



If calling, please ask for Democratic Services

Council

Tuesday 30 July 2024, 9.30am

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

Quorum: *Seven Councillors*

Members

Councillors

Daran Ponter (Chair)

Adrienne Staples (Deputy Chair)

David Bassett

Ros Connelly

Quentin Duthie

Penny Gaylor

Chris Kirk-Burnnand

Ken Laban

David Lee

Thomas Nash

Hikitia Ropata

Yadana Saw

Simon Woolf

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

Council

Tuesday 30 July 2024, 9.30am

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

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		

Strategy/Policy/Major Issues

4.	Approval of the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review	24.380	3
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Council
30 July 2024
Report 24.380



For Decision

APPROVAL OF THE WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021: 2024 MID-TERM REVIEW

Te take mō te pūrongo

Purpose

1. To present to Council the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review for approval.

He tūtohu

Recommendations

That Council:

- 1 **Approves** the Wellington Regional Land Transport Plan (RLTP) 2021: 2024 Mid-Term Review, as set out in [Attachment 1](#).
- 2 **Agrees** to the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review being forwarded to New Zealand Transport Agency Waka Kotahi (NZTA).
- 3 **Delegates** to the Chief Executive authority to approve any minor editorial amendments to the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review prior to it being published.

Consideration by Committee

2. Approval of the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review was recommended to Council by the Regional Transport Committee at its meeting on 23 July 2024 (Approval of the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review – Report 24:278).

Te tāhū kōrero

Background

3. The Land Transport Management Act 2003 (LTMA) requires development of a Regional Land Transport Plan (RLTP) every six years, with a review after three years. The Regional Transport Committee (the Committee) must prepare and consult on the RLTP.
4. The 2024 Mid-Term Review is an addendum to the RLTP 2021, rather than a replacement document.

5. The Council has responsibility for approving the RLTP and forwarding it to the New Zealand Transport Agency Waka Kotahi (NZTA). The Wellington RLTP 2021: 2024 Mid-Term Review (2024 Mid-Term Review) must be submitted to NZTA by 1 August 2024.
6. This submission date is later than usual, to reflect the delayed release of the 2024 Draft Government Policy Statement – Land Transport, with which Regional Land Transport Plans are required to be consistent. An assessment of this consistency check is set out on page 10 of the 2024 Mid-Term Review document.
7. The 2024 Mid-Term Review includes a programme of activities, which sets out all the land transport activities proposed in the Wellington Region in the next six years, including significant activities in priority order and a 10-year financial forecast.
8. The existing strategic case for investment laid out in the RLTP 2021 has been reviewed and found to still be appropriate. This includes objectives, policies, and measures as required under the LTMA.
9. This strategic case and the programme of activities together form the Wellington Region’s bid for funding assistance from the National Land Transport Fund (NLTF). NZTA must take the 2024 Mid-Term Review into account when preparing its National Land Transport Programme (NLTP).
10. The 2024 Mid-Term Review was developed collaboratively with a technical advisory group comprising officers from all Wellington Region territorial authorities, Greater Wellington, NZTA and KiwiRail.
11. The Committee approved the draft 2024 Mid-Term Review for consultation on 16 May 2024 (Draft Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review for Consultation – Report 24.214). Consultation was conducted for one calendar month from 24 May to 24 June 2024.
12. The Regional Land Transport Plan 2021 Mid-Term Review Hearing Subcommittee (the Subcommittee) met to consider all 580 submissions received on the draft 2024 Mid-Term Review on 9 and 10 July 2024. The Subcommittee reported back to the Committee on 23 July 2024 (Report of the Regional Land Transport Plan 2021: 2024 Mid-Term Review hearing subcommittee – Report 24.377), recommending minor changes to the draft Mid-Term Review 2024.
13. At the same meeting, the Committee resolved to recommend the final Mid-Term Review 2024 document for approval (Approval of the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review Hearing Subcommittee – Report 24.378).

Te tātaritanga Analysis

Process for approval of the Regional Land Transport Plan 2021: 2024 Mid-Term Review

14. Under section 18B of the LTMA, after preparing a Regional Land Transport Plan or Mid-Term Review, the Committee must lodge the plan with the Council. Section 18B (3) specifies that Council may either: approve the RLTP without modification;

or refer the RLTP back to the Committee with a request to reconsider aspects of the RLTP.

15. Should Council decide to refer the 2024 Mid-Term Review back to the Committee for reconsideration, the only practicable option to meet the 1 August 2024 deadline would be to forward to NZTA the unapproved RLTP with a statement of reasons why it is not approved. This is provided for by section 18(6)(b) of the LTMA. This may present an increased risk to securing NLTF funding.

Ngā hua ahumoni Financial implications

16. There are no financial implications from the matters for decision. Funding to implement the Regional Land Transport Plan 2021: 2024 Mid-Term Review will be considered by each of the plan's partners and in the development of the NLTP 2024-2027.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

17. Sections 18G and 18H of the LTMA outline requirements for approved organisations to consult with Māori and seek Māori contribution to decision making.
18. Various ways have been used to reach out to Greater Wellington's mana whenua partners over the past two years. Themes from these interactions and other previous feedback were used during the strategic review of RLTP 2021. These themes included:
 - a a transport network that respects te taiao;
 - b enhanced connections to employment centres and communities;
 - c concern regarding poor road conditions, particularly in the Wairarapa, and the associated safety risks; and
 - d considering future strategic routes which can take freight and high-volume traffic away from local areas where tamariki are playing.
19. Authorised Organisations have their own relationships with mana whenua groups. Engagement with mana whenua partners takes place during both LTP and as part of the development of individual projects, for transport activities submitted to the RLTP.
20. Officers are continuing to work with Te Hunga Whiriwhiri to develop a co-design process with mana whenua partners for the full RLTP 2027 development.

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

21. In March 2024, the Regional Transport Committee approved the Wellington Transport Emissions Reduction Pathway (WTERP), which sets out the pathway that

will help our region achieve the transport emissions reduction target set in the Government's Emissions Reduction Plan.

22. NZTA has released the latest version of the Climate Assessment of Transport Investments (CATI) tool. This high-level tool was developed to inform local and regional government, and NZTA discussions of the emissions potential of proposed transport activities. The tool uses the activity class, work category, and proposed spend for each activity (based on the data for transport activities submitted into NZTA's Transport Investments Online [TIO] portal). The CATI tool is particularly useful to guide thinking at the early stage of activity development.
23. Based on activity class and work category, each activity is assigned a CATI rating on a scale from -3 (potential to produce high emissions) to +3 (potential to reduce emissions). Regional councils nationwide have been encouraged to use this tool to assess their proposed transport portfolios for the RLTP 2024-27 programme, and the expectation is that NZTA will also assess submitted programmes with the CATI tool as part of their NLTP discussions.
24. Based on the information submitted in TIO from Wellington region Authorised Organisations, Greater Wellington has conducted a preliminary assessment of the draft RLTP 2024-27 programme with the CATI tool (for all activities). The overall weighted CATI score for the draft RLTP 2024-27 programme (including low cost, low risk and maintenance, operations, and renewals activities) is 0.58, a result that shows the overall programme has the potential to reduce emissions.
25. While CATI provides a high-level result to inform early thinking around the emissions potential of transport activities, more in-depth work continues in the Wellington region to understand how regional transport activities influence emissions reduction and vehicle kilometres travelled reduction targets.

Ngā tikanga whakatau

Decision-making process

26. The matters requiring decision in this report were considered by staff against the decision-making requirements of Part 6 of the Local Government Act 2002.
27. The process for deciding this matter is prescribed explicitly by sections 13, 18, and 18B of the LTMA. These sections provide that every six years, Greater Wellington Regional Council must ensure that the Committee prepares, on the Council's behalf, a RLTP. The Committee must consult in accordance with the consultation principles in section 82 of the Local Government Act 2002 (LGA).

Te hiranga

Significance

28. Staff considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. The proposed adoption of the RLTP 2021: 2024 Mid-Term Review is a decision of high significance, as inclusion of activities in the Wellington RLTP 2021: 2024 mid-term review is a statutory

requirement for transport activities to be considered for inclusion in the NLTP 2024-27 and receive funding from the NLTF.

**Te whakatūtakitaki
Engagement**

- 29. To promote the consultation, a successful digital-forward campaign was run by Greater Wellington with specific focus on achieving a demographic representation across our region. This was supported by flyers, bus-stop advertising and face-to-face engagements with community groups.
- 30. Promotion centred on engagement with the RLTP have-your-say consultation page which directed the public to two story-maps, the consultation document and the survey itself.
- 31. Officers saw good representation across a range of ages and genders. There was a higher number of participants from Wellington City (55%). The remainder of submissions were distributed across the Region. Officers adjusted the approach throughout the campaign to focus on groups that were underrepresented in the submissions.
- 32. A final communication will be sent to submitters and interested parties after the Council meeting on 30 July 2024, thanking them again for their input, outlining the changes made as a result of consultation, and directing them to the final RLTP 2021: 2024 Mid-Term Review.

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

- 33. On approval, the 2024 Mid-Term Review will be forwarded to NZTA, along with other statutory recipients. The 2024 Mid-Term Review will be published on the Greater Wellington website. Communication will be sent to submitters and interested parties after today’s Council meeting outlining the decisions made and directing them to where they can access a copy of the final Wellington RLTP 2021: 2024 Mid-Term Review.
- 34. We expect to receive notice from NZTA regarding the National Land Transport Programme in early September 2024.

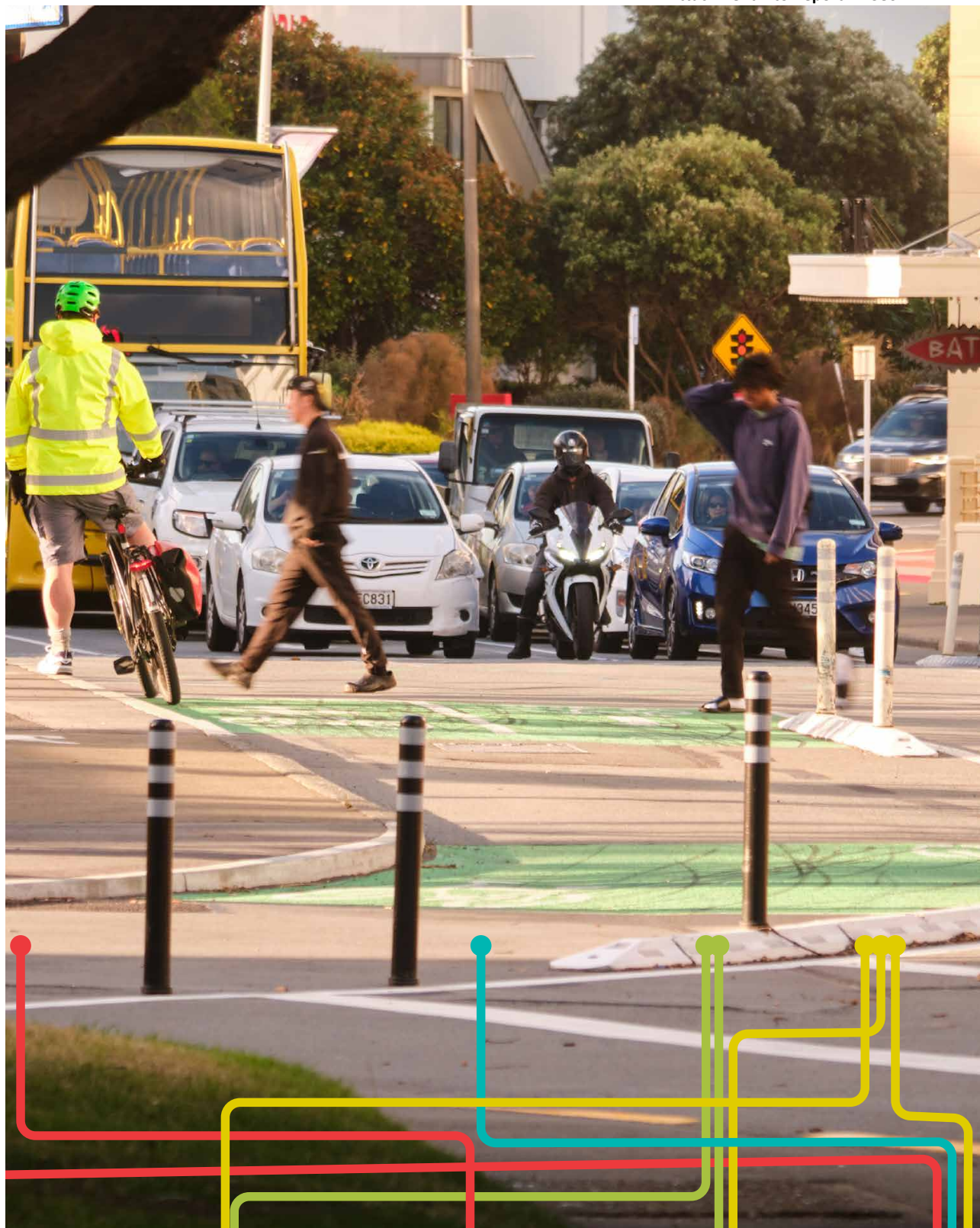
**Ngā āpitihanga
Attachments**

Number	Title
1	Wellington Regional Land Transport 2021: 2024 Mid-Term Review

**Ngā kaiwaitohu
Signatories**

Writers	Shan Lu – Principal Strategic Advisor, Regional Transport Emma Hope – Senior Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager, Strategy

<p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>Preparation of the RLTP is a function of the Committee under section 106 of the LTMA.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The Wellington RLTP 2021 is a key regional strategy.</p>
<p><i>Internal consultation</i></p> <p>The consultation was developed and delivered with the internal Greater Wellington’s Communications and Engagement team.</p> <p>The development of the Wellington RLTP 2021:2024 Mid-Term Review, as well as the consultation was developed in collaboration with the Technical Advisory Group for RTC, including officers from the relevant organisations across the region.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no identified risks relating to the content or recommendations of this report.</p>



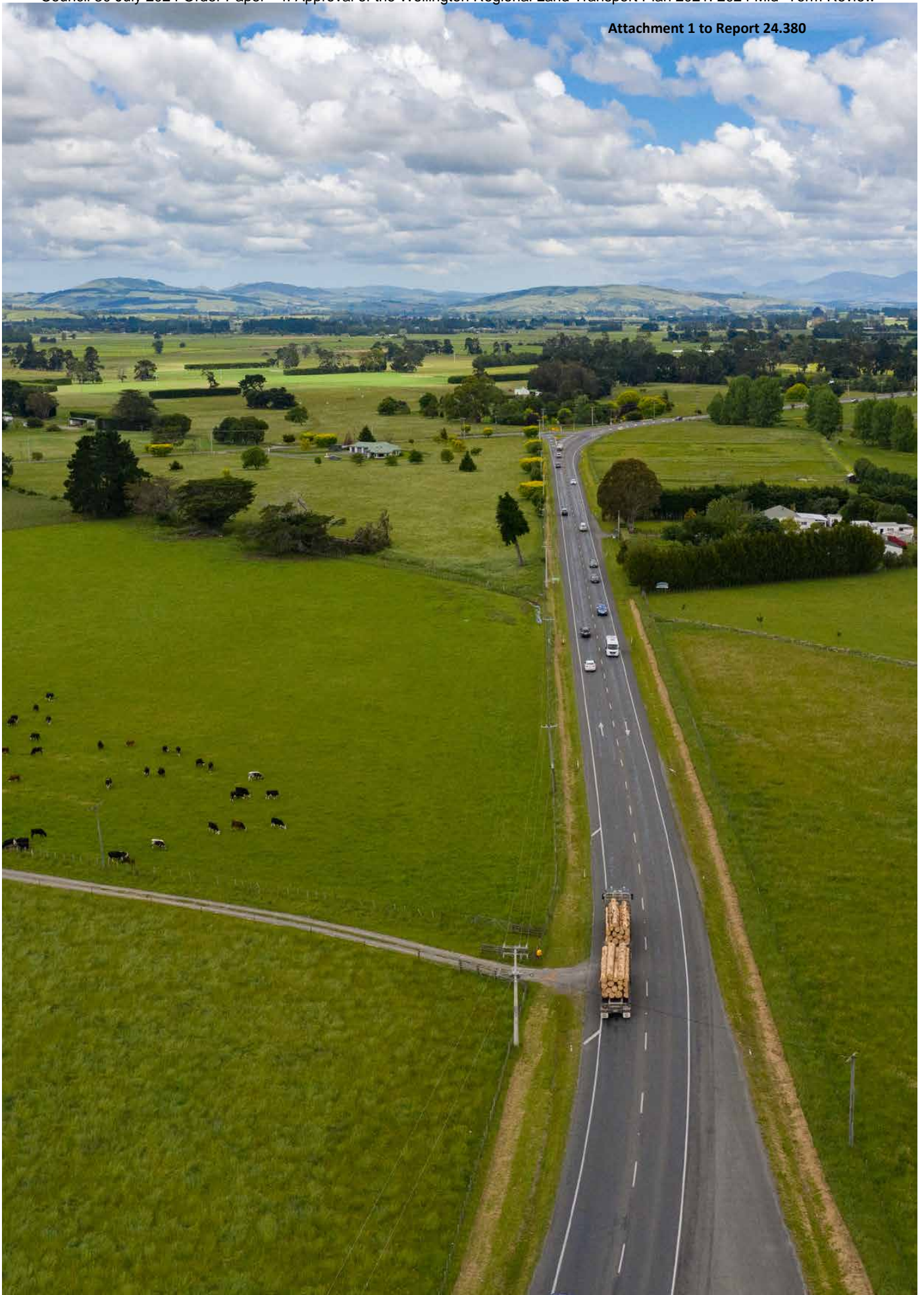
**Ko te Mahere ā-Rohe Waka Whenua o Pōneke 2021:
2024 Arotakenga kaupeka waenga**

**Wellington Regional Land Transport Plan 2021:
2024 Mid-Term Review**



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He Whakarāpopototanga

Executive summary



On behalf of the Wellington Regional Transport Committee, we are proud to present this review of the 2021 Regional Land Transport Plan. This document has been developed with input from all local councils in the region, as well as Greater

Wellington Regional Council, New Zealand Transport Agency Waka Kotahi, KiwiRail, and the Department of Conservation.

This document takes the opportunity to reflect on the past three years of transport in our region – a period of significant change and uncertainty. While progress in some significant transport projects and other transport-related achievements can be celebrated, there is a consistent theme throughout the document – that more funding commitment is needed if the ambitious targets set by our region, and the government, are to be achieved.

This updated 2024-2027 regional programme includes activities designed to achieve a step-change in public transport. Activities such as these will be key to reducing congestion, travel times and emissions, to create a more accessible, productive and resilient transport network capable of supporting both economic and population growth. We'll need to work together at a regional and national level to be able to achieve the best possible outcomes.

This document takes account of central government's intentions, outlined in the draft Government Policy Statement on land transport (GPS), released in early March 2024. Additionally, as required within the Land Transport Management Act (section 14), the Regional Transport Committee is required to be satisfied that the RLTP is also consistent with the region's regional spatial strategy.

Within our region, we have also worked hard to hear from many different users of the transport network. In undertaking this review, and developing this document, the needs and perspectives of over 2,000 people from the Wellington region, through an online survey and face-to-face engagement, have been considered to ensure this RLTP has a flavour that reflects the diverse needs of our Greater Wellington Region.

A handwritten signature in blue ink, reading "Adrienne Staples".

Councillor Adrienne Staples
Chair, Regional Transport Committee

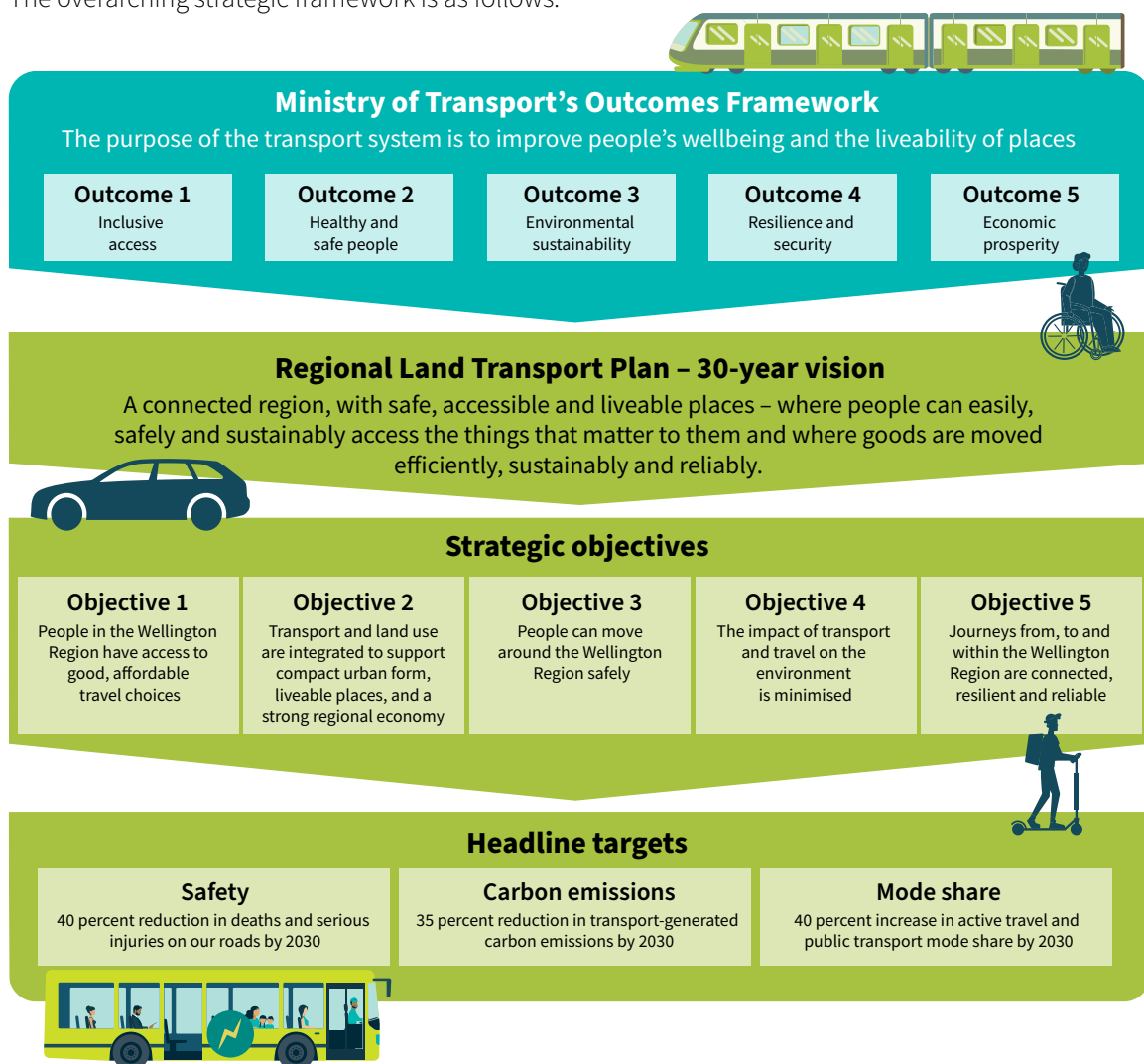
Whakatakinga Introduction

What is the RLTP and how is it developed?

The Wellington Regional Land Transport Plan (RLTP) sets the direction for the Wellington Region’s transport network for the next 10–30 years, as required by the Land Transport Management Act 2003. The RLTP describes our long-term vision, identifies regional priorities and sets out the transport projects we intend to invest in over the next six years.

The long-term vision is part of the strategic framework that also includes our region’s five strategic objectives, 10-year transport investment priorities, and three 10-year headline targets. These headline targets indicate the scale of the change our region is seeking. They help us monitor whether our region is moving in the right direction.

The overarching strategic framework is as follows:



The RLTP is a collaboration between all councils in the Wellington Region, New Zealand Transport Agency Waka Kotahi (NZTA), KiwiRail, and the Department of Conservation. Together, these partners agree the regional strategic direction of the RLTP. This guides our transport investments, helping our region address challenges such as resilience and safety, and supporting future development.

An important part of the RLTP is the regional programme of transport activities which are proposed for funding over a six-year period (with a ten-year financial forecast). This programme is our region's bid for funding from the National Land Transport Fund (NLTF), which funds or co-funds many of our region's transport activities.

The [current RLTP](#) was adopted in 2021. We are now reviewing this document at the three-year mark through this RLTP mid-term review.

Why is transport so important for our region?

Transport plays an essential role in connecting us to each other and to the services we need. Transport helps shape where our communities live and work. From public transport to private vehicles to active modes and freight, a successful regional transport network ensures we can get to where we need to go, quickly and safely. Our region's transport network must perform two roles simultaneously; as a key connector for freight transiting between the North and South Islands via the Cook Strait ferries, and as a local network, allowing our residents to travel easily within the region.

The Wellington Region is a key hub for people, businesses, and government in the lower North Island. As our region continues to grow, more people and increased economic activity will place greater demand on the transport network. This demand needs to be managed to enable regional growth in a way that makes it easy for people and freight to get around while creating less congestion, fewer emissions, and more liveable places.

Our regional transport network must be future-proofed, accessible and stable, to be resilient enough to withstand the effects of extreme weather events.

To find out more about the RLTP and the work we have done for the mid-term review:

- You can find RLTP 2021 [here](#).
- See our interactive maps, where you can explore the detail about [our network](#) and our [2024 – 2027 programme](#).
- To stay up to date with how we are tracking toward achieving the RLTP's targets and ambitions, have a look at the latest [Annual Monitoring Report](#) on RLTP 2021.

What is the mid-term review?

Under the Land Transport Management Act 2003 (LTMA)¹, each Regional Transport Committee must conduct a mid-term review of its RLTP. This review ensures that both the strategic framework of the RLTP remains valid and fit for purpose and that the accompanying regional programme of activities is updated for the second half of its six-year duration.

The review looked at key areas of change since the RLTP 2021 was completed. These include external factors affecting transport as well as

changes in the national and regional policy context, and the impact these changes have on the strategic framework.

We have engaged with the community in different ways to hear about their views on our transport network. You can read the summary of what we heard from an online survey of over 2,000 people [here](#).

This mid-term review document complements the existing RLTP 2021 rather than replacing it.

¹ The LTMA guides land transport planning and funding and sets out the core requirements of RLTPs.



Te arotake i ngā tau e toru

Three years in review

A lot has changed, both nationally and in our region, since the RLTP 2021 was developed. In this section you can find information about:

Changes that affected our transport network

Changes in policy that affect transport

Improvements to our regional transport system

What the data says about progress

Feedback from early public engagement

Areas of change and what they mean for our region

The past three years have seen New Zealand and our region encounter multiple challenges.

The **major weather events in 2023** caused severe disruption for parts of New Zealand and have shown how vulnerable our transport infrastructure is. These events have further increased the need to focus on increasing the network's resilience against extreme weather events, including through adaptation and future proofing. They have also highlighted the social and financial toll of these more extreme weather events, both now and in the future.

While the worst damage occurred in other parts of the country, the eastern Wairarapa was affected by flooding. Repair of the transport network is ongoing, at huge cost - both financially and socially. We expect the changing climate to continue to affect our transport infrastructure, and consequently our region, our people and businesses.

Combined with other environmental challenges, the global **COVID-19 pandemic (COVID)**, disrupted our economy and our ways of living, working, and moving people and goods around the region.

The pandemic affected how much, when and by what mode we travel. Some changes are continuing. For example, a significant number of people now work from home at least some days per week. However, the overall level of travel has recovered to (or is exceeding) pre-COVID levels, as people are travelling more for purposes other than commuting, particularly at off-peak times and during weekends. These travel behaviour changes will influence our future transport demand and the type of transport network we need to support this.

Despite the disruptions we have experienced, the region's population and economy are expected to continue to grow. There is more uncertainty than in the past about the timing and pace of this growth. As this happens, more people and freight will put increasing pressure on a transport system that is already stretched, in different places and at different times.

Both COVID related delays and severe weather events exposed issues in New Zealand's **freight and supply chain system**. Changes in global shipping patterns have altered how international freight moves into and out of the country. Reliability challenges with the Cook Strait ferries highlighted how critical this infrastructure is, both for our region and New Zealand.

Within New Zealand, the dominance of road freight means that any disruptions to the roading network can lead to lengthy and costly delays. The environment in which New Zealand's freight and supply chains are operating is influenced by both domestic and international factors such as fluctuating fuel costs, changes in international shipping routes and other disruptions. This has led to increasing freight costs which will continue to contribute to cost of **living pressures**.

Public transport patronage is returning to pre-COVID levels, though with different distribution patterns. Many bus services are again operating

at capacity. A similar trend can be seen on our region’s roads: while traffic volumes decreased in most parts of the region between 2020 and 2022, the most recent data shows that they are now close to, and in some instances exceeding, pre-COVID levels.

Our region, like the rest of New Zealand, has experienced a **shortage of public transport personnel**, particularly bus drivers, since 2019. This led to reliability issues, followed by the temporary suspension of some bus trips to improve reliability for customers. This impacted the capacity and frequency of some services, and disproportionately disadvantaged some groups,

such as those in the disabled community and people without access to private vehicles.

