If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 24 November 2020, 10.00am

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Members

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

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

Regional Transport Committee

Tuesday 24 November 2020, 10.00am

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Public Business

Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 24 November 2020.

Report 20.325

Public minutes of the Regional Transport Committee meeting on 8 September 2020

All members participating by Zoom at 10.10am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker (until 10.40am)	Porirua City Council
Mayor Barry	Hutt City Council
Mayor Beijen	South Wairarapa District Council
Mayor Foster	Wellington City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kāpiti Coast District Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Emma Speight	Waka Kotahi NZ Transport Agency

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

Public Business

1 Apologies

There were no apologies.

2 Declarations of conflicts of interest

There were no declarations of conflict of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 3 August 2020 – Report 20.248

Moved: Mayor Guppy / Mayor Beijen

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 3 August 2020 – Report 20.248.

The motion was **carried**.

5 Draft Investment Prioritisation method for consultation– Oral Report

Carolyn O'Fallon, Practice Manager, Investment Assurance, Waka Kotahi NZ Transport Agency, spoke to the Committee on changes to transport planning and investment priorities.

The Government made changes to the Government Policy Statement (GPS), which now emphasises social, economic and environmental outcomes, and directs Waka Kotahi in how it makes transport decisions. This represents a shift in focus, and Waka Kotahi must identify gaps in monetised benefits, and recognised that it will need to analyse cost benefits and impacts.

The GPS 2021 has four strategic priorities:

a Safety

b Better travel options

c Freight connections

d Climate change

The Investment Prioritisation Method has three factors:

a GPS alignment

b Scheduling

c Efficiency

6 Wellington Regional Land Transport Plan 2021: Policies – Report 20.307

Amy Helm, Senior Strategic Advisor, spoke to the report.

Moved: Mayor Patterson / Cr Ponter

That the Committee:

1 Agrees the policies as set out in Attachment 1.

2 Agrees amending the draft Safety 10 Year Transport Investment Priority to "Safety: Improve safety, particularly at high risk intersections and on high risk rural and urban roads".

3 Notes the deadline for submission of the Wellington RLTP 2021 to Waka Kotahi NZ Transport Agency has been extended from 30 April 2021 to 30 June 2021.

The motion was **carried**.

7 Proposed variation to the Wellington RLTP 2018-21: Colombo Road Bridge Replacement, Masterton – Report 20.285

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

Moved: Mayor Beijen / Cr Ponter

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 be varied to include the Colombo Road Bridge Replacement, Masterton.

The motion was **carried**.

8 Progress report on the Wellington Regional Land Transport Plan Programme 2018-21 (January to June 2020) – Report 20.268 [For information]

Jill Corrin, Senior Data Analyst, spoke to the report.

9 Waka Kotahi NZ Transport Agency update – September 2020 – Report 20.314 [For information]

Emma Speight, Director, Regional Relationships, Waka Kotahi NZ Transport Agency, spoke to the report.

10 KiwiRail update – September 2020 – Oral Report

David Gordon, Chief Operating Officer – Capital Projects and Asset Development, KiwiRail, updated the Committee on KiwiRail projects in the Wellington Region. Mr Gordon advised that:

a KiwiRail is re-railing and relaying sleepers for the North Island main trunk line tracks over the 2020 Christmas-New Year period.

b KiwiRail is experiencing cost pressures, and needs to balance this pressure with meeting demand for regional rail growth and resilience upgrades.

c The rail network is putting pressure on the power substations. KiwiRail is investigating the right way for it to contribute to upgrades to the substations.

d Trentham to Upper Hutt double tracking is on schedule to open for Waitangi Day 2021. The upgrades for the Wairarapa tunnels are scheduled for the 2021 Christmas-New Year period.

The meeting closed at 11.11am.

Councillor A Staples
Chair

Date:

Regional Transport Committee
24 November 2020
Report 20.301

For Decision

ESTABLISHMENT OF THE REGIONAL LAND TRANSPORT PLAN 2021 HEARING SUBCOMMITTEE

Te take mō te pūrongo
Purpose

1. To advise the Regional Transport Committee (the Committee) of:
   a The establishment of the Regional Land Transport Plan 2021 Hearing Subcommittee (the Subcommittee)
   b The terms of reference for the Subcommittee
   c Appointments to the Subcommittee
   d Appointment of officers to receive oral submissions on the Draft Regional Land Transport Plan 2021.

He tūtohu
Recommendations

That the Committee:

1 **Establishes** the Regional Land Transport Plan 2021 Hearing Subcommittee.

2 **Adopts** the Terms of Reference for the Regional Land Transport Plan 2021 Hearing Subcommittee, as set out in Attachment 1.

3 **Appoints** as members of the Regional Land Transport Plan 2021 Hearing Subcommittee:
   a Councillor Adrienne Staples (Greater Wellington Regional Council)
   b Emma Speight (Waka Kotahi NZ Transport Agency)
   c Mayor Wayne Guppy (Upper Hutt City Council) – for the Hutt Valley
   d Mayor Alex Beijen (South Wairarapa District Council) – for the Wairarapa
   e Deputy Mayor Sarah Free (Wellington City Council) – for Wellington City
   f Mayor Anita Baker (Porirua City Council) – for the West Coast

4 **Appoints** Councillor Staples as Chair.

5 **Appoints** the following officers to receive oral submissions on the Draft Regional Land Transport Plan 2021:
   a Grant Fletcher, Manager, Regional Transport

b Amy Helm, Senior Strategic Advisor

c Shan Lu, Senior Strategic Advisor

d Anke Kole, Senior Strategic Advisor

e Natasha Hayes, Senior Transport Planner

f Saku Kunanayagam, Project Co-ordinator.

Te horopaki
Context

2. The scheduled consultation period for the draft Regional Land Transport Plan 2021 is from 15 February to 19 March 2021. The draft Public Transport Plan 2021 will be consulted on at the same time.

3. The Committee expressed a desire to establish a subcommittee to consider and hear submissions. The Subcommittee will report to the Committee meeting scheduled for 8 June 2021 with its recommendations for the finalisation of the Regional Land Transport Plan 2021. The finalised plan will then be considered by Greater Wellington Regional Council on 24 June 2021 for adoption.

4. Greater Wellington Regional Council has set its meeting dates for 2021 for all of its committees, including the Regional Transport Committee and the Subcommittee. The Subcommittee is scheduled to meet 13 to 15 April 2021.

Te tātaritanga
Analysis

5. Clause 30 of Schedule 7 to the Local Government Act 2002 and Council's Standing Orders allow for a committee, including a Regional Transport Committee, to establish subcommittees as considered appropriate. A committee may appoint any member of a subcommittee.

Terms of Reference

6. The proposed Terms of Reference (**Attachment 1** - Terms of Reference for the Regional Land Transport Plan 2021 Hearing Subcommittee) provide for:

   a Submitters to have the option of speaking to their submission by remote participation

   b All members of the Subcommittee to have equal speaking rights, and a deliberative vote. The Chair has a deliberative vote, but, in the event of an equality of votes, does not have a casting vote (consistent with the Terms of Reference for the Committee).

Appointments

7. The Committee expressed a preference that not all Committee members be appointed as members of the Subcommittee. In consultation with the Chair of the Committee, officers propose that the Subcommittee has a membership with a geographic spread. Officers also propose that a Regional Councillor and the member from Waka Kotahi NZ Transport Agency (Waka Kotahi) be appointed.

8. The proposed membership is:

    a Councillor Adrienne Staples – Greater Wellington Regional Council; appointed as Chair of the Subcommittee

    b Emma Speight – Waka Kotahi

    c Mayor Wayne Guppy (Upper Hutt City Council) – for the Hutt Valley

    d Mayor Alex Beijen (South Wairarapa District Council) – for the Wairarapa

    e Deputy Mayor Sarah Free (Wellington City Council) – for Wellington City

    f Mayor Anita Baker (Porirua City Council) – for the West Coast

9. Officers propose that officers of the Regional Transport department be appointed to receive oral submissions on the Draft Regional Land Transport Plan 2021. The proposed officers for appointment are:

    a Grant Fletcher, Manager, Regional Transport

    b Amy Helm, Senior Strategic Advisor

    c Shan Lu, Senior Strategic Advisor

    d Anke Kole, Senior Strategic Advisor

    e Natasha Hayes, Senior Transport Planner

    f Saku Kunanayagam, Project Co-ordinator.

Ngā hua ahumoni
Financial implications

10. There are no financial implications as each member is remunerated by their relevant council or body.

Ngā tikanga whakatau
Decision-making process

11. Officers considered the matters requiring decision in accordance with the requirements of Clause 30 and 31 of Schedule 7 of the Local Government Act 2002 and the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

12. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines.* Officers recommend that these matters are of low significance due to its administrative nature.

Te whakatūtakitaki
Engagement

13. Due to the low significance of the matters for decision, no external engagement was required.

Ngā tūāoma e whai ake nei
Next steps

14. Members of the Committee and Subcommittee will be advised of the Subcommittee meeting dates.

Ngā āpitihanga
Attachment

Number	Title
1	Terms of Reference for the Regional Land Transport Plan 2021 Hearing Subcommittee

Ngā kaiwaitohu
Signatories

Writers	Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services
Approvers	Alex Smith – Kaitohutohu Matua/Senior Advisor, Democratic Services Francis Ryan – Kaiwhakahaere Matua/Manager, Democratic Services Luke Troy – Kaiwhakahaere Matua Rautaki/General Manager, Strategy

He whakarāpopoto i ngā huritaonga **Summary of considerations**
Fit with Council's roles or with Committee's terms of reference The Committee prepares the Wellington Regional Land Transport Plan. It is appropriate for the Committee to determine how it wishes to consider submissions on the Wellington Regional Land Transport Plan. Clause 30 of Schedule 7 to the Local Government Act 2002 and Council's Standing Orders provide for the Committee to establish subcommittees, as it considers appropriate.
Implications for Māori There are no known implications for Māori.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies The Regional Land Transport Plan 2021 Hearing Subcommittee is established to consider submissions to the Draft Wellington Regional Land Transport Plan 2021.
Internal consultation The Regional Transport department and the Chair of the Regional Transport Committee were consulted.
Risks and impacts - legal / health and safety etc. There are no known risks.

Attachment 1 to Report 20.301

Regional Land Transport Plan 2021 Hearing Subcommittee

(A subcommittee of the Regional Transport Committee)

1 Purpose

To hear and consider submissions made on the Draft Regional Land Transport Plan 2021, and recommend to the Regional Transport Committee any amendments.

2 Powers

The Regional Land Transport Plan 2021 Hearing Subcommittee has the power to:

- Consider both the written and oral submissions, and any other consultation material on the Draft Regional Land Transport Plan 2021.
- Seek clarification from Council officers on any technical matters.
- Develop recommendations on amendments to the Draft Regional Land Transport Plan 2021 for consideration by the Regional Transport Committee.

3 Responsibilities

The Regional Land Transport Plan 2021 Hearing Subcommittee shall ensure that:

- The hearing and consideration process is carried out in a way that is effective and timely;
- Submitters are provided with the best possible opportunity to be heard in support of their submission;
- Hearing Subcommittee members receive submissions with an open mind and give due consideration to each submission;
- The decision making process is robust and transparent.

4 Members

The Regional Transport Committee shall appoint:

a One person to represent Greater Wellington Regional Council, being an elected member of the Greater Wellington Regional Council
b One person to represent Waka Kotahi New Zealand Transport Agency
c One person to represent the Hutt Valley, being an elected member of the Hutt City Council or Upper Hutt City Council
d One person to represent the Wairarapa, being an elected member from either Carterton District Council, Masterton District Council or South Wairarapa District Council
e One person to represent Wellington City, being an elected member of the Wellington City Council
f One person to represent the West Coast being an elected member of Kāpiti Coast District Council or Porirua City Council.

5 Chair

The Chair is to be the appointed Greater Wellington Regional Council member.

6 Alternate members

There are no alternate members.

7 Quorum

Three Subcommittee members.

8 Meeting procedures

- All members have equal speaking rights and a deliberative vote.
- The Chair 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).
- Members must be present for the substantial part of the hearing and deliberations in order to participate in the decision-making of the Hearing Subcommittee.
- Submitters may speak to their submission by remote participation.

9 Remuneration and expenses

Each member's remuneration and expenses are met by the council or body they represent.

10 Duration of Subcommittee

The Subcommittee is deemed to be dissolved at the end of the decision-making process on the Regional Land Transport Plan 2021.

Regional Transport Committee
24 November 2020
Report 20.407

For Decision

PROPOSED VARIATION TO THE WELLINGTON RLTP 2018-21 - SILVERSTREAM PIPELINE BRIDGE WALKWAY AND CYCLEWAY

Te take mō te pūrongo
Purpose

1. To seek the Regional Transport Committee's support for a proposed variation to the Wellington Regional Land Transport Plan Programme 2018-21, to include the Silverstream Pipeline Bridge Walkway and Cycleway.

He tūtohu
Recommendation

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

Te tāhū kōrero
Background

Wellington Regional Land Transport Plan Programme

2. The Wellington Regional Land Transport Plan 2015 (RLTP) was updated by the mid-term review in June 2018. Part of that update was the development of a new RLTP programme section for 2018-21 (the RLTP programme).

3. The RLTP programme contains all the land transport activities proposed to be undertaken throughout the Wellington Region and the regional priority of significant activities (those costing more than $5 million).

4. The activities in the RLTP programme are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and approved organisations[1]. These approved organisations include the eight territorial authorities, Department of Conservation, Kāinga Ora, KiwiRail and Greater Wellington Regional Council.

Process for considering a variation

5. Section 18D of the Land Transport Management Act 2003 (the LTMA) states that if a good reason exists to do so, the Regional Transport Committee (the Committee) may

[1] As defined in the Land Transport Management Act 2003.

prepare a variation to the RLTP during the six years to which the RLTP applies. This variation can be at the request of an approved organisation or Waka Kotahi, or on the Committee's own motion.

6. Section 18D(4) of the LTMA requires the Committee to consider promptly any variation request.

7. Section 18D(5) of the LTMA notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.

8. The Committee determines if a proposed variation is significant in accordance with its significance policy adopted under 106(2) of the LTMA and included in the RLTP (see Appendix B - page 191).

Te tātaritanga
Analysis

Proposed variation and significance

9. The details of the proposed variation are set out below, along with an assessment of the significance of this variation.

10. Officers have assessed the significance of the proposed variation, for the purpose of consultation, against the RLTP significance policy.

11. Information on the proposed variation is set out below and in **Attachment 1** - Proposed RLTP programme variation - Silverstream Pipeline Bridge Walkway and Cycleway.

Silverstream Pipeline Bridge Walkway and Cycleway
Request by: Hutt City Council
Details of the subject activity: The pedestrian and cycle component of the bridge project is expected to include: • the basic structure • a 2.9m non-slip pedestrian deck with railings and lighting • raised abutments at a suitable grade for active modes • connections into the adjoining cycleway and pedestrian network • paths to current standards, i.e. sealed and standard widths • appropriate landscaping treatment • an underpass under the existing road bridge accessible except when the river is in flood • provision for one-way access by a light vehicle, i.e. deck loadings, adequate subbase on access paths, lockable bollard at each end.
Description of variation: to add a new activity to the RLTP programme as a significant activity.
Reason for the variation:

Silverstream Pipeline Bridge Walkway and Cycleway
The subject activity was not expected to commence within the 6 years of the programme at the time the RLTP and its 2018 update were finalised. The opportunity has arisen to consider the development of a dual use bridge as part of the design process for a new pipe bridge required to carry water as part of the Wellington Water bulk distribution network.
Estimated total cost: The cost of development of the business case is estimated at $30,000. The total cost of the project is estimated at $11 million.
Proposed timing and cash-flow: Development of the business case is expected to commence in November 2020 and take one month. Subject to the business case being approved, the construction funding is proposed to be spent in the 2021/22 year of the programme.
Funding sources: The project is expected to be funded by a contribution from Wellington Water and the National Land Transport Fund. The proposed funding for implementation will be developed as part of the business case.

12. The following tables indicate officers' consideration of the key factors in making determinations about significance and consultation:

1 Key considerations in determining significance – would the proposed variation:		
Materially change the balance of strategic investment?	No	The proposed cost variation of $11 million associated with this activity is not considered to materially change the overall balance of strategic investment in the context of the $1.3 billion programme cost.
Negatively impact on the contribution to Government or GPS objectives and priorities?	No	The proposed variation relates to a project that will make a positive contribution towards the Government Policy Statement objectives through the construction of improvements that will have a significant contribution to road safety and active mode benefits.
Affect residents?	No	This is unlikely because there are few residents nearby, but will be explored fully during the resource consenting process.

1 Key considerations in determining significance – would the proposed variation:		
Affect the integrity of the RLTP, including its overall affordability?	No	The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.

2 Several types of variations are considered to be generally not significant in their own right. Are the proposed variations:	
An activity in the urgent interests of public safety?	No
A small scope change costing less than 10 percent of estimated total cost, or less than $20 million	No
Replacement of a project within a group of generic projects by another project?	No
A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme?	No
The addition of an activity previously consulted on in accordance with sections 18 and 18A of the LTMA and which comply with section 20 of that Act?	No
Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.	

3 Other considerations	
What are the likely impacts, time delays or cost on public safety, economic, social, environmental wellbeing as a consequence of undertaking consultation?	Consultation could delay funding approval for business case development.
What are the relative costs and benefits of consultation?	Consultation is unlikely to result in benefits. This variation seeks funding for business case development in the first instance and will not impact on residents.
To what extent has consultation with the community or relevant stakeholders been undertaken already?	This proposal has been developed in collaboration with Wellington Water. There may be consultation with the community as part of the resource consent process.

4 Conclusion
The Silverstream Pipline Bridge Walkway and Cycleway is over the significance expenditure limit of the RLTP programme. However, the proposed variation to the RLTP programme 2018-2021 does not trigger the significance policy for the purpose of consultation when all factors are taken into account.

Ngā hua ahumoni
Financial implications

13. The financial implications of the proposed variation are stated in paragraphs 11 and 12.

Ngā tikanga whakatau
Decision-making process

14. The matters for decision in this report are subject to the legislative requirements of section 18D and 106(2) of the LTMA. The specific requirements are stated in paragraphs 6 to 8 of this report.

15. Section 18D(5) of the LTMA requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Act and as included in the RLTP.

Te hiranga
Significance

16. Given the assessment in paragraph 12, officers conclude that making the proposed variation is not significant.

Te whakatūtakitaki
Engagement

17. Given the analysis in paragraph 12, officers conclude that consultation is not required.

Ngā tūāoma e whai ake nei
Next steps

18. If the Committee agrees to the proposed variation (**Attachment 1**), this variation will then be forwarded to Greater Wellington Regional Council for approval at its meeting on 10 December 2020. As is the case with the RLTP itself, Greater Wellington Regional Council must either accept the recommendation or refer the proposed variation back to the Committee, with a request that it be reconsidered.

19. If Greater Wellington Regional Council adopts the variation, the Council Chair will forward it to Waka Kotahi to consider for inclusion in the National Land Transport Programme for funding.

20. There is no obligation on Waka Kotahi to vary the National Land Transport Programme to include the proposed new activities. However, Waka Kotahi must give written reasons for any decision not to do so.

Ngā āpitihanga
Attachment

Number	Title
1	Proposed RLTP programme variation – the Silverstream Pipline Bridge Walkway and Cycleway

Ngā kaiwaitohu
Signatories

Writers	Shan Lu - Senior Strategic Advisor Regional Transport
Approvers	Grant Fletcher - Manager Regional Transport Luke Troy - General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
Fit with Council's roles or with Committee's terms of reference
The Committee is responsible for preparing variations to the Ragional Land Transport Plan, for approval by Greater Wellington Regional Council.
Implications for Māori
There are no known impacts for Māori from this variation.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies
The proposed variation contributes to the Wellington Regional Land Transport Plan 2015.
Internal consultation
No internal consultation took place, as this is a procedural report to update the RLTP programme. This report was prepared with input from Hutt City Council and has been reviewed by the Technical Advisory Group.
Risks and impacts - legal / health and safety etc.
There are no risks related to the matter for decision.

Attachment 1 to Report 20.407

Proposed RLTP programme variation – Silverstream Pipeline Bridge Walkway and Cycleway

Table One: Significant activity priority, and contribution to regional objectives

Priority band	Organisation	Project name	A high quality, reliable public transport network	An increasingly resilient transport network	An attractive and safe walking and cycling network	A safe system for all users of the regional transport network	An efficient and optimised transport system that minimises the impact on the environment	A well planned, connected and integrated transport network	A reliable and effective strategic road network	An effective network for the movement of freight
5	HCC	Silverstream Pipeline Bridge Walkway and Cycleway								

Key:

High contribution to objective	Medium contribution to objective	Low contribution to objective	No contribution to objective

Table Two: Significant activities costs and timing

Organisation	Project Name	Description	Activity Stage	Expected start year	End year	Cost ($m) 2018/19	Cost ($m) 2019/20	Cost ($m) 2020/21	3 year cost ($m)	Total projected cost ($m)	Funding source	BCR	Profile
HCC	Silverstream Pipeline Bridge Walkway and Cycleway	Investment in a dual use bridge to carry both a water pipe and pedestrians/cyclists at Silverstream.	Single-stage business case	2020/21	2021/22			$0.03	$0.03	$11	Funding split to be confirmed, expected to include Wellington Water (water-related component), Waka Kotahi (pedestrian/cycling component)	To be confirmed during business case development	HML*

Regional Transport Committee
24 November 2020
Report 20.426

For Information

2019/20 ANNUAL MONITORING REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN

Te take mō te pūrongo
Purpose

1. To present to the Regional Transport Committee (the Committee) the Annual Monitoring Report (the Report) on the progress made in the 2019/20 financial year towards implementing the Wellington Regional Land Transport Plan 2015 (the Plan).

