



If calling, please ask for Democratic Services

## Regional Transport Committee

Tuesday 19 September 2023, 1.00pm

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

---

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

### Members

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

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

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

### **1 Purpose**

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

### **2 Specific responsibilities**

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

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

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

---

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

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

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

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

#### **4 Voting entitlement**

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

#### **5 Alternate members**

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

#### **6 Quorum**

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

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

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

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

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

---

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

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

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

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

# Regional Transport Committee

---

Tuesday 19 September 2023, 1.00pm

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

## Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	<a href="#">Confirmation of the Public minutes of the Regional Transport Committee meeting 13 June 2023</a>	23.275	5
5.	<a href="#">Review of Wellington Regional Land Transport Plan 2021: Investment priorities and prioritisation methodology</a>	23.455	8
6.	<a href="#">Waka Kotahi NZ Transport Agency update – September 2023</a>	23.474	46
7.	<a href="#">KiwiRail Update – September 2023</a>	23.475	71
8.	<a href="#">Progress Report on the Wellington Regional Land Transport Plan Programme of Activities 2021-24 (January – June 2023)</a>	23.465	79



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on Tuesday 19 September 2023.

Report 23.275

## Public minutes of the Regional Transport Committee meeting on Tuesday 13 June 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 1pm.

---

### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Caffell	Masterton District Council
Mayor Connelly (from 1.30pm)	South Wairarapa District Council
Councillor Edwards	Hutt City Council
David Gordon	KiwiRail
Mayor Guppy (until 2.55pm)	Upper Hutt City Council
Mayor Holborow (until 2.42pm and from 2.52pm)	Kāpiti Coast District Council
Hon. Mayor Mark (until 2.34pm and from 2.41pm)	Carterton District Council
Councillor Pannett	Wellington City Council
Emma Speight	Waka Kotahi NZ Transport Agency
Deputy Mayor Swales (from 2.55pm)	Upper Hutt City Council

Mayors Baker, Connelly and Deputy Mayor Swales participated at this meeting remotely, via MS Teams.

### Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

There were no apologies.

#### 2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

**3 Public participation**

Wesley Gyles-Bedford spoke to the implementation of the Community Connect programme.

Councillor Quentin Duthie, Greater Wellington Regional Council, spoke to agenda item 9 – KiwiRail update. In particular, extending the Melling line.

**Noted:** Councillor Duthie was not speaking on behalf of Greater Wellington Regional Council.

**4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 7 March 2023 – Report 23.87**

Moved: Mayor Holborow / Councillor Ponter

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 7 March 2023 – Report 23.87.

The motion was **carried**.

**5 Maritime NZ Update June 2023 – Report 23.242 [For information]**

Kirstie Hewlett, Chief Executive, Maritime NZ and Shelley Tucker, Chief Advisor Partnerships, Maritime NZ spoke to the report and tabled a presentation.

Mayor Connelly arrived at 1.30pm during the above item.

**6 Regional Vehicles Kilometres Travelled Reduction Programme - Report 23.234**

Grant Fletcher, Head of Regional Transport, spoke to the report.

Moved: Councillor Ponter / Councillor Pannett

That the Committee:

- 1 Notes the requirement for Tier 1 metro areas to produce a Vehicle Kilometres Travelled (VKT) reduction plan by December 2023.
- 2 Notes that VKT reduction is one part of an overall approach required to reduce transport generated emissions in the Wellington Region.
- 3 Notes that implementation of a VKT reduction plan will require commitment and funding from participating approved organisations in their long-term plans and through the Regional Land Transport Plan commencing in 2024.
- 4 Agrees that the plan be developed as part of an overall Wellington Transport Emissions Reduction Pathway.

The motion was **carried**.

**7 Let's Get Wellington Moving Update – June 2023 – Report 23.238 [For information]**

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

**8 Metlink Update June 2023 – Report 23.208** [For information]

Fiona Abbott, Acting Group Manager, Metlink spoke to the report.

