



**If calling, please ask for Democratic Services**

## **Regional Transport Committee**

Tuesday 24 June 2025, 11.15am

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council  
100 Cuba St, Te Aro, Wellington

---

**Quorum:** *The Chair or Deputy Chair, and at least 50 percent of the remaining voting members, being five members*

### **Members**

|   |  |
|---|--|
| Adrienne Staples, Councillor (Chair)    | Greater Wellington Regional Council        |
| Daran Ponter, Councillor (Deputy Chair) | Greater Wellington Regional Council        |
| Anita Baker, Mayor                      | Porirua City Council                       |
| Gary Caffell, Mayor                     | Masterton District Council                 |
| Simon Edwards, Councillor               | Hutt City Councillor                       |
| David Gordon                            | KiwiRail                                   |
| Wayne Guppy, Mayor                      | Upper Hutt City Council                    |
| Janet Holborow, Mayor                   | Kāpiti Coast District Council              |
| Hon. Ron Mark, Mayor                    | Carterton District Council                 |
| Iona Pannett, Councillor                | Wellington City Council                    |
| Emma Speight                            | New Zealand Transport Agency - Waka Kotahi |
| Aaron Woodcock, Councillor              | South Wairarapa District Council           |

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

## **Regional Transport Committee<sup>1</sup>**

### **1 Purpose**

Exercise the legislative functions and powers of a regional transport committee under the Land Transport Management Act 2003 (the LTMA).

### **2 Specific responsibilities**

- 2.1 Prepare, for approval by Council, the Wellington Regional Land Transport Plan and any variations to it.
- 2.2 Adopt a policy that determines significance for variations made to, and activities included in, the Wellington Regional Land Transport Plan.
- 2.3 Review the implementation and delivery of the Wellington Regional Land Transport Plan.
- 2.4 Prepare and review speed management plans in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- 2.5 Advocate for investment in the Wellington Region's rail infrastructure.
- 2.6 Provide Council with any advice and assistance it may request in relation to its transport responsibilities.
- 2.7 Approve submissions to external organisations on matters that support contribution to the Wellington Regional Land Transport Plan's strategic objectives and direction.
- 2.8 Work closely with the Wellington Regional Leadership Committee to improve alignment and integration of regional transport and land use planning.

### **3 Members<sup>2</sup>**

- 3.1 Council shall appoint:
  - a Two persons to represent Council
  - b One person from each territorial authority in the region (to represent that territorial authority)
  - c One person to represent the New Zealand Transport Agency.
- 3.2 KiwiRail must appoint the KiwiRail member<sup>3</sup>.
- 3.3 To assist the Committee in its decision-making, Council may appoint other non-local government advisors<sup>4</sup>.

---

<sup>1</sup> Adopted by Council on 24 November 2022 (Report 22.247).

<sup>2</sup> Section 105(2) of the LTMA.

<sup>3</sup> Section 105A(3) of the LTMA.

<sup>4</sup> Clause 31(3) of Schedule 7 to the Local Government Act 2002.

#### **4 Voting entitlement**

- 4.1 The KiwiRail member has full speaking rights, but no voting rights at any meeting of the Committee<sup>5</sup>.
- 4.2 The advisors appointed to the Committee have full speaking rights, but no voting entitlement on any matter.

#### **5 Alternate members**

- 5.1 The New Zealand Transport Agency and each territorial authority are each entitled to nominate an alternate member. This alternate may sit at the table, speak and vote at Committee meetings; but only if the appointed member is unable to attend.
- 5.2 KiwiRail may appoint an alternate KiwiRail member. This alternate may sit at the table and speak at Committee meetings, but only if the appointed KiwiRail member is unable to attend.

#### **6 Quorum**

The Chair or Deputy Chair, and at least 50 percent of the remaining voting members.

#### **7 Chair and Deputy Chair**

- 7.1 Council must appoint, from its representatives, the Chair and Deputy Chair<sup>6</sup>.
- 7.2 The Chair, or any other person presiding at the meeting, has a deliberative vote; and, in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated, and the status quo is preserved)<sup>7</sup>.
- 7.3 The KiwiRail member must not be appointed as the Chair or Deputy Chair (or by any other process preside at any meeting)<sup>8</sup>.

#### **8 Remuneration and expenses**

The advisors appointed to the Committee (who are not otherwise being remunerated) may claim Greater Wellington's standard daily meeting fee and mileage allowances and expenses.

---

<sup>5</sup> Section 105A(4) of the LTMA.

<sup>6</sup> Section 105(6) of the LTMA.

<sup>7</sup> Section 105(7) of the LTMA.

<sup>8</sup> Section 105A(4) of the LTMA.

## Regional Transport Committee

---

Tuesday 24 June 2025, 11.15am

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council  
100 Cuba St, Te Aro, Wellington

### Public Business

| No. | Item   | Report | Page |
|-----|--|--------|------|
| 1.  | Apologies  |        |      |
| 2.  | Conflict of interest declarations  |        |      |
| 3.  | Public participation   |        |      |
| 4.  | <a href="#">Confirmation of the Public Minutes of the Regional Transport Committee meeting on Regional Transport Committee meeting on Tuesday 1 April 2025</a> | 25.145 | 5    |
| 5.  | <a href="#">Agreeing the Scope, Timeframes, and Next Steps for Regional Land Transport Plan 2027 Development</a>   | 25.237 | 8    |
| 6.  | <a href="#">Metlink Update – June 2025</a>   | 25.261 | 33   |



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 24 June 2025.

Report 25.145

## Public minutes of the Regional Transport Committee meeting on Tuesday 1 April 2025

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 10am

---

### Members Present

|                                    |                                     |
|------------------------------------|-------------------------------------|
| Councillor Staples (Chair)         | Greater Wellington Regional Council |
| Councillor Ponter (Deputy Chair)   | Greater Wellington Regional Council |
| Mayor Baker                        | Porirua City Council                |
| Mayor Caffell                      | Masterton District Council          |
| Deputy Mayor Cretney               | Carterton District Council          |
| Councillor Edwards                 | Hutt City Council                   |
| David Gordon                       | KiwiRail                            |
| Mayor Guppy                        | Upper Hutt City Council             |
| Councillor Halliday (from 10.19am) | Kāpiti Coast District Council       |
| Councillor Pannett                 | Wellington City Council             |
| Emma Speight                       | NZ Transport Agency – Waka Kotahi   |
| Councillor Woodcock                | South Wairarapa District Council    |

Mayors Baker and Caffell, Deputy Mayor Cretney and Councillor Woodcock participated at this meeting remotely via Microsoft Teams and counted for the purpose of quorum in accordance with clause 25A of Schedule 7 to the Local Government Act 2002.

### Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

Moved: Mayor Guppy / Cr Ponter

That the Committee accepts the apologies for absence from Mayors Holborow and Mark.

The motion was **carried**.

**2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

**3 Public participation**

There was no public participation.

**4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 26 November 2024 – Report 24.624**

Moved: Cr Edwards / Emma Speight

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 26 November 2024 – Report 24.624.

The motion was **carried**.

**5 Draft Submission on Land Transport Management (Time of Use Charging) Amendment Bill – Report 25.111**

Catherine Knight, Principal Strategic Advisor, spoke to the report.

Moved: Cr Pannett / Cr Edwards

That the Committee:

- 1 Approves the submission developed on behalf of the Regional Transport Committee responding to the Land Transport Management (Time of Use Charging) Amendment Bill, including any changes or additions agreed by the Committee.
- 2 Authorises the Committee Chair to make minor editorial changes for the purpose of finalising the submission.

The motion was **carried**.

**Noted:** Emma Speight abstained from voting on the above motion and requested that her abstention be recorded.

**6 NZ Transport Agency – Waka Kotahi Update – April 2025 – Report 25.122 [For Information]**

Emma Speight, Director, Regional Relationships, spoke to the report.

Councillor Halliday arrived at the meeting at 10.19am, during the above item.

**7 KiwiRail Update – April 2025 – Report 25.121 [For Information]**

David Gordon, Chief Capital Planning and Asset Development Officer, spoke to the report.

**8 Progress Report on Significant and Committed Activities in the Wellington Regional Land Transport Plan Mid-Term Review 2024 – Report 25.112 [For Information]**

Rose Wunrow, Strategic Advisor, spoke to the report.

**Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 11.17am.

Councillor A Staples

**Chair**

Date:

**Regional Transport Committee**  
**24 June 2025**  
**Report 25.237**



**For Decision**

## **AGREEING THE SCOPE, TIMEFRAMES, AND NEXT STEPS FOR THE REGIONAL LAND TRANSPORT PLAN 2027 DEVELOPMENT**

### **Te take mō te pūrongo**

#### **Purpose**

1. To advise the Regional Transport Committee's (the Committee's) of the scope and timeframes for the development of the Wellington Regional Land Transport Plan (RLTP) 2027.

### **He tūtohu**

#### **Recommendations**

That the Committee:

- 1 **Notes** the evidence base that has been developed to date to inform the Regional Land Transport Plan (RLTP) 2027.
- 2 **Agrees** to the proposed high-level scope and timeframes for the development of RLTP 2027, as set out in paragraph 7-10.
- 3 **Agrees** to use the enduring thirty-year strategic objectives from the current RLTP 2021 as a starting point for development of the RLTP 2027 strategic framework, including a future network plan.

### **Te tāhū kōrero**

#### **Background**

2. Under the Land Transport Management Act 2003 (LTMA), each regional council must ensure that the Regional Transport Committee prepares an RLTP every six years (with a review every three years) and approves it for submission by the date set by the NZ Transport Agency (NZTA) Waka Kotahi.
3. The RLTP consists of two key parts: the long term regional strategic direction for the land transport network, and a regional programme comprising transport activities submitted by Approved Organisations (i.e., any organisation eligible to apply for funding from the National Land Transport Fund) collated and prioritised by the Committee. The current Wellington RLTP was developed in 2021 with a mid-term review in 2024, including an updated programme of activities.
4. The RLTP requires agreement to be reached by the Regional Transport Committee on a unified vision, high-level targets, and strategic objectives to shape the long-



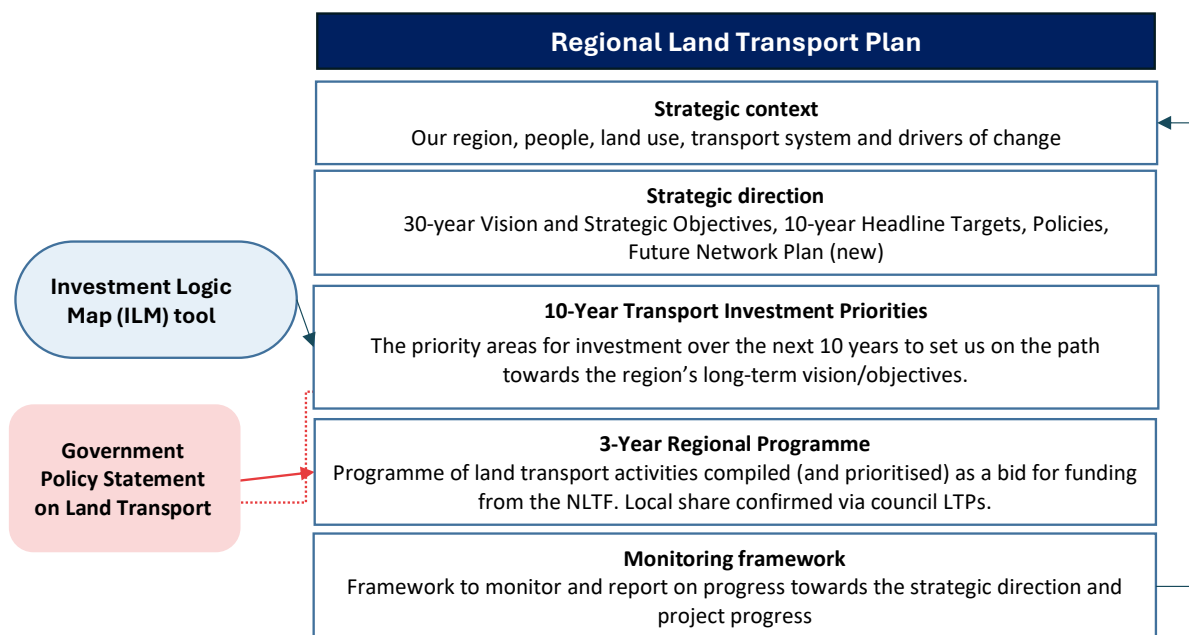
term development of the region’s land transport network, including integration with land use and future growth. It also identifies the 10-year investment priorities needed to work towards achieving this vision. These will be used alongside central government investment priorities in the Government Policy Statement on Land Transport (GPS) to inform prioritisation of “significant new activities” (as defined in Appendix D of RLTP 2021) in the 3-year regional programme.