Te tāhū kōrero
Background

Monitoring requirements

2. The Land Transport Management Act 2003 (amended in 2013) requires the Committee to prepare a Regional Land Transport Plan (RLTP). This plan sets the strategic direction for a region's land transport network and replaces the Regional Land Transport Strategy. The monitoring requirements for the Plan are set out in Appendix A of the Plan.

3. This is the sixth year of monitoring for the Plan adopted in April 2015. The Report is a full report; all RLTP measures are included and their progress in relation to Plan monitoring targets is discussed. A new RLTP is currently being developed for the period 2021 to 2024.

Data sources and availability

4. The Report presents the latest data and information on the Plan's outcomes and measures. For most measures, this covers the timeframe up to 30 June 2020. The information referenced in the Report is sourced from Greater Wellington Regional Council (Greater Wellington), local councils, Waka Kotahi New Zealand Transport Agency (Waka Kotahi), and Statistics New Zealand. Greater Wellington data on public transport are collected as part of operational reporting requirements.

5. Not all data are updated annually. In 2020, some measures have no results due to the impact of COVID-19 or discontinuation of data sets. Other measures with new reporting indicators have only three or four years of data.

The impact of COVID-19

6. COVID-19 has affected statistically some data sources, and therefore the conclusions that can be reached. Where this has occurred, the conclusions are based on the last full year where data was available. These instances are highlighted in the Report itself. Data will continue to be monitored for the impact of COVID-19.

Measuring progress

7. There are eight strategic objectives, and twenty outcomes, each with at least one measure and a 2025 target. By measuring each outcome, we can determine the level of overall progress in delivering the strategic objectives.

8. Our assessment of progress towards each outcome is determined by both a short-term (two to four years) and five-year trend line for each measure (where data are available), to allow trends to be discussed.

Te tātaritanga
Analysis

9. The available information tells us that more people are using public transport (PT) in the Wellington Region. The 2018 census results for PT saw an increase in mode share from 17.3 percent (in 2013) to 19.6 percent; this is well above the RLTP target of 17.8 percent. Over the six months prior to Covid-19, public transport trips increased by 5.9 percent compared with the same period the previous year. The impact of COVID-19 has reduced public transport patronage in 2020 (although largely outside the reporting period), however it is unclear at this stage whether this is a temporary impact or whether there will be longer-term shifts in travel behaviour.

10. Another two targets were reached for PT: improved PT access to core services and improved access across the network. Both measures rely on census data to estimate the proportion of people who live in close proximity to bus routes and rail services

11. The long-term trend in transport generated CO_2 emissions (derived from fuel consumption data) shifted from increasing emissions to a gradual decrease due to the impact of reduced travel during the COVID-19 emergency. Over the last year, emissions decreased by 9 percent. Analysis of fuel consumption for the eight months prior to COVID-19 shows a small difference (0.5 percent less) in total emissions compared to the same eight months of the previous year.

12. Deaths and serious injuries on regional roads have increased for the fourth year running. In 2019, there were 208 fatal or serious injuries (using a five year average). Serious injuries involving pedestrians and cyclists decreased for 2019, but the five-year average has not changed in the last year.

13. The below table summarises the progress of the strategic objectives according to the measures (the outcome of the five-year trend) and targets achieved. The table shows that the objective for a high quality and reliable public transport has had positive results.

Strategic Objectives	Positive Trend	Negative Trend	Neutral Trend	Target Achieved
High quality reliable public transport	5	1	1	4
Reliable and effective strategic road network			2	
Effective network for freight	1		1	1
Safer system for all users		3		
Resilient transport network	2			1
Connected and integrated transport network	1			1
Safe and attractive walking and cycling network	2		4	
Efficient transport system with less impact on the environment	2		2	

14. For an overview on the progress of all the Plan's measures, please refer *Table 1: Summary of RLTP measures for each strategic objective and outcome* in **Attachment 1**.

Ngā hua ahumoni
Financial implications

15. There are no financial implications.

Ngā tūāoma e whai ake nei
Next steps

16. The Report will be published on Greater Wellington's website. It will also be distributed to key stakeholders and to libraries within the Wellington region.

Ngā āpitihanga
Attachment

Number	Title
1	2019-20 Annual Monitoring Report on the Wellington Regional Land Transport Plan

Ngā kaiwaitohu
Signatories

Writer	Jill Corrin – Senior Data Analyst, Data and Analysis Team
Approvers	Grant Fletcher– Manager, Regional Transport Luke Troy – General Manager, Strategy

He whakarāpopoto i ngā huritaonga **Summary of considerations**
Fit with Council's roles or with Committee's terms of reference
Reviewing the implementation and delivery of the Wellington Regional Land Transport Plan is a specific responsibility of the Committee.
Implications for Māori
There are no known impacts for Māori.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies
There are no implications.
Internal consultation
Consultation occurred on the content of Attachment 1, this was undertaken with key staff in the Public Transport group.
Risks and impacts - legal / health and safety etc.
There are no risks.

Attachment 1 to Report 20.426

FY2019/20 Annual Monitoring Report on the Wellington Regional Land Transport Plan

For more information, contact Greater Wellington Regional Council:

Publication number:2020-68

October 2020

Strategy group

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Wellington
T 04 384 5708

www.gw.govt.nz
info@gw.govt.nz

Executive Summary

The Wellington Regional Land Transport Plan (RLTP) sets out the strategic direction for the region's land transport network. It includes a policy framework comprising eight strategic objectives and 20 outcomes to guide land transport planning and investment for the region. The strategic objectives and outcomes in the RLTP have been developed in response to the major transport challenges and issues facing the region.

This Annual Monitoring Report (AMR) has been prepared to measure progress against the RLTP outcomes and associated targets. It covers the 2019/20 financial year and represents the sixth year of monitoring since the RLTP was adopted in April 2015. This is a full AMR and the last AMR for the 2015 RLTP which will be succeeded by a new RLTP in June 2021. Over the duration of the 2015 RLTP, seven measures reached their targets:

Three measures reached their RLTP target this year:

- ✓ Improved Public Transport (PT) accessibility to core services - At least 50% of the population living within 500 m **of a core bus stop** or 1 km of rail station
- ✓ Improved PT accessibility across the whole network - At least 88% of the population living within 500 m **of any bus stop** or 1 km of rail station
- ✓ Increase in public transport mode share from **2018** census results – The mode share of journey to work trips by PT is at least 18%

Over the course of the 2015 RLTP, another 4 measures reached their RLTP targets:

- ✓ Resilient transport network - Adoption of a regional risk register
- ✓ Improved PT reliability - At least 96% of rail services are punctual
- ✓ Improvement in the quality of PT- At least a 50% reduction in harmful[1] emissions from the bus fleet
- ✓ Effective network for freight – Travel time predictability for freight reached 95%

This year we are able to update five RLTP measures using the **2018 census** data. These indicators refer to accessibility to public transport and travel to work mode share (PT, walking and cycling). In section 2 of the report, data and commentary on regional results and travel to work analysis from the 2018 census results, this includes information by territorial authority (TA).

COVID-19 had an impact on data collection and indicator results for 2019/20, specifically the Wellington City Cordon survey (4 measures), public transport patronage and transport generated emissions. Where possible, we provide annual results and also commentary on how the measure was tracking pre-COVID.

On the next page, **Table 1** lists each outcome together with the RLTP 2025 target and 2013/14 baseline against which progress has been measured. The results for each measure for 2019/20 are shown (if available) and progress is indicated by colour and symbols according to short term or 5-year trend – defined in the legend on page 5.

[1] For this indicator harmful emissions refer to CO, HC, NO_X and PM_{10} emissions see page 11 for more information.

Table 1: Summary of RLTP measures for each strategic objective and outcome

Objective: A high quality, reliable public transport network

Outcome	Measure	2025 target	Baseline	2019/20 results	Short term trend	5 year trend	Comment
Increased public transport use	Annual public transport boardings per capita	Increase to at least 76 boardings	72 boardings (2013)	74.6 per capita	↑	↑	Boardings per capita up to February 2020 (pre-Covid-19) to estimate annual result.
	Public transport mode share of journey-to-work trips (census)	Increase to at least 17.8%	17.3% (2013)	19.6%	✓	✓	2018 Census results show a 2 percentage point increase since 2013
	Public transport mode share of trips crossing Wellington City CBD cordon (AM peak)	Increase to at least 34.7%	33.1% (2013)	34% (2019)	↔	↑	The 2020 Cordon survey results are unreliable due to impact of covid-19, however PT growth was tracking higher than car growth up to Feb 2020.
Improved public transport accessibility for all	Population living within 500m of a core bus service or 1km of a railway station (census)	Improvement toward at least 50%	41.6% (2013)	61.2%	✓	✓	2018 Census address data shows a 19% point increase in number of people close to PT services, this is mainly due to changes to high frequency bus routes in 2018.
	Population living within 500m of any bus stop or 1km of a railway station.	Improvement toward at least 88%	87.6% (2013)	92.4%	✓	✓	2018 census data shows a 5 percentage point increase in number of people close proximity to PT, the RLTP target is achieved.
	Accessibility to public transport network for all users	Continual improvement in physical accessibility and standards of vehicles, parking and facilities.	A comprehensive range of bus and rail facilities for customers.	New mobility services	↑	↑	A range of work on bus and rail services has been implemented to improve customer accessibility.
Improved quality of public transport	Public transport vehicle fleet	At least a 50% reduction in harmful emissions (average 15 g/km per bus)	2014 emissions 29.6 g/km^3	11.9 g/km^3	✓	✓	The majority of the bus fleet are now low emission diesel buses. The 2025 target has been reached.
	Overall satisfaction with the Wellington region's public transport system (all modes)	At least 90%	83% (2014)	74% (2019)	↑	↓	November 2019 Survey shows increase in satisfaction. 2020 survey delayed due to Covid-19
Improved public transport reliability and journey times	Peak period public transport travel times on core routes	A continuous improvement on core routes	bus travel times: 41 min AM & 40 min PM (2014)	38.6 mins AM 35.5 mins PM	↔	↓	In short term there is no change at the AM peak travel times. Overall bus travel times gradually decrease over the last five years
	Peak period bus travel time variability on core routes	A continuous improvement in variability along core routes	Ave lateness: 3.8 minutes AM 3.2 minutes PM (2014)	2.9 mins AM 3.8 mins PM	↔	↔	No obvious trend for both am & pm variability in short or long term
	Rail service punctuality	At least 96% of services reach destination within 5 mins of timetabled time	88% (2017)	89%	↑		The punctuality rating for rail has increased this year. Short term trend is positive

Attachment 1 to Report 20.426

Outcome	Measure	2025 target	Baseline	2019/20	Short term trend	5 year trend	Comment
Objective: A reliable & effective strategic road network							
Reduced severe road congestion	Rolling average peak period travel speeds on selected strategic routes	A 10% increase in 3 year rolling average travel speed (40 km/hr AM, 45 km/hr PM)	36 km/hr AM 41 km/hr PM (2016)	35 km/hr AM 39 km/hr PM (2019)	↔		No new data this year. Over the short term, average travel speed is unchanged for AM & PM.
Improved reliability of the strategic road network	Average peak travel time predictability on selected strategic routes	A 10% increase in the 3 year rolling average predictability (71% AM, 73% PM)	64% AM 66% PM (2016)	63% AM 64% PM (2019)	↔		No new data this year. Over the short term there is little change in travel time predictability.
Objective: An effective network for the movement of freight							
Improved freight efficiency	Rolling average all-day travel speeds on important regional freight routes	A 10% increase in average travel speed (68 km/hr inbound, 66 km/hr outbound)	62 km/hr inbound, 60 km/hr outbound	62 km/hr Inbound 61 km/hr Outbound (2019)	↔		No new data this year. Over the short term there is little change in travel time predictability.
	Average all-day travel time predictability on important regional freight routes	A 10% increase in travel time predictability (95% inbound, 93% outbound)	86% inbound 85% outbound (2016)	96% inbound 96% outbound (2019)	✓	✓	No new data this year. Target reached for inbound and outbound predictability in 2019.
Increased proportion of freight moved by rail	Percentage of long distance freight volumes moved by rail	An increasing proportion of freight moved by rail	4.8% of freight by rail (2012)	4.9% of freight by rail (2018)	↑	↑	Rail freight volumes moving in and out of the region have increased and proportion that is rail freight is up slightly (2018).
Objective: A safer system for all users of our regional road network							
Improved regional road safety	Killed and seriously injured totals, measured on an annual basis against a 5-year rolling average (CAS data)	At least a 50% reduction in 5 year average (total below 92 seriously injured or killed)	183 killed or seriously injured people (2013)	208 DSI (2019)	↑	↑	Average serious casualties still high (5 year average) but 2019 annual DSI total has dropped.
	Total casualties on an annual basis against a 5-year rolling average (CAS data)	At least a 50% reduction in 5 year average (below 540 casualties)	1,080 casualties (2013)	1,115 casualties (2019)	↑	↑	A 7% increase in average casualties in the last year, this is due to an increase in minor injuries from 2018.
Increased safety for pedestrians and cyclists	The number of vulnerable road users (cyclists and pedestrians) killed and seriously injured annually against a 5-year rolling average (CAS data)	At least a 50% reduction in 5 year average (below 28 killed or seriously injured)	53 killed or seriously injured (2013)	57 DSI (2019)	↑	↑	A 9% rise in fatal or seriously injured in the last five years. The rise is due to increase in accidents from 2017.

An increasingly resilient transport network							
Outcome	**Measure**	**2025 target**	**Baseline**	**2019/20**	**Short term trend**	**5 year trend**	**Comment**
Improved transport infrastructure resilience to disruption from unplanned events	Proportion of region covered by an adopted regional risk register	100% - risk register by 2017 and agreed prioritisation methodology by 2019	Project list	Up-to-date regional risk register produced	✓	✓	The risk register provides a list of regional network priorities. Target achieved in 2018.
A transport network that supports the restoration of access and regional recovery after a major event	Estimated time to reopen key road connections to and within the region and to key recovery facilities.	Continuous reduction in number of days to reopen the transport network	Existing emergency plan estimates (2014)	-	↓	↓	Transport network projects that are planned or under construction will help to improve resilience and reduce the recovery time.
Reduced regional economic risk	Proportion of region covered by an adopted and comprehensive regional restoration and emergency plan	100%	Existing regional restoration emergency plans(2014)	Group plan and emergency plan finalised	↑	↑	Progress is ongoing on emergency and recovery planning for the region.
Objective: A well planned, connected and integrated transport network							
Improved land use and transport integration	Population living within 500m of any bus stop or 1km of a railway station	Continual improvement towards 88%	87.6% in 2013	92.4%	✓	✓	2018 census data shows an increase in people in close proximity to public transport services, the result exceeds the target.
Improved integration between transport modes	Number of secure cycle parking spaces at railway stations.	Increase by 50% (441 cycle spaces)	294 cycles spaces (2013)	433 cycle spaces	↑	↑	48 new cycle parking spaces this year.
Objective: An attractive and safe walking and cycling network							
Increased mode share for pedestrians and cyclists	Proportion of journey to work trips by walking	13.6% of journey to work trips	12.1% in 2013	11.4%	↔	↑	2018 census result is slightly below 2013 for walking mode share, partly a result of a significant increase in PT. Wording of JTW mode question was changed in 2018 so results treated with caution.
	Proportion of journey to work trips by bike	4.6% of journey to work	3.1% in 2013	2.7%	↔	↑	Some fluctuation in census results over the last four years for cycling mode share. Wording of JTW mode question was changed in 2018 so results treated with caution.
	Proportion of urban trips by walking	20.1% of trips crossing the CBD cordon	18.4% in 2013	16.7% (2019)	↔	↔	Cordon survey results are unreliable in 2020 due to impact of covid-19 on commuter trips.
	Proportion of urban trips by bike	4.6% of trips crossing Wellington CBD cordon	2.6% in 2013	2.7% (2019)	↔	↔	Cordon survey results are unreliable in 2020 due to impact of covid-19 on commuter trips.
Improved level of service for pedestrians and cyclists	Perception of level of service for cyclists and pedestrians	95% and 60% level of service (walking & cycling)	Walking 90% Cycling 50% (2013)	Walking 82% Cycling 52% (2019)	↑	↑	The perceived level of service for cyclists has increased in short term and decreased for pedestrians.
Increased use of active modes for journeys to school	Use of active modes in journeys to school for those participating in the School Travel Plan programme.	Continually increasing use of active modes	27% walking, 13% cycle, scooter or skateboard (2013).	2014 results: 26% walking 14.5% cycle or scooter	↔	↔	The online reporting tool for schools to record student travel is in development.

Objective: An efficient and optimised transport system that minimises the impact on the environment							
Outcome	**Measure**	**2025 target**	**Baseline**	**2019/20 data**	Short term trend	5 year trend	**Comment**
Reduced harmful emissions from transport	Transport generated emissions (per capita)	15% reduction in annual per capita CO_2 emissions (1.86 tonnes per capita)	2.18 tonnes per capita (2013)	2.09 tonnes per capita	↓	↓	Per capita CO_2 decreased by 9% since the previous year. Decrease mainly due to impact of COVID-19. Trend line shows a general improvement toward the target.
	Transport generated emissions (absolute)	10% reduction in total annual CO_2 emissions (956 kilo tonnes)	1,062 kilo tonnes (2013)	1,117.3 kilotonnes	↓	↔	Emissions per capita have dropped by 8% compared to previous year. Fuel consumption dropped significantly from March to May 2020 due to COVID-19. 5 year Trend line is neutral.
	Concentrations of harmful transport-generated pollutants	A reduction in the average concentration of harmful transport pollutants (20.2 µg/m^3)	22.4 µg/m^3 (2013)	19.9 µg/m^3	↓	↓	Since 2013, average pollutant levels have decreased by 11%.
Increased private vehicle occupancy	Peak period private vehicle occupancy	Gradual increase in private vehicle occupancy to 1.45	1.39 people per vehicle (2013)	1.36 (2019)	↔	↔	Occupancy rate continues to fluctuate by small amounts but are still below the 2025 target.

Table 1 legend

Definitions used in summary table	
2019/20 data	The latest results for each measure unless date indicated
Short term trend	The trend is based on 2 to 4 years of results so trend might change
5 year trend	Where the measure has at least five years of data, the long term trend is determined, and colour coding and arrows indicate the progress of the trend in relation to the RLTP target.
	Observed progress in relation to RLTP Target
↑ ↓	Green arrows show data trend is positive and heading toward the target, results show an increase ↑ or decrease ↓
↔	Orange arrow results have not changed indicating no obvious direction or Neutral trend
↑ ↓	Red arrows indicate the data trend is away from the target
NR	No result at this time - a new data series or no new information available
✓	RLTP Target achieved

Transport highlights for 2019/20

A number of major projects and milestones occurred during the 2019/20 financial year. Examples include:

- The NZ Upgrade Programme funding of $1.35 billion will be invested during the next decade to support growth under the proposed Wellington Regional Growth Framework. The focus is on improving safety, resilience, and public transport and travel choice options across the Wellington region. The transport-related investment signalled for the Wellington region includes:
    (a) $211 million for improvements to the Wellington, Wairarapa and Palmerston North rail network, including upgraded tracks for the Wairarapa and sections of the North Island Main Yrunk line, safety connections and refurbishment of the Capital Connection carriages
    (b) $817 million for highway between Ōtaki to north of Levin (this sits in the Horizons RLTP)
    (c) $258 million for Melling interchange improvements
    (d) $59 million for the second stage of safety upgrades to State Highway 58.
- LGWM awarded contracts to investigate:
    - Mass Rapid Transit (MRT) from the railway station to Newtown and to the southern and eastern suburbs
    - Strategic Highway Improvements (SHI), including the Basin Reserve and an extra Mt Victoria tunnel
    - Travel behaviour change measures to support the programme.
- LGWM established a project team to investigate proposals for City Streets, including bus priority between suburban centres and central city, and walking and cycling improvements in the central city.
- The formal public consultation on Safer Speeds in the Central City took place in March 2020. Reducing speed limits to 30 km/h on most central city streets was implemented in July 2020.
- Waka Kotahi has completed negotiations with the project contractor for Transmission Gully in order to determine the time and cost of commercial impacts of the Covid-19 shutdown on the project. There will be additional payments to contractors and Transmission Gully is expected to open by September 2021.
- The Beltway cycleway project in Hutt City has progressed with the construction contract awarded in July 2020, and completion expected in May 2021.
- The new *Road to Zero* road-safety strategy and initial action plan were released in December 2019. The *Road to Zero* strategy sets a target of a 40 per cent reduction in deaths and serious injuries by 2030. To achieve this goal, the Government is increasing investment in road safety by 25 per cent. *Road to Zero* has five focus areas:iInfrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and system management.

A high quality reliable public transport network

This section focuses on public transport: on increasing patronage, reliability, quality and accessibility.

