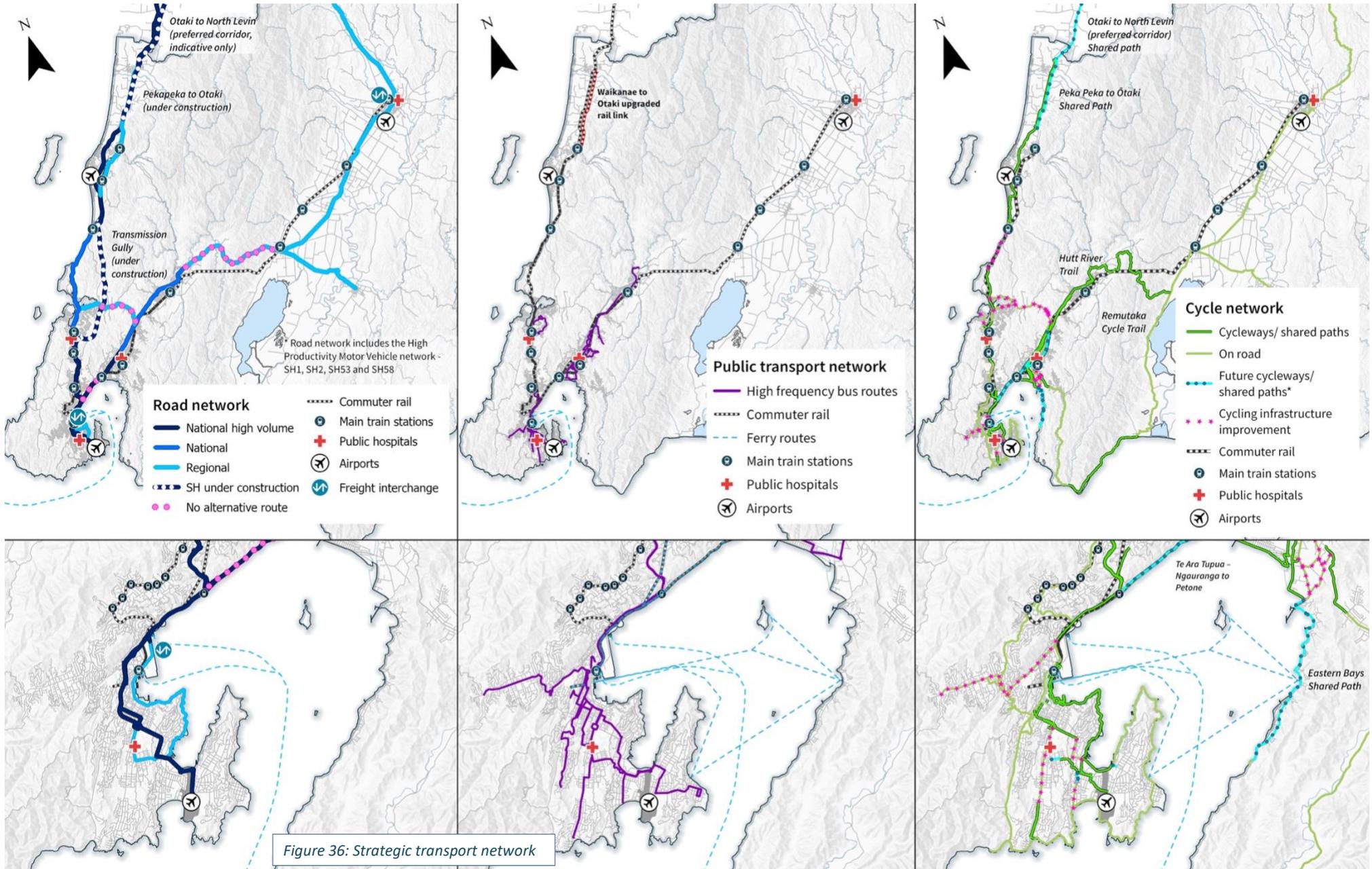
The strategic transport network

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 36 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





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 46: 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"> • 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
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"> • That has implications for connectivity with other regions, or • For which cooperation with other regions is required • Any nationally significant activity identified in the Government Policy Statement on Land Transport
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"> • Approved organisations (where there is no National Land Transport Fund share) • Crown appropriations • Other funds administered by the Crown • Third-party contributions (including donations of goods and services) over \$5 million

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.