5. Building on from the Committee workshop in November 2024, work has been undertaken to understand the current state of the regional transport network; to understand the system change that would be needed to achieve our long-term goals; and to reflect what we’ve heard from the community and stakeholders since the 2021 RLTP was developed. This background research, together with ongoing community engagement, will form the evidence base on which the RLTP 2027 strategic framework will be based.

## Te tātaritanga Analysis

### Key components of RLTP 2027

6. The RLTP will consist of both statutory and non-statutory elements, based on LTMA requirements and in a format agreed with NZTA and the regional sector. The following diagram illustrates the key components which will make up RLTP 2027:



7. Development of a Future Network Plan 2050 is proposed as a new component for the RLTP Strategic Framework. While scoping is still underway, this new component is intended to support the high-level vision and strategic objectives by providing:

- a an agreed spatially presented long-term view for the strategic transport network that will support and shape future growth
- b a pathway with trigger points will help us to demonstrate an iterative approach to investment over time, determining when and how investment should occur, with flexibility to meet changing demands
- c direction for future spatial planning processes at the regional level.

***Proposed approach and timeframes***

8. The table below outlines the proposed key tasks and an indicative timeline for development of the RLTP 2027, working back from the statutory deadline (currently set as 1 August 2027). Committee involvement in the development process is summarised below:

| Key components   | Committee input and decisions   |
|--|---|
| <b>Strategic Framework development</b> <ul style="list-style-type: none"> <li>- Evidence base</li> <li>- Vision, objectives, targets, policies</li> <li>- Future Network Plan</li> <li>- Investment Logic Map/10-Year Investment Priorities</li> </ul>   | <ul style="list-style-type: none"> <li>• <b>June 2025 – June 2026</b><br/>Committee input and direction will be sought at meetings and workshops to shape these elements</li> <li>• <b>July 2026</b><br/>Committee agree draft Strategic Framework for public engagement/consultation</li> <li>• <b>September 2026</b><br/>RTC approve Strategic Framework</li> </ul> |
| <b>Regional Programme Development</b> <ul style="list-style-type: none"> <li>- Design methodology for prioritising significant activities</li> <li>- Collate draft regional programme</li> <li>- Prioritise significant activities</li> <li>- Develop regional programme for inclusion in draft RLTP 2027</li> </ul> | <ul style="list-style-type: none"> <li>• <b>July/August 2026</b><br/>Committee agree prioritisation methodology</li> <li>• <b>December 2026</b><br/>Committee review the first draft regional programme of activities</li> <li>• <b>Early 2027</b><br/>Committee prioritise the significant improvement activities in the programme</li> </ul>                        |
| <b>Full RLTP 2027 Document</b> <ul style="list-style-type: none"> <li>- Draft RLTP 2027 preparation</li> <li>- Consultation and hearings</li> <li>- Finalisation of RLTP 2027 for Regional Council approval</li> </ul>   | <ul style="list-style-type: none"> <li>• <b>Late April 2027</b><br/>Committee agree draft RLTP 2027 for consultation</li> <li>• <b>May/June 2027</b><br/>Committee subcommittee hear and consider submissions and feedback on draft RLTP 2027</li> <li>• <b>July 2027</b><br/>Committee agree final RLTP 2027 to go to the Regional Council for approval</li> </ul>   |

9. Each of these phases will require extensive input and co-development from the Committee's officer Technical Advisory Group, officer Senior Reference Group, and other subject matter experts from across partner organisations. A series of workshops and working groups are proposed to do this.

**Meeting delivery deadlines**

10. The recently proposed NZTA deadline of 1 August 2027 for RLTP submission is three months later than previous RLTP deadlines, typically set for 1 April. This provides no contingency timing as NZTA is required under the LTMA to deliver the NLTP by 1 September 2027.
11. Experience from past RLTPs has shown there is considerable risk of the final GPS being delayed, particularly if there is a change of government in the 2026 national election. This delay can affect the Committee's ability to complete the draft programme, subsequent consultation and decision-making processes.
12. This later timeline should reduce this risk but will rely on timely release of the final GPS and delivery of the NZTA State Highway Investment Proposal.
13. The regional sector will continue to work with NZTA and Ministry of Transport (MOT) partners to refine timeframes and develop an approach to minimise disruption for all partners.

**Use of current 30-year vision and strategic objectives as a starting point**

14. The current RLTP thirty-year vision and strategic objectives (Figure 1) were developed for the 2021 RLTP and intended to be long-term and enduring (as agreed with the wider regional sector and NZTA). The strategic objectives cover a broad range of important interconnected outcomes that we are seeking from our region's transport system.

|   |   |   |  |  |
|---|---|---|--|--|
| <b>Thirty-year vision:</b> 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. |   |   |  |  |
| <b>Thirty-year strategic objectives</b>   |   |   |  |  |
| 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 |

**Figure 1: RLTP 2021 vision and 30-year strategic objectives**

15. The evidence base completed to date and summarised below suggests that the long-term direction in the vision and strategic objectives remain relevant and reinforces that the problems these objectives seek to address remain key issues for our region's transport network.
16. Officers propose to continue to use these objectives as a starting point when developing the RLTP 2027 Strategic Framework and to underpin early work on the development of the Future Network Plan.

### **Summary of evidence base**

17. In preparing for RLTP 2027, officers have considered a broad range of evidence to ensure the plan and approach are informed by current and relevant information. Undertaken in concurrent workstreams (*State of Transport, Our Region's Transport System 2050: Levers for System Change, Lower North Island Freight – A Case for Change* and a review of transport-related public engagements within the Wellington Region since the adoption of RLTP 2021), the evidence base will enable current and future trends influencing the transport network to be better understood enabling identification of potential areas of action and advocacy for inclusion in the next RLTP.
18. The background papers which make up the evidence base for the RLTP 2027 will be made available on the Greater Wellington website following the Committee and partner sign-off.

### **State of Transport**

19. *State of Transport (2025)* compiled by the Wellington Transport Analytics Unit summarises current trends, challenges, and opportunities across the Wellington Region's transport system. It includes a summary of demographic and employment trends, current travel patterns and modal preferences at a spatial and temporal level, together with an assessment of current network performance and constraints. Key insights from this analysis are detailed in the table below (with further information provided in [Attachment 1](#)) and continue to show the need for the future transport network development to continue to address transport safety, emissions reductions, transport equity and freight movement.

| Theme                     | High-level insights  |
|---------------------------|--|
| Population and employment | <ul style="list-style-type: none"> <li>Population growth has been slower than in other NZ regions, and uneven across the region (strongest in the Wairarapa in recent years, weakest in Wellington City).</li> <li>The population is ageing overall, with a 30% growth in over-65s in last 10 years.</li> <li>Employment types and patterns vary widely across areas.</li> </ul> |
| Travel patterns           | <ul style="list-style-type: none"> <li>Across the Wellington Region only 1 in 5 trips are undertaken for work purposes.</li> <li>Most trips are for shopping, leisure, or other personal travel.</li> <li>A quarter of trips take place at weekends.</li> </ul>  |
| Mode share                | <ul style="list-style-type: none"> <li>Car trips dominate in most areas. Wellington City is the exception, with a much higher share of walking, cycling and Public Transport (PT).</li> <li>PT and active mode share for work trips outside Wellington City has declined over time.</li> </ul>   |

| Theme                       | High-level insights  |
|-----------------------------|--|
| Highway Network performance | <ul style="list-style-type: none"> <li>Off-peak and weekend congestion has increased over the last 5 years.</li> <li>Key corridors heading into Wellington City remain severely congested at peak times, with slow and variable travel times.</li> </ul>   |
| PT network performance      | <ul style="list-style-type: none"> <li>PT travel times are slow and unreliable, particularly at peak times but also throughout the off-peak and weekends.</li> <li>PT travel times are uncompetitive compared to the private car on most corridors.</li> </ul>   |
| Public transport volumes    | <ul style="list-style-type: none"> <li>Bus patronage has recovered to pre-COVID levels.</li> <li>Inter-peak and weekend bus demand has grown at a faster rate than peak demand.</li> <li>Rail patronage is at around 75% of pre-Covid levels.</li> </ul>   |
| Highway volumes             | <ul style="list-style-type: none"> <li>State highway volumes have generally increased at the same rate as the population.</li> <li>Higher growth rates have been seen outside of Wellington City, with lower growth rates on constrained corridors leading to the CBD.</li> <li>Highest growth has been observed in the pre-peak, off-peak and at weekends, with low / no growth during morning and evening peak periods.</li> </ul> |
| Walking and cycling         | <ul style="list-style-type: none"> <li>Cycling accounts for around 4% of journeys to work in Wellington City, but less than 1% elsewhere in the region.</li> <li>Walking as a mode of travelling to work has increased, partly due to increased intensification and people living closer to their place of employment.</li> </ul>  |
| Freight                     | <ul style="list-style-type: none"> <li>Truck and light commercial vehicle numbers have risen at a faster rate than light passenger vehicles (cars).</li> <li>Data gaps limit understanding of freight flows and industry needs.</li> <li>Freight contributes a quarter of regional emissions.</li> <li>Data gaps limit our understanding of freight flows and industry needs.</li> </ul>   |
| Emissions                   | <ul style="list-style-type: none"> <li>Transport generated emissions have decreased by 5% over the last 20 years.</li> <li>Trucks account for 5% of trips but a quarter of regional emissions.</li> <li>Vehicle kilometres travelled (VKT) per capita have remained flat, but growth in diesel and commercial fleet are increasing emissions.</li> </ul>   |
| Accessibility and equity    | <ul style="list-style-type: none"> <li>PT access to major centres outside Wellington City remains limited.</li> <li>Low-income areas have low PT use and high car dependence.</li> <li>Accessibility gaps reinforce regional inequalities.</li> </ul>  |

***‘Our Region’s Transport System 2050’ analysis***

20. As part of work to build the evidence base for RLTP 2027, the *‘Our Region’s Transport System 2050: Levers for System Change’* report has been prepared by Wellington Transport Analytics Unit, which provides a contextual analysis of the current transport system and identifies key levers for transformational change.
21. The report sets out the status quo and policy context of the current system, the key challenges and the barriers preventing the Wellington Region from getting the most out of our transport system, and identifies levers for transformational change both within the transport system itself and across related spheres (e.g., urban planning, infrastructure funding and planning) to create a transport system fit for the future.
22. The report takes a long-term, systems view of the transport system with public good outcomes at the centre (referred to as ‘wellbeing economy’). This sees the transport system not just as a means of getting people and goods from A to B, but as a key enabler of liveability, social connectedness and good health for all. It identifies that proactive government investment in the transport system that maximises public good benefits prevents downstream ‘failure demand’, which is more costly to society and government to respond to in the long run. The paper includes a number of examples of failure demand in our current transport system.
23. This analytical framework is consistent with the current RLTP 30-year enduring strategic objectives (including health, environment, climate, and equity), and MOT’s Transport Outcomes Framework.
24. The paper also sets out how the proposed levers for system change identified in the paper can inform specific RLTP policies, advocacy by the Committee and other activities and measures. Initial thinking on these measures will be explored as part of the RLTP Strategic Framework Development.

***Lower-North Island Freight – a case for change***

25. The 2024 Mid-Term Review of the RLTP 2021 identified development of an agreed inter-regional approach to freight movement through the lower North Island and to the top of the South Island as a priority for inclusion in the development of the 2027 RLTP. Since that time, Greater Wellington officers have worked with their colleagues in the Taranaki, Horizons and Hawkes Bay regional councils and Gisborne District Council to identify common issues across the regions and what a joint approach to addressing these might be.
26. Key findings from this work include:
  - a Limited data availability that inhibits effective planning with run-on effects for economic growth and productivity
  - b Poor strategic use of infrastructure and investment
  - c New Zealand’s unique combination of challenging geography coupled with a relatively small population that challenge resilience and efficiency in the freight sector
  - d Current technologies mean that the freight sector is unlikely to meet the carbon zero goal by 2050

- e There are opportunities for the regions in the lower North Island to work with national agencies to develop effective long-term approaches with the freight sector that would lead to a more productive sector with reduced negative impacts.
27. Officers have identified that developing common policies and investment objectives for freight across the lower North Island as the best next step towards improving overall transport outcomes. This proposal is currently being tested with the respective regional transport committees.