Increased public transport use

The Wellington region has a high quality, well-used public transport network of bus, train and harbour ferry services. Overall, there is high-public transport patronage within the region, mainly driven by hig- rail commuter volumes travelling to Wellington CBD and high-bus ridership within Wellington City. **Figure 1** shows the annual number of public transport trips per capita taken by train, bus and ferry. The number is calculated using annual public transport patronage and regional population.

The **first measure** is the number of public transport trips per capita in the region. In 2019/20, approximately 33 million public transport trips were made. This is a 16% drop compared to the previous year largely due to the impact on patronage during the COVID-19 emergency.

For monitoring purposes, PT passenger boardings prior to COVID-19 will be used to estimate annual patronage to compare with previous years.

An **estimate** of growth in PT trips per capita was derived from a comparison of July to February bus and rail boardings between 2018/19 and 2019/20 that showed a 6% increase in PT boardings compared to an approximate 1.9% increase in regional population over the same period, equating to a 2 point increase in boardings per capita [2].

In 2019/20 pre-COVID boardings equated to:

- An estimated 2 point increase in boardings per capita that, without Covid-19, would have resulted in PT boardings per capita increasing from 73.8 to between 75 and 76, approaching the target of 76 boardings per capita
- Boardings per capita have increased by 2% in the last five years
- PT patronage shows steady growth toward the RLTP target of 76 boardings per capita

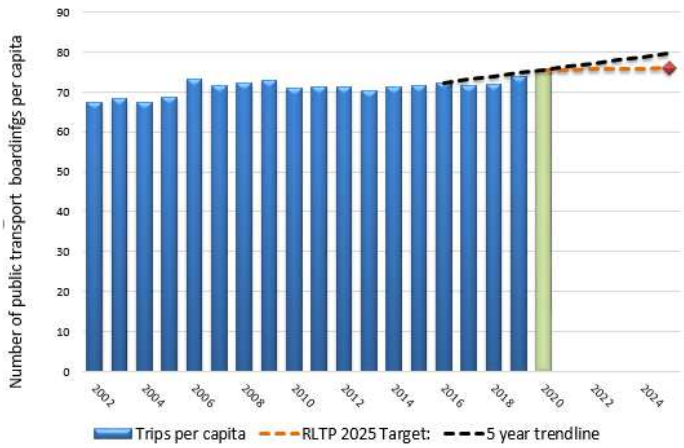
Indicator trends

Public transport (PT) boardings per capita	↑
PT mode share of trips, census 2018	✓
PT mode share of trips crossing Wellington City CBD cordon	↑
Accessibility to PT network for all users	↑
92% of population live in close proximity to Public transport	✓
61% live within 500m high frequency bus stops and 1km from railway stations	✓

3 RLTP targets achieved

[2] https://www.metlink.org.nz/assets/Uploads/Feb-20-Metlink-monthly-performance-report.pdf

Figure 1: Annual public transport boardings per capita (2002-2020)



DATA SOURCE: METLINK, GWRC

The **second measure** for increased public transport (rail, bus and ferry) use comes from the travel to work[3] data from the Census. Regional census data on the main means of travel to work shows public transport mode share was 19.6% in 2018. This is a 2.5 percentage point increase since the last census in 2013, when modeshare was 17.3%.

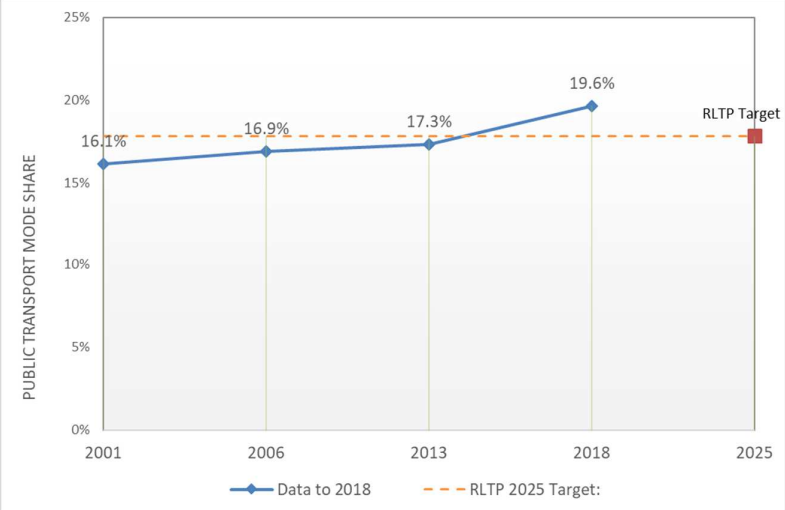
Travel-to-work mode share for 2013 and 2018 census results for bus increased from 9.5% to 10.2% and for rail from 7.8% to 9.4%. There was significant growth in commuter rail trips over the five years to 2018 (passenger boardings up by 16% according to the Census).

The mode share result is also above the RLTP target of at least 17.8% mode share by 2025.

Additional census results for the region, city and district on travel to work and education are reported in section 2 of the AMR.

[3] The travel to work question changed in the 2018 census; from how you travelled to work on census day to how you usually travel to work. Another change in 2018, travel to work and education were separated into two categories.

FIGURE 2: Travel to work – public transport mode share across the region



Indicator Trends

Overall satisfaction with the Wellington region's PT system	↓
Peak period PT travel times on core routes	↓
Peak period bus travel time lateness on core routes	↔
PT vehicle fleet emissions (average g/km)	✓
Rail service punctuality	↑

Public transport mode share is also measured using the annual March cordon survey. This is a count of the people entering the Wellington City CBD by public transport during morning peak travel times. In the same month, Wellington City Council (WCC) commissions a survey that counts vehicles, pedestrians and cyclists crossing into the Wellington City CBD cordon during morning peak (7am to 9am)[4].

This year the Cordon survey coincided with the beginning of the Covid-19 pandemic. The impact on travel within the region began to show prior to level 3 restrictions in mid-March. Traffic and PT commuters arriving into the Wellington CBD began to decrease in the third week of March, steadily decreasing to the level 4 lockdown (25 March) with reduced patronage continuing through to June 2020.

The cordon survey took place from 7th to 18th March. Cordon survey results showed reduced counts across all travel modes into the CBD, except cycling. Due to COVID-19 the survey results for 2020 are not reliable and therefore will not be assessed in this reporting phase.

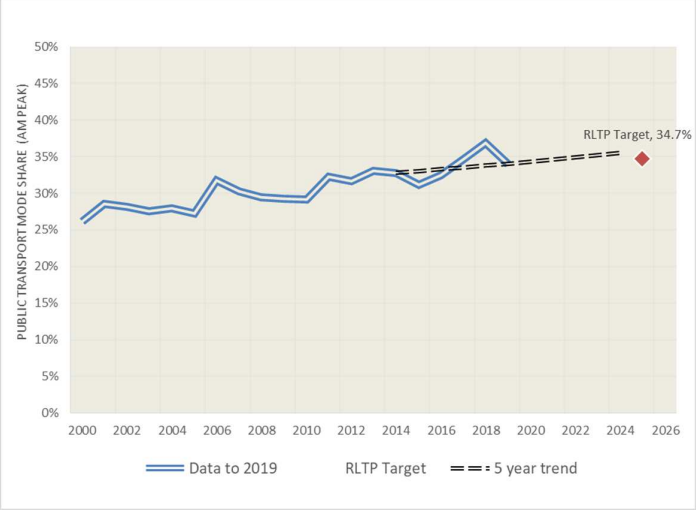
Figure 3 shows mode share of public transport trips crossing the Wellington City CBD cordon during the AM peak 2 hour period (7am to 9am). Results in 2019 show that:

- PT mode share was 34.0% (Cordon survey 2019)
- a 4% increase over the last five years
- The 2019 result is just below the target of 34.7%. The trend line indicates that PT patronage is progressing toward the target.

Regional PT patronage from July 2019 to February 2020 (prior to Covid-19), saw a 5.9% year to date growth across bus, rail and ferry boardings. It is likely that if the cordon survey had been unaffected by Covid-19, this increase would have been reflected in increased PT cordon crossing volumes and increased PT mode share.

[4] The CBD cordon survey only covers a short time period (7am to 9am) and looks at all trip purposes (unlike the Census that only covers journeys to work). Variations cordon results can occur from one year to the next due to day-to-day variability/weather; the focus should therefore be on the medium to longer term trend, which in this case is an increase in PT / active mode share and decrease in car mode share.

Figure 3: PT passenger mode share for Wellington cordon survey (2000-2020)



Data source: GWRC

Improved public transport accessibility for all

Access to public transport is monitored using three outcomes: two of these use census address data to measure the proportion of the population living in close proximity to public transport and the third measures improving accessibility to public transport with reference to infrastructure, information and facilities.

This shows the percentage of the population that live within 500m of a bus stop and 1km from a train stop. Using 2018 census data, 92% of the region's population lived in proximity to a bus or rail stop. This is a 5% point increase since 2013 and equal to the 2025 target for this indicator.

The second accessibility measure is shown in **Error! Reference source not found.**, this is the percentage of the population that lives within 500m of high frequency bus stop and 1km from a train stop. In 2018, 61% of the region's population lived in proximity to a bus or rail stop. This is a 19% point increase since 2013 and exceeds the RLTP target (50% target) for this indicator.

Changes to bus service from mid-2018 led to an expansion in the number of (and access to) high-frequency bus routes. These changes are likely to have contributed to the significant increase in the proportion of the population in proximity to bus stops shown by this measure.

Accessibility to PT network

Accessibility to the public transport network is evaluated by looking at the investment in transport infrastructure in the region. There are numerous projects and ongoing work to build or upgrade bus and rail facilities. This contributes to improved accessibility for public transport users around the region. Examples of these for bus and rail include:

- Additional Park and Ride spaces provided at Waterloo (160 spaces) and Paremata (72 Spaces.)
- Upgraded accessible infrastructure – handrails fitted to stairs and subway ramps at Paremata, Waterloo and Upper Hutt.
- Accessible toilets facilities improved to meet current code at Porirua, Waikanae and Petone stations.

- Collaborative work continued with the Ministry of Education and Industry Training Organisations to review training standards for both Total Mobility and Special Education Service transport services, and for improved training standards for drivers.
- Ongoing work with the Total Mobility and bus transport providers to address any issues affecting customer safety.

Improved quality of public transport

There are two measures used in the RLTP to assess the quality of public transport in the Wellington region. These are: public transport vehicle fleet emissions; and overall satisfaction with the region's public transport system.

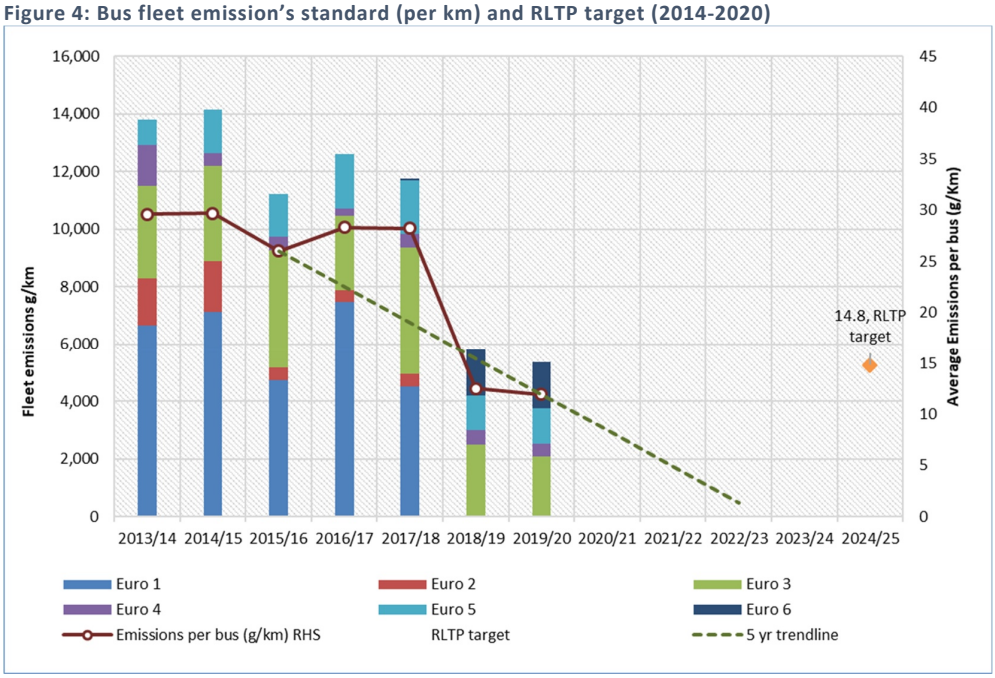
The bus fleet emissions indicator is a proxy for PT vehicle quality. The indicator measures the composition of the fleet in terms of the emissions rating for each bus type (Euro 1 to Euro 6). Based on the overall fleet composition we can calculate average localised emissions per km[5]. Modern buses such as Euro 6 emit one tenth of the emissions of Euro 1 type buses (grams/km). Since 2014 the regional bus fleet has transitioned to modern low emission diesel buses and the fleet's average emissions per kilometre have decreased.

Figure 4 shows average bus emissions from 2014 to 2020 for Euro type buses 1-6.[6] The fleet has changed significantly since 2018; 79% of the fleet are now Euro 5 or above including the ten electric vehicles.

The solid brown line in **Figure 4** shows the average harmful emissions per bus per kilometre; in 2020 this was 11.9 g/km (refer to axis is on the right-hand side). Average emission rating per bus have decreased by 60% from 2014 to 2020, the trend line (black dotted line) is downward reflecting the drop in average emissions.

The RLTP target is for a 50% reduction in fleet emissions, the baseline is 14.8 g/km[7] (2014 average). For the last two years the 2025 target was reached for this emissions indicator.

Figure 4: Bus fleet emission's standard (per km) and RLTP target (2014-2020)



Data source: GWRC

The second measure designed to recognise public transport quality is **customer satisfaction**. The Metlink customer satisfaction survey asks passengers to rate overall satisfaction for the region's public

[5] Localised bus emissions are the sum of CO, HC, NO_X and PM_{10} emissions. The monitoring of CO2 emissions are not included in this indicator. The focus here is on emissions that impact on human health. Transport generated CO2 emissions are monitored under the environment objectives, page 30.

[6] The composition of the bus fleet can vary during the year due to the availability of buses for service.

[7] The original target was changed from 12 to 14.9 g/km[3] in 2015 because monitoring for this indicator was expanded from Wellington bus fleet to include the regional fleet.

transport system. This covers fleet, transport facilities, on-time performance and customer service. Due to Covid-19, the 2020 Customer Satisfaction survey has been delayed till the end of the year.

The 2019 November Metlink survey found that 74% of customers were generally satisfied with the public transport service; this is a 5 percentage point increase, compared to the March 2019 survey. Whilst the five year trend for this indicator is still downward, it has improved in the short term for both rail and bus. The RLTP target for this outcome is to achieve at least 90% overall satisfaction with the public transport for the region.

TABLE 2: CUSTOMER SATISFACTION WITH PUBLIC TRANSPORT[8]

	2015	2016	2017	2018	2019 May	2019 Nov	Difference 2015 vs 2019
Satisfaction with PT network all modes	83%	88%	86%	85%	69%	74%	▼ 9% points

Improved public transport reliability and journey times

There are three measures used in the RLTP to assess public transport reliability and journey times in the Wellington region. These are: peak period public transport travel times on core routes, peak period bus travel time variability on core routes and rail service punctuality.

The Metlink network consists of three layers: core routes, local routes and targeted services. The **core routes** are the urban rail network and frequent bus services that form the network's backbone, linking areas of high demand with high-capacity, direct services with extensive operating hours[9].

Figure 5 shows results for bus travel time on core routes during peak AM and PM hours (2014-2020). In 2020 results show[10]:

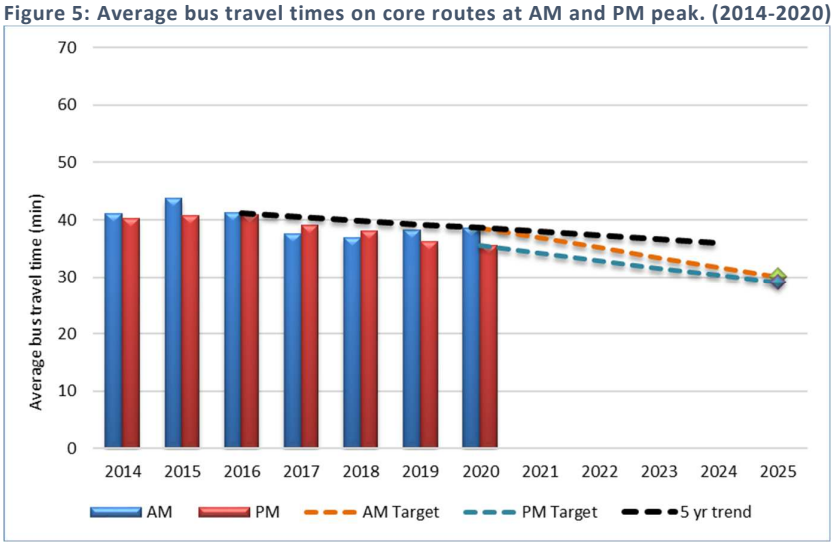
- Average travel time during the AM peak has not changed compared to 2019, 38.6 minutes in 2020.
- PM peak average travel time decreased slightly to 35.5 minutes.
- Average bus travel times have fallen by 2.5 minutes in AM and 4.8 minutes PM peak since 2014.
- The RLTP target is for continuous improvement in PT travel times to 2025, the 5 year trend line is tracking toward the target and results show a general reduction in average travel times since 2015 but not consistently.

[8] https://www.metlink.org.nz/assets/Uploads/GWRC-Public-Transport-Customer-Satisfaction-Survey-November-2019-Public.pdf p37

[9] The Core bus routes used to measure travel time & lateness are routes: 1,3,11,110,120 and 130

[10] Route changes in the last year meant that some routes were no longer comparable to previous years, to rectify this new routes were adjusted to match old routes therefore some results are considered approximate travel times.

Figure 5: Average bus travel times on core routes at AM and PM peak. (2014-2020)

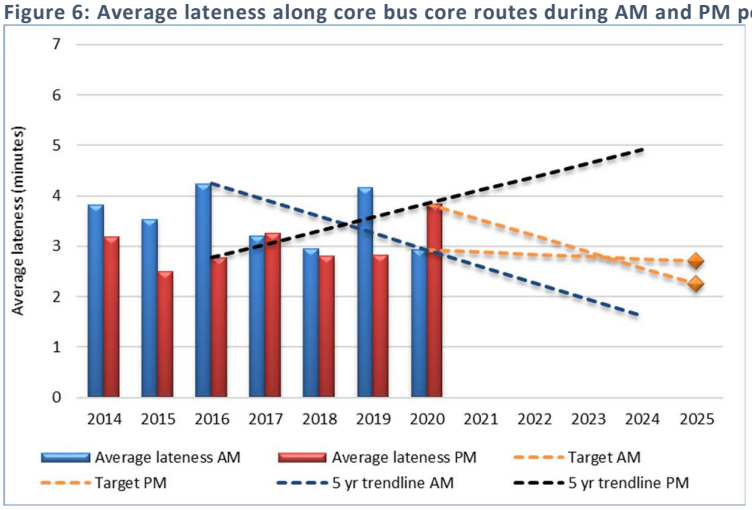


Data source: GWRC

Figure 6 shows the second measure for this outcome: average lateness which represents variability of bus times on core routes. Variability or lateness has increased for AM and decreased for PM peak since 2014:

- Average AM lateness in 2020 has dropped from 4.2 (2019) to 2.9 minutes (2020) but fluctuates from year to year and therefore this decrease should be treated with caution
- PM lateness increased from 2.8 minutes to 3.8 minutes in the PM peak from 2019 to 2020
- Travel time variability or lateness has fluctuated over the last five years for both AM and PM results.
- There is not a consistent trend for variability in AM or PM results.

Figure 6: Average lateness along core bus core routes during AM and PM peak. (2014-2020)



Data source: GWRC

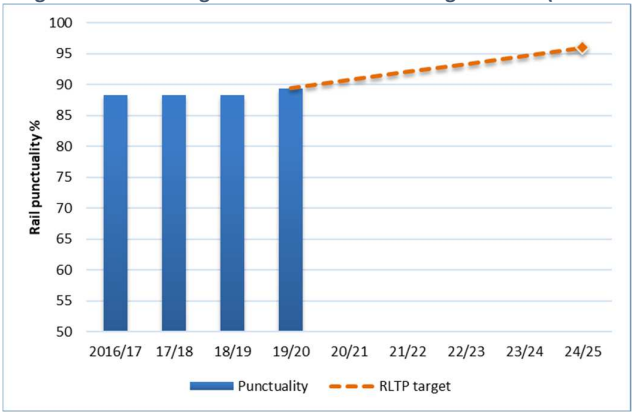
Figure 7 shows the percentage of passenger rail services in the region which run to time. The punctuality rating refers to trains arriving at key stations[11] at the scheduled time and less than five minutes late.

[11] Key stations are: Porirua, Waterloo, Upper Hutt, Featherston and Wellington

The punctuality target of 96% was reached in 2016 using the original methodology for this measure. Since then the methodology for service punctuality has changed to include all key stations[12] (previously it was just Wellington station).