Hon. Mayor Mark left the meeting at 2.34pm during the above item.

**9 KiwiRail update June 2023 – Report 23.241** [For information]

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

Hon. Mayor Mark returned to the meeting at 2.41pm during the above item.

Mayor Holborow left the meeting at 2.42pm during the above item and returned at 2.52pm

Mayor Guppy left the meeting at 2.55pm at the conclusion of the above item and did not return. Deputy Mayor Swales assumed the seat vacated by Mayor Guppy.

**10 Waka Kotahi NZ Transport Agency Update – June 2023 – Report 23.225** [For Information]

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

## **Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 3.15pm

Councillor A Staples

**Chair**

Date:

Regional Transport Committee  
19 September 2023  
Report 23.455



For Decision

## REVIEW OF WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021: INVESTMENT PRIORITIES AND PRIORITISATION METHODOLOGY

Te take mō te pūrongo

### Purpose

1. To advise the Regional Transport Committee (the Committee) on:
  - a re-confirming the strategic framework;
  - b endorsing the proposed weighting changes to 10-year Transport Investment Priorities; and
  - c the prioritisation methodology that will be used in developing the programme of transport activities included in the Wellington Regional Land Transport Plan (RLTP) 2021 mid-term review.

He tūtohu

### Recommendations

That the Committee:

- 1 **Agrees** that the strategic framework in RLTP 2021 remains valid.
- 2 **Agrees** to the following changes to the 10-Year Transport Investment Priorities weightings:
  - a Increase the resilience priority weighting from 10 percent to 20 percent.
  - b Decreases public transport capacity priority weighting from 40 percent to 30 percent.
- 3 **Notes** that the travel choice (20 percent), strategic access (15 percent) and Safety (15 percent) investment priority weightings remain the same as the RLTP 2021.
- 4 **Notes** that significant activities in the regional programme of transport activities in the Wellington RLTP 2021 mid-term review must be given an order of priority.
- 5 **Agrees** the approach to prioritisation of significant activities for the regional programme of transport activities as set out in Attachment 3 – Approach to prioritisation of significant activities in the Wellington RLTP 2021 mid-term review.

## **Te tāhū kōrero**

### **Background**

2. The RLTP is a statutory document that must be prepared every six years as required by the Land Transport Management Act 2003 (LTMA). The current Wellington RLTP was approved in June 2021.
3. The Committee is responsible under the LTMA for the preparation of the Regional Land Transport Plan every six years and a review of that plan during the six-month period immediately before the expiry of the third year of the plan.
4. The three-year review of the Wellington RLTP 2021 (the Review) is due to be completed by 30 April 2024.
5. The Committee approved the scope, timeframes, and key tasks for the mid-term review of the Wellington RLTP 2021 on the 7 March 2023 (Report 23.44 – Review of Wellington Regional Land Transport Plan 2021).
6. Work was then undertaken to review the strategic framework. This work included an assessment of pressures and issues that affect our region's transport system, a policy scan, system mapping, facilitated scenario workshops with senior managers and staff, and a workshop with the Committee. ([Attachment 1](#) – Strategic Foresight and Systems Mapping Process report.)
7. Under section 16(3)(d) of the LTMA, significant activities in the regional programme must be given an order of priority. The Committee must agree the approach it will use to establish the order of priority of the significant activities. The proposed prioritisation methodology is based on a nationally consistent approach developed with other regional councils, Auckland Transport and unitary councils, and improved to consider multi-outcomes.