***Review of public feedback since RLTP 2021***

28. Officers reviewed and collated public engagements undertaken in the Wellington Region over the past three years (including but not limited to project-specific engagement, consultation from Long Term Plans, and the 2024 mid-term review of the RLTP 2021) as a starting point to inform RLTP 2027 using what we have heard from the community and stakeholders over the past five years. From this, several key themes emerge, showing many people in the Wellington Region value better travel choices, and have concerns about safety, environmental sustainability, network resilience, and affordability.
29. Feedback consistently highlighted the need for affordable, reliable, and low-emissions transport options. For example, the RLTP 2024 mid-term review consultation showed strong public support for improved public transport and more frequent, connected, and accessible public transport (particularly rail).
30. Concerns about congestion, particularly on key routes, and the vulnerability of transport networks during severe weather events have reaffirmed the importance of prioritising a connected, reliable and resilient network. An emphasis on safety—especially for vulnerable road users such as pedestrians and cyclists—is a recurring theme.
31. An emerging theme across recent Long Term Plan consultations is the need for greater financial accountability and affordability, with comments raising concerns around increasing cost-of-living and rates rise pressures.
32. While not exhaustive, these insights show that the existing strategic objectives are well-aligned with community feedback and therefore largely remain fit for purpose.
33. Ongoing mana whenua, stakeholder and community engagement and opportunities for input will be undertaken throughout the development of the RLTP.

**Ngā hua ahumoni**

**Financial implications**

34. Development of the RLTP will be undertaken as part of the core business of the Greater Wellington Regional Transport Strategy team, with input from relevant Approved Organisations through the Technical Advisory Group (TAG) to the Committee. As such there are no financial implications of this decision.

## **Ngā Take e hāngai ana te iwi Māori**

### **Implications for Māori**

35. The Wellington Regional Leadership Committee developed the Wellington-Horowhenua region's Future Development Strategy, a picture of where we collectively (as a region and with Horowhenua) have agreed to prioritise housing and business development and the investment in infrastructure that supports it (including transport). The Future Development Strategy includes Te Tirohanga Whakamua, a statement of iwi and hapū aspirations for urban development in the region.
36. Input was therefore sought from the Wellington Regional Leadership Committee Iwi Leaders' forum as part of RLTP scoping. The chair of the forum expressed support for Te Tirohanga Whakamua to be used to inform the strategic framework development of RLTP 2027
37. In addition, Te Tirohanga Whakamua has also been considered in the development of the *Our Region's Transport System 2050: Levers for System Change* report, and input on this report has been received from Te Hunga Whiriwhiri.

## **Te huritao ki te huringa o te āhuarangi**

### **Consideration of climate change**

38. Considerations of the impact of transport on climate change have been considered as part of the background work undertaken to date, including review of how emissions are tracking in our region and associated levers for change in this area that build on the work of the Wellington Region Transport Emissions Reduction Pathway endorsed by the Committee in 2024. Reducing transport-generated emissions will be considered during the development of the strategic framework and Future Network Plan for RLTP 2027.

## **Te hiranga**

### **Significance**

39. Staff considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. At this stage the significance is low due to the lack of financial or statutory responsibilities attached to the content and decisions of this report.

## **Te whakatūtakitaki**

### **Engagement**

40. This approach has been developed using input around proposed deadlines from NZTA's National Land Transport Plan and presented to the TAG for their feedback and guidance.



## Ngā tūāoma e whai ake nei

### Next steps

41. Following endorsement of this approach, work will begin work with members of the TAG to begin development of the next phase of the RLTP – development of the strategic framework, including the Future Network Plan.
42. The insights papers summarised in this report will be made publicly available on the Greater Wellington website.

## Ngā āpitihanga

### Attachment

| Number | Title  |
|--------|--|
| 1      | <a href="#">State of Transport – high-level insights</a> |

## Ngā kaiwaitohu

### Signatories

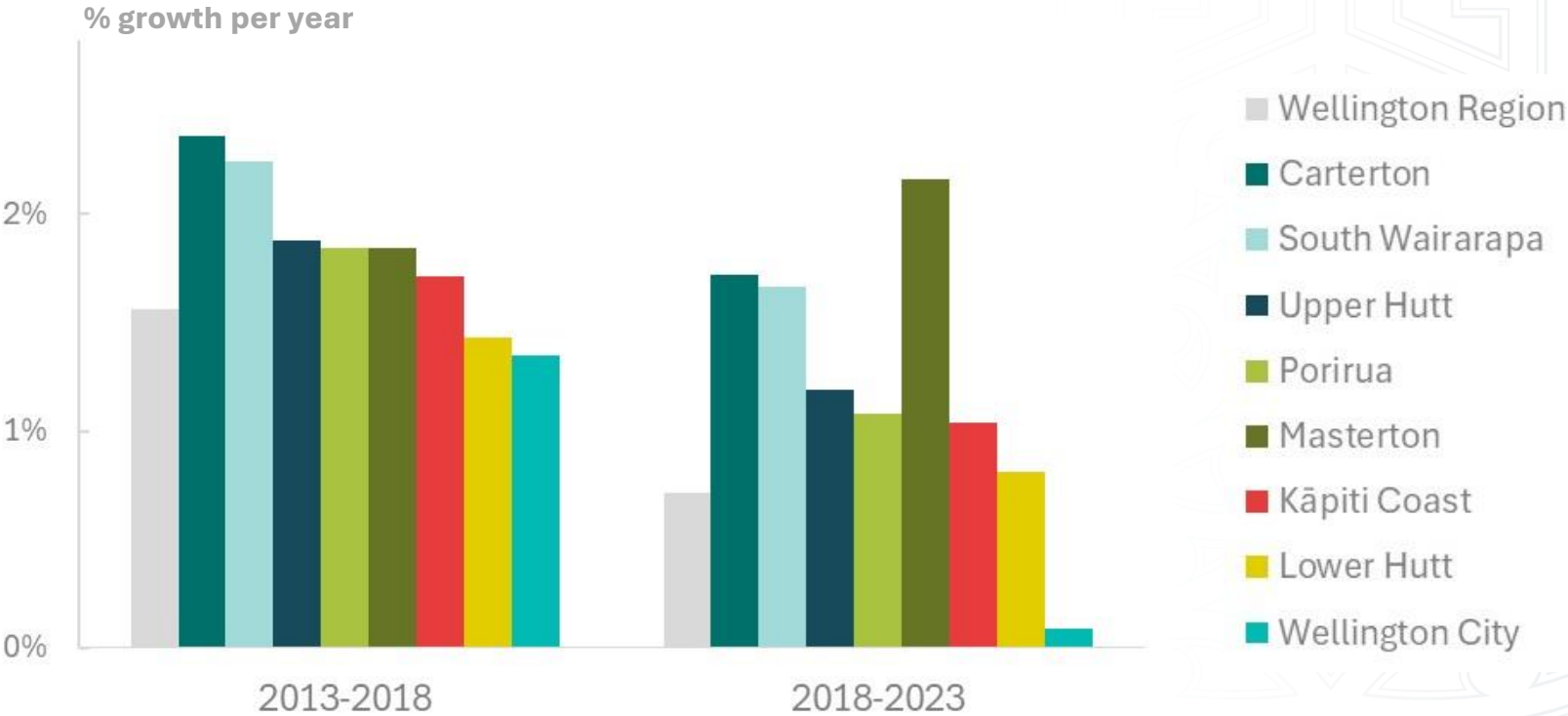
|           |   |
|-----------|---|
| Writers   | Emma Hope – Senior Strategic Advisor  |
| Approvers | Grant Fletcher – Head of Regional Transport<br>Luke Troy – Kaiwhakahaere Matua Rautaki   Group Manager Strategy |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>   |
|--|
| <p><b><i>Fit with Council’s roles or with Committee’s terms of reference</i></b></p> <p>Preparation of the RLTP is a function of the Committee under section 106 of the LTMA, noted in the Committee’s terms of reference: <i>2.1- Prepare, for approval by Council, the Wellington Regional Land Transport Plan and any variations to it.</i></p> |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The Wellington RLTP 2021 is a key regional strategy with links to other regional documents including the Future Development Strategy.</p>   |
| <p><b><i>Internal consultation</i></b></p> <p>The Wellington RLTP 2027 will be developed in collaboration with the Technical Advisory Group for the Committee, which comprises officers from the relevant organisations across the region.</p>   |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no identified risks relating to the content or recommendations of this Report.</p>  |

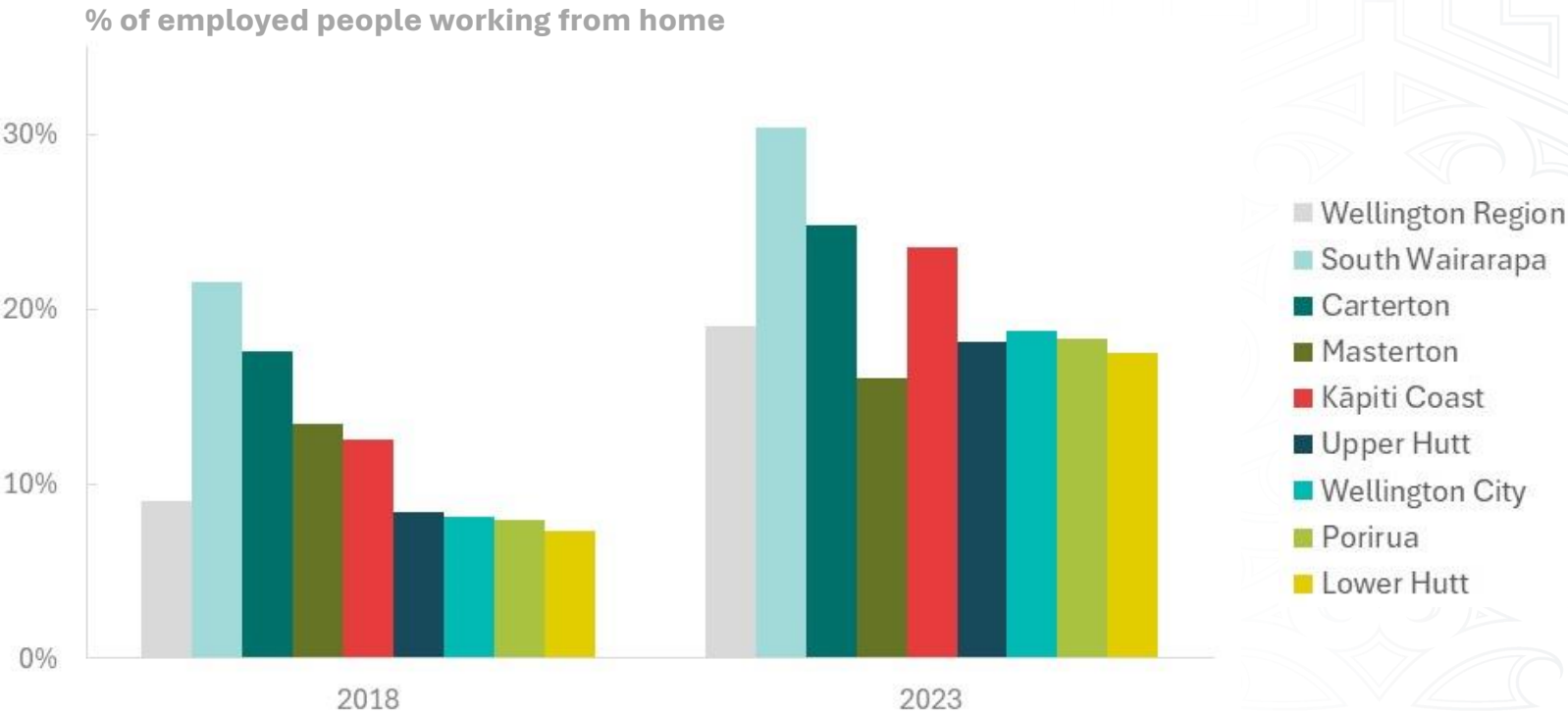
# State of Transport – high-level insights