Four years into the new methodology the punctuality rating has increased by 1 percentage point from previous years to 89.4% for 2019/20. The 2025 target, which was developed based on the old measure, is at least 96% punctuality.

Figure 7: Percentage of rail services arriving on time (2016-2020)



Data source: GWRC

A reliable and effective strategic road network

This section discusses transport outcomes that relate to the strategic road network, including road congestion and travel times.

Indicator trends

Rolling average peak travel speeds on selected strategic routes	↔
Average peak travel time predictability	↔

Reduced severe road congestion and improved reliability of strategic road network

Strategic routes consist of state highways and high volume regional roads[13]. The strategic network serves an important role for both inter-regional long distance trips and short to medium distance trips within the region. It provides access and connectivity for people and goods to key regional destinations.

The indicator measures rolling average peak travel speeds on strategic routes using GPS data obtained from commercial vehicles (including a mix of light, medium and heavy). The performance measures are based on March weekday average travel time and speeds for inbound AM peak and outbound PM peak vehicles on the six routes in the region. Unfortunately this data series has been discontinued so the 2019 results are the most recent data. A new travel time series (for monitoring purposes) will be included in the AMR from next year.

The travel time data is used to calculate the average vehicle speed for the road network which is used to indicate levels of congestion - as increasing travel speed over time implies that traffic is less congested.

Average travel speed on strategic routes

Table 3 shows the average travel speed and RLTP target for the six strategic routes. The target is to increase the baseline travel speed by 10%. In 2019, the AM inbound and PM outbound average travel

[12] Under the new operating contracts (with Transdev) revised performance measures were introduced in 2016.

[13] Six strategic routes: Wellington Airport to Waikanae (SH1), Wellington CBD to Upper Hutt (SH2), SH58 Haywards road to Paremata, Bowen St to Karori, Wellington Railway Station to Island Bay, Petone to Wainuiomata.

speed is 35.2 and 39.5 km/hr respectively. This is almost the same results as 2018 and therefore no advance toward the target.

The travel speed for inbound and outbound travel initially decreased followed by minor changes in the last three years. Indicative findings using other data sources for 2019/20 (pre-Covid 19) suggests that traffic congestion on these routes is not improving and travel speeds decreasing, driven by increased travel demand.

TABLE 3: THREE YEAR ROLLING AVERAGE TRAVEL SPEED AND 2025 TARGETS (ROLLING AVERAGE 2014-2019)

		2014-2016	2015-2017	2016-2018	2017-2019	Target
Three year Rolling Average travel speed (km/hr)	AM (inbound)	36	36	35	35	40
	PM (outbound)	41	40	40	39	45

Travel time predictability

Travel predictability (previously variability) is the second measure for this RLTP objective and is averaged over the six strategic routes. The measure indicates how well customers can predict their journeys based on typical historic performance.

Predictability measures the travel times against the baseline to determine how consistent or reliable the travel time is for each route. The higher the predictability rating the more consistent the travel time is for the route.

To calculate predictability, a baseline target is created for each part of the road, for every 15 minutes of the day, and this baseline is compared against the targets every 15 minutes, every weekday. A high percentage represents a high level of consistency of customer experience. A low percentage means the customer will have difficultly estimating how long the journey will take.

Table 4 shows the rolling average peak travel time predictability. The results for 2019 show:

- 63% inbound (AM peak) and 64% outbound (PM peak).
- Predictability has decreased by 2-4 percentage points since 2016 for AM and PM times, a result of increased travel demand – leading to more congestion and unreliable travel times.
- Little change in predictability over the short term.

As noted in relation to average travel speed, indications from other sources are that travel time predictability will not have significant changed between 2018/19 and 2019/20 (pre-Covid 19).

TABLE 4: PREDICTABILITY FOR STRATEGIC ROUTES (2014-2019)

		2016	2017	2018	2019	Target
Predictability %	AM (inbound)	65	63	62	63	71
Predictability %	PM (outbound)	66	61	62	64	73

An effective network for the movement of freight

This section refers to the transport outcomes for the movement of freight, including improving freight efficiency and freight volumes.

Indicator trends

Rolling average all day travel speeds on important regional freight routes	↔
Average all day predictability for travel speed on freight routes	✓

Improved freight efficiency

The region's freight network consists of roads, rail and port infrastructure. Road and rail are the two primary modes for freight in the region. Wellington is a key gateway for freight travelling between the North and South Islands.

The three key freight routes[14] represent typical road freight movement across the region. The average all day travel speeds for freight transport provide a measure of efficiency for freight movement. The 2025 target is 67.8 km/hr (inbound) and 66.1 km/hr (outbound).

Figure 8 below shows the three year rolling average travel speed over the three key freight routes. The 2019 results show:

- Inbound travel speed is 61.6 km/hr
- Outbound travel speed is 60.9 km/hr averaged over the three key routes.
- A slight increase in outbound travel speed in the last four years.
- Little change in inbound travel speed over the four years.

The second measure for improved freight efficiency monitors the predictability of the journey time for freight. Predictability measures the consistency of travel time by testing how predictable the journey time is against a baseline, over 15 min periods. Fluctuating travel times mean low predictability and vice versa (see page 17 for a definition of predictability).

Figure 8: Average travel speed on freight route (2014-2019) (LHS)

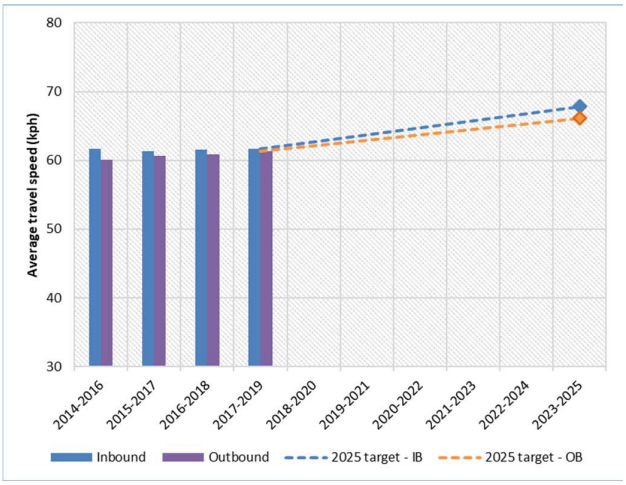


Figure 9: Predictability of travel speed for freight (RHS)

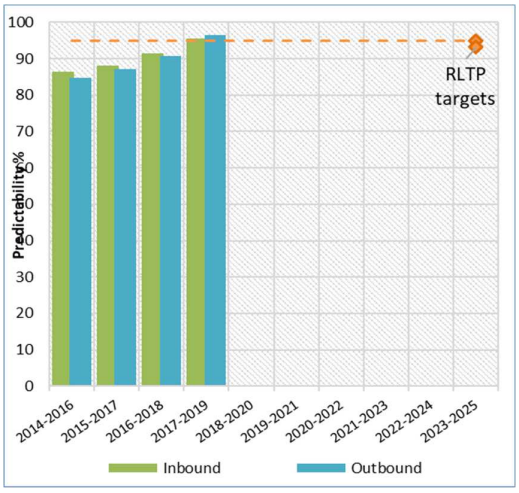


FIGURE 9 shows the rolling average predictability rating from 2016-2019 and the RLTP target. In 2019, predictability for freight was 96% for both inbound and outbound travel. This is the third

[14] Paremata to Seaview (via SH58), Paremata to Seaview (via Ngauranga gorge), Seaview to Centreport.

consecutive year that predictability has improved. The 2019 results exceeded the RLTP targets 95% & 93% for inbound and outbound predictability respectively.

Increased proportion of freight moved by rail

The original baseline for this indicator came from the National Freight Demand study (2012) by the Ministry of Transport. Since this research occurs every five years, we have used the Freight Information Gathering System (FIGS) data[15] for information on rail freight volumes in the intervening years. This year we are able to report on the latest National Freight demand study which covers 2017/18, and includes information on the type and volume of freight moving in and out of the region by rail, shipping, air and road.

The following is a summary of results on the freight volumes moved in and out of the region. Rail freight in 2012 compared to 2018 studies show:

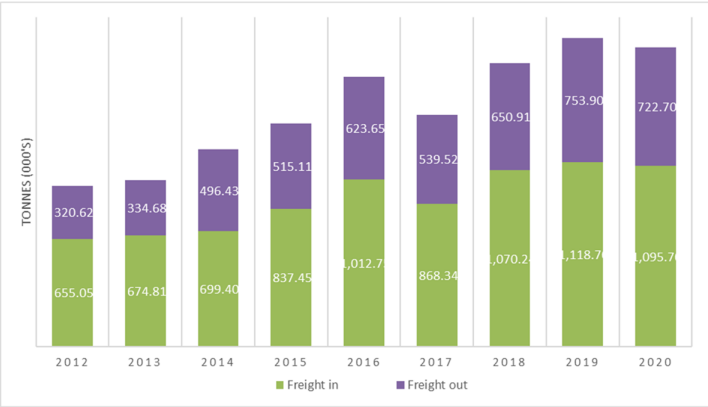
- Total estimated freight by rail in 2012 was 0.88 million tonnes; 1.2 million tonnes in 2018
- Rail freight (tonnes) coming in and out of the region has increased by 36% from 2012 to 2018
- The proportion of rail freight compared to total freight has increased slightly (from 4.8% to 4.9%)
- At a national level the proportion of rail freight is 5.6% (estimated for tonnes)

The FIGS data provides annual estimates of rail freight volume nationwide. The movement of freight by rail (tonnes) inbound and outbound was 1.8 million tonnes in 2019/20 for the Wellington region, shown in **Figure 10** (for freight moving April 2019 to March 2020). A large proportion of this freight is wood and forestry products.

The RLTP seeks to improve the rail network to increase the movement of freight by rail. Rail is an effective mode of transport for high volume and heavy freight and carries approximately 15 percent of freight moved in New Zealand (when measured in tonne-kilometres).

Rail freight uses less energy than freight transported by road (at most 25% of the energy for road transport). The rail system also reduces the pressure on New Zealand's roads and can provide safety, health and environmental benefits.[16]

FIGURE 10: RAIL FREIGHT MOVING IN AND OUT OF REGION (THOUSANDS OF TONNES)



Data source: Ministry of Transport

[15] Freight data provided by Ministry of Transport, KiwiRail and Statistics NZ
[16] Ministry of Transport

A safer system for all users of our regional road network

This section discusses the transport outcomes that are related to regional road safety which includes road crash fatalities and casualties. Note that all safety-related indicators relate to calendar years and are thus unaffected by Covid-19.

Indicator trends

Deaths and serious injuries ↑

Road casualties ↑

Cyclists & pedestrians killed and seriously injured on our roads. ↑

Improved regional road safety

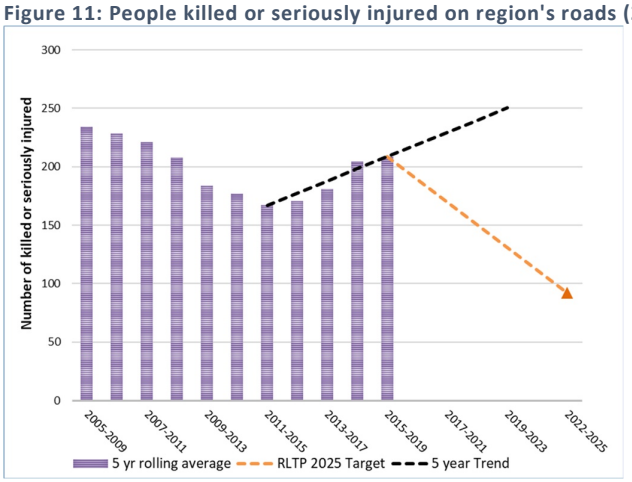
A system-wide approach is used to address safety issues. Safer Journeys, the national strategy guiding road safety improvements, seeks to establish the safe system approach within New Zealand.

Figure 11 shows the number of fatal[17] and serious[18] injury casualties for all vehicle types in the Wellington region according to Waka Kotahis's Crash Analysis System (CAS). A five-year rolling average is used for this measure as it smooths out annual fluctuations and highlights long-term trends.

In 2019 the number of people seriously injured or killed on the region's roads (186) was below the five year (2014-2019) average 208. In 2019 there were 11 deaths and 175 serious injury casualties.

At a national level, serious and fatal road casualties have followed a similar trend with a downward movement from 2005 to 2014 followed by an increase in the last four years (up by 25%). The main causes of serious road crashes are poor observation, failing to give way, speed, alcohol and poor handling.

Figure 11: People killed or seriously injured on region's roads (2005-2019).



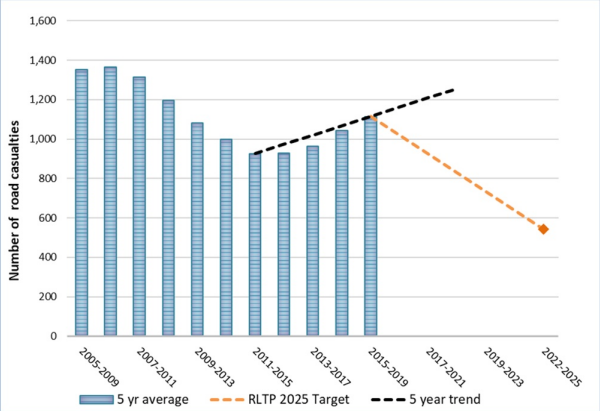
Source: CAS,Waka Kotahi

Figure 12 shows the total road casualties for the region from 2009 to 2019 and RLTP targets to 2025. The total casualties for 2019 were 1,231, and the five year rolling average (2014-19) was 1,115 casualties. The five year trend-line has changed in the last three years from neutral to an upward trend. As this upward trend has been influenced by increased casualties over the last 2 to 3 years it will be a number of years before the five-year rolling average stabilises or begins to decrease.

[17] Injuries that result in death within 30 days of a crash

[18] Serious is defined as fractures, concussion, internal injuries, severe cuts and lacerations, severe shock requiring medical treatment, and any injury involving admittance to hospital.

Figure 12: Total casualties on the region's roads (2005-2019)



Data source: CAS, Waka Kotahi

Increased safety for pedestrians and cyclists (vulnerable road users)

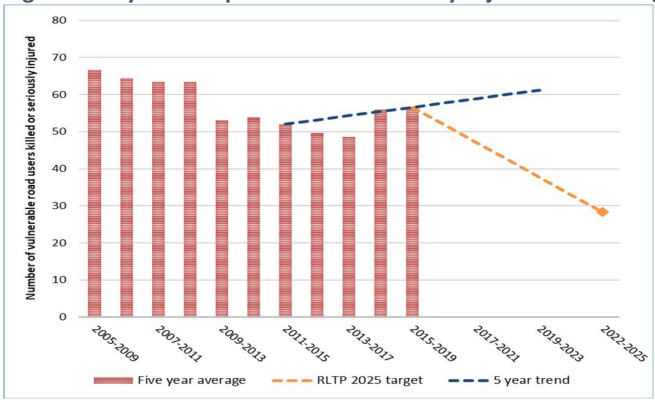
This measure assesses the safety of the road network for pedestrians and cyclists by examining CAS data over time. A five-year rolling average is applied to the data to even out fluctuations in the annual results.

Figure 13 shows the number of pedestrians and cyclists killed or seriously injured on the region's roads. In 2019, CAS data showed:

- The number seriously injured in 2019 was 54, this result was just below the five-year rolling average of 57 for years 2014-19.
- There were 25 seriously injured cyclists, and 27 seriously injured and 2 fatally injured pedestrians during 2019 in the Wellington region.
- Deaths and serious injuries increased by 2% compared to the previous year.

The rolling average trend-line (dotted black line) shows an upward trend (away from the target) due to a sharp increase in casualties since 2011.

Figure 13 Cyclists & pedestrians seriously injured on the regions roads (2005-2019)



Data source: CAS, Waka Kotahi

Local authorities and Waka Kotahi are investing heavily in cycling and pedestrian infrastructure which is focused on targeting casualty blackspots and providing a cycling network. The 2025 RLTP target is at least a 50% reduction in the baseline, for vulnerable road user casualties on the region's road network.

An increasingly resilient transport network

This section discusses outcomes concerned with the resilience of the transport network, including the regional risk register, restoration and recovery timeline for the network and regional emergency plan.

A transport network that supports the restoration of access and regional recovery after a major event

A resilient network is one that is designed, developed and maintained to recover quickly from unplanned events. The region's road network is vulnerable to disruption or closure given an extreme event. This is because Wellington's topography and relatively narrow corridors of development, infrastructure and transport across the region make it relatively susceptible to disruption from natural hazards events and traffic crashes.

A regional risk register allows resiliency to be better prioritised and represented in the RLTP programme in the future. The regional risk register was a joint project with Waka Kotahi and GWRC and was completed at the end of 2016.

The second resilience measure addresses the importance of access to key routes and infrastructure after an event. The Wellington Lifelines group restoration plans include the estimated time to reopen key supply lines and road connections to and within the region[19]. Improvements to the regional network to improve resilience, will reduce the number of days to restore key recovery facilities.

Indicator trends

Proportion of region covered by an adopted regional risk register	✓
Estimated time to reopen key road connections to and within the region	↓
Regional restoration and emergency plan	↑

Since the Kaikōura earthquake in 2016, Lifeline group members have started a number of significant regional projects to increase the region's level of resilience. Examples include:

- Wellington Water's Community Infrastructure Resilience Project, which is providing an above-ground emergency water supply network, multimillion-dollar storm water upgrades and a new Prince of Wales/Omāroro Reservoir (35 million litres);
- Wellington Electricity's Earthquake Readiness Programme to reduce the risk and improve earthquake readiness across their network;
- The Unreinforced Masonry Project to secure unreinforced masonry on buildings in the Wellington CBD.

The third resilience measure is about the adoption of a comprehensive regional emergency plan. The Wellington Region Civil Defence Emergency Management Group (the CDEM Group) is made up of various agencies who work together to provide civil defence and emergency management to the region. A regional emergency plan incorporates response, reduction, recovery, and readiness

Examples of progress toward this measure (from the group) in the last year include the following:

- Group plan 2019-2024 was released and Wellington Region Earthquake plan (WREP) finalised.
- Development and implementation of the Community Response Plan process, where local communities get to plan for their response to an emergency.
- Development and implementation of the Community Emergency Hub concept. Communities have run exercises to test their Hub activations to see how they can respond to an emergency.
- Group Resilience Framework for the region.
- Development of the Natural Hazards Management Strategy for the region.
- Regional CDEM Training strategy – i.e. to manage the training of EOC and ECC staff.

[19] Wellington Lifelines Group/WREMO: Restoring Wellington transport links after a major earthquake-Initial project report, 2013

A well planned, connected and integrated transport network

This section discusses transport outcomes that are concerned with an integrated network, including improving land use and transport integration.

Improved land use and transport

Ensuring the region's residents have good access to public transport services is a desirable outcome for the region. This means that people have choices about how they travel. There are economic and health benefits to investing in public transport i.e. increasing public transport patronage reduces congestion on the roads, is more energy efficient than single car use and is beneficial to the environment by reducing emissions and contributes to active travel use.

The first integrated transport measure is the population living within 500m of a bus stop or 1 km of a railway station. The 2018 census data shows 92% of the region's population lived in the relative proximities to a bus or rail stop. This is a 5% point increase since 2013 and equal to the 2025 target for this indicator. This measure is also included under PT outcomes with results shown on page 10.

Indicator trends

Population living within 500m of a bus stop or 1km of a railway station ✓

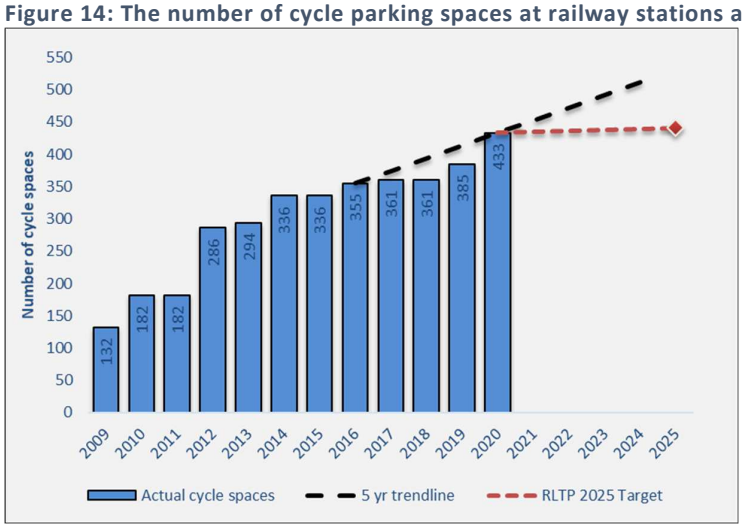
Cycle parking spaces at railway stations ↑

Improved integration between transport modes

The provision of cycle facilities at railway stations consists of a mix of secure cycle racks, cages, and lockers. The cycle facilities encourage commuters to cycle from home to the station instead of driving.

Figure 14 shows the 5 year trend and targets for cycle parking facilities at railway stations. In 2019/20, new cycle parking racks were installed at Waterloo and Paraparaumu train station with capacity for 24 bikes each. Overall, there are 433 cycle spaces at railway stations around the region. In the last five years, cycle spaces have increased by 22% in the region. The trend line for cycle storage shows an upward trend tracking toward the target with current capacity just below the target of 441 cycle spaces.