## **Te tātaritanga**

### **Analysis**

#### ***Review of the strategic framework***

8. The purpose of the mid-term review is to check that the RLTP remains valid and fit for purpose for the second half of its six-year duration. The primary focus of the mid-term review is updating activities and projects for submission to the National Land Transport Plan 2024-2027 (NLTP). (Report 22.358 – Wellington Regional Land Transport Plan 2021 Mid-Term Review Approach)
9. The strategic policy framework of the RLTP has a long-term outlook of 10 to 30 years and is aligned with the Ministry of Transport's transport outcomes framework.
10. From reviewing the strategic framework, staff recommend retaining the existing long-term policy framework for the next three years. Staff also consider the RLTP's strategic framework and policies remain valid and fit for purpose.

*Policy Scan*

11. Under section 14(a)(ii) of the LTMA, an RLTP is required to be consistent with the Government Policy Statement on Land Transport. The draft Government Policy Statement on Land Transport 2024-34 (the draft GPS) was released on 17 August 2023.
12. The draft GPS contains six strategic priorities which RLTP 2021 aligns well with, as shown in the table below:

<b>Draft GPS priorities</b>	<b>RLTP 2021 alignment</b>
Maintaining and operating the system	Fully aligned. RLTP 2021 has specific policies under each strategic objective that underline the importance maintaining and operating the system.
Increasing resilience	Aligned with the RLTP 2021 resilience investment priority. Draft GPS signalled an increasing importance of the reliability of the network.
Reducing emissions	Aligned with and supports the RLTP 2021's headline target: "Transport-generated carbon emissions: 35 percent reduction by 2030"
Safety	Aligned with and supports the RLTP 2021's headline target: "Deaths and serious injuries: 40 percent reduction by 2030".
Sustainable urban and regional development	Aligned with the Wellington RLTP 2021 30-year strategic objective to integrate transport and land use to support compact urban form, liveable places, and a strong regional economy.
Integrated freight system	Aligned with our region's RLTP 2021 transport investment priority to improve strategic access to key regional destinations for people and freight.

13. As part of the policy scan, staff also identified a number of new policies and plans (including the draft GPS) at regional and national level which have implications for transport in Wellington region ([Attachment 2](#) - Key Policies reviewed for the RLTP 2021 mid-term review).
14. Overall, the policy scan shows there are no significant changes required to overall policy direction of RLTP 2021. The RLTP 2021 document had anticipated this as the upcoming preferred direction and had already planned accordingly.

*Public engagement*

15. Under section 18CA(2) of the LTMA, in carrying out the review, the Committee must have regard to the views of representative groups of land transport users and providers.
16. Staff carried out engagement to date as:
  - a “Greater Say” online survey (Report 23.44 – Review of Wellington Regional Land Transport Plan 2021)
  - b Targeted engagement through focus groups and conversations with transport network users
  - c Ongoing engagement and liaison with staff from each territorial authority through the Technical Advisory Group
17. Overall, current public perceptions remain aligned with the high-level strategic framework of the RLTP 2021.
18. Key themes of the review engagement to date is listed in table below:

<b>Investment priority</b>	<b>Key Insights</b>
Public Transport Capacity	Public transport is a lifeline for many people, particularly those in the disability community. Unreliable, or limited public transport means they don’t get to participate fully in society.  Young people living in cities expressed they wouldn’t need to get a car if they were confident that they could get around on public transport.
Safety	Safety was discussed in all the groups to date.  Rural road users are concerned about speed and road conditions, while disability groups highlighted their vulnerability, and reliance on a self-explaining, structured roading system for them to be able to get around.
Strategic Access	Strategic access to key destinations in our region needs to be multi-modal to accommodate everyone.
Resilience	Resilience came up in all conversations, as an increasingly pressing issue.  For people living rurally, it was the risk of a road being damaged and people becoming stranded.  Meanwhile, active transport users wanted to reinforce the importance of considering the resilience of all modes of transport.
Travel Choice	Improving travel choice was a key issue in all groups. For those who don’t own a private vehicle, lack of travel choice often meant being unable to participate fully in society.  Those living rurally highlighted the lack of travel choice.  Many groups also identified travel choice as key to transitioning to a lower carbon future:

19. