If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 7 March 2023, 1.00pm

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

Quorum: *The Chair or Deputy Chair, and 50 percent of the remaining voting members.*

Members

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

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

Regional Transport Committee

Tuesday 7 March 2023, 1.00pm

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

Public Business

Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 7 March 2023

Report 22.529

Public minutes of the Regional Transport Committee meeting on Tuesday 6 December 2022

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 11.30am

Members Present

Councillor Adrienne Staples (Chair)	Greater Wellington Regional Council
Councillor Daran Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Anita Baker	Porirua City Council
Mayor Gary Caffell	Masterton District Council
Councillor Simon Edwards	Hutt City Council
David Gordon	KiwiRail
Mayor Janet Holborow	Kāpiti Coast District Council
Hon. Mayor Ron Mark	Carterton District Council
Councillor Iona Pannett (from 11.32 am)	Wellington City Council
Emma Speight	Waka Kotahi/New Zealand Transport Agency
Deputy Mayor Hellen Swales	Upper Hutt City Council

Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Cr Ponter / Deputy Mayor Swales

That the Committee accepts the apology for absence from Councillor Guppy.

The motion was **carried**

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

The Committee Chair afforded priority to agenda item 4 – Wellington Regional Speed Management Plan 2024 – Principles and objectives – Report 22.503, in accordance with Standing Order 3.5.2.

3 Wellington Regional Speed Management Plan 2024 – Principles and objectives – Report 22.503

Amelia Wilkins, Strategic Advisor, Regional Transport and Grant Fletcher, Manager, Regional Transport, spoke to the report.

Moved: Cr Pannett / Mayor Baker

That the Committee:

1 Endorses the principles and objectives of the draft Regional Speed Management Plan 2024 in order to meet the requirements of the Land Transport Rule: Setting of Speed Limits

2 Delegates to the Regional Transport Committee Chair the ability to make minor editorial amendments to the draft document

3 Notes that the Regional Transport Committee of the final Regional Speed Management Plan 2024 will be sought prior to submission to the Director of Land Transport for certification.

The motion was **carried**

4 Public participation

Fred McDonald, Convenor, Otaki Road Safety Group, spoke on improvements to the public transport network.

Noted: that the Committee has requested that a copy of Fred McDonald's speaking notes be distributed to Committee members.

5 2021/22 Annual Monitoring Report on the Wellington Regional Land Transport Plan 2021 – Report 22.467 [For Information]

Amelia Wilkins, Strategic Advisor, Regional Transport, spoke to the report.

6 KiwiRail Update – December 2022 – Report 22.507 [For Information]

David Gordon, Chief Operating Officer, KiwiRail, spoke to the report.

Hon. Mayor Mark left the meeting at 12.10pm during the above item and returned at 12.19pm.

7 Metlink Public Transport Overview – December 2022 – Report 22.506 [For Information]

Samantha Gain, General Manager, Metlink, spoke to the report.

8 **Let's Get Wellington Moving Update – December 2022 – Report 22.508** [For Information]

Sarah Gardner, Programme Director, Let's Get Wellington Moving, spoke to the report.

9 **Waka Kotahi NZ Transport Agency Update – December 2022 – Report 22.509** [For Information]

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

Councillor Ponter left the meeting at 12.48pm during the above item and returned at 12.53pm.

Karakia whakamutunga

The Committee Chair closed the meeting with a karakia whakamutunga.

The meeting closed at 12.57pm.

Councillor A. Staples

Chair

Date:

Regional Transport Committee
7 March 2023
Report 23.44

For Decision

REVIEW OF WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021

Te take mō te pūrongo
Purpose

1. To advise the Regional Transport Committee of the scope, timeframes, and key tasks for the review of the Regional Land Transport Plan (RLTP) 2021.

He tūtohu
Recommendations

That the Committee **approves** the scope, timeframes, and key tasks for the mid-term review of the Wellington Regional Land Transport Plan (RLTP) 2021.

Te tāhū kōrero
Background

2. The RLTP is a statutory document that must be prepared every six years as required by the Land Transport Management Act 2003 (LTMA). The current Wellington RLTP was adopted in June 2021.
3. The Regional Transport Committee (RTC) is responsible under the LTMA for the preparation of the Regional Land Transport Plan (RLTP) every six years and a review of that plan during the six-month period immediately before the expiry of the third year of the plan.
4. In carrying out the review, the RTC must have regard to the views of representative groups of land transport users and providers.
5. The three-year review of the Wellington RLTP 2021 (the Review) is due to be completed by 30 April 2024.
6. RTC was briefed on the proposed approach, process and timeframes for the mid-term review on the 20 Sep 2022 (Refer Wellington Regional Land Transport Plan 2021 Mid-Term Review Approach - Report 22.358).
7. Officers have so far undertaken an assessment of the pressures and issues impacting the network, a preliminary environmental scan, and a survey gauging current public perceptions on the transport network. Findings from each of these steps are detailed later in this report.
8. Officers have drafted detailed planning for the review.

Te tātaritanga
Analysis

Review scope

9. The purpose of the mid-term review is to check that the RLTP remains valid and fit for purpose. The main value of the mid-term review is updating activities and projects in the second three-year period of the six-year RLTP programme for submission to the National Land Transport Plan 2024-2027 (NLTP). (Refer Report 22.358)

10. The mid-term review may reveal modifications to the policies and strategic framework. However, any changes to the current strategic policy framework should only be made if there is strong justification to do so, based on evidence and a compelling case.

11. The strategic policy framework of the RLTP has a long-term outlook of 10 to 30 years and is aligned with the Ministry of Transport's transport outcomes framework.

12. Initial analysis of the RLTP's strategic framework and policies indicates that they remain relevant and valid. This analysis comprised an assessment of current pressures and issues on the network, an environmental scan, and a public perception survey. Based on this analysis, officers consider that a full revision of the long-term policy framework is not required at this point.

Transport insights to inform RLTP 2024-2027 mid-term review[1]

13. The Wellington Transport Analytics Unit has produced a report assessing the pressures, trends, issues and opportunities, to confirm (or otherwise) that the key problems and strategic direction in RLTP 2021 are still valid. (Refer **Attachment 2** Transport insights to inform RLTP 2021-2027 mid-term review)

14. The analysis concluded that the pressures and issues remain consistent with those which guided the development of the RLTP 2021. As such, the four problem statements in the RLTP 2021 remain valid and are discussed below.

Problem area 1 - Public transport capacity

15. While capacity issues have been exacerbated by bus driver shortages and reduced services, it is still predicted the network will reach capacity constraints in 5-10 years. Significant investment is needed to ensure public transport capacity keeps up with population growth.

Problem area 2 - Travel choice and access

16. Public transport, state highway and local road travel speeds are slow and variable, both during peak times and increasingly during the weekend, limiting the efficiency of movement and access for people and freight. Since the adoption of the RLTP, progress has been made on walking and cycling infrastructure improvement projects. The effectiveness of these measures cannot yet be accurately assessed due to limited data availability: Wellington City Council's cordon survey did not take place in 2022, the 2022

[1] COVID-19 related disruptions to data collection and the uncertainty of travel behaviours in a post-COVID world have made identifying trends and making predictions less reliable than prior to the pandemic. Interpretation of the RLTP pressures and issues insights by the Wellington Transport Analytics Unit should be viewed with this lens.

Household Travel Survey has not yet been released, and the 2023 Census is scheduled for 7 March.

Problem area 3 - Safety

17. The five-year rolling average of deaths and serious injuries is 204, down slightly from 208 in 2019. While the nominal numbers have remained steady, we are falling short of the target to reduce the five-year rolling average to 122 by 2030.

Problem area 4 - Resilience

18. Transmission Gully has already proved useful as a viable alternative route. However the number of unplanned road closure events has increased consistently over the last ten years. Recent adverse weathers continue to demonstrate the need for increasing resilience across the overall network.

Climate

19. While not included specifically as a problem area in the initial development of RLTP 2021, its importance was identified through the inclusion of the headline target of 35 per cent reduction in transport emissions. The Government has signalled in its recently released indicative strategic priorities for Government Policy Statement 2024 an overarching focus on emissions reduction – ensuring it is the core consideration across all investment decisions. This guidance will be used in designing the 2024-2027 RLPT programme of activities.

Environmental scan

20. Officers have undertaken an environmental scan. This scan builds on the Transport Insights Report and identifies the key influences (or drivers) that may impact the regional transport network over the next ten years The top six drivers are listed Table 1. This list will be refined as officers develop a small number of scenarios that will be used to confirm the RLTP investment priorities and weightings.

Table 1 Transport System Influences

Transport Energy Transformation	*The potential transport energy choices, and market dynamics, and speed of network transition.*
Economic Outlook	*The trajectory of economic development, both domestically and in the global context.*
Labour Availability	*The declining availability of people to fill work roles.*
Future Workplace	*The changing use of commercial office space, and the impact of technology substitution.*
Climate change impacts & adaption	*The increasing requirement to both proactively manage and reactively respond to the warming climate.*
Evolving Policy Landscape	*The need for effective policy implementation in response to political direction.*
Changing Urban Form	*The interrelationship between urban development, land use, and transport provision.*
Population Change	*The reliance on future migration as a driver of both population and economic growth.*

Survey findings: Public perceptions toward regional transport priorities and transport emissions

21. An online survey was undertaken in January 2023 through the Greater Wellington Regional Council's 'Greater Say' panel to gauge public opinion of the 2021 RLTP's 10-year headline targets and transport investment priorities, as well as explore public attitudes towards transport emissions.

22. The survey had over 2,080 respondents – almost double the previous highest number of Greater Say survey respondents. The sample has been weighted on age, gender and local government area to reflect the region, and has a maximum margin of error of ±2.1% overall. The full survey results are in **Attachment 3** Public attitude survey report.

23. The results from the survey suggest current public perceptions remain aligned with the high-level strategic framework of the RLTP 2021.

10-year headline targets

24. The online survey asked submitters whether they thought the current headline targets were about right, not ambitious enough, or too ambitious.

25. The majority of respondents felt the emissions reduction target was not ambitious enough, while for the targets relating to reducing deaths and serious injuries and increasing active travel, the majority respondents felt these were 'about right'.

26. While there was support for being increasingly ambitious in the emissions reduction target, responses to questions about personal changes highlight the complexity of this issue. Less than half (43%) of respondents agreed/strongly agreed they could do more to reduce their own transport emissions. 72% agreed/strongly agreed with the statement 'infrastructure needs to improve before changing travel behaviour'. When asked about their preferred way to reduce vehicle emissions, 93% selected improving public transport.

27. Support for alternate mode infrastructure was mixed; 38% felt there was not enough bus lanes and 50% felt there was not enough bike lanes. These results are shown in Figure 1.

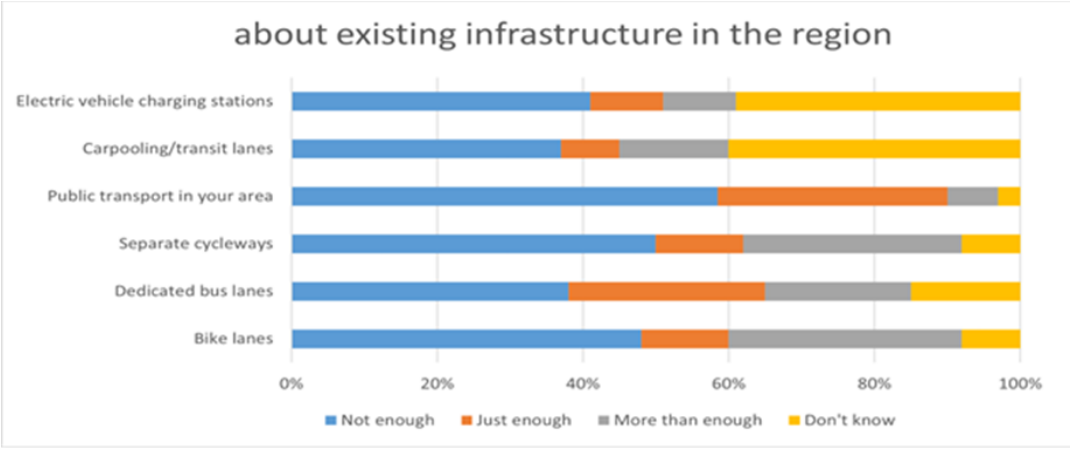


Fig 1 results of survey question – existing infrastructure in the region

10- year transport investment priorities

28. For each of the RLTP five priority areas requiring investment, respondents were asked to rate them from 'not at all important' to 'very important'.

29. Table 2 demonstrates the positive correlation between the percentage of respondents who rated each priority area as 'very important' and the current weighting in the RLTP 2021 for each priority. The exception to this is 'resilience' being rated as very important to more people than 'safety'.

Table 2 - comparison between survey results and weightings of each priority area

	% of respondents who rated as 'very important'	Current priority weighting – RLTP 2021
Public Transport capacity	74%	40%
Travel Choice	56%	20%
Strategic Access	46%	15%
Safety	38%	15%
Resilience	44%	10%

Moving forward - proposed approach and key tasks for the RLTP 2021 mid-term review

30. Officers propose a three-phase approach for the RLTP 2021 mid-term review. The overview and key steps, including RTC decision points are shown in Table 3 below. Further information about these steps is contained in Appendix 1 to this report. Note that workshops will be required to develop the Review and will be advised separately. Timings are subject to central government deadlines which are yet to be advised.

Step	RTC Decision
STEP 1: Strategic direction and policy scan Initiate RLTP Review and confirm that the 30-year strategic framework, vision, and strategic objectives described in the current RLTP remain valid.	**Endorse** the scope, timeline, and key tasks of the review (March 2023) **Agree/Confirm** framework, vision, and strategic objectives (September 2023).
STEP 2: 10- year 'Transport Investment Priorities' review Confirm headline targets and priorities against the long-term system outcomes in order to develop regional programme.	**Agree** priorities and weightings and other key changes to the RLTP front end if required (September 2023). RTC Workshop significant activities prioritisation (October 2023)

STEP 3: Programme update Creation and confirmation of RLTP prioritised programme	**Agree** final draft regional programme for years 3-6 of RLTP (December 2023) **Agree** priority of 'significant' projects (if needed, December 2023)) **Confirm** consultation requirements and process (December 2023) **Recommend** final Review to Greater Wellington Regional Council for adoption (March 2024)

31. The review must be completed, and changes submitted to the Waka Kotahi by April 2024. This allows Waka Kotahi NZ Transport Agency to consider the regional programme as it develops the NLTP 2024 – 27.

32. Further detail on timing for the RLTP 2021 mid-term review, alongside other relevant processes, is set out in **Attachment 4**. The timings may still change subject to broader process and timeframe change, including Let's Get Wellington Moving, the Waka Kotahi National Land Transport Programme development, changes to government policy, and the new Government Policy Statement.

Ngā hua ahumoni
Financial implications

33. There are no financial implications arising from this report.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

34. Sections 18G and 18H of the LTMA outline requirements for authorised organisations to consult with Māori and seek Māori contribution to decision making. Officers are working with Greater Wellington's Te Hunga Whiriwhiri group to understand how Mana Whenua groups may wish to partner in the development of the Review.

Te huritao ki te huringa o te āhuarangi
Consideration of climate change

35. The Ministry of Transport has signalled through the draft Strategic Indications for the GPS that Emissions Reduction become an overarching focus for GPW 2024. This is to ensure that the implications of emission reduction are a core consideration for all investment decisions. Waka Kotahi investment officials have indicated that all transport investments irrespective of funding source should be included in the RLTP. Development of the RLTP will be closely coordinated with the Regional Emissions Reduction Plan and the Future Development Strategy which is expected to contain actions to mitigate and adapt to climate change.

Ngā tikanga whakatau
Decision-making process

36. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

37. The matters for decision in this report are subject to the legislative requirements of the Land Transport Management Act 2003. Section 18D (5) of the Land Transport Management Act 2003 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 Land Transport Management Act 2003 and included in the programme.

38. This report sets out the scope and tasks for the mid-term review of the RLTP and is not a decision to vary the RLTP. Officers recommend that the matter be considered to have low significance. Subsequent decisions may lead to a variation in which case an assessment will be undertaken against the significance policy at that time.

Te whakatūtakitaki
Engagement

39. Due to administrative nature of this decision, public engagement was not required.

Ngā tūāoma e whai ake nei
Next steps

40. Once approval to proceed has been received from RTC, the review will be guided by the scope, timeline and key tasks outlined in this report, and informed by further understanding of the changes of the government policies as they become available.

Ngā āpitihanga
Attachments

Number	Title
1	Review of the Wellington RLTP 2021 presentation
2	RLTP pressures and issues insights
3	Public attitude transport survey report
4	RLTP 2021 mid-term review indicative timetable

Ngā kaiwaitohu
Signatories

Writers	Shan Lu – Principal 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 Regional Transport Committee is responsible under the LTMA s18CA for completing a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies
The draft timeline in this report has taken account to the Long Term Plan draft timetable. Ongoing engagement with the Wellington Regional Growth Framework to enhance the integrated urban development and transport planning.
Internal consultation
Engagement occurred with the members of the RTC Technical Advisory Group.
Risks and impacts - legal / health and safety etc.
There are no risks arising from this report.

Att 1 to Report 2023.44

Wellington RLTP 2021 mid-term review scope

Wellington RTC 7 Mar 2023

Greater Wellington
Te Pane Matua Taiao

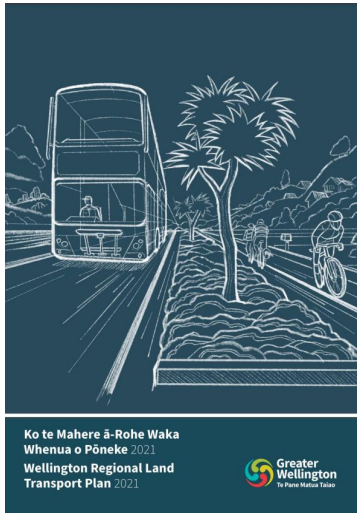
Purpose

To seek **agreement** for the mid-term review of the Regional Land Transport Plan (RLTP) 2021, include

- Scope
- Process & Timeframes
- Key tasks

Background

- RLTP is a statutory document (LTMA) that RTC must **prepare every 6 years** and **review every 3 years** focused on the 'Programme' section.
- The current RLTP was developed in 2021.
- The review process is due to be completed by April 2024.



LTMA - 18CA Review of regional land transport plans

(1) A regional transport committee must complete a review of the regional land transport plan **during the 6-month period** immediately before the expiry of the third year of the plan.
(2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.

Current RLTP 2021

- Our long-term strategic framework aligns with the MoT Outcome framework
- Current RLTP 2021 well aligned with the TSIG and Waka Kotahi guidance for RLTPs
- Positioned well in the emerging areas of focus e.g. climate change

Expectation for the review: no significant* change, as:

- RLTP was adopted only 2 years ago
- Policy framework has a long-term outlook – needs to have some longevity

*Significance in this context refers to the pressures and issues being sufficiently different from what was anticipated in the RLTP 2021 to the extent that the strategic direction of the RLTP would need to change and consequently require changes to the overall policy framework.

Direction setting and validate the scope of the review

1. RLTP pressures and issues insights report
   - Scan significant* changes

2. Environmental scan
   - Review external key influences

3. Public attitude survey
   - Understand the public expectations

*Significance in this context refers to the pressures and issues being sufficiently different from what was anticipated in the RLTP 2021 to the extent that the strategic direction of the RLTP would need to change and consequently require changes to the overall policy framework.

Pressures and issues report

Public transport capacity

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

Weighting 40

While capacity issues have been exacerbated by bus driver shortages and a reduced service, it is predicted the network will reach capacity constraints in 5-10 years

Travel choice and access

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

Weighting 30

Public transport, State highway and local road travel speeds are slow and variable, both during peak times and increasingly during the weekend

Safety

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

Weighting 15

The five-year rolling average is 204, from 208 in 2019. While annual numbers are tracking in the right direction, we are far short of the 122 target by 2030

Resilience

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

Weighting 15

Transmission Gully has already proved useful as a viable alternative route, however the number of unplanned road closure events has increased consistently over the last ten years and there are other areas around the region that are vulnerable to major disruption

- Overall, there is no significant change to the 30-year direction
- Problem statements remain valid
- Uncertainty was recognized

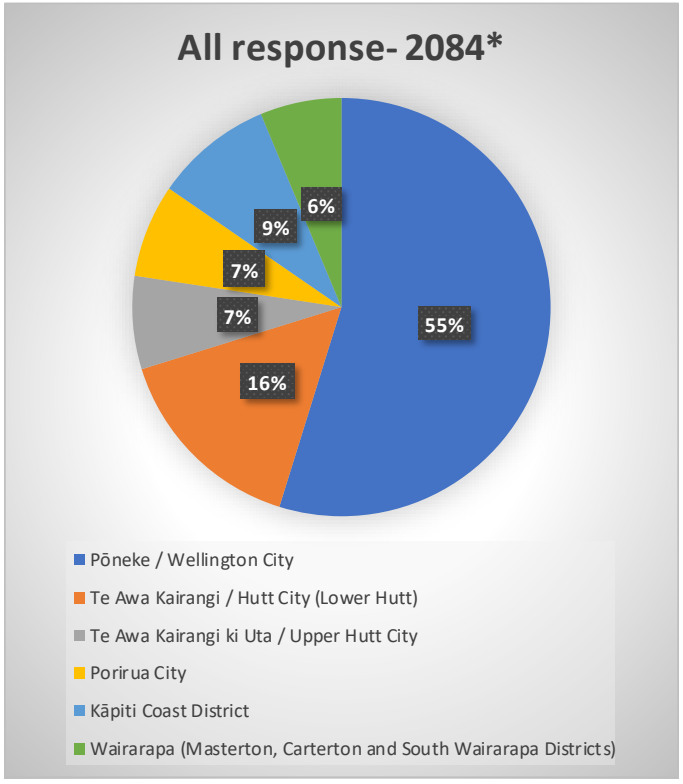
Climate responsibilities have become an increasingly strong priority both with central government and local. By addressing the four problem statements we are creating an environment that can both help to mitigate climate change intensity and adapt to what comes

Environmental scan – External key influence

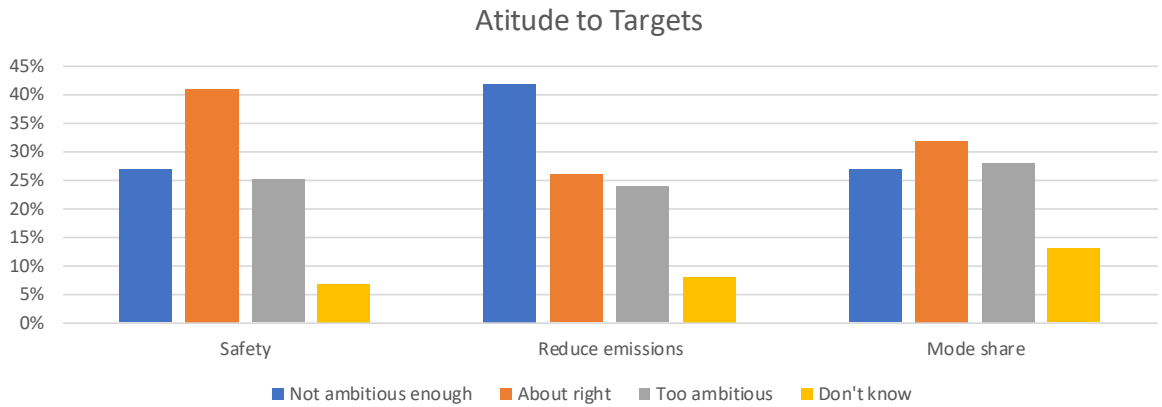
		Impact	Uncertainty
Transport Energy Transformation	The potential transport energy choices, and market dynamics, and speed of network transition.	5	9
Economic Outlook	The trajectory of economic development, both domestically and in the global context.	5	8
Labour Availability	The declining availability of people to fill work roles.	5	8
Future Workplace	The changing use of commercial office space, and the impact of technology substitution.	5	6
Climate change impacts & adaption	The increasing requirement to both proactively manage and reactively respond to the warming climate.	5	5
Evolving Policy Landscape	The need for effective policy implementation in response to political direction.	5	4
Changing Urban Form	The interrelationship between urban development, land use, and transport provision.	5	4
Population Change	The reliance on future migration as a driver of both population and economic growth.	4	7
Treaty Relationship Development	The necessity to effectively enshrine Te Tiriti principles in future transport development.	4	6
Increasing Social Inequity	The impact of increasing divergence in the region between those with and without wealth.	4	5
Ageing Population	The consequences of a predominantly ageing society.	4	3
Autonomous Vehicles	The emergence of autonomous technologies across transport modes.	3	5
Population Diversification	The diversity of population and corresponding variance in transport expectations.	2	3
Ubicomp & Smart Cities	The potential impact of universally embedded computing to deliver of the promise of smart infrastructure.	2	6
Population Health	The population trends across society impacting people's ability to utilise transport choices.	2	2

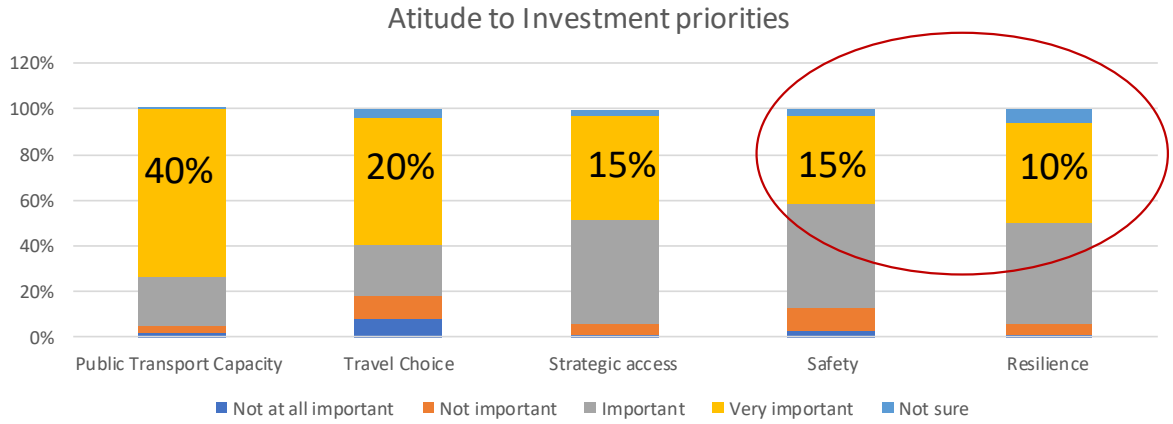
*The scales are 1-5 for impact (low to high) and 1-10 for uncertainty (low to high).

Public attitude survey



*The sample has been weighted on age, gender and local government area to reflect the region. The survey has a maximum margin of error of ±2.1% overall.