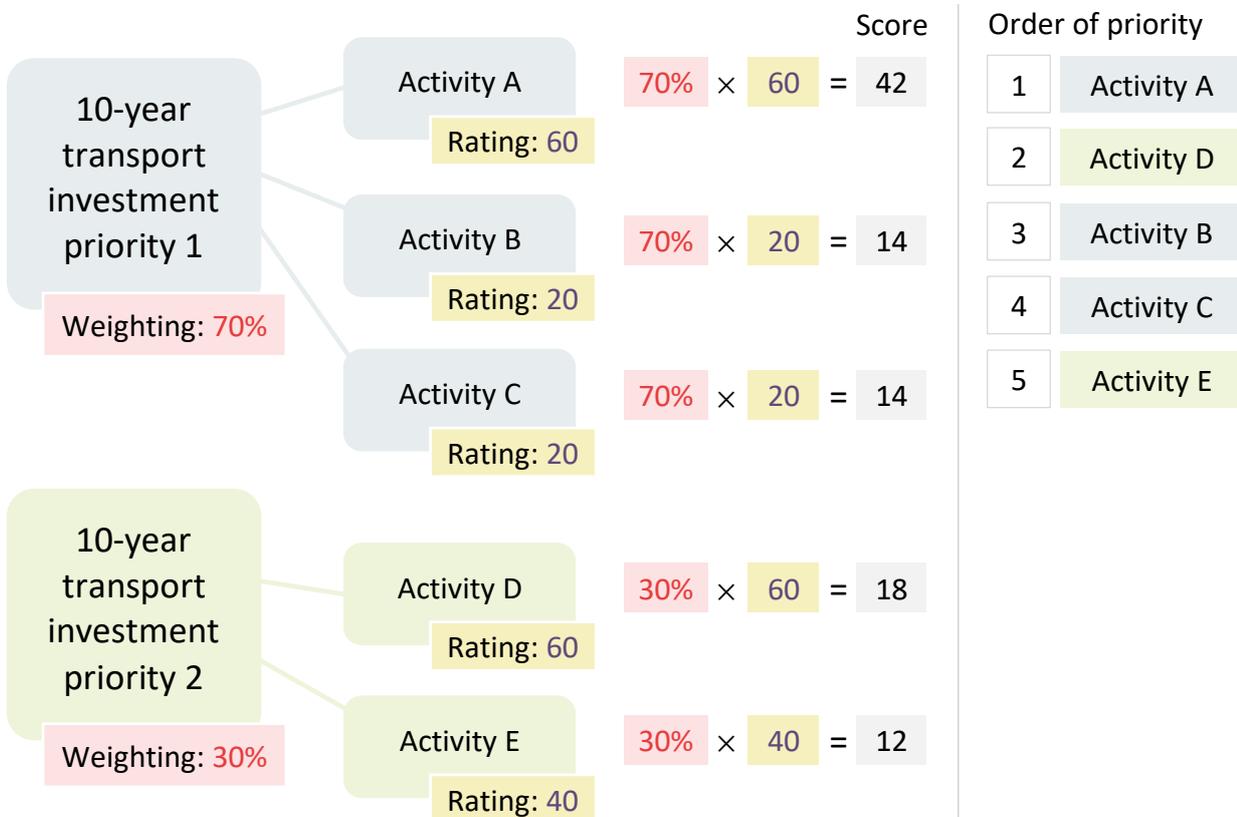


Figure 37: Worked example of methodology



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.