---

# Population growth rate highest in Wairarapa, lowest in Wellington City

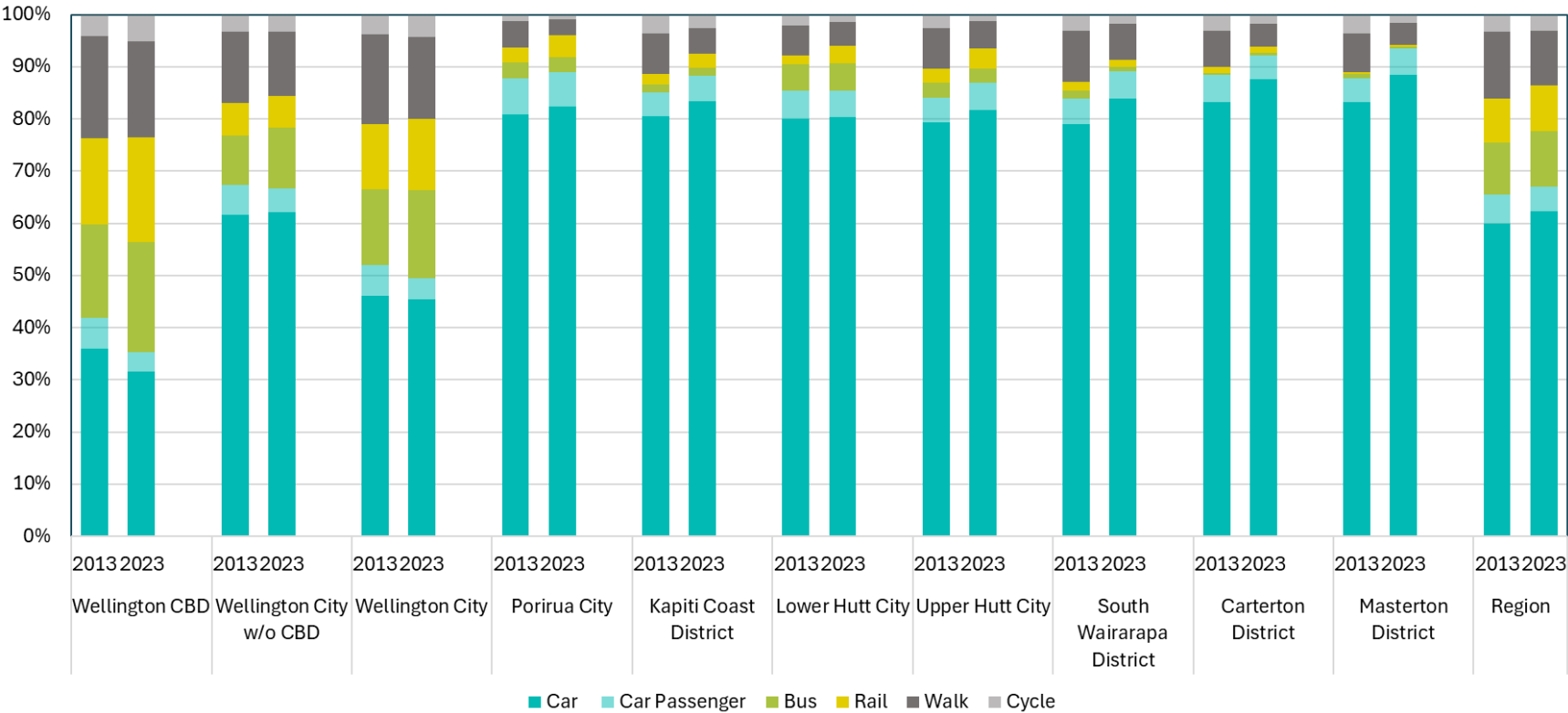


# Working from home increased from 9% to 19% of employed people between 2018 and 2023

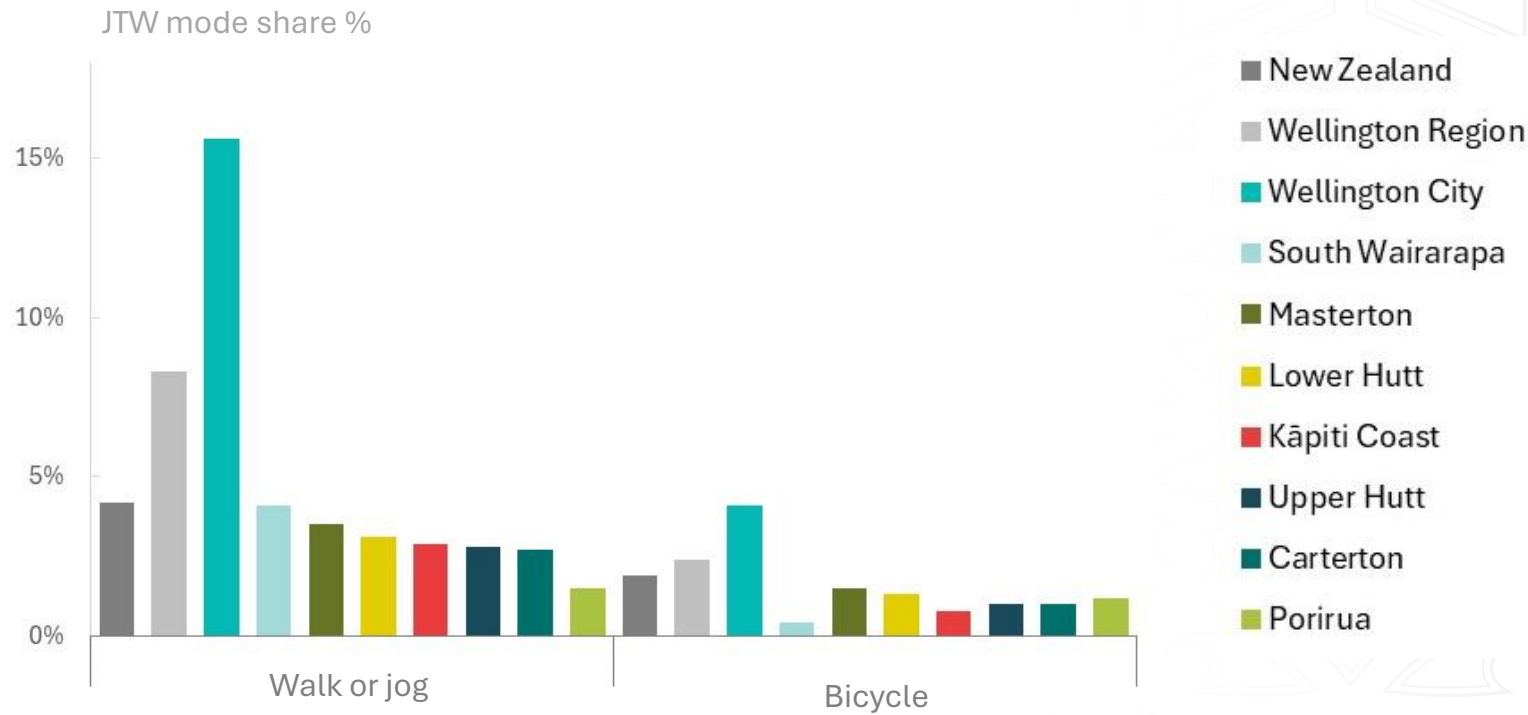


# Since 2013 the non-car mode share of journeys to work has increased for trips to Wellington CBD but decreased elsewhere