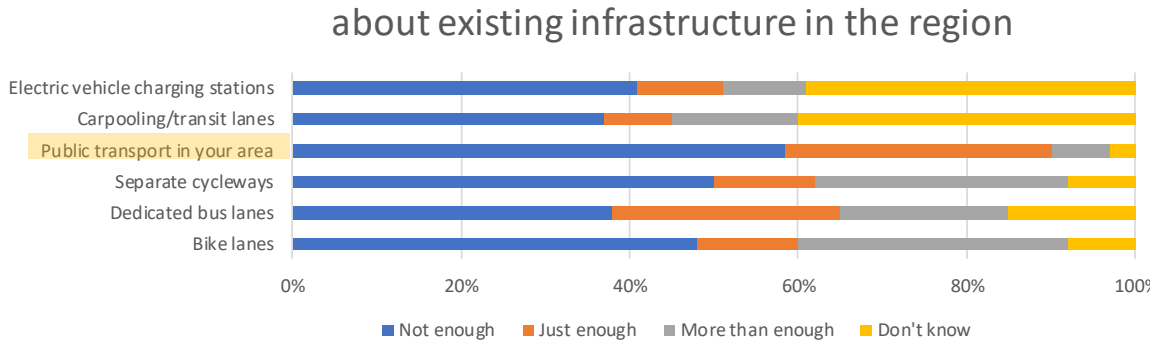


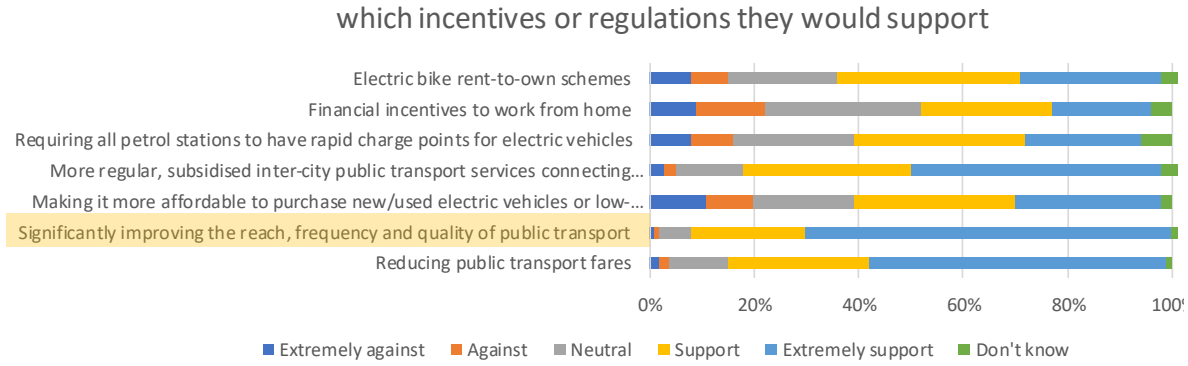


Public attitude survey

When asked about solutions to reduce vehicle emissions that work best for the region, **improving public transport** was picked by the majority **(93%).**

Thinking about the various solutions to reducing vehicle emissions, which solutions do you think will work best for Wellington as a region?	All
Improved frequency, coverage, quality and cost of public transport	**93%**
Increasing the benefits and subsidies to make low-emission cars more attractive (e.g. discounts, increased parking availability, carpooling lanes, etc)	41%
Greater encouragement to use more active modes of travel (e.g. walking, running, cycling)	34%
Creating denser communities to minimise the work commute time	33%
Making it more expensive/restrictive to own a high-emitting car (e.g. higher cost/taxes, parking fees, restricted parking etc)	21%
Greater use of carpooling/car sharing	13%
Have a personalised app to track and encourage alternative travel behaviour	9%





Scope of the review – To agree

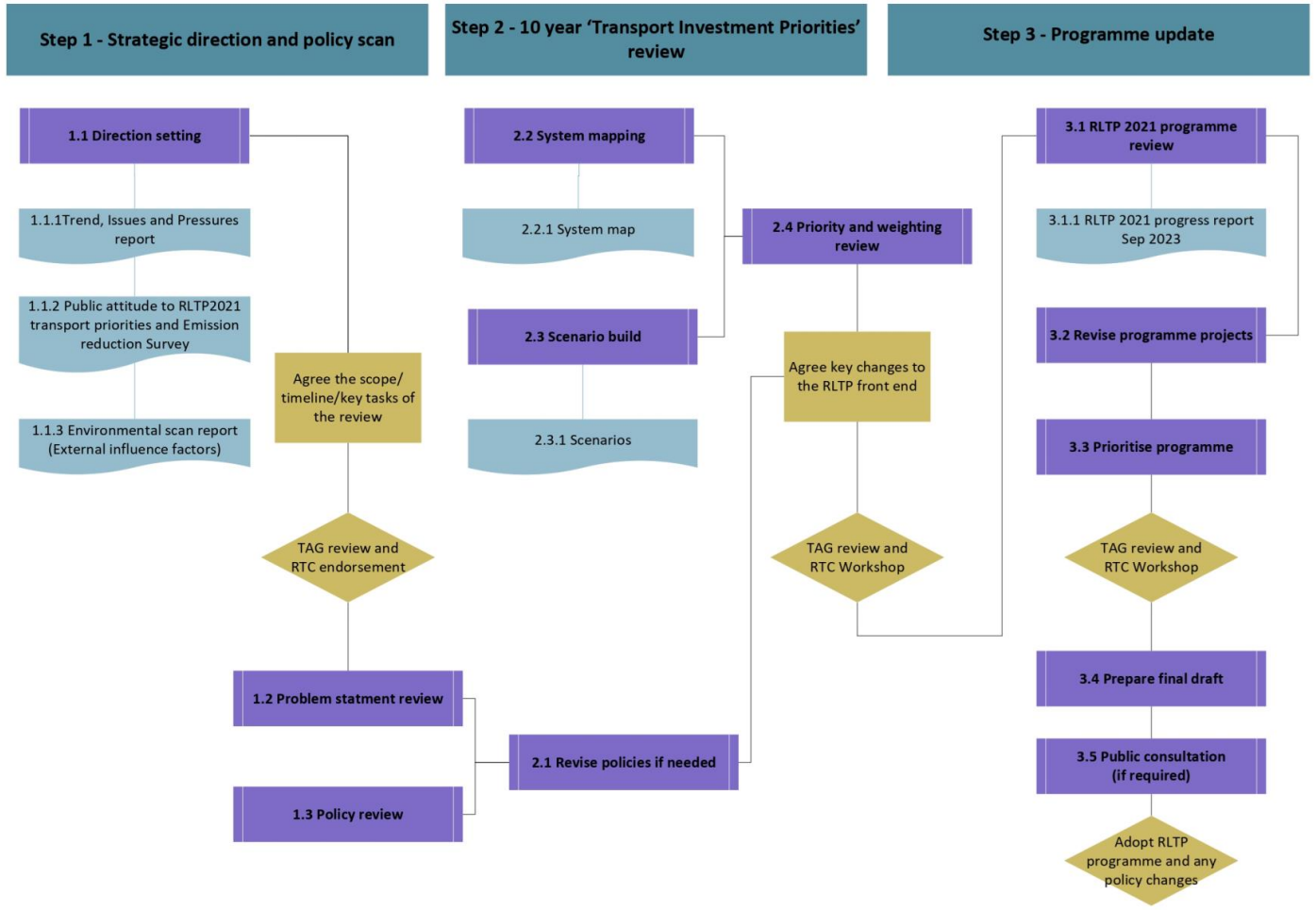
2024 is a mid-term review process only

- The purpose of the mid-term review is to check that the RLTP remains valid and fit for purpose.
- An opportunity to identify emerging issues and update context that will shape/influence our investment priorities and packages of activities in the Programme
- The main value of the mid-term review is in ensuring activities and projects in the second three-year period of the six-year programme are updated as needed to accurately feed into the National Land Transport Plan (NLTP) consideration.

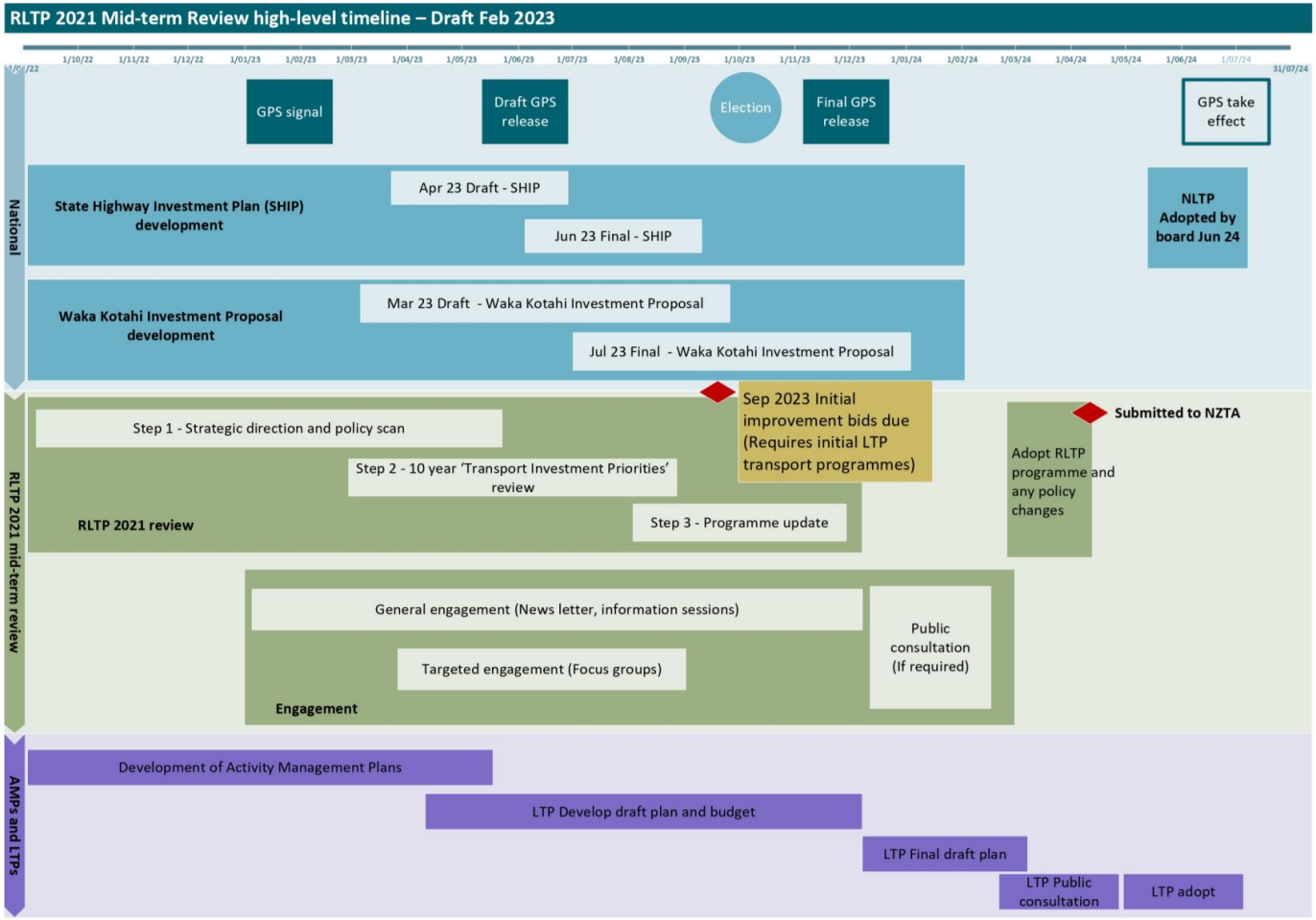
Final product of the review

- Addendum to the RLTP 2021
- This process also provides a great opportunity for us to identify areas of work for the development of RLTP 2027

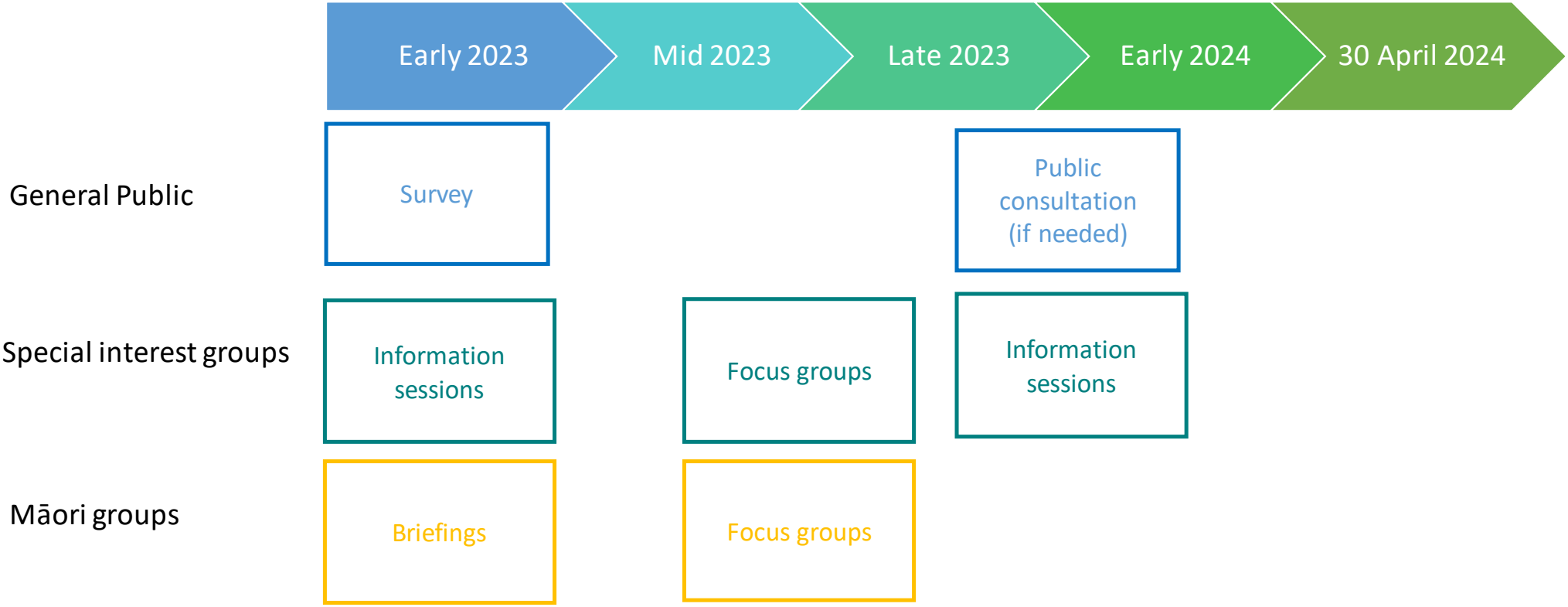
Key steps of the review – To agree



Timeline of the review – To agree



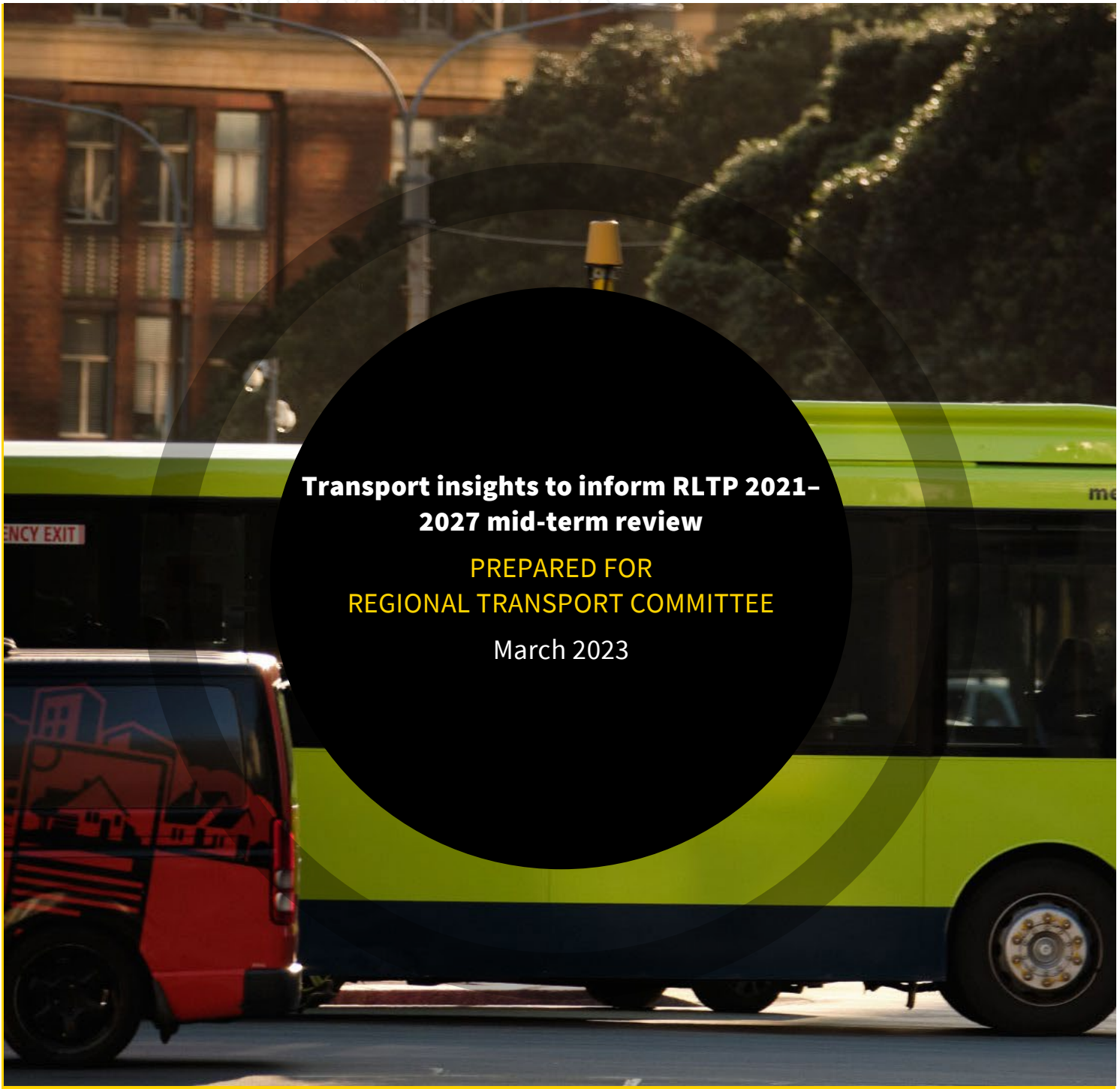
Engagement


Early 2023
Mid 2023
Late 2023
Early 2024
30 April 2024
General Public
Survey
Public consultation (if needed)
Special interest groups
Information sessions
Focus groups
Information sessions
Māori groups
Briefings
Focus groups

REPORT

Att 2 to Report 2023.44

WELLINGTON TRANSPORT ANALYTICS UNIT



Transport insights to inform RLTP 2021–2027 mid-term review

PREPARED FOR
REGIONAL TRANSPORT COMMITTEE

March 2023

Contents

Purpose of this report

The Wellington Regional Land Transport Plan 2021 (RLTP) was developed by regional stakeholders and approved by the Regional Transport Committee.

It sets the strategic direction and desired outcomes for transport investment across the Wellington Region, with an agreed programme of activities focussed on achieving these outcomes.

The strategic objectives and programme were informed by a range of inputs, including an assessment of current and future pressures, trends, issues and opportunities undertaken using data up to 2017/2018.

A mid-term review of the RLTP 2021 is being undertaken. One component of the review is to update the assessment of pressures, trends, issues and opportunities with more recent insights to confirm (or otherwise) that the key problem areas (shown below) and strategic direction are still valid.

Executive Summary

This report provides a summary of pressures, trends, issues and opportunities on the transport network within the Wellington Region based upon data collected over the period 2018/19 to 2021/22.

The data and its interpretation provide a high-level assessment only. More detailed analysis is beyond the scope of this assessment.

Since early 2020, COVID-19 has had a significant impact on travel patterns and has disrupted many longer-term trends. The Wellington Region – and New Zealand – are still in a period of significant short- to medium-term uncertainty about the persistence of COVID-related changes in travel patterns and migration. Insights presented in this report should therefore be interpreted in this uncertain context.

The table below compares some of the more detailed trends previously identified in the 2019 paper and notes the extent to which they have remained valid.

Pressures and Issues identified in 2019	Validity in 2023	Additional commentary
Strong recent population growth, focused on Wellington City	Partially valid	Growth more broadly focussed across the region
Strong forecast future population growth	Still valid	A higher level of uncertainty around the rate and location of growth
Strong recent economic growth	Still valid	The region's economy has continued to grow over recent years
Low PT boardings per capita outside of Wellington City	Still valid	Bus patronage decreased most in Porirua
Strong PT patronage growth, led by rail	Partially valid	Strong growth in 2018/19 across all modes, post 2020 decline in patronage, uncertainty around extent to which pre-COVID behaviours will resume
Slow and unreliable PT travel times	Still valid	Particularly at peak times and within Wellington CDB
Decrease in car mode share of trips crossing Wellington CBD cordon	Partially valid	Car-mode share broadly unchanged between 2019 and 2022

Increase in VKT	Not valid	Slight increase, then subsequent drop in 2020 and 2021 primarily due to COVID-19
Slight increase (1% per year) over 3 years to 2018/29 in VKT and VKT per capita	Not valid	Decrease of 2% per year over 2 most recent years
Increasing vehicle ownership	Partially valid	Increased to 2019, flat since 2020
Slow and unreliable state highway travel speeds	Still valid	Particularly at peak times on routes that include Wellington CBD
Congestion on the highway network, particularly outside of the peak periods	Still valid	On some routes weekend travel speeds are as slow as during peak times
Growth in state highway traffic volumes	Partially valid	Declines primarily due to COVID-19
Increase in transport generated CO_2 emissions	Not valid	Decrease in last 2 years, primarily a result of COVID-19 impact on travel behaviours – uncertain whether this is indicative of a wider downward trend
Upward trend in deaths and serious injuries	Not valid	DSI decreased by ~25% between 2018 and 2019 and have remained flat since, though still higher than pre-2018 levels
Consistent increase in unplanned road closure events	Still valid	In the year to June 2022, there were 100 unplanned road closures compared to 78 in 2018/19. The duration of those closures has been variable from year to year but shows no overall improvement.

Focus areas

This section focusses on the key focus areas – public transport capacity, travel choices, emissions and safety – and the extent to which problems identified in the RLTP 2021 are still valid.

Public transport capacity

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

Previous – RLTP 2021

- The population of the Wellington Region was forecast to grow by 60,000 to 150,000 over 25 years.
- This will result in increased transport demand. Depending on the level of growth, the bus and rail network could reach capacity at peak times within 5 years.
- Capacity constraints could limit the region's ability to both increase the size of the population and meet mode share targets.

Now

- Patronage grew strongly from 2018 to 2019, with growth coming from both bus and rail.
- Post-2020, COVID-19 and increased working from home have affected patronage, particularly in the peak periods.
- Operational issues relating to a lack of bus drivers and resultant high levels of cancellations, together with infrastructure challenges on the rail network, have affected bus and rail reliability and levels of services.
- Whilst there is significant uncertainty around the extent to which travel behaviour might return to pre-COVID levels, the region is planning for an additional 160,000 residents over the next 25 years.[1]
- In order to accommodate this growth in a sustainable manner to meet mode share and VKT reduction targets, PT and active modes will need to accommodate a significant proportion of this growth.
- Even under a conservative scenario relating to growth and returning to pre-COVID travel behaviours, the network will reach capacity constraints in 5 to 10 years.

Implications for RLTP 2024–2027

- Lack of public transport capacity limiting the region's ability to accommodate future growth and achieve the desired mode shift will still be an issue in the future given the region is planning for an additional 160,000 residents over 25 years.
- Whilst still subject to uncertainty, even when the uncertainty relating to on-going impacts of changes to travel behaviours following the COVID-19 pandemic, the PT network is likely to

[1] Sense Partners 50th percentile projections 2022.

reach capacity constraints within the next 5 to 10 years, driven by strong population and economic growth

- Public transport reliability has emerged as an issue that, in parallel with PT capacity, will need to be a focus in order to deliver a viable and attractive transport system.

VKT and emissions

The RLTP target is to reduce transport generated emissions by 40% by 2030. The NZ Government has issued targets for a 20% reduction in VKT by 2035 and a 50% reduction in emissions.

Previous

- In the period to 2013 to 2018, car ownership per capita in the Wellington region increased by around 8%, VKT increased by approximately 12% and VKT per capita increased by approximately 4%.
- During this period, transport generated CO_2 emissions increased by around 10% and transport generated emissions per capita increased by around 2%.

Now

- New Zealand has a national target of 20% reduction in light vehicles VKT by 2035, through improved urban form and providing alternative transport options, particularly in the largest cities.
- The Emissions Reduction Plan seeks to reduce greenhouse gas emissions within the Wellington Region by 50% by 2030 and achieve net zero emissions by 2050.
- Between 2018/19 and 2021/22, the region's light vehicle VKT declined by approximately 3% to 4%, primarily due to changes in travel behaviour relating to COVID-19.
- Whilst there has been a reduction in VKT per capita between 2018/19 and 2021/22, it is only 2% lower than ten years earlier.
- Transport generated emissions have also declined slightly (1%, based on the region's fuel sales), driven by the reduction in VKT and improved vehicle efficiency.
- Whilst nearly half of new vehicles registered on the region's roads are hybrid, plug-in hybrid electric vehicles (PHEV) or battery electric vehicles (EV), the region's light vehicle fleet has an average age of 14 years.
- At the end of January 2023, hybrid/PHEV/EV vehicles formed about 7% of the region's light vehicle fleet.[2]

Implications for RLTP 2024–2027

- The recent rate of change in VKT and VKT per capita, if it were to continue, would not be enough to achieve the VKT reduction target.

[2] Source: Ministry of Transport. https://www.transport.govt.nz/statistics-and-insights/fleet-statistics/monthly-mv-fleet/

- The current rate of decrease in transport generated CO_2 – if it were to continue – would not be enough to achieve the emissions reduction target or RLTP 2021 target, even accounting for an increasing EV uptake across the Wellington Region.

Travel choice and access

A lack of safe, viable and attractive travel choices is resulting in an inefficient transport system and limiting access for people and freight.

Previous

- In 2018, public transport travel speeds on core routes were slow and variable, particularly at peak times.
- In 2018, highway travel speeds on strategic, local and freight routes were slow during peak periods and, in certain locations, during the off-peak and weekends.
- Highway travel times also showed significant variability from one day to the next.
- In summary, the slow and variable travel speeds result in a transport system that is inefficient and limits access for both people and freight to key destinations and opportunities and provides limited travel choices for many journeys.
- If the growth that were forecast for the region in 2018 were to eventuate, without investment in the transport system the inefficiencies and lack of access would get worse, potentially affecting the vibrancy, liveability and economic growth of the region.

Now

- The same constraints and issues that were identified in 2018 are still broadly valid in 2023:
    - Public transport travel speeds on core routes are slow throughout the day but particularly at peak times.
    - Public transport travel speeds are highly variable from one day to the next.
    - At peak times, despite lower patronage, capacity issues remain a constraint on growth – these constraints will only worsen as patronage grows
    - Highway travel speeds on state highways and local roads are slow and variable, both during peak periods and increasingly during the weekends.
- Whilst the capacity issues are exacerbated by current bus driver shortages and cancellations, people may have also changed their travel patterns as a result, which may impact short-term levels of demand.
- Latent demand exists and it is likely that as the bus driver shortage is resolved, patronage will increase in line with capacity and peak time capacity constraints will still be an issue.
- Reliability issues and capacity constraints result in limited travel choices being available for many journeys in the region that limits access for people and freight.

Implications for RLTP 2024–2027

- In broad terms, the problem statement identified in the RLTP 2021 is still valid: *A lack of safe, viable and attractive travel choices is resulting in an inefficient transport system and limiting access for people and freight.*
- With the Wellington Region planning on population growth of approximately 160,000 people over the next 25 years[3], investment in the transport system will be required to provide more attractive travel choices to move more people with fewer vehicles.
- Investment in the transport system could enable the planned growth to be achieved in a manner that helps the region achieve the desired mode share and emissions reduction targets.

Safety

Deficient transport infrastructure has led to poor safety outcomes.

Previous

- Deaths and serious injuries (DSI) on the region's roads increased by 30% from 2013 to 2018, coinciding with population and economic growth and increased travel demand.

Now

- On an annual basis, DSI have decreased by about 25% since 2018, however they are still higher than in 2015 and 2016.
- Over the last 3 years there have been about 180 to 190 DSI per year in the region.
- Around 30% of annual DSI occurred on the region's state highway network.
- Inappropriate speed is recorded as a factor in 22% of DSI.
- Pedestrians or cyclists are over-represented in DSI – they make up 27% of DSI but only a small proportion of total trip distance.
- The Wairarapa has the highest number of DSI per thousand residents, coinciding with its more rural nature, higher speed limits and higher VKT per capita than other areas in the region.
- Two-thirds (66%) of DSI were on urban roads.

Implications for RLTP 2024–2027

- Whilst DSI have declined in 2019–2022 compared to the high in 2018, they are still higher than in 2015.
- DSI have plateaued in 2019–2022 and are not decreasing at the rate required to achieve the RLTP target of a 40% reduction in DSI by 2030.
- The problem statement is still valid: *Deficient transport infrastructure and increasing conflicts between transport users in urban centres and on rural roads are leading to poor safety outcomes.*

[3] Sense Partners 50th percentile projections 2022.

Resilience

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

Previous

- Key parts of the transport system have been assessed as being extremely, very high or highly vulnerable to earthquake, tsunami or storm risk. These include State Highway 2 from Petone to Ngauranga, State Highway 1 at Ngauranga Gorge and coastal sections, rail infrastructure, such as the Remutaka Rail Tunnel approaches, the single-track section between Pukerua Bay and Paekakariki, Northern Rail Overbridge and other local road bridges.
- The previous ten years has shown a consistent increase in unplanned closure events, with variability in the duration of closure over those years. In 2018/19 there were 78 unplanned closure events on state highways, compared to an average of 64 per year in the previous five years.[4]

Now

- The number of unplanned closure events has increased consistently over the last 10 years, however the length of the overall closure has remained broadly unchanged (though there is significant variability from one year to the next).
- The Transmission Gully expressway opened in 2022, improving resilience on the western corridor – an example of this was the closure of SH59 in August 2022, where Transmission Gully could be used as an alternative route for some journeys.
- Some events since 2019 have highlighted the lack of redundancy in the network and resulted in major disruption:
    - Slips on the Kapiti and Johnsonville rail lines.
    - Rail infrastructure issues on the Wairarapa line, closure of Hutt Valley line due to high winds resulting in sea water on the line.
    - Closures of SH1 and SH2 due to flooding.

Implications for RLTP 2021–2024

- Whilst Transmission Gully has improved the resilience of the network, there are still other vulnerable areas on the network and a lack of redundancy and resilience.
- Apart from state highways, there is a lack of quality data about resilience of the transport network.