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

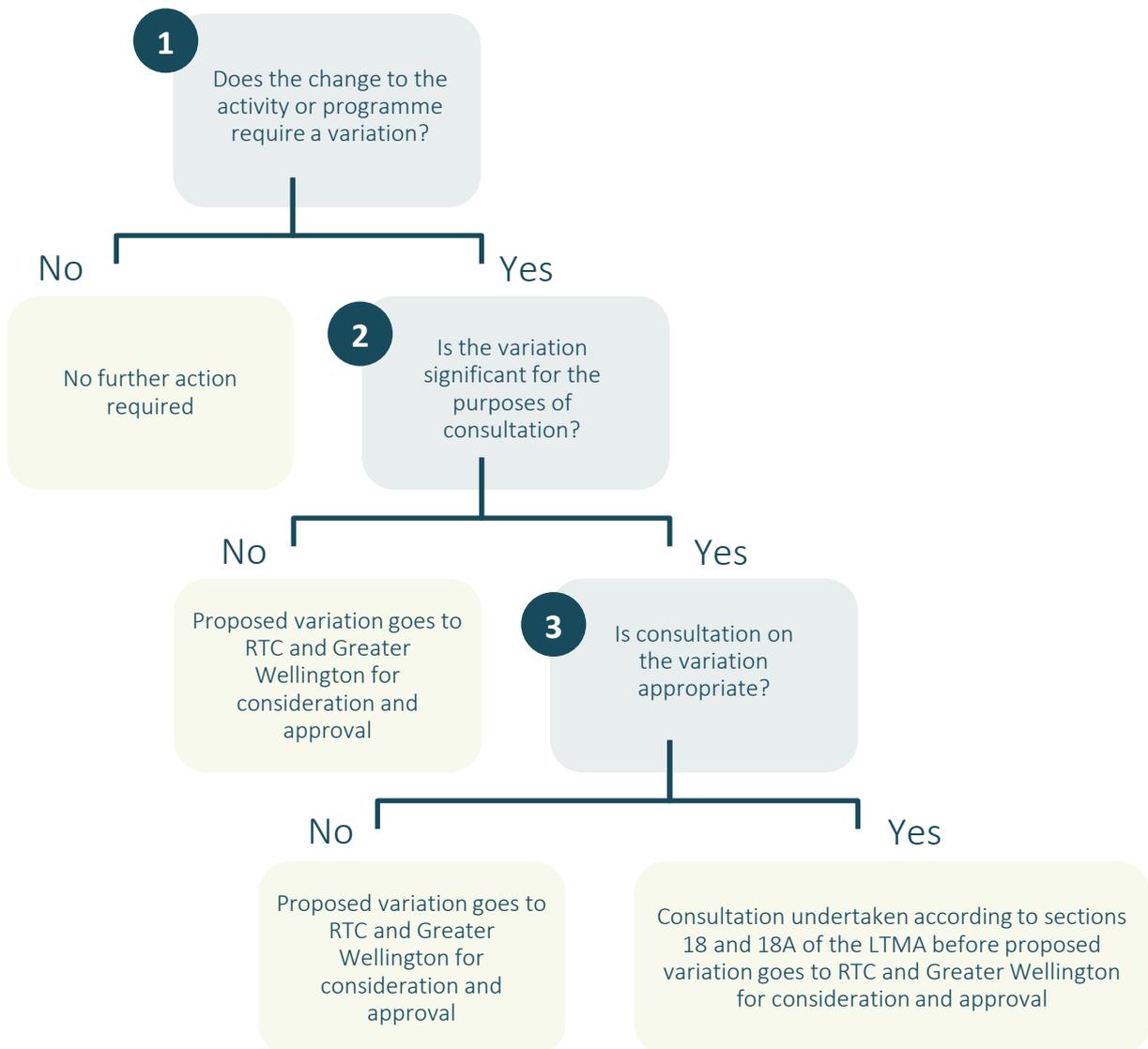


Figure 38: Summary of variation process



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 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 percent 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

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.



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 47 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 48 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 percent 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.



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 49 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 47: 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

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
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Table 48: RLTP consistency with GPS

GPS strategic priority	RLTP consistency
Safety Developing a transport system where no-one is killed or seriously injured	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 percent by 2030.
Better travel options Providing people with better transport options to access social and economic opportunities	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 percent by 2030.
Improving freight connections Improving freight connections for economic development	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.
Climate change Developing a low-carbon transport system that supports emissions reductions, while improving safety and inclusive access	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 35 percent by 2030.