Figure 14: The number of cycle parking spaces at railway stations and RLTP target (2009-2020)



Data source: GWRC

An attractive and safe walking and cycling network

This section discusses transport outcomes that promote active mode use; focusing on trips made by cyclists and pedestrians to work and study as well as cyclist/pedestrian level of service (LoS).

Increased mode share for pedestrians and cyclists

From a transport network perspective, walking and cycling are the most efficient mode choice particularly for short trips. Walking and cycling integrate well with other modes such as bus and rail and are essential for connecting modes for trips. Active travel mode share is monitored from both census and Wellington cordon survey data. The Census travel to work data[20] is summarised for the RLTP as mode share[21] this is the proportion of those who travel to work by walking, cycling, by private motor vehicles and public transport.

General trends for mode share (census):

- Walking mode share for the region was 11.4% in 2018 down slightly from 12.1% in 2013 (**Figure 15**).
- Cycling mode share was 2.7% in 2018 down slightly from 3.1% in 2013 (see **Figure 16**).
- Walking mode share is generally increasing toward the target
- Cycling mode share is fluctuating and has only progressed slightly since 2001

The 2018 census question for main means of travel to work has changed since the previous census and now refers to usual travel rather than how you travelled on census day.

Whilst difficult to verify, it is thought that these changes could have affected active mode proportions (bringing them down slightly compared to the previous method of reporting). For example, the proportion of infrequent cyclists would have been captured as cyclists using the old method, whereas using the new method infrequent cyclists would be accounted for by their main mode (which could be PT or car).

Therefore the results from the 2018 Census and comparison against previous Census results should be treated with a degree of caution.

Indicator trends

Travel to work by walking (census)	↑
Travel to work by bike (census)	↑
Level of service for cyclists and pedestrians	↑
Pedestrian mode share for cordon survey	↔
Cyclist mode share for cordon survey	↔

[20] The travel to work question changed in the 2018 census; from 'how did you travel to work on census day' to 'how do you usually travel to work'. Also in 2018, travel to work and education were separated into two categories.

[21] Mode share is the proportion of trips to work using a transport mode, modes are typically private motor vehicle, bus, rail, cycle, walk, motorcycle.

Figure 15: Mode share for walking to work (Census 2018)

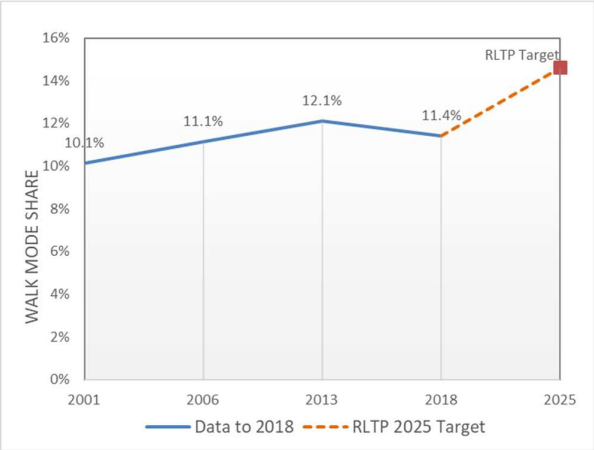
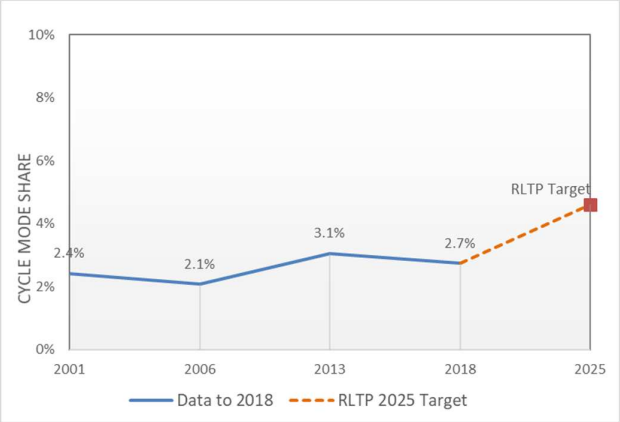


Figure 16: Mode share for cycling to work (census 2018)



The Wellington City CBD cordon survey is undertaken annually in March, and captures all trips by pedestrians, cyclists, public transport and motor vehicles that cross a notional cordon around Wellington City CBD. This dataset can be used to determine changes in travel patterns, mode share and patronage through time.

The cordon count survey is undertaken over two weeks in March; this year the survey coincided with the beginning of the national response to Covid-19 (see page 9). Due to the impact on commuter activity during that time, this year's results are not reliable and will not be assessed for these measures.

Figure 17: (LHS) Mode share for Pedestrian crossing the CBD cordon (2000-2019)

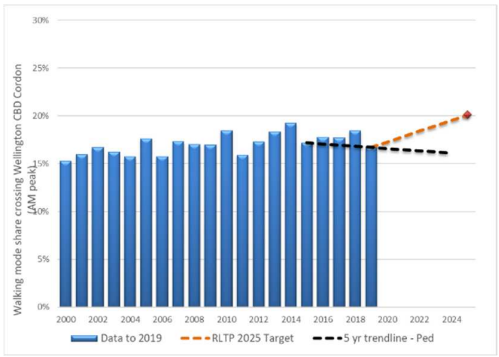
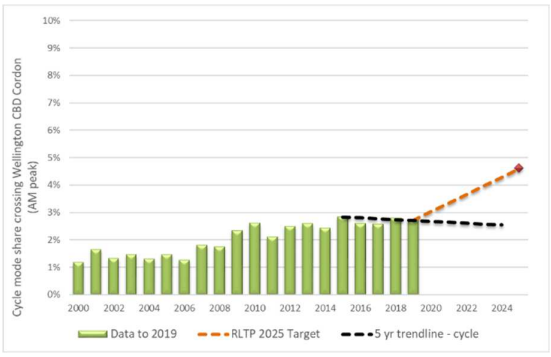


Figure 18: (RHS) Mode share for cyclist crossing the cordon (2000-2019)



Data source: Wellington CBD cordon survey, WCC

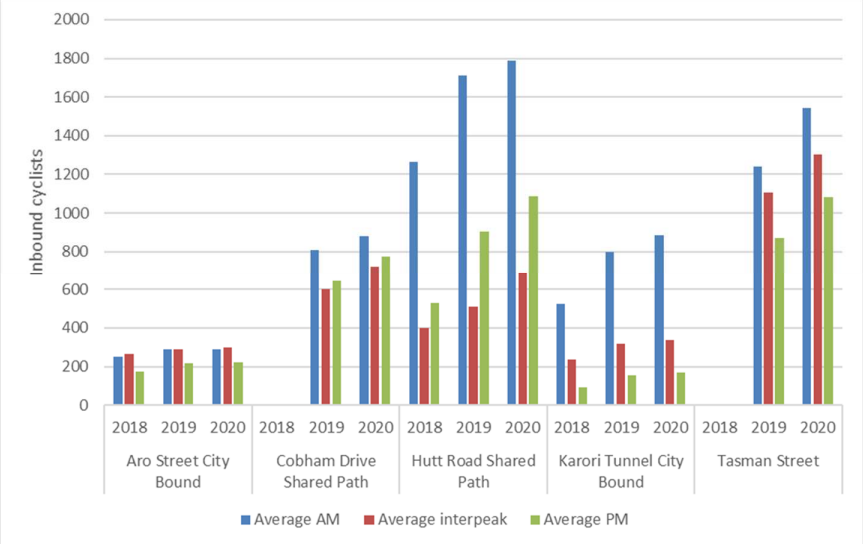
Survey results to 2019 for pedestrians and cyclists crossing the cordon show the following:

- A small decrease in pedestrian and cyclist mode share.
- In 2019, 16.7% of those people crossing the cordon were walking, 2.7% were cycling
- Since 2015, pedestrian mode share has not made progress toward the target of 20.1%.
- There has been a similar trend for cyclist mode share, with little progress toward the target of 4.6%.

Cycle counter data collected in Wellington City from 2018 - 2020 show cyclist numbers are steadily increasing each year for weekday cyclists. **Figure 19** shows average daily counts for morning, afternoon and inter-peak cyclists who are inbound to central Wellington on five main routes.

This data, collected daily, shows a broad trend through time of increasing cycling numbers accessing Wellington CBD along the main cycle corridors.

FIGURE 19: AVERAGE WEEKDAY COUNT FOR INBOUND CYCLISTS (2018-2020)



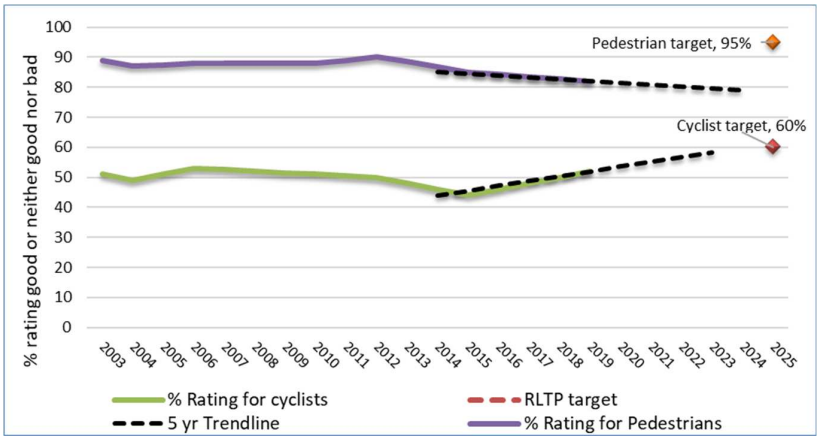
Improved level of service for pedestrians and cyclists

The levels of service for the walking and cycling networks are drawn from the GWRC Transport Perceptions Survey (TPS) through the following response: 'the proportion of respondents that rated the level of service for pedestrians and cyclists as good or neither good nor bad'. The survey was run in 2019 after a gap of four years.

The proportion of respondents who rated the level of service for pedestrians as good or neither good or bad was 82% in 2019. This is a high rating, but is 3 points below the 2015 result of 85%. The five-year trend line shows a decline in perceived level of service due to a drop in the rating for the last two surveys. Upper Hutt respondents rated pedestrian service higher than other Territorial Authorities (TAs) at 89% and Porirua respondents rated at the lowest at 76%.

In the same survey, people were asked to rate the level of service for cyclists. Those that rated the service as either good or neither good nor bad has increased. At 52%, this is a significant improvement from 2015 over the short term. The trend for level of service for cyclists, shows a slight upward movement as the perception of service increased from 2010 to 2019.

FIGURE 20: THE PERCEPTION OF LEVEL OF SERVICE FOR CYCLING AND WALKING



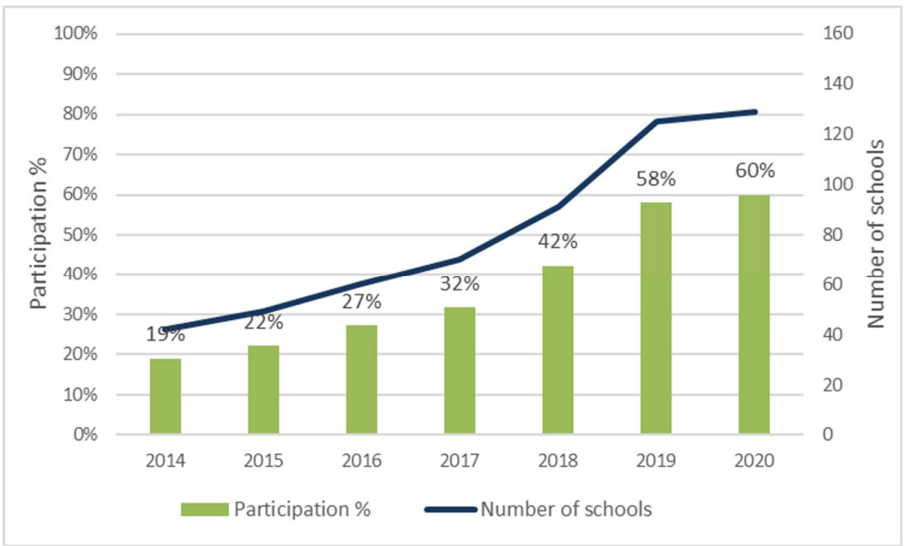
Increased use of active modes for journeys to school

Waka Kotahi is currently developing a Student Travel Data tool (Te Haerenga o Ngā Tamariki) to capture data around school travel across the country, and will be working with schools to pilot the programme early in 2021.

Movin'March is a region-wide initiative that aims to increase active travel to school. Movin'March is an annual month-long campaign delivered in partnership with local councils throughout the Wellington region. It is open to all Year 0-8 primary schools (ages 5-13yrs), and provides a range of competitions, incentives and resources to encourage and celebrate active travel modes to school (walking, biking and scooting).

Movin'March is in its twelfth year The campaign emphasises normalising active modes by encouraging walking or "wheeling" (biking, scooting) together as a family, or suggesting that parents *let* their older children walk or bike safely to school, building their confidence and independence. **Figure 21** shows participation by schools in Movin'March since 2014. In 2020, 60% of primary schools in the region participated in Movin'March, a total of 129 schools.

FIGURE 21: SCHOOL PARTICIPATION IN MOVIN'MARCH



An efficient and optimised transport system that minimises the impact on the environment

This section discusses transport outcomes connected to environmental impacts, specifically transport generated emissions and vehicle occupancy.

Reduced harmful emissions from transport

Carbon dioxide (CO_2) accounts for the bulk of transport-generated emissions, and is therefore a suitable proxy for total transport-generated greenhouse gas emissions. This measure has been calculated from fuel consumption information[22]. The RLTP target is for a 15% reduction in annual per capita CO_2 emissions by 2025.

This measure provides an indication of whether the transport system is becoming more efficient, in relation to emissions, by producing less emissions on a per person basis.

The annual results for fuel consumption, and therefore CO2 emissions, were affected by reduced travel demand during the Covid-19 Level 3 and 4 lockdowns. The annual results show:

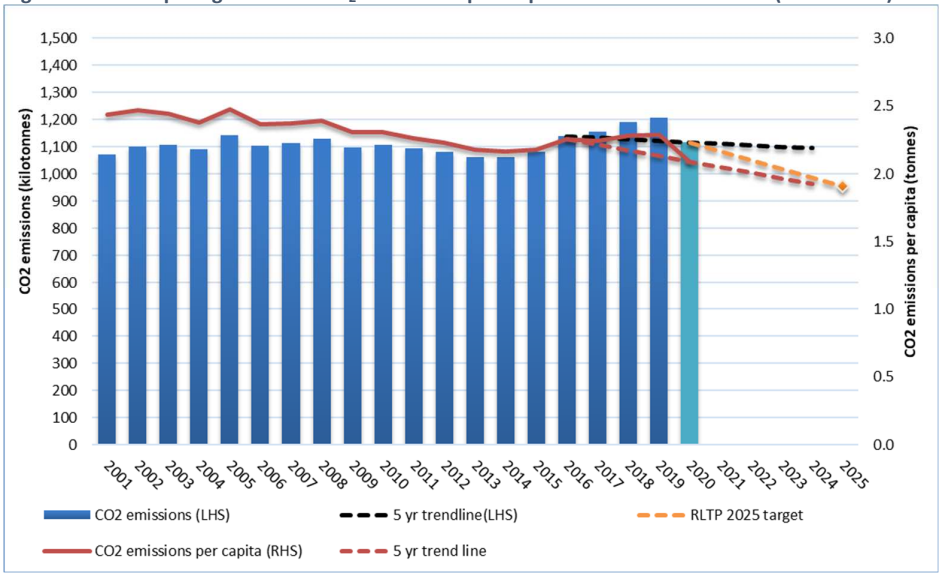
- Fuel consumption dropped in March to June 2020 by 28% for diesel and 39% for petrol (compared to the previous year).
- In 2020, CO_2 emissions were 1,100 kilotonnes shown as the turquoise bar in **Figure 22.** Emissions have decreased by 4% in the last five years and 9% in the last year.
- The red line in **Figure 22** shows per capita emissions. In 2020, these were 2.03 tonnes per capita. This is 6.8% below the 2015 result and 11% below last year.

The CO_2 emissions per capita trend-line (red dotted line) shows a downward trend mainly due to the reduced fuel usage during COVID-19 months and increase in population. The total emissions (black) line shows a neutral trend due to a drop in annual fuel consumption. There is some progress toward the RLTP target for per capita emissions due to reductions in the current year.

Indicator trends

Per capita transport emissions	↓
Transport emissions (absolute)	↔
Harmful pollutants (NO2)	↓
Private vehicle occupancy	↓

Figure 22: Transport generated CO_2 emissions per capita and total emissions (2000-2020)



[22] Carbon dioxide emission levels have been calculated using production rates from the Ministry of Economic development greenhouse gas emissions report (2010). The factors are 2.33 Kg/L of CO2 per litre of petrol and 2.65 kg/L for diesel.

Data source: GWRC

To assess how emissions were tracking **Pre-COVID**, the fuel consumption figures for **8 months** (July to February) for the last two years were compared. This shows:

- Diesel consumption rose by 3% and petrol consumption fell by 2.0% in 2019/20.
- There was a small reduction in total emissions of 0.5% for the eight months of the current year compared to the previous year.
- CO_2 emissions levels per capita were 2.22 tonnes; emissions were reduced by 3% compared to the previous year.

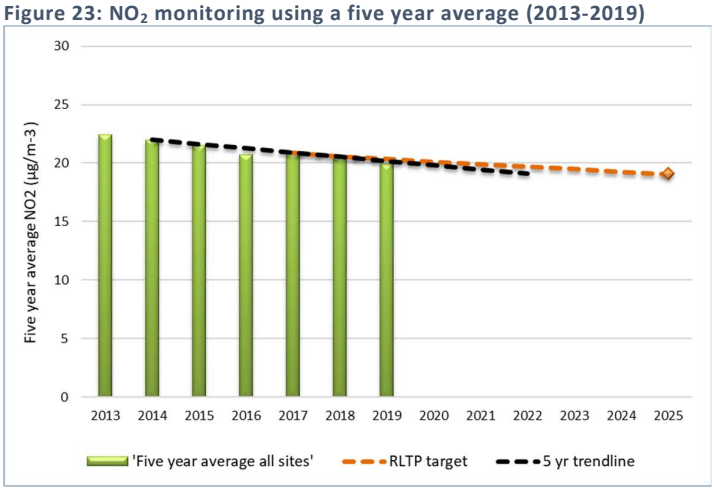
Therefore, if it weren't for Covid-19, there would have likely been a very small reduction in overall transport generated harmful emissions and a small reduction in harmful emissions per capita

Regional air quality monitoring

The current measure for concentrations of harmful transport-generated pollutants is based on levels of nitrogen dioxide (NO_2), a harmful pollutant arising from vehicle emissions. The data currently used to track trends in traffic-related air pollutants is from Waka Kotahi's national NO_2 monitoring network and is collected by passive samplers[23] at multiple sites across the region (except the Wairarapa). The Waka Kotahi sites are mostly along the state highways, but include a small number of local roads.

Figure 23 shows the results from NO_2 monitoring sites. The level is calculated using a five-year moving average (calendar years). From 2013 to 2019, there has been a downward trend in the level NO_2; overall there has been an 11% reduction in NO_2 during this time.

Figure 23: NO_2 monitoring using a five year average (2013-2019)



Data source: Waka Kotahi

One of the aims of this RLTP objective is to improve the long term reporting and monitoring framework to inform a regional indicator of trends in traffic-related air pollutants which can be linked to trends in traffic intensity and changes in the vehicle fleet.

Future air quality monitoring will report on trends in traffic-related air pollution based on a region-wide network of passive diffusion tubes that measure nitrogen dioxide – a marker of harmful emissions from transport.

Monitoring will be undertaken in Wellington City, Karori, Johnsonville, Porirua, Lower Hutt, Upper Hutt, Kāpiti Coast and Masterton. Measuring trends in roadside pollutants is needed to check that expected

[23] Waka Kotahi Ambient Air Quality (Nitrogen Dioxide) Monitoring Programme – Operating Manual 2013/14: Passive sampling techniques are 'screening' methods and are useful for spatial and temporal assessments. Pg. 24.

reductions in emissions from our vehicle fleet, as more stringent emission standards are introduced, are realised.

The roadside monitoring site(s) in each of these urban areas are selected based on NIWA modelling, and past monitoring data to represent long term traffic trends and fleet composition.