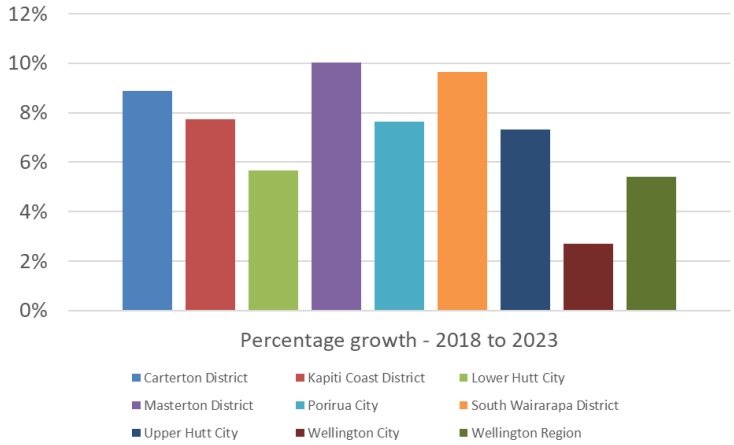
[4] Source: Waka Kotahi New Zealand Transport Agency https://opendata-nzta.opendata.arcgis.com/datasets/NZTA::road-events/explore

Pressures

Recent population growth

The Wellington region's population is estimated to have grown by approximately 30,000 over the last 5 years, with Wairarapa and Lower Hutt seeing the fastest growth rates.

Figure 1. Population growth in the Wellington Region, 2018–2023.



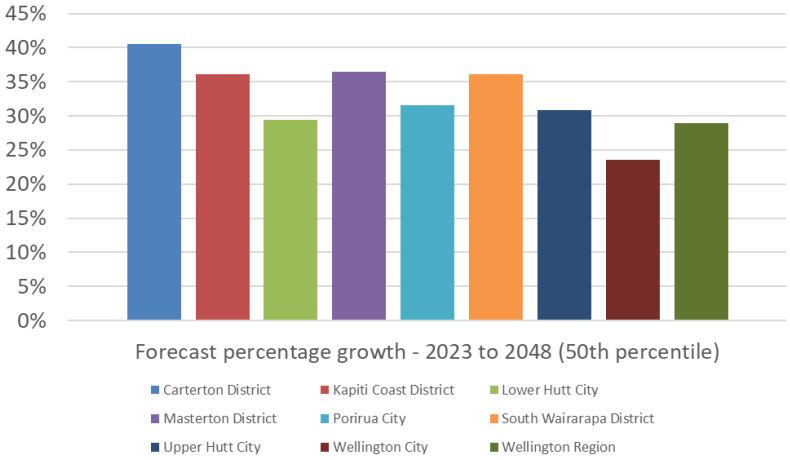
Key Points

- 30,000 new residents over the last 5 years between 2018 and 2023, representing growth of 5%.
- Wairarapa and Lower Hutt have seen the highest growth rates, and Wellington City has seen the lowest growth rates.
- This trend is the result of people moving out of urban centres for lifestyle reasons, a lack of housing supply in Wellington City and the availability of more affordable housing options in Lower Hutt and other areas.
- Whilst the previous period between 2013 and 2018 saw similar rates of growth, the growth was more focussed on Wellington City (two-thirds of the region's growth).

Forecast future population growth

The region's population could grow by 30% (50th percentile medium projection) over the next 25 years, which is similar to the level anticipated in RLTP 2021. The range between 25th and 75th percentile forecasts is broad (11% to 48% growth over 25 years).

Figure 2. Forecast population growth in the Wellington Region 2023 to 2048 (50th percentile).



Key Points

- A 30% increase in population is equivalent to a 160,000 increase in the number of residents in the Wellington Region – this is similar to the previous forecasts used for the RLTP 2021.
- The revised forecasts range from an increase of 60,000 over 25 years (25th percentile, low growth) to 270,000 (75th percentile, high growth) reflecting uncertainty relating to migration and rates of economic and population growth across New Zealand.[5]
- Significant growth is forecast for all parts of the region.
- The highest forecast growth rates for the Wairarapa (around 35% to 40% increase) could result in an additional 20,000 residents.
- Whilst Wellington City and Lower Hutt have relatively lower forecast growth rates, in combination they could see an additional 80,000 residents.
- The forecast increase in population should be considered indicative and interpreted as a range, given the inherent uncertainty regarding the development of future population forecasts.

[5] Sense Partners 2022 projections, 25th, 50th, and 75th percentiles.

New dwellings

The number of consents for new multi-unit dwellings nearly tripled over the last 5 years, while consents for new houses remained static.

Figure 3. Number of new dwellings consented, by type.

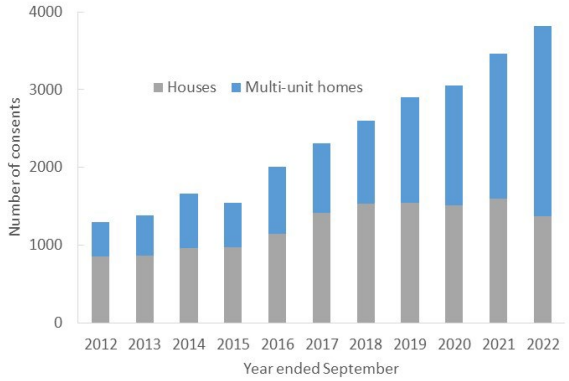
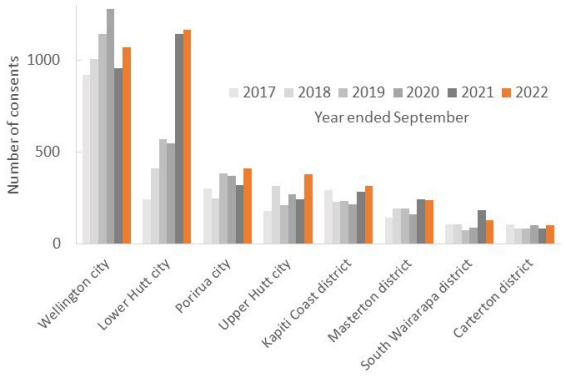


Figure 4.Number of new dwellings consented by TA.



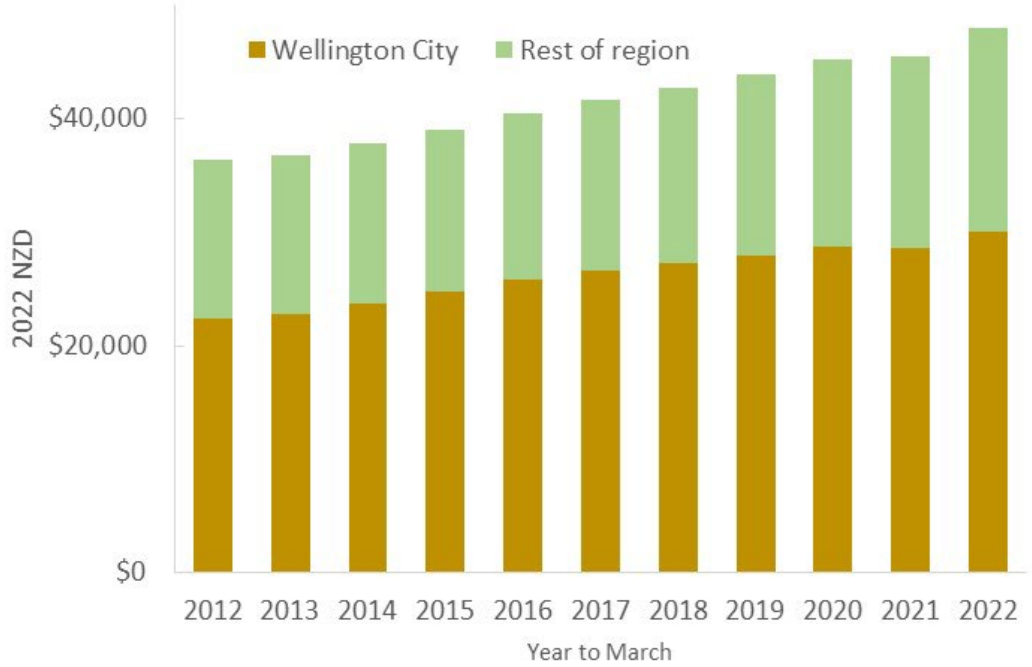
Key Points

- There is an increasing trend towards intensification – in 2017, multi-unit homes (including apartments, retirement village units, townhouses, and flats) made up 40% of the region's new dwelling consents. By 2022, the multi-unit dwellings proportion had increased to around 60%.
- There was a five-fold increase in new dwellings consented for Lower Hutt between 2017 and 2022, which has manifested itself in the high population growth seen in Lower Hutt over that period.
- Whilst the number of consents granted in Wellington City has remained constant between 2018 and 2022, Wellington City's proportion of the region's housing consents dropped from 60% in 2017 to 30% in 2022.
- This further explains the population growth trends seen since 2018, with higher growth rates outside of Wellington City.

Economic growth

The region's gross domestic product grew 12% in the 4 years to March 2022, which was an average of 2.9% per year.

Figure 5. Gross domestic product, Wellington City and rest of region, 2012–2022.[6]



Key Points

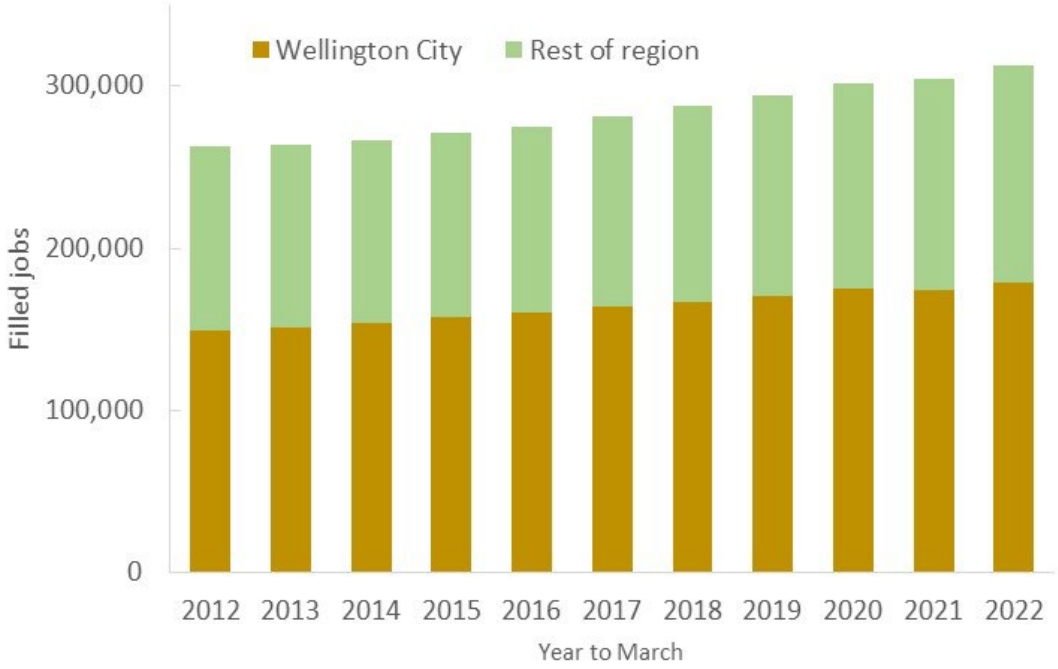
- The region's GDP has grown steadily each year since 2013. The region contributes 13% of New Zealand's GDP, which is equal second highest, along with Canterbury.
- Over the last 4 years, growth was lower in Wellington City (2.9% per year) than in the rest of the region (3.7% per year), potentially a result of higher population growth outside of Wellington City creating more demand for services.
- Per capita GDP growth was similar in Wellington City (1.8% per year) and the rest of the region (2.2% per year) over the last 4 years.

[6] Source: Infometrics (2023). https://ecoprofile.infometrics.co.nz/Wellington%20Region/Gdp/Growth.

Employment growth

There were 26,000 more filled jobs in 2022 than 4 years earlier (2.1% growth per year).

Figure 6. Number of filled jobs, Wellington City and rest of region, 2012–2022.[7]



Key Points

- Along with population and GDP growth, the number of filled jobs in the region has increased. In the 4 years to March 2022, the number of filled jobs increased by 26,000 (9%) which was an average of 2.1% increase per year.
- The rate of increase was lower in Wellington City (1.7% per year) than in the rest of the region (2.7% per year). However, in absolute terms Wellington City still accounts for 60% of regional employment and over 40% of regional employment is located in Wellington CBD.

[7] Source: Infometrics (2023). https://ecoprofile.infometrics.co.nz/Wellington%20Region/Employment/Growth

Freight by rail

After significant growth over the period 2013 to 2019, the amount of rail freight moving in and out of the region has remained at approximately 2019 levels.

Figure 7. Freight moved by rail in and out of the region, year ended June 2013–2022.[8]

Key Points

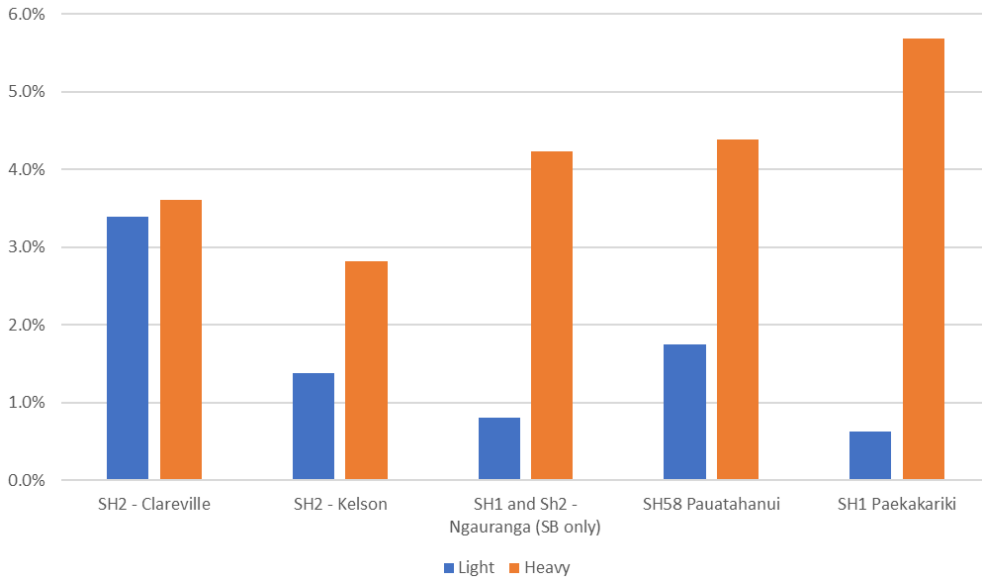
- Wellington Region relies on road, rail and shipping networks to move freight in and out.
- Developing the rail network to increase the volume of freight moved by rail takes pressure off other modes and benefits the regional economy.
- The region's rail freight increased by an average of 8% per year from 2013 to 2019. From 2019 to 2022, total freight by rail increased by an average of just 1% per year.
- Outward freight has been more variable from year to year but overall has increased more than inward freight.
- This assessment is unable to directly compare the region's road and rail freight because the national freight demand study has not been undertaken since 2018/2019.

[8] Source: Freight Information Gathering System (FIGS), Ministry of Transport.

Freight by road

Heavy commercial vehicles volumes on the region's state highways increased by between 3% and 5% between 2013 and 2021, higher than the corresponding rate of growth for light vehicles.

Figure 8. Annual average growth in light and heavy commercial vehicles, selected state highway locations, 2013–2021.



Key Points

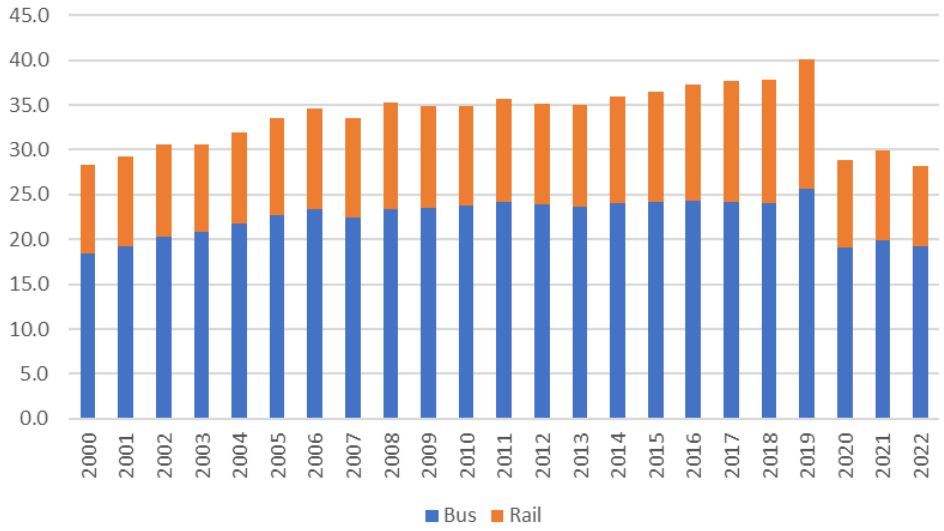
- Heavy commercial vehicle (HCV) volumes are an indicative, high-level proxy for road freight volumes on the region's roads.
- HCV volumes increased by between 3% and 7% per annum between 2013 and 2021 across selected state highway locations.
- The growth rates were higher on the SH1 corridors (around 5% to 6% per annum) than the SH2 corridors (3% to 4% per annum). This difference is largely due to increased HCV traffic associated with ferry and port operations.
- SH58 shows the highest growth rate for HCV, with 9% per annum growth between 2013 and 2021.
- The growth rates for HCV are higher than corresponding growth rates for light commercial vehicles.
- This growth in HCV traffic has been a result of strong economic growth and aligns with other data sources such as the ANZ Truckometer[9] index that shows HCV traffic growth broadly aligning with GDP growth.

[9] ANZ-Truckometer-20230209.pdf

Public transport patronage

Public transport patronage increased by 8% between 2017 and 2019 (faster than population growth) but is currently 25% to 30% lower than pre-COVID levels.

Figure 9. Public transport patronage (millions) by mode, 2000–2022.



Key Points

- The number of people boarding public transport services in the region increased by 8% from 2018 to 2019, with growth evenly split between bus and rail.
- Since 2019, changes in travel behaviour because of COVID-19 and operational issues around a shortage of bus driver has affected patronage. Patronage for 2020 to 2022 was in the range of 28 to 30 million per annum, which is 25% to 30% lower than 2019.

Bus boardings by TA

Daily bus boardings increased by 8% between 2018 and 2020, with a drop between 2020 and 2022 due to operational issues and changing travel behaviours, especially in Porirua.

Figure 10. Bus boardings by territorial authority, scaled to November 2017.

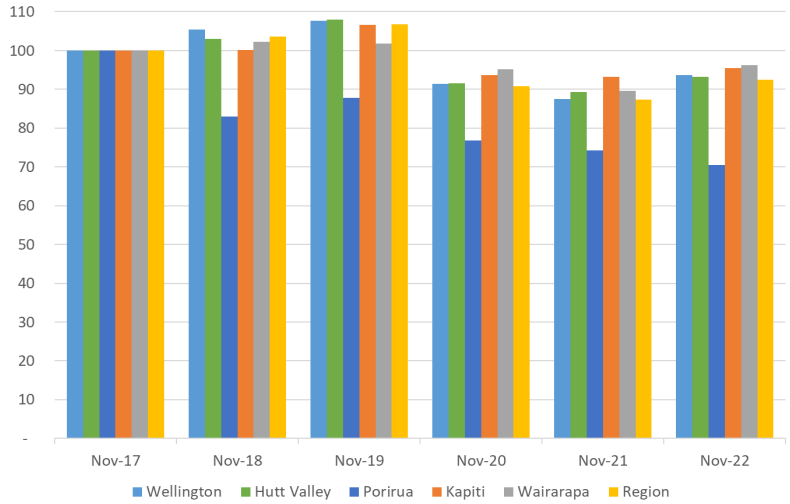
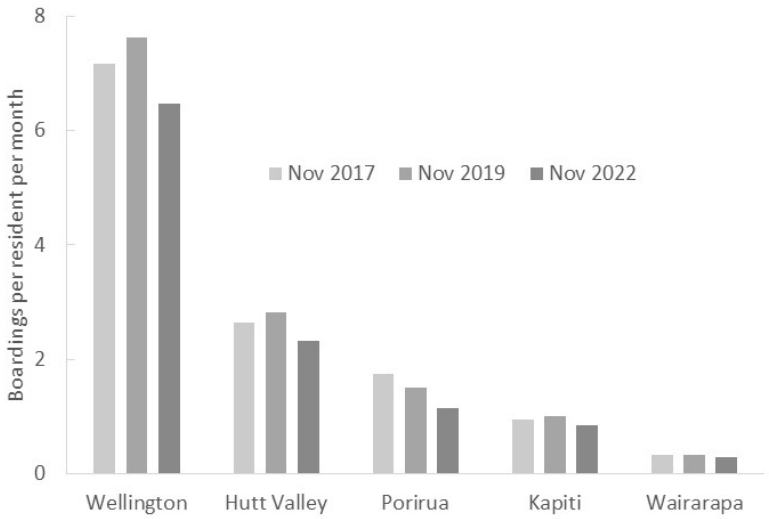


Figure 11. Bus boardings per capita, by area, Nove 2017, Nov 2019, Nov 2022.



Key Points

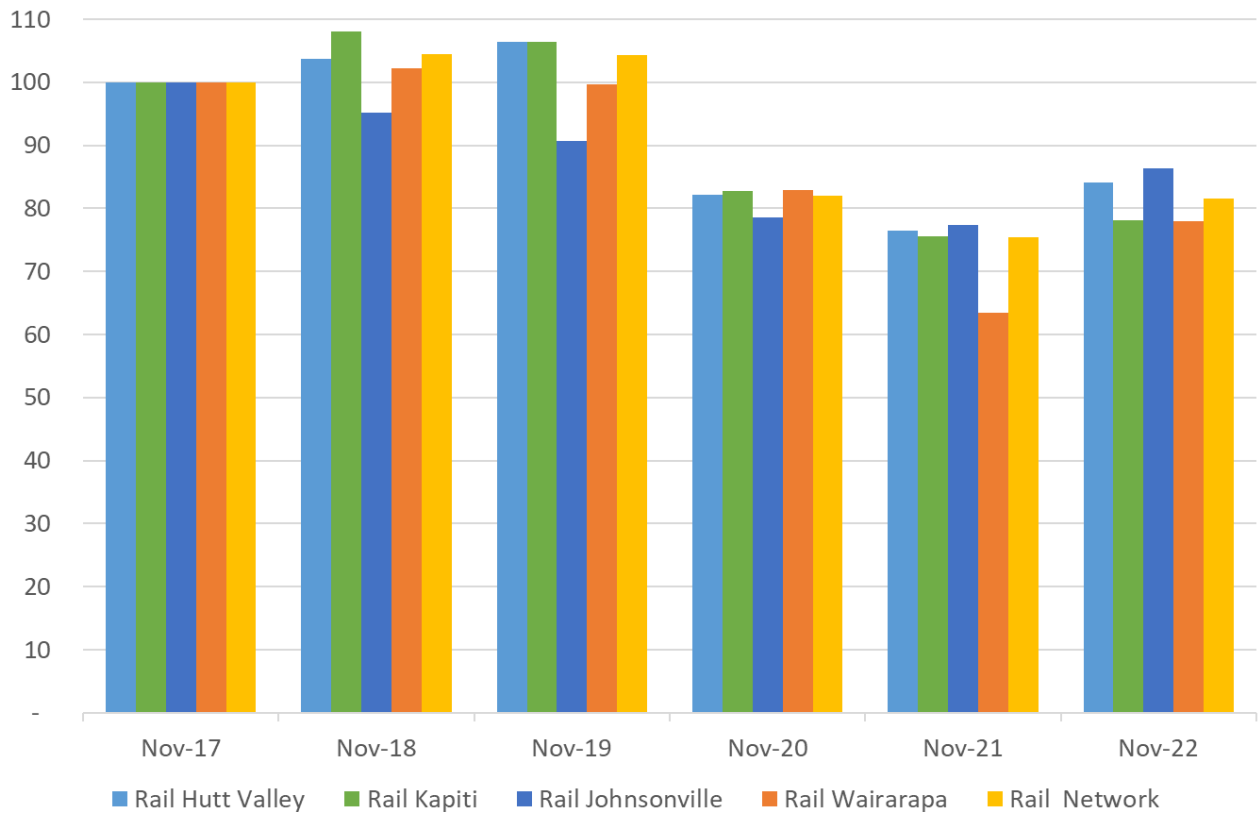
- Bus boardings across the region increased by 8% between November 2017 and November 2018.
- The growth rate varied across the region – Wellington City and Hutt City had growth rates of around 9%, with no growth for Kapiti and a 15% decline in Porirua.
- At a high level, a similar pattern is seen for all TAs in 2020 and 2021, with patronage around 15% below the peak in 2019.

- There has been a small but noticeable increased in bus boardings in November 2022 compared to November 2021, with Wellington City boardings around 10% to 15% below the November 2019 peak.
- Bus boardings per capita have remained much higher in Wellington City and much lower in the Wairarapa than in other parts of the region.

Rail boardings by TA

Boardings on the Hutt Valley and Kapiti lines increased by around 8% between November 2017 and November 2019 and are currently 25% below the November 2019 peak.

Figure 12. Rail boardings by line, scaled to November 2017.



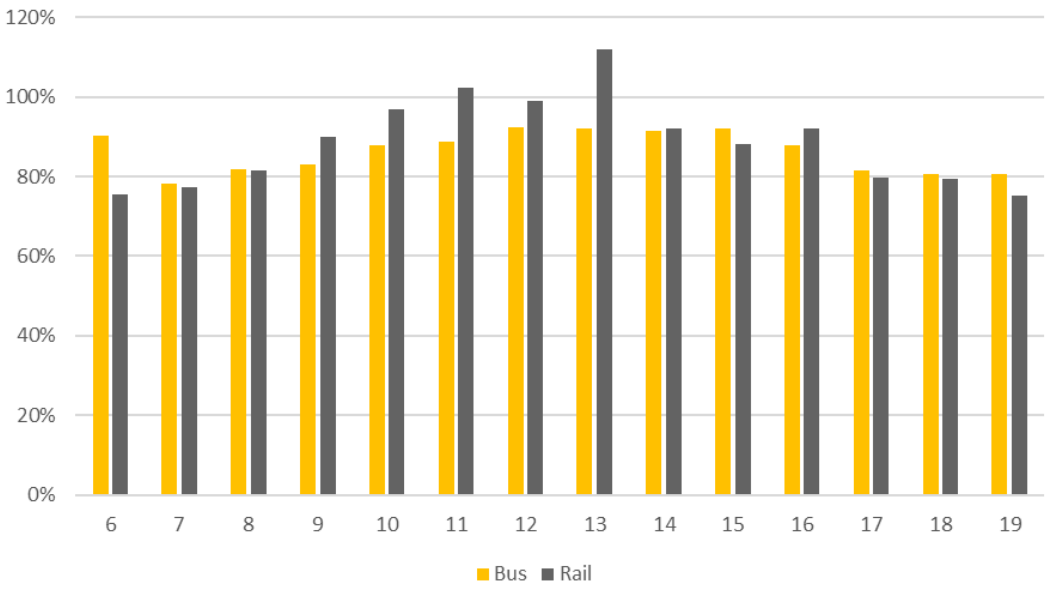
Key Points

- Boardings on the Kapiti and Hutt Valley lines increased by 8% between November 2017 and November 2019.
- Rail boardings in 2020 and 2021 were around 30% below the November 2019 peak, with a greater decrease seen for the Wairarapa line, the result of a combination of issues including reliability, bus replacements during the weekday off-peak period and an increasing tendency for people to work from home.
- Like bus, there has been a small but noticeable increase in rail patronage in November 2022 compared with a year earlier.

Public transport patronage by time of day

Across both bus and rail, the drop in PT patronage between 2019 and 2022 was greater at peak times than at off-peak times.

Figure 13. Bus and rail patronage in November 2022, as percentage of November 2019, by hour.