A range of factors, including the economic downturn, less people traveling during COVID, and government decisions to ease cost of living pressures (by temporarily reducing fuel taxes/ duties), reduced the revenue available for transport.

At the same time, **maintaining transport infrastructure**, and recovery after severe weather events requires more expenditure. The cost of maintaining the network and **running the services** we already have also continue to increase due to **high inflation**.

Changes in the government policy context that affect transport

Government Policy Statement on land transport

Every three years the Government reviews and updates the **Government Policy Statement on Land Transport** (GPS). The GPS sets out the strategic priorities and results the government wants to see delivered in the next 10 years.

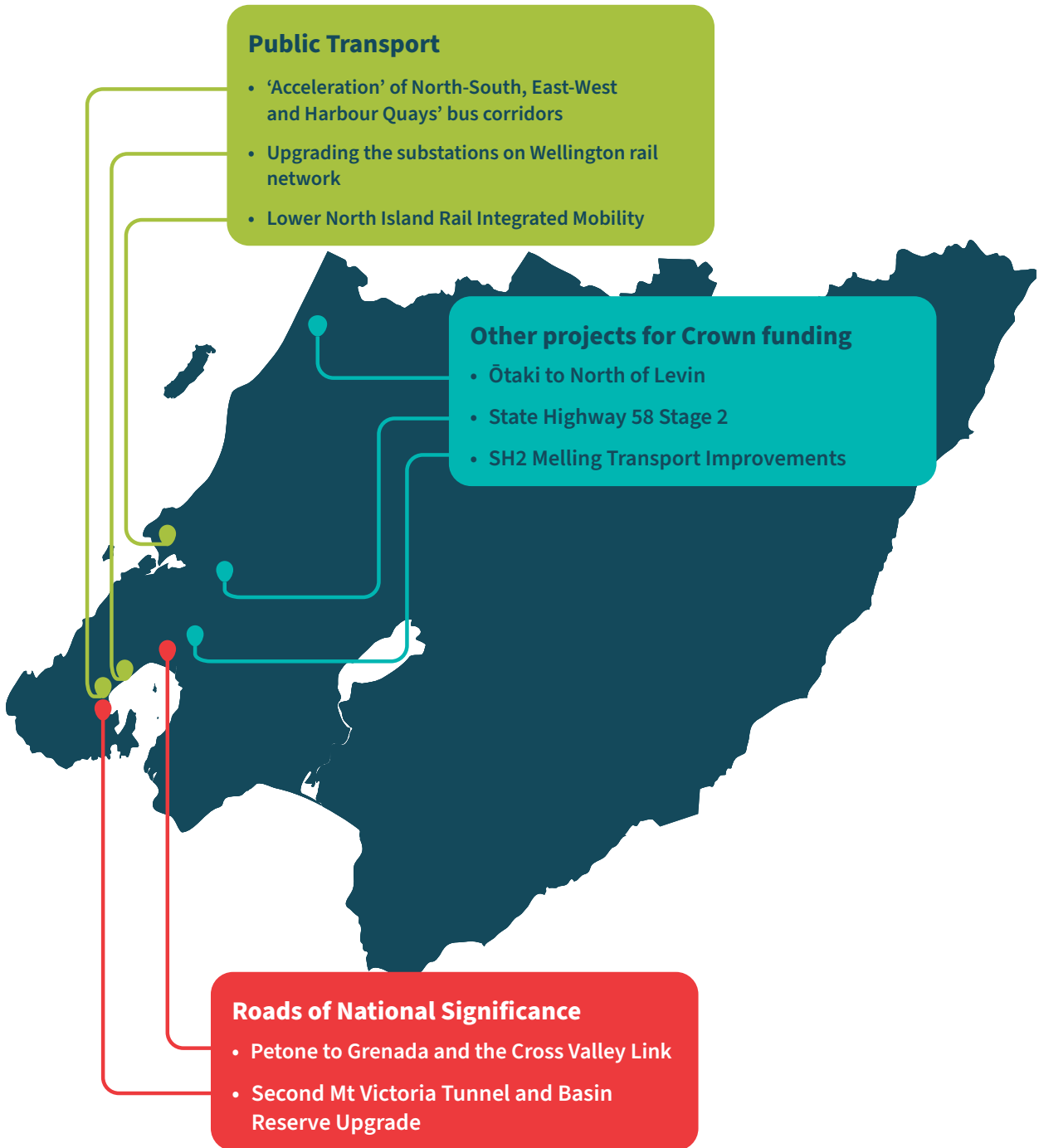
It specifies the funding available from the **National Land Transport Fund** (NLTF) and how this will be allocated towards achieving the government’s transport priorities. Earlier this year the new coalition government released the draft GPS 2024. The [draft GPS](#) has four Strategic Priorities to deliver against:

An overarching strategic priority of:



The strategic priorities of draft GPS 2024 represent a significant shift from the previous GPS 2021 investment signals. Two particularly significant changes include in the reintroduction of Roads of National Significance, and the removal of climate change or emissions reduction as a priority.

The significant regional investment projects listed in the GPS for the Wellington region are:



From our assessment, the RLTP 2021 objectives and priorities remain largely consistent with the draft GPS 2024:

GPS priorities and outcomes

Economic Growth and Productivity

- reduced journey times and increased travel time *reliability*.
- less congestion and *increased patronage on PT (more travel choices)*
- *improved access* to markets, employment and areas that contribute to economic growth
- more efficient supply chains for freight
- *unlocked access* to greenfield land for housing development and *supporting greater intensification*

Increased maintenance and resilience

- more kilometres of road network resealed and rehabilitated
- fewer potholes
- a more *resilient network*

Safety

- *reduction in DSI*
- increased enforcement

Value for money

- better use of *existing capacity e.g. increased PT fare box recovery Review of road safety investment*
- less expenditure on temporary *traffic management*

RLTP objective and priorities

PT capacity

- Building capacity and *reliability* into the Wellington Region's rail network and into the Wellington City PT network to *accommodate future demand*

Travel choice

People in the Wellington Region have access to good, affordable travel choices
 - Make walking and cycling and public transport a *safe* sustainable and *attractive* option for more trips throughout the region

Strategic access

Transport and land use are integrated to support compact urban form, livable places, and a strong regional economy
 - improve *access* to key regional destinations, such as ports, airports and hospitals for people and freight

Safety

People can move around the Wellington Region Safely
 - Improve *safety*, particularly at high-risk intersections and on high-risk rural and urban roads

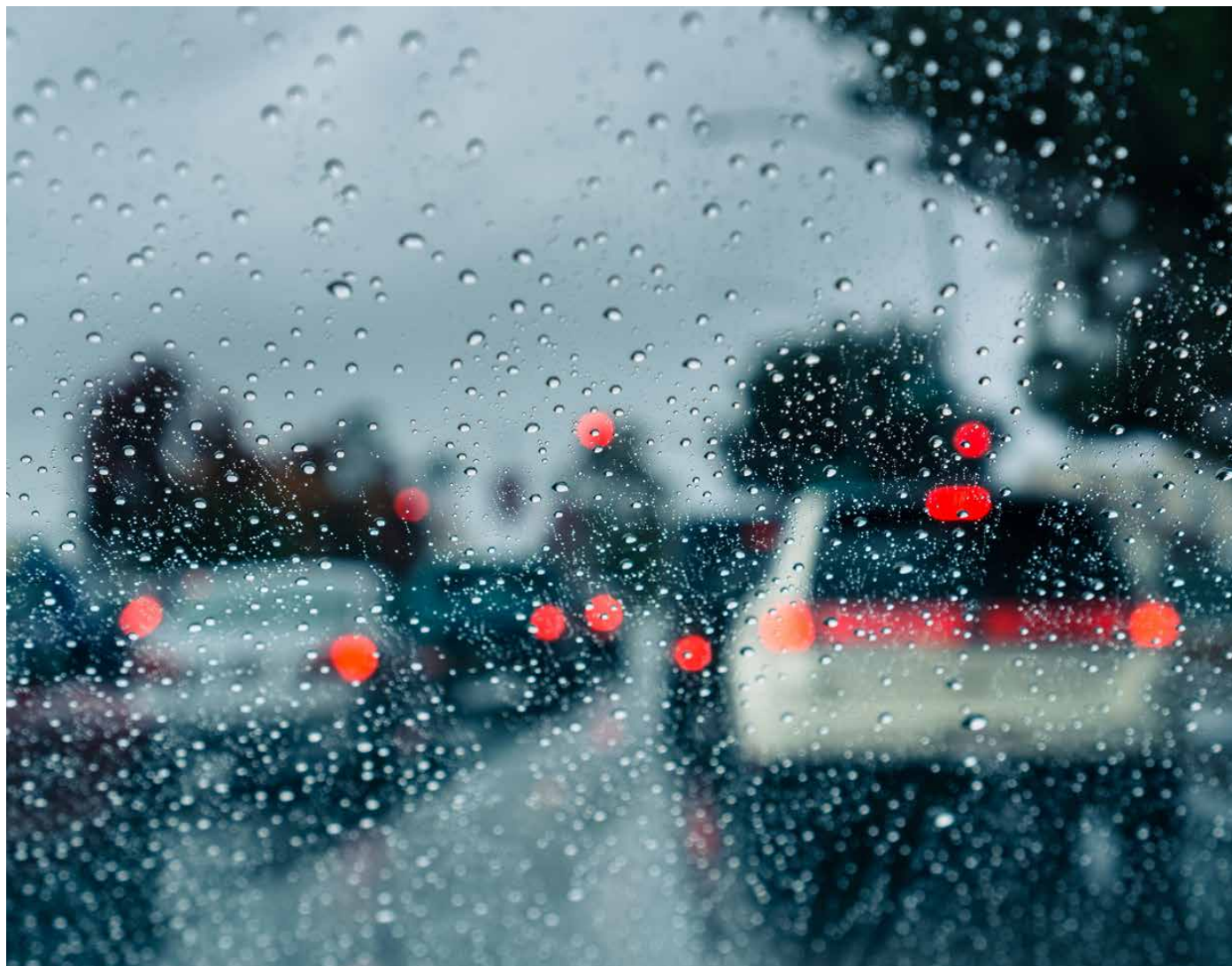
Resilience

Journeys to, from and within the Wellington Region are connected, resilient and reliable
 -Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system

The draft GPS 2024 refers to the Emissions Trading Scheme as the government's key tool to reduce emissions, as well as additional (as yet unspecified) actions, to be addressed during development of the second Emissions Reduction Plan (ERP2) due to be published by the end of 2024 under the Climate Change Response Act 2002.

While there has been pressure on funding for transport activities for years, the pressure is greater than it has been in the past. The Government has signalled in the draft GPS 2024 the need to set a balance between investing in new projects and ensuring existing infrastructure is adequately maintained and repaired.

The **availability of NLTF funding** for new activities will be increasingly limited, and transport will have to compete for government funding from other sources. That comes as we need to reduce **CO₂ emissions from transport** in our region. We need public transport and active modes to be attractive, reliable and convenient, so more people are able to use these alternatives more often to continue to address congestion in our region and realise the economic benefits our region provides. Significant funding will be required to deliver this level of change for these modes.



Emissions reduction and climate adaptation policy

This mid-term review includes our region's response to the government's first **Emissions Reduction Plan** (ERP). Released in May 2022, the ERP set a national target for Aotearoa New Zealand to reduce transport sector emissions by 41 percent by 2035.

The existing national ERP includes tasks such as linking new land development with transport, creating ways to reduce people's need for travel in private vehicles, and beginning to decarbonise heavy transport and freight. There are pressing issues across the Lower North Island and top of the South in the freight sector in terms of ensuring that the transport network operates as efficiently as possible, and to support economic prosperity while reducing overall environmental impacts. Development of an agreed inter-regional approach to freight movement through the Lower North Island and to the top of the South Island is a priority for the next RLTP period, with particular focus on supporting an improved, reliable Cook Strait link.

Our region's commitment to reduce transport emissions is set out in the **Wellington Transport Emissions Reduction Pathway** (WTERP) endorsed by the Wellington Regional Transport Committee in March 2024. Informed by evidence, transport modelling, and focus groups with technical experts, the WTERP sets out a pathway of interventions to reduce transport emissions in the Wellington region to the RLTP target. In addition to including activities that can be undertaken by local councils, the WTERP also highlights areas where a change at central government level would be required to enable regional changes to happen.

In addition to reducing transport-generated emissions, there is an increasing need to adapt to

climate change. In August 2022, the government published its first **National Adaptation Plan** (NAP), which contains strategies, policies, and actions that will help New Zealanders adapt to the repercussions of the changing climate. Specific transport actions in the NAP include investment in public transport and active modes and progressing the **Rail Network Investment Programme**.

A higher-level NAP action was for NZTA to develop and implement a **Climate Adaptation Plan** to enable climate-resilient transport networks and journeys, connecting people, products and services. The first version of this plan, called **Tiro Rangi 2022-24**, was published by NZTA in December 2022. It looks at the long-term impacts of climate change and contains actions to lay a foundation for adaptation.

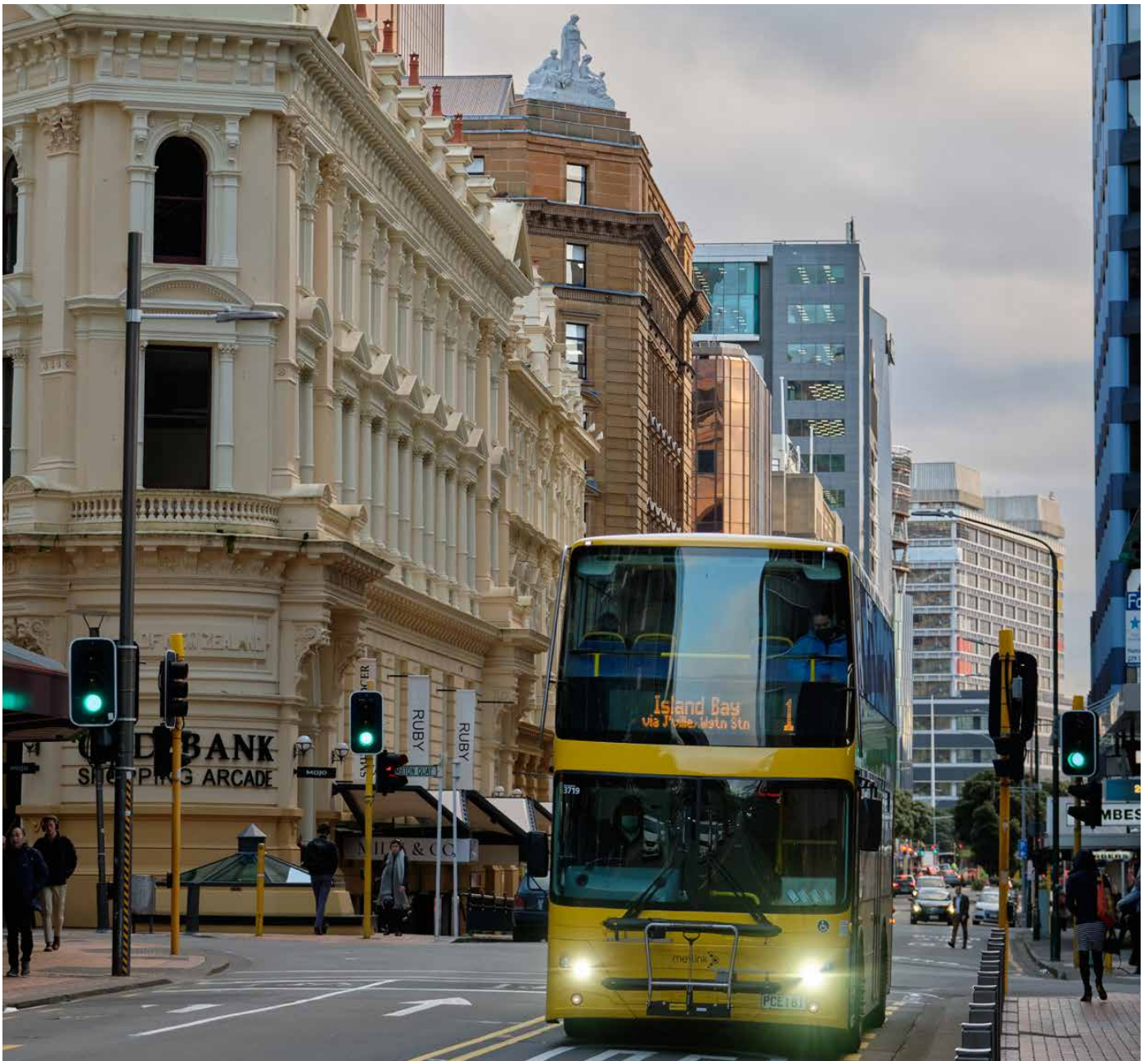
As a reaction to the severe weather events in 2023, \$6 billion funding was committed for strategic investments as part of a **National Resilience Plan**, supporting the resilience of critical infrastructure, including transport.

Other regional policy

The Regional Policy Statement (RPS) for the Wellington Region provides an overview of the resource management issues of the Region and sets out the policies and methods to achieve integrated resource management of the natural and physical resources of the whole region. The proposed RPS includes direction on enabling urban development and infrastructure in appropriate locations as well as establishing an objective for the region to become a low-emission and climate-resilience region by 2050, and emissions reduction targets (by 2030 contribute to 50% reduction, to achieve net-zero emissions by 2050).

Finally, a [Future Development Strategy](#) was developed and adopted by the region as part of the National Policy Statement on Urban Development in 2020 as a focus of the Wellington Regional Leadership Committee (comprising a partnership of councils from the Wellington and Horowhenua regions, central government and iwi). The Future Development Strategy is the housing and growth plan for urban development

in our region. It shows where growth will most likely be, in what form, and what infrastructure is needed to support it and create well-functioning urban environments in our region. Going forward, significant regional planning documents, such as the FDS, will be useful when developing the RLTP strategic direction, and vice versa.



Improvements to our regional transport system

Significant work has been carried out over the last few years to make our transport system safer and more resilient, to improve the quality of our public transport system, and to make active modes safer and more attractive choices. Below is a summary of the progress we have already made on our six years of planned activities from RLTP 2021:

Public transport improvements



The Government Policy Statement - land transport 2024 specifically recognises the importance of walking and how it interacts with other modes. The GPS states that 25% of funding of new improvements from the walking and cycling activity class should be directed towards footpaths and other walking projects. More information on the 2024 GPS - Land Transport is available on the Ministry of Transport website.

Walking and cycling improvements



Construction has been completed on the northern Pito-One to Melling section of *Te Ara Tupua* and is now underway on the Ngā Ūranga ki Pito-One section, improving transport resilience between Wellington and Lower Hutt while creating a strategically significant walking and cycling link. The project will enable more people to walk or bike and connect with local paths in both Wellington and the Hutt Valley.

Work has started on *Tupua Horo Nuku*, a 4.4 kilometre walking and cycling path that will run through Hutt City’s Eastern Bays. The project includes construction of new seawall for coastal resilience. The first section of the pathway is almost complete, the second is underway and the remaining four sections are in design phase.

Work has been completed on the Peka Peka to Ōtaki shared pathway which opened in May 2023. The 10km shared pathway runs alongside the second stage of the Kāpiti Expressway, creating a safe, off-road path for walkers, cyclists and equestrians.

Work continues on the *Paneke Pōneke Bike Network Plan*, Wellington City Council’s programme to create a strategic, citywide network of connected bike routes to make it safer for people to cycle, increase the role of cycling in the transport network and achieve desired environmental and health outcomes. A key feature of the project involves starting with lower-cost ‘interim’ cycleways, which can be trialled and tested before the final design is confirmed. Some of the cycleways are now complete, with others in design or consultation phases.

Work continues on the Wairarapa Five Towns Trail Network. The first section, from Featherston to Greytown opened at the end of 2022 with the completion of the Tauherenikau walk/cycle bridge – one of the longest suspension bridges in the country.



Roading improvements

The completion of the *Peka Peka to Ōtaki Expressway*, which has reduced congestion and improved travel time reliability for people and freight in the Kāpiti Coast area.

The completion of *Te Aranui o Te Rangihaeata - Transmission Gully*, which has improved the resilience and safety of the Western corridor of our region and has made travel times shorter and more reliable.

Improving safety for all road users continues to be a priority for all councils. Many areas of higher injury risk have been reviewed and speed limits adjusted to reflect the pedestrian environments, while NZTA have been focusing on roading safety improvements across SH58, SH2 in the Wairarapa and SH1 north of Ōtaki.

Construction of a new *Aotea Quay roundabout* is underway to improve freight access to the Interislander ferry terminal at Kaiwharawhara and reduce traffic and truck volumes on Hutt Road. It will also provide opportunity for public transport and active mode improvements.

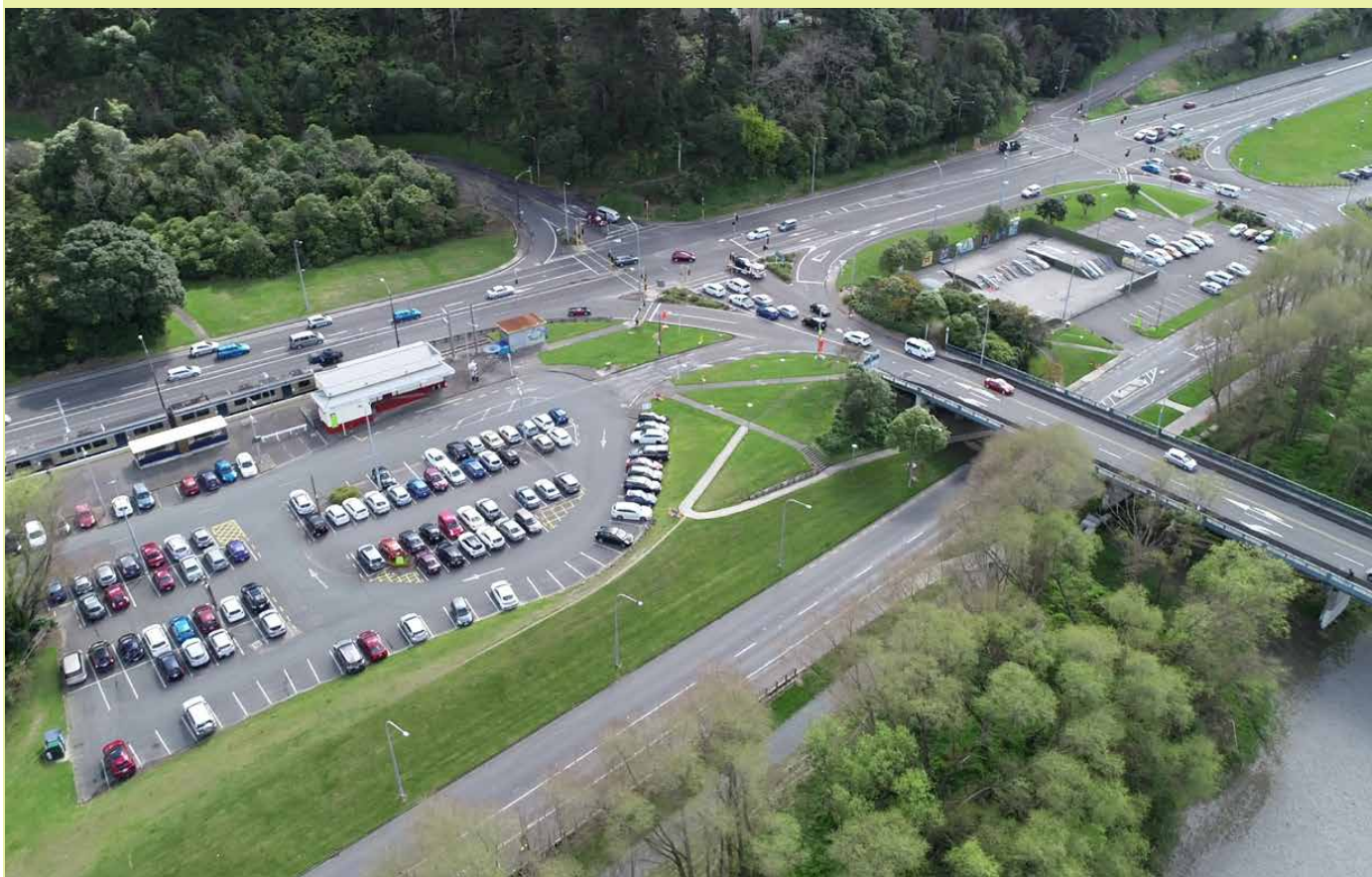
Planning is underway for *Access Kenepuru*, a multi-package infrastructure project creating improvements around Kenepuru. This project contains four packages of work. Two packages focus on intersection and safety improvements to respond to changes in traffic volumes after the opening of Transmission Gully, and two focus on walking and cycling improvements. Planning for the works are all either underway, or complete, and delivery is staged, with the first two packages expected to be undertaken over the next two years.

Large-scale strategic and transformational projects

Work to link regional spatial planning with transport planning has started as part of the *Future Development Strategy* and development of the *Northern Growth Area, Eastern Porirua Regeneration* and *Wellington City Growth Plan*.

Te Wai Takamori o Te Awa Kairangi (formerly known as RiverLink) is a transformational project for Lower Hutt. It includes crucial flood protection and river restoration work, improvements to public transport, walking & cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre.

The considerable progress made in planning under the Let's Get Wellington Moving programme will be utilised in the delivery phase of significant infrastructure projects, including the second Mt Victoria Tunnel and Basin Upgrades, as well as the Busways project.



What the data says about progress

The mid-term review work paints a mixed picture about the progress we have made on the three headline targets:

Transport-generated CO2 emissions have been somewhat volatile since the start of COVID, with both annual increases and decreases of between 8 and 10 percent. For FY 2022/23, land transport-generated emissions increased by 5% from the previous year. However, the 5-year trendline shows that emissions are on a downward trend of 3% reduction – a positive sign.

Deaths and serious injuries declined between 2020-2023 (compared to a high in 2018) but are still higher than pre-2017. The five-year rolling average of deaths and serious injuries, which is the measure the RLTP's headline target is based on, fell below 200 in FY 2022/23 – a five percent reduction compared to last year's result. However, this remains significantly higher than the 2030 headline target of 122.

Active modes and public transport mode share has decreased from 35% (in 2018-2021) to 34% (in 2019-2022); however, the overall absolute change from the 2018 average is positive at 7%.

While we have made progress, data that includes three-year rolling averages still includes years where travel behaviours were affected by the COVID pandemic. COVID-related disruption also generated higher than normal levels of uncertainty in the population and economic predictions used for transport planning. While our most recent data suggests strong returns to high demand for transport to meet personal demand and for freight, we do know that travel patterns have changed over the last few years, including more people working from home and an increase in off-peak public transport travel. We don't yet know if these changes are part of a short-term or a new long-term trend.

The safety and emission targets relate to absolute (rather than per capita) changes. This means that, while we are generally heading in the right direction in the five-year trends we're seeing now, as the population grows, CO2 emissions, and deaths and serious injuries per capita will need to decrease more rapidly to compensate for population growth.

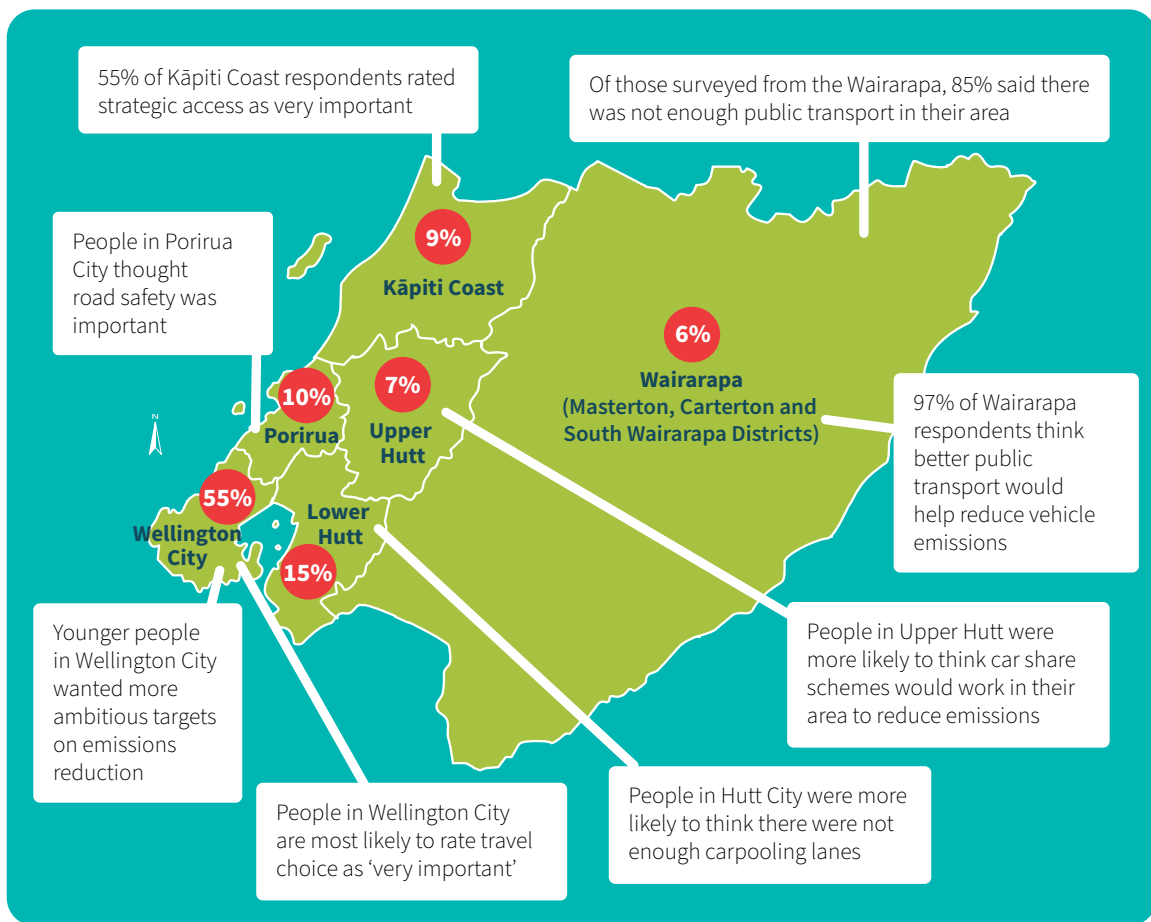
More information is provided in the [FY 2022/23 Annual Monitoring Report](#) and the [StoryMaps](#).