Increased private vehicle occupancy

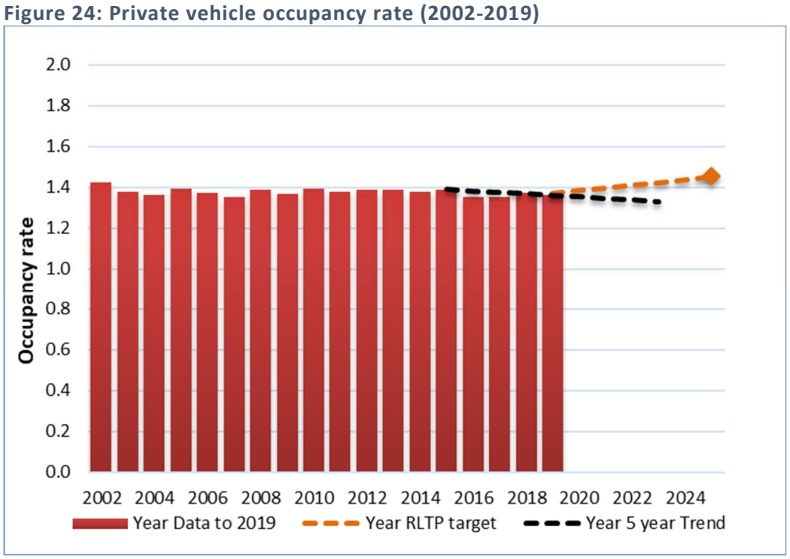
Multiple occupancy vehicle trips (including buses) contribute to the efficient usage of the region's roads, as they raise the average number of people per vehicle, which in turn reduces the number of vehicles on the road. Given that capacity on the road network is limited, increasing average vehicle occupancy levels is a means of transporting more people, more efficiently across the network.

The Wellington City Council cordon survey measures motor vehicle occupancy crossing the Wellington City CBD between 7am and 9am (PT vehicles are not included). This year the survey coincided with the beginning of the national response to Covid-19 which reduced the number of commuters travelling into the CBD in March (see page 5). Due to the impact on commuter activity this year's results are not reliable and will not be assessed.

Motor vehicle occupancy can be summarised as:

- In 2019, vehicle occupancy was 1.36 people per vehicle
- Vehicle occupancy has fluctuated between 1.33 and 1.42 since 2002 (see **Figure 24**)
- The direction of the five-year trend line is showing a neutral trend to the RLTP target.

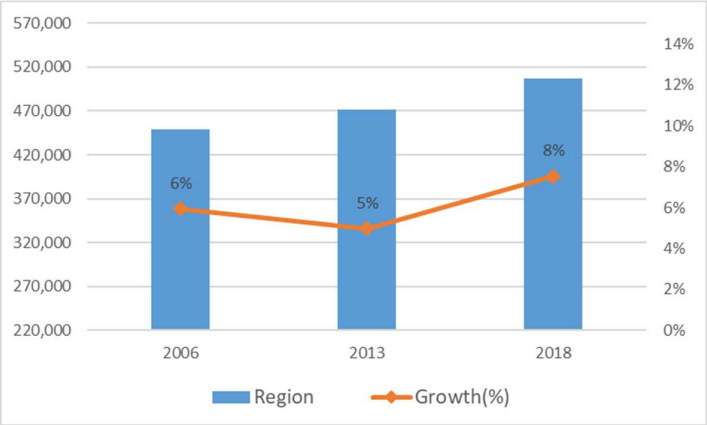
Figure 24: Private vehicle occupancy rate (2002-2019)



Data source: Wellington CBD Cordon survey

Wellington region census 2018 results

Population growth (Census URP)



Average annual population growth was 1.4% from 2013-2018.

The regional full-time employment rate (shown in the table below) has been between 50-52% since 2006, with a small dip in 2013.

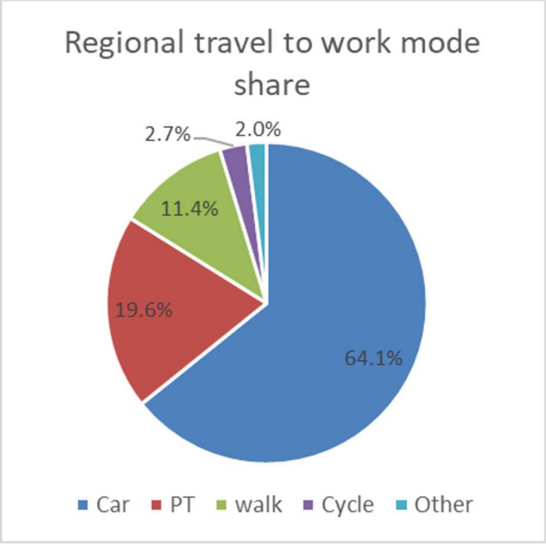
Ethnic groups for people in Wellington Region and New Zealand, 2018

Category	Wellington Region (%)	New Zealand (%)
European	74.6	70.2
Māori	14.3	16.5
Pacific peoples	8.4	8.1
Asian	12.9	15.1
Middle Eastern/Latin American/African	1.9	1.5
Other ethnicity	1.4	1.2

Work and labour force status 2006-2018

Category	2006 (%)	2013 (%)	2018 (%)
Employed full-time	52.7	50.8	52.6
Employed part-time	14.6	14.1	14.2
Unemployed	3.7	5	4.4
Not in labour force	29	30	28.8

Wellington region: mode share for travel to work and travel to education



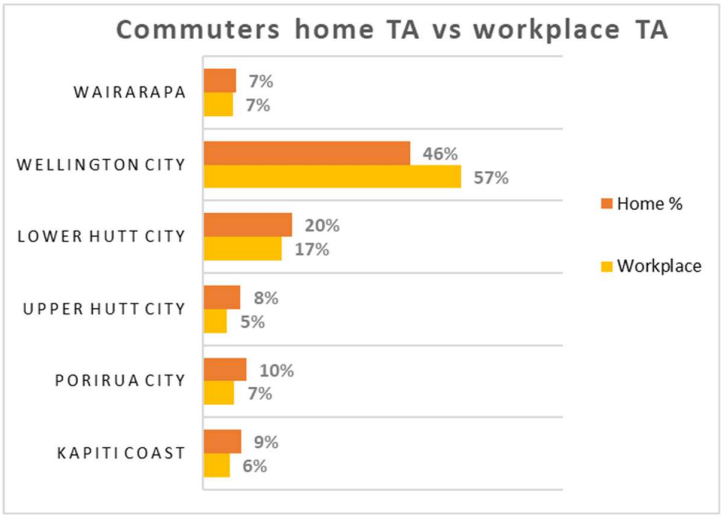
Mode share since 2001

Car mode share has decreased by 5 percentage points to 64%.

PT mode share has increased from 16% to almost 20%.

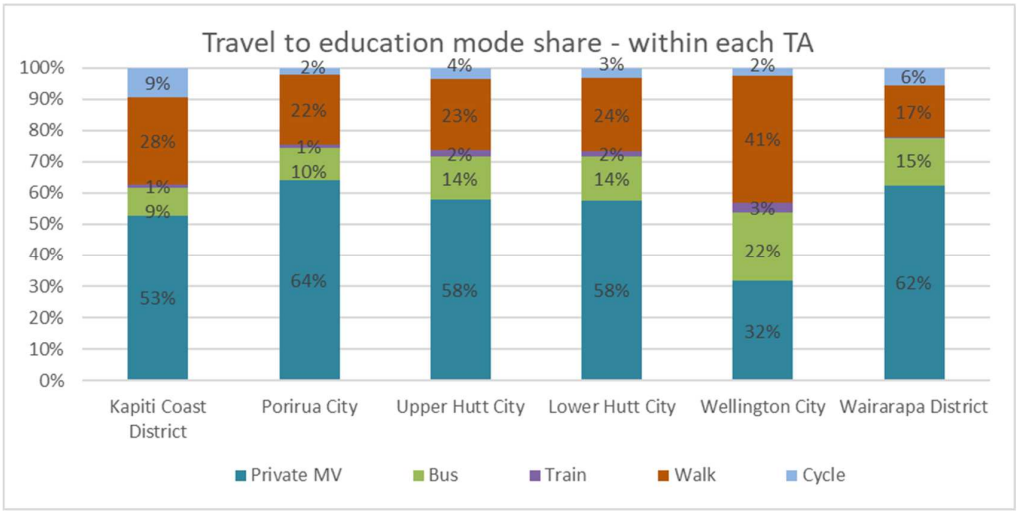
Active travel mode share has increased from 12.5% to 14%

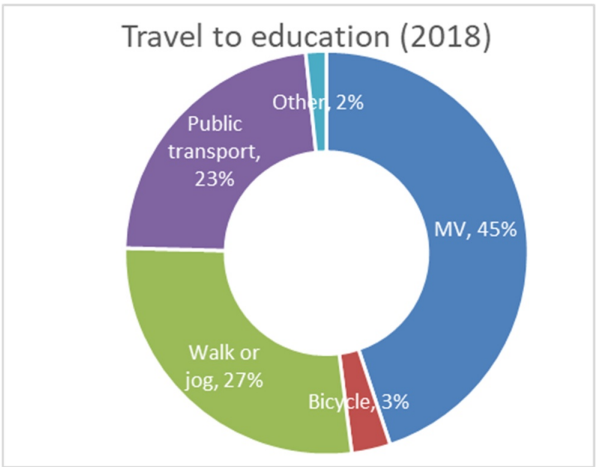
In 2018, 9% of people in the region work at home, compared to 12% nationally.



Travel to work: The chart on the left shows the home TA for commuter's home vs workplace destination in the region. In Wellington City, unlike other TAs, a greater proportion of commuters work in the city than live in the city. 74% of the Wellington city workforce are residents; the remaining 25% travel from elsewhere. The largest group are from Lower Hutt City, 11%.

Regional travel to education

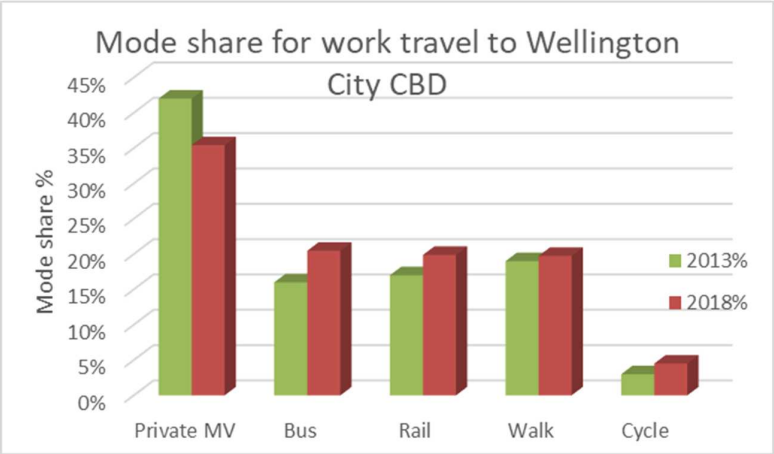




Travel to education within each TA (figure above) is the mode share for internal travel within each TA to educational institutions (all age groups). Cycling mode share is highest in Kāpiti, and bus and walking mode share is highest in Wellington City.

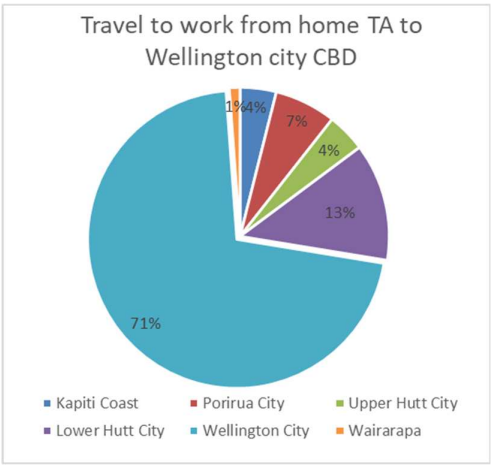
Pie chart to the left: The share of students taking public transport is 23%. This includes school-bus, public-bus, train and ferry journeys. The national average for PT travel to education is 19%. The major differences in travel mode (the region vs nationally) are in mode use of trains and school buses. In Wellington, a larger proportion use trains, whereas nationally on average more students use school buses to get to educational locations.

Wellington City – travel to work (census 2018)

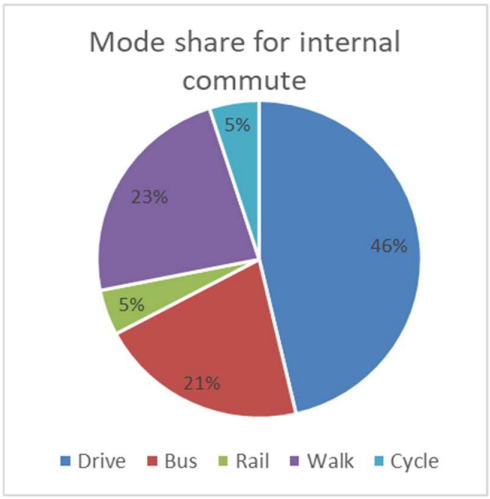


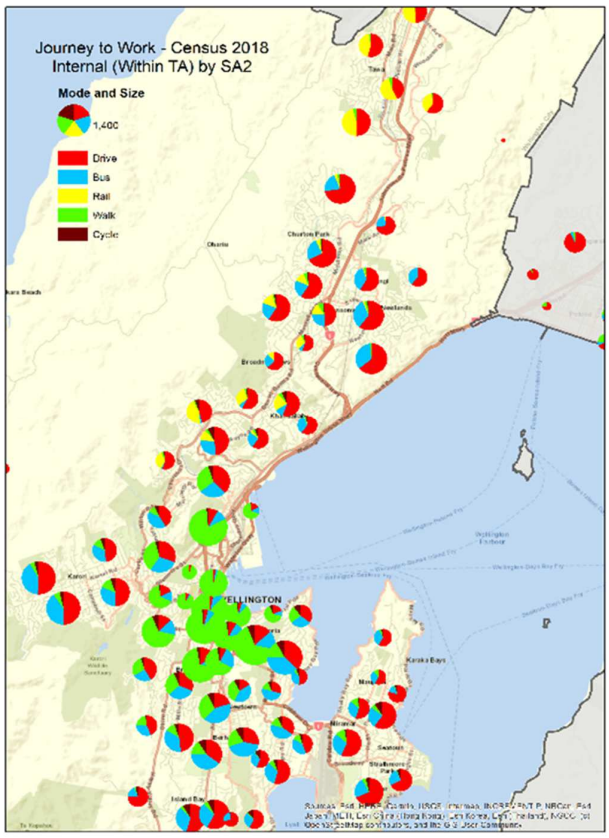
The figure on the left compares the mode share for work travel to the Wellington City CBD in the 2013 and 2018 censuses. Since 2013, private car share (MV) has decreased by 5% points, and public transport (PT) and active travel (walk or cycle) have increased by 7% and 2% points respectively.

Those that drive include those in private or work vehicles and passengers.

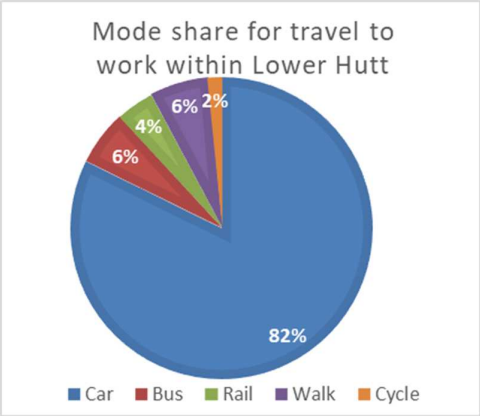


71% of travel to work to the Wellington CBD originates from Wellington City with the second largest group 13%, travelling from Hutt City. Approximately 20,000 commuters travel to Wellington City from other TAs daily.

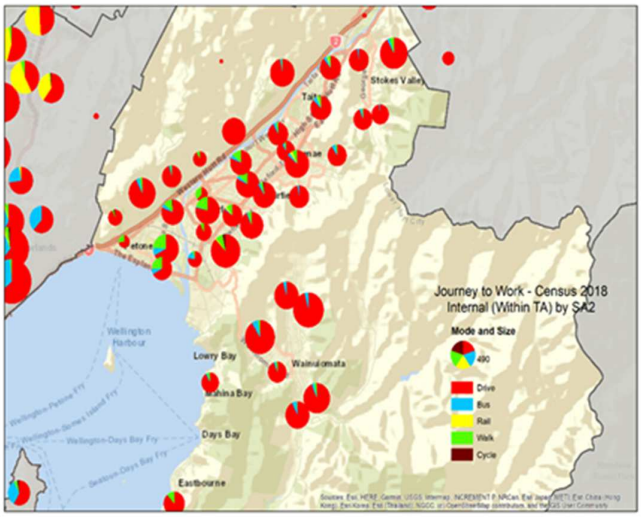




Hutt City - travel to work (census 2018)

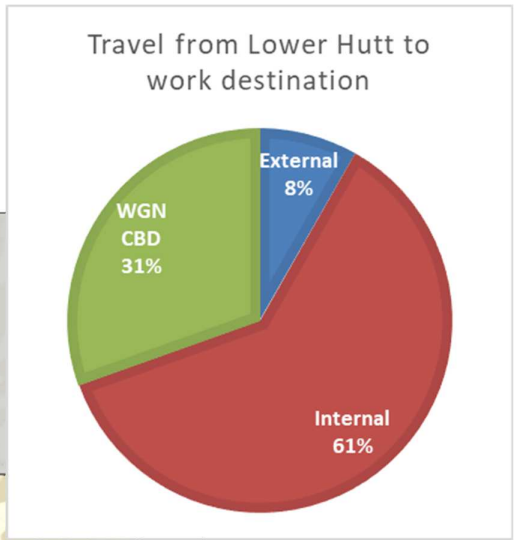


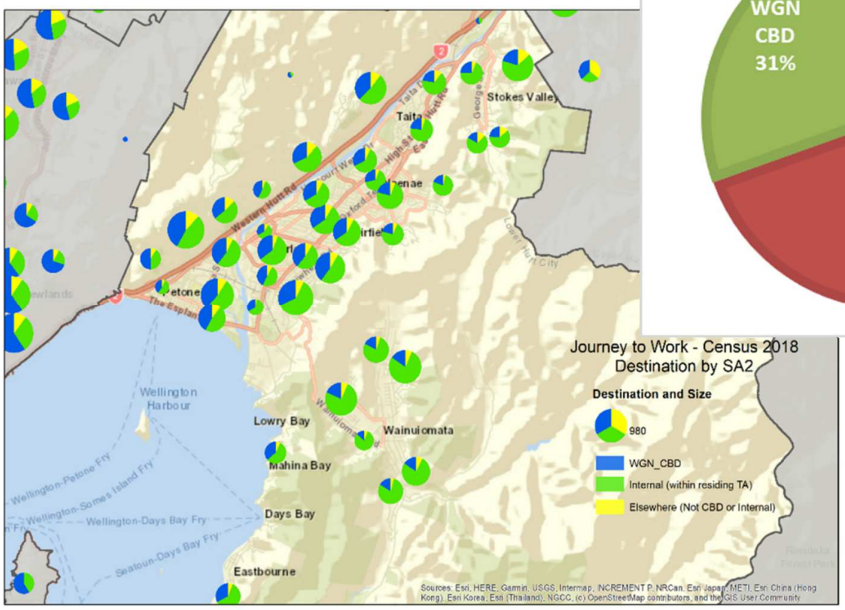
The majority of travel to work for those people who live and work in Hutt City is by car (82%). More commuters used public transport in 2018 (10%) compared to 8% in 2013. Active transport accounted for 8% for internal trips in 2018. Those areas with high active mode use were Hutt Central and Petone.



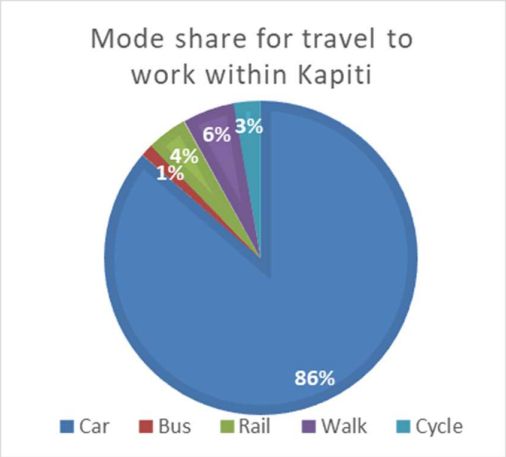
The map to the right shows travel to work for those that live and work in Lower Hutt. Commuters in Petone are more likely to use alternatives to cars for travel to work, 12% walking, 12% rail and 14% travelling by bus.

The Map below shows the home area and work destination. 30% of trips are to the Wellington CBD, 61% are to Hutt City and 8% are to other work destinations outside Hutt & Wellington Cities.