Table 49: RLTP alignment with RPS

RPS policy	RLTP alignment
Regionally significant infrastructure	
Policy 7 and 39: Recognising the benefits from renewable energy and regionally significant infrastructure	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.
Policy 8: Protecting regionally significant infrastructure	
Compact urban form	
Policy 33: Supporting a compact, well-designed and sustainable regional form	The RLTP includes the objective “Transport and land use are 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”.
Policy 55: Maintaining a compact, well-designed and sustainable regional form	



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 35 percent 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 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).



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 percent 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 include infrastructure improvements to local roads and state highways (such as intersection upgrades and cycleways), road safety education and



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.

Appendix I

Summary of consultation

Section 16(6)(f) of the LTMA requires a RLTP to include a summary of consultation carried out in preparation of the plan.

I.1 Consultation requirements

Section 18 of the LTMA states that when preparing a RLTP, the RTC:

- a) *must consult in accordance with the consultation principles specified in section 82 of the LGA; and*
- b) *may use the special consultative procedure specified in section 83 of the LGA.*

The RTC decided to use the special consultative procedure in developing this plan.

I.2 Collaborative development

An RLTP strategy working group was formed to actively support and provide input into the development of the strategy sections of the RLTP.

A regional Technical Advisory Group, comprising officers representing all RTC member organisations, met regularly as the RLTP was prepared. This enabled a collaborative approach to development of the RLTP with all parties represented on the RTC.

I.3 Engagement with iwi

There are six iwi who are manua whenua in our region. Greater Wellington has established and maintains relationships with the six mana whenua who are:

- Ngāti Kahungunu ki Wairarapa (represented by Ngāti Kahungunu ki Wairarapa Charitable Trust)
- Taranaki Whānui ki te Upoko o te Ika (represented by the Port Nicholson Block Settlement Trust)
- Ngāti Toa Rangatira (represented by Te Rūnanga o Toa Rangatira Inc)
- Te Ātiawa ki Whakarongotai (represented by Ātiawa ki Whakarongotai Charitable Trust)
- Ngāti Raukawa ki te Tonga (represented by Ngā Hapū o Ōtaki)
- Rangitāne o Wairarapa (represented by Rangitāne o Wairarapa Inc)

Greater Wellington has worked through the Long-Term Plan process to engage with mana whenua to build direct enduring relationships that will allow co-development of responses to transport issues of specific interest to individual mana whenua.

I.4 Early engagement

Throughout development of the RLTP, engagement took place with stakeholders and the public.

In November and December 2019, Greater Wellington's Have Your Say platform was used to gather feedback on the key themes that should inform development of the RLTP.

In March 2020, stakeholder workshops were held on issues and opportunities in the short- to medium-term. This feedback informed development of the 10-year transport investment priorities.



In December 2020, webinars were held to give stakeholders an update on the development of the draft RLTP and outline plans for consultation.

1.5 Impact of Covid-19 on consultation

Originally, consultation was to take place in two phases. Consultation on the draft strategic front-end was scheduled for June and July 2020, followed by consultation on the regional programme section in December and January 2020.

However, uncertainties and then timeline changes in response to Covid-19 meant this was combined into a single consultation on the full draft plan in February and March 2021.

1.6 Consultation on the draft RLTP

The consultation period ran from 15 February to 19 March 2021, concurrent with consultation on the Regional Public Transport Plan.

A consultation summary was prepared and made available on the Wellington Regional Land Transport Plan 2021 Have Your Say page, along with a copy of the full draft and a submission form.

Consultation on the draft RLTP was promoted jointly with the draft Regional Public Transport Plan, primarily through digital channels, but also through print media and face-to-face events.

During the consultation period, four workshops were held with stakeholders and members of the public. These were held in conjunction with the Regional Public Transport Plan and took place online due to Covid-19 level 2 restrictions that came into place for some of the consultation period.

Just over 300 submissions were received. The Regional Land Transport Plan hearing subcommittee met on 13 and 15 April 2021 to hear oral submissions. Following consideration of all submissions, the subcommittee recommended a number of changes to the draft RLTP to the RTC.

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