Feedback from early public engagement

As part of the mid-term review, we engaged with people in our region to hear about their views on our transport network. We did this through:

- meetings, focus groups and conversations with a wide variety of people and groups including disabled people, young people, people living rurally, people involved in the freight industry, and active transport users,
- conversations with other partners, including representatives of some of the region’s mana whenua groups,
- an online survey of over 2,000 people, with results weighted to accurately represent our region – the key points of which are shown in the image below.



 = percentage of respondents from each part of the Wellington Region.

We heard about the diverse needs of our transport network users, with differences depending on where in the region they lived, and how they got around.

However, despite this range of views, there were three key perspectives which came across strongly:

the need to continue reducing transport related emissions when moving both people and goods, particularly by making it easier for people to use public transport, or active transport modes,

the need to increase the resilience of our network, for both people and freight,



the importance of the public transport system to get people where they need to go, especially if they can't use a private vehicle. This was especially strong in the disability community, and for many young people. For those without the option of driving themselves, the public transport network, coupled with a high quality pedestrian network, is essential for participating in society.



This feedback has informed our considerations about if and where the direction (i.e. the RLTP 2021 headline targets and the transport investment priorities) might need to change.

More information about the engagement can be found in the background [report](#) on our website.



Ngā putanga arotake kaupeka waenga

Mid-term review conclusions

This section summarises the main findings of the mid-term review and what they mean for:

- the RLTP’s strategic framework
- the development of the 2024-27 regional programme of activities
- developing the RLTP 2027.

For the strategic framework

The strategic direction is designed to have longevity. It is meant to be enduring, rather than focusing on short- or medium-term trends.

To guide and focus the regional programme of activities for the short- to medium-term, the RLTP 2021 contains **three 10-year headline targets** and **five 10-year transport investment priorities**.

The **headline targets** are indicators of the scale of change sought. They are an important touchstone for how we are tracking towards the RLTP’s long-term vision and strategic objectives.

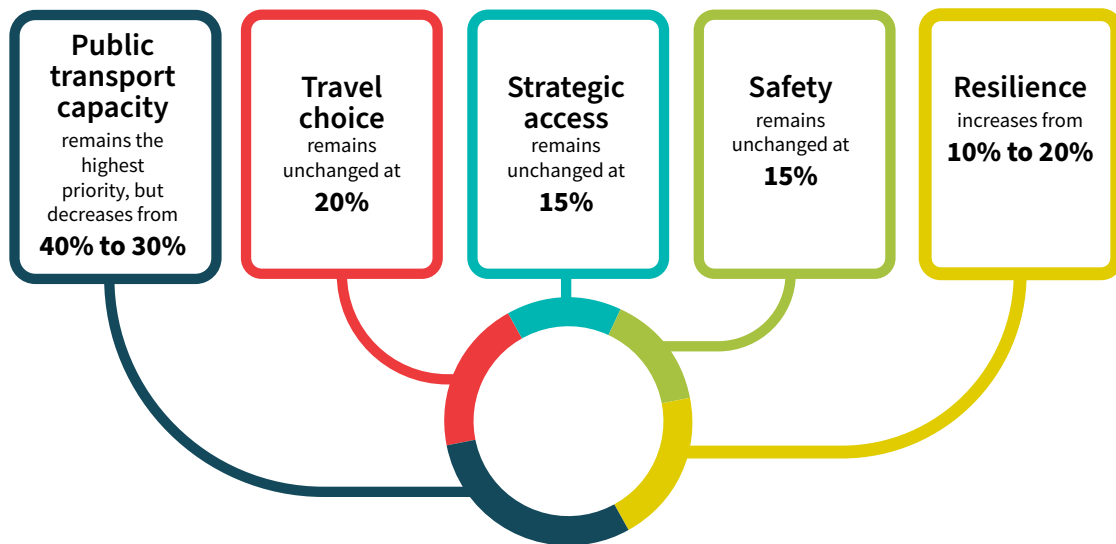
We identified and summarised areas of change since RLTP 2021 was developed and concluded that the strategic long-term direction in the RLTP 2021 (expressed through the **vision, five strategic objectives and transport investment priorities**) remains fit for purpose for the 2024-27 period.

The ten-year transport investment priorities are identified in the RLTP 2021 as the most urgent and significant areas requiring investment. They are designed to set us on the path to achieving our long-term vision for transport in the region.

The mid-term review re-confirmed these priorities remain appropriate as areas of focus for the 2024-27 regional programme as they will continue to help us address the key problems our transport system is facing.

The weighting of these investment priorities were reviewed against the current and past trends, as well as [future scenarios thinking](#), which helped test assumptions about what may be needed in the future.

From this review, the changes to the transport investment priority weightings are proposed;



Based on conversations with key stakeholders and the feedback from the public, the Regional Transport Committee proposed the following changes to the transport investment priority weightings:

‘Resilience’ in this context relates to the whole transport network. It includes rail lines and public and active transport routes, as well as roads.

The **resilience** investment priority received the lowest weighting in the RLTP 2021. Since 2021, the increased focus on the need to improve network resilience means the weighting for this investment priority is proposed to increase from 10% to 20%. The resilience of our transport network has now come into sharper focus, particularly because of the increase in severe weather events. Slips and

floodings have caused an unprecedented number of road and rail line closures in the past three years. These closures have led to public transport service disruptions and delays for travellers, as well as affecting freight network connectivity. Improving the resilience of the network will enable faster travel times and more productive movement of both people and goods.

The **draft GPS 2024** also introduced a new strategic priority of ‘increased maintenance and resilience’. Increasing maintenance levels and improving resilience on our state highways, local and rural roads is critically important in achieving the Government’s overall objective of supporting economic growth and productivity.



For the 2024-27 regional programme

The RLTP strategic framework continues to guide the activities included in the draft 2024-27 regional programme. New activities are included to respond to the varied challenges and pressures identified.

While we welcome these new activities, it's important to note the majority of our RLTP activities remain dedicated to ***maintaining the existing network and running existing services.*** Maintaining our existing network to a high quality is the most cost-effective way to make sure we have a resilient, safe, reliable network. Priority is also given to activities which can achieve multiple outcomes.

All new activities were considered against the five Transport Investment Priorities. The programme is focused on making our transport network ***more productive, efficient, resilient and safe,*** while still recognising our region's commitments to ***reducing CO₂ emissions*** and supporting accessibility. These areas are supported by feedback we received through public engagement.

“Accessible public transport is a right, not a nice to have.”

(person from the disabled community)

“Making a transport system accessible means it doesn't just work for disabled people, it works for everyone.”

(person from the disabled community)

“Our region is fundamentally built around cars, but we need to see a bigger shift happening. How?”

(Wellington secondary school student)



Influencing areas outside the regional transport programme

In addition to confirming that the strategic priorities and objectives remain fit-for-purpose, there are **additional measures** that could be undertaken to help address the challenges we have identified in the review and respond to this changing environment:

Our **modelling** has shown implementing the initiatives in our 2024-27 regional programme alone will not deliver on the RLTP 2021 headline targets. More will also be needed to make significant progress on the government’s strategic priorities set out in the draft GPS 2024. Change will be required in a range of areas, including;

- establishing stronger partnerships between central and local government and the private sector,
- reform of the regulatory and transport funding systems,
- stronger regional integration with the freight sector,
- enabling legislation for the use of travel demand measures, such as dynamic road pricing tools to incentivise lower-carbon travel options,
- the urban planning choices we make. Encouraging growth and urban development that results in compact, mixed-use urban form will mean people can travel less distance to access amenities, achieving reductions in both carbon emissions and total infrastructure spend.

Some of these changes will require national level changes before our region can act. We will continue to advocate for enabling legislation to incentivise lower-carbon travel options.



To consider when we develop RLTP 2027

During this mid-term review we identified some areas that will be key considerations when we develop RLTP 2027.

Our mana whenua partners are inherently connected to the natural environment and support opportunities for modes of transport that contribute to Taiao (environmental) outcomes. We know that the impacts of climate change feature as priorities for iwi as we look to work

together on sustainable solutions for restoring the Taiao. We look forward to growing our platform for supporting mana whenua priorities for resilient communities and whānau wellbeing through connectivity in the 2027 RLTP.

The current RLTP does reference the following, but more work is likely needed in these areas as part of the RLTP 2027 development. These areas are:

Inter-regional freight movements

As the northern terminus of the essential Cook Strait crossing, our region plays a central role in linking the North and South Islands across the ‘wet section’ of State Highway 1. CentrePort, particularly, holds an essential role both for freight movement and supporting tourism. It is highly likely that new or upgraded road transport infrastructure will be required to access an upgraded terminal, with reviews continuing to decide what is needed to provide a safe and resilient service. We will also need to work with our regional freight and logistics partners to make best use of the region’s key transport corridors. With increasing numbers of heavy commercial vehicles travelling through our region, a strategic approach is needed to deliver on our agreed transport outcomes and support both current and future movement of freight both into and out of Wellington.

Emissions from freight.

Freight emissions are among the fastest growing in the transport sector. The [New Zealand Freight and Supply Chain Strategy](#) highlights the vital role local government plays in supporting the freight system and the importance of government and non-government partners working together. We will continue to work with our partners in this area.



Inter-regional connectivity for movement of people

Many people who live in the northern part of the Kāpiti Coast need to travel to the Horowhenua region for health and other services, yet inter-regional connectivity is limited for people who do not have access to private vehicles. Collaborating with our regional council neighbours on cross-boundary connectivity, particularly by public transport, is an area that will require more work over the coming years.

Travel behaviour

We need to better understand what travel pattern changes have endured since the COVID period. This will help us to plan for future transport capacity needs, how to reduce CO₂ emissions, and decide how much investment will be required for transport activities in the future. We will continue to monitor this area, along with other influences on travel behaviour, like technology and trends in wider society (like the 4-day working week) and feed the latest evidence into the development of the RLTP 2027.

Integrated transport planning

We will continue to develop the long-term plan for the transport network to enable the region’s spatial planning aspirations and outcomes to be realised - as per the region’s Future Development Strategy.

Feedback received from the public during consultation also highlighted the need to look at the walking network specifically, as a mode of transport accessible for everyone.





Ko te Hōtaka ā-rohe 2024-27 Regional programme

Programme overview

What is the regional programme?

The Wellington regional programme sets out the land transport activities proposed to be funded over the three years from July 2024 to June 2027. This includes all activities the region would like included in the National Land Transport Programme (NLTP) so that funding may be sought from the National Land Transport Fund (NLTF). NZTA prepares the NLTP and in doing so must take into account the RLTPs from across the country.

Once included in the NLTP, most activities will be required to produce a business case or further design works to 'unlock' the funding. Most activities in the RLTP are co-funded by the lead organisation. It is generally expected the lead council(s) will contribute a portion of the funds for an activity. More information on national, local and other funding can be found under the Funding Sources section on page 32.

Note: The proposed costs and timing of activities in this regional programme are estimates and subject to change.

The programme is guided by:

The national direction set in the Transport Outcomes Framework by the Ministry of Transport Te Manatū Waka, which sets common goals for what our land transport system should achieve nationwide: inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity.

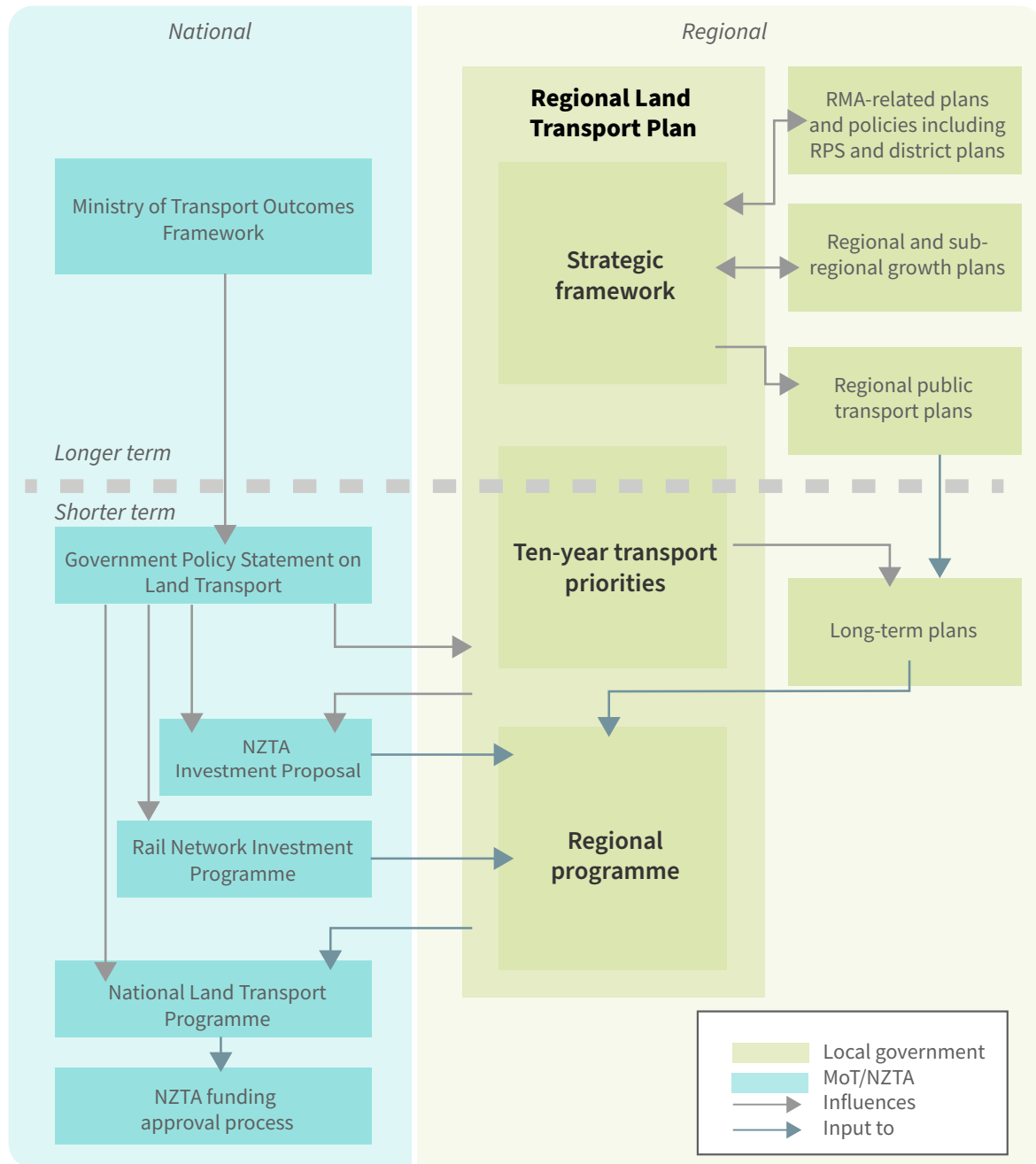
The [RLTP strategic framework](#), which sets out the vision for what our region wants to achieve and the policies for how we plan to achieve these objectives.

The five [transport investment priorities](#) set in the RLTP.

The regional programme must be consistent with the [Government Policy Statement on Land Transport](#) (the GPS), while reflecting the long-term views of our region. With a limited pool of funding to share with the entire country, and local share heavily constrained, the key is finding an appropriate balance.

Figure 1 shows the relationship between the development of the regional programme for the Regional Land Transport Plan and other transport planning and policy documents.

Figure 1: Relationship between central and local government policy in developing the Wellington Regional Land Transport Plan



How is the regional programme developed?

As the penholder of the RLTP, the Regional Transport Committee has invited approved organisations to submit their activities for inclusion in the regional programme. In the Wellington Region, approved organisations comprise all local councils, Greater Wellington Regional Council, New Zealand Transport Agency Waka Kotahi, and the Department of Conservation. While not an approved organisation, KiwiRail is also invited to submit relevant transport activities. We refer to these parties as 'lead organisations' going forward.

Activities or phases of activities for which funding has already been committed, and activities that maintain existing networks and services, are automatically included in the RLTP. New activities submitted by lead organisations are included by approval of the Regional Transport Committee.

New activities that meet a certain criteria (discussed in the 'Significant activities' section on page 45) are called 'significant' activities. Under section 16(3)(d) of the Land Transport Management Act, the Regional Transport Committee is required to rank the significant activities in order of priority. The approach that has been used to determine priority is set out in [Appendix D](#) of the RLTP 2021.

Components of the regional programme

The regional programme includes the following components:

Committed activities (Table 2)

Activities or phases of activities that have already received funding approval but are yet to be completed. They will be funded under the NLTP 2021–24.

Significant activities (Table 3, 4, 5, 6, and 7)

Improvement activities over \$2 million that meet specific criteria, as defined in Appendix C of RLTP 2021. These are presented in priority order to clearly signal to the NLTP development which of the new large-scale improvement projects the region considers most important.

Other activities (Table 8)

These include activities that maintain existing networks and services², activities relating to transport planning and improvement activities proposed to commence after 1 July 2027.

Inter-regionally significant activities (Table 9)

Activities that have implications for the connectivity with other regions, for which co-operation with other regions is required or which are identified as nationally significant in the GPS.

10-year forecast (Table 10)

A forecast of anticipated revenue and expenditure to 30 June 2034.

Significant expenditure funded from other sources (Table 11)

Transport activities planned for the region that are to be funded from sources other than the NLTF (for example, Crown funds or third parties).

Activities for future consideration (Appendix 1)

This section is a new addition to RLTP programme development in 2024. Appendix 1 reflects activities that are not requesting funding from the NLTF for the 2024-27 period, but which will be considered by NZTA should new sources of Crown funding become available. Note that any activities in the RLTP programme that do not receive funding from the NLTF will automatically be included in the list of activities for future consideration.

NZTA prioritises the ongoing operation and stewardship of the transport system when developing the NLTP. Activities that maintain existing networks and services, plus committed activities, are allocated first, with the remaining funding allocation available for improvement activities.

² Maintenance, operations and renewals (MOR), public transport continuous programme and low-cost, low-risk improvements.

Key documents for developing the RLTP programme

A number of key documents are used to develop the RLTP programme. These include:

Government Policy Statement on land transport (GPS)

The GPS sets out the strategic priorities and results that the government wants to see delivered in the next 10 years and the funding bands NZTA must work within to deliver this.

Council long-term plans

Councils are required to produce a Long-Term Plan (LTP) every three years under the Local Government Act. This key document outlines the priorities across all council functions for the next 10 years, including what the council will do, how much activities will cost and how they will be funded. As each council is expected to contribute to the funding of their transport activities, the LTP and RLTP are interlinked with the inclusion of funding for specific transport-related activities.

NZTA Waka Kotahi State Highway Investment Proposal

NZTA's State Highway Investment Proposal (SHIP) sets out the investment approach for state highways, for both maintenance and significant improvement activities. The SHIP must give effect to the GPS.

Rail Network Investment Programme

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

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

Funding sources

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

National Land Transport Fund (NLTF)

Council funding (local share)

Other funding sources

National Land Transport Fund (NLTF)

Revenue collected from fuel excise duty, road user charges, vehicle and driver registration and licensing, state highway property disposal and leasing and road tolling is credited to the NLTF. The amount that NZTA co-invests from the NLTF in local activities is largely determined by the funding assistance rates (FAR) applicable to approved organisations. The FAR percentages are set out in Table 1.

Council funding (local share)

Local share funds are allocated by individual councils and are mainly generated through rates and, for capital expenditure, through loans. Funding for these activities is committed through the development of long-term and annual plans under the Local Government Act 2002.

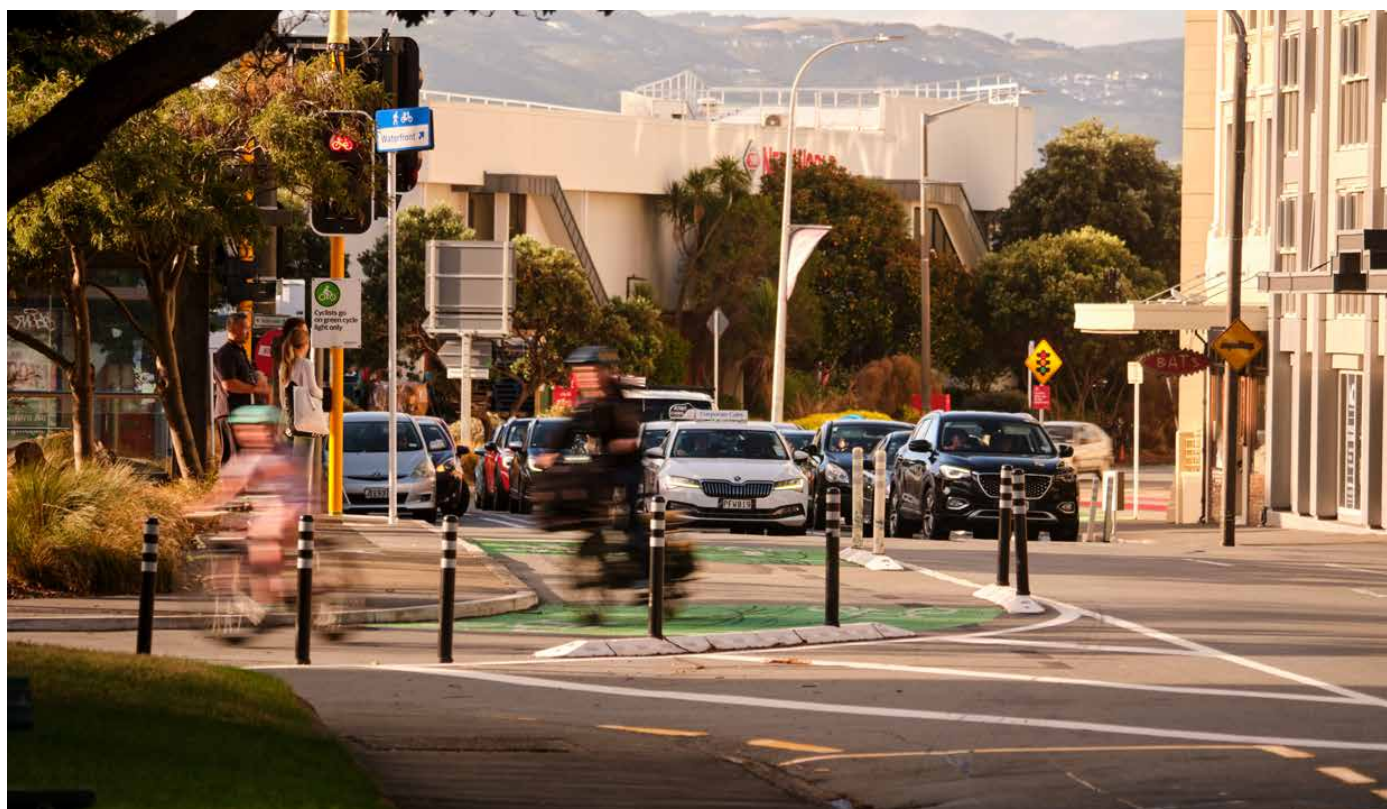
Other funding sources

Other funding sources may include public transport fares, also known as 'farebox recovery,' and Crown appropriations. More information can be found in Table 11 *Significant expenditure funded from other sources*.

Table 1: 2024–27 NLTP funding assistance rates

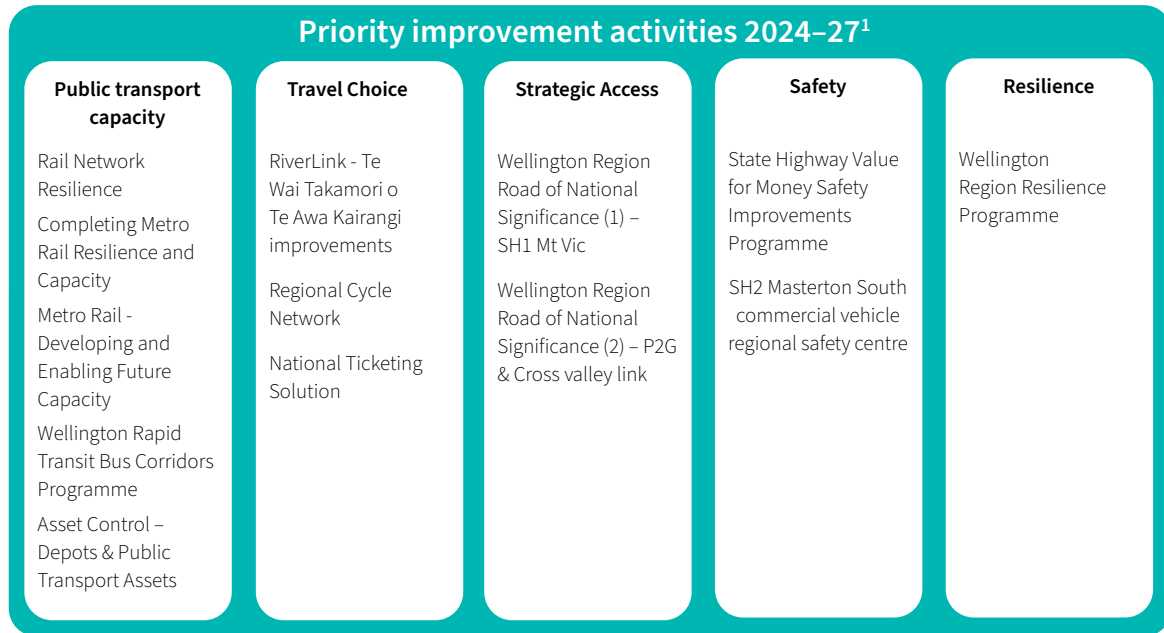
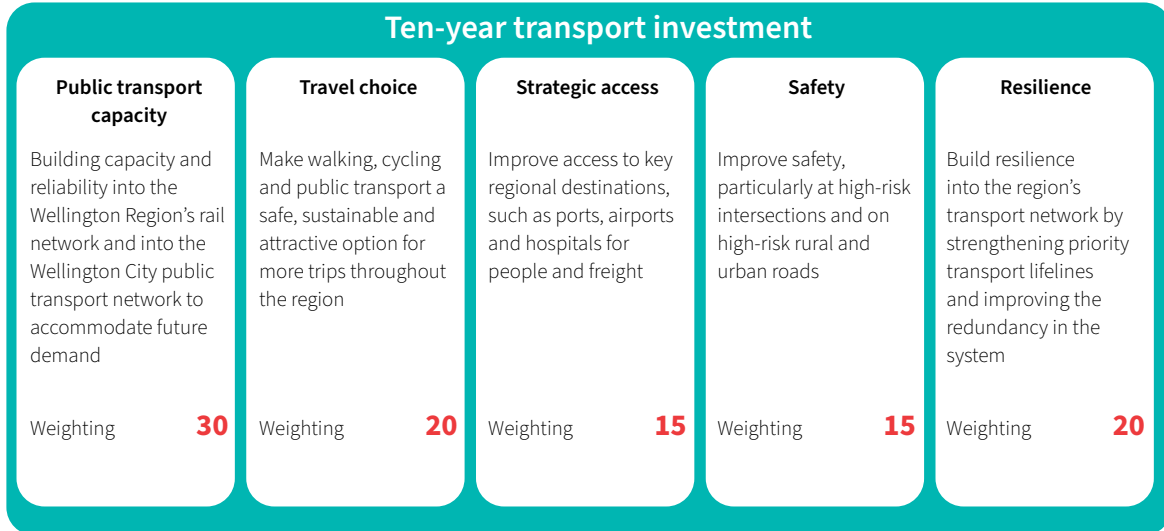
Authority	2024/25	2025/26	2026/27
Carterton District Council	51%	51%	51%
Department of Conservation	51%	51%	51%
Greater Wellington Regional Council	51%	51%	51%
Hutt City Council	51%	51%	51%
Kāpiti Coast District Council	51%	51%	51%
Masterton District Council	56%	56%	56%
Porirua City Council	53%	53%	53%
South Wairarapa District Council	51%	51%	51%
Upper Hutt City Council	51%	51%	51%
Wellington City Council	51%	51%	51%
NZTA (Wellington Region)	100%	100%	100%

We continue to operate in a very constrained funding environment, where transport competes with other essential projects at all levels of government. Rates form most of local government income, and councils are limited in their ability to generate income through other methods. In addition to finding efficiencies in the delivery of transport projects, our region looks forward to working with the Ministry of Transport and NZTA to identify and utilise alternative funding sources.



