



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 18 February 2020, 11.00am
Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Members

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

Advisor

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

Regional Transport Committee

Tuesday 18 February 2020 at 11.00am
 Council Chamber, Greater Wellington Regional Council,
 Level 2, 15 Walter Street, Te Aro, Wellington

Public Business

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11.	Regional Growth Framework update	Oral item	



greater WELLINGTON
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Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 18 February 2020.

Report 19.510

Public minutes of the Regional Transport Committee meeting on 3 December 2019.

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Wellington at 11.11am

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Baker (until 11.49am)	Porirua City Council
Mayor Barry	Hutt City Council
Deputy Mayor Emms	South Wairarapa District Council
Councillor Cootes	Kāpiti Coast District Council
Deputy Mayor Free (until 12.10pm)	Wellington City Council
Councillor Ponter	Greater Wellington Regional Council
Deputy Mayor Vergunst	Carterton District Council
Emma Speight	New Zealand Transport Agency

Public Business

1. Apologies

Moved: Deputy Mayor Emms / Mayor Baker

That the Committee accepts the apologies for Mayor Beijen, Mayor Foster, Mayor Guppy, Mayor Gurunathan, Mayor Lang, and Mayor Patterson.

The motion was **carried**.

2. Declarations of conflicts of interest

There were no declarations of conflict of interest.

3. Public participation

There was no public participation.

4. 2018/19 Annual Monitoring Report on the Wellington Regional Land Transport Plan – Report 19.484 [For information]

Christoph Gerds, Senior Data Analyst, Regional Transport, spoke to the report and delivered a Power Point presentation to the Committee.

Noted: Mayor Baker left the meeting at 11.49am during the presentation.

5. Lifeline Business Case – oral update

Richard Mowll - Project Manager, Wellington Lifelines Group, spoke regarding the physical risk related to Wellington utility and transport services. The Regional Resilience Project outlines the advantages of a programme for new and replacement infrastructure and the associated economic benefits.

The benefits were broken down into groupings for road, electricity, water, communications, port/road, rail with specific projects/areas outlined for each grouping.

The key points for noting are that the Lifelines Group believe the project demonstrates that:

- a. it presents a compelling case to invest
- b. it can only be successful with Central Government oversight
- c. every lifeline entity should have a resilience investment policy in place and make a commitment to following 'the order' articulated in the overall programme
- d. Central and Local Government need to take the lead by committing their funds to deliver the programme (within 20 years) and then hold other infrastructure entities accountable for progress
- e. engaging the community in the problem and progress towards solving it, is essential for success

6. Resilience Programme Business Case – oral update

Emma Speight - Director Regional Relationships, New Zealand Transport Agency (NZTA), spoke regarding Arataki, which is the ten year plan to ensure the land transport system is fit for the future. NZTA will engage with local government, and a regional relationship team will be developed for each region. Guidelines are being developed as to the details to be entered into Transport Investment Online for use by NZTA for prioritisation processes.

The Investment Decision-Making Framework involves three stages: investigation, design, and implementation. The investigation stage report was released in November 2019 and the draft design report is work in progress. The Transport Agency Investment Proposal is being developed in preparation for the 2021-24 National Land Transport Plan and will include a State Highway Activity Management Plan Sector engagement is planned for January – March 2020 to identify priorities for investment.

Reviews are being undertaken related to speed limits, public transport fare policy changes and a joint review involving NZ Police to support school road patrols.

Updates were provided on Transmission Gully progress and readiness of the opening and on the Peka Peka to Otaki project.

NZTA is leading the development of a Mode Shift Plan to encompass Strategic Direction, NZTA Action Plan and Regional Mode Shift Plans.

A general outline was given as to how the mode shift is going to be focussed and how mode shift can help achieve key transport outcomes in each location by identifying where efforts should be made and the proposed outcomes in the short, medium and long term. The indicative date for completion is June 2020 with workshops/updates to coincide with Regional Transport Committee meetings.

NZTA's Board has endorsed the Programme Business Case, which has been developed in parallel with the Wellington Lifelines Group work around resilience, focussed on land transport. Problems and objectives have been identified with the highest priority network segments/interventions for the first decade also identified.

Noted: Deputy Mayor Free left the meeting at 12.10pm during the presentation.

The meeting closed at 12.26pm

Cr A Staples
(Chair)

Date:

Regional Transport Committee
18 February 2020
Report 20.21



For Decision

STRATEGIC FRAMEWORK FOR THE WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021

Te take mō te pūrongo

Purpose

1. To agree the vision, headline targets and objectives for the Wellington Regional Land Transport Plan (RLTP) 2021. These elements are the core of the strategic framework for inclusion in the draft strategic front-end of the RLTP 2021. They provide the foundation for development of the RLTP and the long-term 30 year direction.

He tūtohu

Recommendations

That the Committee:

- 1 **Notes** the Wellington Regional Land Transport Plan 2021 is being developed in two parts. The draft strategic 'front-end' will be released for engagement in June 2020. The regional programme of transport activities, that forms a bid for funding from the National Land Transport Fund, will be developed in the latter half of 2020 and released for engagement in early 2021.
- 2 **Notes** that the previous Regional Transport Committee participated in workshops to shape the draft strategic framework for the Wellington Regional Land Transport Plan 2021.
- 3 **Notes** that the structure of the strategic framework has been agreed by regional/unitary councils throughout New Zealand and Waka Kotahi NZ Transport Agency as part of a new consistent approach to Regional Land Transport Plans
- 4 **Agrees** the core elements of the draft strategic framework, presented in paragraph 16 (including the preferred option for headline targets), provide the long-term 30 year direction and the foundation for ongoing development of the Wellington Regional Land Transport Plan 2021.
- 5 **Notes** the next steps are to complete development of the strategic front-end, including 10 year transport investment priorities, and to agree the programme prioritisation methodology.

Te horopaki

Context

2. Under the Land Transport Management Act 2003 (LTMA), the regional council must ensure that the Regional Transport Committee (RTC) prepares a RLTP every six years, and approves it by the date set by Waka Kotahi NZ Transport Agency (Transport Agency). The RLTP contains two main components - a strategic front-end and a regional programme of transport activities. The requirements of a RLTP are set out in sections 13 to 18H of the LTMA. The development cycle is now underway for a new Wellington RLTP to be adopted in April 2021.
3. Greater Wellington has been working with other regional councils, Auckland Transport and unitary councils through the Transport Special Interest Group (TSIG) of Local Government New Zealand to improve the value that RLTPs add to transport planning and investment decision making. This work led to the publication of the guidance document *Developing Regional Land Transport Plans*, in partnership with the Transport Agency. This guidance provides a nationally consistent structure and approach to the content and development of RLTPs.
4. Two improvements relevant to this report are:
 - a Releasing the strategic front-end of the RLTP as an engagement draft in mid-2020, to help drive strategy-led programme development across the region
 - b A nationally consistent structure for presenting the strategic framework.
5. In June 2019, RTC agreed the scope and approach to development of the Wellington RLTP 2021 (Development of the Regional Land Transport Plan 2021 (Report 19.154)) and early work commenced.

Strategic framework for the Wellington Regional Land Transport Plan 2021

Background to the strategic framework

6. The role of the strategic framework is to describe the long-term policy framework that underpins the Wellington RLTP 2021. It should provide a clear picture of what the region wants its transport network to look like and deliver in the long term.
7. The draft strategic framework for the Wellington RLTP 2021 uses the Ministry of Transport's Outcomes Framework as the overarching national direction. There are then four regional components:
 - a Vision (describes the region's desired long-term future state – 30 year outlook)
 - b Objectives (describe what we will do to deliver the vision – 30 year outlook)
 - c Headline targets (aspirational targets to support step change towards the desired vision – 10 year outlook)
 - d Policies (provide more detail about how we will achieve each objective).
8. We are seeking RTC's agreement to components a to c only at this stage, as it is necessary to confirm these before detailed policies are developed.