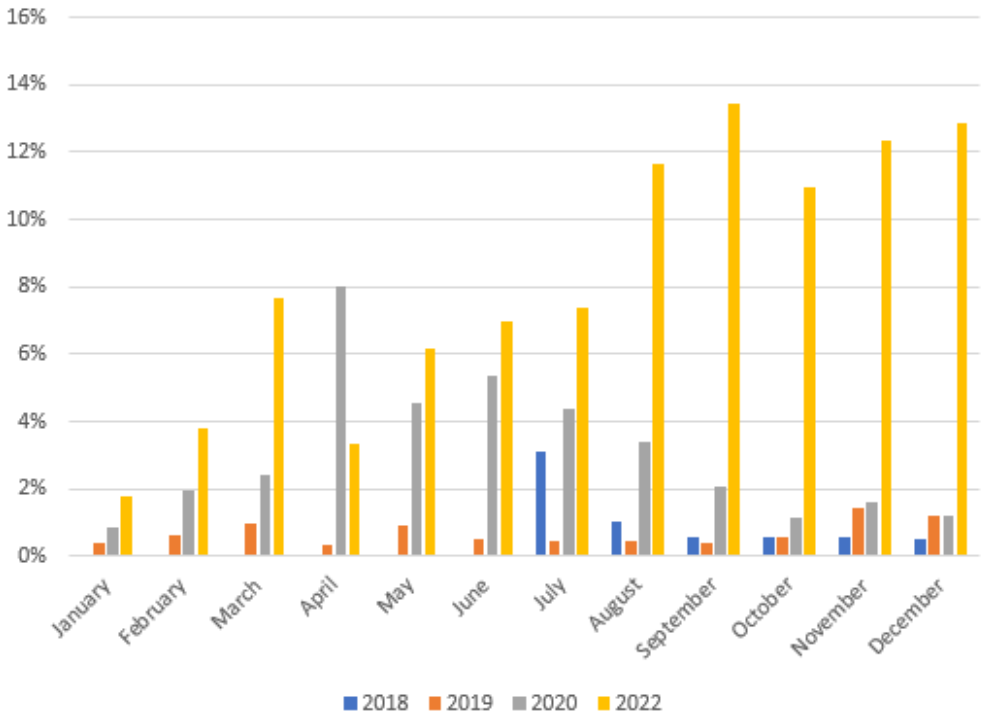
Key Points

- At peak times – 7am–9am and 4pm–6pm – bus and rail patronage in November 2022 was around 80% of the level in November 2019, due to changes in travel behaviour and operational issues regarding bus and rail service cancellations
- At inter-peak times, bus patronage was about 90% of pre-COVID levels and rail patronage was broadly similar to pre-COVID levels.
- Due to a high percentage of rail patronage occurring during peak periods, overall rail patronage in November 2022 was around 75% to 80% of pre-COVID levels (November 2019). Bus patronage was 85% to 90% of pre-COVID levels.

Peak period bus cancellations

In the 4 months to November 2022, between 10% and 15% of peak period bus services were cancelled, compared to less than 1% in 2019.

Figure 14. Peak period bus cancellations as % of total scheduled services, by month, 2018–2022.



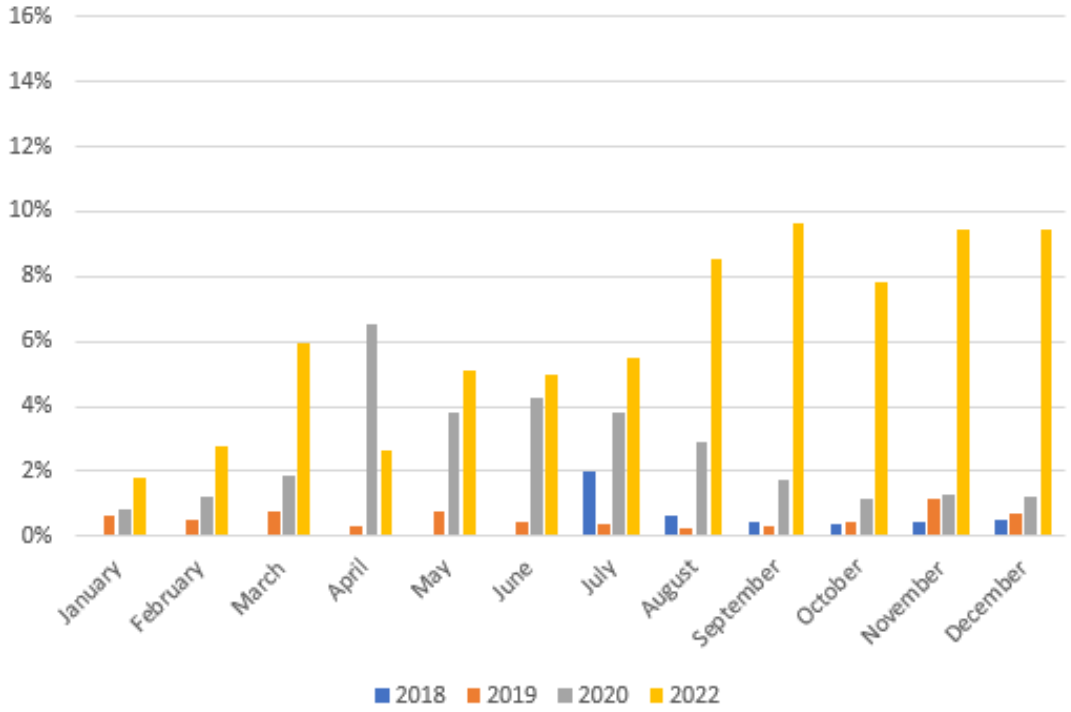
Key Points

- Between August and November 2019, between 10% and 15% of peak period scheduled bus services were cancelled. (This does not include services that were proactively removed from the timetable to improve reliability.)
- From a customer perspective, the result of this will have been a decrease in the attractiveness of public transport and an increase in crowding due to there being 10% to 14% less capacity on the network at peak times.

Daily bus cancellations

Between August and November 2022, between 8% and 10% of weekly bus services were cancelled, compared to less than 0.5% in 2019.

Figure 15. Bus cancellations as % of total scheduled services, by month, 2018–2022.



Key Points

- The data shows that between August and November 2019, around 10% of daily scheduled bus services were cancelled (note: this does not include services that were proactively removed from the timetable to improve reliability).
- From a customer perspective, the result of this will have been a decrease in the attractiveness of public transport and an increase in crowding due to there being 10% less capacity on the network at peak times.

Public transport capacity constraints

In the period May 2022 to November 2022, an average of between 5% and 10% of peak scheduled services were cancelled. Of those services that ran, 10% to 15% were at capacity (fully seated) at peak times.

Figure 16. Bus service status by time period, May–Nov 2022.

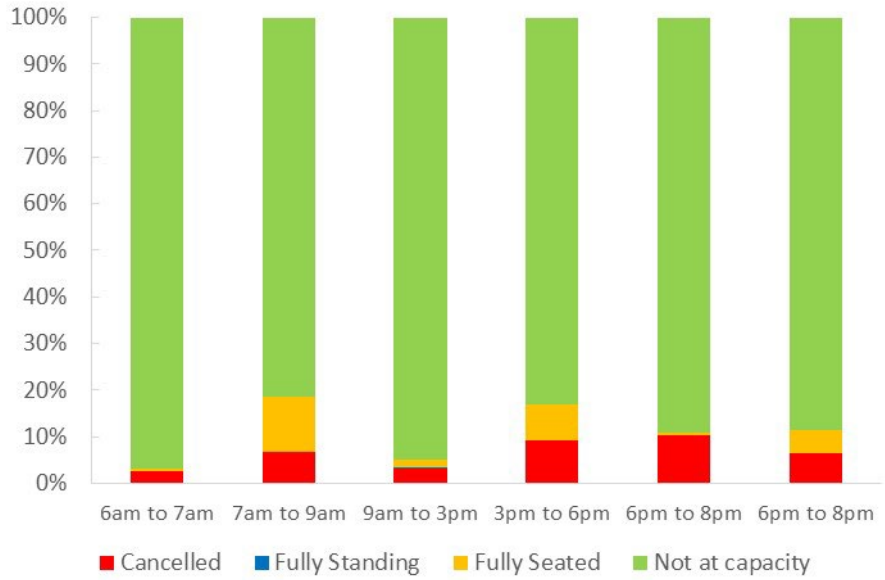
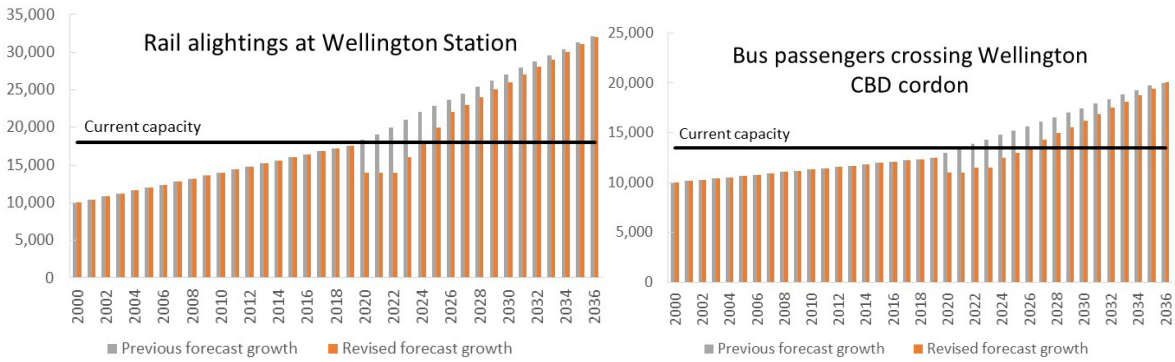


Figure 17. Indicative forecast growth in peak period (AM inbound, 7am to 9am) PT patronage.



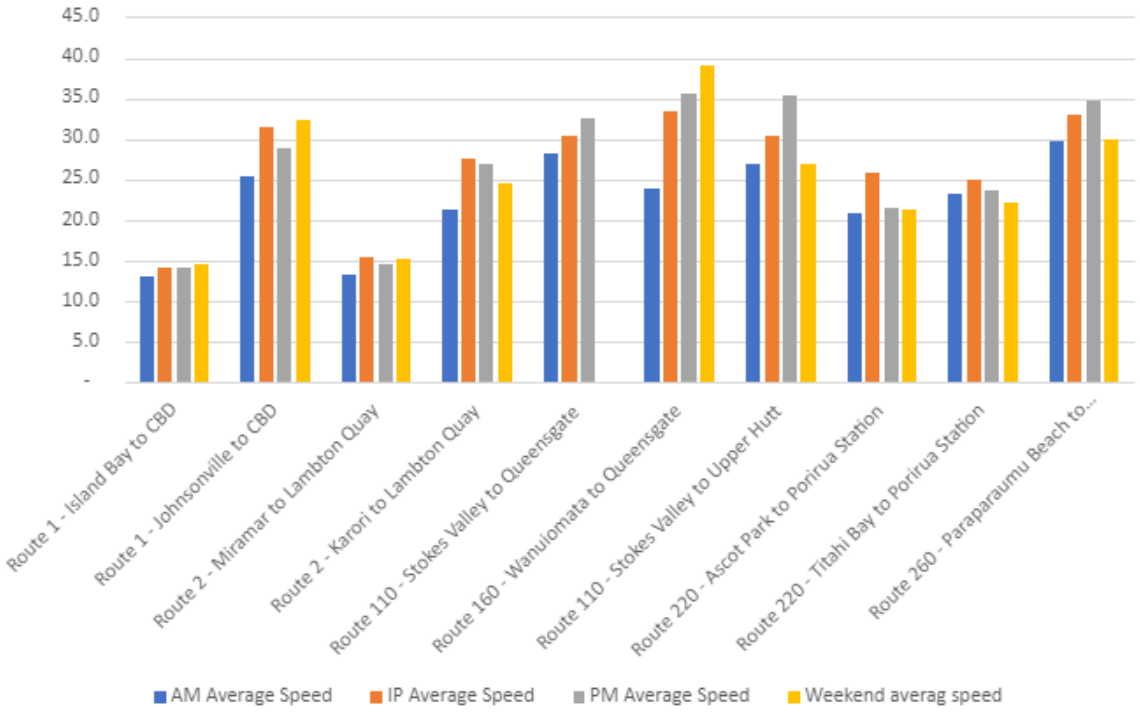
Key Points

- The data shows that around 10% to 15% of people in the peak periods were travelling on buses that were at capacity at peak times.
- Changes in travel behaviour relating to COVID-19 and operational challenges have caused less peak-time demand. However, the reduction in capacity at peak times due to cancellations has resulted in some capacity issues at peak periods.

PT Travel times

Average PT travel speeds on core routes are slow, particularly during peak periods and within Wellington City.

Figure 18. Average PT travel speed by route and time period, July 2022.



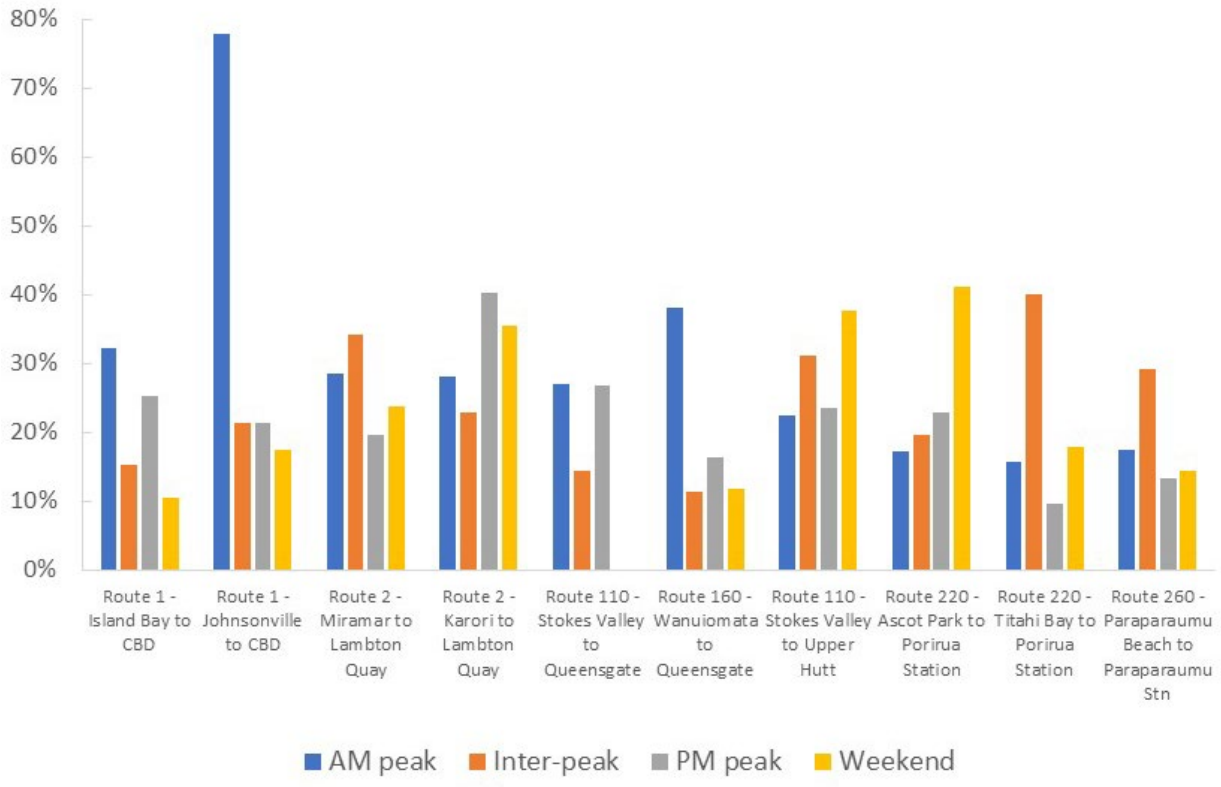
Key Points

- Routes 1 and 2 in Wellington City have slow travel speeds during all weekday time periods and the weekend, averaging around 15kph from the southern and eastern suburbs to the CBD, 20 to 25kph from Karori to the CBD and 25 to 30kph from Johnsonville to the CBD.
- Bus routes in Hutt Valley, Kapiti and Porirua have average travel speeds of between 20kph and 35kph, with slower travel speeds – particularly in the Hutt Valley – seen in the AM peak.

PT travel time variability

PT travel times are highly variable, with a 20% to 30% variation in travel speeds from one day to the next on core bus routes during all time periods.

Figure 19. PT travel time variability, by route and time period.



Key Points

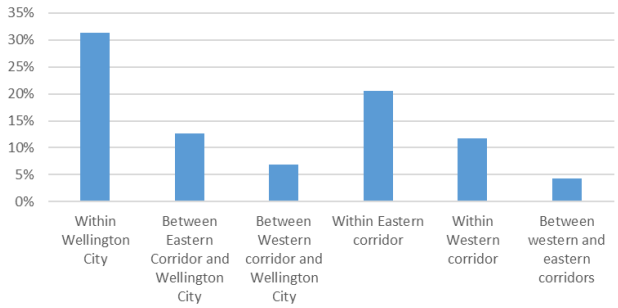
- PT variability is assessed as the range between the 10th percentile and 90th percentile expressed as a percentage of average travel times.[10]
- PT travel time variability is high during peak periods – generally between 20% to 30% but as high as 80% (Johnsonville to Wellington CBD, inbound).
- Across the whole region, PT travel times show a high level of variability across the whole day and at weekends.
- The causes of this variability include traffic congestion, bus-on-bus congestion along corridors such as the Golden Mile, variability in bus dwell times from day-to-day changes in passenger loads, and delays caused by traffic signals.

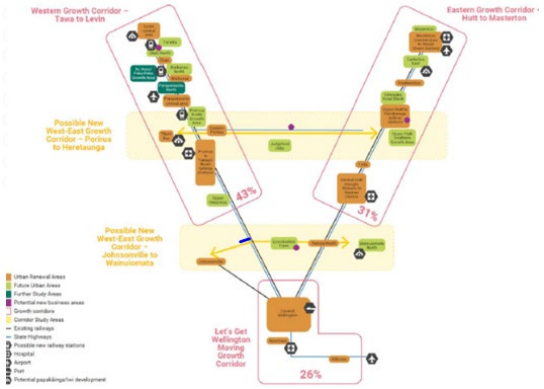
[10] For example, if the 10th percentile travel time is 30 minutes, the 90th percentile is 20 minutes and the median is 25 minutes, the variability would be 40%: (30-20)/25) = 10/25 = 0.4 = 40%.

Travel patterns within Wellington Region

Around 30% of weekday trips (all modes) in the Wellington Region are solely within Wellington City, with around 20% to/from Wellington City and 50% within the rest of the region.

Figure 20. Percentage of weekday trips, by origin and destination. Figure 21. Wellington Region's transport corridors.





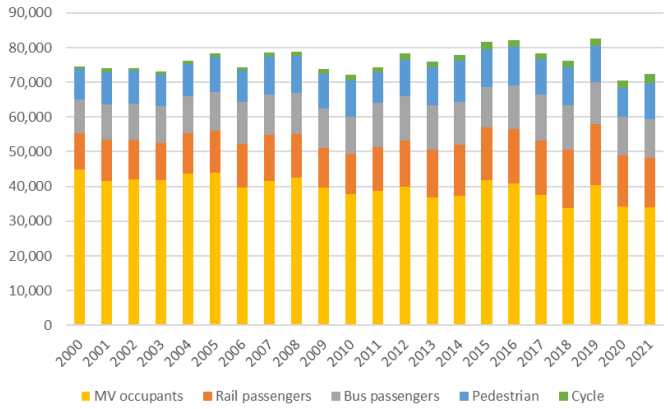
Key Points

- Recent mobile phone data was used to understand travel patterns.
- 30% of weekday trips within the Wellington Region are within Wellington City.
- Around 12% of daily trips are between the eastern corridor (Hutt Valley, Wairarapa) and Wellington CBD.
- Around 7% of daily trips are between the western corridor (Porirua, Kapiti) and Wellington CBD.
- Approximately 20% of daily trips are within the eastern corridor, with 12% within the western corridor.
- Only 3% of daily trips are between the western and eastern corridors.

Wellington CBD cordon survey

The non-car mode share of trips crossing the cordon has remained broadly unchanged since 2018, though volumes have decreased.

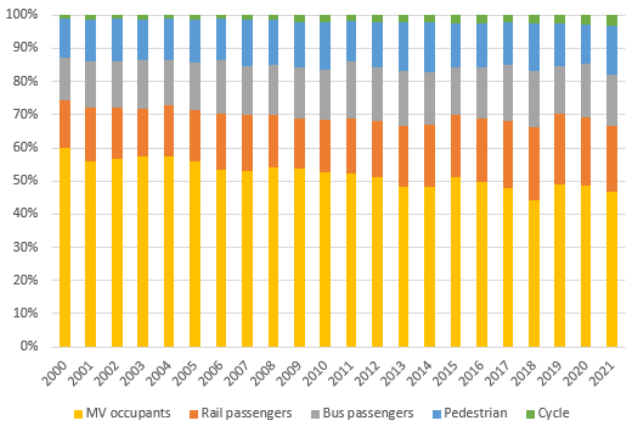
Figure 22. Wellington CBD cordon crossings, by mode, 7am to 9am, inbound.



Key Points

- The number of people crossing the CBD cordon in 2020 and 2021 was around 10% lower than the average for the period 2014 to 2019, likely a result of fewer people travelling to work in Wellington CBD due to COVID-19.
- The number of people crossing the cordon between 7am and 9am was less in 2020/21 than it was in 2000, partly a result of peak-spreading of trips across all modes but also a reflection of COVID-19 related changes to travel patterns.

Figure 23. Wellington CBD cordon crossings mode share, 7am to 9am, inbound.



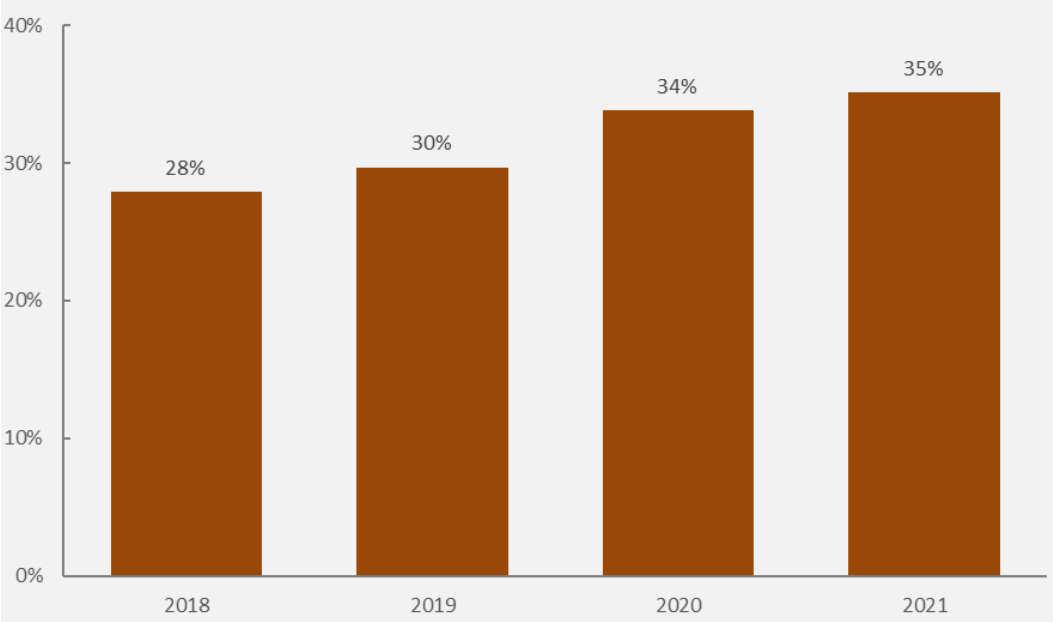
Key Points

- The non-car mode share of trips crossing the cordon has decrease from 60% in 2000 to around 45% in 2021.
- There has been no significant change in the non-car mode share over the last 2 years due to there being a similar drop in cordon crossing volumes across all modes.

Household Travel Survey

The Household Travel Survey shows that combined mode share of public transport and active mode in the region has increase from 28% (2016 to 2018 rolling average) to 35% (2019 to 2021 rolling average).

Figure 24. Combined mode share public transport and active mode, 2018–2021.



Key Points

- In 2018 the share of public transport and active modes was 28%. The RLTP 2021 target is a 39% mode share by 2030.
- The latest average mode share (for the three years to June 2021) was 35%.
- This figure is a rolling average, with the latest data covering the financial years from 2018/19 to 2020/21, and therefore includes both COVID and pre-COVID periods.
- In is unclear at this stage whether the increase in the public transport and active mode share of trips is a short-term trend because of temporary changes in behaviour or the start of a longer-term trend towards greater active mode and PT trips.
- The Household Travel Survey analysis is based on trip legs rather than trip distance. The increase in non-car mode share does not necessarily indicate a decrease in VKT.

VKT and trips by mode and distance

Most trips are short – especially walking trips – but VKT is dominated by longer trips by car and public transport.

Figure 25. VKT by mode and trip length.

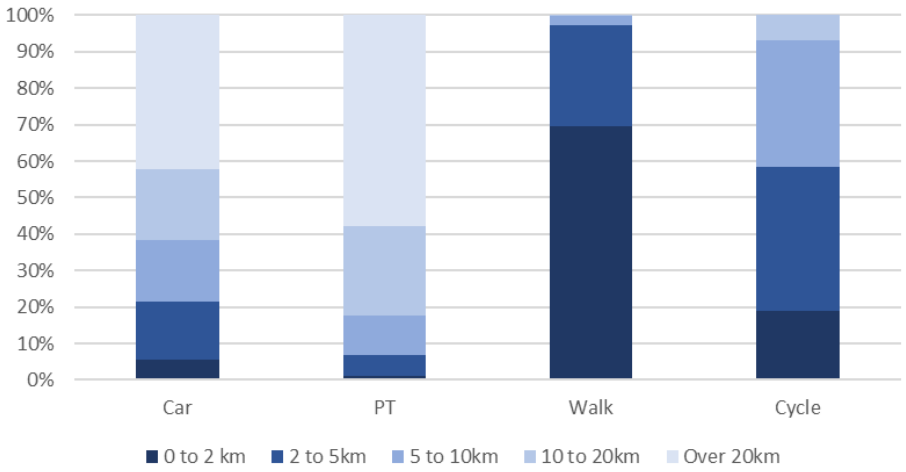
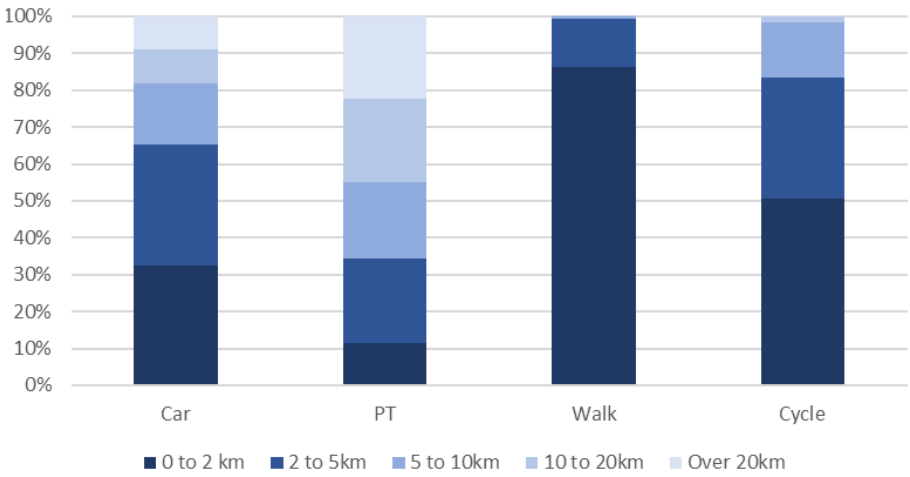


Figure 26. Trips by mode and trip length.



Key Points

- Over 40% of VKT is generated by less than 10% of trips.
- 65% of car trips are less than 5km in distance, contributing 20% to VKT.
- 20% of trips are longer than 10km, contributing over 60% of the region's VKT.

Opportunities to increase non-car mode share outside of Wellington CBD

PT is the dominant mode of journey to work trips from Lower Hutt and Porirua to Wellington CBD. Car is the dominant mode within Lower Hutt and Porirua.

Figure 27. Mode share of JTW trips from Lower Hutt to Wellington CBD (left) and destinations within Lower Hutt (right).

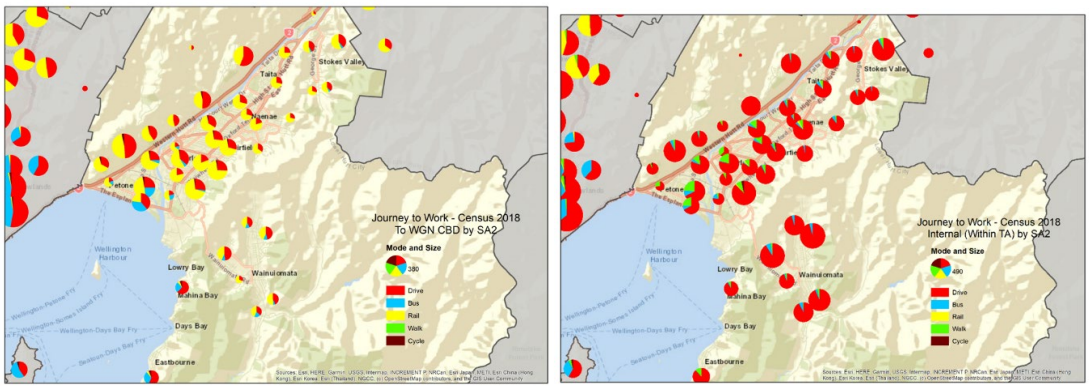
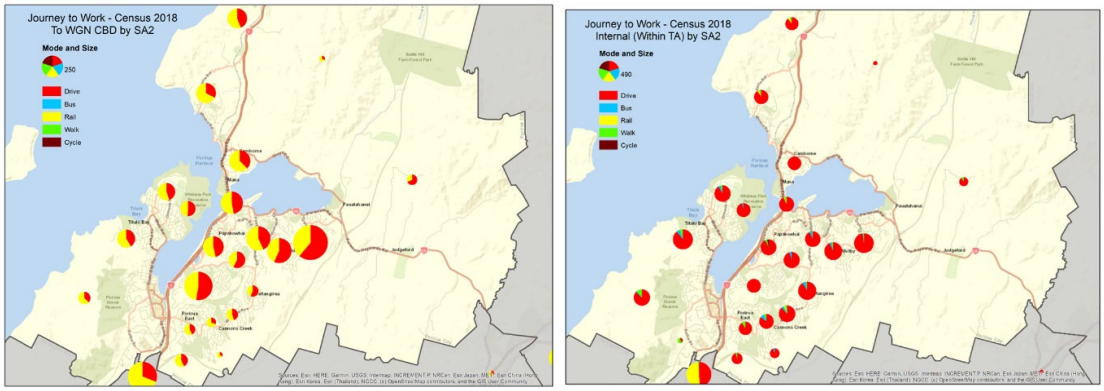


Figure 28.Mode share of JTW trips from Porirua to Wellington CBD (left) and destinations within Porirua (right).



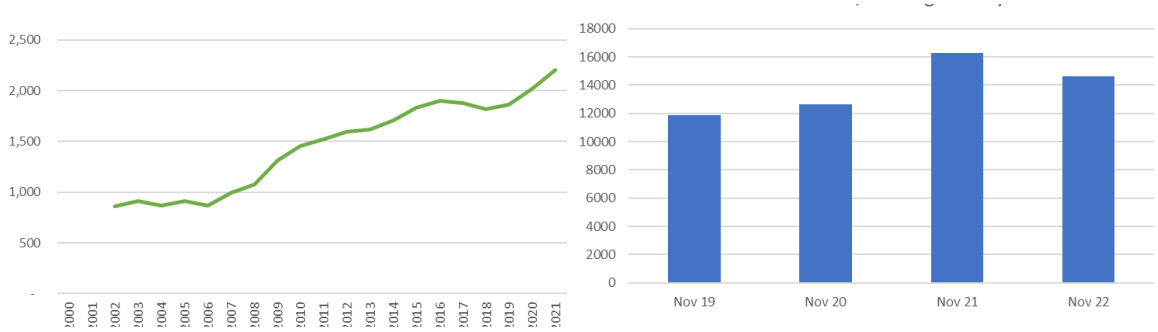
Key Points

- Approximately 40% of journeys to work are to/from Wellington CBD, accounting for nearly 85% of public transport journeys to work.
- In Lower Hutt and Porirua, around 60% of journeys to work in Wellington CBD are made by PT, but only 10% to 15% of journeys to work destinations within Porirua / Lower Hutt respectively are undertaken by PT.
- There is a significant opportunity to increase the non-car mode share of journeys to work destinations outside of Wellington City and Wellington CBD.

Cycling

Whilst the quality and extent of data around cycle volumes is limited and subject to weather related variability, the long-term trend is one of increasing cycle volumes, particularly along corridors that have seen investment in cycle facilities.

Figure 29. CBD cordon crossing cycle volumes (left) and cycle volumes on Oriental Parade (right).



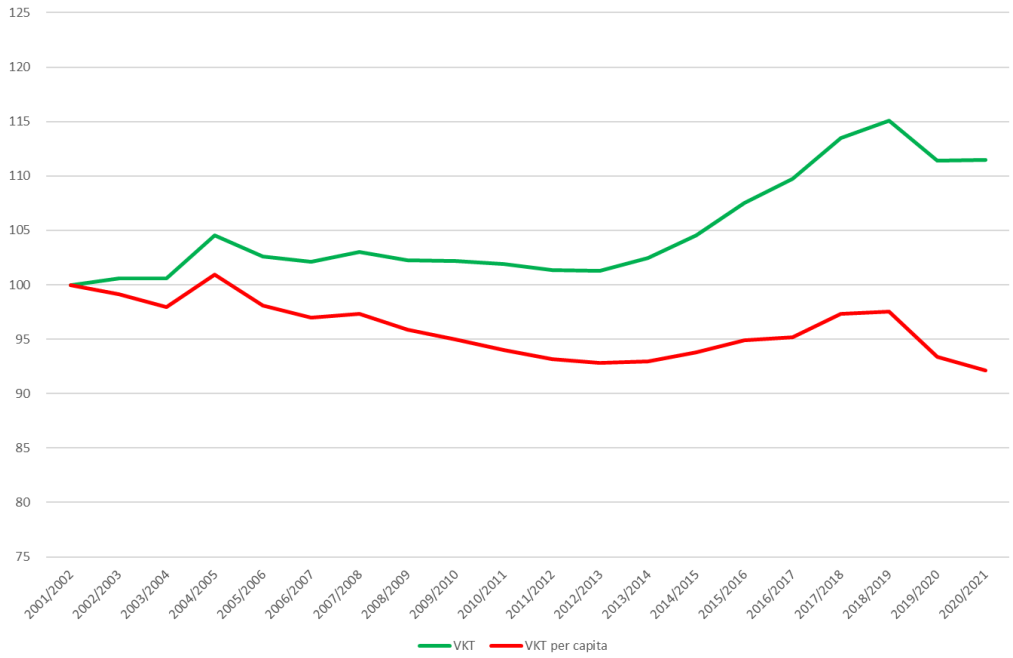
Key Points

- The data presented above is taken form the Wellington CBD cordon survey and automatic counter sites.
- Cycle volumes can vary significantly from one day to the next due to factors such as the weather and the reliability of the automatic counters, and therefore the trends identified above are indicative and should be interpreted within this context.
- At Oriental Parade, cycle volumes have increase between November 2019 and November 2022, showing the positive effect that cycle investment along this corridor has had.
- At a CBD cordon level, commuter cycle volumes have been increasing for the last 10 years, and this trend has continued between 2020 and 2022 during a period where COVID-19 has negatively impacted the number of PT commuters.

Vehicle kilometres travelled

The region's VKT increased between 2013/14 and 2018/19 before dropping in 2020 and 2021 due to change in travel behaviour relating to COVID-19.

Figure 30. VKT and VKT per capita, scaled to 2000/2001.[11]



Key Points

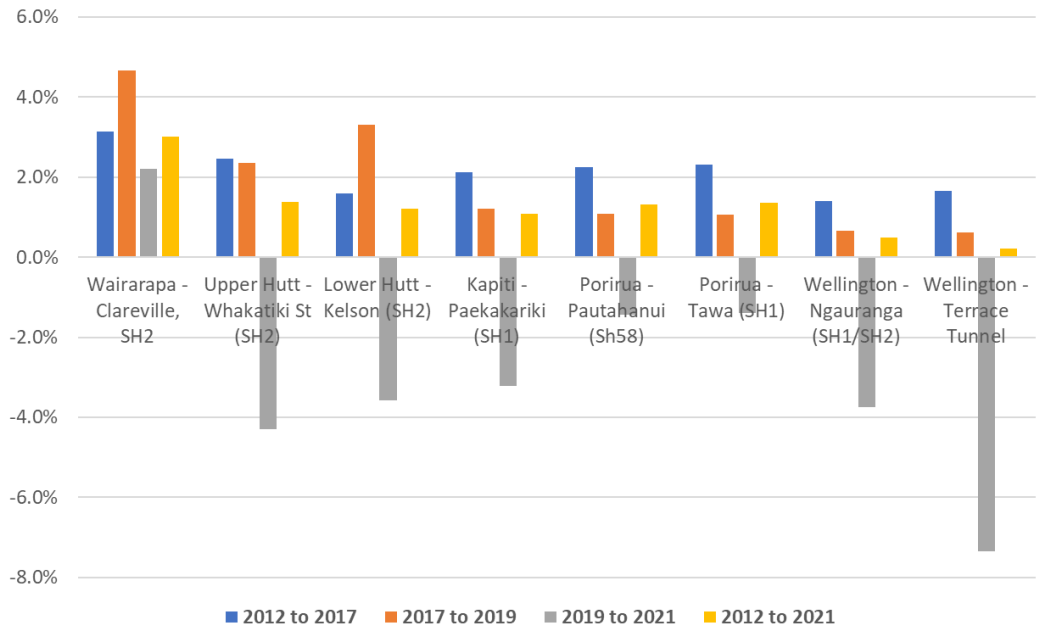
- VKT is a difficult metric to measure, based upon a set of estimate and assumptions.
- Different methodologies for estimating VKT provide different answers – the summary provided above is an aggregate across different sources and should be treated as indicative.
- VKT grew between 2013/14 and 2018/19, which aligns with observations from traffic counts.
- VKT decreased slightly between 2018/19 and 2020/21 due to COVID-19.
- VKT per capita is currently at the same level as it was in 2013/14.
- Traffic volumes have increased over the last 12 months, which could result in a rebound in VKT when the next estimates are generated.

[11] Source: Ministry of Transport.

State Highway traffic volumes

Ten-year trends show a 1% to 2% growth in average daily state highway traffic volumes, despite COVID-19 impacting volumes in 2020 and 2021.

Figure 31. Annual change in state highway traffic volumes.



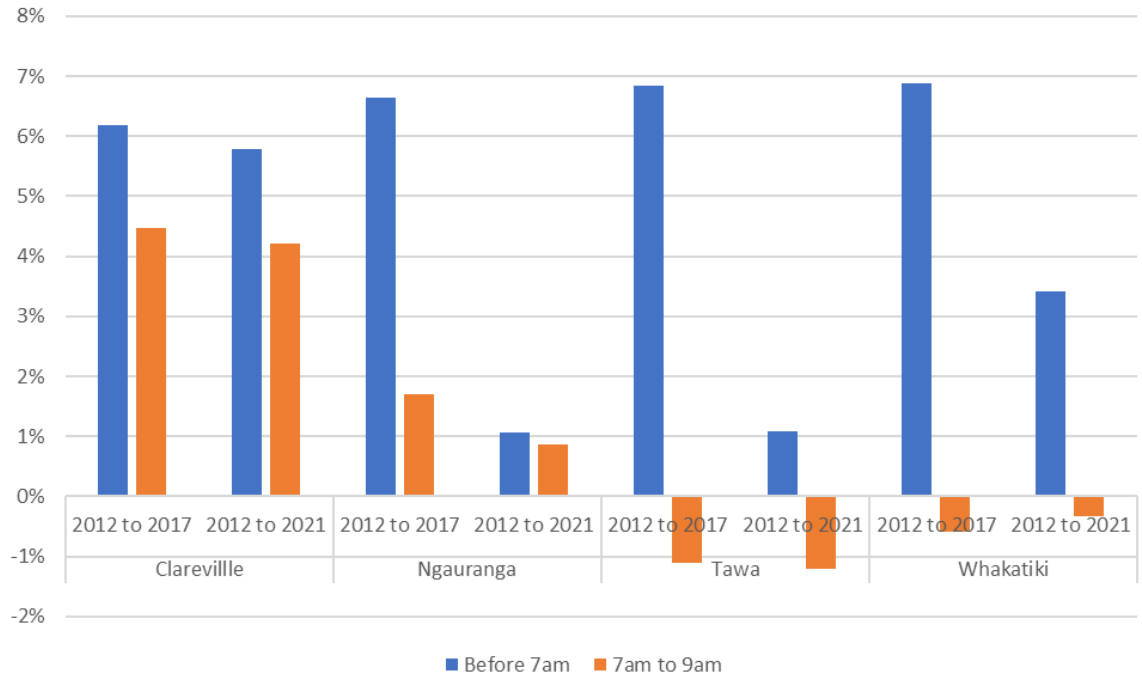
Key Points

- State highway traffic volumes increased by between 1% and 5% per annum between 2017 and 2019, with the greatest rates of increase in the Wairarapa and Hutt Valley. Growth rates were lower in Porirua and Kapiti and especially low in Wellington City.
- There were decreases in traffic volumes at all locations except in the Wairarapa between 2019 and 2021, with the greatest decreases in Wellington City.
- Even accounting for COVID-19, the 10-year trend shows 1% to 2% per annum growth in traffic volumes outside of Wellington City.

Peak spreading

Over the last 10 years, traffic volume growth rates in the pre-peak period (before 7am) have been higher than those in the peak periods, despite the impact of COVID-19 resulting in limited peak contraction in 2020 and 2021.

Figure 32. Annual change in traffic volumes, by time period at selected state highway locations, 2012–2017 and 2012–2021.



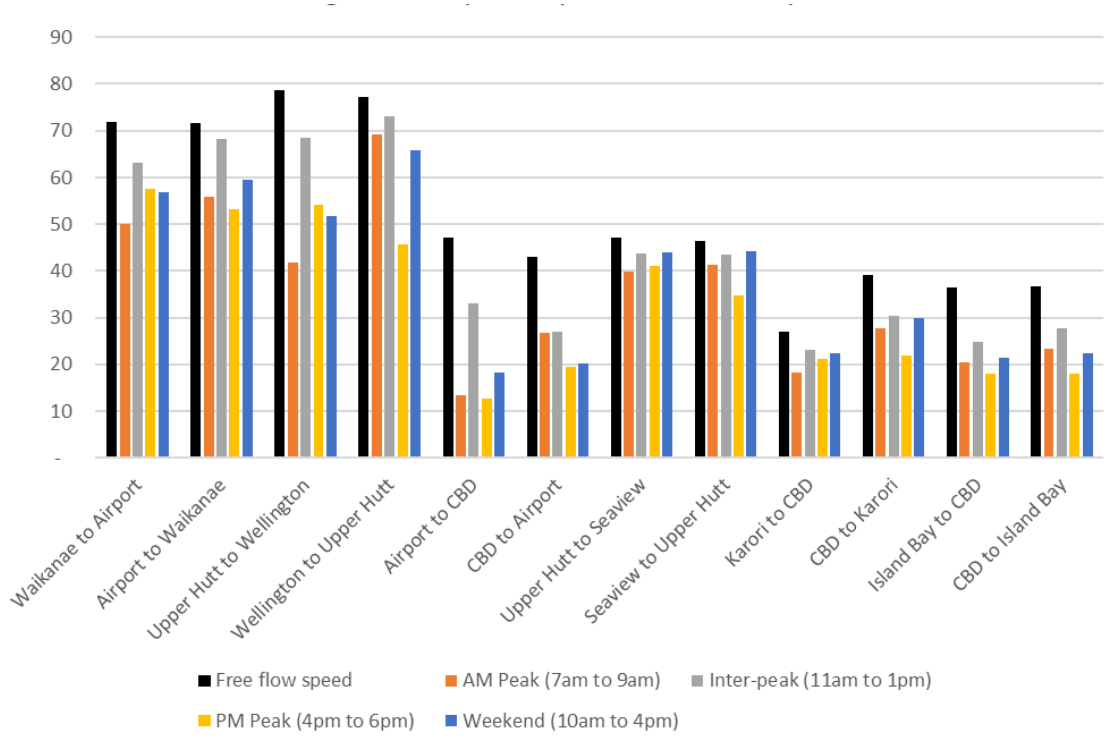
Key Points

- COVID-19 and the resulting changes in travel behaviours, particularly affecting the peak commuter period with more people working from home, has resulted in a small degree of peak contraction.
- Current peak period traffic volumes are the same as pre-COVID, but early-morning volumes are slightly lower (particularly in the period before 6am).
- This change in behaviour is intuitive, as many people would previously have chosen to travel prior to 7am to avoid congestion.
- There has been some peak contraction in the last 2 years; the pre-peak has accounted for a greater percentage of growth in traffic volumes between 2012 and 2021 compared to the peak period.
- With the region planning for an additional 160,000 residents over the next 25 years, in the absence of significant PT infrastructure investment or changes in travel patterns, a significant proportion of this growth will be accommodated outside of the peak periods as there is limited capacity on the highway network at peak times.

Highway travel speeds

State highway travel speed are slow, particular at peak times and increasingly at the weekend.

Figure 33. Average travel speed by route and time period, November 2022.



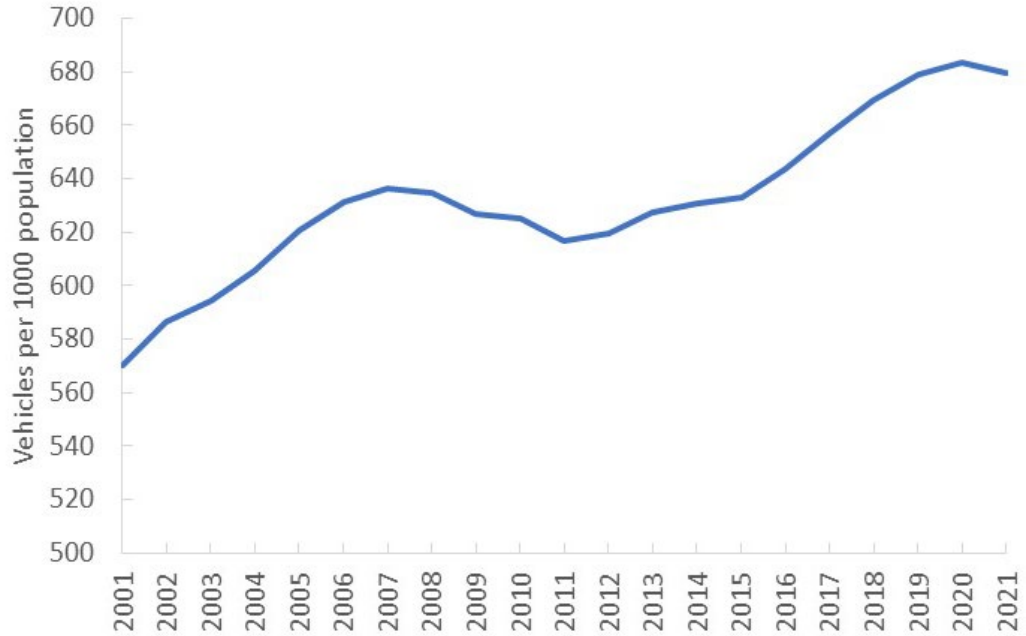
Key Points

- Average speeds on many highway travel times are significantly impacted by congestion and thus vary by time period, especially within Wellington City.
- In November 2022 the average speed on the airport to CBD route was 47 kph in free-flow conditions but just 14 kph during morning peak.
- In contrast, the Upper Hutt to Seaview route averaged 47 kph in free-flow conditions and only slightly less – 40 kph – during morning peak.

Car ownership

Car ownership per capita across the Wellington Region increased by around 10% between 2011 to 2019 but has remained relatively flat in 2020 and 2021.

Figure 34. Light vehicle ownership per 1000 population.



Key Points

- Car ownership per capita in the Wellington Region has increased from 570 vehicles per 1000 residents in 2001 to 680 in 2021 (around a 20% increase).[12]
- The rate of increase has been uneven, with significant increases from 2001 to 2007 and from 2015 to 2020.
- The rate of increase has levelled off in the last two years, likely in part due to COVID-19 and potentially supply chain problems; there is not enough data to confirm whether this levelling off is the start of a new longer-term trend.

[12] Source: Ministry of Transport. https://www.transport.govt.nz/statistics-and-insights/road-transport/sheet/vehicle-ownership

Vehicle fleet age and composition

The average age of the vehicle fleet in the region is nearly 14 years. Electric vehicles (including hybrid and plug-in hybrid) accounted for nearly half of new registrations but they still account for a small proportion of the light vehicle fleet.

Figure 35. Age distribution of light passenger vehicles, Wellington Region at 31 December 2022.

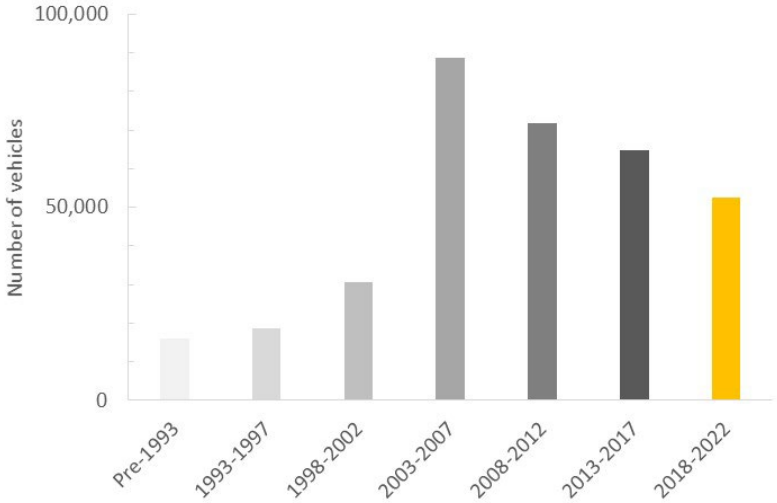
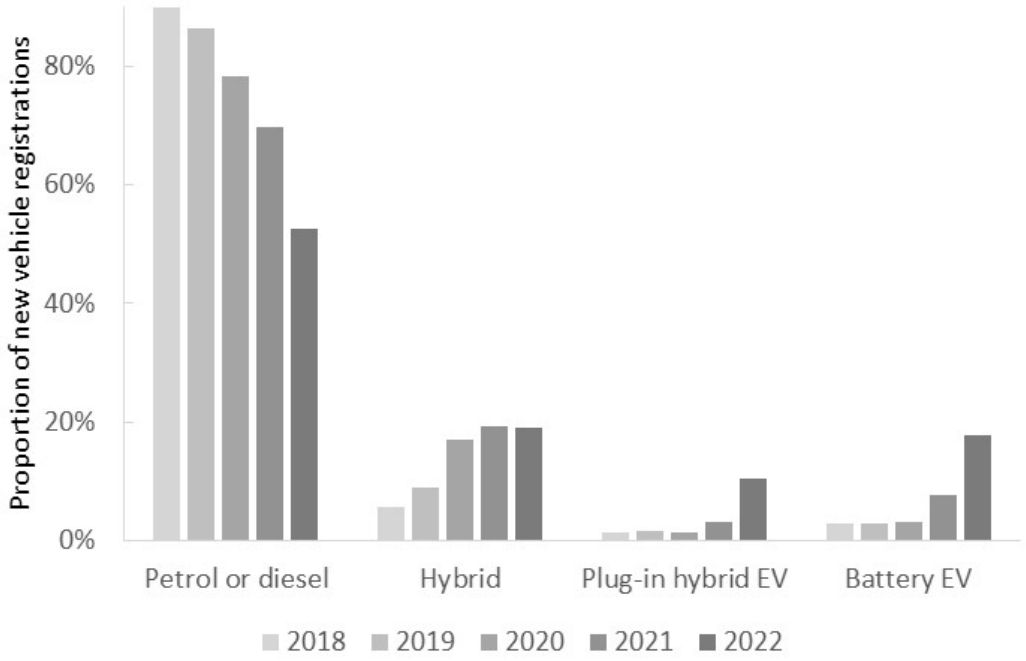


Figure 36. New vehicle registrations for cars or vans, by power type, Wellington Region.



Key Points

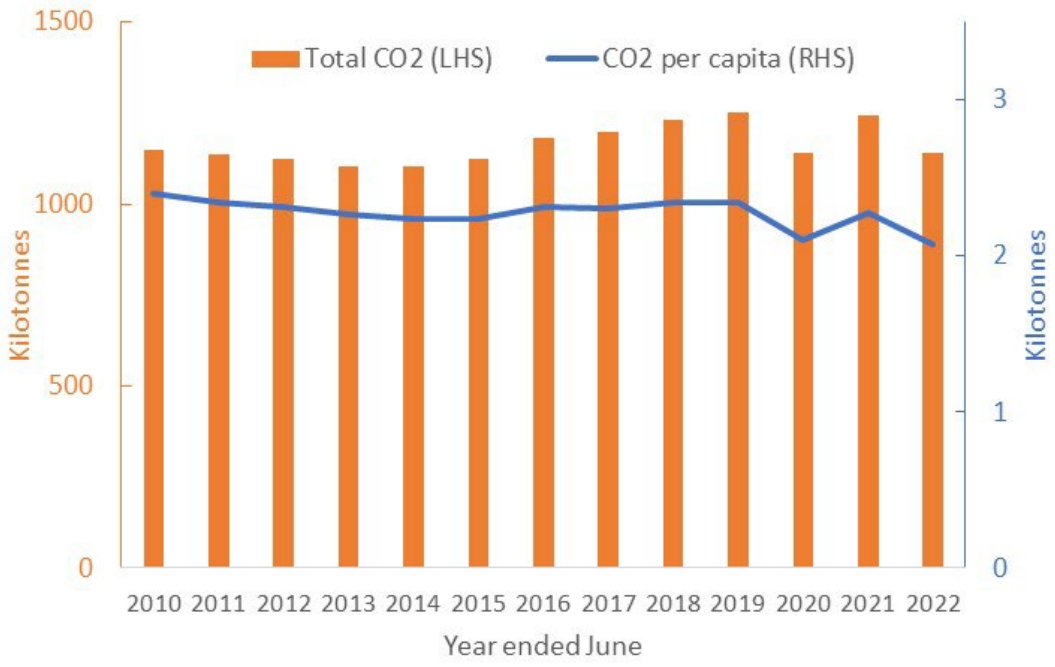
- At the end of December 2022, the average age of the Wellington Region's light vehicle fleet was 14 years, a figure that has remained broadly unchanged over the last 5 to 10 years.[13]
- New registrations of hybrid, plug-in hybrid electric vehicles (PHEV) and electric vehicles cars and vans in the region increased to 47% of new vehicle registrations in 2022, compared with 10% in 2018.
- By January 2023, EV/hybrid/PHEV vehicles formed about 7% of the region's light vehicle fleet.

[13] Source: Ministry of Transport. https://www.transport.govt.nz/statistics-and-insights/fleet-statistics/monthly-mv-fleet/

Emissions

Transport generated CO2 emissions have shown a small decrease in 2022, mainly a result of a small reduction in VKT with an increasing number of EVs and improved fleet efficiency secondary contributors.

Figure 37. CO2 emissions generated from transport, total and per capita.



Key Points

- Fuel sales within the Wellington Region are used as a proxy measure for transport generated CO2 emissions within the Wellington Region.
- Using this metric, the data shows a 5% decline in transport generated CO2 emissions in financial year 2021/22 compared to 2020/22, which broadly aligns with the small reduction in VKT that is also apparent from the Ministry of Transport VKT data.
- It is unclear whether the recent observation is the start of an on-going trend or a result of the temporary COVID-related changes in travel behaviour.
- Improved vehicle efficiency has contributed to decreased CO_2 emissions. At a national level, new petrol vehicles produced about 21% less CO_2 in 2021 than 10 years earlier.[14]

[14] Source: Ministry of Transport. https://www.transport.govt.nz//assets/Uploads/Report/AnnualFleetStatistics.pdf

Road safety

The number of deaths and serious injuries was lower in the period 2020 to 2022 than the 3 previous years but was still higher than the period 2014 to 2016.

Figure 38. Road deaths and serious injuries, by territorial authority, year to July 2013–2022.

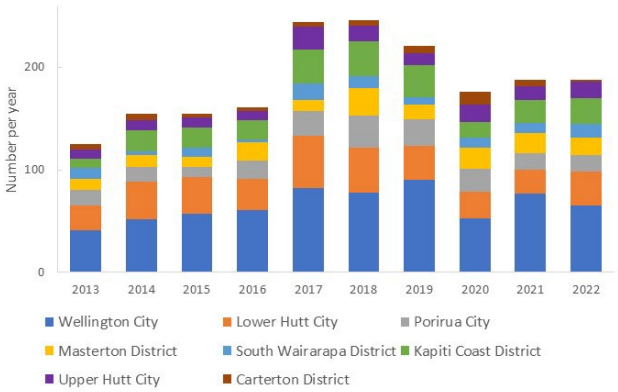


Figure 39. Road deaths and serious injuries, by road user type, year to July 2013–2022.

Key Points

- In the year to end of July 2022, 188 people were seriously injured or killed on the region's roads.[15] That is 24% less than 4 years earlier but still higher than pre-2017 levels. The decrease occurred in most territorial authorities and across all major types of road user. The decrease could have been driven in part by reduced travel relating to COVID, but the decrease was larger than the VKT decrease and occurred in the context of many other factors changing: speed limits at some locations, road user behaviour, mode shift, vehicle safety, road environment improvements, and progress in emergency medicine.

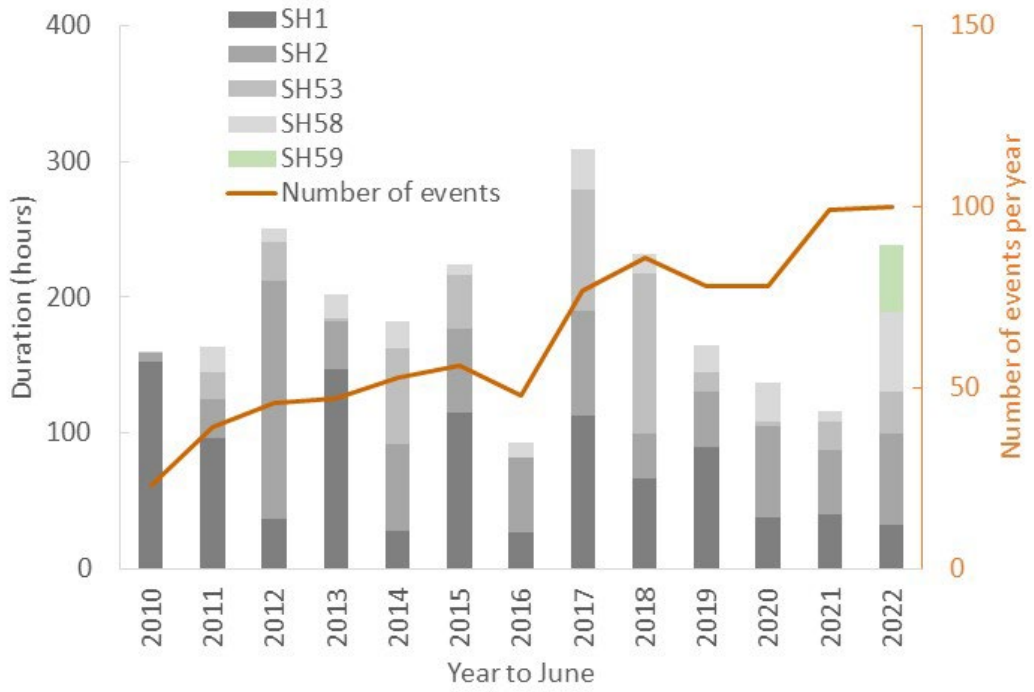
[15] Source: Waka Kotahi New Zealand Transport Agency https://www.nzta.govt.nz/safety/partners/crash-analysis-system/

- In the 5 years to July 2022, 36% of the region's deaths and serious injuries (DSI) were in Wellington City. However, the per capita rate was highest in the three Wairarapa territorial authorities.
- Across the region, about 30% of DSI were on state highways; however, in Upper Hutt, South Wairarapa, and Kapiti Coast, the split was about 50:50 between state highways and local roads. In Wellington City, 78% of DSI were on local roads.
- The number of DSI with inappropriate speed recorded as a factor averaged 46 per year over the last 5 years (22% of all DSI). The number of crashes caused by inappropriate speed in the year to June 2022 was higher, at 40, than in the two previous years (32 in 2020 and 33 in 2021).
- Most (72%) DSI were drivers or passengers in the last 5 years. The remaining of 28% were evenly split between pedestrians and cyclists.
- The number of pedestrian and cyclist DSI decreased overall from an average of 63 per year in 2017–2019 to 49 per year in the last 3 years.
- Road crashes in school zones are rare during school drop-off and pick-up times. In the 5 years to July 2022, 6 pedestrian or cyclist children aged 5–14 years were injured within school zones during 8am–9am or 3pm–4pm. That number represents 0.5% of the region's DSI.

Resilience of road network

The frequency of unplanned road closures on the region's highway network has increased.

Figure 40. Duration and frequency of unplanned road closures on state highways.[16]



Key Points

- A key objective of the RLTP is to ensure journeys are connected, resilient and reliable. Data on the frequency and duration of unplanned road closures are available and presented above, together with commentary around 'viable alternative routes'.
- In the year to June 2022 there were 100 unplanned road closures on the state highway network within the region – that continued an upward trend over the past 10 years.
- The total duration of those closures has been variable from year to year but shows no overall improvement.
- Interim data for July and August 2022 (not shown in the chart above) shows an increase in long-duration road closures, following unusually wet weather in that period.
- The impact of the closure of SH59 for 3 weeks in August 2022 was mitigated by having Transmission Gully as an alternative route – if this closure had happened pre–Transmission Gully, the region's economy would have been more significantly impacted.

[16] Source: Waka Kotahi New Zealand Transport Agency https://opendata-nzta.opendata.arcgis.com/datasets/NZTA::road-events/explore

- In the most recent year of data, there was an increase in the number of road closures by only one but the duration of resolution doubled. Eight events contributed two-thirds of the total road closure hours.

Att 3 to Report 2023.44

HorizonResearch
LISTENING TO NEW ZEALAND

Horizon Research

Regional Land Transport Plan Survey
Prepared for the Greater Wellington Regional Council

February 2023

Contents

Survey Overview

Introduction

This report gives the results of a survey conducted from 27 January to 7 February 2023 about the Wellington Region's Land Transport Plan. Respondents were told that the survey was:

- Gathering information on public attitudes toward transport and vehicle emissions in the Wellington Region, and
- Gauging public opinion on Greater Wellington's current transport investment priorities as set out in the 2021 Regional Land Transport Plan (RLTP). The RLTP is a collaboration of all councils in the Wellington Region, Waka Kotahi and KiwiRail.

Method and sample details

The online survey was conducted using the Greater Wellington Regional Council's Greater Say panel supplemented by "opt-ins" from links on Facebook and was directed to people living in the Wellington Region. Greater Say is a panel managed by Horizon Research. Panel members represent the adult population in the GWRC's constituent councils.

Some 2,084 respondents completed the survey, a strong response. The sample has been weighted on age, gender and local government area to reflect the region. The survey has a maximum margin of error of ±2.1% overall.

The geographical breakdown of responses across the Region at the beginning of the survey was as follows (unweighted numbers):

From	n=
Pōneke / Wellington City	1,142
Te Awa Kairangi / Hutt City (Lower Hutt)	321
Te Awa Kairangi ki Uta / Upper Hutt City	150
Total Hutt Valley	471
Porirua City	150
Kāpiti Coast District	190
Wairarapa (Masterton, Carterton and South Wairarapa Districts)	131
Total	**2,084**

Overall research objective

To assess attitudes and opinion towards transport and vehicle emissions in the Wellington region and understand opinions on investment priorities.

Business objective

This information will assist Greater Wellington's Regional Land Transport Plan project team to understand current opinion to help inform thinking on future plans and priorities.

Horizon Research Limited, Unit G12, 23 Edwin Street, Mt Eden, Auckland 1024.

Summary of results

Targets for next 10 years

The Greater Wellington Regional Land Transport Plan (RLTP) is the blueprint for the region's transport network. As part of the blueprint three targets were set for the next 10 years.

These are:

- **Safety -** 40% fewer deaths & serious injuries on our roads
- **Reduce emissions -** 35% less carbon emissions from transport
- **Mode share -** 40% increase in the share of trips by active travel and public transport

Respondents were asked about how they felt about these targets.

The target with the highest approval rate was **Safety. 41%** said that the **Safety** target was *"about right".* **25%** said it was "*too ambitious"*. The groups more likely to think that it is "*too ambitious"* are:

- Living in Te Awa Kairangi ki Uta / Upper Hutt (37%)
- Living in Wairarapa (46%)
- Males (32%)
- 55-64 year olds (30%)
- Māori (40%).

42% said the target to **Reduce emissions** was *"not ambitious enough".* The groups more likely to think this were:

- Living in Pōneke / Wellington City (47%)
- 16-24 year olds (57%)
- 25-34 year olds (54%)

Nearly a quarter **(24%)** believed it was *"too ambitious".* The groups more likely to think this were:

- Living in Kāpiti Coast (33%)
- Living in Te Awa Kairangi ki Uta / Upper Hutt (37%)
- Living in Wairarapa (35%)
- Males (31%)
- 65-74 year olds (30%)
- Māori (39%)

32% said **Mode share** target was *"about right".*

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Investment Priorities

Of five priority areas cited to respond to the most significant and urgent transport problems in the region, **Public Transport Capacity** was the most important. **95%** said it was "*very important/important".* **74%** said it was *"very important".* Respondents more likely to think it *"very important"* were*:*

- Living in Pōneke / Wellington City (79%)
- Female (80%)
- 25-34 year olds (81%).

Travel Choice was very important to 56% of respondents. The respondents who were more likely to think it *"very important"* were*:*

- Living in Pōneke / Wellington City (61%)
- Females (64%)
- 16-24 year olds (71%)
- 25-34 year olds (65%)
- 35-44 year olds (62%).

72% strongly agreed/agreed that **"Reduced transport emissions will benefit everyone"**. **70%** also believed that the government (central and local) needs to do more to reduce transport emissions.

Changing travel behaviour

Respondents were asked about the trips they made and whether or not they would change their travel behaviour to something that produces lower emissions.

Just as many respondents said they were likely to change travel behaviour as not change their behaviour.

The trip most likely to change was for **Work, work related reasons** - **39%** said they were *extremely likely/likely* to change **(18%** *extremely likely*).to change and.

- **23%** of **35-44 year olds** said they were *extremely likely* to change.

40% said they were *extremely unlikely/unlikely to change* their behaviour for work travel **(25%** *extremely unlikely).* Respondents who are *extremely unlikely* to change were:

- Living in Te Awa Kairangi ki Uta / Upper Hutt (39%)
- Living in Wairarapa (37%)
- Males (28%)
- 65-74 year olds (30%).

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Current infrastructure and solutions – Public transport

When asked about infrastructure, there was a strong belief that the infrastructure needed to improve before people could change their travel behaviour. Overall, **72%** said they *agreed* with this statement, **43%** *agreeing strongly* .

93% of respondents **said that improved frequency, coverage, quality and cost of public transport** is the solution that will work best for Wellington region to reduce vehicle emissions.

97% of respondents living in **Wairarapa** picked this statement as the solution for reducing emissions.

59% said there was not enough **public transport in their area.** The respondents more likely to have said this were:

- Living in Wairarapa (83%)
- 35-44 year olds (64%)
- Māori (73%).

In order to reduce vehicle emissions, respondents were asked which incentives or regulations they would support. **Public transport quality** had highest level of support: Overall, **92%** said they **"extremely support/support it" (70%** said they **"extremely support"** it).

The respondents more likely to *"extremely support"* were:

- Living in Pōneke / Wellington City (73%)
- Females (77%)
- 25-34 year olds (84%).

Reducing public transport fares was the second incentive chosen by respondents. **57%** said they **"extremely support"** it. Overall this has **84%** said they **"extremely support/support it."**

The respondents more likely to *"extremely support"* were:

- Females (63%)
- 25-34 year olds (72%).

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HorizonResearch
LISTENING TO NEW ZEALAND

REPORT

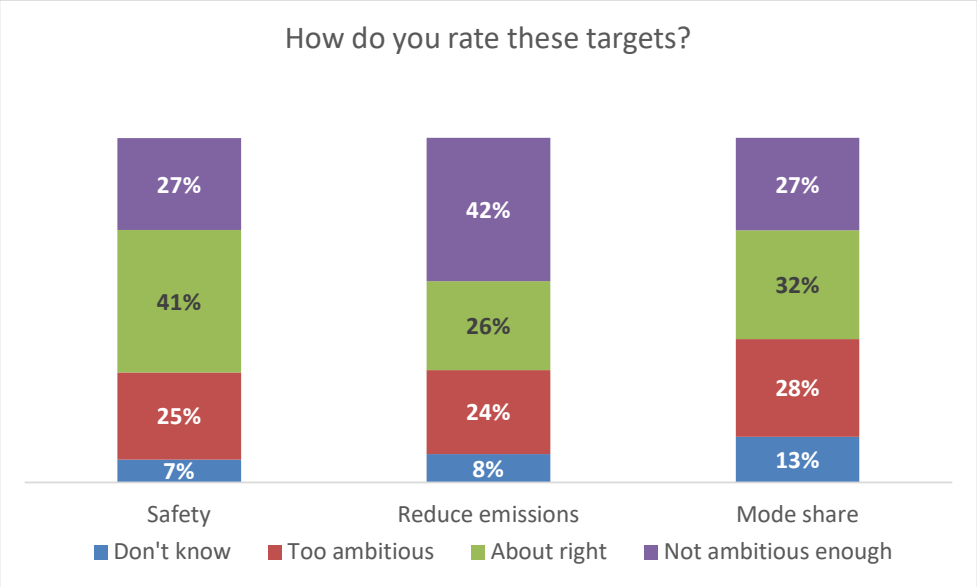
1. Response to targets for next 10 years

Respondents were told about the blueprint for the region's transport network. They were told that the following three targets have been set to achieve in the next 10 years.

- **Safety** - 40% fewer deaths & serious injuries on our roads
- **Reduce emissions** - 35% less carbon emissions from transport
- **Mode share** - 40% increase in the share of trips by active travel and public transport.

When asked how they rated the targets:

- The target with highest rating was **Safety - 41%** felt the safety target was **about right**,
- **42%** said that the target for **reducing emissions** was **not ambitious enough**,
- **32%** said **mode share** was **about right** and **13% didn't know**.



Sample size: 2,084

There are differences across groups on how they rate the different targets. The groups who were more likely to rate whether the targets were **"not ambitious enough," "too ambitious"** or **"just right"** are shown below.

Rate Safety target		
Not ambitious enough Total (27%)	**Too ambitious Total (25%)**	**About right Total (41%)**
No significant differences	Lives in Te Awa Kairangi ki Uta / Upper Hutt (37%) Lives in Wairarapa (46%) Males (32%) 55-64 year olds (30%) Māori (40%)	Lives in Pōneke / Wellington City (45%)

Reduce emissions		
Not ambitious enough Total (42%)	**Too ambitious Total (24%)**	**About right Total (26%)**
Lives in Pōneke / Wellington City (47%) 16-24 year olds (57%) 25-34 year olds (54%)	Lives in Kāpiti Coast (33%) Lives in Te Awa Kairangi ki Uta / Upper Hutt (37%) Lives in Wairarapa (35%) Males (31%) 65-74 year olds (30%) Māori (39%)	55-64 year olds (31%)

Mode share		
Not ambitious enough Total (27%)	**Too ambitious Total (28%)**	**About right Total (32%)**
Lives in Pōneke / Wellington City (32%) Males (30%) 25-34 year olds (35%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (42%) Lives in Wairarapa (38%) Males (34%) 45-54 year olds (36%) Māori (41%)	Lives in Porirua (40%) Females (38%) Asian (47%)*[1]

[1] ** Asterisks indicate low sample sizes (between n=30 and n=50) meaning results are indicative. Results for samples of less than n=30 are not shown as these results are likely to be unreliable. This analysis protocol is used throughout the report.*

2. Importance of investment priorities

Respondents were told that the *"RLTP identifies five priority areas requiring investment over the next 10 years. These transport investment priorities are designed to respond to the most significant and urgent transport problems in the region."*

The priority areas respondents were asked about were:

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

When asked which of the five priority areas requiring investment were important to them respondents gave all priority areas a high rating of Very important/important of 78% or more.

Public Transport Capacity was by far the most important with **95%** said it was *very important/important.* **74%** said it was *very important* to them.

91% said **Strategic access** was *very important/important.* **46%** said it was *very important*.

88% rated **Resilience** as *very important/important* with **44%** said it was *very important.*

84% said Safety was *very important/important* with **38%** said it was *very important.*

78% rated **Travel Choice** as *very important/important.* **56%** said it was *very important*.

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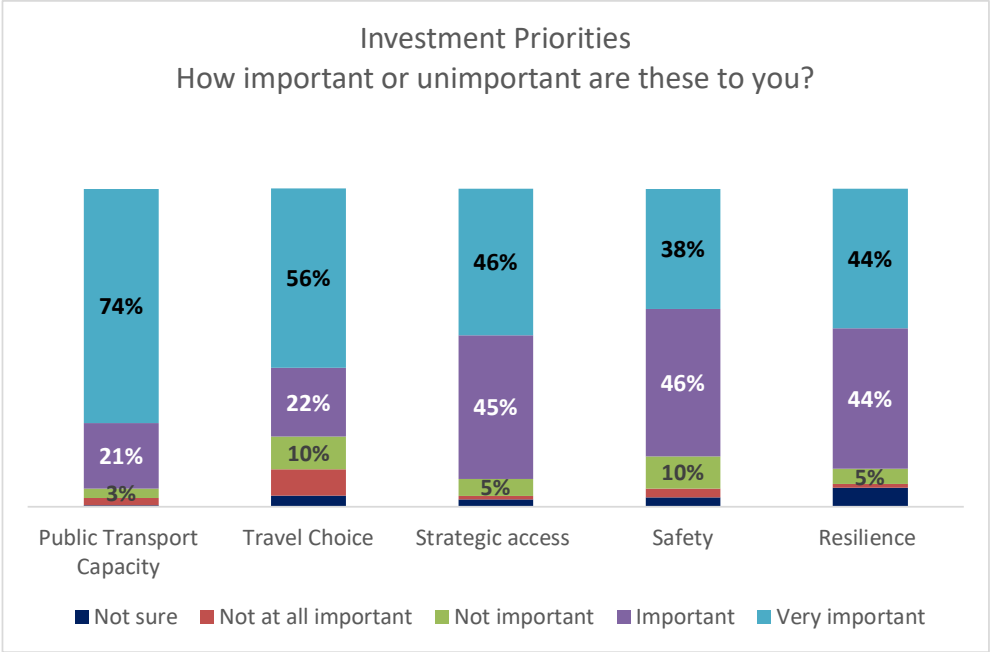


Sample size: 2,084

The groups who were more likely to rate importance of the priority areas are detailed below.

Public Transport Capacity	
Very important Total (74%)	**Not at all important Total (2%)**
Lives in Pōneke / Wellington City (79%) Female (80%) 25-34 year olds (81%) Asian (90%)*	No significant differences
Important Total (21%)	**Not important Total (3%)**
Lives in Te Awa Kairangi ki Uta / Upper Hutt (28%) Males (24%) 55-64 year olds (26%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (7%) Males (5%)

Travel Choice	
Very important Total (56%)	**Not at all important Total (8%)**
Lives in Pōneke / Wellington City (61%) Females (64%) 16-24 year olds (71%) 25-34 year olds (65%) 35-44 year olds (62%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (15%) Males (13%)
Important Total (22%)	**Not important Total (10%)**
65-74 year olds (28%) 75+ year olds (34%)	Males (13%) 55-64 year olds (16%) 65-74 year olds (15%)

Strategic Access	
Very important Total (46%)	**Not at all important Total (1%)**
Lives in Kāpiti Coast (55%) Lives in Te Awa Kairangi ki Uta / Upper Hutt (55%) 65-74 year olds (57%) Asian (62%)	Another gender (20%)*
Important Total (45%)	**Not important Total (5%)**
No significant differences	No significant differences

Safety	
Very important Total (38%)	**Not at all important Total (3%)**
Females (44%) Asian (54%)	Males (4%)
Important Total (46%)	**Not important Total (10%)**
Lives in Porirua (56%)	Lives in Wairarapa (18%) Males (15%)

Resilience	
Very important Total (44%)	**Not at all important Total (1%)**
Asian (60%)	45-54 year olds (3%)
Important Total (44%)	**Not important Total (5%)**
No significant differences	No significant differences

3. Reducing emissions and responsibility

Respondents were told:

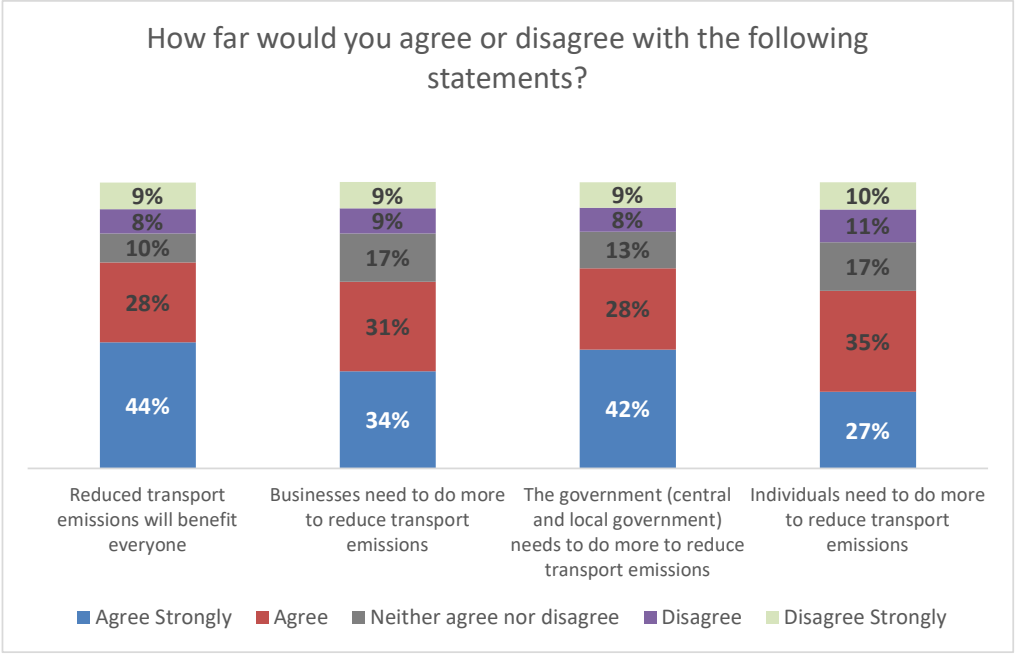
"One of the main targets in the Regional Land Transport Plan is to reduce carbon emissions from transport by 35% by 2030.

'This would mean greater use of low-emission vehicles, public transport, walking and cycling to help reduce the impact of climate change."

They were then asked how much they agreed with some statements about emissions and responsibility.

72% of respondents said they **strongly agree/agree** that **"Reduced transport emissions will benefit everyone"**. With **70%** agreeing that the government (central and local) needs to do more.

65% believe that businesses need to do more and **62%** also said it is up to individuals to do more to reduce transport emissions.



Sample size: 2,076

Significant differences in agreement with the statements are detailed in the tables below:

Reduced transport emissions will benefit everyone	
Agree strongly Total (44%)	**Disagree strongly Total (9%)**
Lives in Pōneke / Wellington City (52%) 16-24 year olds (61%) 25-34 year olds (52%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (17%) Males (13%)
Agree Total (28%)	**Disagree Total (8%)**
No significant differences	No significant differences

Businesses need to do more to reduce transport emissions	
Agree strongly Total (34%)	**Disagree strongly Total (9%)**
Lives in Pōneke / Wellington City (40%) 16-24 year olds (47%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (19%) Males (13%)
Agree Total (31%)	**Disagree Total (9%)**
No significant differences	55-64 year olds (12%) Māori (19%)

The government (central and local government) needs to do more to reduce transport emissions	
Agree strongly Total (42%)	**Disagree strongly Total (9%)**
Lives in Pōneke / Wellington City (47%) 16-24 year olds (57%) 25-34 year olds (53%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (18%) Males (13%)
Agree Total (28%)	**Disagree Total (8%)**
65-74 year olds (35%)	Lives in Kāpiti Coast (16%) Males (11%) 55-64 year olds (14%) Māori (18%)

Individuals need to do more to reduce transport emissions	
Agree strongly Total (27%)	**Disagree strongly Total (10%)**
Females (31%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (21%) Lives in Wairarapa (17%) Males (14%)
Agree Total (35%)	**Disagree Total (11%)**
No significant differences	No significant differences

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4. Will people change travel behaviour to produce lower emissions?

Respondents were asked about the trips they made and whether they would change their travel behaviour to something that produces lower emissions.

Just as many respondents said they were likely to change travel behaviour as not change their behaviour.

The three trips most likely to be changed were:

Work, work related reasons

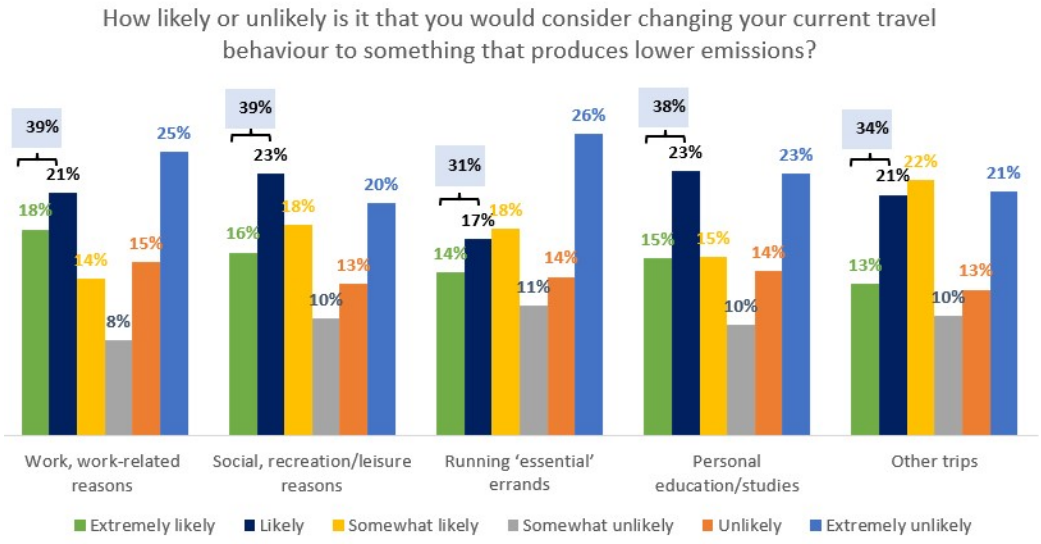
- **18%** said they were *extremely likely* to change and;
- **39%** said they were *extremely likely/likely* to change.
- However, 40% said they were *extremely likely/likely* to change (**25%** *extremely unlikely).*

Social, recreation/leisure reasons

- **16%** said they were *extremely likely* to change their behaviour and;
- **38%** said they were *extremely likely/likely* to change.
- **38%** said they were *extremely unlikely/unlikely to change (***20%** *extremely unlikely)*.

Running essential errands

- **14%** said they were *extremely likely* to change travel behaviour,
- **31%** said they were *extremely likely/likely* to change.
- **40%** said they were *extremely unlikely/unlikely to change (***26%** *extremely unlikely).*



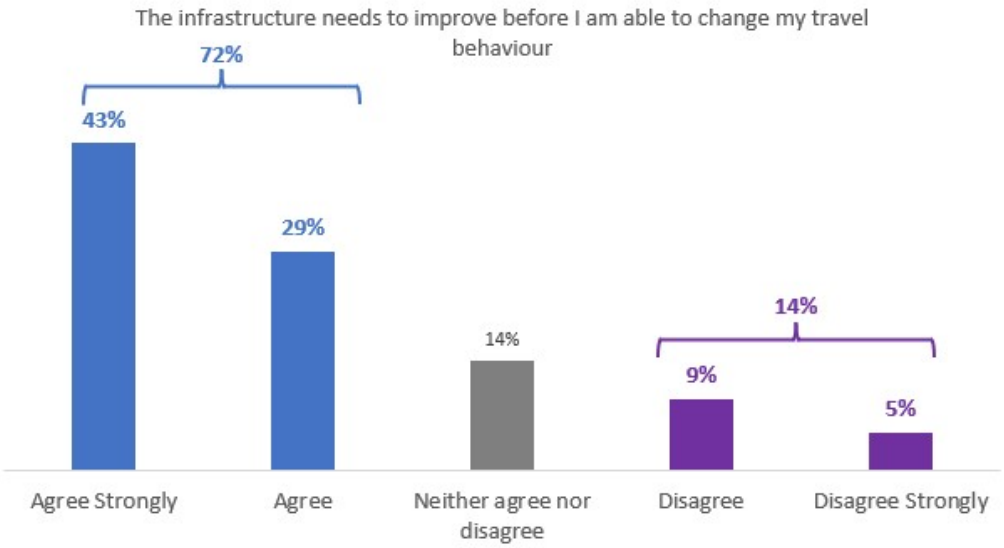
= *extremely likely/likely*

Below is a summary of the groups who rate significantly higher whether they would either **extremely likely** or **extremely unlikely** change their travel behaviour.

Trips	Extremely likely to change behaviour	Extremely unlikely to change behaviour
Work, work-related reasons	35-44 year olds (23%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (39%) Lives in Wairarapa (37%) Males (28%) 65-74 year olds (30%)
Social, recreation/leisure reasons	Lives in Pōneke / Wellington City (20%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (31%) Lives in Wairarapa (35%) Males (24%)
Running 'essential' errands (e.g. groceries, personal business, medical appointments, other appointments)	Lives in Pōneke / Wellington City (17%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (40%) Lives in Wairarapa (35%)
Transporting others (e.g. school/activity drop-off)	Lives in Pōneke / Wellington City (14%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (34%) Lives in Wairarapa (34%) 45-54 year olds (31%)
Personal education/studies	Lives in Pōneke / Wellington City (19%) 16-24 year olds (28%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (34%) Lives in Wairarapa (35%) 45-54 year olds (28%) 75+ year olds (31%)
Other trips	Lives in Pōneke / Wellington City (16%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (36%) Lives in Wairarapa (34%) Males (26%) 45-54 year olds (26%)

5. Infrastructure needs to improve to change travel behaviour.

When asked about infrastructure, there was a strong belief that the infrastructure needed to improve before people were able to change their travel behaviour. **72%** said they *agreed/strongly agreed* with this statement. **43%** *agreed strongly* that it needed to change.

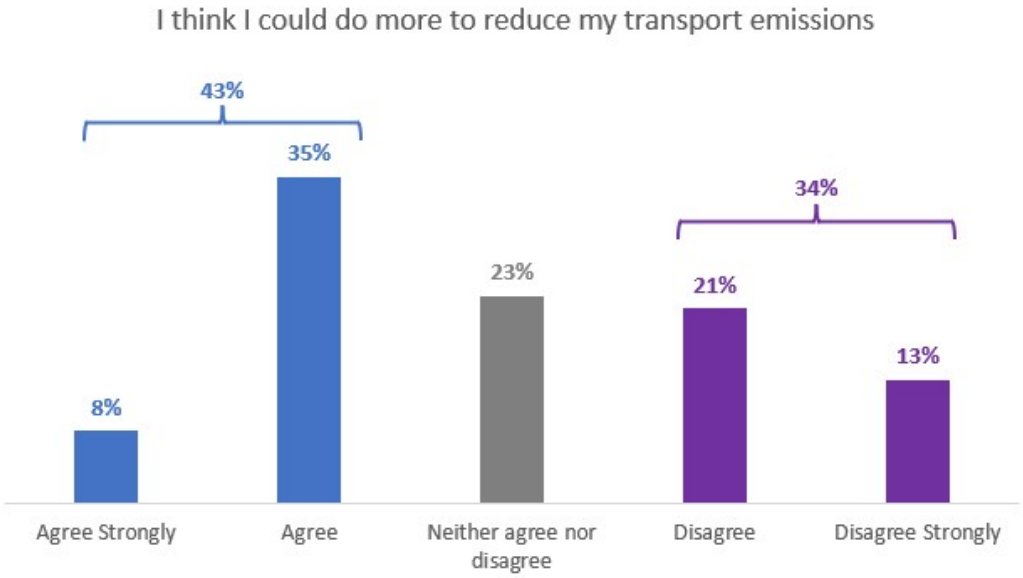


At **52%, 25-34 year olds** were more likely to *agree strongly* with the infrastructure needing to improve before changing travel behaviour.

7% of **males** were more likely to *disagree strongly* with this statement.

6. Can people do more to reduce transport emissions?

When asked if they think they could do more to reduce transport emissions, **43%** said they *agreed/strongly agreed.* **35%** of this group agreed and 8% strongly agreed. Around a third **(34%)** *strongly disagreed/disagreed*.

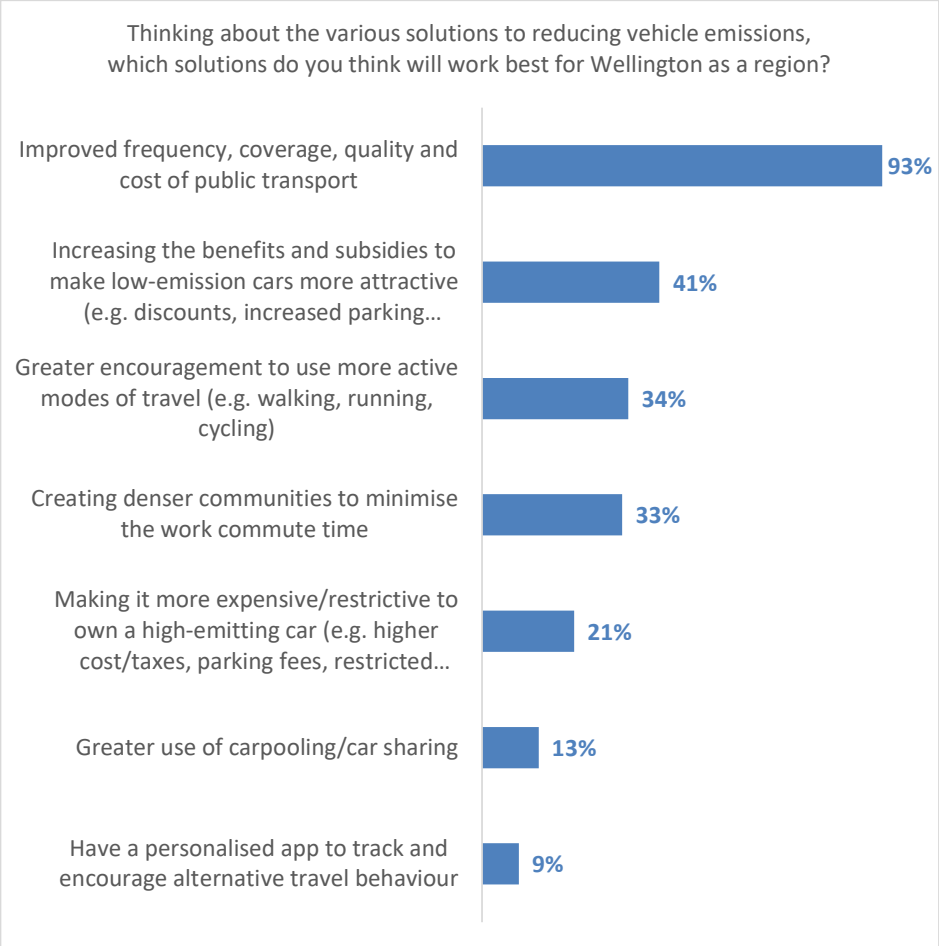


18% of respondents in **Te Awa Kairangi ki Tai / Lower Hutt** *strongly disagreed* with this statement and also **21%** of respondents in **Wairarapa**.

42% of **35-44 year olds** *agreed* they could do more to reduce transport emissions.

7. Solutions to reduce vehicle emissions.

When asked about solutions to reduce vehicle emissions that work best for the region, **improving frequency, coverage, quality and cost of public transport** was picked by the majority **(93%).**



Improving frequency, coverage, quality and cost of public transport was the top solution for **97%** of respondents living in **Wairarapa**.

Respondents in **Pōneke / Wellington City** were more likely to think that *"Creating denser communities to minimise the work commute time"* **(38%)** and *"Making it more expensive/restrictive to own a high-emitting car"* **(25%)** were solutions to work best for the region.

Respondents in **Te Awa Kairangi ki Uta / Upper Hutt** were more likely to think that *"Greater use of carpooling/car sharing"* **(21%)** was a solution to work best for the region.

	ALL	Region					
		Kāpiti Coast	Te Awa Kairangi ki Tai / Lower Hutt	Porirua	Te Awa Kairangi ki Uta / Upper Hutt	Wairarapa	Pōneke / Wellington City
Improved frequency, coverage, quality and cost of public transport	93%	93%	94%	91%	92%	97%	92%
Increasing the benefits and subsidies to make low-emission cars more attractive	41%	42%	36%	47%	47%	32%	42%
Greater encouragement to use more active modes of travel	34%	32%	37%	26%	30%	26%	36%
Creating denser communities to minimise the work commute time	33%	26%	25%	30%	26%	24%	38%
Making it more expensive/restrictive to own a high-emitting car	21%	15%	19%	19%	16%	13%	25%
Greater use of carpooling/car sharing	13%	18%	14%	16%	21%	10%	11%
Have a personalised app to track and encourage alternative travel behaviour	9%	5%	11%	7%	14%	11%	7%
N (unweighted)	1,938	173	289	140	135	118	1,083

47% of **35-44 year olds** said that *"Increasing the benefits and subsidies to make low-emission cars more attractive"* would work for the region.

52% of **18-24 year olds** and **46%** of **35-44 year olds** said that ***"****Creating denser communities to minimise the work commute time"* would work.

24% of **75+ year olds** thought that *"Greater use of carpooling/car sharing"* and **12%** of **55-64 year olds** thought that a **personalised app** were solutions to work best for the region.

		Age						
	ALL	16-24	25-34	35-44	45-54	55-64	65-74	75 or older
Improved frequency, coverage, quality and cost of public transport	93%	97%	94%	93%	91%	90%	93%	93%
Increasing the benefits and subsidies to make low-emission cars more attractive	41%	29%	39%	47%	41%	43%	43%	44%
Greater encouragement to use more active modes of travel	34%	45%	35%	36%	33%	34%	30%	19%
Creating denser communities to minimise the work commute time	33%	52%	46%	32%	25%	21%	20%	21%
Making it more expensive/restrictive to own a high-emitting car	21%	29%	23%	19%	22%	19%	18%	26%
Greater use of carpooling/car sharing	13%	11%	12%	11%	12%	13%	18%	24%
Have a personalised app to track and encourage alternative travel behaviour	9%	6%	10%	7%	6%	12%	9%	6%
N (unweighted)	1,938	52	212	362	413	473	309	117

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8. Existing infrastructure in Wellington region

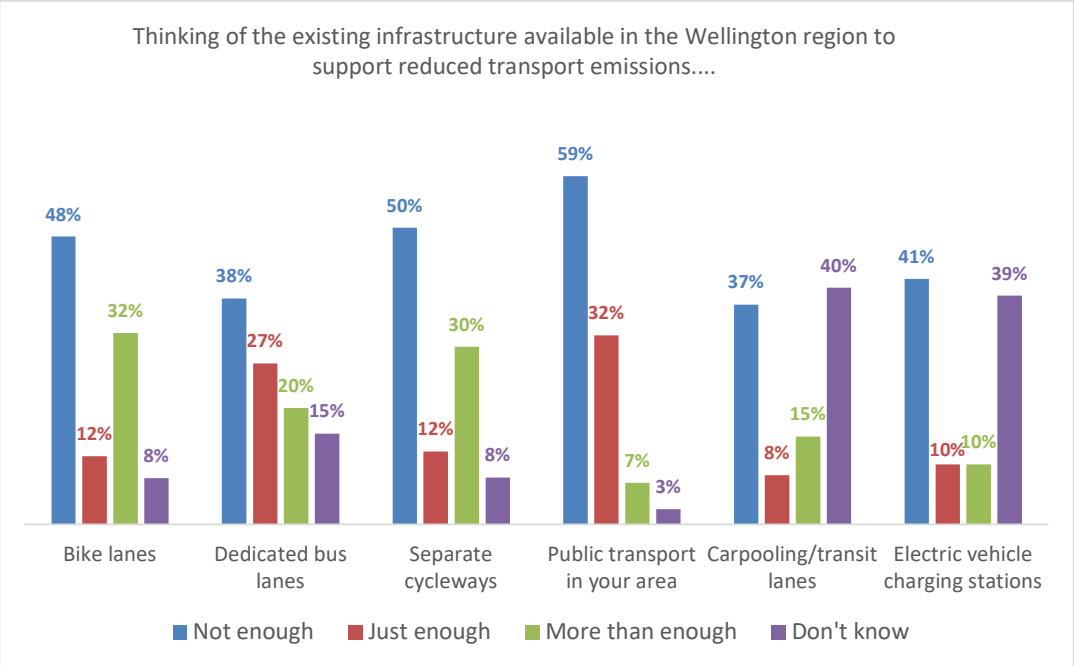
Respondents were asked if they thought there was enough of existing infrastructure in the region to support reducing emissions.

59% said there is not enough **public transport in their area.** The respondents more likely to have said there is not enough are:

- Living in Wairarapa **(83%)**
- 35-44 year olds **(64%)**
- Māori **(73%).**

50% said that there are not enough **separate cycleways** in their area. They are more likely to be **16-24 year olds (66%)** and **25-34 year olds (58%).**

48% said there are not enough **bike lanes**. They were more likely to be **25-34 year olds (59%).**



Below are summary tables of significant differences across groups.

Bike Lanes		
Not enough Total (48%)	**Just enough Total (12%)**	**More than enough Total (32%)**
25-34 year olds (59%) Asian (67%)*	Lives in Kāpiti Coast (19%)	Males (38%) 55-64 year olds (40%) 65-74 year olds (46%) 75+ year olds (50%) Māori (45%)

Dedicated bus lanes		
Not enough Total (38%)	**Just enough Total (27%)**	**More than enough Total (20%)**
Lives in Pōneke / Wellington City (42%) 35-44 year olds (44%) Asian (57%)*	Lives in Pōneke / Wellington City (31%)	Males (24%) 55-64 year olds (20%) 65-74 year olds (21%) Māori (37%)

Separated cycleways in your area		
Not enough Total (50%)	**Just enough Total (12%)**	**More than enough Total (30%)**
16-24 year olds (66%) 25-34 year olds (58%)	Lives in Kāpiti Coast (21%)	Male (34%) 65-74 year olds (42%) 75+ year olds (46%) Māori (43%)

Public transport available in your area		
Not enough Total (59%)	**Just enough Total (32%)**	**More than enough Total (7%)**
Lives in Wairarapa (83%) 35-44 year olds (64%) Māori (73%)	No significant differences	No significant differences

Carpooling (transit) lanes		
Not enough Total (37%)	**Just enough Total (8%)**	**More than enough Total (15%)**
Lives in Te Awa Kairangi ki Tai / Lower Hutt (43%) 35-44 year olds (43%)	No significant differences	Males (21%) 45-54 year olds (19%) Māori (28%)

Electric vehicle charging stations		
Not enough Total (41%)	**Just enough Total (10%)**	**More than enough Total (10%)**
Males (46%) 35-44 year olds (49%)	No significant differences	Males (14%) Māori (25%)

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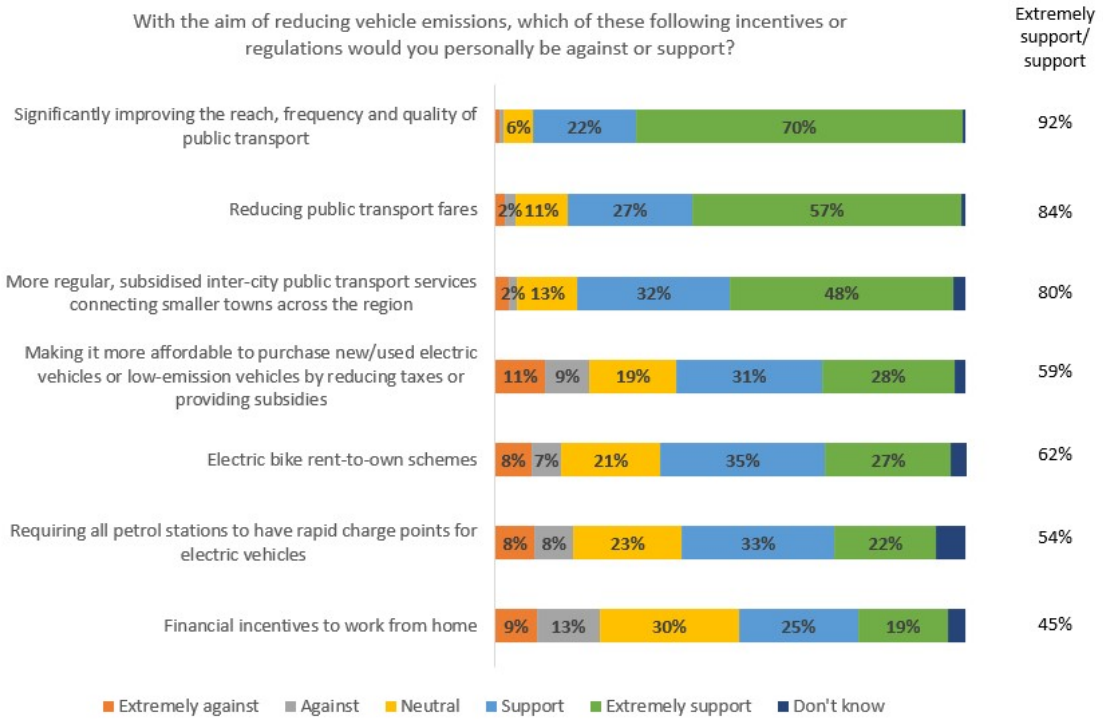
9. Incentives to reduce emissions

In order to reduce vehicle emissions, respondents were asked which incentives or regulations they would support. **Significantly improving the reach, frequency and quality of public transport quality** had highest level of support:**92%** said they **"extremely support/support it"** (with **70%** being **"extremely support"**.

This was followed by **reducing public transport fares. 57%** said they **"extremely support"** it. **84%** said they **"extremely support/support it."**

The incentive with lowest support was **financial incentives to work from home**. **19%** said they **"extremely support"** it and **45%** said they **"extremely support/support it."**



Below are summary tables of significant differences across groups.

Significantly improve reach, frequency and quality of public transport	
Extremely support Total (70%)	**Extremely against Total (1%)**
Lives in Pōneke / Wellington City (73%) Females (77%) 25-34 year olds (84%)	No significant differences
Support Total (22%)	**Against Total (1%)**
Lives in Kāpiti Coast (29%) Males (27%) Lives in Te Awa Kairangi ki Uta / Upper Hutt (30%) 55-64 year olds (30%) 65-74 year olds (34%) 75+ year olds (32%)	No significant differences

Reducing public transport fares	
Extremely support Total (57%)	**Extremely against Total (2%)**
Females (63%) 25-34 year olds (72%)	Males (4%)
Support Total (27%)	**Against Total (2%)**
55-64 year olds (32%) 65-74 year olds (39%)	No significant differences

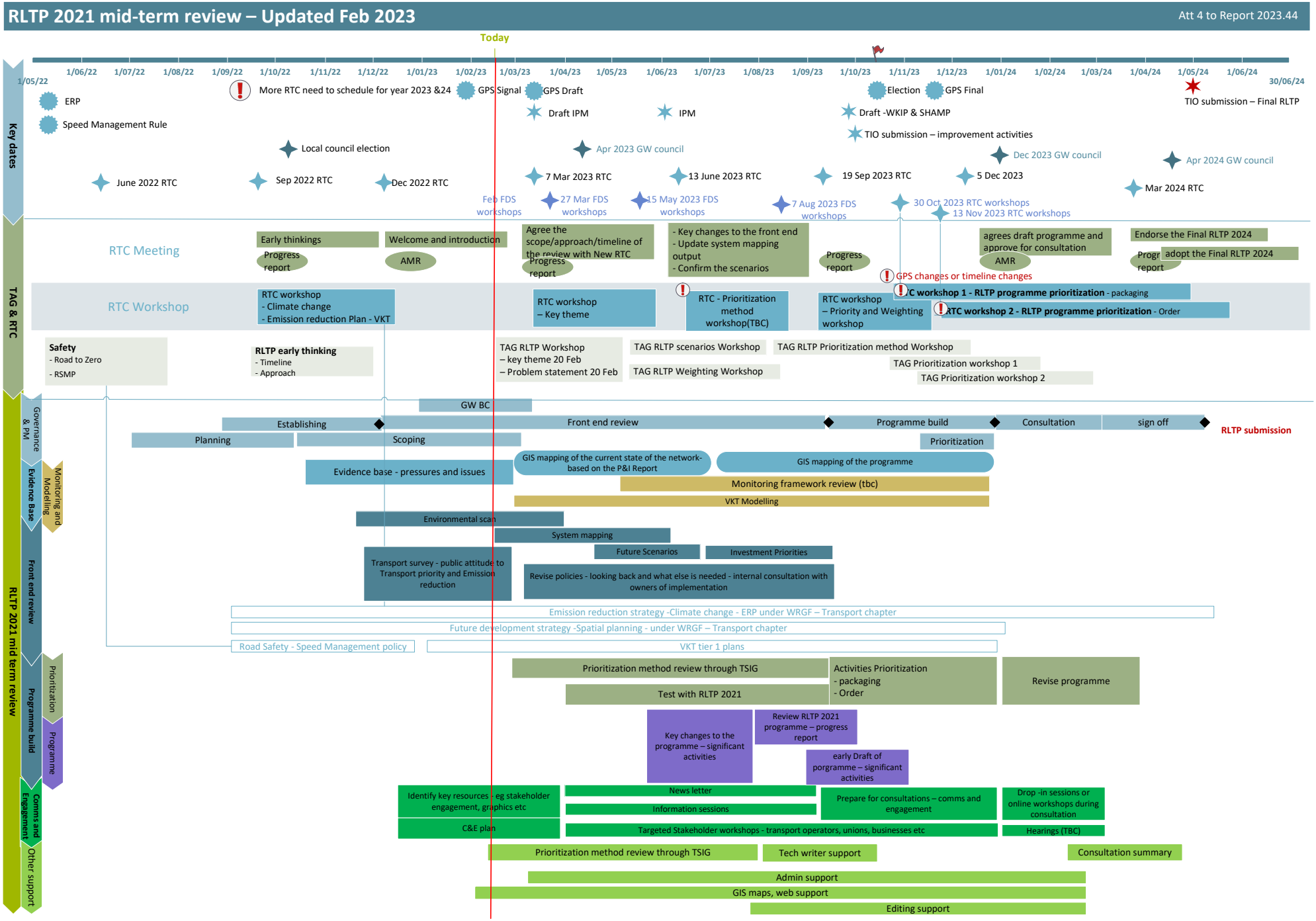
More regular, subsidised inter-city public transport services connecting smaller towns across the region	
Extremely support Total (48%)	**Extremely against Total (2%)**
Lives in Wairarapa (61%) Females (52%) 16-24 year olds (70%) 25-34 year olds (61%)	Males (4%)
Support Total (32%)	**Against Total (2%)**
Lives in Porirua (41%) 55-64 year olds (38%) 65-74 year olds (38%) 75+ year olds (44%)	Males (3%)

Making it more affordable to purchase new/used electric vehicles or low-emission vehicles by reducing taxes or providing subsidies	
Extremely support Total (28%)	**Extremely against Total (11%)**
Females (32%) 35-44 year olds (35%)	Males (16%) 45-54 year olds (14%) Māori (24%)
Support Total (31%)	**Against Total (9%)**
No significant differences	Males (13%)

Electric bike rent-to-own schemes	
Extremely support Total (27%)	**Extremely against Total (8%)**
Lives in Pōneke / Wellington City (32%)	Males (12%) Māori (20%)
Support Total (35%)	**Against Total (7%)**
No significant differences	Males (9%)

Requiring all petrol stations to have rapid charge points for electric vehicles	
Extremely support Total (22%)	**Extremely against Total (8%)**
35-44 year olds (29%)	Males (14%)
Support Total (33%)	**Against Total (8%)**
No significant differences	Lives in Wairarapa (15%) Males (12%) 45-54 year olds (125)

Financial incentives to work from home	
Extremely support Total (19%)	**Extremely against Total (9%)**
25-34 year olds (27%) Māori (34%) Asian (34%)*	Males (12%)
Support Total (25%)	**Against Total (13%)**
No significant differences	No significant differences


RLTP 2021 mid-term review – Updated Feb 2023
Att 4 to Report 2023.44
Today
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30/06/24
Key dates
ERP
Speed Management Rule
More RTC need to schedule for year 2023 &24
GPS Signal
GPS Draft
Draft IPM
IPM
Election
GPS Final
Draft -WKIP & SHAMP
TIO submission – improvement activities
TIO submission – Final RLTP
Local council election
Apr 2023 GW council
Dec 2023 GW council
Apr 2024 GW council
June 2022 RTC
Sep 2022 RTC
Dec 2022 RTC
7 Mar 2023 RTC
13 June 2023 RTC
19 Sep 2023 RTC
5 Dec 2023
Mar 2024 RTC
Feb FDS workshops
27 Mar FDS workshops
15 May 2023 FDS workshops
7 Aug 2023 FDS workshops
30 Oct 2023 RTC workshops
13 Nov 2023 RTC workshops
TAG & RTC
RTC Meeting
Early thinkings
Progress report
Welcome and introduction
AMR
Agree the scope/approach/timeline of the review with New RTC
Progress report
- Key changes to the front end
- Update system mapping output
- Confirm the scenarios
Progress report
agrees draft programme and approve for consultation
AMR
Endorse the Final RLTP 2024
Progr
adopt the Final RLTP 2024
report
GPS changes or timeline changes
RTC Workshop
RTC workshop
- Climate change
- Emission reduction Plan - VKT
RTC workshop
– Key theme
RTC - Prioritization method workshop(TBC)
RTC workshop
– Priority and Weighting workshop
RTC workshop 1 - RLTP programme prioritization - packaging
RTC workshop 2 - RLTP programme prioritization - Order
Safety
- Road to Zero
- RSMP
RLTP early thinking
- Timeline
- Approach
TAG RLTP Workshop
– key theme 20 Feb
– Problem statement 20 Feb
TAG RLTP scenarios Workshop
TAG RLTP Prioritization method Workshop
TAG RLTP Weighting Workshop
TAG Prioritization workshop 1
TAG Prioritization workshop 2
RLTP 2021 mid term review
Governance & PM
GW BC
Establishing
Front end review
Programme build
Consultation
sign off
RLTP submission
Planning
Scoping
Prioritization
Evidence Base
Monitoring and Modelling
Evidence base - pressures and issues
GIS mapping of the current state of the network- based on the P&I Report
GIS mapping of the programme
Monitoring framework review (tbc)
VKT Modelling
Environmental scan
System mapping
Future Scenarios
Investment Priorities
Transport survey - public attitude to Transport priority and Emission reduction
Revise policies - looking back and what else is needed - internal consultation with owners of implementation
Front end review
Emission reduction strategy -Climate change - ERP under WRGF – Transport chapter
Future development strategy -Spatial planning - under WRGF – Transport chapter
Road Safety - Speed Management policy
VKT tier 1 plans
Prioritization
Programme build
Prioritization method review through TSIG
Activities Prioritization
- packaging
- Order
Revise programme
Test with RLTP 2021
Programme
Key changes to the programme – significant activities
Review RLTP 2021 programme – progress report
early Draft of porgramme – significant activities
Comms and Engagement
Identify key resources - eg stakeholder engagement, graphics etc
News letter
Prepare for consultations – comms and engagement
Drop -in sessions or online workshops during consultation
Information sessions
C&E plan
Targeted Stakeholder workshops - transport operators, unions, businesses etc
Hearings (TBC)
Other support
Prioritization method review through TSIG
Tech writer support
Consultation summary
Admin support
GIS maps, web support
Editing support

Regional Transport Committee
7 March 2023
Report 23.27

For Information

PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN PROGRAMME OF ACTIVITIES 2021-24 (JULY TO DECEMBER 2022)

Te take mō te pūrongo
Purpose

1. To update the Regional Transport Committee (the Committee) on the progress, for the period July to December 2022, of the significant and committed activities in the Wellington Regional Land Transport Plan Programme 2021-24.

Te tāhū kōrero
Background

2. The Wellington Regional Land Transport Plan 2021 (RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). It sets out the policy framework for development of the region's transport network over the next 10 to 30 years. The Wellington RLTP Programme 2021-24 contains all the land transport activities proposed to be undertaken in that period, and the regional priority of significant activities[1].

3. The activities in the RLTP are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and 'approved organisations' under the Act. These include the eight territorial authorities, Department of Conservation, KiwiRail and the Greater Wellington Regional Council.

Monitoring Requirements

4. The RLTP requires an annual monitoring report on progress against the regional outcomes and targets. The Technical Advisory Group has also agreed to provide half yearly progress reporting to the Committee on the status of significant projects and other projects of regional interest.

5. The second RLTP 2021 Annual Monitoring Report was presented to the Committee in December 2022 and can be found on the Greater Wellington website.

6. This report provides an update on project progress for the second six-month period of the Wellington RLTP Programme 2021-24, 1 July to 31 December 2022.

[1] Transport projects or programmes with a cost of over $2 million.

7. **Attachments 1 and 2** provide updates on the large new projects included and prioritised in the Wellington RLTP Programme 2021-24 and the committed activities carried over from the Wellington RLTP Programme 2018-21.

Variations to the RLTP

8. No variations have been made to the RLTP 2021 between July and December 2022.

Te tātaritanga
Analysis

Key events

9. Over the six months between July to December 2022, key events included:

Let's Get Wellington Moving

10. Following the June 2022 decision on a preferred programme option for the Transformation Programme (Mass Rapid Transit and State Highway Improvements) the Indicative Business Case was completed, and scoping and set up for the next Detailed Business Case stage commenced. A Corridor Development Framework, including several land use scenarios, was developed as key input for the next stage.

11. Progress continued on consultation and detailed design for the Golden Mile and Thorndon Quay/Hutt Road projects (including Aotea Quay roundabout) ahead of expected construction commencing during 2023.

12. Business case development, consultation, and pre-implementation of the People-Friendly City Streets package (improving streets for people walking, cycling and travelling by bus) was progressed, with early/concept designs for many of the individual projects completed.

13. Funding was approved for the Travel Behaviour Change package, allowing further planning and resourcing for these activities to commence.

14. Delivery of a package of crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds continue within the central city.

Rail

15. In August 2022, Greater Wellington approved the Wellington Rail Programme Business Case (Wellington Rail PBC). The Wellington Rail PBC has been developed to explore and determine how the rail network needs to evolve in order to deliver strategic outcomes being sought both regionally and nationally.

16. Greater Wellington/Horizons continue to seek Budget funding for Lower North Island Rail Integrated Mobility (new rolling stock for the Wairarapa Line and Manawatu Line).

State Highways

17. The Peka Peka to Ōtaki Expressway officially opened 23 December 2022.

18. Construction of Te Ara Tupua Ngā Ūranga – Pito-one has commenced.

Public Transport

19. The new Airport service commenced operation on 1 July 2022. The Airport Service is a targeted express service that provides direct access between Wellington Railway Station and Wellington Airport from 4.50am to 10.30pm, 7 days a week. It is operated by electric vehicles with special features including WiFi, USB chargers and payWave technology.

20. Electronic ticketing system Snapper has been launched on the Wellington rail network, giving all Metlink train customers a contactless, electronic payment option for the first time. Snapper on Rail went live on the Kāpiti line on 12 November 2022 and the Melling, Hutt Valley and Wairarapa trains on 27 November 2022. Paper ticket sales at stations ceased on 31 December, but rail customers without Snapper cards will still be able to pay their fares onboard with cash.