Alignment of the programme to investment priorities

The regional programme of transport activities is guided by the 10-year transport investment priorities (as set out in section 3 of the RLTP 2021). The figure below shows the alignment of the 2024-27 regional programme with the 10-year transport investment priorities, with its revised weightings.



¹ Selected improvement activities only. A full list of significant improvement activities in priority order is provided later in this document.

Intended outcomes of our transport programme

Public transport improvements feature prominently in the draft programme. Public transport is a significant lever to reducing congestion and unlocking the economic potential of our cities, while also reducing emissions and increasing equity in our transport network.

Activities are also included which focus on improving our region's **network resilience**. You will see a range of activities that have 'improving resilience' as their main objective. These are for all transport modes.

The programme includes activities designed to improve **safety** on both local roads and state highways, to help us work towards our RLTP headline safety target of reducing deaths and serious injuries.

Our region's roads, rail network, and waterways serve as key conduits for all freight moving between the North and South Islands. This same network must also enable people to easily access key regional destinations, such as Wellington Regional Hospital and Wellington International Airport. Therefore, the programme includes several activities to improve **strategic access**, supporting both regional and national economic growth.

Finally, investment in **safer walking and cycling** infrastructure has the potential to increase economic growth through reducing congestion, while also providing significant health benefits for our community. Increasing the safety of people who are walking or cycling requires ongoing investment in safe, dedicated infrastructure and facilities.

Regional Land Transport Programme 2024-27

30 significant programmes (62 significant activities)

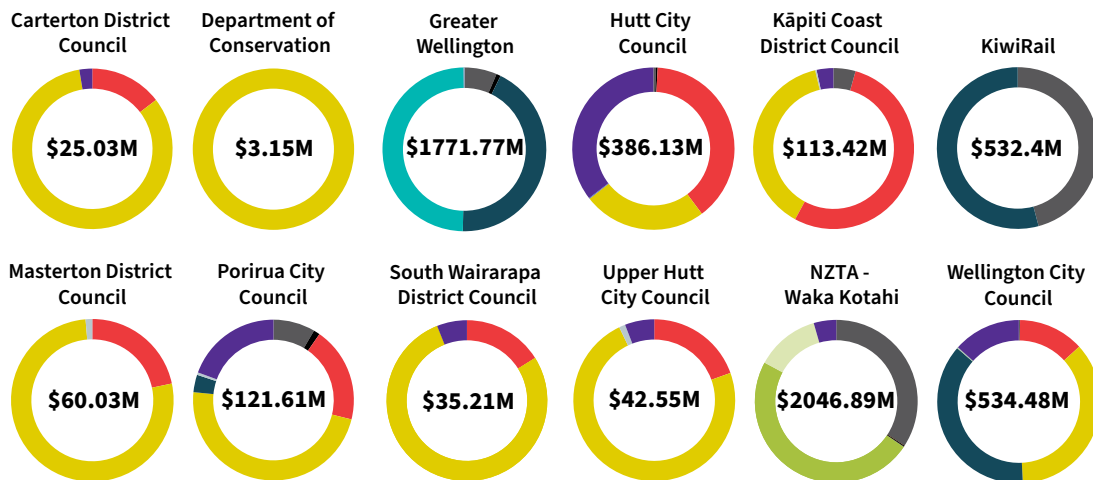
28 activities with committed funding

Activity class	All activities*	3 Year Cost (2024 to 2027) (\$m)
● Investment management (incl. Transport Planning)	14	22.19
● Local road improvements	31	336.15
● Local road maintenance	14	518.52
● Public transport infrastructure	45	1255.55
● Public transport services	6	878.1
● Safety	9	6.67
● State highway improvements	21	989.46
● State highway maintenance	2	259.57
● Walking and cycling improvements	23	331.23
● External funding	15	1075.23

*Some activities may have more than one activity class. Where this is the case, the activity is counted in each relevant activity class.

**Until the RLTP is submitted to NZTA, projected costs are subject to change due to Long-Term Plans still being finalised.

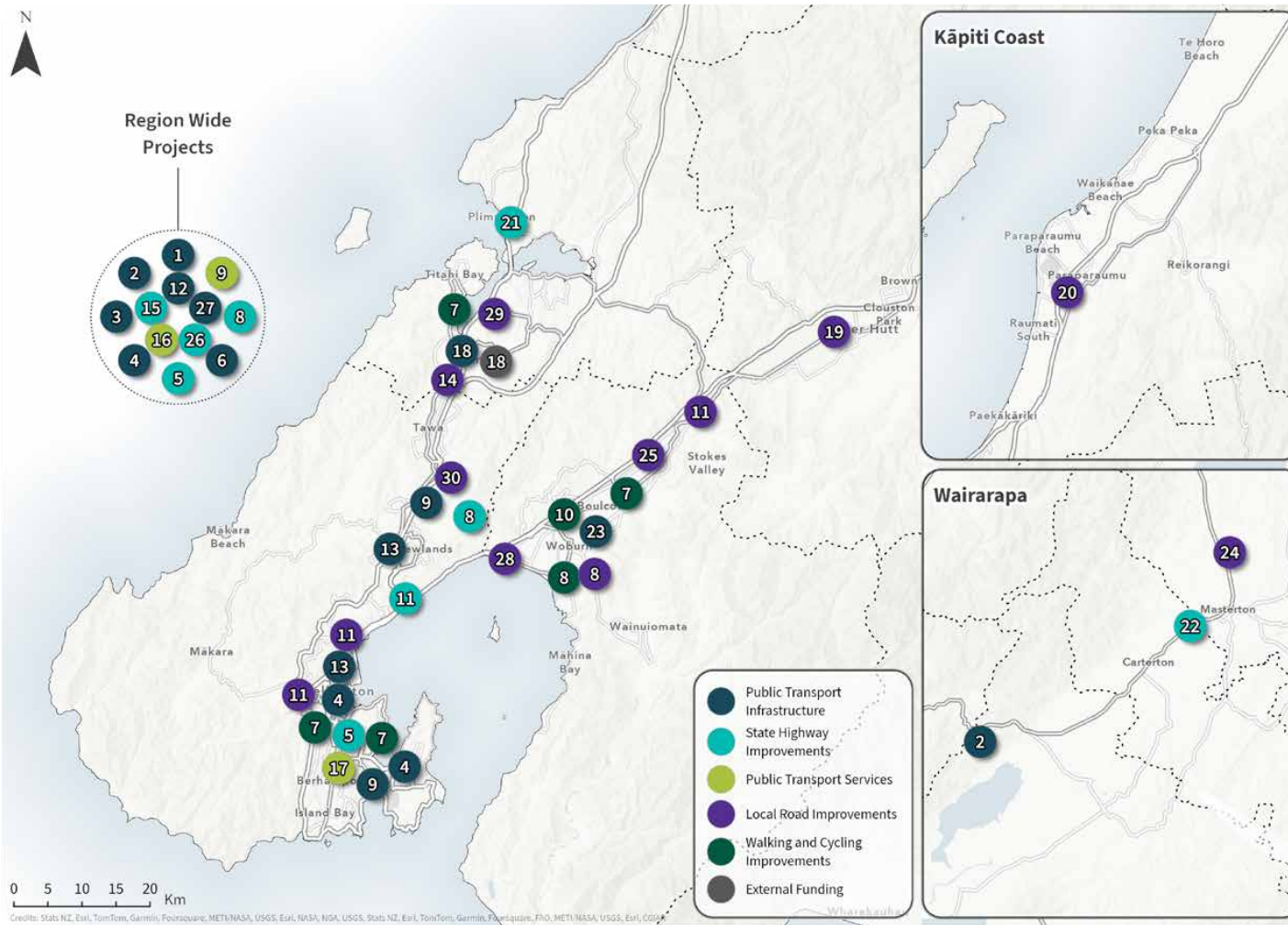
NLTF Funding by Lead Organisation



OUR TRANSPORT INVESTMENT PRIORITIES

Public transport capacity	Travel choice	Strategic access	Safety	Resilience
Weighting 30	Weighting 20	Weighting 15	Weighting 15	Weighting 20

RLTP Priority Projects by Programme Rank and colour coded by Activity Class



Top 5 significant activities

1. Rail Network Resilience
2. Completing Metro Rail Resilience and Capacity
3. Metro Rail – Developing and Enabling Future Capacity
4. Wellington Rapid Transit Bus Corridors Programme
5. Wellington Region Road of National Significance – SH1 Second Mt Victoria Tunnel and Basin Reserve Upgrade

Inter-regionally significant activities

- SH1 Basin Reserve Upgrades and Mt Vic Tunnel (Draft GPS 2024)
- Petone to Grenada and Cross Valley Link (Draft GPS 2024)
- Wellington Rapid Transit Bus Corridors Programme (Draft GPS 2024)
- National Ticketing Solution
- Lower North Island Rail Integrated Mobility
- SH1 Ōtaki to north of Levin (Wellington Northern Corridor)

Programme at a glance

NOTE: The regional programme is subject to change when the final GPS 2024 is released. Costs and timings of projects are estimates while councils' Long-Term Plans are in the process of being finalised, and as project specifics become clearer through the business case process. If there are changes that significantly affect the regional programme, these will be made during the consultation period. If change is required after the RLTP mid-term review has been adopted, this will be done through a variation. Information on how variations are made is included in Appendix F of the RLTP 2021.

Central government has signalled that roading activities previously under NZ Upgrade Programme will be renamed as Roads of Regional Significance.

Transport activities in the draft RLTP 2024-27 programme continue to focus on delivering improved public transport capacity, travel choice, safety, resilience, and strategic access across the region. The programme also supports Government objectives to increase productivity and economic growth by delivering a resilient

transport network that enables the efficient movement of goods and people. Alongside the committed activities from 2021, the regional programme 2024-27 comprises 30 new programmes (62 improvement activities). A snapshot of these follow:

The Wellington Metro Rail Network upgrade, an essential programme of work that will focus on addressing the historic backlog of renewals, improving rail infrastructure to accommodate for more peak service frequency and capacity, and delivering new metro rolling stock that will replace the current rolling stock reaching end of life in 2027. Funding has already been committed through the Lower North Island Rail Integrated Mobility project to procure 18 new hybrid-electric trains, scheduled to begin running on the rail network in 2028.

The former Let's Get Wellington Moving (LGWM) programme was dissolved in December 2023 and agreement reached by government and partner councils on key areas of collaboration and activities to be progressed, including:

As set out in NZTA's State Highway Investment Proposal, central government will build and fund the **SH1 Second Mt Victoria Tunnel and Basin Reserve upgrade**, creating opportunities for economic productivity, reduced congestion, urban development, and housing.

Greater Wellington and Wellington City Council will partner to deliver the **Wellington Rapid Transit Bus Corridors Programme (RTBCP)**. This programme will take a regional approach to delivering Rapid Transit Bus Corridors across Wellington and bus prioritisation for Upper Hutt, Lower Hutt, Porirua, and Kāpiti Coast, and comprises five key projects:

- (1) Wellington Regional Rapid Transit Bus Corridor Strategic Plan,
- (2) Harbour Quays,
- (3) Eastern Corridor,
- (4) Wider Wellington City Council Bus Network Improvements, and
- (5) Prioritised Regional Busways Programme and Wider Bus Network Improvements.

Walking and cycling improvements occurring in tandem with the RTBCP will ensure that pedestrians and cyclists are safe and protected along all new busways. Supported by Greater Wellington's investment in zero emission buses, the RTBCP will help to reduce congestion, improve safety and the health of our cities, and create a more productive and resilient transport network.

The implementation of the National Ticketing Solution in the Wellington Region, a national public transport ticketing and payments system that will operate on multiple modes of transport across Aotearoa.

Infrastructure and technology improvements to increase the accessibility of the public transport system guided by **Metlink’s Accessibility Action Plan.**

Te Wai Takamori o Te Awa Kairangi (formerly known as RiverLink) is a transformational project for Lower Hutt. It includes crucial flood protection and river restoration work, improvements to public transport, walking & cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre.

Development of a new Road of National Significance (Petone to Grenada and Cross Valley Link). Petone to Grenada will be a new connection that is anticipated to improve both local and regional transport access, resilience, and unlock housing growth between SH2 (from Petone) and SH1 (Grenada), while the Cross Valley Link builds on the existing Hutt City Cross Valley Connections project.

Across the region, low cost, low risk activities (under \$2 million) and maintenance, operations, and renewals activities remain a priority for lead organisations over the next three years, ensuring that our region’s transport network is maintained at a serviceable and resilient standard.



Summary by Lead Organisation



Carterton District Council

For the 2024-27 programme, emergency works in Carterton will continue, remediating road damage caused by heavy rains in January 2023. Collaborating with Masterton District Council and South Wairarapa District Council, Carterton District Council will also deliver joint road safety promotion activities in the region.



Department of Conservation – Wellington Region

The Department of Conservation's transport programme comprises maintenance, operations, and renewal activities, keeping local roads maintained by the Department of Conservation connected and resilient.



KiwiRail

KiwiRail's programme for 2024-27 includes essential work to address a backlog of renewals on the rail network and renew assets to provide a fit-for-purpose network. Activities to improve Wellington Metro rail resilience, safety and capacity include replacing and upgrading Wellington's signalling and train control systems, conducting strategic future planning, and delivering network improvements that enable the Lower North Island Rail Integrated Mobility project and the Rail Scenario 1 timetable (which provides a nominal 15-minute service to increase network capacity and level of service).



Greater Wellington Regional Council

In 2024-27, the Greater Wellington transport programme continues to deliver Metlink public transport services across the region. Improvements to public transport infrastructure include bus hub developments in Porirua and Johnsonville, accessibility improvements, and continued work on progressing Transit Oriented Development upgrades at Waterloo Station. Greater Wellington's programme includes investments in strategic public transport assets through investigating bus depot ownership opportunities. Working with Wellington City Council as road controlling authority, Greater Wellington will take a strategic, regional approach to integrating bus priority improvements along regionally significant corridors to unlock public transport capacity and improve access to key destinations such as Wellington Regional Hospital and Wellington International Airport. Projects of inter-regional significance include the delivery of the National Ticketing Solution and the Lower North Island Rail Integrated Mobility project, which includes the procurement and delivery of 18 four-car, tri-mode trains, and associated infrastructure delivered by KiwiRail, for the Wairarapa and Manawatū rail lines once current rolling stock reaches end of life in 2027. The Travel Choice programme will work with communities, businesses, and schools across the region to deliver projects such as the Wellington Regional Hospital Travel Action Plan Initiative, making it easier for people to get around without needing to use a private vehicle.



Hutt City Council

In Lower Hutt, transport activities include local road and walking & cycling improvements through Te Awa Kairangi—Riverlink, which delivers crucial flood protection and river restoration work to Lower Hutt alongside transport improvements, and investigations of east-west roading connections. Activities through the Hutt City Cross Valley Connections project focus on improving the resilience of the southern Lower Hutt transport network, including through active mode and public transport improvements, with interlinkages with Cross Valley Link (a Road of National Significance). Walking and cycling improvements in Lower Hutt include continued work to improve the resilience of Eastern Hutt Road; development of the Eastern Bays shared path; and an assessment focused on the identification and development of local cycling and micro-mobility connections.



Kāpiti Coast District Council

Transport activities underway on the Kāpiti Coast include the continuation of the Paraparamu Metropolitan Centre Connections project with the development of a link road to reduce congestion and improve strategic access between State Highway 1, Ihakara Street, Kāpiti Road, and Rimu Road. Road safety promotion and low cost, low risk activities focus on delivering safety benefits and improvements to local roads & walking and cycling infrastructure in the area.



Masterton District Council

Transport activities underway in Masterton include emergency works to continue remediating widespread damage caused by Cyclone Gabrielle in February 2023, and road safety promotion activities delivered jointly by Masterton District Council, Carterton District Council, and South Wairarapa District Council. A new project targeted towards the north of Masterton includes a detailed analysis of infrastructure requirements, safety measures, and integration of multimodal transport options to support increased urbanisation.



Porirua City Council

Activities in Porirua include the continuation of transport infrastructure improvements as part of Kāinga Ora’s East Porirua Regeneration Programme, which 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. Work continues on Access Kenepuru to deliver 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.



New Zealand Transport Agency Waka Kotahi

To give effect to the draft GPS 2024, NZTA’s State Highway Investment Proposal 2024-34 introduces Roads of National Significance to the 2024-27 transport programme, aimed at reducing congestion, supporting housing development, and boosting economic growth. Two new Roads of National Significance in the Wellington Region (Petone to Grenada Link Road and the Cross Valley Link, and SH1 Second Mt Victoria Tunnel and Basin Reserve Upgrade) will support the movement of people and freight while improving resilience. NZTA’s priorities include completing the work underway on key projects for the region, including activities supporting Te Awa Kairangi—Riverlink and the Ngauranga to Petone section of Te Ara Tupua cycling link. State highway maintenance, operations, and renewals will increase safety through the installation and renewal of barriers and safety markers and provide benefits for resilience by increasing road surface and pavement renewals to reduce the occurrence of potholes.



Upper Hutt City Council

In Upper Hutt, work continues on delivering arterial link improvements to Fergusson Drive to accommodate growing demand on the main route that links Upper Hutt to the state highway and the wider Wellington Region. Other activities include the delivery of low cost, low risk improvements for walking and cycling infrastructure and local roads.



South Wairarapa District Council

Transport activities underway in South Wairarapa include road safety promotion activities delivered jointly by South Wairarapa District Council, Carterton District Council, and Masterton District Council. South Wairarapa District Council continues to deliver emergency works to complete remediation of the severe weather impacts of Cyclone Hale on transport infrastructure.

Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

Wellington City Council

Wellington City Council’s draft transport programme includes progressing a strategic citywide network of connected bike routes in order to improve safety for people on bikes, increase the role of cycling in the transport network, and improve environmental and health outcomes. Earthquake resilience activities in the city focus on the seismic strengthening of critical retaining walls and bridges. Wellington City Council’s transport programme includes components that were formerly part of the Let’s Get Wellington Moving programme, delivering bus priority improvements and walking and cycling upgrades in partnership with Greater Wellington through the Wellington Regional Rapid Transit Bus Corridors Programme.

Committed activities

Committed activities are defined as currently committed phases of funding for activities that are expected to continue into 2024. These will be included in the NLTP 24/27.

Table 2: Committed activities by organisation 2024–27

Activity Name	Description	Phases	Fiscal Year Start	Fiscal Year End	24/25	25/26	26/27	3-year total (\$m)(est.)
Greater Wellington								
Matangi 1 Trains and Rail Upgrades – Debt Servicing	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.	Implementation	2018	2032	3.35	3.35	3.35	10.05
Matangi 2 Trains – Debt Servicing	Procurement of 35 additional Matangi units from Hyundai Rotem.	Implementation	2018	2040	14.45	14.15	14.45	43.05
Wellington Metro Rail Track Infrastructure – Catch-Up Renewal	A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.	Implementation	2018	2024	15.66			15.66
National Ticketing Solution (NTS) (Committed Phases)	Through Project NEXT, the Wellington Region's implementation of a contactless national ticketing solution for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Implementation	2021	2024	4.3			4.3
Real-Time Information Systems Replacement	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Business case, Implementation	2021	2024	2.89			2.89
Lower North Island Rail Integrated Mobility	The Lower North Island Rail Integrated Mobility project includes the procurement and delivery of 18 four-car, tri-mode trains, and associated infrastructure, for the Wairarapa and Manawātū rail lines. It is expected that the new trains will quadruple services between Palmerston North and Wellington on the Manawātū line and double peak services between Masterton and the capital on the Wairarapa Line.	Implementation	2023	2029	77.21	83.0	112.81	273.02
Bus Driver Terms & Conditions	A Crown-funded initiative to uplift bus driver wages to attract more bus drivers and retain existing drivers, which contributes to a sustainable workforce.	Implementation	2023	2025	3.47	3.47	0.00	6.94
Hutt City Council								
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.	Implementation	2023	2025	22.74	20.73	0.00	43.47
The Beltway	Construction of a new cycle path connecting to existing cycleways to complete the "Beltway Loop". The Beltway seeks to provide a cycling spine to the east of the city, extending between Seaview and connecting to the Hutt River Trail at Taita drive.	Implementation	2019	2026	0.31	0.00	0.00	0.31
KiwiRail								
WMUP 5 - Wellington Rail Network Resignalling Renewal	This programme replaces Wellington's mixed signalling and train control systems with one that will provide the levels of safety, capacity and resilience required to support the growth in passengers and freight. Installation of European Train Control System (ETCS) Level 2.	Business case	2021	2025	9.8	5.3		15.1
New Zealand Transport Agency - Waka Kotahi								
NZ Upgrade Programme SH2 Melling Efficiency and Safety Improvement	A new grade-separated SH2 Melling interchange, Melling Bridge over Hutt River, connecting the interchange to the Lower Hutt city centre, relocation of the Melling train station and its park and ride facilities, walking and cycling paths, and a pedestrian bridge link between the relocated railway station and city centre	Implementation, Property	2020	2028	122.4	101.1	75.7	299.24

Ko te Mahere ā-Rohe Waka Whenua o Pōneke 2021: 2024 Arotakenga kaupeka waenga

Activity Name	Description	Phases	Fiscal Year Start	Fiscal Year End	24/25	25/26	26/27	3-year total (\$m)(est.)
NZ Upgrade Programme SH58 Safety Improvements – Stage 2	Safety improvements on SH58 between Moonshine Road and Transmission Gully. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	Implementation	2020	2027	22.62	8.14	8.59	39.35
SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	Package of improvements to improve the efficiency of the state highway around the Basin Reserve and to provide a second Mt Victoria Tunnel that will improve local, regional, and national access and to unlock housing growth.	Business case, Property	2022	2033	29.06	0	0	29.06
NZ Upgrade Programme Contingency	NZ Upgrade programme contingency in support of NZUP projects.	Implementation	2023	2027	86.1	177.6	60.3	323.94
Weigh Right Mackay's	Replacement weigh station for Plimmerton.	Implementation	2017	2026	11.6	5.7		17.3
Wellington RoNs (5) – Transmission Gully	Residual works post-completion of the new expressway between Mackays Crossing and Linden.	Construction, Implementation	2020	2045	122.68	126.1	124.4	373.18
Wellington RoNs (6) – SH1 Mackays to Peka Peka Expressway	Residual works post-completion of the 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.	Property	2010	2024	0.48			0.48
Wellington RoNs (7) – SH1 Peka Peka to Ōtaki Expressway	Residual works post-completion of a new four-lane median divided expressway between Peka Peka Rd and north of Ōtaki (Taylors Road).	Construction	2015	2026	6.37	2.51	0.55	9.43
Peka Peka to Ōtaki Revocation	Complete revocation of the old SH1 from Peka Peka to Ōtaki.	Implementation	2021	2024	6.32	0	0	6.32
Te Ara Tupua Ngā Ūranga – Pito-One	Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected, and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Implementation	2020	2025	81.36	42.63	0	123.99
SH2 Masterton to Carterton (corridor improvements)	The Masterton to Carterton corridor is an undivided two-lane state highway with a 100km/h speed limit that connects the rural towns of Masterton and Carterton. The crash history shows 10 DSIs in the last five years, 7 of which were at intersections and 2 of which were head on. Corridor safety improvement pre-implementation work has been carried out and this phase is to proceed to implementation.	Implementation	2021	2024	0.02	0	0	0.02
SH1 Tawa to Johnsonville Surface Flooding	Network resilience enhancements targeting specified high priority risk sites to improve trip reliability and reduce the potential for future disruption and closure, or personal safety risk.	Implementation	2023	2024	0.01	0	0	0.01
Porirua City Council								
Porirua CBD to Titahi Bay Shared Path	Construct a shared cycling and pedestrian pathway and associated coastal resilience improvements along Titahi Bay Road.	Pre implementation	2019	2025	0.25			0.25
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.	Pre-implementation, Property, Implementation	2021	2026	7.09	2.51	0	9.60
South Wairarapa District Council								
Emergency Works Cyclone Hale Storm Event 2023	The aftermath of Cyclone Hale and the impact on already saturated terrain caused land movement and flooding to the eastern Hill area of the district. Removal of slips up to 60m in length, reinstating unsealed water tables, and unblocking of culverts. The repair of under slips and slumps.	Implementation	2022	2025	0.33			0.33
Wellington City Council								
Golden Mile Upgrades	Deliver more bus priority from Lambton Quay to Courtenay Place, with improvements for people walking and cycling.	Implementation	2023	2025	22.35	18.73	28.14	69.21
Thorndon Quay and Hutt Road Upgrade	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Pre-implementation, Property, Implementation	2023	2026	41.95	11.99		53.94
Masterton District Council								
MDC January Flooding Event 2023	Emergency works to address sites affected by the significant rain event in January 2023 that caused widespread damage across the Wairarapa region. This work includes reopening roads, traffic management, removing slips/overburden and trees from roads. clearing out major drainage issues and reinstating culverts.	Construction, Implementation	2022	2025	0.4			0.4

Significant activities

Overview of prioritisation

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

The Regional Transport Committee's policy on significance is contained in [Appendix C](#) of the RLTP 2021.

Significant activities are defined as all new improvement activities in the region (or new phases of improvement activities) where funding from the National Land Transport Fund is required within the next three years of the Regional Land Transport Plan (July 2024 – June 2027), excluding:

Maintenance, operations and renewal activities for state highways and local roads

Public transport continuous programme (existing services)

Low-cost, low-risk activities (under \$2 million)

Road safety promotion activities

Investment management activities, including transport planning and modelling

Programme business cases

NOTE: The regional programme is subject to change when the final GPS 2024 is released. Costs and timings of projects are estimates while councils' Long-Term Plans are in the process of being finalised, and as project specifics become clearer through the business case process. If there are changes that significantly affect the regional programme, these will be made during the consultation period. If change is required after the RLTP mid-term review has been adopted, this will be done through a variation. Information on how variations are made is included in Appendix F of the RLTP 2021.

Central government has signalled that roading activities previously under NZ Upgrade Programme will be renamed as Roads of Regional Significance.

Significant activities in prioritised order

The priority order of significant activities was developed by applying the prioritisation methodology in Appendix D RLTP 2021. The priority of programmes reflects a mix of interventions designed to deliver on the region’s 10-year transport investment priorities and clearly signal which of the new (or new phases of) large-scale improvement projects the region considers most important. All costs included in this programme are estimates only, and subject to change. Costs include any funding contributions from external sources as set out in Table 11.

Table 3: Prioritised significant activities

Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
1	Rail Network Resilience	Wellington Metro - Overdue Renewals	KiwiRail	Address the historic overdue renewals due to the legacy of underinvestment in the Wellington network. Renewing all assets within the renewals backlog will ensure no assets in operation are past the end of their economic life and delivering this programme will meet the government’s commitment under the Metro Rail Operating Model (MROM) of providing a fit for purpose network.	Implementation	2024	2044	28.7	38.3	61.9	129	502.5
2	Completing Metro Rail Resilience and Capacity	Wellington ETCS - Rail Network Resignalling	KiwiRail	Implementation phases of the committed activity WMUP 5 - Wellington Rail Network Resignalling Renewal. This programme replaces Wellington’s mixed signalling and train control systems with one that will provide the levels of safety, capacity and resilience required to support the growth in passengers and freight. Installation of European Train Control System (ETCS) Level 2.	Implementation	2025	2032		30.4	54.0	84.4	772.6
		Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)*	Greater Wellington Regional Council	Infrastructure network capacity improvements (including sub-stations) on the Wellington Metro Railway Network (over the next 4 years) to remove key network constraints, improve peak service frequency and capacity and provide a higher quality passenger rail service, cater for forecast peak passenger demand through to 2030, and ensure balanced mode share between road and rail during peak periods to increase the resilience of the wider transport network	Implementation	2024	2026	47.2	65	25	137.20	137.20
		Wellington Metro - Strategic Future Planning	KiwiRail	Strategic planning for future investment in the Wellington Metro rail network. Enables KiwiRail to complete Programme Business Case work and participate in key planning activities of other organisations – i.e. Regional Growth Framework, etc.	Pre-implementation	2024	2033	2.0	2.1	2.2	6.3	21.7
		Wellington Metro - Remaining Improvements for RS1 Timetable	KiwiRail	Remaining network improvements to enhance the resilience of the RS1 timetable, which provides a nominal 15-minute service increasing network capacity and level of service to passenger and additional network resilience. A number of additional projects have been identified that support the delivery of the next step in metro rail timetable RS1. These include increased stabling at Waikanae, upgrades to the junction at Woburn, and signal upgrades (splitting the signal blocks) at North South Junction & Pukerua Bay.	Implementation	2024	2026	5.6	5.9	12.4	23.9	23.9
		Wellington Metro - Remutaka Tunnel Ventilation System	KiwiRail	Installation of an active ventilation system in the Remutaka Tunnel to accommodate passenger services on the Wairarapa Line in light of changes to compliance thresholds.	Implementation	2024	2027	5.4	5.5	5.7	16.6	16.60

* While the party to be funded is yet to be confirmed, KiwiRail will deliver the project.