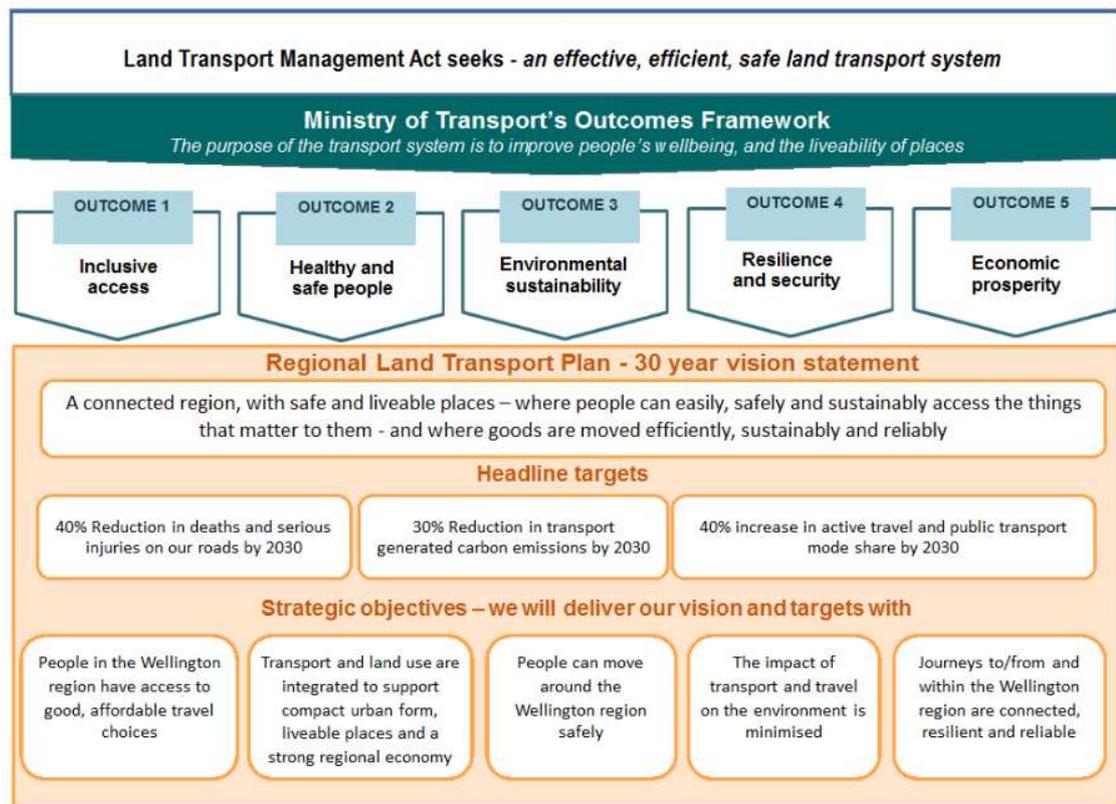
Context and process of developing the strategic framework

9. The current Wellington RTLP was adopted in 2015, and a mid-term review completed in 2018. The mid-term review retained the strategic framework from 2015, and adopted a new regional programme of transport activities. It also noted areas where there had been change, and where further work was required ahead of the development of the Wellington RLTP 2021. The feedback and emerging issues from the 2018 review are being taken into consideration in preparing the draft strategic front-end.
10. The Wellington RLTP 2021 needs to be consistent with the Government Policy Statement on Land Transport (GPS). The current GPS 2018-28 was issued in early 2018. We anticipate a draft GPS 2021 being released for engagement in mid-2020.
11. Development of the draft strategic framework began in the 2019 with a series of workshops. At a workshop on 31 July 2019, RTC was joined by other elected members and senior officers from the Wellington region's councils to discuss transport pressures, trends, issues and opportunities. Key workshop findings included:
 - a The regional population has grown at a faster rate than expected, resulting in increased travel demand and pressure on the transport network
 - b Key trends include:
 - c Growth in public transport patronage, but not everywhere. Bus patronage is in decline in all areas except Wellington city
 - d Growing vehicle kilometres travelled, mainly in the last two to three years, accompanied by an increase in carbon emissions from transport
 - e Increasing state highway traffic volumes and spreading of the peak period, especially in the mornings, with people travelling earlier to avoid congestion
 - f Decreasing predictability of public transport and state highway travel times
 - g An upward trend in deaths and serious injuries in vehicles since 2015, with cyclist deaths and serious injuries showing a decline and pedestrian deaths and serious injuries stable
 - h Current challenges identified include:
 - i Increasing the use of public transport and active modes outside of Wellington city
 - ii Public transport capacity constraints on the rail network and buses within Wellington city
 - iii State highway travel time predictability and peak capacity
 - iv Safety
 - i Future growth will exacerbate these challenges, and if not addressed these issues will constrain future growth.
12. More details on the key transport trends can be found in the 2018/19 Annual Monitoring Report on the Wellington Regional Land Transport Plan (Report 19.484).

13. The 31 July 2019 workshop undertook a visioning exercise aimed at identifying the characteristics that participants wanted to see in the region’s future transport system. This exercise was also undertaken at a joint officials’ workshop on 12 August 2019.
14. The direction from these workshops was that the Wellington RLTP 2021 should try to shape the future transport system of the region, rather than simply trying to meet demand. Six themes were identified - safety, environmental impact, connectivity, land use and transport integration, resilience and reliability, travel choices and access.
15. These themes, along with consideration of the GPS and the Ministry of Transport’s Outcomes Framework, were used to develop a working draft of the vision, headline targets and objectives. This was presented to RTC for feedback at a workshop on 11 September 2019. There was discussion of the different issues facing cities and rural communities and the need for this to be reflected in the RLTP. Following direction given at that workshop, the vision, headline targets and objectives were then further refined through the RLTP Strategy Working Group and Technical Advisory Group to produce the draft strategic framework.

Proposed draft strategic framework

16. The draft strategic framework is presented below, following the format specified in the agreed nationally consistent approach:



17. The draft objectives each focus on a specific element of the Wellington RLTP 2021’s proposed 30 year vision. These aim to reflect the mix of urban, suburban and rural transport settings across the region. The objectives cover all elements of the desired long-term state.

18. The purpose of the 10 year headline targets is to be aspirational and communicate the level of change sought in a few key areas. The Wellington RLTP 2021 will also include a monitoring framework with a suite of indicators that monitor progress towards each of the objectives.
19. The draft headline target levels align with relevant national strategies and priorities.
20. The draft deaths and serious injuries target aligns with the target in *Road to Zero*, the New Zealand road safety strategy, of a 40 percent reduction in deaths and serious injuries by 2030. **Figure 1** shows the current trend in deaths and serious injuries and the trajectory required to meet the target:

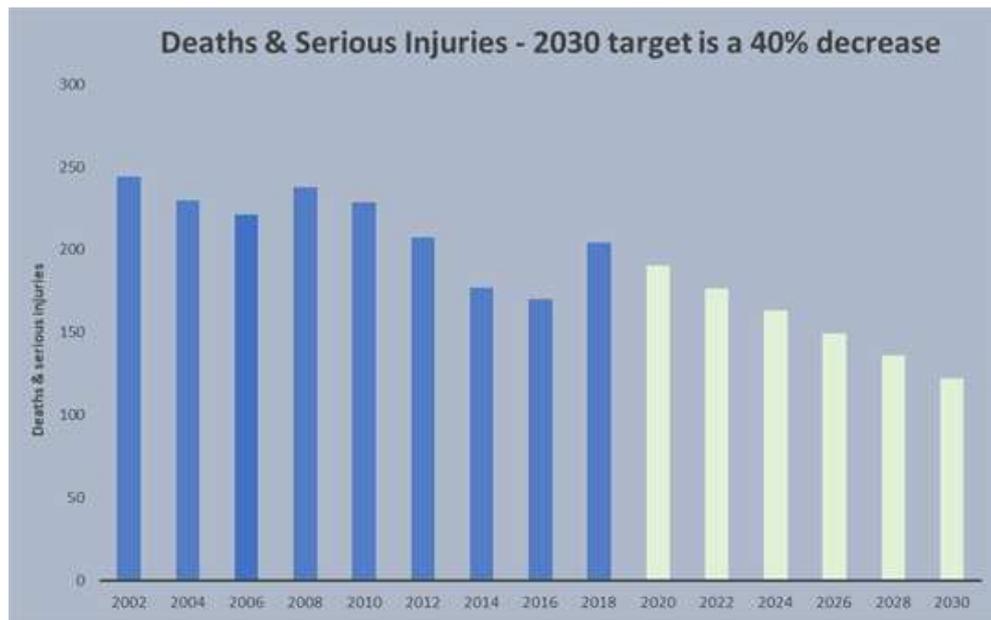


Figure 1. Trend in deaths and serious injuries and trajectory to achieve a reduction in deaths and serious injuries of 40 percent by 2030

21. The draft transport-generated carbon emissions target aligns with the target in the Climate Change Response Act 2002 of net zero greenhouse gas emissions, other than biogenic methane, by 2050. **Figure 2** shows the current trend in transport-generated CO₂ emissions and the trajectory required to meet the target:

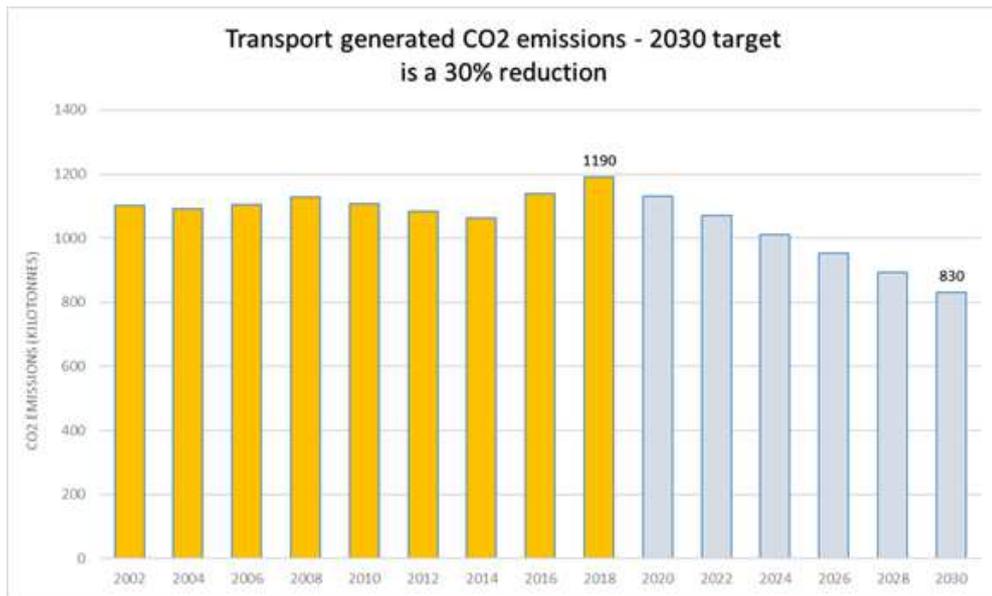


Figure 2 Trend in transport-generated CO₂ emissions and the trajectory required to achieve a reduction of 30 percent by 2030