Mode share of journeys to work, by workplace destination

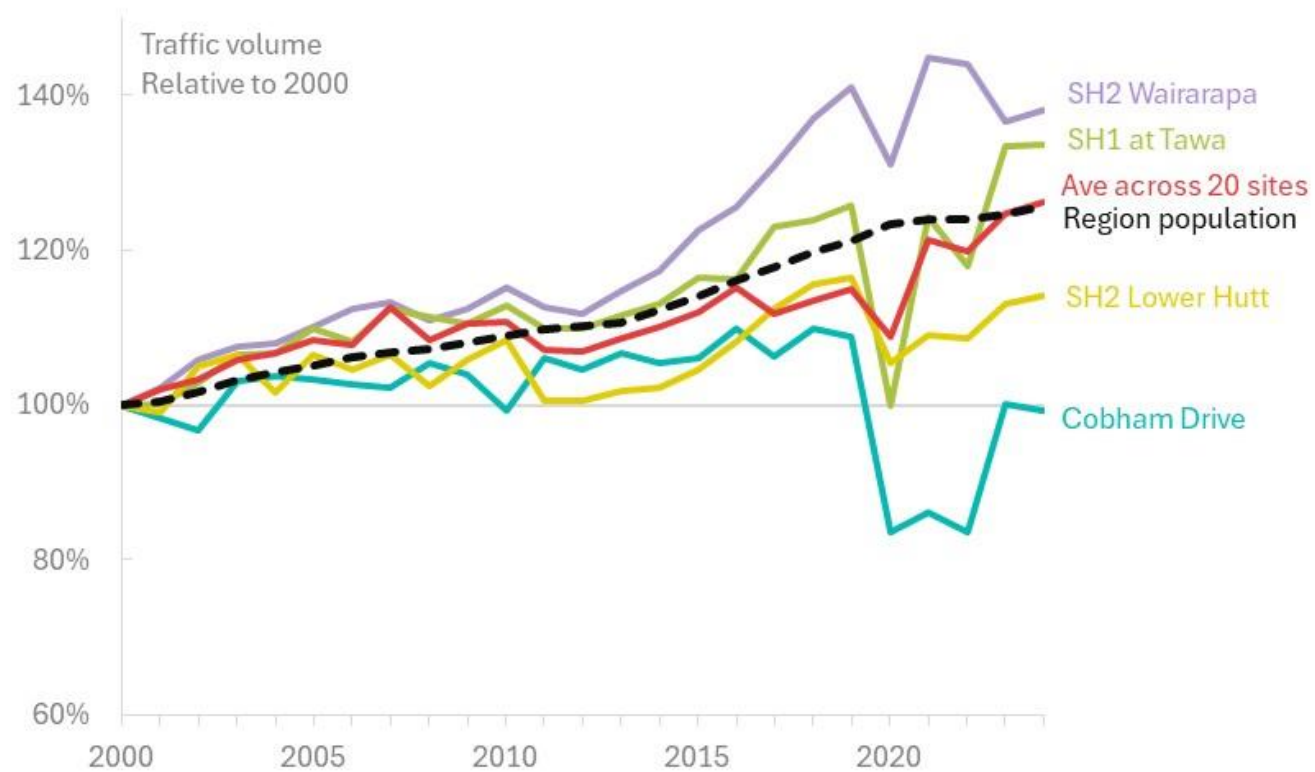


# Wellington City has highest active mode share of journeys to work (20%)



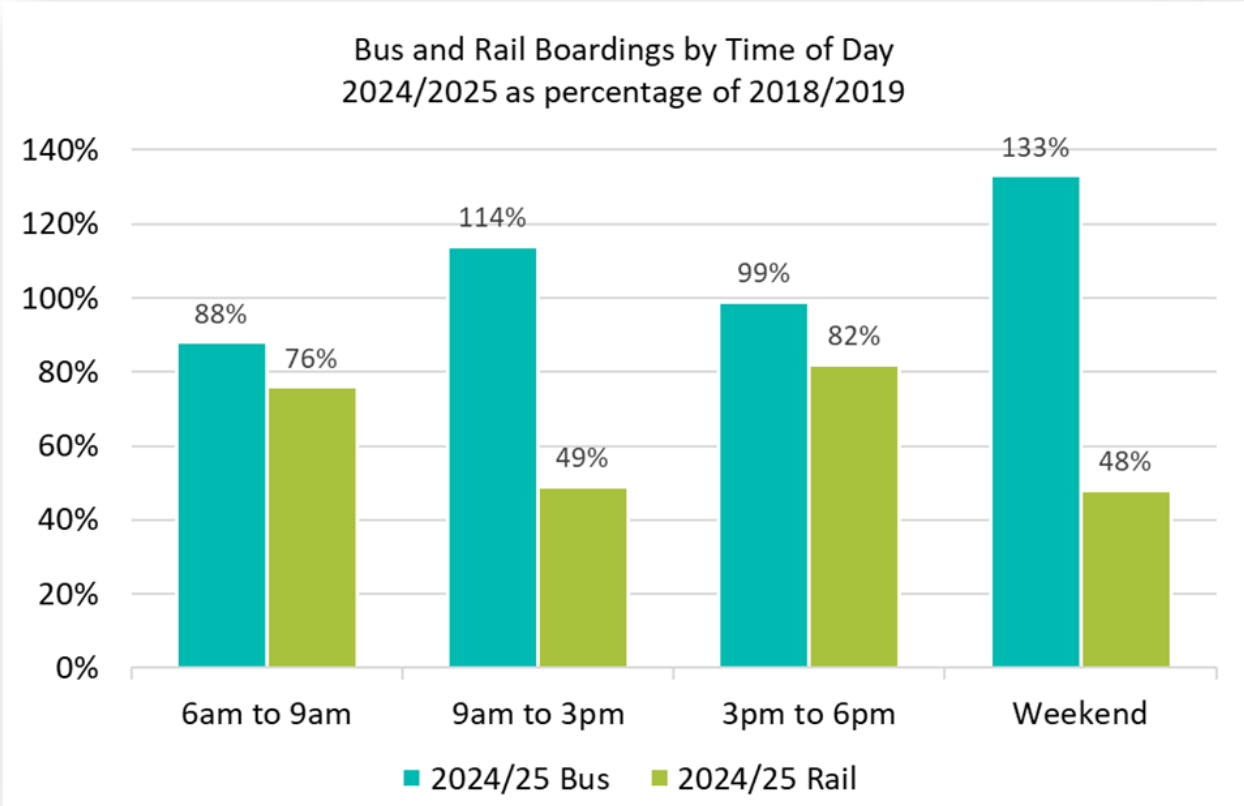


## Higher rate of growth in state highway traffic volumes outside of Wellington City in last 20 years

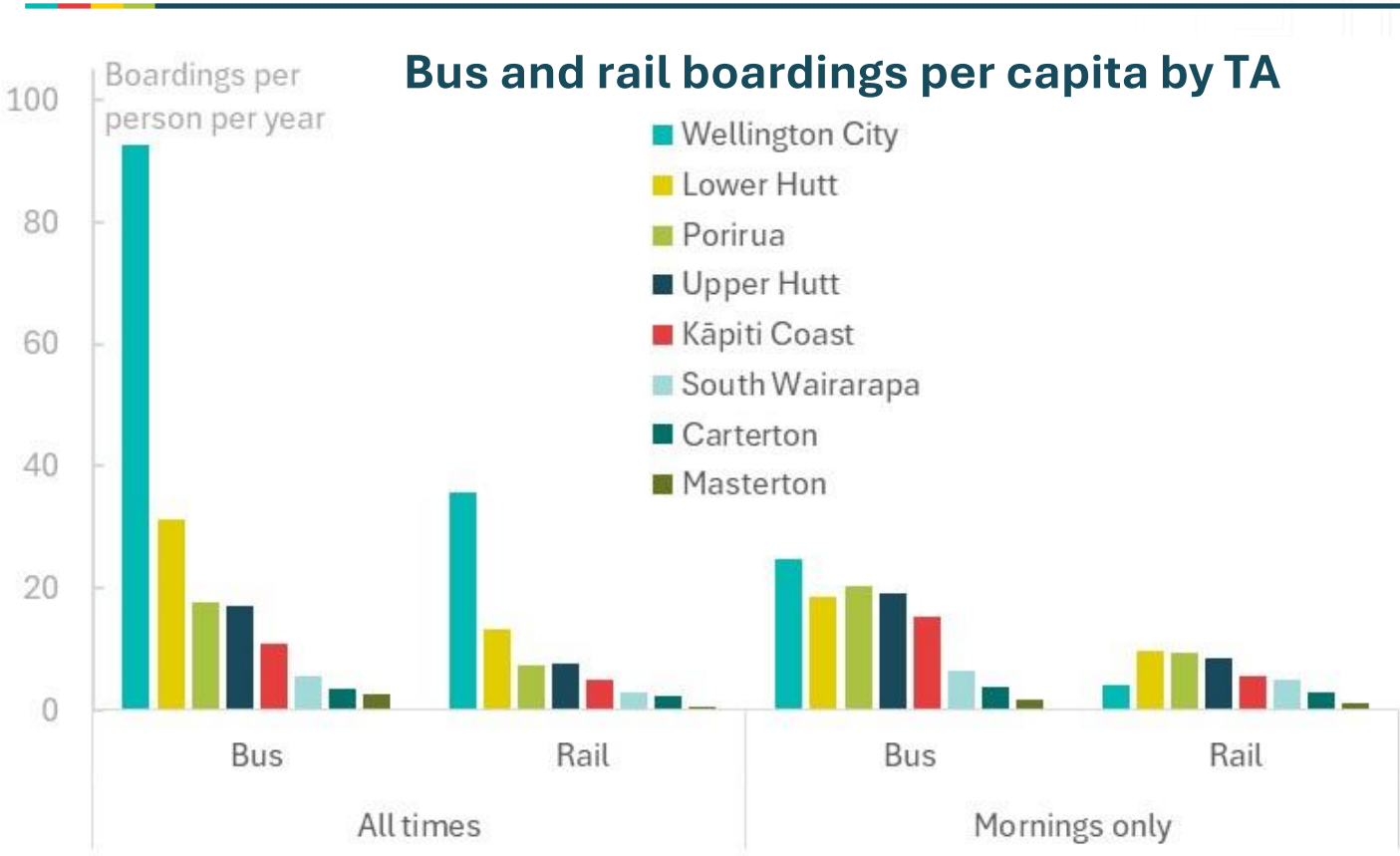




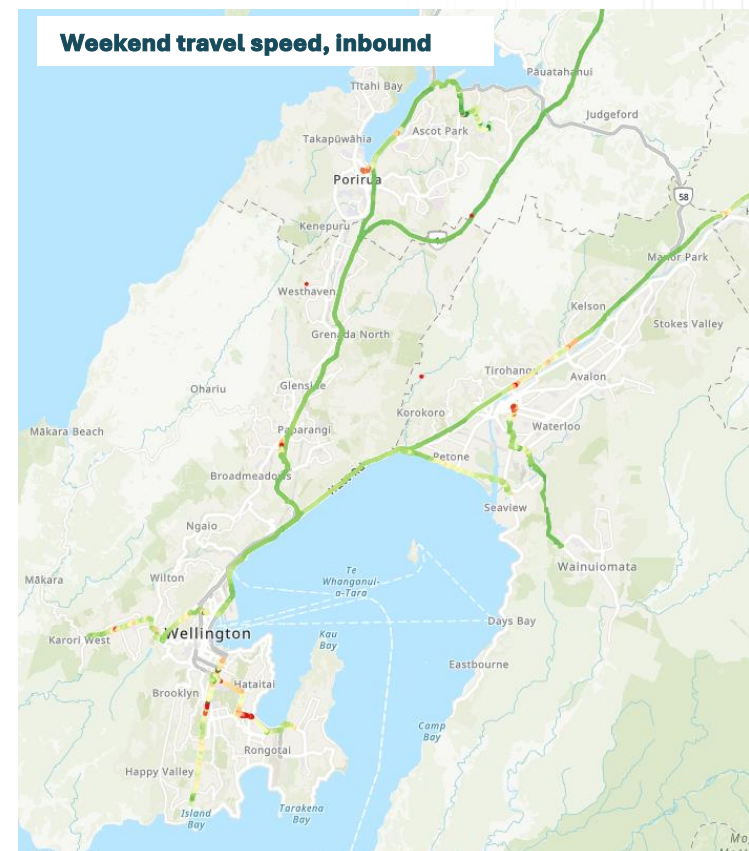
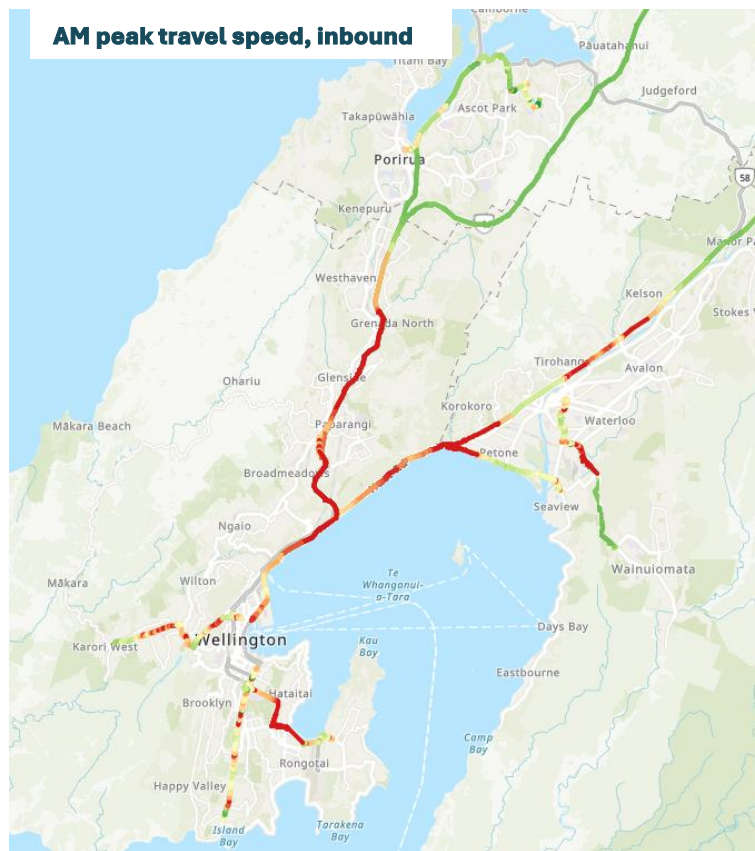
**PT is back at pre-COVID levels but trends vary between modes:  
bus 5% higher (off-peak +15%, weekend +30%), rail 25% lower**



# Wellington City dominates public transport boardings

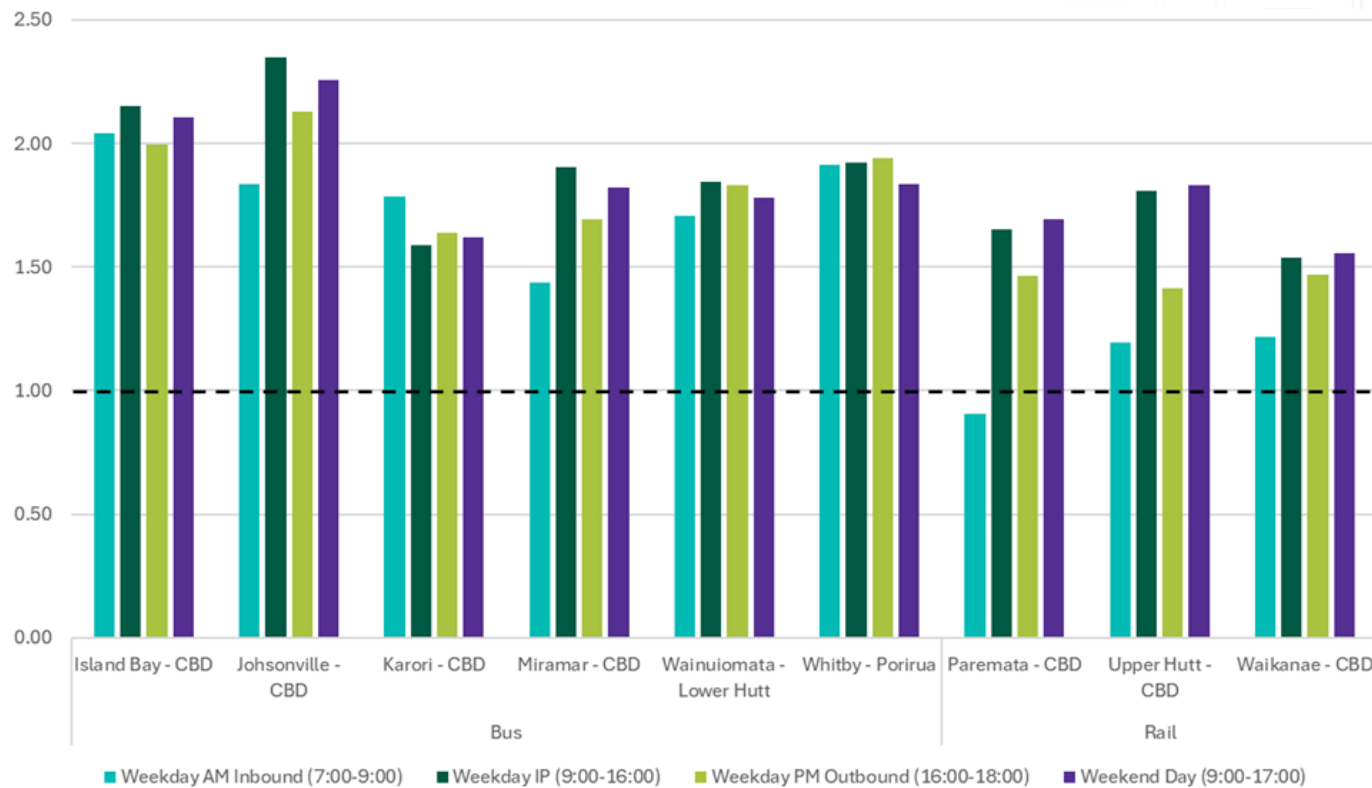


# Congestion worst on state highways in AM peak, increasing weekend congestion



# PT travel speeds are slow, variable, and uncompetitive compared to car, particular during the off-peak and on bus corridors

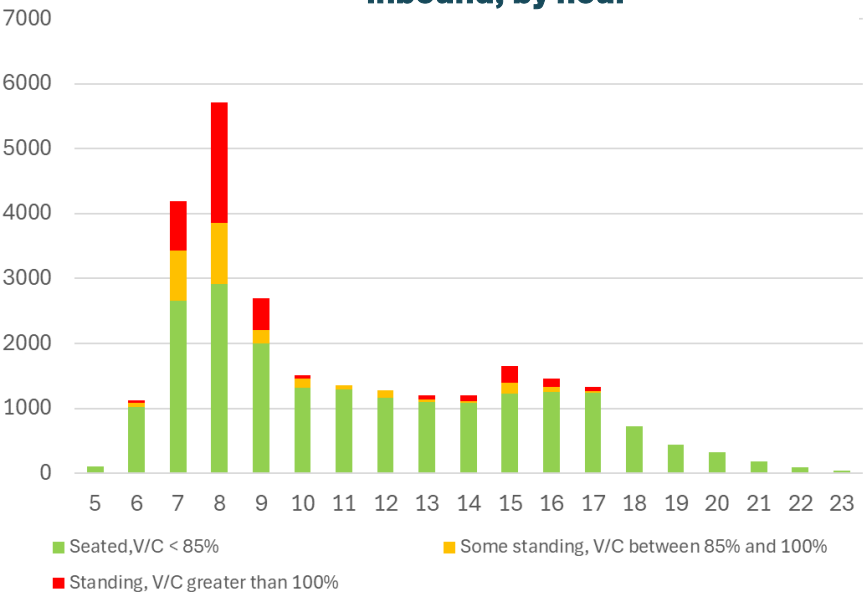
**PT travel speeds relative to car travel speed by corridor and time of day**