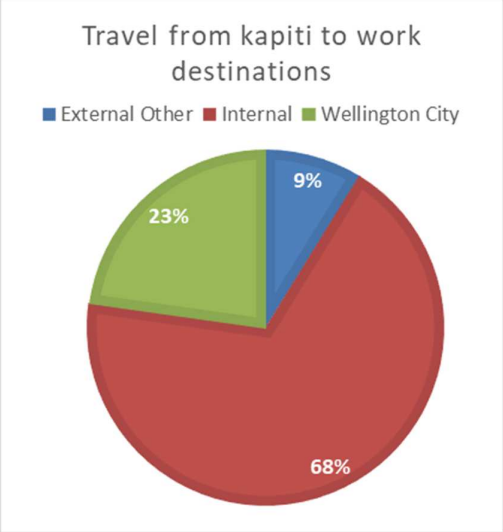
Kāpiti Coast District Council – travel to work (census 2018)

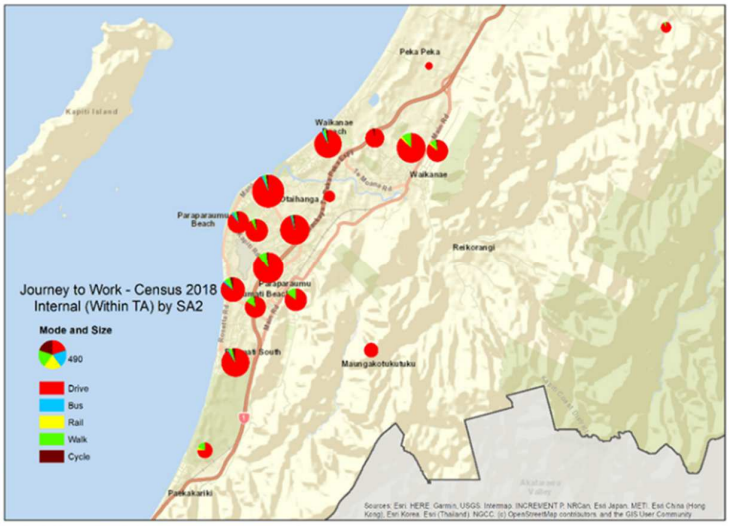


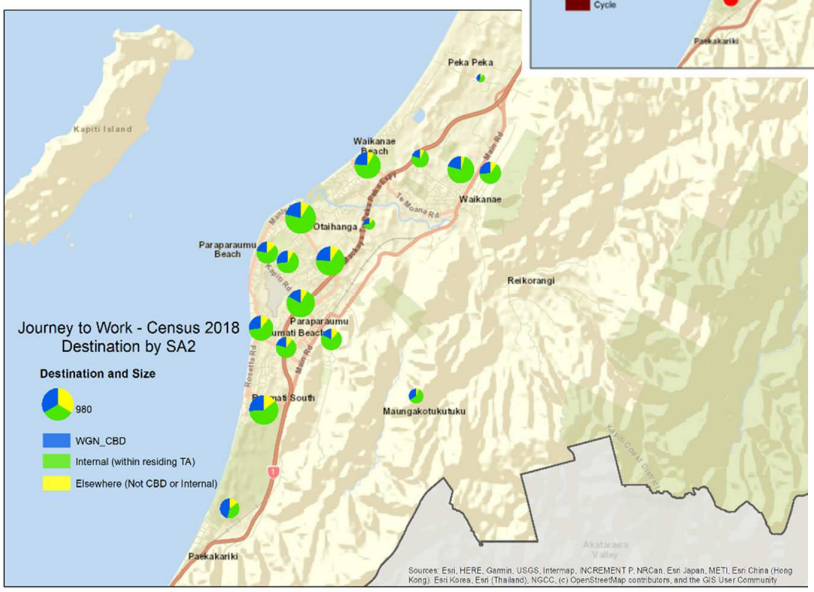
Mode share for travel to work, for people who live and work in Kāpiti is mainly by car 86%, with active travel 9% and public transport 5%.

The map (below RHS) shows mode share for travel to work within Kāpiti. Most people are travelling by car with walking also evident in Waikanae and other urban centres.

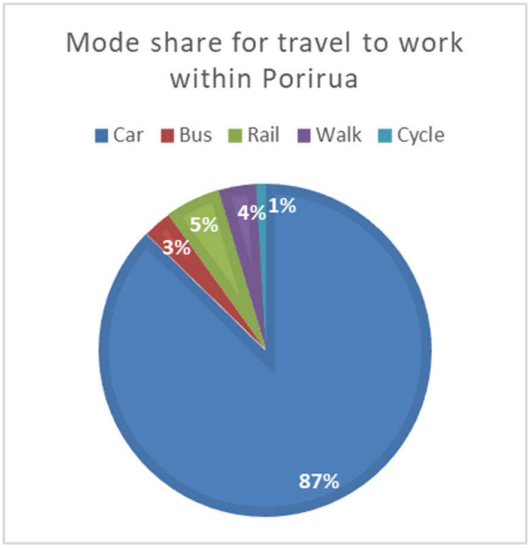
The second map (LHS), shows the workplace destination for Kāpiti residents. Overall 68% work in Kāpiti, 23% travel to Wellington City & 9% to other areas.



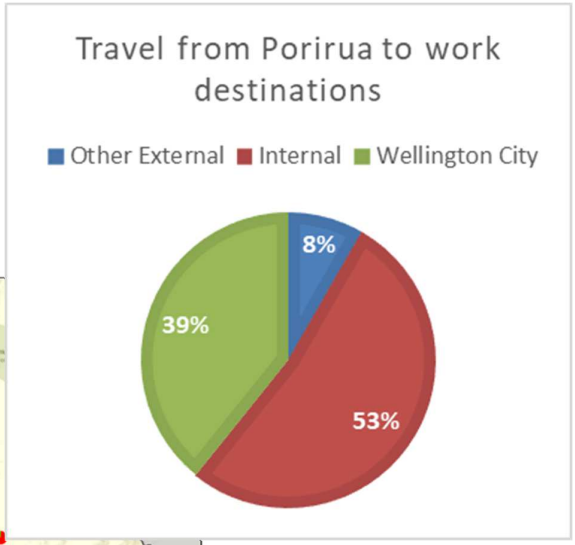


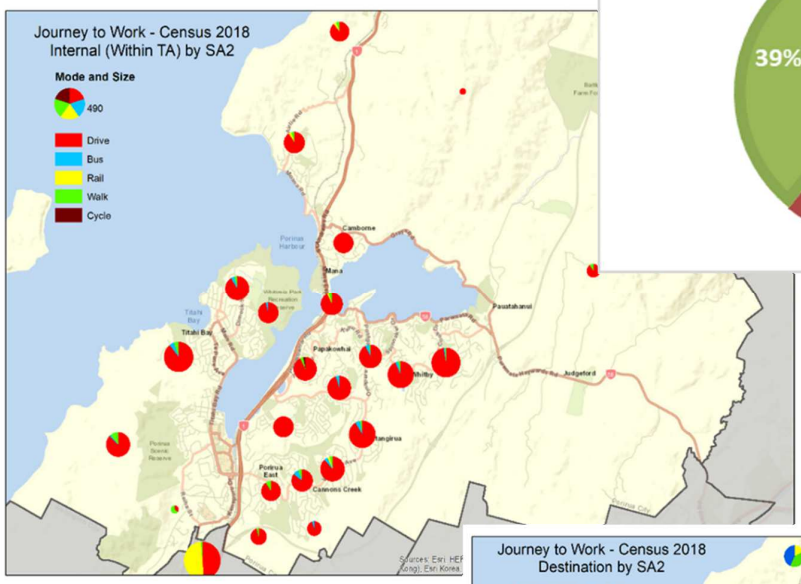


Porirua City – travel to work (census 2018)



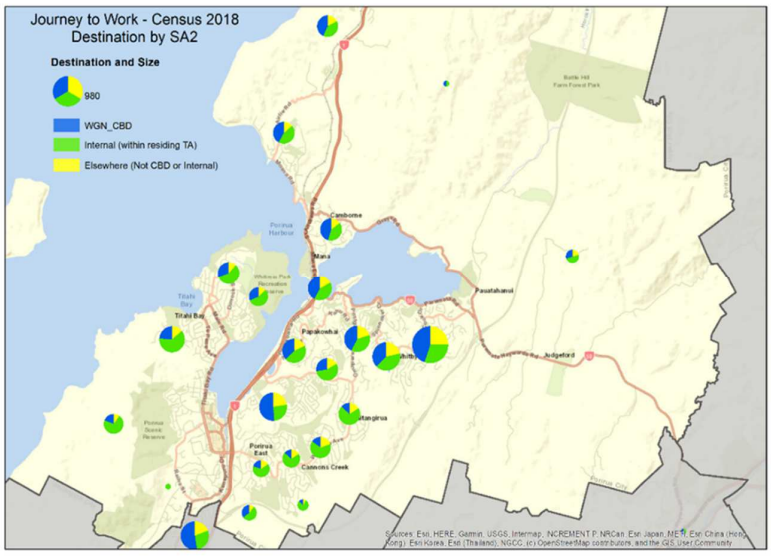
Travel to work for people who live and work in Porirua is mainly by car (87%). This is shown in the pie chart (LHS). 8% of internal commuter travel is by bus and train. PT mode share has increased since 2013 from 5.4% to 8% in 2018.



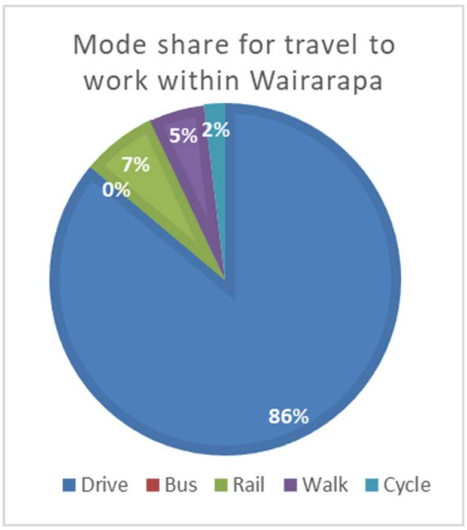


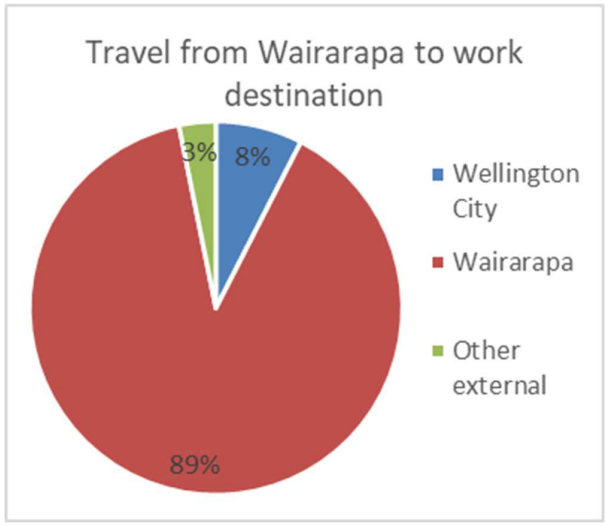
The map above shows mode share for travel to work. Of the 10,000 commuters leaving Porirua for work, 29% are travelling by train and 69% by car.

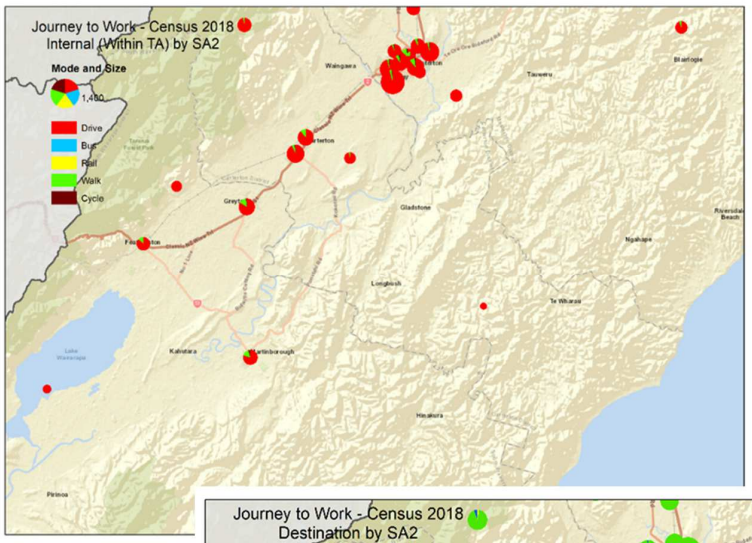
The map on the right shows the workplace destination for Porirua residents. 39% of residents work in Wellington City and 53% in Porirua.

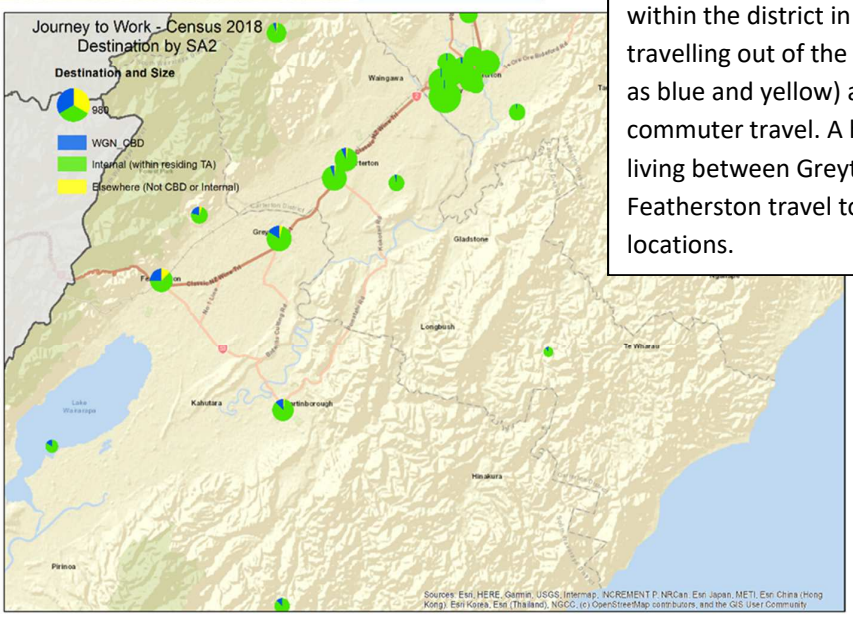


Wairarapa District – travel to work (census 2018)









89% of travel to work in the Wairarapa is internal travel. 86% is by car with 7% by train.

The map to the left shows mode share within the Wairarapa. Red indicates travel by car. For travel to work destinations outside the Wairarapa, 54% (900 commuters) use the train and the rest drive (770).

The map below shows the workplace destination. Most employment occurs within the district in the green. Those travelling out of the Wairarapa (shown as blue and yellow) account for 11% of commuter travel. A higher proportion living between Greytown and Featherston travel to external work locations.

Regional Transport Committee
24 November 2020
Report 20.436

For Information

WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – NOVEMBER 2020

Te take mō te pūrongo
Purpose

1. To update the Regional Transport Committee (the Committee) on Waka Kotahi NZ Transport Agency's initiatives, current work, and work to be undertaken in the Wellington Region.

Te horopaki
Context

2. Waka Kotahi New Zealand Transport Agency (Waka Kotahi) regularly updates the Committee on the Transport Agency's programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update (**Attachment 1** – Waka Kotahi New Zealand Transport Agency November 2020 presentation) is presented to the Committee by the Waka Kotahi member (or alternate).

Ngā tūāoma e whai ake nei
Next steps

3. The Waka Kotahi member will speak to **Attachment 1** at the Committee's meeting on 24 November 2020.

Ngā āpitihanga
Attachment

Number	Title
1	Waka Kotahi NZ Transport Agency November 2020 presentation

Ngā kaiwaitohu
Signatories

Writer	Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services
Approver	Emma Speight – Director, Regional Relationships, Waka Kotahi NZ Transport Agency

He whakarāpopoto i ngā huritaonga **Summary of considerations**
Fit with Council's roles or with Committee's terms of reference
The Waka Kotahi update (**Attachment 1**) reviews the implementation and delivery of Waka Kotahi's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.
Implications for Māori
There are no known implications for Māori.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies
The update contributes to the delivery of the Wellington Regional Land Transport Plan.
Internal consultation
There was no internal consultation.
Risks and impacts - legal / health and safety etc.
There are no known risks or impacts.

Attachment 1 to Report 20.436

Regional Transport Committee

Greater Wellington Regional Council
24 November 2020

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

2021-24 NLTP development

- We’re currently moderating, assessing and prioritising continuous programmes
- We’ve received initial submissions for improvements activities - moderation will start in February 2021
- There will be significant demand for available funding across all activity classes.

Attachment 1 to Report 20.436

Waka Kotahi Investment Proposal

- We released the Waka Kotahi Invesment 2021-31 on 29 October
- The Waka Kotahi Investment Proposal sets out our proposed investment activities for inclusion in the 2021-24 NLTP
- It is focused on completing projects underway, improving safety, optimising the system, investing in projects that deliver on priority outcomes and complement current projects, as well as more reliable, sustainable public transport and new technology to move more people
- We have invited your feedback by 27 November

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Nationally Delivered Programmes

- We deliver a range of non-state highway activities as part of the NLTP (eg, research, national road safety education and advertising)
- The proposed activities are included in the Waka Kotahi Investment Proposal
- We welcome your feedback on what non-state highway activities we should focus on
- If you want more information, please contact your Waka Kotahi Lead Strategic Planner (Amy Kearse)

Draft Investment Prioritisation Method (IPM)

- Consultation on the draft Investment Prioritisation Method (the draft IPM) for the 2021-24 NLTP has closed
- Final IPM expected by mid-December 2020
- The IPM will replace the Investment Assessment Framework
- Developed in response to the GPS 2021 - will be used to prioritise activities in the 2021-24 NLTP

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Attachment 1 to Report 20.436

Arataki V2 – COVID-19 employer modelling

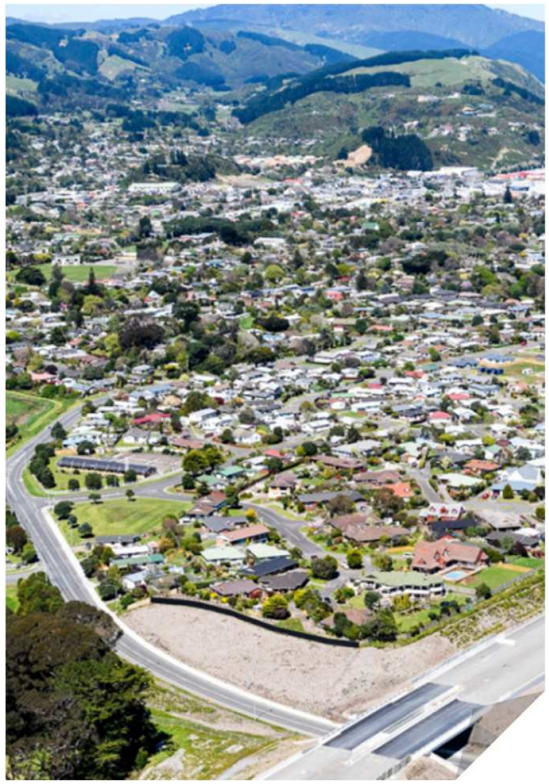
The employment modelling used to inform Arataki V2 is now available to use as a tool at a regional and district level

Useful for RLTPs, demand assumptions on key corridors, spatial planning and supporting vulnerable communities

Arataki V2 provides easier access to data and information to help with RLTP development and other planning for the next decade

30-Year Plan (Version 1)

- We're currently working on a 30-Year Plan – it will describe what the land transport system needs to look like to support people's well-being and liveability in New Zealand in 2050.
- It will set out a three-decade plan of what Waka Kotahi needs to do as its contribution
- Version 1 is expected to be released for engagement in July 2021



Attachment 1 to Report 20.436

Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

Innovating Streets for People pilot fund closed

(About $24m allocated at 90% FAR)

For temporary projects with a pathway to permanence - co-designed with communities

71 projects that will make our streets more people-friendly by June 2021

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Attachment 1 to Report 20.436

Accessible Streets Consultation

- Public Consultation on the Accessible Streets proposal closed on 20 May 2020
- We're currently finalising the summary of submissions report, and have recently started work on a disability impact assessment
- The submissions report and impact assessment will be used to inform recommendations to the incoming Minister and next steps for the Accessible Streets package.

Attachment 1 to Report 20.436

Requirements for Urban Buses (RUB) Consultation

- We are currently reviewing the Requirements for Urban Buses in New Zealand 2014 (RUB)
- Everyone who travels on an urban bus will be affected by these proposed changes
- There are six proposals:
  - Wheelchair ramps
  - How high the ticket machine is
  - A second wheelchair space
  - Seats in the priority area
  - Mobility devices on buses
  - Bus stop buttons for wheelchairs
- Consultation closed on 6 November 2020.

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Asset Management Data Standard (AMDS)

- The AMDS is a joint programme with the Road Efficiency Group (REG)
- It aims to improve how we manage and make decisions around our land transport assets
- First release launched on 31 July 2020 and the second launch on 30 October 2020
- These launches are for feedback and review from RCAs, council and all stakeholders

Used Car Safety Ratings (UCSR) report launch in November

- Around 60% of New Zealand's light vehicle fleet are classified using the UCSR system
- The annual report is expected to be published late November
- The safety ratings of some vehicles on our roads will change following the report
- The latest UCSR ratings will be published on the Rightcar website

Attachment 1 to Report 20.436

Attachment 1 to Report 20.436

Greater Wellington Regional Update

Activity	2018 – 21 NLTP 2020/21 Allocation	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	*Still being finalised*	Ongoing	Green	• Waka Kotahi has put together another annual programme for our maintenance and operations for 2020/21. The final annual renewals programme is currently being finalised.
Low Cost / Low Risk	*Still being finalised*	On-going	Green	• The annual programme is being finalised. We have secured $700K for further minor resilience improvements on SH 1 Ngauranga Gorge
Emergency Works	*Still being finalised*	On-going	Amber	• Emergency Works sites planning/design ongoing

Attachment 1 to Report 20.436

NZUP - Ō2NL

Ōtaki to north of Levin $817 million new highway project

Outcomes of the new 24km four lane median-divided highway:

- **Improved safety**, with fewer deaths and serious injuries
- **More resilient network**
- **Support growth** through improved movement of people and freight
- **Integrate with the local network** including supporting access to walking and cycling
- **Enhance efficiency**, making journey times more reliable

Creating a positive legacy *by working with the community on the built and natural environment we shape.*

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Ō2NL new highway

Recent consultation complete; feedback being assessed

- Draft plans presented to the community in August / September consultations:
  - **Draft preferred alignment** for the new highway
  - **Interchange** locations and types
  - **Local road** connections
- Options assessed against:
  - **Fit with project objectives**
  - **Environmental and social factors** - including HDC district development, iwi cultural values, productive land values and more
  - **Implementability impacts** - including fit with local road system
- From 25 August to 22 September 10 drop-in sessions, online panel discussion, O2NL Community Group meetings
  - Nearly **800 people** attended drop-in sessions
  - Over 4000 visits to interactive Social Pinpoint map by more than **1300 online users**. Of those users, **116 people provided 269 comments** on the map
  - Approx **100 property owner** meetings
- **Currently:**
  - Stakeholder, property owner and community feedback being considered, along with further technical investigations
  - **Update on refinements to draft preferred corridor and connections in early 2021**

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Ō2NL safety improvements

Safety improvements and speed reviews on existing highways are part of the Ō2NL programme

- Three portions of work:
  - Stretches of edge barrier and wide centre lines on SH57, plus SH57 / Queen St roundabout
  - Stretches of median barrier on SH1 south of Levin, plus SH1 / SH57 roundabout
  - Safety improvements north of Levin being investigated, working with community
- **SH57:** Draft report on July / August engagement published, covering infrastructure aspects (speed engagement element to come in final report).
- **SH1 north and south of Levin:** Early stakeholder conversations underway. Wider engagement in early 2021.

SH57 community engagement

Improving **safety and resilience** of the **Ōtaki to north of Levin** transport corridor in the medium term, while progressing a new four-lane highway to **support growth** in Levin and **increase transport choice** for the growing population by the end of the decade.

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Greater Wellington Large Capital Project Updates
PP2O site

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Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP2O)	$410m	Underway	Amber	The project continues to work under NZ COVID-19 Alert Level 1 restrictions. Productivity for certain activities continue to be impacted by the requirements for contact tracing (i.e. site policy around entering and exiting through the same access point). Key construction activities are as follows: • Local Arterial Road (LAR) Stage 2 between Peka Peka and Marycrest is now open to traffic and earthworks for the main alignment at this location are underway. • Construction is well underway on the section of temporary roading south of the Otaki River to allow construction of the new intersection and approaches to Otaki Gorge Road. The traffic switch is due to occur early Dec 2020. • Plans are underway to close Otaki Gorge Road for around 11 weeks (Feb through May 2021) to allow the permanent tie-in to existing SH1 to be constructed. Extensive consultation is ongoing with KCDC and affected residents. • Planning is underway for the northern tie-in which also includes a section of temporary roading to the east of the existing SH1 alignment. • Commissioning trials are due to commence for the temporary asphalt plant for the structural asphaltic road pavement and long-life surfacing. • Pavement preparation and construction across the entire project site. As reported last month, in terms of an opening date, we are still working through the implications of COVID-19 and the change to a structural asphaltic pavement.

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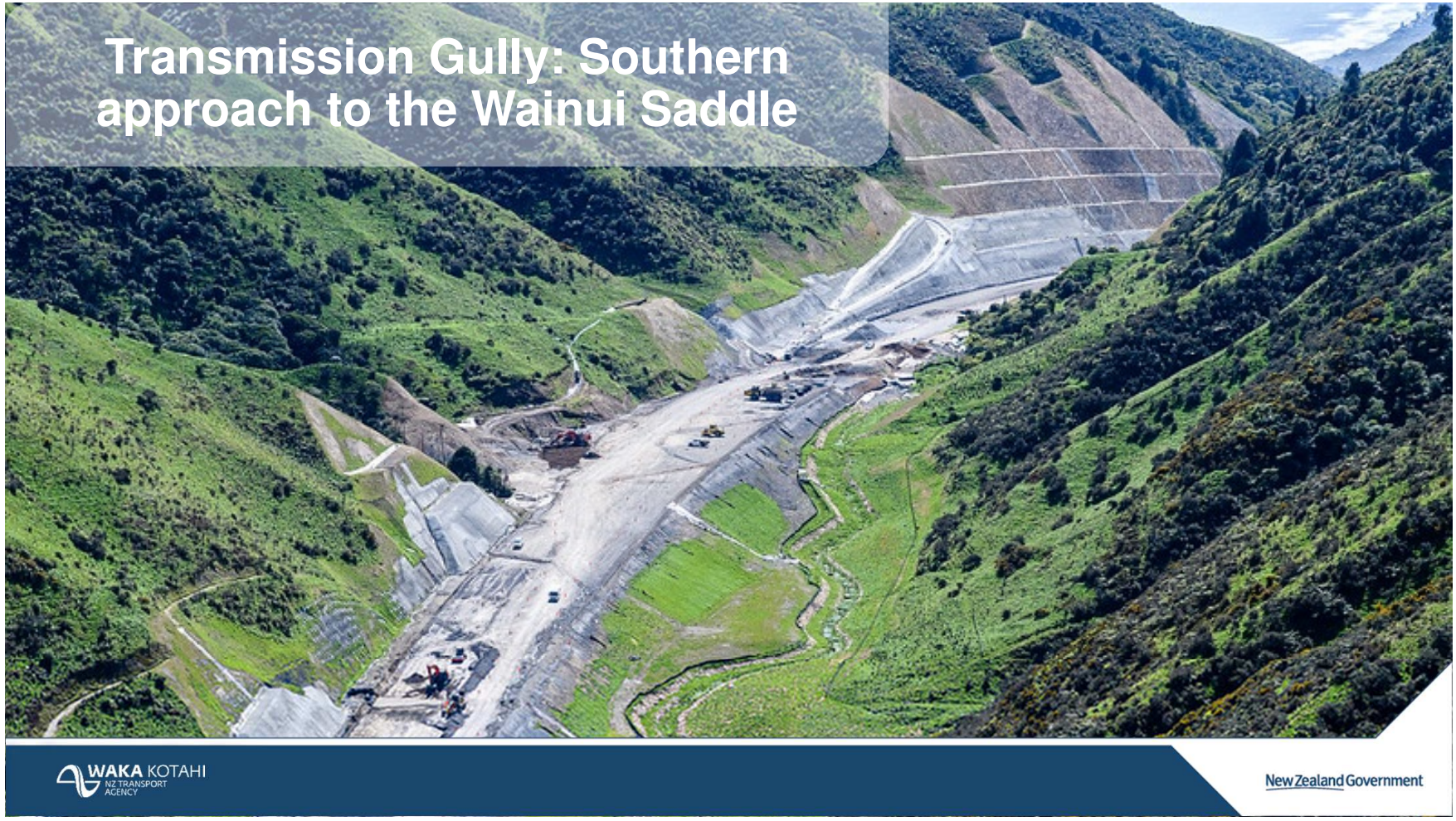

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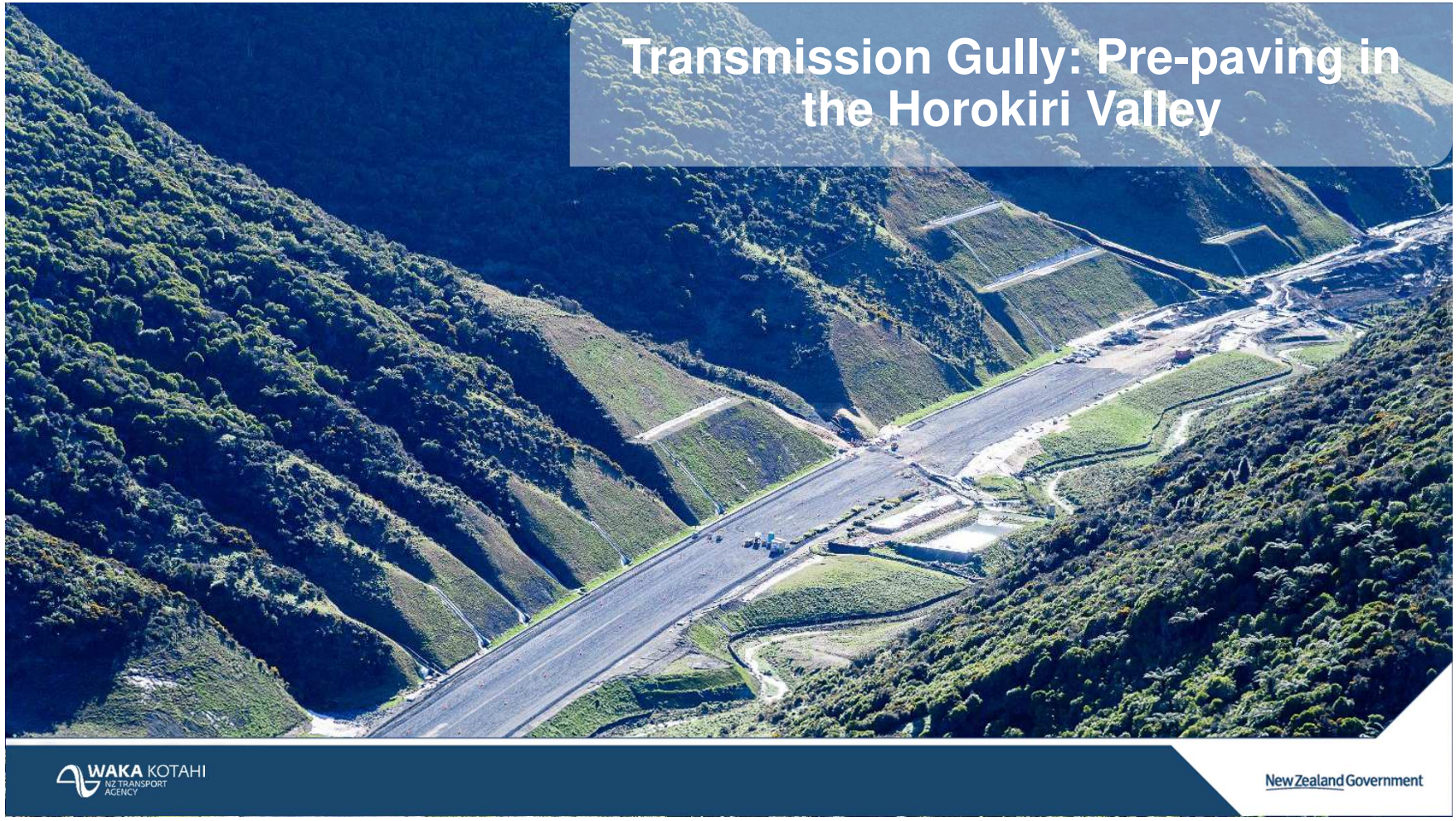

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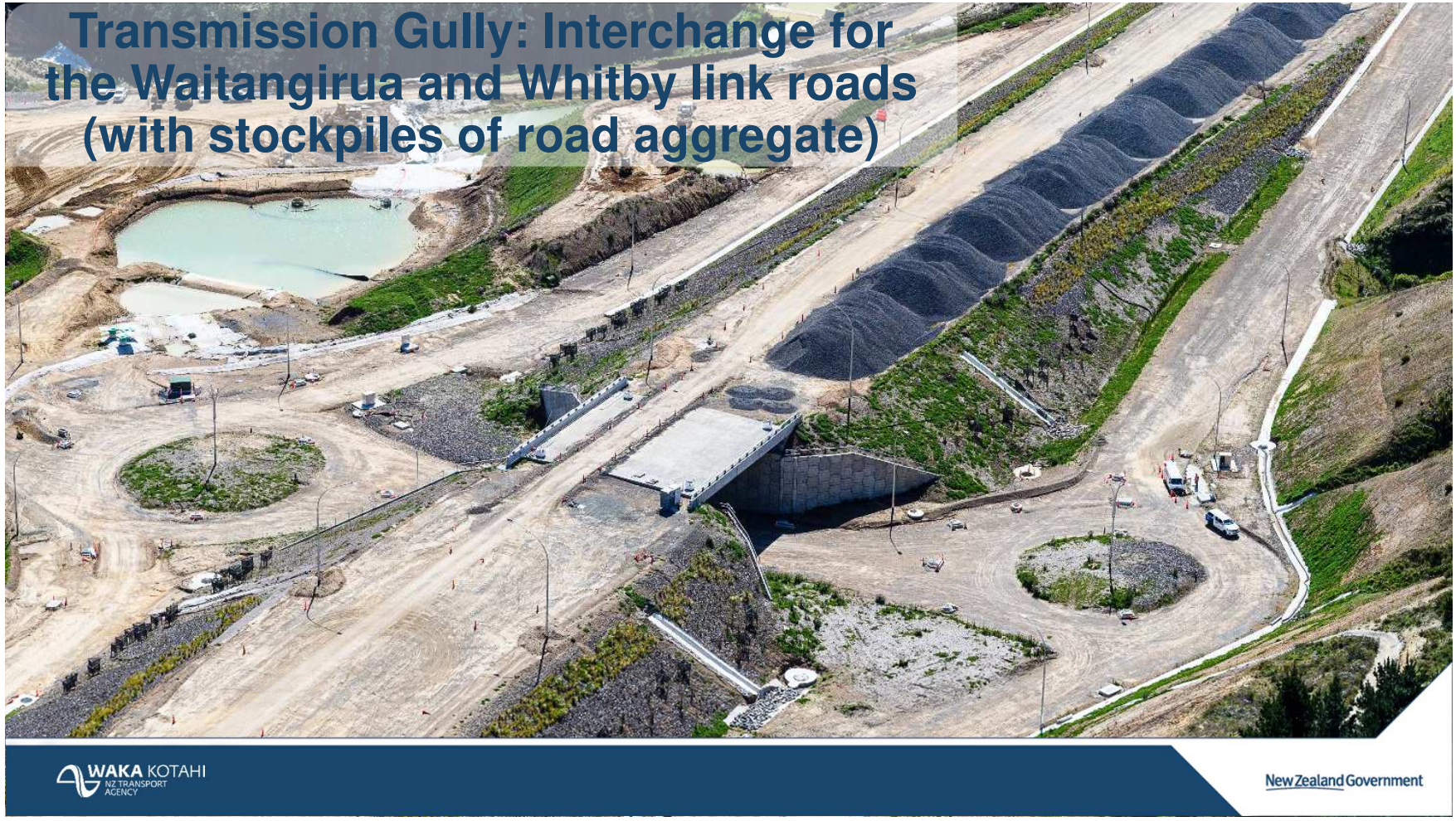

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Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.$500m	Opening Date Sept 2021	Red	• COVID response included a new localisation strategy - paving work has been subcontracted (Fulton Hogan at northern end and Downer at southern end). Paving works underway and will be at pace from early December. • COVID response also including a change to paving to enable work during more marginal winter conditions. One third of the motorway will now be paved with deep-lift asphalt (interchanges and steeper sections, including the Wainui Saddle). The other two thirds will continue to be chipseal. • Construction is ramping up, despite a wet few months. Large volumes of material are being delivered to site in preparation for paving (140t - 300t per day). • In mid-November there were changes on SH1 at Linden to enable completion of the middle two lanes - the project is constructing six lanes where the Transmission Gully motorway connects with the existing State Highway 1. • In late November, State Highway traffic between Mackays and Paekākāriki will be switched onto a 1.3km portion of Transmission Gully to enable completion of the coastal connector road that will run between Paekākāriki and Mackays crossing. • Wet weather hampered site tours but PCC site tour took place on 30 October, and GWRC (and some RTC members) on 13 November. KCDC (and some RTC members) scheduled for 9 December.

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Greater Wellington Project Updates – TG related

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness for Transmission Gully	$20.4m	Sep-2021	Green	• Improved on-ramp merge line markings between Newlands and Porirua to encourage safe driver behaviour will be delivered early December, in line with an accompanying (ongoing) communications campaign. • The procurement process for Intelligent Transport Systems to improve safety and network efficiency has commenced as we look to start construction early 2021 – the interventions include additional variable message signs, CCTV and extending the southbound Ngauranga Gorge variable speed system from Porirua to the top of the Gorge.
TG Revocation	$0.6m	Jun-2021 future function agreed	Green	• Waka Kotahi has begun discussions on a proposal to retain SH1 Linden to Mackays, and revoke the state highway status of SH58 Pāuatahanui to Paremata • The work includes consultation with Porirua City Council, Kāpiti Coast District Council, Greater Wellington Regional Council, Wellington City Council, iwi, communities and stakeholders. • The future function and safety of each corridor will be assessed, and any appropriate or necessary works undertaken. Work on the future function of these two routes is planned to begin early 2021.

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NZUP – Melling

Melling interchange ($258 million)

Public engagement (for RiverLink integrated project) coming up as part of consenting design – open day **28 November** and online engagement over summer.

Further engagement and second open day in the New Year.

PROJECT	SH / LOCAL RD / RAIL	DELIVERABLE	RECENT PROGRESS	KEY DATE
Consent	SH/Local Road/PT	Consent lodged	Integrated consent with RiverLink	Early 2021
Tender	SH/Local Road/PT	Construction contract tendered		Late 2021
Contract	SH/Local Road/PT	Construction contract awarded		Mid 2022
Construction	SH/Local Road/PT	Construction start		Late 2022
Completion	SH/Local Road/PT	Melling interchange and bridge open		Late 2026

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Kauri culvert with vegetation to be added

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NZUP – SH58 Safety Improvements

Work is underway in advance of Transmission Gully opening

Project / deliverables	Progress	Key dates
Stage 1 (NLTF $55m)		
Construction	Well-advanced – drainage 80% complete, pavement underway	Mid 2021
Stage 2 (NZUP $59m)		
Design and consents lodged	Contract Construction	Nov 2020 Late 2020/21

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Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	$30.8m	Underway	Green	**Mass Rapid Transit, Strategic Highway Improvements and City Streets packages** • Progress being made on Mass Rapid Transit and State Highways - Draft Technical Reports submitted - and City Streets' Draft Interim Indicative Business Case . • Pre-engagement will start early next year with full public engagement on MRT, SHI and City Streets beginning in Feb 2021. **Thorndon Quay - Hutt Road** • Engagement continuing. **Golden Mile** • Golden Mile engagement report published. Conversations continue with stakeholders who made submissions.

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Petone to Melling Underpass Construction

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Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ara Tupua - Petone to Melling	$30m approx.	Late-2021 completion	Green	• Construction continues on several portions of the project. Construction of the Normandale underpass took place over Labour Day long weekend. Work took longer than planned resulting in an extra day of bus replacements to the Melling train line. Work continues on the site surrounding the main underpass with one-way traffic on Parliament St in Melling. • The project's second underpass south of Petone station will be constructed during the Christmas KiwiRail shutdown.
Te Ara Tupua – Ngauranga to Petone	$n/a	Underway September consent application	Green	• Resource consent applications were lodged in October under the COVID-19 Recovery (Fast-track Consenting) Act – the project is a 'listed project' in the Act. In Early November the Expert Consenting Panel for the project was confirmed. • A Reserves Act application was lodged in October with Hutt City council for project works at Honiana Te Puni Reserve. Information days have been held (21 and 24 November) to share these plans, developed jointly by iwi, Council and Waka Kotahi, with the community. • Procurement for the delivery phase has begun with an Industry Briefing held this month and RFP underway. Delivery will use an Alliance model.

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Greater Wellington Project Updates – Revocation

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka (M2PP) revocation	$17.5m	Underway	Green	• 13km of corridor improvement works • Construction of northernmost 4km has been completed. Work on southernmost 2km is underway. • Town centre works rescheduled for Winter 2021 due to COVID-19 Response.
Peka Peka to Ōtaki (PP2Ō) revocation	$13m	Underway	Green	• Stage 1 – confirming design principles and aspirations, form and shape - has been completed and signed off by KCDC and NZTA • Stage 2 – documenting a detailed scope of revocation work and confirming the scoping report – is complete and forms the basis for design and implementation. MOU between KCDC and NZTA signed • Stage 3 – the preliminary design of revocation works – is underway, with the next round of community and stakeholder engagement planned for 2021. The target is to be ready for implementation by completion of the PP2Ō Expressway project.

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Greater Wellington Project Updates – Safety

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary

Speed Management	$1.5M for Wellington region over multiple corridors	Technical assessments complete	Green	• We are in technical assessment phase on the current speed limits for the following corridors. After the assessments are completed, if they determine the current speed limits are not safe and appropriate, further steps will need to be completed before changing any speed limits, including engagement and consultation with the community:
				  • SH2 Ngauranga to Pakuratahi
				  • SH58 Paremata Road (SH1 to Pauatahanui)
				  • SH2 Masterton to Pahiatua
				  • SH53 Featherston to Martinborough

Speed management with infrastructure projects		Speed management being considered in conjunction with infrastructure projects	Green	• Speed management is also being investigated in conjunction with infrastructure for the following projects:
				  • SH2 Featherston to Masterton – engagement completed 5-8 November
				  • SH1 Ōtaki to North of Levin – engagement to be completed as part of the online safety improvements
				  • SH1 Mackays to Peka Peka revocation – engagement late 2020
				  • SH1 Peka Peka to Ōtaki revocation – engagement late 2020
				  • SH1 Cobham Drive (LGWM) – engagement rescheduled to align with state highway improvements engagement
				  • SH1 Kent, Vivian and Karo Streets (LGWM) – no changes proposed

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