22. There is no national level target for mode share of active travel and public transport. The draft target proposed is set at a level to reflect aspirations for good, affordable travel choices and a reduction in carbon emissions. **Figure 3** shows the current trend in mode share of active transport and public transport and the trajectory required to meet the target:

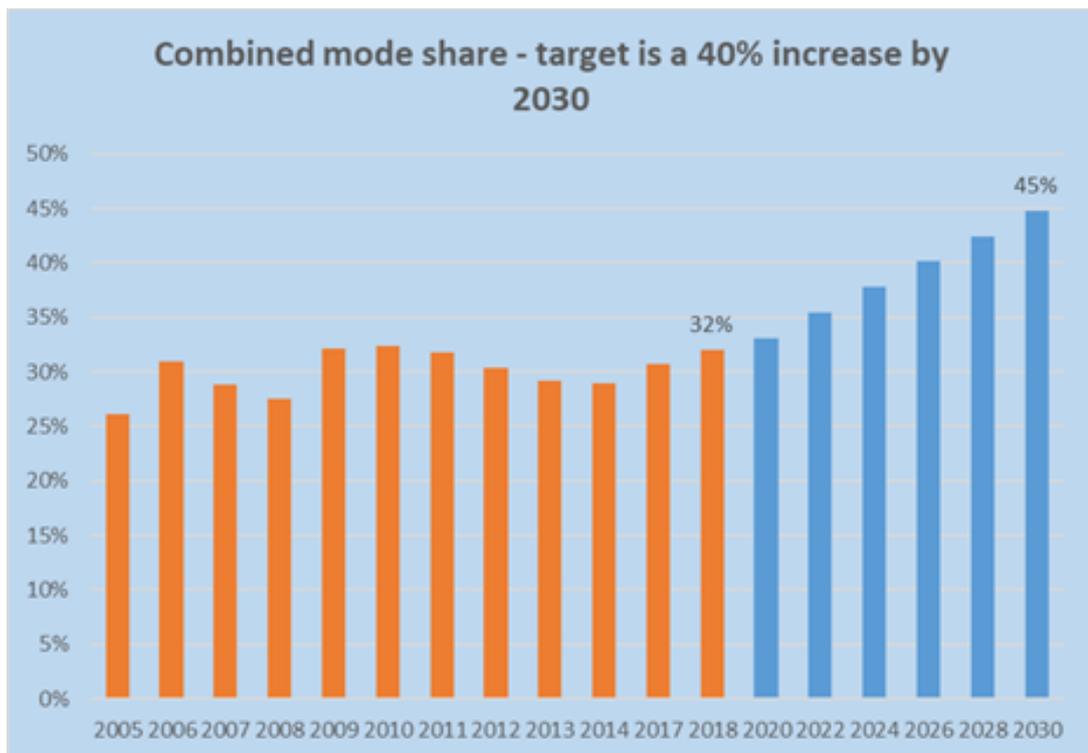


Figure 3 Trend in mode share of active transport and public transport and the trajectory required to increase combined mode share 40 percent by 2030

Nga kōwhiringa Options

23. The proposed Wellington RLTP 2021 vision and objectives were developed iteratively through a series of workshops described in paragraphs 11 to 15. Agreeing these elements now will provide certainty and direction for the ongoing development of the draft strategic front-end. However, RTC could choose to delay agreeing these elements until the entire draft strategic front-end has been completed. This increases the risk of timeframes not being met and the strategic front end having less ability to influence activities in the regional programme.
24. Various options for headline targets were considered during the workshops. Headline targets for resilience and economic prosperity were considered and discounted, as these matters are less directly in the control of the RTC and approved organisations. Progress in these areas could not be as easily communicated or monitored through a single overall indicator. For example, there is no single indicator that could monitor both resilience to high probably/low consequence events (e.g. traffic incidents closing a portion of a state highway) and low probability/high consequence events (e.g. earthquakes).
25. For the headline target levels, three options were considered:

Option	Advantages	Disadvantages
<i>Option One: Proposed headline target levels (paragraph 16) (Preferred option)</i>	<ul style="list-style-type: none"> Aligns with national targets and priorities Are aspirational, but potentially achievable 	<ul style="list-style-type: none"> May require relatively higher levels of investment to achieve than less ambitious targets
<i>Option Two: Significantly higher headline target levels</i>	<ul style="list-style-type: none"> If achieved, could position the region as a leader nationally, exceeding expectations Provides a very strong signal of the desired direction of change 	<ul style="list-style-type: none"> Very challenging to achieve within the 10 year timeframe Does not reflect the long lead-in times for land-use change and major projects
<i>Option Three: Significantly lower headline target levels</i>	<ul style="list-style-type: none"> May require relatively lower levels of investment to achieve More likely to be achieved within the 10 year timeframe 	<ul style="list-style-type: none"> Are inconsistent with national targets and community aspirations Provides a weaker signal of the desired direction of change

26. Option One is the recommended option as it aligns with national targets and priorities and strikes a balance between being aspirational and achievable.

Ngā hua ahumoni

Financial implications

27. There are no financial implications from the matter for decision. Funding to implement the Wellington RLTP 2021 will be considered by each of the region's councils in developing their Long Term Plans and in the development of the National Land Transport Programme 2021-24.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

28. The matter requiring decision in this report has been considered by officers in accordance with the process set out in the Greater Wellington's *Climate Change Consideration Guide*.

Mitigation assessment

29. Officers have considered the effects of the matter on the climate. The Wellington RLTP 2021 will not directly produce emissions, but it plays a role in shaping the transport system in the Wellington region. The draft strategic framework includes a target to reduce emissions from transport and an objective to minimise the impact of transport and travel on the environment. However, as the preparation of the Wellington RLTP 2021 itself does not have a direct effect on emissions, a detailed scenario analysis has not been undertaken.
30. Officers note that the matter does not affect Greater Wellington's interest in the Emissions Trading Scheme or Permanent Forest Sink Initiative.

Adaptation assessment

31. Officers consider that climate change will have an impact on the development of the Wellington RLTP 2021. Many parts of the transport network are at risk of climate change related impacts, including sea level rise and increased storm events. The strategic framework includes an objective relating to resilience of the transport network. The Wellington RLTP 2021 can influence investment intended to help the transport systems adapt to climate change. However, as the Wellington RLTP 2021 is an influencing document rather than a specific intervention in the transport system, a detailed scenario analysis has not been completed.

Ngā tikanga whakatau

Decision-making process

32. 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, Council must ensure that the RTC prepares, on the Council's behalf, an RLTP. The RTC must consult in accordance with the consultation principles in section 82 of the Local Government Act 2002 (LGA).

Te hiranga Significance

33. Officers 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*. Officers recommend that this matter is low to medium significance, as at this stage RTC is being asked to endorse a proposed strategic framework to enable further development to occur. Approval of the draft Wellington RLTP 2021 for engagement and final Wellington RLTP 2021 will occur at future meetings.

Te whakatūtakitaki Engagement

Engagement with elected members

34. Engagement with elected members and officials is ongoing. Engagement to date is detailed in paragraphs 11 to 15 above. Development of the draft strategic framework has involved two inter-agency officials' groups: the RLTP Strategy Working Group and the Technical Advisory Group.

Engagement with mana whenua

35. Engagement with mana whenua is underway. Mana whenua iwi have been advised that the development of the Wellington RLTP 2021 has started. The project will be discussed at Ara Tahi on 19 February 2020. Engagement will continue throughout the RLTP development process, in accordance with mana whenua iwi preferences.

Engagement with stakeholders and the public

36. Early engagement with stakeholders and the public is underway. Between 25 November and 23 December 2019 initial engagement was carried out to:
- a Make key stakeholders aware that work on the Wellington RLTP 2021 has started
 - b Set out the process and raise awareness of opportunities to provide feedback multiple times throughout the project
 - c Check with key stakeholders that key themes from previous engagement in relation to regional transport issues remain current and no important themes are missing.
37. The summary of key themes stakeholders were asked to comment on are provided in **Attachment 1** (Improving the transport network – summary of key themes from public engagement).
38. The initial engagement took place through the Have Your Say RLTP 2021 webpage, with a link emailed to 92 stakeholders as well as promoted on the Greater Wellington webpage. This page was visited by 129 participants, with 19 completing the feedback questions and one providing feedback directly by email.
39. There was wide overall support for the key themes. In particular, respondents expressed their support for better public transport and active modes, and travel

choices and mode shift. There was a view that action on climate change needs to be the highest priority and that the Wellington RLTP 2021 will have to facilitate the transition to a zero carbon region. Feedback also included the need for a people-centric approach, focusing on moving people, not vehicles.

40. No new key themes were identified; rather respondents reiterated or emphasised aspects of existing themes. A specific concern was raised that equality of access and principles of universal design were not adequately reflected.
41. Respondents provided some suggestions about further engagement, specifically around engaging with less advantaged communities and people with disabilities. Officers will take these into account in designing the further engagement.

Future engagement

42. Further stakeholder engagement is planned before release of the draft strategic front-end for public engagement. Engagement will be supplemented by market research on the views on, and preferences for, transport priorities of a representative sample of the region's residents.
43. On the release of the draft strategic front end in June 2020, there will be a programme of engagement with approved organisations, focused on a strategy-led approach to development of their transport programmes. There will also be the opportunity for stakeholders and members of the public to provide feedback.
44. In early 2021, prior to adoption, consultation will be undertaken on the full draft Wellington RLTP 2021, including the programme of transport activities in accordance with the requirements of the LTMA.

Ngā tūāoma e whai ake nei

Next steps

45. Agreeing the draft strategic framework is the first of a series of decision points for RTC in the Wellington RLTP 2021 development process over the next 12 months, as detailed in Table One below.

Decision point	Timing	Comments
Approve strategic framework for inclusion in draft strategic front-end	February 2020	This establishes the long-term direction of the Wellington RLTP 2021 and will guide the development of 10 year transport investment priorities and the 3 to 6 year programme of transport activities.
Agree 10 year transport investment priorities	April 2020	These will tell the Wellington Region's short-to medium-term investment story, focused on responding to the most urgent and significant barriers to achieving the long term vision and objectives. Development of the priorities is based on an Investment Logic Mapping (ILM) process.
Adopt regional	April 2020	This will set out the methodology that will

Decision point	Timing	Comments
programme prioritisation methodology		be used to prioritise the significant activities in accordance with section 16(3)(d) of the LTMA. Officials are working with the Transport Special Interest Group of Local Government New Zealand and the Transport Agency on a simpler and more consistent prioritisation methodology.
Agree engagement approach for draft strategic front-end	April 2020	This will set out the nature, scope and scale of engagement with councils, stakeholders and the public on the draft strategic front-end.
Adopt draft strategic front-end	June 2020	This will be an engagement draft of the strategic front-end.
Engagement on draft strategic front-end	June/July 2020	
Agree draft programme for public consultation	November 2020	A draft of the programme of transport activities, including the priority order of significant activities will be released for consultation.
Consider feedback received through consultation process	February/March 2021	This may include options for the public to present their views in person, whether as part of a formal hearing or by another means.
Agree full draft Wellington RLTP 2021 and forward to Council for approval	April 2021	The full Wellington RLTP 2021 including the strategic context, strategic framework, transport investment priorities and regional programme is agreed and forwarded to the Council for approval.
Submission of Wellington RLTP 2021 to the Transport Agency	30 April 2021	The Wellington RLTP 2021 must be submitted for inclusion in the National Land Transport Programme in order to receive funding for transport activities in the Wellington region.

46. Following agreement of the strategic framework, the next focus is development of 10 year transport investment priorities. This involves an ILM process, as part of the NZ Transport Agency's requirement that the Wellington RLTP 2021 applies a business case approach.
47. An ILM workshop is being held with the chief executives of the Wellington region's councils, along with a representative from both the Transport Agency and KiwiRail, on 19 February 2020. The ILM workshop takes an evidence-based approach to identifying

the most urgent transport problems, benefits and strategic responses. A workshop will then be held with RTC to consider the outputs of the ILM. From there, a set of 10 year transport investment priorities will be identified and a summary strategic case for each transport investment priority area will be prepared for inclusion in the draft Wellington RLTP 2021. Engagement with stakeholders and market research will also be undertaken to inform development of the 10 year transport investment priorities.

48. The draft strategic front-end will be released in June 2020, and attention will then turn to development of the regional programme of transport activities.
49. Approved organisations (councils, the Department of Conservation and the Transport Agency) develop their transport programmes and submit these for inclusion in the Wellington RLTP 2021 using the Transport Investment Online tool. Significant activities are prioritised using the agreed methodology (this will be brought to RTC in April 2020 for consideration). All transport activities (including those with committed funding) are consolidated into the regional programme, showing the expected start date, duration, cost, sources of funding and contribution to strategic objectives.
50. The Road Policing programme and proposed Rail Network Investment Programme are developed nationally and reflected in the Wellington RLTP 2021, but don't form part of the programme of transport activities¹.
51. The draft programme of transport activities will be brought to RTC for consideration in November 2020, before being released for public consultation.

Ngā āpitihanga Attachment

Number	Title
1	Improving the transport network – summary of key themes from public engagement

Ngā kaiwaitohu Signatories

Writer	Amy Helm – Senior Strategic Advisor, Regional Transport
Approvers	Harriet Shelton – Manager, Regional Transport Luke Troy – General Manager, Strategy

¹ The Rail Network Investment Programme is proposed as part of the Land Transport (Rail) Legislation Bill that is currently before the Transport and Infrastructure Select Committee, so provisions may change.

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>Preparation of a RLTP is a function of a RTC under section 106 of the LTMA.</p>
<p><i>Implications for Māori</i></p> <p>Engagement is under way to understand the implications for Māori of the Wellington RLTP 2021.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>This report is part of a longer process to develop the Wellington RLTP 2021, which is a key regional strategy.</p>
<p><i>Internal consultation</i></p> <p>In preparing this report, consultation was undertaken Greater Wellington’s Communications department and Climate Change team.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>A RLTP must be consistent with the GPS. A new GPS 2021-31 is currently being prepared, with a draft expected to be released in March 2020. Delay to the release of the GPS 2021-31, or a fundamental change in policy direction, would have implications for the development of the Wellington RLTP 2021. Officers are monitoring development of the GPS 2021-31, and, if necessary, will adapt the RLTP process at the earliest opportunity.</p>

Regional Land Transport Plan 2021



Improving the transport network - summary of key themes from public engagement

This summary brings together the key themes we've heard from individuals and organisations across the Wellington region in relation to transport issues in recent years, including Let's Get Wellington Moving, Greater Wellington Long Term Plan 2018-28 and Regional Land Transport Plan Mid-Term Review 2018.

You've told us you want:

1. Better public transport across the region



You want to see a more connected network with more reliable and frequent services, including more services in outer areas of the region, more rail capacity at peak times and more off-peak rail services to Wairarapa and Kāpiti. You also want more bus priority, better Park & Ride facilities for cars and bikes, affordable fares and integrated ticketing.

2. Less traffic in cities and reduced congestion



You want cities with less traffic that are easier to get around. People have different views on how this should be achieved. While some people support increasing road capacity, others consider it a short-sighted for long-term congestion management. Promoting public transport and active modes were supported as a potential solution. Some people see road pricing and increased parking charges as potential solutions, but others do not support these sorts of tools.

3. Travel choices that are better for your health and the environment



You want to see more people using active modes and public transport to reduce the environmental impact of transport, to support health and wellbeing, and to enhance the vibrancy of our cities and communities. You want walking, cycling and public transport prioritised to provide more attractive choices.

Attachment 1 to Report 20.21

4. Safe roads and streets



You want to get around the region safely, with few deaths and accidents on the roads. More dedicated (and improved) cycle-ways and pedestrian spaces are seen as important ways to make it easy and safe to get around the region on foot and by bike.

5. A more resilient, reliable and adaptable transport network



You want more reliable day to day journeys, with minimal disruptions, and a transport network that is resilient and can recover quickly following an unplanned event – from a local traffic incident through to a major earthquake. This includes upgrading our rail and state highway infrastructure, providing alternative routes, and improving travel choices. You also want transport solutions that continue to provide for our region as we grow and change.

6. Easy access to amenities



You want a transport network that helps you to access the things you need easily and efficiently, regardless of age or ability. You also want to see new developments planned so that homes are located in places where people have good travel choices for accessing jobs, education and amenities, and don't need to rely on a car.

7. Action on climate change



You want to prioritise solutions that reduce carbon emissions and the contribution of our transport network to climate change. This includes encouraging e-bikes, e-scooters, electric buses and trains. You also want careful consideration of and planning for the impacts of climate change on the future transport network.

For more information contact the Greater Wellington Regional Council:
Wellington office
PO Box 11646
Manners Street
Wellington 6142

RLTPlan2021@gw.govt.nz
www.gw.govt.nz

Regional Transport Committee
18 February 2020
Report 20.15



For Decision

PROPOSED VARIATION TO THE WELLINGTON REGIONAL LAND TRANSPORT PLAN PROGRAMME 2018-21

Te take mō te pūrongo

Purpose

1. To seek the Regional Transport Committee's (the Committee) support for a proposed variation to the Wellington Regional Land Transport Plan programme 2018-21 to include the Porirua City Council Transport Activity Management Plan.

Nga tūtohu

Recommendation

That the Committee **recommends** to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 be varied to include the Porirua City Council Transport Activity Management Plan.

Te tāhū kōrero

Background

Regional Land Transport Programme

2. The current Wellington Regional Land Transport Plan (RLTP) was prepared in 2015 and subsequently updated by the mid-term review in June 2018. Part of that update was the development of a new programme section for 2018-21.
3. The Wellington RLTP Programme 2018-21 contains all the land transport activities proposed to be undertaken throughout the Wellington region, and the regional priority of significant activities (costing over \$5 million).
4. The activities in the Wellington RLTP are submitted by the Waka Kotahi NZ Transport Agency and 'approved organisations' under the Land Transport Management Act 2003 (the Act). These include the eight territorial authorities, Department of Conservation, and Greater Wellington Regional Council.

Process for considering a variation

5. Section 18D of the Act states that if a good reason exists to do so, the Committee may prepare a variation to its RLTP during the six years to which the RLTP applies. This can be at the request of an approved organisation, the NZ Transport Agency, or on the Committee's own motion.
6. Section 18D(4) of the Act requires the Committee to consider any variation request promptly.

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

Te tātaritanga Analysis

Proposed variations and significance

8. The details of the proposed variation to be considered by the Committee at this meeting are set out below, along with an assessment of the significance of these details.
9. The significance policy for proposed variations to the Wellington RLTP is set out in Appendix B (page 191) of the Wellington RLTP 2015. Officers have assessed the significance of the proposed variations, for the purpose of consultation, against the Wellington RLTP's significance policy.
10. A record of the key factors considered by officers in making a determination of significance is provided in the tables below:

<i>Porirua City Council Transport Activity Management Plan</i>
Request by: Porirua City Council (PCC)
Details of the subject activity: The Activity Management Plan (AMP) determines the needed activity and appropriate customer level of service for the local roading network. The AMP will form the business case for the PCC Maintenance, operations and renewal programme for 2021-24, and is required for funding from the National Land Transport Fund.
Description of variation: To add a new activity for the Porirua Activity Management Plan to the Wellington RLTP Programme 2018-21 as a non-prioritised activity.
Reason for the variation: The AMP was expected to be undertaken by PCC staff and therefore was not included in the transport programme submitted for inclusion in the Wellington RLTP.
However, there is a recent request for significant rewriting and more evidence. This requires a significant amount of time which cannot be provided by PCC staff, taking account of their current workloads, experience and timelines for deliverables as required by the Road Efficiency Group.
Estimated total cost: \$150,000
Proposed timing and cash-flow: The AMP is expected to commence in February 2020 and be completed within six months.
Funding sources: Local- National

Table 1: Assessment of significance of the proposed variation

1 Key considerations in determining significance – would the proposed variation:		
Materially change the balance of strategic investment?	No	As the proposed cost of this activity is \$150,000 this will not impact the balance of the programme.
Negatively impact on the contribution to Government or Government Policy Statement objectives and priorities?	No	This is a required process to access funding for maintenance, operations and renewals.
Affect residents?	No	This is a planning process and will not directly impact on residents.
Affect the integrity of the RLTP, including its overall affordability?	No	The proposed cost is \$150,000. This will not impact the overall affordability of the programme.
2 Several types of variations are considered to be generally not significant in their own right. Are the proposed variations:		
An activity in the urgent interests of public safety?	No	
A small scope change costing less than 10 per cent of estimated total cost, or less than \$20 million	No	
Replacement of a project within a group of generic projects by another project?	No	
A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme?	No	
The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act?	No	
<i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant; however the key considerations in the first table should still be assessed.</i>		
3 Other considerations		
What are the likely impacts, time delays or cost on public safety, economic, social, environmental wellbeing as a consequence of undertaking consultation?		Consultation on funding for the AMP would delay progress on the AMP development potentially affecting the ability to confirm the activity and funding needed for the maintenance,

	operations and renewals programme in a timely manner
What are the relative costs and benefits of consultation?	Consultation is unlikely to result in benefits. AMP development is a critical part of identifying the appropriate level of investment and levels of services for the transport network in Porirua, but funding the development of the AMP in itself will not directly impact on customers or the public. Given the low cost of the AMP development and need to undertake this activity the costs of consultation outweigh the benefits.
To what extent has consultation with the community or relevant stakeholders been undertaken already?	Consultation on the AMP has not taken place, other than with Waka Kotahi NZ Transport Agency who have requested the necessary improvements.
Conclusion: Adding the Porirua City Council AMP to the RLTP programme is not significant, and consultation is not warranted.	

Ngā tikanga whakataua **Decision-making process**

11. The matters for decision in this report are subject to the legislative requirements of sections 18D and 106(2) of the Land Transport Management Act 2003 (the Act). The specific requirements are stated in paragraphs 5 to 7 of this report.
12. Section 18D(5) of the Act requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Land Transport Management Act 2003 and included in the programme.

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

13. If the Committee agrees to the proposed variation to the Wellington RLTP Programme 2018-21 ([Attachment 1](#)), this should be forwarded to the Greater Wellington Regional Council for approval at its meeting on 27 February 2020. As is the case with the Wellington RLTP itself, the Greater Wellington Regional Council must either accept the recommendation or refer the variations back to the Committee, with a request that it be reconsidered.
14. If the Greater Wellington Regional Council approves the variation, the Chair will forward it to Waka Kotahi NZ Transport Agency for consideration of inclusion in the National Land Transport Programme (NLTP) for funding.

15. There is no obligation for NZ Transport Agency to vary the NLTP to include new activities. However, NZ Transport Agency must give written reasons for any decision not to do so.

**Ngā āpitihanga
Attachment**

Number	Title
1	Proposed variation to the Wellington Regional Land Transport Plan Programme 2018-21

**Ngā tāpirihanga
Signatories**

Writer	Helen Chapman - Senior Strategic Advisor Regional Transport
Approver/s	Harriet Shelton – Manager Regional Transport Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council or Committee's Terms of Reference</i> Under section 18D of the Land Transport Management Act 2003, the Regional Transport Committee is responsible for preparing variations to a Regional Land Transport Plan.
<i>Implications for Māori</i> There are no known impacts for Māori from this variation.
<i>Contribution to Annual Plan / LTP / Other key strategies and policies</i> This variation contributes to Wellington's Regional Land Transport Plan 2015.
<i>Internal consultation</i> No internal consultation took place, as this is a procedural paper to update the Wellington Regional Land Transport Plan Programme 2018-21.
<i>Risks and impacts: legal / health and safety etc.</i> There are no risks.

Proposed variation to Wellington Regional Land Transport Plan Programme 2018-21 – inclusion of the Porirua City Council Transport Activity Management Plan

Organisation	Project name	Description	Activity stage/phase	Cost (\$ million) 2015/16	Start year	End year	Cost (\$ million) 2018/19	Cost (\$ million) 2019/20	Cost (\$ million) 2020/21	Three year cost (\$ million)	Total projected cost (\$ million)	BCR	Assessment Profile	Funding Source(s)
PCC	Transport Activity Management Plan 2021/24	Preparation of a new AMP including supporting information that meets the Regional Efficiency Groups (REG) guidelines	Implementation	-	2020	2020	-	0.100	0.050	0.150	0.150		HH_	Local-National
Significant activity?—No														

Regional Transport Committee
18 February 2020
Report 20.6



For Information

PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN PROGRAMME 2018-21 (JULY TO DECEMBER 2019)

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on the progress, for the period 1 July to 31 December 2019, on the large new projects included and prioritised in the Wellington Regional Land Transport Plan Programme 2018-21.

Te tāhū korero

Background

2. The Wellington Regional Land Transport Plan 2015 (RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). It sets out the policy framework for development of the region's transport network over the next 10 to 30 years. The Wellington RLTP Programme 2018-21 contains all the land transport activities proposed to be undertaken in that period, and the regional priority of significant activities¹.
3. The activities in the RLTP are submitted by Waka Kotahi NZ Transport Agency and 'approved organisations' under the Act. These include the eight territorial authorities, Department of Conservation and the Greater Wellington Regional Council.

Monitoring requirements

4. The RLTP requires half yearly progress reporting to the Committee on the status of significant projects and other projects of regional interest. The RLTP also requires an annual monitoring report on progress against the regional outcomes and targets.
5. This report provides an update on the third six-month period of the Wellington RLTP Programme 2018-21, covering progress between 1 July and 30 December 2019. The last six-monthly progress report was presented to the Committee on 10 September 2019 (Progress report on the Regional Land Transport Plan Programme 2018-21 Q3 and 4 2018/19 (Report 19.371)).
6. **Attachments 1, 2 and 3** provide respectively updates on the large new projects included and prioritised in the Wellington RLTP Programme 2018-21, the committed activities carried over from the Wellington RLTP Programme 2015-18, and other activities by exception.

¹ Transport projects or programmes with a cost of over \$5 million that are regionally or inter-regionally significant.

Variations to the RLTP

7. Two variations to the RLTP were received in the six months between July and December 2019. The variations were:
 - a To include the next phase of Let's Get Wellington Moving (LGWM) in the programme. This includes early delivery, business cases, investigation and design (previously the RLTP programme contained a placeholder for LGWM)
 - b Implementation of the Speed Management Guide on state highways.

Te tātaritanga Analysis

Key events

8. Over the six months between July and December 2019, key events included:
 - a The NZ Transport Agency (Transport Agency) Board, Wellington City Council and Greater Wellington Regional Council approved funding for the next phase of activity on the LGWM Programme, including the early delivery programme and business cases for mass transit and state highway improvements
 - b Public engagement was undertaken on early improvements to the Golden Mile and Safer Speeds in the Central City as part of the LGWM programme
 - c Work started on the rail track infrastructure catch up renewals, and double tracking of Trentham to Upper Hutt under the Transitional Rail activity class
 - d The Lower North Island Longer distance rail rolling stock business case was completed (this project is in the RLTP as Wairarapa service and capacity enhancements (EDMUs and shuttles), but has changed during the business case process to include new rolling stock serving both Wairarapa and Palmerston North/Horowhenua)
 - e The Beltway Cycleway has progressed with consents issued, construction funding approved and tenders issued. Construction is anticipated to start in February 2020
 - f The Access Porirua programme business case was completed, and has been submitted to the Transport Agency Board
 - g The Wellington bus network review was completed and endorsed by Greater Wellington Regional Council in December 2019. Stage 2 of the review is now underway, and changes are being made in response to the review
 - h Construction of the Transmission Gully motorway is well advanced, and a sub-contractor has been appointed to operate and maintain the motorway as part of the public private partnership agreement.

Emerging issues and opportunities

9. On 29 January 2020, the Government announced a \$12 billion package of infrastructure investment. The transport-related investment signalled for the Wellington region includes:
 - a \$211 million for improvements to the Wellington, Wairarapa and Palmerston North rail network, including upgraded tracks for the Wairarapa and sections of the north island main trunk line, safety connections and refurbishment of the Capital Connection carriages
 - b \$817 million for highway between Otaki to north of Levin (this sits in the Horizons Manawatu RLTP)
 - c \$258 million for Melling interchange improvements
 - d \$59 million for the second stage of safety upgrades to State Highway 58.
10. In December 2019, the Government released the draft New Zealand Rail Plan and the Land Transport (Rail) Legislation Bill (the Bill). This Bill is currently before the Transport and Infrastructure Select Committee. Together, these documents are part of the Government's Future of Rail package that aims to bring rail into the land transport planning and funding framework, and to have a more sustainable longer-term basis for rail investment.
11. The draft New Zealand Rail Plan and the Bill have significant implications for the Wellington metropolitan rail network. One of the two investment priorities in the draft New Zealand Rail Plan is investing in metropolitan rail to support growth. The second priority is to invest in the national rail network to maintain rail freight and provide a platform for future growth. As part of the investment in metropolitan rail priority, the following projects are identified as priorities:
 - a Investment in new longer distance rolling stock for Wairarapa and Palmerston North/Horowhenua
 - b Signalling improvements and automated train protection
 - c Re-modelling to improve capacity.
12. It is unclear at this stage if additional Crown funding will be available for rail network projects in the draft New Zealand Rail Plan, or if these are anticipated to be funded from existing National Land Transport Fund revenue.
13. Greater Wellington Regional Council and Auckland Transport (AT) submitted jointly on the draft Bill. Key submission points included:
 - a The need for full integration into the Land Transport Management Act 2003 planning and funding framework, with the Transport Agency Board as the decision maker on the rail network programme and approving funding for projects, rather than Ministers. This is particularly critical for packages of work that involve improvements to the KiwiRail network, AT and Greater Wellington rail assets and operational improvements to metro rail services

- b The need for fuller integration of the rail network investment proposal into the RLTP process to enable projects to be considered and prioritised alongside other transport activities. This enables the RLTP to fulfil its role as the primary document guiding integrated land use planning and investment in the Wellington region.
 - c The need to provide greater certainty around track user charges and the existing network access agreements in Wellington and Auckland.
14. A second draft Bill, the Land Transport (NZTA) Legislation Amendment Bill, was also released in December 2019 and is currently before the Transport and Infrastructure Select Committee. This Bill is intended to strengthen the regulatory leadership of the Transport Agency.
15. The new *Road to Zero* road safety strategy and initial action plan were released in December 2019. The *Road to Zero* strategy sets a target of a 40 per cent reduction in deaths and serious injuries by 2030. To achieve this goal, the Government is increasing investment in road safety by 25 per cent. *Road to Zero* has five focus areas:
- a Infrastructure improvements and speed management
 - b Vehicle safety
 - c Work-related road safety
 - d Road user choices
 - e System management.
16. Greater Wellington Regional Council has started a four month trial of early bird off-peak fares on the Wellington City bus network to try and spread peak demand. This is to respond to the pressure that patronage growth is placing on the capacity of services during the morning peak. The discount will be 25 per cent off the adult Snapper price for those who travel before 7am.

Ngā tūāoma e whai ake nei

Next steps

17. The next six-monthly report on the Wellington RLTP Programme 2018-21, for the period 1 January to 30 June 2020, will be presented to the Committee at its 8 September 2020 meeting.

Ngā āpitihanga

Attachments

Number	Title
1	Update on significant activities in the Wellington RLTP Programme 2018-21 – 1 July to 31 December 2019
2	Update on committed activities in the Wellington RLTP Programme 2018-21 – 1 July to 31 December 2019
3	Update on other activities in the Wellington RLTP Programme 2018-21 – 1 July to 31 December 2019

Ngā kaiwaitohu

Signatories

Writers	Helen Chapman – Senior Strategic Advisor Jill Corrin – Senior Data Analyst, Data and Analysis team
Approvers	Harriet Shelton – Manager, Regional Transport Luke Troy – General Manager, Strategy

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Committee has responsibility to “review the implementation and delivery of the Wellington Regional Land Transport Plan”.</p>
<p><i>Implications for Māori</i></p> <p>There is no known impacts for Māori.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>This report provides a six-monthly update, as required by Appendix A of the Wellington Regional Land Transport Plan 2015.</p>
<p><i>Internal consultation</i></p> <p>Engagement occurred for the compilation of the content of Attachments 1, 2 and 3; this was undertaken with key staff in Greater Wellington, territorial authorities in the Wellington region, and the Transport Agency.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>There are no risks arising from this report.</p>

Update on significant activities in the Wellington RLTP Programme 2018-21 - 1 July to 31 December 2019

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
1	Ngauranga to Airport - Let's Get Wellington Moving (LGWM)	GW/ WCC/ NZTA	✓	Programme business case		2019/20 to 2020/21	NLTF – Local Share	<ul style="list-style-type: none"> In July the NZ Transport Agency Board considered the LGWM package and approved funding for the next phase – detailed investigations and business cases and development of the early delivery programme. NZ Transport Agency funding was subject to approval of scopes for each project, and agreement on an updated relationship and funding agreement. Requests for tender were issued for the first Early Delivery projects in August 	
			▶	Early delivery Central City and SH1 walking and cycling safer speed	Funding Approved				
			▶	Early delivery Golden Mile	Funding Approved				
			▶	Early delivery Thorndon Quay and Hutt Road	Funding Approved				
			▶	Integrated delivery vehicle joint	Funding Approved				

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
				management costs				2019, and business cases are now underway for the Golden Mile Improvements and Thorndon Quay/Hutt Road projects. Initial public and stakeholder engagement was completed for the Safer Speeds in the Central City and the Golden Mile projects. <ul style="list-style-type: none"> • Requests for Tender closed on 23 December 2019 for the Mass Rapid Transit and State Highway Improvements Projects. These contracts will be awarded early in 2020. • In December 2019, GW and WCC approved the LGWM relationship and funding agreement, confirming the partners' commitment to work together to successfully deliver LGWM (subject to ongoing 	
			Public Transport system/mass transit – single stage business case						
			Managing travel demand – single stage business case						
			Reconfigure Urban corridors – indicative business case						
			Regional highway access – single stage business case						

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
								<p>approval of business cases and funding for aspects of the programme as it continues to develop). GW and WCC also agreed to bring forward funding for the LGWM programme in 2019/20 and 2020/21.</p> <ul style="list-style-type: none"> Also in December 2019, WCC and GW considered their jointly commissioned Bus Priority Action Plan and agreed to it being funded and delivered through LGWM's City Streets programme. 	
1	Wellington/ Wairarapa metro rail track infrastructure catch up renewals	KR/GW		Implementation - infrastructure upgrades	Funding approved	2018/19 to 2025/26	NLTF	<ul style="list-style-type: none"> Bridge and tunnel methodologies finalised Physical works underway Equipment orders placed 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
1	Ngauranga to Petone walking, cycling and resilience link	NZTA		Pre-implementation	Funding approved	2018/19 to 2020/21	NLTF	<ul style="list-style-type: none"> Currently undertaking assessment of effects and design optimisation prior to lodging resource consent. 	
				Implementation	Probable	2020/21 to 2023/24			
1	Unlocking rail network capacity and improving resilience – KR Infrastructure	KR/GW		Implementation – infrastructure upgrades	Funding approved	2018/19 to 2022/23	NLTF – Local Share	<ul style="list-style-type: none"> Double tracking Trentham to Upper Hutt underway, Trentham underpass installed over 2019 Xmas block-of-line Plimmerton turnback/platform layout finalised 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
1	Unlocking rail network capacity and improving resilience (RS1)	GW		Construction – station upgrades	Probable	2018/19 to 2019/20	NLTF – Local Share	<ul style="list-style-type: none"> Working with KiwiRail on station design where appropriate Funding likely resolved with NZTA re-prioritisation 	
				Implementation – rail services	Probable	2020/21 to 2027/28			
1	SH2 Featherston to Upper Hutt safe system and resilience transformation	NZTA		Detailed business case	Not included in 2018-21 NLTP	2018/19 to 2019/20	NLTF	<ul style="list-style-type: none"> Activity not included in current NLTP period. 	
				Pre-implementation	Not included in 2018-21 NLTP	2018/19			
				Implementation	Not included in 2018-21 NLTP	2020/21			
1	SH2 Featherston to Masterton safe system and	NZTA		Detailed business case	Outside 2018-21 NLTP period	2021/22	NLTF	<ul style="list-style-type: none"> Activity not included in current NLTP period. Note that SH2 Masterton to Carterton Safety 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
	resilience transformation			Pre-implementation	Outside 2018-21 NTLTP period	2021/22 to 2022/23		Improvements is a separate activity.	
				Implementation	Outside 2018-21 NTLTP period	2023/24			
1	SH58 Porirua to SH2 Upper Hutt safe system transformation	NZTA		Detailed business case	Outside 2018-21 NTLTP period	2021/22	NLTF	<ul style="list-style-type: none"> Activity not included in current NLTP period. 	
				Pre-implementation	Outside 2018-21 NTLTP period	2021/22 to 2022/23			
				Implementation	Outside 2018-21 NTLTP period	2023/24			

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
1	SH2 Wellington to Upper Hutt safer corridor	NZTA		Detailed business case	Not included in 2018-21 NLTP	2018/19	NLTF	<ul style="list-style-type: none"> Activity not included in current NLTP period. 	
				Pre-implementation	Not included in 2018-21 NLTP	2018/19 to 2019/20			
				Construction	Not included in 2018-21 NLTP	2020/21			

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
1	Project NEXT integrated ticketing and fares	GW	✓	Design	Committed	2016/17 to 2018/19	NLTF – Local Share		
➡			Implementation	Funding Approved	2018/19 to 2019/20				

DRAFT

				Construction	Proposed	2019/20 to 2020/21	<ul style="list-style-type: none"> • Procurement has progressed but the Ticketing Solution RFP release date has been delayed until April 2020. • This was driven by the need for participating authorities and the Agency to agree the proposed operational and governance model – with associated funding impacts • Resolved position in December 2019 that the NZ Transport Agency will take a materially more direct role and proposed that the NZ Transport Agency will assume responsibility for completion of the procurement; fund the solution at a national level with authorities responsible for local implementation and equipment only, and provide the central operations centre • This is a major development which removes a number of barriers. NZ Transport 	
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RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
								<p>Agency will take a greater governance role.</p> <ul style="list-style-type: none"> • Ticketing solution RFP requirements have been through multiple iterations of stakeholder review (three stages and > 100 workshops supported) • Financial Services tenders have identified preferred supplier for each service and negotiations are underway • Status remains amber until re-baselined plan is finalised and agreed 	
1		GW		Implementation - Service improvements	Outside 2018-21 NLTP period	2021/22 to 2027/28	NLTF – Local Share		

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
	Wairarapa service and capacity enhancements (EDMUs & shuttles)			Implementation – rolling stock	Outside 2018-21 NLTP period	2022/23 to 2023/24		<ul style="list-style-type: none"> • Business Case for Lower North Island Longer-Distance Rolling Stock finalised • Discussions with funders and stakeholders progressing • Crown funding for the KiwiRail track improvements needed to enable this business case has been signalled as part of the Government infrastructure investment package announced on 29 January 2020. 	
1	Bus hubs	GW	✓	Business case	Funding approved	2018/19	NLTF – Local Share	<ul style="list-style-type: none"> • Majority of Wellington City bus hubs now complete. • Stop A outside Johnsonville new Library went live 8 December 2019 (Q2). All civils work at Karori complete (Q2), stop A went operational 22 December 	
			▶	Implementation	Funding approved	2018/19			

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
								2019, remaining signage to be installed (Q3) <ul style="list-style-type: none"> • Work on concept and scope for Johnsonville Stop D commenced (Q2) • Kilbirnie hub median fence complete. Kilbirnie canopy civils complete (Q2), glass to be installed (Q3). • Upgrade to driver facility at Wellington Bus Interchange underway (completed Q1) • Elsewhere in region, planning begun for improvements to Porirua Bus facility, and Wellington Bus Interchange (initial concept design developed to address customer safety and experience issues (Q2)) 	
2	Park & ride gates	GW		Implementation	Outside 2018-21 NTLTP period	2021/22 to 2022/23	NLTF – Local Share	<ul style="list-style-type: none"> • Activity not included in current NLTP period. 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
2	Wellington ITS improvement programme	NZTA		Implementation	Probable	2018/19 to 2021/22	NLTF	<ul style="list-style-type: none"> Activity not included in current NLTP period. 	
				Implementation - DEFT		2018/19 to 2020/21			
2	Hutt City Cross Valley Connection	HCC		Programme business case	PBC funding approved	2019/20	NLTF – Local Share	<ul style="list-style-type: none"> PBC report expected 1st Quarter 2020 Steering Group Meetings and Stakeholder Workshops have been conducted. Timing of funding requirement will be impacted if implementation is staged. 	
				Pre-implementation		2019/20			
				Construction	Outside 2018-21 NLTP period	2026/27 to 2028/29			
2	Adelaide Road Improvements	WCC		Construction	Not included in 2018-21 NLTP	2019/20 to 2022/23	NLTF – Local Share	<ul style="list-style-type: none"> No progress since last update 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
2	Kent and Cambridge Terraces Roding improvements	WCC	➡	Construction	Not included in NLTP	2019/20 to 2023/24	NLTF – Local share	<ul style="list-style-type: none"> No progress since last update 	
2	Aotea Quay Improvements	WCC		Construction	Not included in 2018-21 NLTP	2020/21 to 2022/23	NLTF – Local Share	<ul style="list-style-type: none"> No progress since last update 	
2	Suburban bus priority phase 1	WCC	➡	Construction	Not included in 2018-21 NLTP	2018/19 to 2024/25	NLTF – Local Share	<ul style="list-style-type: none"> Now folded into the joint bus priority action plan to be delivered by LGWM. 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
2	SH1 Tawa through CBD interim optimisation measures	NZTA		Detailed BC	Not included in 2018-21 NTLTP	2018/19 to 2019/20	NLTF	<ul style="list-style-type: none"> Activity not included in current NLTP period. 	
				Pre Implementation	Not included in 2018-21 NTLTP	2019/20			
				Implementation	Not included in 2018-21 NTLTP	2019/20 to 2023/24			
2	The Beltway	HCC	✓	Indicative business case	Committed	2016/17 to 2017/18	NLTF – Local Share - UCF	<ul style="list-style-type: none"> Resource Consents have been granted by both GW and HCC Project tendered late Nov / early Dec 2019 Construction forecast for Feb 2020 Construction funding approved by NZTA 	
			✓	Pre-implementation	Committed	2017/18 to 2018/19			
			▶	Implementation /construction	Funding Approved	2018/19 to 2027/28			

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
2	Palmerston North – Wellington passenger rail (Capital Connection)	KR/ GW	➡	Implementation – operational costs	Probable	2018/19 to 2020/21	NLTF – Local share	<ul style="list-style-type: none"> Funding agreed in principle. Agreement between KiwiRail, GW, Horizons and NZTA being negotiated Crown funding has been signalled for refurbishment of the Capital Connection carriages as part of the Government infrastructure investment package announced on 29 January 2020. 	
			➡	Implementation – rolling stock and heavy maintenance	Probable	2018/19 to 2020/21			
3	Real time information tools	GW		Implementation	Probable	2018/19 to 2027/28	NLTF – Local share	<ul style="list-style-type: none"> A point of entry has been completed and funding is being sought to undertake a single stage business case 	
3	Eastern Bays shared path – Great Harbour way	HCC	✓	Indicative	Committed	2015/16 to 2016/17	NLTF – Local share – UCF	<ul style="list-style-type: none"> Resource Consents lodged with both GW and HCC Detailed Design is 90% complete NZTA have indicated that funding for the entire 	
			✓	Detailed business case	Committed	2016/17 to 2017/18			

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
			✓	Pre-implementation	Committed	2017/18 to 2018/19		construction is unlikely in this NLTP period, however they may fund a discrete section of the project, Windy Point, in the current period. <ul style="list-style-type: none"> • Resource consent publicly notified late Oct to late Nov 2019 • Hearing planned for March 2020 	
		✓	Implementation	Committed	2017/18				
		➡	Construction	Probable	2019/20 to 2023/24				
3	SH2/Whakatiki street intersection improvements	NZTA		Detailed business case	Not included in NLTP 2018-21	2018/19		<ul style="list-style-type: none"> • Activity not included in current NLTP period. 	
				Pre-implementation	Not included in NLTP 2018-21	2018/19 to 2019/20			
				Construction	Not included in NLTP 2018-21	2020/21			

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
3	Resilient Port access	NZTA		Detailed business case	Not included in NLTP 2018-21	2018/19 to 2019/20	NLTF	<ul style="list-style-type: none"> Being progressed as part of Multi-User Ferry Terminal project being led by GW 	
				Property	Outside 2018-21 NTLTP period	2022/23			
				Pre-implementation	Outside 2018-21 NTLTP period	2024/25			
				Implementation	Outside 2018-21 NTLTP period	2024/25 to 2025/26			
3	Electric buses	GW		Implementation – electric fleet premium	Outside 2018-21 NTLTP period	2021/22 to 2027/28	NLTF – Local share	<ul style="list-style-type: none"> Activity not included in current NLTP period 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
				Construction – civil works	Outside 2018-21 NTLTP period	2021/22			
3	Road resilience improvement – Ngaio Gorge and Wadestown	WCC		Construction	Probable	2018/19 to 2023/24	NLTF – Local share	<ul style="list-style-type: none"> Final designs completed. COCs for improvement works have been obtained from GW and WCC. DOC issued the permit for lizard management work during construction. Road safety audit for final designs in progress. Tenders for physical work will be closed on 28 January 2020. Planning to start construction late March 2020. Planning to start construction for the strengthening of Grant road retaining walls by end of January 2020. 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
3	Noise walls improvement programme	NZTA		Implementation	Outside 2018-21 NLTP period	2022/23 to 2023/24		<ul style="list-style-type: none"> Activity not included in current NLTP period 	
3	East west connectors – relief route	KCDC		Programme business case	Funding Approved	2020/21	NLTF – Local share	<ul style="list-style-type: none"> Funding to amend the current Programme Business Case has been approved by NZTA and the preferred consultant has been engaged to update the Programme Business Case for NZTAs endorsement. 	
3	Access Porirua Programme Business case (Transmission Gully interfaces and SH1/SH58 revocation)	PCC		Programme business case	Funding Approved	2018/19	NLTF – Local share	<ul style="list-style-type: none"> Final Programme Business Case report delivered to the NZTA in December 2019 NZTA to review the Final Programme Business Case report and submit to the NZTA Board in March 2020. 	