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Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
3	Metro Rail - Developing and Enabling Future Capacity	New Metro Rolling Stock	Greater Wellington Regional Council	Purchase of 15 x 4 car Electrical Multiple Units (EMUs) to enable higher frequency and capacity peak services on the electrified metro Wellington rail network.	Business case, Implementation	2024	2031	0.25	0.25	5.81	6.31	192.23
		Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change	KiwiRail	This business case programme of work enables KiwiRail to further develop, plan and programme the network infrastructure required to support for each timetable step towards that RS4.3 end goal. The first phase of this would be detailed planning for the next timetable step – delivery of RS2.	Business case	2024	2033	3	4.4	5.7	13.1	1039.08
4	Wellington Rapid Transit Bus Corridors Programme	Wellington Regional Rapid Transit Bus Corridors Programme - Regional Plan	Greater Wellington Regional Council	Development of an integrated plan / strategy for rapid transit bus corridors and bus prioritisation across the Greater Wellington region.	Business case	2024	2025	1			1	1.00
		Harbour Quays Bus Corridor	Wellington City Council	Delivering a transitional Bus Prioritisation Corridor along Harbour Quays to alleviate pressure on the Golden Mile.	Business case, Implementation	2024	2027	9.41	21.5	21.3	52.2	57.50
		Harbour Quays Stage 2 - Rapid Transit Bus Corridor	Greater Wellington Regional Council	Harbour Quays Stage 2 leverages the investment from Stage 1 which alleviated pressure on the Golden Mile enabling capacity for city wide bus network capacity growth. In Stage 2 we propose the construction of a dedicated bi-directional Rapid Transit Bus Corridor from the Railway Station to the Hospital / Island Bay.	Business case, Implementation	2025	2031		1	1.5	2.5	122.50
		Eastern Bus Corridor	Wellington City Council	Stage 1 investment enables high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport, followed by Stage 2 submitted by Greater Wellington Regional Council.	Business case, Implementation	2024	2026	6.32	10.8	4.1	21.20	21.20
		Eastern Corridor Stage 2 - Rapid Transit Bus Corridor	Greater Wellington Regional Council	Eastern Corridor Stage 2 leverages the investment from Stage 1 which enabled high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport. In Stage 2 we envision the implementation of continuous bus priority from the CBD to Miramar / Airport.	Business case, Implementation	2026	2031			1.5	1.5	117.50
		Wider WCC Bus Network Improvements	Wellington City Council	Deliver bus prioritisation and wider bus network improvements across Wellington City. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	Business case, Implementation	2027	2033				0	59.30
		Prioritised Regional Busways Programme and Wider Bus Network Improvements	Greater Wellington Regional Council	The prioritised Regional Busways Programme will deliver bus prioritisation and wider bus network improvements across the region. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	Business case, Implementation	2024	2032	1.75	1.6	3.0	6.35	21.30
		Golden Mile Bus Stops and Shelters	Greater Wellington Regional Council	Upgrading infrastructure for all 10 bus stops along the Golden Mile, incorporating 8 new shelters, and consolidating stops to ensure faster travel times while accommodating increased passenger numbers and projected growth.	Business case, Implementation	2024	2033	5.5		5.5	11.0	12
Wellington Central City Walking and Cycling Upgrades	Wellington City Council	Walking and cycling improvements along the Wellington's Central City corridors, coordinated with the Wellington Rapid Transit Bus Corridor Programme.	Business case, Pre-implementation, Implementation	2024	2026	4.3	6.59	6.81	17.70	17.70		

Ko te Mahere ā-Rohe Waka Whenua o Pōneke 2021: 2024 Arotakenga kaupeka waenga

Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
5	Wellington Region Road of National Significance (1)	SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	NZTA	Package of improvements to improve the efficiency of the state highway around the Basin Reserve and to provide a second Mt Victoria Tunnel that will improve local / regional / national access and to unlock housing growth.	Pre-implementation, Implementation	2022	2033	39.24	125.35	159.14	323.73	2291.18
		Wellington Share - Roads of National Significance Project Development	NZTA	To fund business case investigations for Roads of National Significance (across RoNS activities).	Business case	2024	2029	6.54	6.54	6.54	19.62	21.36
		Wellington Share - Roads of National Significance Property Purchase	NZTA	To fund property requirements for Roads of National Significance (across RoNS activities).	Property	2024	2033	61.13	61.13	61.13	183.39	676.28
6	National Ticketing Solution (NTS)	National Ticketing Solution (NTS)	Greater Wellington Regional Council	Wellington Region's implementation of the National Ticketing Solution, a national public transport ticketing and payments system which will operate on multiple modes of transport across Aotearoa.	Implementation	2024	2025	16.86	20		36.86	36.86
		Fares and Ticketing Development	Greater Wellington Regional Council	Fare options require consultation. Introduction of new revenue protection strategy and new offboard service design model as the result of the National Ticketing Solution, as well as product developments (including fare product aimed at organizations providing subsidized public transport to staff).	Business case, Implementation	2024	2033	0.5	0.5	1.5	2.5	17.90
7	Regional Cycle Network	Wellington Strategic Bike Network - Eastern Package (Evans Bay Stage 2 - NIWA to Cobham Dr)	Wellington City Council	Poor cycling uptake, due to the perception that cycling is unsafe and inconvenient, is reducing cycling's contribution to the transport system. Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes.	Implementation	2024	2025	4.9	1.69		6.59	6.59
		Strategic Bike Network Development	Wellington City Council	The lack of appropriate infrastructure and slow delivery to create a cohesive/complete cycling network is reducing the uptake of cycling, negatively affecting carbon reduction and health goals and resulting in significantly higher than average rates of harm for people on bikes. The programme implements the Paneke Pōneke Bike Network Plan to deliver a strategic citywide network of connected bike routes in order to improve safety for people on bikes, increase the role of cycling in the transport network, and improve environmental and health outcomes.	Pre implementation, Implementation	2024	2026	8.27	9.09	17.15	34.51	34.51
		Hutt City Cycling & Micromobility Connectivity Assessment	Hutt City Council	This assessment is focused on the identification and development of local cycling and micromobility connections which link the core routes with key employment, education and transport hubs to encourage more people to cycle and scooter more often. As work on the three core cycle/micromobility routes progresses, it is important to work on these connections now in order to maximise the investment and promote increased, safe uptake of walking, cycling and micromobility in Hutt City.	Business case, Pre-implementation, Implementation	2024	2026	12.25	16.25	6	34.5	55.65
		Porirua CBD to Titahi Bay Shared Path (New Phases)	Porirua City Council	Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.	Implementation	2019	2025	8.89	4.45			13.33

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Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)	
8	Wellington Region Road of National Significance (2)	Petone to Grenada Link Road & Cross Valley Link	NZTA	Petone to Grenada will provide a new connection that will improve local / regional transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and SH1 (near Grenada / Tawa). Cross Valley Link will also provide a new connection to improve local transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and Lower Hutt's Eastern Hills.	Pre-implementation, Implementation	2025	2033		15.48	15.48	30.96	1541.08	
		Hutt City Cross Valley Connections	Hutt City Council	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 Wainuimata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment. Further scope refinement may be required if national transport priorities change.	Business case, Implementation	2024	2030	3.3	7.5	12.51	23.31	211.55	
		Wellington Share - Roads of National Significance Project Development	NZTA	To fund business case investigations for Roads of National Significance (across RoNS activities).	NOTE: These two activities are duplicates of the activities listed above under programme 5. These are included twice to indicate that the project development and property activities are related to both Roads of National Significance.								
		Wellington Share - Roads of National Significance Property Purchase	NZTA	To fund property requirements for Roads of National Significance (across RoNS activities).									
9	Asset Control - Depots and Public Transport Assets	Asset Control - Other Depot Opportunities	Greater Wellington Regional Council	Identifying and evaluating long-term options for bus depots, with locations dependent on land availability and/or opportunities. Greater Wellington ownership would remove the need for operators to provide a depot, therefore removing a barrier to entry for operators.	Business case, Implementation	2024	2033	1.06	15.06	16.08	32.2	156.40	
		Asset Control - Southern Depot Development	Greater Wellington Regional Council	Identifying and evaluating long-term options for a southern bus depot, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.	Business case, Implementation	2024	2033	23.25	28.25	29.25	80.75	138.74	
		Wellington City Council Public Transport Assets	Greater Wellington Regional Council	Purchase of Lambton interchange assets, as controlling strategic public transport assets assures continuity of public transport services and customer / operator amenities.	Business case, Implementation	2024	2033	11.34	0.76	0.76	12.86	20.18	
		Bus and Rail Contract Tendering and Operating Model Changes	Greater Wellington Regional Council	Includes the cost for the Project Hihi project team, operating model changes, and the bus tendering contracts. Project Hihi includes the development of an asset control strategy that will be consulted on during Greater Wellington's Long Term Plan process. Other activities include sustainable workforce and network optimisation projects.	Business case, Implementation	2024	2033	4.1	4.45	3.45	12	29.25	
10	Riverlink - Te Awa Kairangi Improvements	Riverlink Local Road Improvements	Hutt City Council	Local road improvements for intersections of Ewen and Melling bridges (2 separate phases). Central city street improvements and CBD optimisation. 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. Cost estimation continues and values may be subject to further increase.	Implementation	2022	2027	15.43	18.08	2.65	36.16	36.16	

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Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
		Riverlink Walking & Cycling Improvements	Hutt City Council	A new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections. Walking and cycling paths along river corridor with linkage to new cycling bridge. Cost estimation continues and values may be subject to further increase.	Implementation	2024	2026	17.64	29.28	10.91	57.83	57.83
		Riverlink Land Purchase for Rail Station Replacement	Greater Wellington Regional Council	Purchase of the land to enable improved transport outcomes as part of the relocation of the Melling Station.	Business case, Property	2024	2024	1.03			1.03	1.03
11	Wellington Region Resilience Programme	Eastern Hutt Road Resilience Work	Hutt City Council	Vulnerability to slopes above and below the road is leading to isolation of significant communities from essential services. This project focuses on resilience work along the Eastern Hutt road and in the Hutt Valley.	Implementation	2024	2026	15	17	15	47	47.00
		Chaytor Street Retaining Walls Earthquake Resilience Strengthening	Wellington City Council	Chaytor Street is a major transport route in and out of the city for Karori and Northland. High concrete retaining walls are present adjacent to Chaytor Street and these walls also support the lower sections of Raroa Crescent and Northland Tunnel Road. Analyses indicate the wall is marginally stable under seismic SLS load condition and likely to become unstable under ULS load conditions. Considerable damage to most of the wall and entire collapse of sections of the wall cannot be discounted.	Implementation	2025	2026		4.55	4.55	9.1	9.10
		Kelburn Viaduct - Earthquake Resilience Strengthening	Wellington City Council	Seismic strengthening of bridge to comply with the new (2022) National Seismic Hazard Model.	Pre implementation, Implementation	2025	2027		0.32	0.21	0.53	4.0
		Grosvenor Terrace Retaining Walls - Earthquake Resilience Strengthening (RW237 and RW243)	Wellington City Council	Regional integrated road network resilience studies have shown that transport access to and within Wellington city will be disrupted by damage to the road network in large earthquake and storm events, leading to loss of access. This resilience project involves strengthening critical retaining walls identified along two of the most critical routes for emergency response and recovery - the Ngaio Gorge Road and Wadestown Route (Grant Road - Grosvenor Terrace). The retaining walls will be strengthened to make them more resilient to large earthquake and storm events.	Pre implementation, Implementation	2024	2026	0.95	2.42	2.63	5.99	5.99
		SH1 Ngauranga Gorge & SH2 Ngauranga to Dowse/Petone Resilience	NZTA	Improving critical resilience issues along key sections of the SH1 and SH2 Ngauranga Triangle. Resilience improvements will benefit PT and active mode infrastructure. Improvements could also provide state highway safety benefits.	Business case, Property	2024	2032	1.2	0.55	0.65	2.4	69.12
12	Public Transport Accessibility Action Plan Programme	Public Transport Network Accessibility Infrastructure Improvements	Greater Wellington Regional Council	Delivers accessibility improvements on the public transport network to target routes. Improvements include audio announcements on trains to identify which side the exit is on, automatic wheelchair ramps on buses, and announcements on arrival at a stop.	Business case, Implementation	2024	2033	3.69	2.36	1.4	7.45	15.04

Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
		Network Wayfinding and Accessibility Technology Programme	Greater Wellington Regional Council	As part of Greater Wellington's public transport Accessibility Action Plan Programme, pilot and implement new technology aids that can support a better user experience and greater access for disabled people using public transport. Possible technologies include digital navigation aids at interchanges, using real-time information to view wheelchair space availability on the public transport fleet, and integration with third-party accessibility apps.	Business case, Implementation	2024	2033	2.63	1.15	0.79	4.57	9.42
13	Bus Hubs and Layovers	Wellington CBD Electric Vehicle Bus Layover/Depot	Greater Wellington Regional Council	Locate land and build a layover facility for up to 30 buses, including a driver rest facility and an EV opportunity charging facility (feasibility and concept design are required).	Business case, Implementation	2024	2033	0.3	0.2	0.3	0.8	4.90
		Johnsonville Transport Hub Development	Greater Wellington Regional Council	To accommodate the growth in bus passenger demand as well as the extension of existing bus routes for certain areas of Johnsonville, proactive measures are required. These include ensuring sufficient space for buses to park and rest, along with provisions for electric vehicle charging infrastructure. As part of the redevelopment with the land currently owned by Stride, building a public transport hub would accommodate this needed space and include layover/driver break facilities.	Business case, Implementation	2024	2033	0.3	0.2	0.3	0.8	15.55
14	-	Access Kenepuru (New Phases)	Porirua City Council	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Implementation	2021	2026		0.5	2	2.5	2.50
15	State Highway Value for Money Safety Improvements Programme	Wellington Share - Value for Money Safety Improvements Programme	NZTA	Roll out lower cost, value for money safety improvements on the state highway network, including safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern. A key focus will be on signs and markings, audio tactile pavement markings, intersection speed zones and shoulder widening at high-risk locations to improve safety. NZTA will work in partnership with others, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use. Increased investment in maintenance and renewal activities will improve safety across the network.	Implementation	2024	2033	1.68	1.68	1.68	5.04	16.85
16	-	Bus Network Growth to Meet Public Transport Demand	Greater Wellington Regional Council	As the population increases and urban areas grow in size, network growth is required within the bus network to meet public transport demand across the Wellington Region. Five areas have been identified as needing new or additional bus routes to cater for suburb growth and gaps in the public transport network.	Business case, Implementation	2024	2033	0.88	0.73	1.18	2.79	54.93
17		Wellington Regional Hospital Travel Action Plan Initiative	Greater Wellington Regional Council	A joint project with Te Whatu Ora to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Implementation	2021	2033	0.08	0.08	0.08	0.24	7.27

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Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
18	Kāinga Ora East Porirua Regeneration Programme	Kāinga Ora East Porirua Regeneration Programme - Transport	Porirua City Council	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, NZTA 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.	Pre implementation, Implementation	2024	2032	4.43	8.71	8.71	21.85	64.01
		Porirua Bus Hub Improvements	Greater Wellington Regional Council	Improvements to address health and safety, security concerns and accessibility challenges.	Business case, Implementation	2024	2033	0.5	3.5	3	7	8.05
19	-	Fergusson Drive Arterial Link Improvements	Upper Hutt City Council	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Business case, Implementation	2024	2032	0.15			0.15	42.88
20	Paraparaumu Metropolitan Centre Connections	Paraparaumu Metropolitan Centre Connections - Kāpiti Road to Ihakara Street	Kāpiti Coast District Council	There are inadequate transport connections between State Highway 1, Ihakara Street (west), Kāpiti Road and Rimu Road, which impedes transport accessibility to the metropolitan centre and limits travel choice and economic development. The proposed road will reduce congestion and make it more efficient to move in and around the metropolitan centre encouraging more people to access key services and commercial activities promoting economic growth and increasing productivity. The proposed connection will also unlock a large key greenfield site which will enable a significant amount of residential housing and commercial and retail activity close to existing public transport networks and complementary activities. This connection will provide alternative routes, reduce traffic volumes and will promote mode shift for people by improving walking and cycling facilities, and overall safety for vulnerable users. With a developer contributing to the cost of the project this represents value for money.	Implementation	2024	2026	10	10	4	24	24
21	-	SH59 Mackay's to Linden	NZTA	To support the next development phases that may be identified following completion of NZTA's 2023 / 2024 strategic review of the future function of SH59 following its decision not to revoke SH1 (now SH59).	Business case	2024	2026	1.2	1.2		2.4	2.4
22	-	SH2 Masterton South Commercial Vehicle Regional Safety Centre	NZTA	More effective detection and enforcement on Masterton South will lead to the benefits of improved RUC recovery, reduction in rollover and other crashes, reduced road wear and reduction in freight supply chain disruption.	Property, Implementation	2024	2028	0.13	0.25	1.3	1.68	7.46
23	-	Waterloo Station Transit Oriented Development (TOD)	Greater Wellington Regional Council	Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development.	Business case, Implementation	2024	2033	1	2	20	23	105.5

Rank	Programme	Activity Name	Organisation	Description	Phases	Start	End	24/25	25/26	26/27	3-year cost (\$m)	Total cost (est.)
24	-	Masterton North - Connecting Communities	Masterton District Council	This joint NZTA/MDC project seeks funding support for a comprehensive initiative aimed at addressing the evolving challenges posed by increased urbanization and rural residential development along the northern edge of Masterton. The initial phase involves preparing a single-stage business case lite, assessing recommended economic solutions. The project's scope includes a detailed analysis of infrastructure requirements, safety measures, and the integration of multimodal transport options. The project aims to establish a clear roadmap, aligning with strategic transport objectives while addressing the needs of both urban and rural communities in our district.	Business case, Implementation	2025	2028		0.3		0.3	7.3
25	-	Hutt City Council LED Streetlights Upgrade	Hutt City Council	Upgrade old sodium streetlight luminaires to LED. This is in targeted areas where the majority of streetlights have not been upgraded; other areas will wait until the old lights require replacement.	Implementation	2024	2026	0.98	1.74	1.28	4	4
26	-	Wellington Transport Operations Centre Building Extension	NZTA	The design and build of a new WTOC building to allow for the support of critical functions in operating the SH network.	Business case, Pre implementation, Implementation	2024	2027	0.11	0.55	6.1	6.76	12.97
27	-	Smarter Network Technology and Innovation Programme	Greater Wellington Regional Council	Several bespoke technology enhancements for the rail fleet and station, including WiFi provision on trains, hardware LED strips at train stations, and full-width signage across carriages.	Business case, Implementation	2024	2033	1.75	6	5.8	13.55	35.29
28	-	Hutt City Transport Improvements - Local Road Parking Density	Hutt City Council	Development density (especially developments without off-street parking) has increased local road on-street parking. A number of these roads need traffic assessments and road layout changes. There are currently over 100 streets that need to be assessed. The layout changes include street widening and resulting service relocations, kerb and channel realignments, parking bays, turning bays, and loading zones.	Implementation	2024	2026	4	4	4	12	12
29	-	Whitford Brown / Papakowhai Road Intersection Upgrades	Porirua City Council	Upgrade of intersection signals to improve safety and accessibility for pedestrians and cyclists.	Business case, Implementation	2024	2026	0.07	2.93		3	3
30	-	Lincolnshire Farm New Road	Wellington City Council	Construction of Lincolnshire Farm collector road from Mark Avenue in the south to Jamaica Drive. This new road will connect the suburbs and cater for future urban development in the area. The project area is located within the Lincolnshire Farm Development Area and is zoned for future residential development.	Pre-implementation, Implementation	2024	2029	1.65	1.25	5	7.9	50.4

Timing and phasing of proposed significant activities

Table 4 shows the indicative timing and phasing of significant activities out to 2030/31. It illustrates the time and complexity in delivering large-scale projects.

Table 4: Timing and staging of prioritised significant activities (BC: business case process phase, Pre-IMP: pre-implementation phase, IMP: implementation phase, P: property)

Rank	Programme	Activity Name	2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase
1	Rail Network Resilience	Wellington Metro - Overdue Renewals	28.70	IMP	38.30	IMP	61.90	IMP	72.10	IMP	70.30	IMP	61.50	IMP	43.20	IMP
2	Completing Metro Rail Resilience and Capacity	Wellington ETCS - Rail Network Resignalling			30.4	Pre-IMP	54.0	Pre-IMP	103.4	IMP	187.4	IMP	169.8	IMP	165.4	IMP
		Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)*	47.2	IMP	65	IMP	25	IMP								
		Wellington Metro - Strategic Future Planning	2.00	Pre-IMP	2.1	Pre-IMP	2.2	Pre-IMP	2.2	Pre-IMP	2.2	Pre-IMP	2.2	Pre-IMP	2.2	Pre-IMP
		Wellington Metro - Remaining Improvements for RS1 Timetable	5.6	IMP	5.9	IMP	12.4	IMP								
		Wellington Metro - Remutaka Tunnel Ventilation System	5.4	IMP	5.5	IMP	5.7	IMP								
3	Metro Rail - Developing and Enabling Future Capacity	New Metro Rolling Stock	0.25	BC	0.25	BC	5.81	IMP	5.81	IMP	5.81	IMP	58.10	IMP	58.10	IMP
		Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change	3.00	BC	4.4	BC	5.7	BC	116.4	IMP	118.7	IMP	121.1	IMP	148.2	IMP
		Wellington Metro - Level Crossings Upgrades	2.00	Pre-IMP	3.00	Pre-IMP	4.00	Pre-IMP								
4	Wellington Rapid Transit Bus Corridors Programme	Wellington Regional Rapid Transit Bus Corridors Programme - Regional Plan	1	BC												
		Harbour Quays Bus Corridor	9.41	BC, IMP	21.5	IMP	21.3	IMP								
		Harbour Quays Stage 2 - Rapid Transit Bus Corridor			1	BC	1.5	BC	7.5	IMP	32.5	IMP	30	IMP	25	IMP
		Eastern Bus Corridor	6.32	BC, IMP	10.8	IMP	4.1	IMP								
		Eastern Corridor Stage 2 - Rapid Transit Bus Corridor					1.5	BC	8.5	BC	32.5	IMP	25	IMP	25	IMP
		Wider WCC Bus Network Improvements							8.5	IMP	8.5	IMP	8.5	IMP	8.5	IMP
		Prioritised Regional Busways Programme and Wider Bus Network Improvements	1.75	BC	1.6	IMP	3	IMP	3	IMP	3	IMP	3	IMP	3	IMP
		Golden Mile Bus Stops and Shelters	5.5	BC, IMP			5.5	IMP	0.2	IMP	0.2	IMP	0.2	IMP	0.2	IMP
Wellington Central City Walking and Cycling Upgrades	4.3	BC, Pre-IMP, IMP	6.59	BC, Pre-IMP, IMP	6.81	BC, Pre-IMP, IMP										

* While the party to be funded is yet to be confirmed, KiwiRail will deliver the project.

Rank	Programme	Activity Name	2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase
5	Wellington Region Road of National Significance (1)	SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	39.24	Pre-IMP	125.35	Pre-IMP	159.14	Pre-IMP, IMP	393.49	IMP	393.49	IMP	393.49	IMP	393.49	IMP
		Wellington Share - Roads of National Significance Project Development	6.54	BC	6.54	BC	6.54	BC	0.58	BC	0.58	BC	0.58	BC		
		Wellington Share - Roads of National Significance Property Purchase	61.13	P	61.13	P	61.13	P	120.13	P	120.13	P	120.13	P	33.13	P
6	National Ticketing Solution (NTS)	National Ticketing Solution (NTS)	16.86	IMP	20.00	IMP										
		National Ticketing Solution (NTS)	0.50	BC, IMP	0.50	IMP	1.50	IMP	2.20	IMP	2.20	IMP	2.20	IMP	2.20	IMP
7	Regional Cycle Network	Wellington Strategic Bike Network - Eastern Package (Evans Bay Stage 2 - NIWA to Cobham Dr)	4.90	IMP	1.69	IMP										
		Strategic Bike Network Development	8.27	Pre-IMP, IMP	9.09	Pre-IMP, IMP	17.15	Pre-IMP, IMP								
		Hutt City Cycling & Micromobility Connectivity Assessment	12.25	BC, Pre-IMP, IMP	16.25	BC, Pre-IMP, IMP	6.00	IMP	1.95	IMP	1.95	IMP	1.95	IMP	1.95	IMP
		Porirua CBD to Titahi Bay Shared Path (New Phases)	8.89	IMP	4.45	IMP										
8	Wellington Region Road of National Significance (2)	Petone to Grenada Link Road & Cross Valley Link			15.48	Pre-IMP	15.48	Pre-IMP	39.26	Pre-IMP	45.33	Pre-IMP	82.56	Pre-IMP, IMP	227.66	Pre-IMP, IMP
		Hutt City Cross Valley Connections	3.30	BC, IMP	7.50	BC, IMP	12.51	BC, IMP	53.50	IMP	77.25	IMP	28.75	IMP	28.75	IMP
		Wellington Share - Roads of National Significance Project Development	NOTE: These two activities are duplicates of the activities listed above under programme 5. These are included twice to indicate that the project development and property activities are related to both Roads of National Significance.													
		Wellington Share - Roads of National Significance Property Purchase														
9	Asset Control - Depots and Public Transport Assets	Asset Control - Other Depot Opportunities	1.06	BC, IMP	15.06	IMP	16.08	IMP	26.42	IMP	13.51	IMP	9.89	IMP	32.95	IMP
		Asset Control - Southern Depot Development	23.25	BC, IMP	28.25	IMP	29.25	IMP	29.25	IMP	4.79	IMP	4.79	IMP	4.79	IMP
		Wellington City Council Public Transport Assets	11.34	BC, IMP	0.76	IMP	0.76	IMP	0.76	IMP	2.76	IMP	0.76	IMP	0.76	IMP
		Bus and Rail Contract Tendering and Operating Model Changes	4.10	BC, IMP	4.45	IMP	3.45	IMP	2.60	IMP	2.90	IMP	3.30	IMP	2.80	IMP
10	Riverlink - Te Awa Kairangi Improvements	Riverlink Local Road Improvements	15.43	IMP	18.08	IMP	2.65	IMP								
		Riverlink Walking & Cycling Improvements	17.64	IMP	29.28	IMP	10.91	IMP								
		Riverlink Land Purchase for Rail Station Replacement	1.03	BC, P												

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Rank	Programme	Activity Name	2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase
11	Wellington Region Resilience Programme	Eastern Hutt Road Resilience Work	15.00	IMP	17.00	IMP	15.00	IMP								
		Chaytor Street Retaining Walls Earthquake Resilience Strengthening			4.55	IMP	4.55	IMP								
		Kelburn Viaduct - Earthquake Resilience Strengthening			0.32	Pre-IMP	0.21	Pre-IMP	3.68	IMP						
		Grosvenor Terrace Retaining Walls - Earthquake Resilience Strengthening (RW237 and RW243)	0.95	Pre-IMP, IMP	2.42	IMP	2.63	IMP								
		SH1 Ngauranga Gorge & SH2 Ngauranga to Dowse/ Petone Resilience	1.20	BC	0.55	BC	0.65	BC	3.71	BC	3.82	BC	1.96	BC	19.08	P
12	Public Transport Accessibility Action Plan Programme	Public Transport Network Accessibility Infrastructure Improvements	3.69	BC, IMP	2.36	IMP	1.40	IMP	0.89	IMP	0.91	IMP	1.10	IMP	1.11	IMP
		Network Wayfinding and Accessibility Technology Programme	2.63	BC, IMP	1.15	IMP	0.79	IMP	0.71	IMP	0.65	IMP	0.66	IMP	0.67	IMP
13	Bus Hubs and Layovers	Wellington CBD Electric Vehicle Bus Layover/Depot	0.30	BC, IMP	0.20	BC, IMP	0.30	IMP	1.00	IMP	1.35	IMP	0.35	IMP	0.35	IMP
		Johnsonville Transport Hub Development	0.30	BC, IMP	0.20	IMP	0.30	IMP	3.00	IMP	4.00	IMP	4.35	IMP	2.35	IMP
14	-	Access Kenepuru (New Phases)			0.5	IMP	2	IMP								
15	State Highway Value for Money Safety Improvements Programme	Wellington Share - Value for Money Safety Improvements Programme	1.68	IMP	1.68	IMP	1.68	IMP	1.68	IMP	1.68	IMP	1.68	IMP	1.68	IMP
16	-	Bus Network Growth to Meet Public Transport Demand	0.88	BC, IMP	0.73	IMP	1.18	IMP	7.45	IMP	7.45	IMP	7.45	IMP	7.45	IMP
17	-	Wellington Regional Hospital Travel Action Plan Initiative	0.08	IMP	0.08	IMP	0.08	IMP	0.05	IMP	0.05	IMP	0.05	IMP	0.05	IMP
18	Kāinga Ora East Porirua Regeneration Programme	Kāinga Ora East Porirua Regeneration Programme - Transport	4.43	Pre-IMP	8.71	IMP	8.71	IMP	0.98	Pre-IMP	4.93	IMP	3.85	IMP	1.00	Pre-IMP
		Porirua Bus Hub Improvements	0.50	BC, IMP	3.50	IMP	3.00	IMP	0.15	IMP	0.15	IMP	0.15	IMP	0.15	IMP
19	-	Fergusson Drive Arterial Link Improvements	0.15	BC					7.10	IMP	0.49	IMP	5.16	IMP	3.03	IMP
20	Paraparaumu Metropolitan Centre Connections	Paraparaumu Metropolitan Centre Connections - Kāpiti Road to Ihakara Street	10	IMP	10	IMP	4	IMP								
21	-	SH59 Mackay's to Linden	1.2	BC	1.2	BC										

Rank	Programme	Activity Name	2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
			Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase	Cost (\$m)	Phase
22	-	SH2 Masterton South Commercial Vehicle Regional Safety Centre	0.13	IMP, P	0.25	IMP, P	1.3	IMP, P	1.96	IMP	3.82					
23	-	Waterloo Station Transit Oriented Development (TOD)	1	BC, IMP	2	IMP	20	IMP	40	IMP	40	IMP	0.5	IMP	0.5	IMP
24	-	Masterton North - Connecting Communities			0.3	BC			3	IMP	4	IMP				
25	-	Hutt City Council LED Streetlights Upgrade	0.98	IMP	1.74	IMP	1.28	IMP								
26	-	Wellington Transport Operations Centre Building Extension	0.11	BC	0.55	Pre-IMP	6.1	IMP	6.21	IMP						
27	-	Smarter Network Technology and Innovation Programme	1.75	BC, IMP	6	IMP	5.8	IMP	8.6	IMP	2.87	IMP	2.67	IMP	2.38	IMP
28	-	Hutt City Transport Improvements - Local Road Parking Density	4	IMP	4	IMP	4	IMP								
29	-	Whitford Brown / Papakowhai Road Intersection Improvements	0.07	BC	2.93	IMP										
30	-	Lincolnshire Farm New Road	1.65	Pre-IMP	1.25	Pre-IMP	5	IMP	10	IMP	15	IMP	17.5	IMP		

Contribution of significant activities

Table 5 provides an overview of how the significant activities contribute to the delivery of regional strategic objectives, which investment priority they address and the type of benefits they will deliver.

Key: strategic objectives

- 1** People in the Wellington Region have access to good, affordable travel choices
- 2** Transport and land use are integrated to support compact urban form, liveable places and a strong regional economy
- 3** The impact of transport and travel on the environment is minimised
- 4** People can move around the Wellington Region safely
- 5** Journeys to, from and within the Wellington Region are connected, resilient and reliable



Table 5: Prioritised significant activities contribution to the strategic objectives

Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
1	Rail Network Resilience	Wellington Metro - Overdue Renewals	Mid	Mid	High	High	High	Resilience	Strategic Access	7. Changes in natural environment	6. Wider economic impact
2	Completing Metro Rail Resilience and Capacity	Wellington ETCS - Rail Network Resignalling	High	Mid	High	High	High	Public Transport Capacity	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
		Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)*	High	High	High	Mid	High	Resilience	Strategic Access	10. Changes in access to social and economic opportunities	6. Wider economic impact
		Wellington Metro - Strategic Future Planning	Mid	High	Mid	Mid	Mid	Strategic Access	Public Transport Capacity	10. Changes in access to social and economic opportunities	6. Wider economic impact
		Wellington Metro - Remaining Improvements for RS1 Timetable	High	High	High	Mid	High	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
		Wellington Metro - Remutaka Tunnel Ventilation System	Mid	Mid	High	Mid	Mid	Public Transport Capacity	Strategic access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
3	Metro Rail - Developing and Enabling Future Capacity	New Metro Rolling Stock	High	High	High	High	High	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
		Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change	Mid	High	Mid	Mid	High	Public Transport Capacity	Strategic Access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places

* While the party to be funded is yet to be confirmed, KiwiRail will deliver the project.

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Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
4	Wellington Rapid Transit Bus Corridors Programme	Wellington Regional Rapid Transit Bus Corridors Programme - Regional Plan	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Harbour Quays Bus Corridor	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Harbour Quays Stage 2 - Rapid Transit Bus Corridor	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Eastern Bus Corridor	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Eastern Corridor Stage 2 - Rapid Transit Bus Corridor	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Wider WCC Bus Network Improvements	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Prioritised Regional Busways Programme and Wider Bus Network Improvements	High	High	High	Mid	Mid	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	5. Changes in transport costs
		Golden Mile Bus Stops and Shelters	High	High	Mid	Mid	High	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	1. Changes in user safety

Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
		Wellington Central City Walking and Cycling Upgrades	Mid	High	High	High	Mid	Travel Choice	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
5	Wellington Region Road of National Significance (1)	SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	High	High	Mid	Low	High	Strategic Access	Public Transport Capacity	10. Changes in access to social and economic opportunities	6. Wider economic impact
		Roads of National Significance Project Development	High	High	Mid	Low	High	Strategic Access	Resilience	10. Changes in access to social and economic opportunities	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities
		Roads of National Significance Property Purchases	High	High	Mid	Low	High	Strategic Access	Resilience	10. Changes in access to social and economic opportunities	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities
6	National Ticketing Solution (NTS)	National Ticketing Solution (NTS)	High	Mid	Mid	High	Mid	Travel Choice	Strategic Access	10. Changes in access to social and economic opportunities	6. Wider economic impact
		Fares and Ticketing Development	High	Mid	Mid	High	Mid	Travel Choice	Strategic Access	10. Changes in access to social and economic opportunities	6. Wider economic impact

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Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
7	Regional Cycle Network	Wellington Strategic Bike Network - Eastern Package (Evans Bay Stage 2 - NIWA to Cobham Dr)	High	Low	Mid	High	Mid	Travel Choice	Safety	10. Changes in access to social and economic opportunities	3. Changes in human health
		Strategic Bike Network Development	High	Low	High	High	High	Travel Choice	Safety	10. Changes in access to social and economic opportunities	3. Changes in human health
		Hutt City Cycling & Micromobility Connectivity Assessment	High	High	Mid	High	High	Travel Choice	Safety	8. Changes in climate	1. Changes in user safety
		Porirua CBD to Titahi Bay Shared Path (New Phases)	High	High	High	High	Mid	Travel Choice	Resilience	10. Changes in access to social and economic opportunities	8. Changes in climate
8	Wellington Region Road of National Significance (2)	Petone to Grenada Link Road & Cross Valley Link	High	High	Mid	Low	High	Strategic Access	Resilience	10. Changes in access to social and economic opportunities	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities
		Hutt City Cross Valley Connections	High	High	Mid	High	High	Strategic Access	Travel Choice	10. Changes in access to social and economic opportunities	1. Changes in user safety
		Roads of National Significance Project Development	NOTE: These two activities are duplicates of the activities listed above under programme 5. These are included twice to indicate that the project development and property activities are related to both Roads of National Significance.								
Roads of National Significance Property Purchases											

Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
9	Asset Control - Depots and Public Transport Assets	Asset Control - Other Depot Opportunities	Mid	High	Mid	High	High	Public Transport Capacity	Travel Choice	9. Changes in resource efficiency	8. Changes in climate
		Asset Control - Southern Depot Development	Mid	High	High	High	High	Public Transport Capacity	Travel Choice	9. Changes in resource efficiency	8. Changes in climate
		Wellington City Council Public Transport Assets	High	Mid	Mid	Low	Mid	Public Transport Capacity	Strategic Access	10. Changes in access to social and economic opportunities	9. Changes in resource efficiency
		Bus and Rail Contract Tendering and Operating Model Changes	High	High	Mid	High	High	Public Transport Capacity	Travel Choice	9. Changes in resource efficiency	10. Changes in access to social and economic opportunities
10	Riverlink - Te Awa Kairangi Improvements	Riverlink Local Road Improvements	High	High	High	High	High	Travel Choice	Strategic Access	10. Changes in access to social and economic opportunities	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities
		Riverlink Walking & Cycling Improvements	High	High	Mid	High	High	Travel Choice	Safety	10. Changes in access to social and economic opportunities	8. Changes in climate
		Riverlink Land Purchase for Rail Station Replacement	High	High	High	High	High	Travel Choice	Public Transport Capacity	10. Changes in access to social and economic opportunities	8. Changes in climate

Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
11	Wellington Region Resilience Programme	Eastern Hutt Road Resilience Work	Low	N/A	Mid	High	High	Resilience	Strategic Access	4. Changes in unplanned disruptive events on social and economic opportunities	10. Changes in access to social and economic opportunities
		Chaytor Street Retaining Walls Earthquake Resilience Strengthening	High	Low	Low	Mid	High	Resilience	Strategic Access	5. Changes in transport costs	2. Changes in perceptions of safety
		Kelburn Viaduct - Earthquake Resilience Strengthening	Mid	Low	Low	Low	High	Resilience	Strategic Access	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities	1. Changes in user safety
		Grosvenor Terrace Retaining Walls - Earthquake Resilience Strengthening (RW237 and RW243)	Mid	Low	Low	Low	High	Resilience	Strategic Access	1. Changes in user safety	2. Changes in perceptions of safety
		SH1 Ngauranga Gorge & SH2 Ngauranga to Dowse/Petone Resilience	Low	Mid	High	Mid	High	Resilience	Strategic Access	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities	10. Changes in access to social and economic opportunities

Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
12	Public Transport Accessibility Action Plan Programme	Public Transport Network Accessibility Infrastructure Improvements	High	Mid	High	Mid	Mid	Travel Choice	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
		Network Wayfinding and Accessibility Technology Programme	High	Mid	High	Mid	High	Strategic Access	Travel Choice	10. Changes in access to social and economic opportunities	1. Changes in user safety
13	Bus Hubs and Layovers	Wellington CBD Electric Vehicle Bus Layover/ Depot	High	High	High	High	High	Public Transport Capacity	Safety	1. Changes in user safety	8. Changes in climate
		Johnsonville Transport Hub Development	High	High	Mid	High	High	Public Transport Capacity	Strategic Access	10. Changes in access to social and economic opportunities	1. Changes in user safety
14	-	Access Kenepuru (New Phases)	High	High	Mid	High	High	Travel Choice	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
15	State Highway Value for Money Safety Improvements Programme	Wellington Share - Value for Money Safety Improvements Programme	Low	Low	High	Mid	Mid	Safety	N/A	1. Changes in user safety	2. Changes in perceptions of safety
16	-	Bus Network Growth to Meet Public Transport Demand	Mid	High	High	Mid	High	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	1. Changes in user safety
17	-	Wellington Regional Hospital Travel Action Plan Initiative	High	Mid	High	High	High	Strategic Access	Travel Choice	10. Changes in access to social and economic opportunities	8. Changes in climate

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Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
18	Kāinga Ora East Porirua Regeneration Programme	Kāinga Ora East Porirua Regeneration Programme - Transport	High	High	High	High	High	Travel Choice	Safety	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
		Porirua Bus Hub Improvements	High	High	Mid	High	High	Public Transport Capacity	Travel Choice	10. Changes in access to social and economic opportunities	1. Changes in user safety
19	-	Fergusson Drive Arterial Link Improvements	High	High	High	High	High	Strategic Access	Travel Choice	5. Changes in transport costs	N/A
20	Paraparaumu Metropolitan Centre Connections	Paraparaumu Metropolitan Centre Connections - Kāpiti Road to Ihakara Street	High	High	High	High	High	Strategic Access	Travel Choice	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
21	-	SH59 Mackay's to Linden	Low	Mid	High	Mid	High	Strategic Access	Travel Choice	10. Changes in access to social and economic opportunities	4. Changes in impact of unplanned disruptive events on access to social & economic opportunities
22	-	SH2 Masterton South Commercial Vehicle Regional Safety Centre	Low	Low	Mid	Mid	High	Safety	Strategic Access	1. Changes in user safety	2. Changes in perceptions of safety
23	-	Waterloo Station Transit Oriented Development (TOD)	High	High	Mid	High	Mid	Travel Choice	Strategic Access	10. Changes in access to social and economic opportunities	11. Changes in liveability of places
24	-	Masterton North - Connecting Communities	Mid	High	Mid	Low	Low	Safety	Travel Choice	1. Changes in user safety	2. Changes in perceptions of safety

Rank	Programme	Activity Name	Strategic objectives					Investment priority		Benefit cluster	
			1	2	3	4	5	Primary	Secondary	Primary	Secondary
25	-	Hutt City Council LED Streetlights Upgrade	N/A	Mid	High	High	N/A	Safety	Travel Choice	1. Changes in user safety	8. Changes in climate
26	-	Wellington Transport Operations Centre Building Extension	Low	Low	High	Mid	High	Strategic Access	Safety	10. Changes in access to social and economic opportunities	2. Changes in perceptions of safety
27	-	Smarter Network Technology and Innovation Programme	Mid	Low	Mid	Mid	Mid	Travel Choice	Public Transport Capacity	10. Changes in access to social and economic opportunities	8. Changes in climate
28	-	Hutt City Transport Improvements - Local Road Parking Density	High	Mid	Low	Low	Mid	Strategic Access	Safety	10. Changes in access to social and economic opportunities	1. Changes in user safety
29	-	Whitford Brown / Papakowhai Intersection Improvements	Low	Low	High	Low	Mid	Safety	Travel Choice	1. Changes in user safety	2. Changes in perceptions of safety
30	-	Lincolnshire Farm New Road	Low	High	Low	Low	Mid	Strategic Access	N/A	10. Changes in access to social and economic opportunities	N/A

Significant activities in the region by lead organisation

Table 6: Significant activities in the region by lead organisation

Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
Greater Wellington				
2	Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)*	Infrastructure network capacity improvements (including sub-stations) on the Wellington Metro Railway Network (over the next 4 years) to remove key network constraints, improve peak service frequency and capacity and provide a higher quality passenger rail service, cater for forecast peak passenger demand through to 2030, and ensure balanced mode share between road and rail during peak periods to increase the resilience of the wider transport network	Public Transport Infrastructure	137.2
3	New Metro Rolling Stock	Purchase of 15 x 4 car Electrical Multiple Units (EMUs) to enable higher frequency and capacity peak services on the electrified metro Wellington rail network.	Public Transport Infrastructure	76.03
4	Wellington Regional Rapid Transit Bus Corridors Programme - Regional Plan	Development of an integrated plan / strategy for rapid transit bus corridors and bus prioritisation across the Greater Wellington region.	Public Transport Infrastructure	1.00
4	Harbour Quays Stage 2 - Rapid Transit Bus Corridor	Harbour Quays Stage 2 leverages the investment from Stage 1 which alleviated pressure on the Golden Mile enabling capacity for city wide bus network capacity growth. In Stage 2 we propose the construction of a dedicated bi-directional Rapid Transit Bus Corridor from the Railway Station to the Hospital / Island Bay.	Public Transport Infrastructure	72.50
4	Eastern Corridor Stage 2 - Rapid Transit Bus Corridor	Eastern Corridor Stage 2 leverages the investment from Stage 1 which enabled high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport. In Stage 2 we envision the implementation of continuous bus priority from the CBD to Miramar / Airport.	Public Transport Infrastructure	67.50
4	Prioritised Regional Busways Programme and Wider Bus Network Improvements	The prioritised Regional Busways Programme will deliver bus prioritisation and wider bus network improvements across the region. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	Public Transport Infrastructure	15.30
4	Golden Mile Bus Stops and Shelters	Upgrading infrastructure for all 10 bus stops along the Golden Mile, incorporating 8 new shelters, and consolidating stops to ensure faster travel times while accommodating increased passenger numbers and projected growth.	Public Transport Infrastructure	11.8

* While the party to be funded is yet to be confirmed, KiwiRail will deliver the project.

Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
6	National Ticketing Solution (NTS)	Wellington Region's implementation of the National Ticketing Solution, a national public transport ticketing and payments system which will operate on multiple modes of transport across Aotearoa.	Public Transport Infrastructure	36.86
6	Fares and Ticketing Development	Fare options require consultation. Introduction of new revenue protection strategy and new offboard service design model as the result of the National Ticketing Solution, as well as product developments (including fare product aimed at organizations providing subsidized public transport to staff).	Public Transport Services	9.1
9	Asset Control - Other Depot Opportunities	Identifying and evaluating long-term options for bus depots, with locations dependent on land availability and/or opportunities. Greater Wellington ownership would remove the need for operators to provide a depot, therefore removing a barrier to entry for operators.	Public Transport Infrastructure	82.02
9	Asset Control - Southern Depot Development	Identifying and evaluating long-term options for a southern bus depot, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.	Public Transport Infrastructure, External Funding	119.58
9	Wellington City Council Public Transport Assets	Purchase of Lambton interchange assets, as controlling strategic public transport assets assures continuity of public transport services and customer / operator amenities.	Public Transport Infrastructure	17.14
9	Bus and Rail Contract Tendering and Operating Model Changes	Includes the cost for the Project Hihi project team, operating model changes, and the bus tendering contracts. Project Hihi includes the development of an asset control strategy that will be consulted on during Greater Wellington's Long Term Plan process. Other activities include sustainable workforce and network optimisation projects.	Public Transport Services	20.8
10	Riverlink Land Purchase for Rail Station Replacement	Purchase of the land to enable improved transport outcomes as part of the relocation of the Melling Station.	Public Transport Infrastructure	1.03
12	Public Transport Network Accessibility Infrastructure Improvements	Delivers accessibility improvements on the public transport network to target routes. Improvements include audio announcements on trains to identify which side the exit is on, automatic wheelchair ramps on buses, and announcements on arrival at a stop.	Public Transport Infrastructure	10.35
12	Network Wayfinding and Accessibility Technology Programme	As part of Greater Wellington's public transport Accessibility Action Plan Programme, pilot and implement new technology aids that can support a better user experience and greater access for disabled people using public transport. Possible technologies include digital navigation aids at interchanges, using real-time information to view wheelchair space availability on the public transport fleet, and integration with third-party accessibility apps.	Public Transport Infrastructure	6.59

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Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
13	Wellington CBD Electric Vehicle Bus Layover/Depot	Locate land and build a layover facility for up to 30 buses, including a driver rest facility and an EV opportunity charging facility (feasibility and concept design are required).	Public Transport Infrastructure	3.5
13	Johnsonville Transport Hub Development	To accommodate the growth in bus passenger demand as well as the extension of existing bus routes for certain areas of Johnsonville, proactive measures are required. These include ensuring sufficient space for buses to park and rest, along with provisions for electric vehicle charging infrastructure. As part of the redevelopment with the land currently owned by Stride, building a public transport hub would accommodate this needed space and include layover/driver break facilities.	Public Transport Infrastructure	12.15
16	Bus Network Growth to Meet Public Transport Demand	As the population increases and urban areas grow in size, network growth is required within the bus network to meet public transport demand across the Wellington Region. Five areas have been identified as needing new or additional bus routes to cater for suburb growth and gaps in the public transport network.	Public Transport Services	25.14
17	Wellington Regional Hospital Travel Action Plan Initiative	A joint project with Te Whatu Ora to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Public Transport Services	0.39
18	Porirua Bus Hub Improvements	Improvements to address health and safety, security concerns and accessibility challenges.	Public Transport Infrastructure	7.45
23	Waterloo Station Transit Oriented Development (TOD)	Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development.	Public Transport Infrastructure	103.5
27	Smarter Network Technology and Innovation Programme	Several bespoke technology enhancements for the rail fleet and station, including WiFi provision on trains, hardware LED strips at train stations, and full-width signage across carriages.	Public Transport Infrastructure	27.69

Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
Hutt City Council				
7	Hutt City Cycling & Micromobility Connectivity Assessment	This assessment is focused on the identification and development of local cycling and micromobility connections which link the core routes with key employment, education and transport hubs to encourage more people to cycle and scooter more often. As work on the three core cycle/micromobility routes progresses, it is important to work on these connections now in order to maximise the investment and promote increased, safe uptake of walking, cycling and micromobility in Hutt City.	Walking and Cycling Improvements	40.35
8	Hutt City Cross Valley Connections	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. Further scope refinement may be required if national transport priorities change.	Walking and Cycling Improvements, Local Road Improvements	182.81
10	Riverlink Local Road Improvements	Local road improvements for intersections of Ewen and Melling bridges (2 separate phases). Central city street improvements and CBD optimisation. 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. Cost estimation continues and values may be subject to further increase.	Local Road Improvements	36.16
10	Riverlink Walking & Cycling Improvements	A new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections. Walking and cycling paths along river corridor with linkage to new cycling bridge. Cost estimation continues and values may be subject to further increase.	Walking and Cycling Improvements	57.83
11	Eastern Hutt Road Resilience Work	Vulnerability to slopes above and below the road is leading to isolation of significant communities from essential services. This project focuses on resilience work along the Eastern Hutt Road and in the Hutt Valley.	Local Road Improvements	47
25	Hutt City Council LED Streetlights Upgrade	Upgrade old sodium streetlight luminaires to LED. This is in targeted areas where the majority of streetlights have not been upgraded; other areas will wait until the old lights require replacement.	Local Road Improvements	4
28	Hutt City Transport Improvements - Local Road Parking Density	Development density (especially developments without off-street parking) has increased local road on-street parking. A number of these roads need traffic assessments and road layout changes. There are currently over 100 streets that need to be assessed. The layout changes include street widening and resulting service relocations, kerb and channel realignments, parking bays, turning bays, and loading zones.	Local Road Improvements	12

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Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
Kāpiti Coast District Council				
20	Paraparaumu Metropolitan Centre Connections - Kāpiti Road to Ihakara Street	There are inadequate transport connections between State Highway 1, Ihakara Street (west), Kāpiti Road and Rimu Road, which impedes transport accessibility to the metropolitan centre and limits travel choice and economic development. The proposed road will reduce congestion and make it more efficient to move in and around the metropolitan centre encouraging more people to access key services and commercial activities promoting economic growth and increasing productivity. The proposed connection will also unlock a large key greenfield site which will enable a significant amount of residential housing and commercial and retail activity close to existing public transport networks and complementary activities. This connection will provide alternative routes, reduce traffic volumes and will promote mode shift for people by improving walking and cycling facilities, and overall safety for vulnerable users. With a developer contributing to the cost of the project this represents value for money.	Local Road Improvements, External Funding	24
KiwiRail				
1	Wellington Metro - Overdue Renewals	Address the historic overdue renewals due to the legacy of underinvestment in the Wellington network. Renewing all assets within the renewals backlog will ensure no assets in operation are past the end of their economic life and delivering this programme will meet the government's commitment under the Metro Rail Operating Model (MROM) of providing a fit for purpose network.	Public Transport Infrastructure	332.8
2	Wellington ETCS - Rail Network Resignalling	Implementation phases of the committed activity WMUP 5 - Wellington Rail Network Resignalling Renewal. This programme replaces Wellington's mixed signalling and train control systems with one that will provide the levels of safety, capacity and resilience required to support the growth in passengers and freight. Installation of European Train Control System (ETCS) Level 2.	Public Transport Infrastructure	710.4
2	Wellington Metro - Strategic Future Planning	Strategic planning for future investment in the Wellington Metro rail network. Enables KiwiRail to complete Programme Business Case work and participate in key planning activities of other organisations – i.e. Regional Growth Framework, etc.	Public Transport Infrastructure	12.9
2	Wellington Metro - Remaining Improvements for RS1 Timetable	Remaining network improvements to enhance the resilience of the RS1 timetable, which provides a nominal 15-minute service increasing network capacity and level of service to passenger and additional network resilience. A number of additional projects have been identified that support the delivery of the next step in metro rail timetable RS1. These include increased stabling at Waikanae, upgrades to the junction at Woburn, and signal upgrades (splitting the signal Blocks) at North South Junction & Pukerua Bay.	Public Transport Infrastructure	23.9

Attachment 1 to Report 24.380

Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
2	Wellington Metro - Remutaka Tunnel Ventilation System	Installation of an active ventilation system in the Remutaka Tunnel to accommodate passenger services on the Wairarapa Line in light of changes to compliance thresholds.	Public Transport Infrastructure	16.6
3	Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change	This business case programme of work enables KiwiRail to further develop, plan and programme the network infrastructure required to support for each timetable step towards that RS4.3 end goal. The first phase of this would be detailed planning for the next timetable step – delivery of RS2.	Public Transport Infrastructure	369.1
Masterton District Council				
24	Masterton North - Connecting Communities	This joint NZTA/MDC project seeks funding support for a comprehensive initiative aimed at addressing the evolving challenges posed by increased urbanization and rural residential development along the northern edge of Masterton. The initial phase involves preparing a single-stage business case lite, assessing recommended economic solutions. The project's scope includes a detailed analysis of infrastructure requirements, safety measures, and the integration of multimodal transport options. The project aims to establish a clear roadmap, aligning with strategic transport objectives while addressing the needs of both urban and rural communities in our district.	Local Road Improvements	7.3
NZTA - Waka Kotahi				
5	SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	Package of improvements to improve the efficiency of the state highway around the Basin Reserve and to provide a second Mt Victoria Tunnel that will improve local / regional / national access and to unlock housing growth.	State Highway Improvements	1504.20
5, 8	Wellington Share - Roads of National Significance Project Development	To fund business case investigations for Roads of National Significance (across RoNS activities).	State Highway Improvements	21.36
5, 8	Wellington Share - Roads of National Significance Property Purchase	To fund property requirements for Roads of National Significance (across RoNS activities).	State Highway Improvements	543.78
8	Petone to Grenada Link Road & Cross Valley Link	Petone to Grenada will provide a new connection that will improve local / regional transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and SH1 (near Grenada / Tawa). Cross Valley Link will also provide a new connection to improve local transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and Lower Hutt's Eastern Hills.	State Highway Improvements	198.11

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Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
11	SH1 Ngauranga Gorge and SH2 Ngauranga to Dowse/Petone Resilience	Improving critical resilience issues along key sections of the SH1 and SH2 Ngauranga Triangle. Resilience improvements will benefit PT and active mode infrastructure. Improvements could also provide state highway safety benefits.	State Highway Improvements	11.89
15	Wellington Share - Value for Money Safety Improvements Programme	Roll out lower cost, value for money safety improvements on the state highway network, including safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern. A key focus will be on signs and markings, audio tactile pavement markings, intersection speed zones and shoulder widening at high-risk locations to improve safety. NZTA will work in partnership with others, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use. Increased investment in maintenance and renewal activities will improve safety across the network.	State Highway Improvements	10.08
21	SH59 Mackay's to Linden	To support the next development phases that may be identified following completion of NZTA's 2023 / 2024 strategic review of the future function of SH59 following its decision not to revoke SH1 (now SH59).	State Highway Improvements	2.40
22	SH2 Masterton South Commercial Vehicle Regional Safety Centre	More effective detection and enforcement on Masterton South will lead to the benefits of improved RUC recovery, reduction in rollover and other crashes, reduced road wear and reduction in freight supply chain disruption.	State Highway Improvements	7.46
26	Wellington Transport Operations Centre Building Extension	The design and build of a new WTOC building to allow for the support of critical functions in operating the SH network.	State Highway Improvements	12.97
Porirua City Council				
7	Porirua CBD to Titahi Bay Shared Path (New Phases)	Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.	Walking and Cycling Improvements	13.33
14	Access Kenepuru (New Phases)	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	Local Road Improvements	2.5

Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
18	Kāinga Ora East Porirua Regeneration Programme - Transport	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, NZTA and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Local Road Improvements, Walking and Cycling Improvements, Public Transport Infrastructure	31.61
29	Whitford Brown / Papakowhai Road Intersection Improvements	Upgrade of intersection signals to improve safety and accessibility for pedestrians and cyclists.	Local Road Improvements	3
Upper Hutt City Council				
19	Fergusson Drive Arterial Link Improvements	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Local Road Improvements	12.9
Wellington City Council				
4	Harbour Quays Bus Corridor	Delivering a transitional Bus Prioritisation Corridor along Harbour Quays to alleviate pressure on the Golden Mile	Public Transport Infrastructure	57.50
4	Eastern Bus Corridor	Stage 1 investment enables high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport, followed by Stage 2 submitted by Greater Wellington Regional Council.	Public Transport Infrastructure	21.20
4	Wider WCC Bus Network Improvements	Deliver bus prioritisation and wider bus network improvements across Wellington City. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	Public Transport Infrastructure	25.40
4	Wellington Central City Walking and Cycling Upgrades	Walking and cycling improvements along the Wellington's Central City corridors, coordinated with the Wellington Rapid Transit Bus Corridor Programme.	Walking and Cycling Improvements	17.70
7	Wellington Strategic Bike Network - Eastern Package (Evans Bay Stage 2 - NIWA to Cobham Dr)	Poor cycling uptake, due to the perception that cycling is unsafe and inconvenient, is reducing cycling's contribution to the transport system. Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes.	Walking and Cycling Improvements	6.59

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Rank	Activity Name	Description	Activity Class	Six-year cost (2024-30) (\$m)
7	Strategic Bike Network Development	The lack of appropriate infrastructure and slow delivery to create a cohesive/complete cycling network is reducing the uptake of cycling, negatively affecting carbon reduction and health goals and resulting in significantly higher than average rates of harm for people on bikes. The programme implements the Pāneke Poneke Bike Network Plan to deliver a strategic citywide network of connected bike routes in order to improve safety for people on bikes, increase the role of cycling in the transport network, and improve environmental and health outcomes.	Walking and Cycling Improvements	34.51
11	Chaytor Street Retaining Walls Earthquake Resilience Strengthening	Chaytor Street is a major transport route in and out of the city for Karori and Northland. High concrete retaining walls are present adjacent to Chaytor Street and these walls also support the lower sections of Raroa Crescent and Northland Tunnel Road. Analyses indicate the wall is marginally stable under seismic SLS load condition and likely to become unstable under ULS load conditions. Considerable damage to most of the wall and entire collapse of sections of the wall cannot be discounted.	Local Road Improvements	9.10
11	Kelburn Viaduct - Earthquake Resilience Strengthening	Seismic strengthening of bridge to comply with the new (2022) National Seismic Hazard Model.	Local Road Improvements	4.0
11	Grosvenor Terrace Retaining Walls - Earthquake Resilience Strengthening (RW237 and RW243)	Regional integrated road network resilience studies have shown that transport access to and within Wellington city will be disrupted by damage to the road network in large earthquake and storm events, leading to loss of access. This resilience project involves strengthening critical retaining walls identified along two of the most critical routes for emergency response and recovery - the Ngaio Gorge Road and Wadestown Route (Grant Road - Grosvenor Terrace). The retaining walls will be strengthened to make them more resilient to large earthquake and storm events.	Local Road Improvements	5.99
30	Lincolnshire Farm New Road	Construction of Lincolnshire Farm collector road from Mark Avenue in the south to Jamaica Drive. This new road will connect the suburbs and cater for future urban development in the area. The project area is located within the Lincolnshire Farm Development Area and is zoned for future residential development.	Local Road Improvements	50.40

Significant activities in the region by activity class

Table 7: Prioritised significant activities by activity class (activities appear multiple times where funded across multiple activity classes)

Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
Local road improvements				
8	Hutt City Cross Valley Connections	Hutt City Council	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. Further scope refinement may be required if national transport priorities change.	124.46
10	Riverlink Local Road Improvements	Hutt City Council	Local road improvements for intersections of Ewen and Melling bridges (2 separate phases). Central city street improvements and CBD optimisation. 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. Cost estimation continues and values may be subject to further increase.	36.16
11	Eastern Hutt Road Resilience Work	Hutt City Council	Vulnerability to slopes above and below the road is leading to isolation of significant communities from essential services. This project focuses on resilience work along the Eastern Hutt Road and in the Hutt Valley.	47.00
11	Chaytor Street Retaining Walls Earthquake Resilience Strengthening	Wellington City Council	Chaytor Street is a major transport route in and out of the city for Karori and Northland. High concrete retaining walls are present adjacent to Chaytor Street and these walls also support the lower sections of Raroa Crescent and Northland Tunnel Road. Analyses indicate the wall is marginally stable under seismic SLS load condition and likely to become unstable under ULS load conditions. Considerable damage to most of the wall and entire collapse of sections of the wall cannot be discounted.	9.10
11	Kelburn Viaduct - Earthquake Resilience Strengthening	Wellington City Council	Seismic strengthening of bridge to comply with the new (2022) National Seismic Hazard Model.	4.0
11	Grosvenor Terrace Retaining Walls - Earthquake Resilience Strengthening (RW237 and RW243)	Wellington City Council	Regional integrated road network resilience studies have shown that transport access to and within Wellington city will be disrupted by damage to the road network in large earthquake and storm events, leading to loss of access. This resilience project involves strengthening critical retaining walls identified along two of the most critical routes for emergency response and recovery - the Ngaio Gorge Road and Wadestown Route (Grant Road - Grosvenor Terrace). The retaining walls will be strengthened to make them more resilient to large earthquake and storm events.	5.99

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Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
14	Access Kenepuru (New Phases)	Porirua City Council	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	2.50
18	Kāinga Ora East Porirua Regeneration Programme - Transport	Porirua City Council	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, NZTA 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.	4.00
19	Fergusson Drive Arterial Link Improvements	Upper Hutt City Council	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	12.90
20	Paraparaumu Metropolitan Centre Connections - Kāpiti Road to Ihakara Street	Kāpiti Coast District Council	There are inadequate transport connections between State Highway 1, Ihakara Street (west), Kāpiti Road and Rimu Road, which impedes transport accessibility to the metropolitan centre and limits travel choice and economic development. The proposed road will reduce congestion and make it more efficient to move in and around the metropolitan centre encouraging more people to access key services and commercial activities promoting economic growth and increasing productivity. The proposed connection will also unlock a large key greenfield site which will enable a significant amount of residential housing and commercial and retail activity close to existing public transport networks and complementary activities. This connection will provide alternative routes, reduce traffic volumes and will promote mode shift for people by improving walking and cycling facilities, and overall safety for vulnerable users. With a developer contributing to the cost of the project this represents value for money.	19.00
24	Masterton North - Connecting Communities	Masterton District Council	This joint NZTA/MDC project seeks funding support for a comprehensive initiative aimed at addressing the evolving challenges posed by increased urbanization and rural residential development along the northern edge of Masterton. The initial phase involves preparing a single-stage business case lite, assessing recommended economic solutions. The project's scope includes a detailed analysis of infrastructure requirements, safety measures, and the integration of multimodal transport options. The project aims to establish a clear roadmap, aligning with strategic transport objectives while addressing the needs of both urban and rural communities in our district.	7.30
25	Hutt City Council LED Streetlights Upgrade	Hutt City Council	Upgrade old sodium streetlight luminaires to LED. This is in targeted areas where the majority of streetlights have not been upgraded; other areas will wait until the old lights require replacement.	4.00

Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
28	Hutt City Transport Improvements - Local Road Parking Density	Hutt City Council	Development density (especially developments without off-street parking) has increased local road on-street parking. A number of these roads need traffic assessments and road layout changes. There are currently over 100 streets that need to be assessed. The layout changes include street widening and resulting service relocations, kerb and channel realignments, parking bays, turning bays, and loading zones.	12.00
39	Whitford Brown/ Papakowhai Intersection Improvements	Porirua City Council	Upgrade of intersection signals to improve safety and accessibility for pedestrians and cyclists.	3.00
30	Lincolnshire Farm New Road	Wellington City Council	Construction of Lincolnshire Farm collector road from Mark Avenue in the south to Jamaica Drive. This new road will connect the suburbs and cater for future urban development in the area. The project area is located within the Lincolnshire Farm Development Area and is zoned for future residential development.	50.40
Public transport infrastructure				
1	Wellington Metro - Overdue Renewals	KiwiRail	Address the historic overdue renewals due to the legacy of underinvestment in the Wellington network. Renewing all assets within the renewals backlog will ensure no assets in operation are past the end of their economic life and delivering this programme will meet the government's commitment under the Metro Rail Operating Model (MROM) of providing a fit for purpose network.	332.8
2	Wellington ETCS - Rail Network Resignalling	KiwiRail	Implementation phases of the committed activity WMUP 5 - Wellington Rail Network Resignalling Renewal. This programme replaces Wellington's mixed signalling and train control systems with one that will provide the levels of safety, capacity and resilience required to support the growth in passengers and freight. Installation of European Train Control System (ETCS) Level 2.	710.4
2	Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)*	Greater Wellington Regional Council	Infrastructure network capacity improvements (including sub-stations) on the Wellington Metro Railway Network (over the next 4 years) to remove key network constraints, improve peak service frequency and capacity and provide a higher quality passenger rail service, cater for forecast peak passenger demand through to 2030, and ensure balanced mode share between road and rail during peak periods to increase the resilience of the wider transport network	137.2
2	Wellington Metro - Strategic Future Planning	KiwiRail	Strategic planning for future investment in the Wellington Metro rail network. Enables KiwiRail to complete Programme Business Case work and participate in key planning activities of other organisations - ie Regional Growth Framework, etc.	12.0

* While the party to be funded is yet to be confirmed, KiwiRail will deliver the project.

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Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
2	Wellington Metro - Remaining Improvements for RS1 Timetable	KiwiRail	Remaining network improvements to enhance the resilience of the RS1 timetable, which provides a nominal 15-minute service increasing network capacity and level of service to passenger and additional network resilience. A number of additional projects have been identified that support the delivery of the next step in metro rail timetable RS1. These include increased stabling at Waikanae, upgrades to the junction at Woburn, and signal upgrades (splitting the signal Blocks) at North South Junction & Pukerua Bay.	23.9
2	Wellington Metro – Remutaka Tunnel Ventilation System	KiwiRail	Installation of an active ventilation system in the Remutaka Tunnel to accommodate passenger services on the Wairarapa Line in light of changes to compliance thresholds.	16.6
3	New Metro Rolling Stock	Greater Wellington Regional Council	Purchase of 15 x 4 car Electrical Multiple Units (EMUs) to enable higher frequency and capacity peak services on the electrified metro Wellington rail network.	76.03
3	Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change	KiwiRail	This business case programme of work enables KiwiRail to further develop, plan and programme the network infrastructure required to support for each timetable step towards that RS4.3 end goal. The first phase of this would be detailed planning for the next timetable step – delivery of RS2.	369.3
4	Wellington Regional Rapid Transit Bus Corridors Programme – Regional Plan	Greater Wellington Regional Council	Development of an integrated plan / strategy for rapid transit bus corridors and bus prioritisation across the Greater Wellington region.	1.00
4	Harbour Quays Bus Corridor	Wellington City Council	Delivering a transitional Bus Prioritisation Corridor along Harbour Quays to alleviate pressure on the Golden Mile.	57.50
4	Harbour Quays Stage 2 - Rapid Transit Bus Corridor	Greater Wellington Regional Council	Harbour Quays Stage 2 leverages the investment from Stage 1 which alleviated pressure on the Golden Mile enabling capacity for city wide bus network capacity growth. In Stage 2 we propose the construction of a dedicated bi-directional Rapid Transit Bus Corridor from the Railway Station to the Hospital / Island Bay.	72.50
4	Eastern Bus Corridor	Wellington City Council	Stage 1 investment enables high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport, followed by Stage 2 submitted by Greater Wellington Regional Council.	21.20
4	Eastern Corridor Stage 2 - Rapid Transit Bus Corridor	Greater Wellington Regional Council	Eastern Corridor Stage 2 leverages the investment from Stage 1 which enabled high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport. In Stage 2 we envision the implementation of continuous bus priority from the CBD to Miramar / Airport.	67.50

Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
4	Wider WCC Bus Network Improvements	Wellington City Council	Deliver bus prioritisation and wider bus network improvements across Wellington City. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	25.40
4	Prioritised Regional Busways Programme and Wider Bus Network Improvements	Greater Wellington Regional Council	The prioritised Regional Busways Programme will deliver bus prioritisation and wider bus network improvements across the region. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	15.30
4	Golden Mile Bus Stops and Shelters	Greater Wellington Regional Council	Upgrading infrastructure for all 10 bus stops along the Golden Mile, incorporating 8 new shelters, and consolidating stops to ensure faster travel times while accommodating increased passenger numbers and projected growth.	11.60
6	National Ticketing Solution (NTS)	Greater Wellington Regional Council	Wellington Region's implementation of the National Ticketing Solution, a national public transport ticketing and payments system which will operate on multiple modes of transport across Aotearoa.	36.86
9	Asset Control - Other Depot Opportunities	Greater Wellington Regional Council	Identifying and evaluating long-term options for bus depots, with locations dependent on land availability and/or opportunities. Greater Wellington ownership would remove the need for operators to provide a depot, therefore removing a barrier to entry for operators.	82.02
9	Asset Control - Southern Depot Development	Greater Wellington Regional Council	Delivering a long-term option for a southern bus depot in Lyall Bay, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.	101.53
9	Wellington City Council Public Transport Assets	Greater Wellington Regional Council	Purchase of Lambton interchange assets, as controlling strategic public transport assets assures continuity of public transport services and customer / operator amenities.	17.14
10	Riverlink Land Purchase for Rail Station Replacement	Greater Wellington Regional Council	Purchase of the land to enable improved transport outcomes as part of the relocation of the Melling Station.	1.03
12	Public Transport Network Accessibility Infrastructure Improvements	Greater Wellington Regional Council	Delivers accessibility improvements on the public transport network to target routes. Improvements include audio announcements on trains to identify which side the exit is on, automatic wheelchair ramps on buses, and announcements on arrival at a stop.	10.35

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Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
12	Network Wayfinding and Accessibility Technology Programme	Greater Wellington Regional Council	As part of Greater Wellington's public transport Accessibility Action Plan Programme, pilot and implement new technology aids that can support a better user experience and greater access for disabled people using public transport. Possible technologies include digital navigation aids at interchanges, using real-time information to view wheelchair space availability on the public transport fleet, and integration with third-party accessibility apps.	6.59
13	Wellington CBD Electric Vehicle Bus Layover/ Depot	Greater Wellington Regional Council	Locate land and build a layover facility for up to 30 buses, including a driver rest facility and an EV opportunity charging facility (feasibility and concept design are required).	3.50
13	Johnsonville Transport Hub Development	Greater Wellington Regional Council	To accommodate the growth in bus passenger demand as well as the extension of existing bus routes for certain areas of Johnsonville, proactive measures are required. These include ensuring sufficient space for buses to park and rest, along with provisions for electric vehicle charging infrastructure. As part of the redevelopment with the land currently owned by Stride, building a public transport hub would accommodate this needed space and include layover/ driver break facilities.	12.15
18	Kāinga Ora East Porirua Regeneration Programme - Transport	Porirua City Council	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, NZTA 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.	5.20
18	Porirua Bus Hub Improvements	Greater Wellington Regional Council	Improvements to address health and safety, security concerns and accessibility challenges.	7.45
23	Waterloo Station Transit Oriented Development (TOD)	Greater Wellington Regional Council	Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development.	103.50
27	Smarter Network Technology and Innovation Programme	Greater Wellington Regional Council	Several bespoke technology enhancements for the rail fleet and station, including WiFi provision on trains, hardware LED strips at train stations, and full-width signage across carriages.	27.69
Public transport services				
6	Fares and Ticketing Development	Greater Wellington Regional Council	Fare options require consultation. Introduction of new revenue protection strategy and new offboard service design model as the result of the National Ticketing Solution, as well as product developments (including fare product aimed at organizations providing subsidized public transport to staff).	9.10

Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
9	Bus and Rail Contract Tendering and Operating Model Changes	Greater Wellington Regional Council	Includes the cost for the Project Hihī project team, operating model changes, and the bus tendering contracts. Project Hihī includes the development of an asset control strategy that will be consulted on during Greater Wellington's Long Term Plan process. Other activities include sustainable workforce and network optimisation projects.	20.80
16	Bus Network Growth to Meet Public Transport Demand	Greater Wellington Regional Council	As the population increases and urban areas grow in size, network growth is required within the bus network to meet public transport demand across the Wellington region. Five areas have been identified as needing new or additional bus routes to cater for suburb growth and gaps in the public transport network.	25.14
17	Wellington Regional Hospital Travel Action Plan Initiative	Greater Wellington Regional Council	A joint project with Te Whatu Ora 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).	0.39
State highway improvements				
5	SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	NZTA	Package of improvements to improve the efficiency of the state highway around the Basin Reserve and to provide a second Mt Victoria Tunnel that will improve local / regional / national access and to unlock housing growth.	1504.20
5, 8	Wellington Share - Roads of National Significance Project Development	NZTA	To fund business case investigations for Roads of National Significance (across RoNS activities).	21.36
5, 8	Wellington Share - Roads of National Significance Property Purchase	NZTA	To fund property requirements for Roads of National Significance (across RoNS activities).	543.78
8	Petone to Grenada Link Road & Cross Valley Link	NZTA	Petone to Grenada will provide a new connection that will improve local / regional transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and SH1 (near Grenada / Tawa). Cross Valley Link will also provide a new connection to improve local transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and Lower Hutt's Eastern Hills.	198.11
11	SH1 Ngauranga Gorge and SH2 Ngauranga to Dowse/Petone Resilience	NZTA	Improving critical resilience issues along key sections of the SH1 and SH2 Ngauranga Triangle. Resilience improvements will benefit PT and active mode infrastructure. Improvements could also provide state highway safety benefits.	11.89

Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
15	Wellington Share - Value for Money Safety Improvements Programme	NZTA	Roll out lower cost, value for money safety improvements on the state highway network, including safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern. A key focus will be on signs and markings, audio tactile pavement markings, intersection speed zones and shoulder widening at high-risk locations to improve safety. NZTA will work in partnership with others, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use. Increased investment in maintenance and renewal activities will improve safety across the network.	10.08
21	SH59 Mackay's to Linden	NZTA	To support the next development phases that may be identified following completion of NZTA's 2023 / 2024 strategic review of the future function of SH59 following its decision not to revoke SH1 (now SH59).	2.40
22	SH2 Masterton South Commercial Vehicle Regional Safety Centre	NZTA	More effective detection and enforcement on Masterton South will lead to the benefits of improved RUC recovery, reduction in rollover and other crashes, reduced road wear and reduction in freight supply chain disruption.	7.46
26	Wellington Transport Operations Centre Building Extension	NZTA	The design and build of a new WTOC building to allow for the support of critical functions in operating the SH network.	12.97
Walking and cycling improvements				
4	Wellington Central City Walking and Cycling Upgrades	Wellington City Council	Walking and cycling improvements along the Wellington's Central City corridors, coordinated with the Wellington Rapid Transit Bus Corridor Programme.	17.70
7	Wellington Strategic Bike Network - Eastern Package (Evans Bay Stage 2 - NIWA to Cobham Dr)	Wellington City Council	Poor cycling uptake, due to the perception that cycling is unsafe and inconvenient, is reducing cycling's contribution to the transport system. Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes.	6.59
7	Strategic Bike Network Development	Wellington City Council	The lack of appropriate infrastructure and slow delivery to create a cohesive/complete cycling network is reducing the uptake of cycling, negatively affecting carbon reduction and health goals and resulting in significantly higher than average rates of harm for people on bikes. The programme implements the Pāneke Poneke Bike Network Plan to deliver a strategic citywide network of connected bike routes in order to improve safety for people on bikes, increase the role of cycling in the transport network, and improve environmental and health outcomes.	34.51

Rank	Activity Name	Organisation	Description	Six-year cost (2024-30) (\$m)
7	Hutt City Cycling & Micromobility Connectivity Assessment	Hutt City Council	This assessment is focused on the identification and development of local cycling and micromobility connections which link the core routes with key employment, education and transport hubs to encourage more people to cycle and scooter more often. As work on the three core cycle/micromobility routes progresses, it is important to work on these connections now in order to maximise the investment and promote increased, safe uptake of walking, cycling and micromobility in Hutt City.	40.35
7	Porirua CBD to Titahi Bay Shared Path (New Phases)	Porirua City Council	Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.	13.33
8	Hutt City Cross Valley Connections	Hutt City Council	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. Further scope refinement may be required if national transport priorities change.	58.35
10	Riverlink Walking & Cycling Improvements	Hutt City Council	A new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections. Walking and cycling paths along river corridor with linkage to new cycling bridge. Cost estimation continues and values may be subject to further increase.	57.83
18	Kāinga Ora East Porirua Regeneration Programme – Transport	Porirua City Council	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, NZTA 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.	12.81

Other activities

Table 8 presents the maintenance and operations, public transport programmes, low-cost, low-risk programmes (activities less than \$2 million each), road safety promotion and travel demand management programmes, transport planning activities and improvement activities starting from 2027 onwards.

Table 8: Other activities

Activity Name	Cost					Funding	Notes	
	2024/25	2025/26	2026/27	2027/28	2028/29			2029/30
Carterton District Council								
Cyclone Hale Storm Event 2023	2.00					Local, National	Emergency works	
Maintenance, Operations, and Renewals 2024-27 - Local Roads	5.94	6.24	6.55			Local, National		
Low Cost, Low Risk Improvements 2024-27 - Walking and Cycling	0.15	0.25	0.25			Local, National		
Low Cost, Low Risk Improvements 2024-27 - Local Roads	0.63	1.50	1.52			Local, National		
Department of Conservation - Wellington Region								
Maintenance, Operations, and Renewals 2024-27 - Local Roads	1.04	0.96	1.15			Local, National		
Greater Wellington								
Porirua Railway Station Transit Oriented Development (TOD)				5.00	5.00	20.00	Local, National	Starts in 27/28
Rail Station Improvements / Access Planning					1.00		Local, National	Starts in 28/29
Regional Land Transport Planning Management 2024-27	1.57	1.68	1.79				Local, National	Transport planning activities
Wellington Transport Analytics Unit	3.24	3.74	3.30				Local, National	Transport planning activities
Wellington - Local Transport Models					0.30		Local, National	Transport planning activities

Activity Name	Cost					Funding	Notes
	2024/25	2025/26	2026/27	2027/28	2028/29		
Road Safety Promotion 2024-27	0.76	0.81	0.86			Local, National	
Public Transport Programme 2024-27 - Public Transport Services	265.01	287.80	297.01			Local, National	
Public Transport Programme 2024-27 - Public Transport Infrastructure	18.35	19.24	20.87			Local, National	
Low Cost, Low Risk Improvements 2024-27 - Public Transport Infrastructure	11.67	18.17	16.78			Local, National	
Low Cost, Low Risk Improvements 2024-27 - Public Transport Services	4.17	3.69	2.89			Local, National	
Hutt City Council							
Activity Management Plan Review (for NLTP 2027-31)			0.25			Local, National	Transport planning activities
Walking and Cycling Strategic Business Case	1.00					Local, National	Programme business case
Maintenance, Operations, and Renewals 2024-27	30.72	31.76	32.47			Local, National	
Road Safety Promotion 2024-27	0.22	0.22	0.22			Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	6.1	12.25	11			Local, National	
Kāpiti Coast District Council							
Maintenance, Operations, and Renewals 2024-27 - Local Roads	13.21	17.01	13.32			Local, National	
Low Cost, Low Risk Improvements 2024-27 - Walking and Cycling	0.90	1.85	1.11			Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	5.90	16.38	19.41			Local, National	
Road Safety Promotion 2024-27	0.11	0.11	0.11			Local, National	
KiwiRail							
Wellington Metro - Three additional passing loops to support increased passenger services				7	10	National	Starts in 27/28

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Activity Name	Cost						Funding	Notes
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30		
Masterton District Council								
Maintenance, Operations, and Renewals 2024-27 - Local Roads	14.09	15.86	15.86				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	0.95	5.51	6.26				Local, National	
Road Safety Promotion 2024-27	0.25	0.26	0.29				Local, National	Joint project with Carterton and South Wairarapa District Councils.
New Zealand Transport Agency - NZTA								
Maintenance, Operations, and Renewals Programme 2024-27	76.84	76.87	77.98				National	
Low Cost, Low Risk Improvements 2024-27 - State Highway	1.64	1.64	1.64				National	
Low Cost, Low Risk Improvements 2024-27 - Public Transport Infrastructure	0.83	0.83	0.83				National	
Low Cost, Low Risk Improvements 2024-27 - Crown Resilience Programme	1.11						National	
Low Cost, Low Risk Improvements 2024-27 - Walking and Cycling	1.28	1.28	1.28				National	
SH2 Ngauranga to Haywards Optimisation				0.65	0.55	0.11	National	Starts in 27/28
Digital Engineering to Improve Road Network Information Management	0.36	0.27	0.27	0.3	0.3	0.3	National	Transport planning activities
Wellington System Plan	0.33	0.87					National	Transport planning activities
Wellington Share – Data Driven Structure Asset Management	0.13	0.02	0.04				National	Transport planning activities

Activity Name	Cost						Funding	Notes
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30		
Wellington Share Pre-Implementation – NLTP 2027-30 Bridge Replacements	0.18	0.24	0.18				National	Transport planning activities
Wellington Share - Environmental Programme Business Case	0.05	0.05	0.05				National	Transport planning activities
SH58 Transmission Gully to SH59 Revocation	1.09						National	Transport planning activities
Road Safety Promotion 2024-27	0.06	0.06	0.06				National	
Porirua City Council								
Maintenance, Operations, and Renewals 2024-27 - Local Roads	19.85	19.87	19.31				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	3.18	3.58	3.28				Local, National	
Road Safety Promotion 2024-27	0.19	0.19	0.20				Local, National	
Activity Management Plan 2024-27	0.20	0.20	0.20				Local, National	Transport planning activities
Active Transport Plan - Programme Business Case			0.25				Local, National	Programme business case
Resilience Programme Business Case	0.30	0.15	0.15				Local, National	Programme business case
Papakowhai to Paremata Access Project						4.0	Local, National	Starts in 29/30
CBD to Titahi Bay - Stages 3 and 4 Refresh				0.50			Local, National	Starts in 27/28
Parumoana/SH59 Off-Ramp Roundabout Intersection Upgrade							Local, National	Starts in 30/31
Titahi Bay/Hagley Street Intersection Upgrade							Local, National	Starts in 30/31
Titahi Bay/Semple Street/Awarua Street Intersection Upgrade							Local, National	Starts in 30/31

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Activity Name	Cost					Funding	Notes	
	2024/25	2025/26	2026/27	2027/28	2028/29			2029/30
Warspite/Omapere/Westmeath Street Intersection Upgrade						Local, National	Starts in 30/31	
Whitford Brown/Okowai Intersection Upgrade						Local, National	Starts in 31/32	
Bluff Road to Raiha Missing Walking & Cycling Link				0.50	1.50	1.50	Local, National	Starts in 27/28
South Wairarapa District Council								
Maintenance, Operations, and Renewals 2024-27 - Local Roads	7.89	8.29	8.70				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Walking and Cycling	0.88	0.63	0.63				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	1.65	1.99	2.04				Local, National	
Road Safety Promotion 2024-27	TBC	TBC	TBC				Local, National	
24/27 SPR Funding	0.69	0.73	0.77				Local, National	
Upper Hutt City Council								
Maintenance, Operations, and Renewals 2024-27 - Local Roads	9.66	10.63	10.93				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Walking and Cycling	0.80	0.83	0.87				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	4.25	2.28	1.63				Local, National	
Road Safety Promotion 2024-27	0.17	0.18	0.18				Local, National	
Wellington City Council								
Activity Management Plan 2024-27	0.15	0.15	0.15				Local, National	
Maintenance, Operations, and Renewals 2024-27 - Local Roads	63.43	64.34	64.52				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Walking and Cycling	5	3.72	4.12				Local, National	
Low Cost, Low Risk Improvements 2024-27 - Local Roads	16.66	14.89	13.85				Local, National	
Low Cost, Low Risk Improvements 2024-27 – Public Transport Infrastructure	0.49	0.84	0.69				Local, National	

Activity Name	Cost						Funding	Notes
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30		
Aotea Quay Overbridge - Earthquake Resilience Strengthening / Explore Replacement Options	0.26	0.32					Local, National	
Road Safety Promotion 2024-27	0.39	0.39	0.39				Local, National	

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Activities with inter-regional significance

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

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

Table 9: Inter-regionally significant activities

Organisation	Project	Inter-regional significance
NZTA	SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade	This project has been identified in the Draft GPS 2024 as a Road of National Significance. This package of improvements will improve the efficiency of the state highway around the Basin Reserve and provide a second Mt Victoria Tunnel that will improve local / regional / national access and to unlock housing growth.
NZTA	Petone to Grenada Link Road & Cross Valley Link	This project has been identified in the Draft GPS 2024 as a Road of National Significance. Petone to Grenada will provide a new connection that will improve local / regional transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and SH1 (near Grenada / Tawa). Cross Valley Link will also provide a new connection to improve local transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and Lower Hutt's Eastern Hills.
Greater Wellington, Wellington City Council	Wellington Rapid Transit Bus Corridors Programme	The Draft GPS 2024 identified, as a significant investment for the Wellington region, the acceleration of North-South, East-West and Harbour Quays' bus corridors to unlock public transport capacity and improve strategic access.
NZTA	SH1 Ōtaki to North of Levin (Wellington Northern Corridor)	The upgrade of the Ōtaki to north of Levin road corridor was identified as significant in the Draft GPS 2024, and will enable efficient connections between the main freight hubs of Wellington (and the South Island) with areas to the north and east, such as Palmerston North and Hawke's Bay. It will also provide enduring safety improvements to promote safer access through the lower North Island. This project is included in Horizons Regional Council's Regional Land Transport Plan 2021.
Greater Wellington	National Ticketing Solution	This project has important implications for connectivity with other regions through the delivery of a nationally consistent electronic ticketing system across New Zealand.
Greater Wellington	Lower North Island Rail Integrated Mobility	Enable a regular connection to and from Palmerston North and Wellington, and communities along this corridor. This service enables alternative travel choice, and the proposal will greatly assist in improving connectivity and access between and within the Horizons and Wellington Regions. These transport connections will be required to deliver the proposed Wellington Growth Framework objectives, particularly in Kāpiti and Horowhenua. This service is delivered in cooperation with Horizons Regional Council.