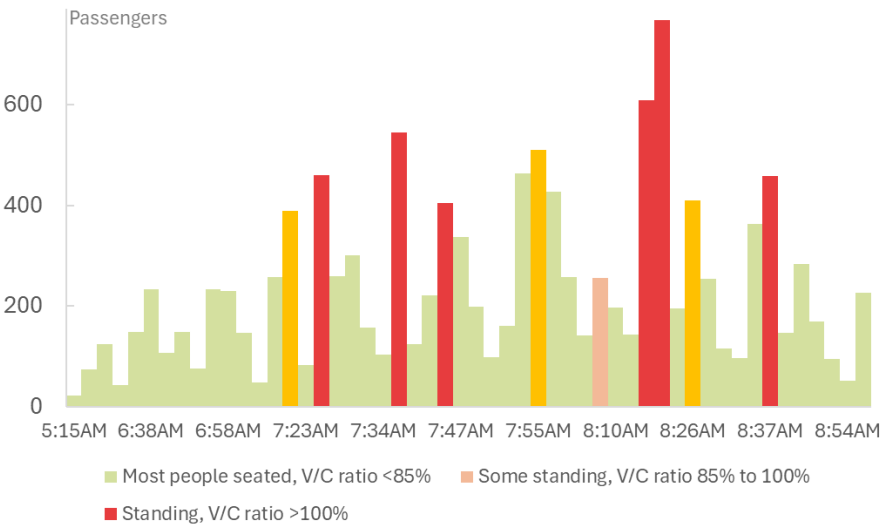


# Some bus and rail routes and services are crowded at peak periods, but there is capacity off-peak

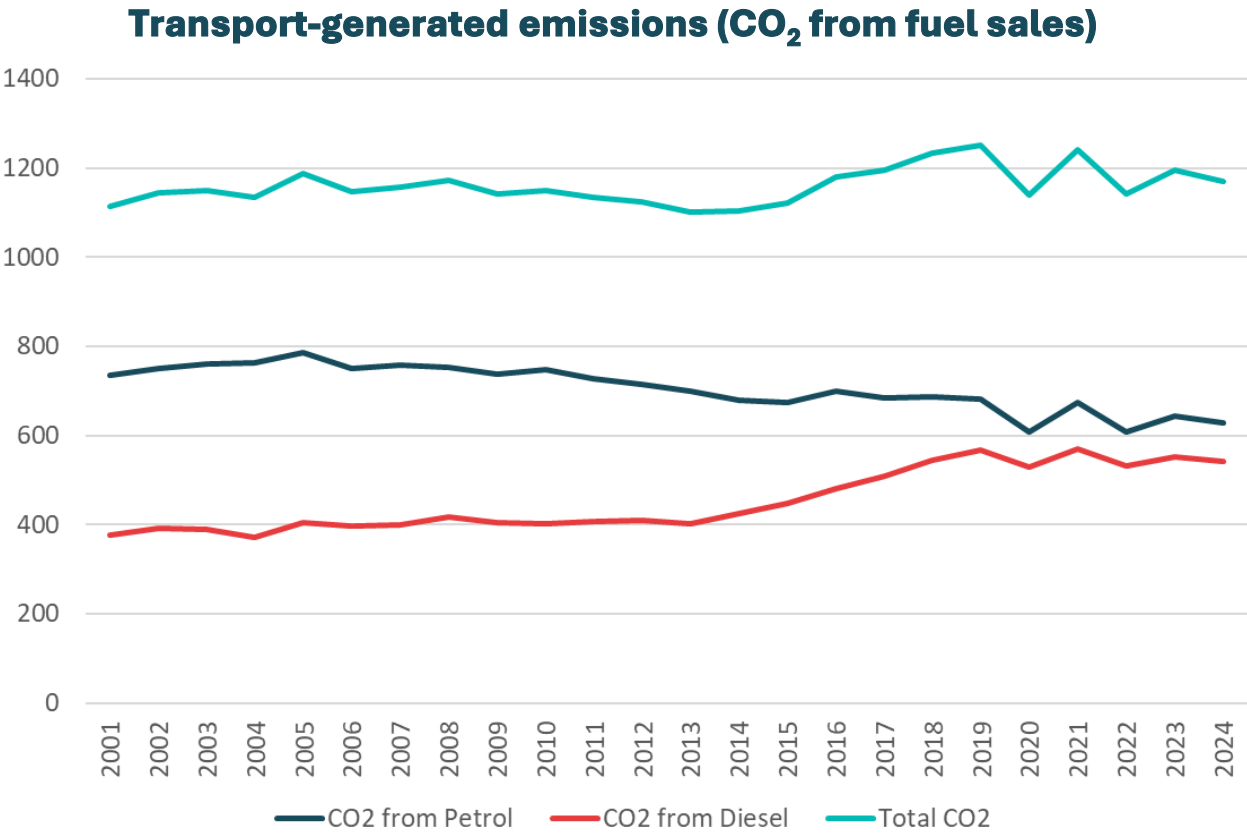
Bus crowding, Wellington CBD, AM peak, inbound, by hour



Rail crowding, Wellington Station, AM peak, inbound services

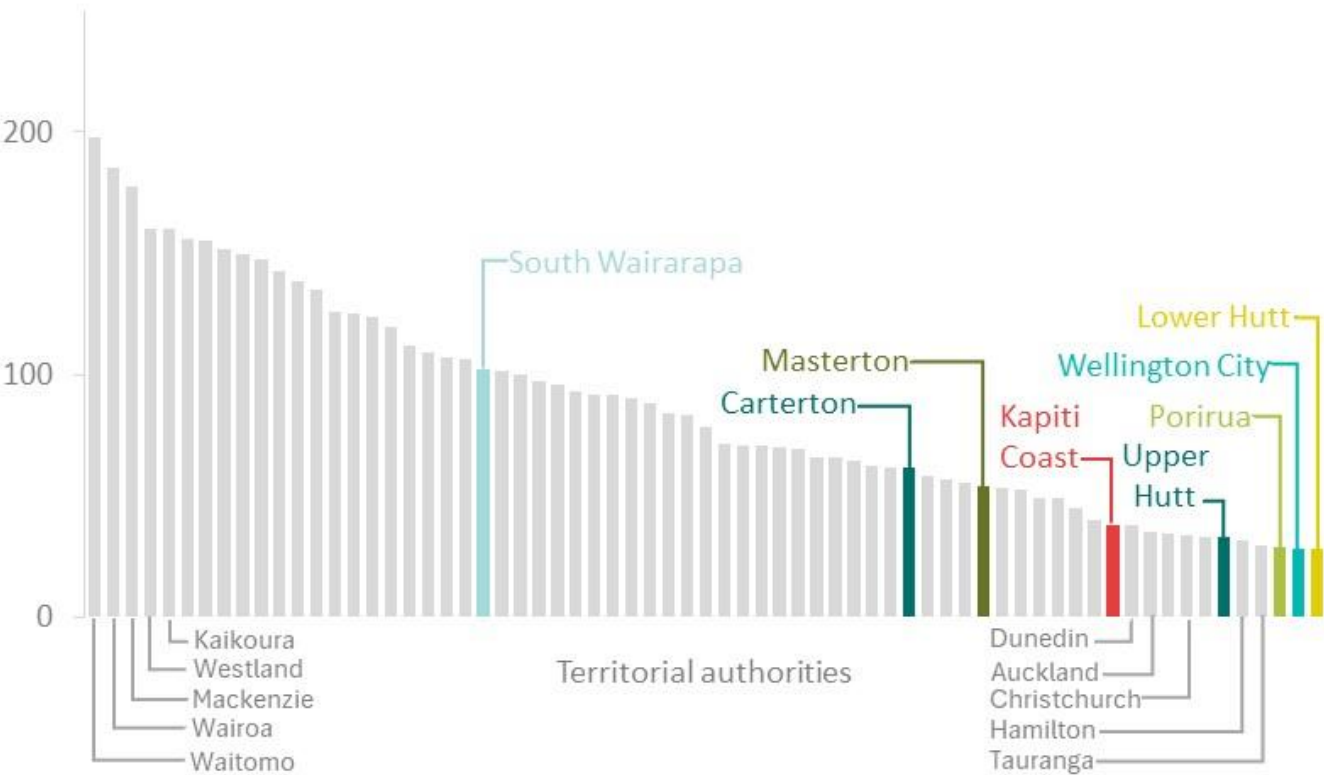


# Transport-generated emissions grew by 5% over last 20 years, driven by growth in LCV and HCV traffic



# Highest DSIs in South Wairarapa, more urban parts of the region have NZ’s lowest rates, comparable to OECD countries

Deaths and serious injuries per 100,000 population per year, 2020-2024



## Key regional takeaways



**Wellington City** – good PT and active mode share due to good levels of service and employment focussed in CBD, bus capacity issues at peak times, constrained highway corridors limiting growth in traffic volumes, congestion at peak times and through the city at weekends, slow and variable PT travel times



**Hutt Valley** – more dispersed employment and different mix of employment (compared to Wellington City), majority of daily trips are car trips within the Hutt Valley, no change in non-car mode share of journeys to work over last 10 years, low PT mode share of trips within Hutt Valley



**Porirua** – youngest demographic in region, areas of high and low deprivation with different travel patterns, low PT and active mode share of trips, decrease in non-car mode share of journeys to work over last 10 years.



**Kāpiti** – older demographic, higher propensity to work from home, high active model share to school, low PT mode share of trips within Kāpiti Coast.



**Wairarapa** – manufacturing, primary industries and trades dominate employment, higher car dependency due to rural nature of area, 2 to 3 times more deaths and serious injuries per capita, around 95% of daily trips internal to Wairarapa, high propensity for office based workers to work from home and travel (by rail) less frequently



**Regional Transport Committee**  
**24 June 2025**  
**Report 25.261**



**For Information**

## **METLINK UPDATE – JUNE 2025**

### **Te take mō te pūrongo**

#### **Purpose**

1. To update the Regional Transport Committee (the Committee) on the Metlink network performance, initiatives, and current work.

### **Te horopaki**

#### **Context**

2. Metlink regularly updates the Committee on its network performance, initiatives and current work programme. The update is provided as [Attachment 1 – Metlink Update presentation June 2025](#).

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

3. A Metlink officer will speak to [Attachment 1](#) at the Committee’s meeting on 24 June 2025.

### **Ngā āpitihanga**

#### **Attachment**

| Number | Title   |
|--------|---|
| 1      | <a href="#">Metlink Update presentation June 2025</a> |

### **Ngā kaiwaitohu**

#### **Signatories**

|           |   |
|-----------|---|
| Writer    | Emmet McElhatton – Manager Policy, Metlink  |
| Approvers | Tim Shackleton – Senior Manager Strategy & Investments, Metlink<br>Samantha Gain – Kaiwhakahaere Matua Waka-ā-Atea   Group Manager, Metlink |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>  |
|---|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>It is appropriate for the Committee to receive updates from Metlink on the performance of the Metlink network and Metlink's initiatives and programmes in order to assist in the Committee's review of the implementation of the Wellington Regional Land Transport Plan.</p> |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>   |
| <p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>   |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks or impacts.</p>   |