21. Greater Wellington has formally agreed to implement the National Ticketing Solution ticketing system into Greater Wellington's public transport system as soon as it is available. The contract with the preferred ticketing supplier (Cubic) was signed in October 2022 at a launch event in Auckland. The new system will provide a consistent method of payment for public transport across New Zealand as well as create new payment options for passengers – including the ability to pay for journeys by credit card.

22. Transit Oriented Development at Waterloo station, linking in with Riverlink and other Lower Hutt CBD works has moved into phase two - commercial investigations. The Waterloo project was given Complex Development Opportunity status by the Wellington Regional Leadership Committee (May 2022). Greater Wellington continues working with key partners including Kāinga Ora and Hutt City Council on commercial initiation investigations.

23. The Government's half price fares initiative has been extended and now continues until 30 June 2023. The 'Community Connect' concession, which provides a 50 percent discount for Community Services Card holders, will commence on 1 July 2023.

24. Greater Wellington consulted on Future Fare Initiatives; over 1,000 submissions were received. New initiatives will be implemented from 1 April 2023.

Other Events

25. Work on the **resilient port and multi-user ferry terminal access** is now in construction.

26. The Environment Court has granted final resource consents for **RiverLink**. Procurement documents were released on 13 October to select a preferred team of designers and constructors to partner with to deliver RiverLink. The procurement process is scheduled to close on 15 December, with a preferred proponent announced in March 2023.

27. Wellington City Council's Bike Network Plan Programme Business Case was endorsed by Waka Kotahi in August 2022.

Emerging issues and opportunities

28. Increasing costs and uncertainty around funding remain key challenges for the region.

29. Waka Kotahi is working through the requirements of a **National Vehicle Kilometres Travelled (VKT) Reduction Plan**. The Ministry of Transport are also developing 13 sub-

national VKT reduction targets for Tier 1 and 2 urban environments. More information should be available in the first quarter of 2023.

Regional Speed Management Plan 2024-27

30. The Road Controlling Authority speed management plans are progressing well ahead of the mid-year consultation window. The State Highway Speed Management Plan is on track for a June 2023 public consultation.

31. Updates will continue throughout the year, with no further action required by the Committee until the December meeting. At that point we will be looking to submit the Regional Speed Management Plan 2024 to the Director of Land Transport for certification. More detailed advice on the requirements and process will be provided closer to the time.

Ngā tūāoma e whai ake nei
Next steps

32. The fourth six-monthly report on the Wellington RLTP Programme 2021-24, for the period 1 January to 30 June 2023, will be presented to the Committee in the September 2023 meeting.

Ngā āpitihanga
Attachments

Number	Title
1	Update on significant activities in the Wellington RLTP 2021-24
2	Update on committed activities in the Wellington RLTP 2021-24

Ngā kaiwaitohu
Signatories

Writer	Amelia Wilkins – 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 has responsibility to 'review the implementation and delivery of the Wellington Regional Land Transport Plan'.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies This report provides a six-monthly update on the Regional Land Transport Plan 2021.
Internal consultation Engagement occurred for the compilation of the content of **Attachments 1 and 2**; this was undertaken with key staff in Greater Wellington, territorial authorities in the Wellington region, and Waka Kotahi.
Risks and impacts - legal / health and safety etc. There are no risks arising from this report.

Progress Report on Significant Activities in the Wellington RLTP 2021 - 24

Att 1 to Report 23.27

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
Improve long distance rail services	End-of-Life rail signal system replacement	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.	KiwiRail	Public transport infrastructure	Planned - Significant - 1	21-31	91.35	Detailed business case	Green	Amber	Green	Green	Recruitment of key in house personel and technical advisors underway
	Manawatu and Wairarapa line fleet renewal and service increase	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 1	21-28	489.34	Implementation	Green	Green	Green	Green	Increasing engagement with MoT officials, and with Minister of Transport and Minister of Finance.
	Additional network capacity improvements	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).	KiwiRail	Public transport infrastructure	Planned - Significant - 1	21-24	1.00	Indicative business case	Green	Amber	Green	Green	Various consultants engaged to provide technical input and work completed. Final report will be compiled early 2023.
	National ticketing system	The Wellington Region's implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 2	16-23	44.32	Implementation	Green	Green	Green	Green	The Contract between Waka Kotahi and Cubic was signed on 21 October 2022, the NTS project is now in design, with an expected implementation in December 2025. The interim Snapper solution went live in November 2022 and will provide key learnings for our implementation of the NTS, as well a provide our Wellington rail customers with electronic ticketing.
	Additional metro (electrified) rolling stock to meet future capacity requirements	Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 3	21-24	78.45	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case is in the process of being formally submitted, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted. The funding decision of the more urgent Longer Distance Rolling Stock, is also more critical.
	Rail capacity step change (10-minute timetable)	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.	Greater Wellington, KiwiRail	Public Transport Infrastructure	Planned - Significant- 4	21-24	85.42	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023. Final scope will be clarified through project above (Additional Network Capacity Improvements)
Let's Get Wellington Moving early delivery	Let's Get Wellington Moving early delivery – Golden Mile	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 5	21-24	87.68	Pre-implementation	Amber	Amber	Green	Amber	Construction likley to start in late 2023 post-FIFA Womens World Cup
	Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Waka Kotahi	Road to Zero, Walking and cycling	Planned - Significant - 5	19-21	5.21	Implementation	Green	Green	Green	Green	Activity complete
	Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 5	19-23	55.30*	Implementation	Amber	Amber	Green	Amber	Request for additional funding for Aotea Quay only with construction to commence in March. Remainder of activity to seek implementation funding prior to August 23. 'The Connection' has has begun
Let's Get Wellington Moving	Let's Get Wellington Moving managing travel demand	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes and investigating changes to parking charges.	Waka Kotahi	State highway improvements Walking & cycling	Planned - Significant - 6	21-26	37.14	Detailed business case	Amber	Green	Green	Green	Implementation funding for remainder of 21-24 NLTF now confirmed
	Let's Get Wellington Moving mass rapid transit	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 6	19-35	630.21	Detailed business case	Amber	Red	Amber	Green	Detailed business case work has started
	Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.	Waka Kotahi	Walking and cycling, Public transport infrastructure	Planned - Significant - 6	19-30	246.73	Single-stage business case	Amber	Amber	Green	Green	
	Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.	Waka Kotahi	State highway improvements	Planned - Significant - 6	21-31	376.89	Detailed business case	Amber	Red	Amber	Green	Detailed business case work has started
	Resilient port and multi-user ferry terminal access	Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.	Waka Kotahi	State highway improvements	Planned - Significant - 7	21-26	160.00	Indicative business case	Green	Red	Green	Green	This project is now in construction
	Road to Zero LCLR speed management	Reductions of speed limits to a safe and appropriate speed.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-31	2.83	Business case	Amber	Amber	Green	Green	

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
Wellington State Highway Road to Zero Programme	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-31	5.19	Business case	Green	Green	Green	Green	
	SH2 Remutaka	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-23	28.36	Implementation	Green	Green	Green	Green	
	SH2 Hutt Valley	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-30	16.16	Implementation	Amber	Amber	Green	Green	1 Intervention complete - Cornish 1 Intervention in Implementation - Whakatiki to Fegusson Median Barrier Other interventions in Pre-Implementation
	SH2 Masterton to Carterton corridor improvements, Norfolk Road and Ngaumatawa Road	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations. A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection. A Urban roundabout standard safety intervention at the SH2 and Ngaumutawa Road intersection.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-23	26.15	Implementation	Green	Green	Green	Green	
Eastern Porirua Regeration	Eastern Porirua Regeneration project	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Porirua City Council	Local roads improvements, Walking and cycling	Planned - Significant - 9	21-31	69.92	Programme business case	Amber	Amber	Green	Green	Programme business case being led by Kainga Ora is currently underway. KO organising public consultation early 2023. Completion of the PBC will be dependent on consultaiton timeline.
	Porirua bus hub improvements	Improvements to address health and safety, security concerns and accessibility challenges.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 9	21-24	5.77	Implementation	Amber	Amber	Amber	Green	Funding of $5 million received through transport choices. Pre-implementation planning underway. This will include contractor engagement and detailed design. The delivery timeframe to meet the requirement of the transport choices funding requires the project to be complete by June 2024.
	SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.	Waka Kotahi	State highway improvements	Planned - Significant - 9	23-27	31.00	Single-stage business case	Green	Green	Green	Green	Now being considered as part of 2024-27 SHIP
	New charging and layover areas for electric vehicle fleet	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 10	23-24	4.31	Single-stage business case	Red	Red	Amber	Amber	The POE is complete. We now have to identify the land and a memo has been drafted to go to SLT. The land issue is at risk of delaying the project. No progress has been made since last report
	RiverLink improvements	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Hutt City Council	Walking and cycling, Local roads improvements	Planned - Significant - 11	21-30	47.09	Single-stage business case	Green	Green	Green	Green	Planning for Bellway connection to CBD and RiverLink connections underway. Optimisation business case about to start.
	Access Kenepuru	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Porirua City Council	Local roads improvements, Walking and cycling	Planned - Significant - 12	21-24	25.61	Implementation	Amber	Amber	Amber	Red	Project facing cost escalation, including property costs, Stage 3 has been brought forward based on additional Infrastructure Accelerated Funding. CSA being developed with WK to request approval for implementation funding and review of overall costs.
	Paraparaumu Town Centre Connections – single-stage business case and east-west link	Paraparaumu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparaumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.	Kāpiti Coast District Council	Local roads improvements	Planned - Significant - 13	21-24	24.88	Single-stage business case	Amber	Amber	Amber	Amber	Funding approved by Waka Kotahi is $500,000 for business case only. Pre implementation and implementation funding is identified as probable. Some minor delays as the property has recently been sold. Geotech studies and wetland identification studies have commenced and SSBC is currently being drafted.

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – accessibility improvements	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.	Kāpiti Coast District Council	Local roads improvements	Planned - Significant - 13	22-25	5.92	Single-stage business case	Green	Amber	Green	Green	PS (Transport Hub) construction, this project is not subsidised. Construction has commenced.
	Real-time information systems replacement	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 14	21-30	24.13	Implementation	Green	Green	Green	Green	After RFP release and moderation, 3 vendors were shortlisted. A comprehensive demonstration and presentation from each of the 3 vendors were given, resulting in the down selection of 1 preferred candidate. Candidates are still to be notified of the outcome this week and contract negotiations are to begin starting 1st Feb with contract start aimed at 1st Apr.
	Cross Valley Connections	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.	Hutt City Council	Local roads improvements	Planned - Significant - 15	21-31	27.70	Single-stage business case	Green	Green	Green	Green	Phase 1 design for active mode improvements due to start in May. Phase 1 items have been reprioritised including The Esplanade Optimisation, Woburn and Hutt Rd to CBD Connection, Bus Priority, and Train Station accessibility. We will be looking to bring forward design of the Gracefield Interchange and new link road into the next RLTP
Wellington Region Resilience Programme	SH1 and SH2 improved regional east-west access	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Gronada) and SH2 Petone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.	Waka Kotahi	State highway improvements	Planned - Significant - 16	21-34	54.00	Indicative business case	Red	Red	Red	Amber	This PBC is yet to start. Given the change in strategic context, with the Emissions Reduction Plan and other national policy, Waka Kotahi is planning work to look at the strategic case only, then will reassess next steps.
	Chaytor Street retaining walls earthquake strengthening	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Wellington City Council	Local road improvements	Planned - Significant - 16	21-22	7.00	Implementation	Red	Red	Green	Red	NLTP Unfunded
	Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.	Wellington City Council	Local road improvements	Planned - Significant - 16	21-24	5.25	Implementation	Red	Red	Green	Red	NLTP Unfunded
	Eastern Hutt Road retaining wall strengthening project	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.	Hutt City Council	Local roads improvements	Planned - Significant -16	21-23	5.00	Single-stage business case	Red	Red	Red	Red	This wasn't funded by Waka Kotahi. Hutt City will be progressing with a business case for the whole Eastern Hutt Rd corridor given its criticality. Funding will be sought in the next RLTP
	SH1 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.	Waka Kotahi	State highway improvements	Planned - Significant - 16	22-24	21.58	Detailed business case	Red	Red	Green	Red	Now being considered as part of 2024-27 SHIP
	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	Waka Kotahi	State highway improvements	Planned - Significant - 16	22-23	25.21	Detailed business case	Red	Red	Green	Red	Now being considered as part of 2024-27 SHIP
	Matakōna Road improvements resilience project	Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.	Masterton District Council	Local roads improvements	Planned - Significant - 16	21-24	10.20	Single-stage business case	Green	Amber	Green	Amber	Hybrid option proposed in the SSBC has been endorsed by Council, work on PBC currently underway. Further funding sought for implementation of hybrid options
Electric vehicle bus fleet 1	Electric vehicle bus fleet 1 - Electric vehicle growth buses	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 17	21-24	31.47	Single-stage business case	Amber	Red	Amber	Green	Delayed implementation due to COVID impact on patronage, reduce the need for growth buses. Nine of the Transit growth buses will be delivered by June 2023. Sixteen NZ Bus growth buses will be delayed until early 2025. These could be articulated buses but a final decision is yet to be made. The Mana growth bus will be delivered in the next FY.
	Waterloo Station - end-of-life replacement	Replace ageing and unsafe building infrastructure at Waterloo Station	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 18	23-27	15.25	Detailed business case	Green	Green	Green	Green	High level concept Waterloo Precinct study has been undertaken to gain political support. Further studies / investigations to commence in 2022/23 in preparation for a business case to be prepared.

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
	Level crossing safety upgrades	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Greater Wellington	Public transport infrastructure, Local roads improvements	Planned - Significant - 19	21-24	51.39	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023. WMUP 7 Network Capacity Study is currently underway, and will provide key option analysis for this Indicative Business Case. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted, and until WMUP 7 is largely completed
	East corridor – Evans Bay stage 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Wellington City Council	Walking and cycling	Planned - Significant - 20	21-23	5.00	DBC / Pre-implementation	Green	Green	Green	Green	Pre-implementation funding approved
	Tupou Horo Nuku Eastern Bays shared path	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.	Hutt City Council	Walking and cycling	Planned - Significant -21	21-27	14.50	Implementation	Amber	Green	Amber	Red	First two bays (of 6) have been redesigned. Construction started in October 2022. Cost increase due to redesign, and increased labour and materials costs due to covid.Additional funding will be sought.
	Speed management programme (Wellington City)	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Wellington City Council	Road to Zero	Planned - Significant - 22	22-24	8.00	Single-stage business case	Green	Green	Green	Green	Dependent on new Rule and NLTF approval.
	Rail infrastructure resilience upgrades	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	Greater Wellington	Public transport infrastructure	Planned - Significant - 23	21-24	45.39	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023. WMUP 7 Network Capacity Study is progressing with expectation to be completed in early 2023. This will provide key option analysis for this Indicative Business Case. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted, and until WMUP 7 is largely completed
	Newtown – Behampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Wellington City Council	Walking and cycling improvements	Planned - Significant - 24	21-27	24.80	Implementation	Green	Green	Green	Green	WCC has had Streets for People funding approved for a transitional project. The final project will be a LGWM responsibility.
	Porirua CBD to Titahi Bay shared path	Construct a shared cycling and pedestrian pathway, improve coastal resilience improvements, and restore more natural harbour margin, enhancing landscape, natural character and ecological values along Titahi Bay Road.	Porirua City Council	Walking and cycling	Planned - Significant - 25	21-23	16.40	Implementation	Red	Red	Green	Red	Historical land ownership issues have been identified on Titahi Bay Road. This has required a change to the consenting strategy, with resource consent for coastal resilience improvements to be sought with resource consent for the shared pathway to be sought once the matter of land ownership is resolved. Pre-implementation is delayed and will now be completed by end of 2023/24 with implementation now scheduled within the NLTP 2024-27 funding period. The total estimated cost is now $16.4m.
	Tawa to Johnsonville Connection cycleway	Create protected bike lanes on regionally significant routes.	Wellington City Council	Walking and cycling	Planned - Significant - 26	23-24	12.36	Single-stage business case	Green	Green	Green	Green	NLTP funding for business case approved. WCC will comence business case development early 2023
	Fergusson Drive arterial link improvements	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Upper Hutt City Council	Local road improvements	Planned - Significant - 27	21-29	11.47	Single-stage business case	Green	Green	Green	Green	Probable funding for single-stage business case.
	Wellington Regional Hospital travel demand management initiative	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Greater Wellington	Public transport services	Planned - Significant - 28	21-30	5.44	Implementation	Green	Amber	Green	Green	Te Whatu Ora (formerly CCDHB) staff travel survey is open in December 2022 and January 2023. The survey will evaluate the carpool trial, assist with planning for public transport enhancements with Metlink, and identify staff who are interested in personal journey planning. Procurement of a carpool/rideshare solution has been delayed due to resourcing (both at GW and Te Whatu Ora) with the aim to go to market in March 2023.
	SH1 Ngauranga Gorge improvements (walking and cycling)	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.	Waka Kotahi	Walking and cycling	Planned - Significant - 29	21-22	4.23	Single-stage business case	Green	Green	Green	Green	Now part of the LGWM programme (City Streets)
	Cycling micro-mobility	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the bellway cycleway.	Hutt City Council	Walking and cycling	Planned - Significant - 30	21-26	15.35	Single-stage business case	Green	Green	Green	Green	Majority of the designs are ready for the plan cycleways in 2021-24, consultation is underway. RFT for construction to be released this month. Future program 2024-2030 to be revised and included in RLTP & NLTP.
	Totara Park Road and SH2 intersection capacity increase	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.	Upper Hutt City Council	Local road improvements	Planned - Significant - 31	21-22	2.42	Implementation	Red	Red	Red	Red	NLTP Unfunded

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
	SH1 Tawa through CBD – Interim optimisation measures	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let's Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.	Waka Kotahi	State highway improvements	Planned - Significant - 32	21-25	34.22	Pre-implementation	Green	Green	Green	Green	Now being considered as part of 2024-27 SHIP
	Silverstream pipe bridge	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.	Hutt City Council	Walking and cycling	Planned - Significant - 33	22-23	11.00	Implementation	Red	Amber	Amber	Red	No funding from Waka Kotahi. Pre-construction of the pipeline bridge has commenced without a shared path.
Electric vehicle bus fleet 2	Electric vehicle bus fleet 2 - Electric vehicle conversion of double-decker diesel buses	Convert seven of Tranzit's large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	Greater Wellington	Public transport infrastructure	Planned - Significant - 34	21-24	2.88	Single-stage business case	Red	Red	Red	Red	Original POE BC was not approved. A single Double Decker (DD) bus was successfully converted. Based on the success of this conversion & now that the costs are known, considering expanding the scope of the project to include the conversion of all transferring diesel DD buses. A new BC will be drafted.
	Accelerated rollout of street lighting LEDs and CMS	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.	Wellington City Council	Local road improvements	Planned - Significant - 35	21-31	3.72	Implementation	Amber	Amber	Green	Amber	NLTP Unfunded - Fully Council funded. Slow progress due to resource and rates increase
	Wellington city council cycleway	Long - term permanet solutions to implement the Wellington Cycling Master Plan.	Wellington City Council	Walking and cycling	Planned - Significant - 36	21-23	65.57	Implementation	Green	Green	Green	Green	Bike Network Plan approved by Committee 10 March 2022. Programme Business Case endorsed by Waka Kotahi in August 2022.
	Accelerated cycleway programme	Deliver low cost, tactical solutions across the strategic cycling network.	Wellington City Council	Walking and cycling	Planned - Significant - 37	21-23	24.31	Implementation	Green	Green	Green	Green	Newtown and Botanic Garden being built, with completion by March 2023. Aro Valley and Ngaio traffic resolutions approved, construction start late March 2023.
	Smarter connections	Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	Greater Wellington	Public transport infrastructure	Planned - Significant - 38	23-24	6.10	Single-stage business case	Green	Green	Green	Green	Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023. However, Point of Entry and then Single Stage Business Case can progress.
	Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Wellington City Council	Local road improvements	Planned - Significant - 39	21-23	6.90	Single-stage business case	Red	Red	Red	Red	NLTP Unfunded
	Legacy Property Acquisition - Wellington	This activity is about the ongoing property acquisition by Waka Kotahi to ensure it meets its statutory and legal obligations for property by gazetting areas properly on the network. It is also ensuring property activity is appropriately managed and delivered throughout its tenure as a Waka Kotahi asset. Waka Kotahi is now looking to be actively responsive in this space, previously this has been funded retrospectively.	Waka Kotahi	State highway improvements	Planned - Significant - 40	21-24	6.30	Implementation	Green	Green	Green	Green	Included by way of variation 7 Sept 2021.

Health Indicator Definition Green Amber Red	Green	Amber	Red
Overall Project Status The project overall status is determined by a top down assessment and a combinations of the 3 individual health indicators.	Successful delivery appears probable or highly likely. There are no major outstanding risks or issues that at this stage appear to significantly threaten delivery.	Successful delivery appears feasible but major risks or issues are apparent in a number of key areas requiring management attention. These appear resolvable at this stage and, if addressed promptly, should not present a cost/schedule overrun or loss/delay of benefits.	Successful delivery of the project is in doubt, and changes are required to ensure successful completion. There are major issues which do not appear to be manageable or resolvable without significant changes being made.
Time Work and schedule planned and tracked.	Current phase will be completed as the baseline schedule completion date OR Overall project will be completed as the baseline schedule completion date.	Current phase will be completed between 5% and 10% after the baseline schedule completion date **OR** Overall project will be completed between 5% and 10% after the baseline schedule completion date. (Note: 5-10% is equivalent to around a 1 month time overrun, on a 1 year project)	Current phase will be completed in excess of 10% after the baseline schedule completion date **OR** Overall project will be completed in excess of 10% after the baseline schedule completion date.
Scope Project deliverables are planned and tracked.	Scope will be delivered as agreed in the Business Case (including any approved Change Requests). Note: for projects BC is under development or to be developed, the scope rate as Green.	Scope change(s) may be required, but they do not change the overall outcomes of the project. However, these changes may put the delivery date at risk.	Significant scope change(s) may be required that change the overall outcomes of the project. These changes mean: the projects scope and benefits need to be re-examined OR the project will not meet approved delivery date (scope creep).
Cost Financials are planned and tracked.	Current phase forecast is on or below approved allocation OR Overall project cost forecast is on or below official project estimate.	Current phase forecast is no greater than 5% above approved allocation OR Overall project cost forecast is no greater than 5% above official project estimate.	Current phase forecast is greater than 5% above approved allocation; OR Overall project cost forecast is greater than 5% above official project estimate.

Progress Report on Committed Activities in the Wellington RLTP 2021 - 24

Att 2 to Report 23.27

Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
Matangi 1 trains and rail upgrades - debt servicing ($23m)	The Crown's commitment to fund the debt servicing costs on $23 million of residual costs for the Matangi Trains project and the Wellington Area Rail Upgrade projects. This project now also includes an extension to the approval for an additional capital cost of $11.22 million, which is the cost of upgrading the 48 two-car Matangi units to essentially the same standard as the newer Matangi-2 units. This was approved by the NZ Transport Agency on 13 June 2013.	Greater Wellington	Public transport infrastructure	Committed	21-32	20.12	Implementation	Green	Green	Green	Green	
Matangi 2 trains - debt servicing	Procurement of 35 additional Matangi units from Hyundai Rotem.	Greater Wellington	Public transport infrastructure	Committed	21-40	86.71	Implementation	Green	Green	Green	Green	
Longer distance-rolling stock and service improvement	Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawatū lines with a fleet of 15 four-car units, with supporting improvements to maintenance facilities, stations and network infrastructure.	Greater Wellington	Public transport infrastructure	Committed	20-28	4.25	Detailed business case	Green	Green	Green	Green	Increasing engagement with MoT officials, and with Minister of Transport and Minister of Finance.
Unlocking capacity and improving resilience infrastructure	Infrastructure network capacity improvements on the Wellington metro railway network (over the next four years) to remove key network constraints and to improve peak service frequency and capacity and provide a higher quality passenger rail service.	Greater Wellington	Public transport infrastructure	Committed	18-23	69.40	Implementation	Green	Green	Green	Amber	Cost increases are placing pressure on this project. We are now managing the rail infrastructure projects as a programme of work and are looking at cost and scope options across the programme.
Wellington metro rail track infrastructure -catch-up renewal	A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.	Greater Wellington	Public transport infrastructure	Committed	18-24	147.18	Implementation	Green	Green	Green	Amber	Cost increases are placing pressure on this project. We are now managing the rail infrastructure projects as a programme of work and are looking at cost and scope options across the programme.
Transport analytics (across the Wellington Region) - Model build - Greater Wellington share	The regional strategic transport model is over 15 years old. Normally, transport models of this size are updated every 5–10 years. Updating the model will ensure behavioural assumptions are up-to-date, improve confidence in the modelling system and provide more efficient information to decision makers.	Greater Wellington	Investment management (incl. Tr	Committed	19-26	1.00	Implementation	Green	Green	Green	Green	
Hutt City Cycling & Micromobility Connectivity Assessment	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Hutt City Council	Walking and cycling	Committed	19-21	0.37	Single-Stage Business Case	Green	Green	Green	Green	Completed and endorsed by Waka Kotahi for funding.
NZ Upgrade Programme SH2 Melling - RiverLink	Transport improvements at Melling will provide for a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley. The Melling Transport Improvements are part of RiverLink - a partnership between Hutt City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency working together with our Mana Whenua partners – Ngati Toa Rangatira and Taranaki Whanui ki te Upoko o te Ika - to deliver three separate but interdependent projects: Flood protection, the Making Places Urban Development Plan, and Melling Transport Improvements.	Waka Kotahi	External Funding	Committed	20-26	394.00	Implementation	Green	Green	Green	Amber	Former Melling intersection optimization improvements have been incorporated into the Riverlink Project. Riverlink is currently in design / construction procurement processes. Preferred alliance tender proponent is expected to be decided in March 2023 Implementation is expected to begin from late 2023. Total phase cost of $349M, which is the State Highway and NZUP contribution to the Riverlink Project.
NZ Upgrade programme SH58 safety improvements – Stage 2	Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradey Road in Pauatahanui. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	Waka Kotahi	External Funding	Committed	20-23	340.00	Implementation	Amber	Red	Green	Green	Project description is incorrect. The SH58 Safety Improvements are being staged as follows: Stage 1 SH2 to Mount Cecil Road (completed); Stage 2A Mount Cecil Raod to Moonshine Road (under construction); Stage 2B Moonshine Road to TG (consenting). Stage 2B NoR lodged in late 2022, and is expected to be notified in early 2023. Implementation of Stage 2B is expected in early 2024. Total phase cost of $340M
Weigh Right Mackays Crossing	Replacement weigh station for Plimmerton.	Waka Kotahi	State highway improvements	Committed	17-23	1.54	Implementation	Red	Red	Green	Green	
Wellington RoNS (5) – Transmission Gully	A new expressway between Mackays Crossing and Linden	Waka Kotahi	State highway improvements	Committed	09-21	902.63	Post-construction	Green	Green	Green	Green	Now in post construction phase

Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) ($m)	Current stage	Overall	Time	Scope	Cost	Note
Wellington RoNS (6) – SH1 Mackays to Peka Peka Expressway	Design and construction of a new 18-km four-lane SH1 built to expressway standards between Poplar Avenue and Peka Peka Road, including rehabilitation of the existing SH1 through to Mackays Crossing for safety and efficiency purposes.	Waka Kotahi	State highway improvements	Committed	10-21	17.21	Post-construction	Amber	Amber	Green	Green	The old state highway between Mackays Crossing and Peka Peka is currently being revoked. The process of revocation removes the status of state highway and its management under the NZ Transport Agency, transferring it to the Kāpiti Coast District Council as a local road.
Wellington RoNS (7) – SH1 Peka Peka to Ōtaki Expressway	Revocation of the old SH1 from Peka Peka to Ōtaki. This activity is the development of this section of the Wellington RoNS.	Waka Kotahi	State highway improvements	Committed	15-26	124.00	Construction	Green	Green	Green	Green	Now operational
Te Ara Tupua Ngā Ūranga – Pito-one	Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Waka Kotahi	Walking & cycling, State highway improvements	Committed	20-23	289.00	Implementation	Green	Green	Green	Green	Now in construction
Wellington cycle network – Evans Bay Stg1 (Eastern package)	Package of cycling improvements associated with the eastern suburbs UCP package.	Wellington City Council	Walking and cycling	Committed	18-21	2.25	Implementation	Amber	Amber	Green	Amber	*RLTP completion date 2023
Emergency worksJuly/August 2017	Slips clearance, scaling, geotechnical investigation, engineering consultancy, barrier placements and design and build of solutions to mitigate risk at two significant slip sites on Ngaio Gorge Road.	Wellington City Council	Local road maintenance	Committed	17-22	7.79	Construction	Amber	Green	Green	Red	Completion expected by April 2023. Expected cost $12 million. The increase was partley due to the impact of the August rain.

Health Indicator Definition Green Amber Red	Green	Amber	Red
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