RLTP priority band	Project Name	Lead Agency	Current stage		NLTP status (from NZTA system)	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
3	Northern growth roads	WCC		Construction	Not included in 2018-21 NLTP	2018/19 to 2024/25			

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Key:	
Green = progressing as planned, consistent with expected timing and budget. No major issues or barriers identified.	
Orange = progressing more slowly than planned. Some minor uncertainty, issues, barriers identified.	
Red = no or little progress made. Major uncertainty, issues, or barriers identified.	
Current project phase	▶
Project phase complete	✓
Highlighted grey = NLTF funding not yet approved	
Highlighted green = project complete	

NLTP Funding status	
Committed	Project approved for funding in a previous NLTP
Funding Approved	Project approved for funding within the current NLTP
Probable	Funding approval likely, but not yet approved
Proposed	The NZTA considers that more work is required to develop the project before it is ready to be considered for final investment approval.
Not included in 2018-21 NLTP	Project has not been included in the NLTP, a variation to the NLTP would be required before funding approval could be sought
Outside 2018-21 NLTP period	Not programmed to start during 2018-21

Update on committed activities in the Wellington RLTP programme 2018-21 - 1 July to 31 December 2019

Project Name	Lead Agency	Current Project or Business Case stage	Timing	Funding Sources	Progress comments
Matangi 1 trains and rail upgrades	GW	Debt servicing	2012/13 to 2032/33	NLTF – Local Share	<ul style="list-style-type: none"> • Delivery of Matangi Units and construction of upgrades complete. • Ongoing commitment is for debt servicing
Matangi 2 trains – debt servicing	GW	Construction	2013/14 to 2040/41	NLTF – Local Share	<ul style="list-style-type: none"> • Delivery of Matangi Units complete. • Ongoing commitment is for debt servicing
Real time passenger information system	GW	Implementation	2018/19 to 2020/21	NLTF	<ul style="list-style-type: none"> • Costs reflect the ongoing operational costs of the current Real time system. • GW is currently developing the business case for upgrades to the Real time information system to use newer technology (see Real time information tools in table one)
July 2017 storm event	MDC	Construction	2017/18 to 2018/19	NLTF – Local Share	<ul style="list-style-type: none"> • Construction is completed
Mt Victoria Tunnel – safety improvements	NZTA	Construction – stage 2	2008/09 to 2018/19	NLTF	<ul style="list-style-type: none"> • Project completed including close out of the defects liability period.

Project Name	Lead Agency	Current Project or Business Case stage	Timing	Funding Sources	Progress comments
SH2 Masterton to Carterton Safety improvements	NZTA	Detailed business case	2017/18 to 2020/21	NLTF	
SH1/SH2 Petone to Grenada link road	NZTA	Detailed business case	2010/11 to 2026/27	NLTF	<ul style="list-style-type: none"> Project re-evaluation complete Detailed Business Case investigations not currently funded.
Transmission Gully	NZTA	Construction	2009/10 to 2044/45	NLTF	<ul style="list-style-type: none"> Construction is well advanced, with approximately 90% of construction tasks complete. The PPP contractor (Wellington Gateway Partnership) has appointed its sub-contractor Ventia who will operate and maintain the new motorway for a 25-year period once it opens.
SH1 PekaPeka to Otaki Expressway	NZTA	Construction	2009/10 to 2021/22	NLTF	<ul style="list-style-type: none"> The NZTA Board has recently approved a \$93 million Price Level Adjustment for the project including pavement re-design which comprises Structural Asphaltic Concrete basecourse and EMOGPA (Epoxy Modified Open Graded Porous Asphalt) surfacing. The contractor's variations for these works have now been approved and the works are underway including lodging a resource consent application for a temporary Asphalt Plant in Otaki. We are now awaiting the contractor's revised programme to reflect the change in scope. Two upcoming critical pieces of work include a traffic switch at Marycrest onto the new local arterial road to allow construction of the southern abutment of the rail overbridge (Bridge 9) which sits on existing SH1 at this location. This traffic switch is planned for late February 2020. We are also planning two full closures of SH1 and

Project Name	Lead Agency	Current Project or Business Case stage	Timing	Funding Sources	Progress comments
					the North Island Main Trunk Line for around 30 minutes (detour available for light vehicles) to allow the project team to lift into place the 100+ tonne steel bridge beams for Bridge 8 (Te Horo Beach Road). This bridge spans the local arterial, rail corridor and new expressway. These closures are planned for mid February 2020.
Wellington Roads of National Significance (RoNS) – programme management	NZTA	Investigation	2009/10 to 2022/23	NLTF	<ul style="list-style-type: none"> Complete, now being progressed as Let's Get Wellington Moving
SH2 Melling Efficiency and Safety Improvements	NZTA	Detailed business case	2016/17 to 2028/29	NLTF	<ul style="list-style-type: none"> Detailed business case funded and progressing well. Due to be completed and considered by the NZ Transport Agency Board in February 2020. Pre-implementation phases (including consenting and designation) funded. Procurement discussions ongoing, aiming for resolution end January 2020. Crown funding signalled as part of the Government infrastructure investment package announced 29 January 2020.
SH58 safety improvements	NZTA	Implementation	2012/13 to 2019/20	NLTF	<ul style="list-style-type: none"> Contract awarded and construction started on Stage 1 Safety Improvements (Haywards Interchange to Mt Cecil Rd) Interim safety improvements commenced on Stage 2 (Harris Road to Transmission Gully) including, lighting, signage, SID's and intersection design. Re-evaluation and value engineering completed for Stage 1 works. Stage 2 works still on hold until after Transmission Gully opens

Project Name	Lead Agency	Current Project or Business Case stage	Timing	Funding Sources	Progress comments
					<ul style="list-style-type: none"> • Crown funding signalled as part of the Government infrastructure investment package announced 29 January 2020.
Emergency works SH1 Coast Road Cyclone Gita	NZTA	Construction	2017/18 to 2018/19	NLTF	<ul style="list-style-type: none"> • NZTA working through contract for the Coast Road repairs works caused by Cyclone Gita. This is expected to be completed this financial year.
PCC link roads	PCC	Construction	2014/15 to 2019/20	NLTF – Local Share	<ul style="list-style-type: none"> • Design modification of Warspite Ave/Niagara St/Waitangirua Link Road intersection to improve performance of the intersection is almost complete and construction will be undertaken in the next couple of months • Bridge 29 culvert is essentially complete, and backfilling of the fill is well underway • Pavement construction on both Whitby and Waitangirua Link Roads is about to commence • Completion still programmed for May 2020.
Wellington cycle network – Hutt to CBD package	WCC	Implementation	2016/17 to 2018/19	NLTF - UCF - Local Share	<ul style="list-style-type: none"> • Work is now complete.
Wellington cycle network – Eastern package	WCC	Implementation	2015/16 to 2019/20	NLTF – UCF - Local Share	<ul style="list-style-type: none"> • Work has been completed on most of the Kilbirnie package works. Work is well underway with both the Cobham Drive and Evans Bay projects.

Update on other activities in the Wellington RLTP Programme 2018-21 - 31 1 July to 31 December 2019

Organisation	Project or programme	Expected timing	Funding Sources	Progress comments
GW	Public Transport Programme - Review and improve levels of service across the bus network, with a focus on further enhancements to the Wellington City network	2018/19 to 2021/22	NLTF – Local Share	<ul style="list-style-type: none"> • Introduction of double decker buses in Eastbourne –September 2019 • Stage 2 of Metlink bus transformation review underway. Review of Wellington city bus network complete - Recommendations and Action Plan endorsed by Council December 2019 • Planning complete with NZ Bus to adjust Wellington city timetables to improve reliability and punctuality – implementation occurred in January 2020 • On-going driver shortages resulted in NZ Bus and Tranzurban temporarily suspending trips • Ongoing minor adjustment to services as identified through monitoring of service performance and customer insights • Stage 2 of Metlink bus transformation review underway. Review of Wellington city bus network commenced (focusing on Eastern suburbs first) • On-going work with NZTA, central government, Unions and bus operators regarding changes to the Employment Relations Act Amendments to meal and rest breaks