Attachment 1 to Report 25.261

# METLINK UPDATE

## REGIONAL TRANSPORT COMMITTEE

24 JUNE 2025

Samantha Gain – Kaiwhakahaere Matua, Waka-ā-atea | Group Manager Metlink



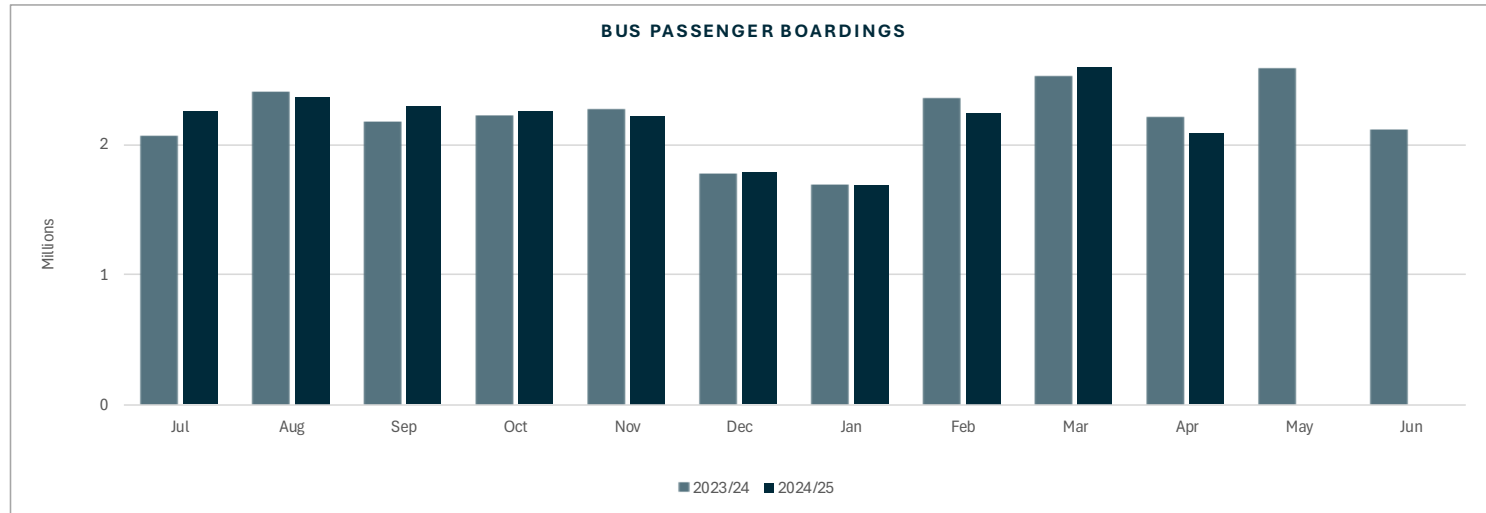
Attachment 1 to Report 25.261

# Performance of the public transport network



# Patronage update – Bus

Attachment 1 to Report 25.261

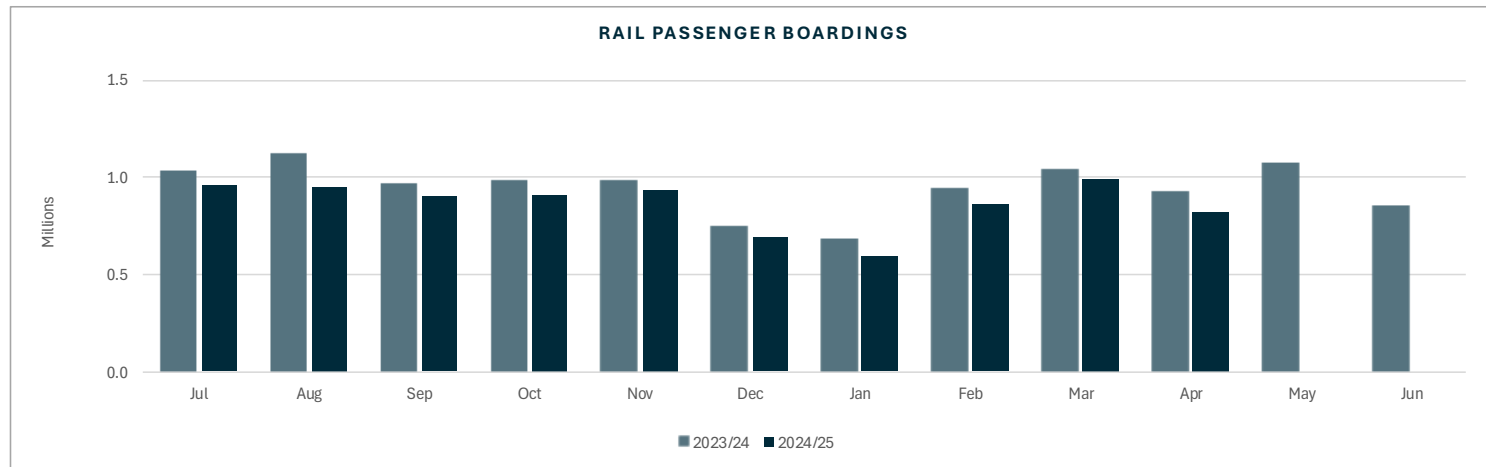


|              | Apr-25           | Apr-24           | % Change     |
|--------------|------------------|------------------|--------------|
| Wellington   | 1,550,906        | 1,637,061        | -5.3%        |
| Hutt Valley  | 392,899          | 401,657          | -2.2%        |
| Porirua      | 81,166           | 80,346           | 1.0%         |
| Kapiti       | 50,022           | 51,967           | -3.7%        |
| Wairarapa    | 11,523           | 13,032           | -11.6%       |
| <b>Total</b> | <b>2,086,516</b> | <b>2,184,063</b> | <b>-4.5%</b> |

|              | 2024/25           | 2023/24           | % Change    |
|--------------|-------------------|-------------------|-------------|
| Wellington   | 16,092,050        | 15,949,956        | 0.9%        |
| Hutt Valley  | 4,090,738         | 4,074,341         | 0.4%        |
| Porirua      | 832,544           | 772,351           | 7.8%        |
| Kapiti       | 538,393           | 547,805           | -1.7%       |
| Wairarapa    | 123,711           | 135,366           | -8.6%       |
| <b>Total</b> | <b>21,677,436</b> | <b>21,479,819</b> | <b>0.9%</b> |

# Patronage update - Rail

Attachment 1 to Report 25.261

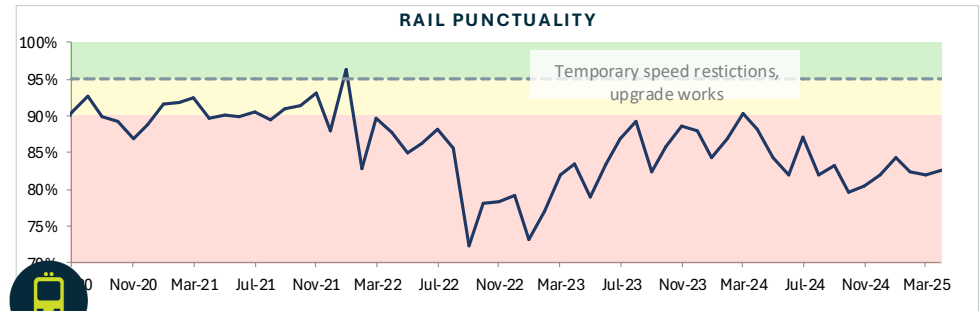
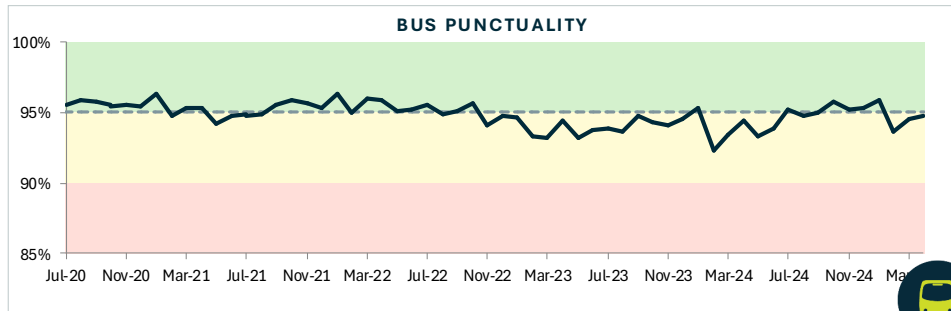
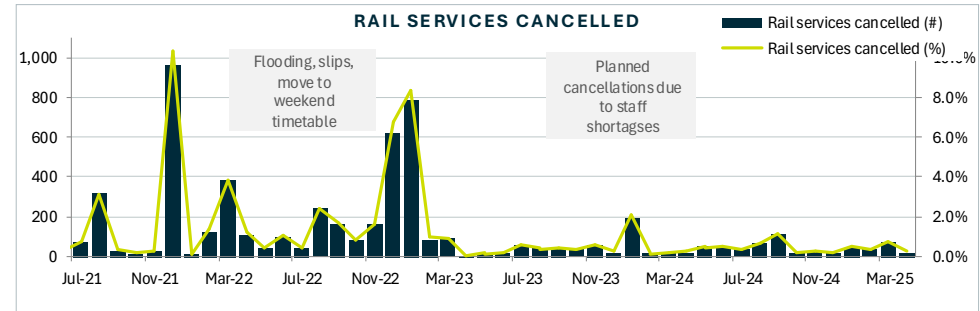
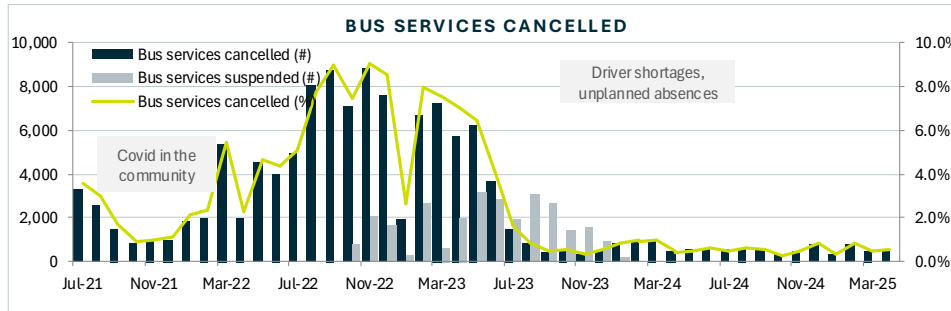
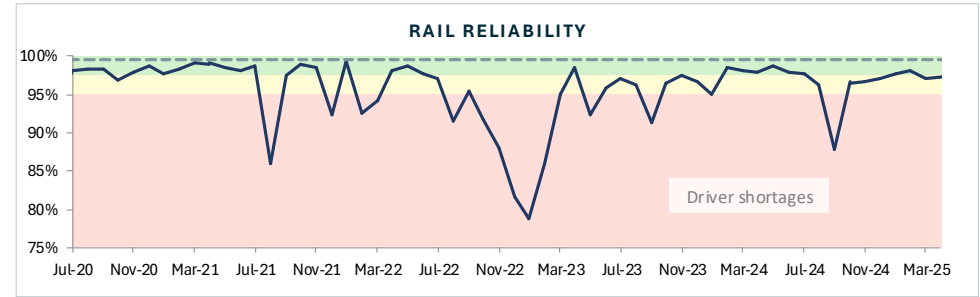
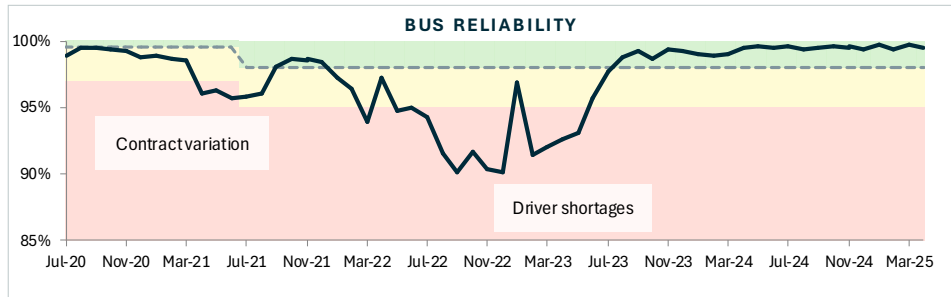


|              | Apr-25         | Apr-24         | % Change      |
|--------------|----------------|----------------|---------------|
| Hutt Valley  | 370,951        | 399,745        | -7.2%         |
| Kapiti       | 330,091        | 378,649        | -12.8%        |
| Johnsonville | 80,322         | 95,508         | -15.9%        |
| Wairarapa    | 38,014         | 50,818         | -25.2%        |
| <b>Total</b> | <b>819,378</b> | <b>924,720</b> | <b>-11.4%</b> |

|              | 2024/25          | 2023/24          | % Change     |
|--------------|------------------|------------------|--------------|
| Hutt Valley  | 3,795,743        | 4,009,142        | -5.3%        |
| Kapiti       | 3,492,426        | 3,827,407        | -8.8%        |
| Johnsonville | 895,340          | 1,045,184        | -14.3%       |
| Wairarapa    | 429,622          | 503,280          | -14.6%       |
| <b>Total</b> | <b>8,613,131</b> | <b>9,385,013</b> | <b>-8.2%</b> |