10-year forecast

This section provides an updated forecast of anticipated revenue and expenditure for 2024–34. The estimated cost of all the projects in the RLTP from 2024-34 is \$20.9b (including inflation). Table 10 shows the estimated 10-year programme cost by lead organisation.

Table 10: Ten-year forecast by organisation

Organisation	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Carterton District Council	6.72	7.99	8.32	7.43	7.43	7.43	7.43	7.43	7.43	7.43
Department of Conservation (Wellington)	8.73	7.89	5.49	6.88	7.36	8.53	4.31	4.07	4.78	5.52
Greater Wellington	644.87	697.66	708.11	805.86	855.76	737.73	775.89	806.07	731.83	716.76
Hutt City Council	96.06	137.92	102.94	42.13	116.45	70.40	73.02	47.06	50.03	53.19
Kāpiti Coast District Council	20.12	35.32	33.97	19.53	21.12	18.95	21.08	22.19	20.56	22.44
KiwiRail	101.7	156.9	166.9	302.2	390.5	354.6	359.0	257.3	197.6	274.7
Masterton District Council	23.74	28.60	28.20	22.28	24.17	24.83	19.88	23.47	23.53	20.11
NZTA (Wellington)	546.36	494.68	545.03	796.37	810.10	838.08	920.82	1041.78	649.73	594.96
Porirua City Council	26.94	31.93	26.84	20.36	26.34	27.69	27.99	29.14	27.28	26.56
South Wairarapa District Council	10.41	10.90	11.37	11.37	11.37	11.37	11.37	11.37	11.37	11.37
Upper Hutt City Council	17.89	17.60	16.95	23.41	19.73	29.74	20.44	36.78	34.41	17.15
Wellington City Council	206.80	191.25	191.31	167.87	138.92	141.83	126.54	132.84	128.22	125.72
Total expenditure and revenue	1710.34	1818.64	1845.43	2225.69	2429.25	2271.18	2367.77	2419.50	1886.77	1875.91

Significant expenditure funded from other sources

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

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

Table 11 illustrates the significant expenditure from sources other than the NLTF, as required by section 16(3)(e) of the LTMA.

Table 11: Significant expenditure funded from other sources

Activity	Description	Organisation	Start	End	Cost (\$m)	Source of External Funding	Note
Asset Control - Southern Depot Development	Identifying and evaluating long-term options for a southern bus depot, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.	Greater Wellington	24/25	33/34	138.74	Crown	\$18.05m contribution from CERF Decarbonisation Fund.
Lower North Island Rail Integrated Mobility	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience	Greater Wellington	23/24	29/30	873.9	Horizons Regional Council Crown (Ministry of Transport)	\$455.3m Crown contribution to LNIRIM.
Bus Driver Terms and Conditions	A Crown-funded initiative to uplift bus driver wages to attract more bus driver and retain existing drivers, which contributes to a sustainable workforce.	Greater Wellington	23/24	25/26	6.94	Crown	Crown funding is capped at \$30m.
Wellington Regional Hospital Travel Action Plan Initiative	A joint project with Health New Zealand-Te Whatu Ora to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Greater Wellington	21/22	30/31	TBD	Te Whatu Ora	Amount of contribution from Te Whatu Ora to be confirmed for 24-27 programme.

Activity	Description	Organisation	Start	End	Cost (\$m)	Source of External Funding	Note
Eastern Bays shared path	Development of a safe and connected walking and cycling facility for communities along the eastern bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing increased protection for the road and underground services to the effects of climate change.	Hutt City Council	23/24	25/26	79.95	Crown	Crown funding is capped at \$30m.
Paraparaumu Metropolitan Centre Connections Implementation	The developer will be financially contributing to KCDC's Metropolitan Centre Connections project. The project will provide alternative routes, reducing traffic congestion in and around the town centre. The reduced traffic, combined with the other interventions, will reduce congestion and make it more efficient to move in and around the metropolitan centre encouraging more people to access key services and commercial activities promoting economic growth and increasing productivity. The proposed connection will also unlock a large key greenfield site which will enable a significant amount of residential housing and commercial and retail activity close to existing public transport networks and complementary activities.	Kāpiti Coast District Council	24/25	27/28	5	Developer	This project will align with developer's timeline as it is located on their land and will provide access to their development. The developer will benefit from the project. The estimated cost of the developer contribution is \$5 million which is in addition to the \$19 million that KCDC will contribute towards implementation.
Wairarapa Rail Upgrades	Infrastructure upgrades to increase capacity and support a planned increased frequency of passenger services.	KiwiRail	20/21	25/26	129	Crown	
Wellington Station Safety	Infrastructure improvements to enable a safe and reliable increase in the frequency of train services.	KiwiRail	20/21	25/26	115	Crown	

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Activity	Description	Organisation	Start	End	Cost (\$m)	Source of External Funding	Note
Eastern Porirua Regeneration project	Delivery of transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, NZTA and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks, while significantly increasing the use of active modes and public transport.	Porirua City Council	21/22	41/42	Approx 32.0 (over next 10 years); 148.0 in total	Kāinga Ora	The PBC contains a programme of work over the next 20 years including local road improvements, walking and cycling and public transport. This programme has been submitted by Porirua City Council on behalf of Kāinga Ora. Note Kāinga Ora only have guaranteed funding for the next 4-6 years.
NZ Upgrade Programme SH2 Melling Efficiency and Safety Improvement	SH2 at Melling is a national strategic route in close proximity to the Hutt CBD. This section of highway presents a significant challenge to the safe and efficient operation of SH2 due to conflicting state highway and local road traffic movements in a high-speed environment. Recent investigations identified potential interim at-grade solutions to address safety and efficiency issues for all road users on SH2 at Melling, while providing compatibility with a long-term grade separated solution.	NZTA	20/21	27/28	689.1	New Zealand Upgrade Programme	
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.	NZTA	20/21	26/27	101.92	New Zealand Upgrade Programme	
NZ Upgrade Programme Contingency	NZ Upgrade programme contingency in support of NZUP projects.	NZTA	23/24	26/27	433	New Zealand Upgrade Programme	
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.	NZTA	20/21	25/26	36.3 (for 2024-27)	Crown	

Activity	Description	Organisation	Start	End	Cost (\$m)	Source of External Funding	Note
Low Cost, Low Risk Improvements 2024-27 - Crown Resilience Programme	Crown allocation for proactive resilience low cost low risk activities over four years. To be managed and prioritised to target resilience risk and minimise community disruption.	NZTA	23/24	24/25	1.11	Crown	
Transport Choices – Wellington City Council transport package	Shovel-ready transitional sub-projects that are part of the Paneke Pōneke Bike Network Plan.	Wellington City Council	22/23	24/25	11.01	Crown	Committed funding for 24/25 is \$0.84m.

Ko Ngā Tāpiritanga

Appendices

Appendix 1: Activities for future consideration

Per guidance from New Zealand Transport Agency – Waka Kotahi to Regional Transport Committees released in July 2023, RLTPs are recommended to include a table which outlines potential activities that would seek funding outside of the NLTF, and which would be considered by NZTA in the instance of new sources of Crown funding arising. Note that any activities in the RLTP programme that do not receive funding from the NLTF will automatically be included in the list of *Activities for future consideration*.

Resilience improvements

Project / Programme	Organisation	Description		Supporting info (if applicable)
Drainage resilience	Masterton District Council	Problem / opportunity	Undersized culverts and side drainage systems underperform during severe weather events, leading to damage to critical road infrastructure through washouts and dropouts. Enhancing drainage resilience will reduce costs and minimize road network restrictions/closures during extreme weather.	N/A
		Location	Primary collector roads to identify vulnerable areas experiencing drainage issues.	
		Strategic context	A comprehensive assessment of primary collector roads is necessary to identify drainage vulnerabilities. This includes evaluating the condition and capacity of culverts, drains, and related infrastructure. A program for replacement and improvement will be designed and implemented in Phase 2 to enhance road resilience.	
		Primary benefits sought / alignment with transport outcomes	Enhanced drainage infrastructure will reduce road flooding frequency and any impact from future weather events, improving road accessibility and safety for local communities and visitors. It will also contribute to the long-term durability and sustainability of the road network.	
		Total activity cost	Phase 1 feasibility study \$300,000, phase 2 implementation of improvements to identified critical areas \$2,000,000.	
Estimated delivery time	2-4 years 2024-2027 Phase 1, 2026 onwards Phase 2			

Project / Programme	Organisation	Description		Supporting info (if applicable)
Coastal retreat / strengthening options	Masterton District Council	Problem / opportunity	The impacts of climate change on Masterton Coastal roads are increasing the frequency and duration of road closures, which are affecting reliable to safe access for all road users	Single stage business case
		Location	The Mataikona Road, 13 km long, mostly gravel road that provides access to three coastal settlements, several farming and forestry properties.	
		Strategic context	Critical coastal road projects, identified from single-stage business cases under \$2 million, demand immediate action due to storm surge, sea-level rise, and extreme weather events. Prioritizing strengthening sites using local resources and exploring managed retreat realignment discussions from 8.9km to 10.3km, involving one landowner, will be implemented.	
		Primary benefits sought / alignment with transport outcomes	<p>Reduced Exposure of the Road to the Effects of Climate Change:</p> <p>Reducing the roads exposure to the impacts of climate change will assist in reducing the frequency of road closures. It will also provide the community and local businesses certainty around the future of route.</p> <p>Reduced Frequency and Duration of Unplanned Road Closures:</p> <p>Improving the resilience of Mataikona Road will reduce ongoing maintenance and emergency restoration costs for the Council and minimise the risk of road closures. Closure of the road impacts on access for the community and local business, as there is no all-weather alternative route, and no alternative route for heavy vehicles.</p>	
		Total activity cost	Projects identified as critical in SSBC and < \$2,000,000	
		Estimated delivery time	Projects can be delivered as funding is available over 1, 2 or 3 NLTP periods.	
Roadside tree planting for stabilisation	Masterton District Council	Problem / opportunity	Areas near key road corridors are susceptible to landslides. Implementing tree planting plans in these areas offers an opportunity to stabilize the slopes and protect road infrastructure.	N/A
		Location	Masterton Castlepoint Rd, Whangaehu Valley Rd, Langdale Road Otahome Rd, Te Ore Ore Bideford Rd, Opaki Kaiparoro Rd, Blairlogie Langdale Rd	
		Strategic context	Conducting a feasibility study to high risk areas for roadside tree planting is a proactive measure. This study will identify property risks, slopes, and landslide-prone zones near key road corridors. Implementation will focus on retiring land where feasible, collaborating with landowners, and employing effective planting techniques and maintenance to ensure tree growth and stability	

Project / Programme	Organisation	Description		Supporting info (if applicable)
		Primary benefits sought / alignment with transport outcomes	Roadside tree planting will stabilise slopes, reduce soil erosion, protect key roading routes from future damage and enhance natural aesthetics. Native trees provide additional benefits, such as carbon sequestration, improved air quality, and habitat restoration for local wildlife.	
		Total activity cost	Phase 1 Estimated Cost, feasibility study to identify suitable planting plans and broker deals with landowners \$200,000, Phase 2 implementation of planting plans to priority identified areas 1 million	
		Estimated delivery time	1-3 years 2024-2027 Phase 1 and 2	
Wellington Cable Car Bridge Strengthening	Wellington City Council	Problem / opportunity	Preliminary seismic assessment in June 2023 has identified 10 high and medium priority areas for further detailed seismic assessment and detailed design for strengthening. Seismic strengthening of Rawhiti, Salamanca and Talavera bridges	N/A
		Location	Wellington Cable Car	
		Strategic context	Resilience and investing in the Cable Car infrastructure in a planned and methodical way so that the Cable Car can continue to operate and serve Wellington and its visitors for another 100 years. Proactively manage insurance renewal. Prevent emergency repairs. Demonstrate to visitors and stakeholders that we are investing over time to improve the resilience of the Cable Car and to manage and reduce risk.	
		Primary benefits sought / alignment with transport outcomes	4.1 Impact on system vulnerabilities and redundancies	
		Total activity cost	\$6.7 million at current estimates	
		Estimated delivery time	Completed by 2028	

Project / Programme	Organisation	Description		Supporting info (if applicable)
Wellington Cable Car Salamanca Station rebuild	Wellington City Council	Problem / opportunity	<p>New build of Salamanca Station. Relocated to the North side of the track with all accessibility issues resolved.</p> <p>Condition and Structure</p> <ul style="list-style-type: none"> Current station is run down. The structure was designed in 1978 and standards/ expectations for structures and materials have changed significantly since then e.g. earthquake resilience and metal fixings (galvanised to stainless steel). <p>Accessibility</p> <ul style="list-style-type: none"> The ramps have a slope of 12 degrees, whereas new ramps must have a maximum slope of 6 degrees (5 degrees for accessible slopes). There are also requirements for intermittent landings. <p>Building Compliance</p> <ul style="list-style-type: none"> The handrails have been changed sometime in the past, without Building Consent and the current handrails do not meet the requirements of the Building Code and are different from those in the original consent/design. <p>Enhance the visitor experience</p> <ul style="list-style-type: none"> A replacement station could be built on the north side of the track, and this would enhance the Cable Car visitor experience by providing views from the Cable Car across Kelburn Park towards the fountain and Victoria University's Hunter Building. 	N/A
		Location	Wellington Cable Car	
		Strategic context	<p>As it is the station is currently not accessible to wheelchair users.</p> <p>Resilience and investing in the Cable Car infrastructure in a planned and methodical way so that the Cable Car can continue to operate and serve Wellington and its visitors for another 100 years.</p> <p>Proactively manage insurance renewal. Prevent emergency repairs. Demonstrate to visitors and stakeholders that we are investing over time to improve the resilience of the Cable Car and to manage and reduce risk</p>	
		Primary benefits sought / alignment with transport outcomes	<p>10.2 Impact on mode choice</p> <p>4.1 Impact on system vulnerabilities and redundancies</p>	
		Total activity cost	\$1.39 million at current estimates	
		Estimated delivery time	Completed by 2026	

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Walking and cycling improvements

Project / Programme	Organisation	Description		Supporting info (if applicable)
Masterton Cycling Network Implementation	Masterton District Council	Problem / opportunity	Develop cycle network/ infrastructure across Masterton to link destinations (schools, businesses, shops, sports grounds etc.) to increase use of active transport and reduce short car journeys	N/A
		Location	<ul style="list-style-type: none"> - Route 1 – Ngumutawa Road to Solway - Route 2 – Upper Plain Road - Route 3 – Eastern School loop - Route 4 – Essex Street to CBD - Route 5 – Train station to CBD - Route 6 – Gordon Street - Route 7 – Totara Street - Route 10 – Kuripuni to Aerodrome - Route 11 – Cashmere connection 	
		Strategic context	Deliver on Masterton’s Cycling network by providing safe, affordable alternate transport choices that create healthy, independent and more equitable communities across all ages and abilities. Cycling network development aligned with Action 29 of Masterton District Council’s Climate Action Plan.	
		Primary benefits sought / alignment with transport outcomes	<ul style="list-style-type: none"> - Increased active transport usage (number of cycleway/path users) - Reduction in vehicle use for short journeys - Accessibility of key destination using active modes (destinations accessible via safe active transport links) - Improve safety (or perceptions of safety) for vulnerable cyclists travelling to destinations on bikes 	
		Total activity cost	\$2-20 Million dependent on number of routes selected	
		Estimated delivery time	1-2 years dependent on number of routes selected and level of support from Waka Kotahi	

Project / Programme	Organisation	Description		Supporting info (if applicable)
Citywide Active Transport Network	Upper Hutt City Council	Problem / opportunity	Upper Hutt does not have an active transport network that has sufficient coverage of the city. Highly car dependent areas have few alternatives to private vehicle use. Pedestrians and cyclists must interact with high traffic volumes and heavy vehicle movements, particularly with severances caused by SH2, reducing likelihood of alternative transport mode acceptance due to perceived decreased safety and unattractive journey options. There are no separated cycleways yet, with heavy reliance on shared pathways that are not yet fully integrated into a wider network that provides suitable coverage to enable accessible or inclusive connectivity. The flat nature of the valley floor, existing shared pathways, and established attractions such as the Remutaka Rail Trail provide an ideal foundation on which to build an inclusive active transport network. A comprehensive active transport network would enable tangible progress toward VKT reduction and improve wellbeing and liveability in line with the Transport Outcomes Framework.	Upper Hutt does not have an active transport network that has sufficient coverage of the city. Highly car dependent areas have few alternatives to private vehicle use. Pedestrians and cyclists must interact with high traffic volumes and heavy vehicle movements, particularly with severances caused by SH2, reducing likelihood of alternative transport mode acceptance due to perceived decreased safety and unattractive journey options. There are no separated cycleways yet, with heavy reliance on shared pathways that are not yet fully integrated into a wider network that provides suitable coverage to enable accessible or inclusive connectivity. The flat nature of the valley floor, existing shared pathways, and established attractions such as the Remutaka Rail Trail provide an ideal foundation on which to build an inclusive active transport network. A comprehensive active transport network would enable tangible progress toward emissions reduction and improve wellbeing and liveability in line with the Transport Outcomes Framework.
		Location	- Upper Hutt – Citywide	
		Strategic context	A comprehensive active transport network is aligned to the strategic priorities of both central and local government. With climate change, emissions reduction and resilience being at the forefront of strategic planning, this project is fully aligned with the strategic imperatives set nationally, regionally, and locally. The active transport network forms a key component of Upper Hutt’s integrated transport strategy..	
		Primary benefits sought / alignment with transport outcomes	<p>- Healthy and safe people – active transport has significant health benefits, including reduced spending on health issues and diseases associated with inactivity, and less pressure on the health system, both locally and nationally. A comprehensive and safe network would help protect people in Upper Hutt from transport-related injuries, making active travel an attractive option. According to the Health and air pollution in New Zealand 2016 study (HAPINZ 3.0), anthropogenic air pollution from motor vehicles likely caused 20 premature deaths in Upper Hutt in 2016, as well as approximately 63 hospitalisations. The social costs to Upper Hutt in 2016 from air pollution caused by motor vehicles was calculated to be \$93 million.</p> <p>- Environmental sustainability – a comprehensive active transport network would be critical towards transitioning towards net zero carbon emissions and VKT reduction. Additionally, a citywide comprehensive network would have benefits to improved air quality and provide greater access to Te Awa Kairangi / Hutt River and other open spaces, parks, and reserves.</p>	

Project / Programme	Organisation	Description	Supporting info (if applicable)
Primary benefits sought / alignment with transport outcomes (continued)		<p>- Inclusive access – an active transport network would enable improved accessibility and connectivity, healthier lifestyles and psychosocial wellbeing, elevated social cohesion through an increased sense of community, and greater enabling of all people to participate in society, particularly for those who are not able or choose not to drive. Developments such as the New Zealand Campus of Innovation and Sport, and the Blue Mountains Campus in Wallaceville are important employment areas that should be included in the development of an active transport network. Linking educational facilities into the active transport network would enable more inclusive access for children and young persons. Integrated planning would ensure the active transport network would be designed to improve access to Public Transport options as well as provide improved connectivity for both rural and urban areas, supporting thriving and resilient communities.</p> <p>- Economic prosperity - the stimulation of economic activity in commercial areas, and lower living costs for households, especially when compared to the higher costs involved in private vehicle ownership. Additionally, a journey taken by an active transport mode assists to reduce the volume of private vehicles utilising road space, resulting in reduced congestion, and improving the overall efficiency of the existing road network. Well-designed active transport networks and routes can themselves become destinations, such as is the case with the Remutaka Cycle Trail, stimulating the economy through tourism, and enabling economic opportunities based around the added amenity values. The active transport network would seek to improve connectivity to neighbourhood centres and the Upper Hutt City Centre.</p> <p>- Resilience and security – A comprehensive active transport network would implement disaster risk reduction by building transport network resilience through increased connectivity and network redundancy. An example of this was during the Bridge Road subsidence in 2015, where an active transport route provided critical connectivity to an isolated community of 70 households until such time as a temporary road could be constructed. A comprehensive citywide active transport network would improve safety and security, reduce vulnerability and exposure, facilitate rapid responses to emergencies, help to withstand natural and anthropogenic hazards, and enable faster recovery from disasters.</p>	
Total activity cost		\$69 million	
Estimated delivery time		4 years	

Project / Programme	Organisation	Description		Supporting info (if applicable)
Maru – Streets for People	Hutt City Council	Problem / opportunity	Roading design work for pedestrian access, safety and amenity is undertaken by engagement after significant technical design work has already been expended. Streets for people tests solutions in the real world with community in an iterative approach, so Designs can be refined to work better before investing in permanent infrastructure.	N/A
		Location	Wainuiomata	
		Strategic context	Maru Streets for People – Wainuiomata Schools Connections is a local project that aims to make it feel safer and more inviting for residents to walk, skate, scooter or bike to school, work and the town centre, and to spend time in public spaces. This fits with the Councils Integrated Transport Strategy goals: <ul style="list-style-type: none"> • Connected and safe travel network that makes it more attractive for people to cycle, walk or use the bus • Create people-focussed, liveable streets around key hubs and local centres Encouraging people to rethink how and when they travel	
		Primary benefits sought / alignment with transport outcomes	Encouraging more Active mode travel Accessibility improvements for elderly, young people and parents focussing on footpaths and crossing points. Pedestrian safety as people encouraged to driving more slowly and mindfully, especially around higher volume pedestrian areas.	
		Total activity cost	\$2,000,000	
		Estimated delivery time	As it is an iterative process, engage, deliver, evaluate it will have periods of activity then evaluation, so programme likely to run over 3-year NLTP period 2024-2027.	

Ko te Mahere ā-Rohe Waka Whenua o Pōneke 2021: 2024 Arotakenga kaupeka waenga

Safety improvements

Project / Programme	Organisation	Description		Supporting info (if applicable)
Waterfront Safety Enhancements	Wellington City Council	Problem / opportunity	<p>Wellington’s waterfront currently does not meet the 2020 NZS lighting standards for a public place of high significance on a waterfront.</p> <p>Public safety on the waterfront has become an area of public interest following recent tragic fatalities where people have entered the water, one of these events is subject to a coroner’s inquest that will be held in early 2024.</p> <p>WCC officers are working with industry experts to review all areas of the waterfront and evaluate the adequacy of the edge safety measures in place. This work will include making recommendations on new design features such as balustrades, seating and other second-chance barriers, including integrating new lighting.</p> <p>Reports have made recommendations for improvements to lighting and edge protection that require implementation to ensure that the Waterfront is as safe as practicable. Due to recent events, and an ongoing coronial inquiry, it is vital to install suitable solutions without delay and work proactively as custodians of this important public space.</p> <p>It has been recommended that the waterfront is lit to the 2020 NZS lighting rating of PP1 and PA1. This will help achieve a safe and vibrant public space to match the significance and importance of Wellington’s Waterfront.</p>	N/A
		Location	Wellington’s Waterfront (ALL)	

Project / Programme	Organisation	Description	Supporting info (if applicable)
		<p>Strategic context</p> <p>The Waterfront Safety Enhancement project involves improving safety at the wharf's edge by designing and installing fencing and second chance barrier protection, including the installation of new lighting.</p> <p>The proposed safety enhancements will improve safety for waterfront users by providing better visibility and edge safety for pedestrians and cyclists. This is important for the city's goal of becoming a more sustainable and liveable city as well as encouraging transport mode shift.</p> <p>The waterfront's promenades are used to commute from one end of the city into the CBD and railway station. With the city's population projected to grow by 50,000 by 2050, it is important that WCC provides a safe environment for people to enjoy. In conjunction with edge safety enhancements, lighting plays a big role in the overall safety of a public space as good lighting helps identify people, the wharf's edge, public walkways, paths, and stairs.</p> <p>Wellington waterfront's lighting network needs substantial renewals and upgrades to meet the new public lighting standards AS/NZS 1158.3.1.2020. By meeting the standard, Council will be able to meet a number of Waterfront principles within the Waterfront Framework, including providing a space that is designed with safety and security in mind.</p> <p>External lighting engineers have assessed the existing lighting network against the 2020 lighting standard and have made comprehensive recommendations. This project will ensure that the waterfront's lighting network meets the required standard for public amenity and public safety on the waterfront.</p>	
		<p>Primary benefits sought / alignment with transport outcomes</p> <p>Impact on social cost and incidents of crashes</p> <p>2.1 Impact on perceptions of safety and security</p> <p>10.2 Impact on mode choice</p> <p>11.2 Impact on landscape</p> <p>11.3 Impact on townscape</p> <p>12.1 Impact on Te Ao Maori</p>	
		<p>Total activity cost</p> <p>\$7 million at current estimates</p>	
		<p>Estimated delivery time</p> <p>Completed by 2026</p>	

Transport planning activities

Project / Programme	Organisation	Description		Supporting info (if applicable)
Wellington Transport Alignment Project	Greater Wellington Regional Council	Problem / opportunity	<p>The Greater Wellington Region faces a significant investment across all modes if it is to deliver an integrated transport network that supports the RLTP vision of a safe connected region and the 30-year strategic objectives around access to good travel choice, integration with urban form, safety, minimising environmental impacts and resilience.</p> <p>Key investment areas include Rail, the East-West corridor (Petone to Grenada), Cross Valley Connections, Basin Reserve and Mt Victoria tunnel upgrades, and Golden Mile upgrades. This is on top of completing the cycleway networks to encourage mode shift, delayed maintenance across all modes, and investment in the non-bus aspects of PT. This would represent at least a doubling of the current levels of transport spending in the region.</p> <p>The region does not currently have an agreed view of what its network should look like on which to base planning and investment. If the region is to realise its vision, development of that vision and agreement between the approved organisations in the region and central government policy and funding agencies is required</p>	Rail PBC Wellington RLTP Wellington Regional Emissions Reduction Plan MoT
		Location	Greater Wellington Region including Horowhenua District.	
		Strategic context	The region’s population is expected to increase by up to 200,000 people over the next 30 years. At the same time, the region’s transport network is being asked to aggressively reduce carbon emissions, road safety outcomes remain stubbornly unchanged after nearly six years of Road to Zero and deferred maintenance threatens to reduce levels of service.	
		Primary benefits sought / alignment with transport outcomes	An agreed strategic view of the region’s future transport network between local and central government partners and an agreed investment pathway. The project would bring together central government and AOs in the region to strategically align transport objectives and investment priorities for the Wellington Region. An important part of the work would be to agree the ten-year investment package that guides the Wellington Regional Land Transport Plan and the National Land Transport Programme..	
		Total activity cost	\$500,000	
		Estimated delivery time	Over two years	

Project / Programme	Organisation	Description		Supporting info (if applicable)
Lower North Island Freight Strategy	Greater Wellington Regional Council	Problem / opportunity	Freight is the unaddressed component of the Wellington RLTP. Road freight is the fastest growing contributor of transport greenhouse gases. Heavy road freight also generates significantly greater wear and tear on roading with some freight streams causing significantly degraded amenity on roads not designed to handle the volume of weight of heavy trucks. Within the Wellington Region there is also heavy contention for space between people and freight on the SH1, SH2 and SH59 corridors, driven by CentrePort’s role as a both an import/export port and the northern terminal of the Cook Strait Ferry terminals. Within the region, industry relies on close access to the port to remain competitive. Across the four regional councils suggested for inclusion into the strategy, there are three working export ports connected by viable rail connections which provide opportunities for better use of available transport assets and resource. However, the nature of the problem/opportunity is not as well understood as it should be.	National Freight and Supply Chain Strategy and supporting documentation. Wellington Regional Land Transport Plan 2021
	Horizons Regional Council			
	Taranaki Regional Council			
	Hawkes Bay Regional Council			
		Location	GWRC, Horizons, Taranaki Region, Hawkes Bay Region	
		Strategic context	Freight by nature is both inter-regional and local in nature with the national freight network connecting regions for local distribution. Government has signalled through its GPSs (2021 and draft 2024) that rail and coastal shipping have a greater role to play in the country’s freight network. Government also recently released the National Freight and Supply Strategy which provides a useful context in which to build a shared view of the opportunity across the Lower North Island, the role of local government through the RLTP processes to identify a preferred pathway and identify investment priorities.	
		Primary benefits sought / alignment with transport outcomes	A Lower North Island Freight Strategy would identify shared regional transport objectives across the lower North Island, an agreed policy about how freight is moved across and within the region including the role of central and local government, and agreed investment priorities. The strategy should enable progress under Focus Area 3 of the MoT’s response to climate change to be made, while ensuring freight is a key enabler for economic growth.	
		Total activity cost	TBC	
		Estimated delivery time	TBC	



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