# PT Performance – April 2025

Attachment 1 to Report 25.261



Attachment 1 to Report 25.261

# Updates on key projects

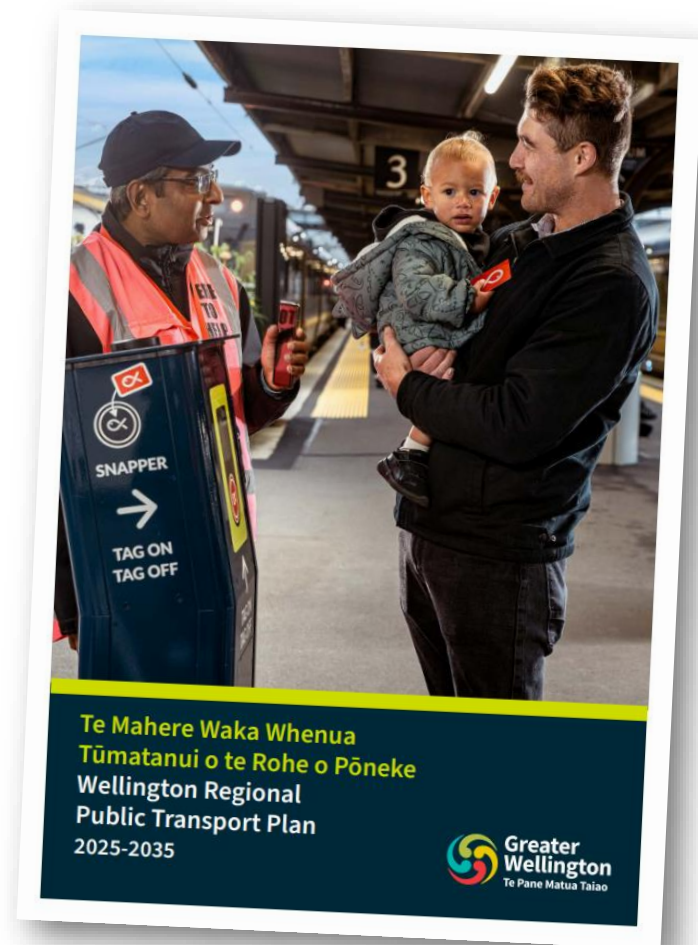




# Wellington Regional Public Transport Plan (RPTP)

Attachment 1 to Report 25.261

| WHAT        | Wellington Regional Public Transport Plan (RPTP) 2025-2035   |
|-------------|--|
| PURPOSE     | The RPTP guides the design and delivery of public transport services, information and infrastructure in the Wellington region. The RPTP has a ten-year strategic focus with particular attention to the coming three-yearly operational cycle. The current RPTP review focuses on the period from 2025 to 2035.  |
| GW GOALS    | An Efficient, Equitable, Accessible, Affordable and Low Carbon Public Transport Network  |
| KEY OUTPUTS | <ul style="list-style-type: none"> <li>• Our long-term goals and objectives for the Metlink public transport network</li> <li>• Our strategic focus areas and the policies and actions that will help us achieve our goals</li> <li>• The Metlink public transport services we are proposing to provide including our Te Hunga Whaikaha Total Mobility provision.</li> </ul> |
| MILE STONES | <ul style="list-style-type: none"> <li>• <b>3-28 March:</b> Consultation period - <b>complete</b></li> <li>• <b>6-7 May:</b> Formal hearings - <b>complete</b></li> <li>• <b>7 May:</b> Deliberations - <b>complete</b></li> <li>• <b>26 June:</b> Adoption</li> </ul>   |



# RPTP Submissions

Attachment 1 to Report 25.261

A total of 996 submissions were received



Of the 929 'HaveYourSay' submissions:

- 86% regularly use Public Transport (PT)
- 14% did not regularly use PT
- 73% use PT to access employment
- 56% use PT transport for social/leisure reasons
- 31% use PT for medical/health services access

Of the 86% regularly use Public Transport (PT):

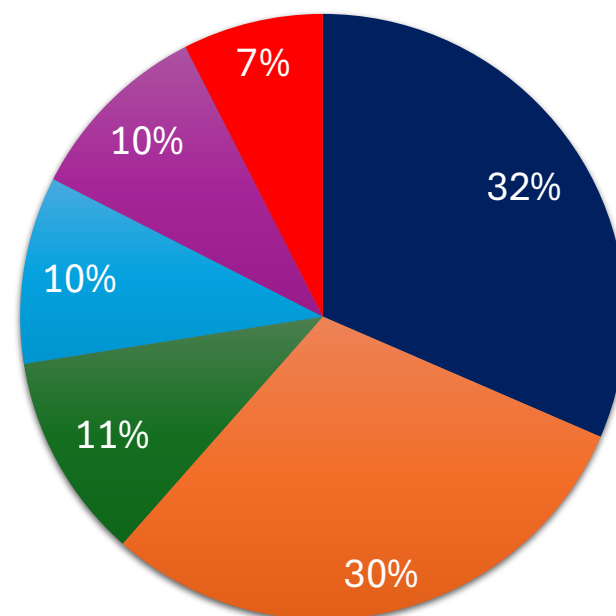


60% were rail users

48% were bus users



## Submitters by area

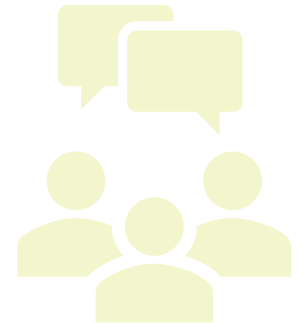


Wellington City Lower Hutt Kāpiti Upper Hutt Porirua Wairarapa

# Key themes of the RPTP consultation

Attachment 1 to Report 25.261

- The reliability and staffing of the **Wairarapa train services**
  - Submissions also highlighted issues with Bus Replacing Train (BRT) services and their impact on the confidence of passengers with the service, and the impact this is having on patronage
- The **cost/affordability** of Public Transport (PT) services
  - Feedback from submitters focused on Greater Wellington needing to focus on its core activities – the reliability and affordability of the public transport network in the Wellington Region should be our focus
- A **lack of PT services in certain parts of the region**. Areas highlighted by submitters were:
  - Wainuiomata connections to Hutt Hospital, Petone and Wellington CBD
  - Ōtaki and Levin connection
  - Ōwhiro Bay needing better services
  - Te Horo needs better services
  - Aotea needs better services
  - Western Hills (Lower Hutt) needs better services
- Continuing to improve the **accessibility** of our PT services and network



# Rail Network Challenges

Attachment 1 to Report 25.261

|                    |  |
|--------------------|--|
| <b>WHAT</b>        | <b>Working with KiwiRail and funding partners to secure investment for a steady state rail network</b>   |
| <b>PURPOSE</b>     | To manage third party risk to provide continuity of service and proactively influence systems and policy settings that could bring about more sustainable funding.   |
| <b>GOALS</b>       | To maintain and then improve services and ensure the RS1 timetable can be implemented and funding is sustainable and a reasonable split between local and central government based on risk   |
| <b>KEY OUTPUTS</b> | Plan to achieve a steady state network. Clarity of funding pathways. A revised Metro Rail Operating Model to provide clarity for GW in terms of how we will operate sustainably.   |
| <b>MILE STONES</b> | <p><b>September 24</b> – GW/KR 10-year investment case for backlog renewals to Treasury for budget 2025</p> <p><b>May 2025 – Budget 2025</b>, \$143m available for Auckland and Wellington metro rail network. Funding split being worked on.</p> <p><b>MROM Review</b> – policy being developed</p> |





# Wairarapa Line (WRL) Disruptions

Attachment 1 to Report 25.261

| WHAT        | Ongoing unplanned disruptions for Wairarapa Line customers   |
|-------------|--|
| CONTEXT     | <p>Number of factors affecting the overall WRL service: including a limited roster of staff within Transdev Wellington, and temporary speed restrictions as KiwiRail improves the rail line in preparation for new trains coming 2028/29.</p> <p>The WRL requires Train Managers with specialised training. While Transdev have 12 Train Managers on the books, only six are currently available for rostering. A full weekday timetable requires at least seven.</p>  |
| MILE STONES | <p>Transdev are working hard to stabilise staffing levels and expect improvements as new recruits complete their training mid-2025.</p>  |
| ACTIONS     | <ul style="list-style-type: none"> <li>Transdev are working to optimise rostering and manage available resources as efficiently as possible. Weekday services will be prioritised over weekends, and commuter services over daytime services.</li> <li>Met with campaign representatives, presented to Wairarapa Committee and Wairarapa Combined Councils forum</li> <li>Metlink website has published weekly updates on services, FAQs to ensure passengers have access to as much information as possible about what is currently affecting the Wairarapa Line</li> </ul> |



# Buses Replacing Trains (BRT) Action Plan

Attachment 1 to Report 25.261

|                    |  |
|--------------------|--|
| <b>WHAT</b>        | Developing buses replacing trains into a proper Metlink service.   |
| <b>PURPOSE</b>     | <p>Over the next ten years KiwiRail are delivering a large volume of overdue rail infrastructure maintenance and renewals. The increased number of blocks of line and complexity of the arrangements for buses replacing trains have required a rethink of how we best manage future BRT services.</p> <p>Metlink has undertaken a thorough review of the impacts of BRT services on passengers, identifying pain-points and prioritising improvements to overcome these. These form an action plan.</p> |
| <b>Benefit</b>     | Efficient, reliable public transport   |
| <b>KEY OUTPUTS</b> | <ul style="list-style-type: none"> <li>• A proper BRT interchange at Platform 10</li> <li>• Tracking and presenting ETA to Transdev and customers</li> <li>• Consistent bus signage and fare collection</li> <li>• Improved routes, stops and infrastructure</li> <li>• Continuous measurement of customer satisfaction</li> </ul>   |
| <b>MILE STONES</b> | <ul style="list-style-type: none"> <li>• <b>June 25</b> consistent BRT bus signage and fare collection; location-based tracking prototype</li> <li>• <b>Dec 25</b> prediction-based tracking and RTI presentation, Platform 10 improvements</li> <li>• <b>May 26</b> improved routes, stops and infrastructure</li> </ul>  |



# BRT Improvement Action Plan (2025 - early 2026)

Attachment 1 to Report 25.261

|                 |                                  | April - June                             | July - Sept                                   | Oct - Dec                   |
|-----------------|----------------------------------|--|---|-----------------------------|
| Customer info   | Platform 10/transfers experience | Improved queueing & p.a. ✓               | Improved transfer planning                    | Implement for Summer BOL    |
|                 | Improved online timetables       | Improved web & app interface ✓           | Integrate timetable data                      | Integrate timetable data    |
|                 | BRT real-time tracking           | Prototype location tracking ✓            | Add prediction and integrate with RTI signage | Implement for Summer BOL    |
|                 | BRT bus signage consistency      | Implement operator protocol ✓            | WTOs monitor performance ✓                    |                             |
| Infrastructure  | Platform 10 interchange          | Minimum requirements design ✓            | Formalise access/ kerb upgrade                | Implement interchange       |
|                 | RTI displays - BRT               | Requirements planning / commit funding ✓ | Integrate with tracking                       | Pilot and implement         |
| Operating model | Customer-centred BOL planning    | Review current planning model ✓          | Design BOL concepts / community engagement    | Implement                   |
|                 | Bus route optimisation           | Review routes & stops ✓                  | Refine routes & stops                         | Implement route refinements |
|                 | Consistent fare collection       | Implement operator protocol ✓            | WTOs monitor performance ✓                    |                             |
| KEY             |                                  | Summer 2024/25                           | Through 2025                                  | Summer 2025/26 Underway ✓   |



# Regional Rail Rolling Stock (LNIRIM)

Attachment 1 to Report 25.261

|                    |   |
|--------------------|---|
| <b>WHAT</b>        | Investing \$874 million in 18 new trains and infrastructure upgrades by 2030  |
| <b>PURPOSE</b>     | <p>Replacing life expired assets, improving travel times and service frequency on lines between Wellington, Wairarapa and Manawatū ie the lower North Island.</p> <p>Introducing weekend services between Wellington and Manawatū.</p> <p>Improve service reliability, provide more travel choices for commuters, and reduce congestion on our roads.</p> |
| <b>GOALS</b>       | Enable an efficient, accessible, low-carbon public transport network. Supports sustainable economic development.  |
| <b>KEY OUTPUTS</b> | <ul style="list-style-type: none"> <li>• New trains. Transition of Capital Connection.</li> <li>• Upgraded railway stations at Otaki and Levin, in partnership with mana whenua</li> <li>• Increased inter-regional and intra-regional services.</li> </ul>   |
| <b>MILE STONES</b> | <ul style="list-style-type: none"> <li>• <b>Mid-2025</b> award train design/build contract. Start program delivery.</li> <li>• <b>2028</b> trains arriving.</li> <li>• <b>2029/2030</b> Increased frequency of rail services</li> </ul>   |





## Other projects to note

Attachment 1 to Report 25.261

### Bike rack issues

Bike racks were decommissioned following the NZTA alert. The required work is underway by the operators and bike racks are planned to be back in use on 1 July.



### Route 2 – planning for introduction of Electric Articulated Vehicles

Project to be undertaken in 2 stages (stage 1: Karori to Courtenay place). From mid 2026, it is intended that there will be five EAVs operating between Karori and Courtenay Place.

### Accessibility Action Plan – current activity

- Disability training for operational staff: (training provider appointed)
- Bus stop and station accessibility improvements: Identification of fully accessible regional station hubs and accessibility ranking in development.
- Priority seating awareness campaign: Campaign piloted. Further campaign activity is planned for 2025.



Attachment 1 to Report 25.261

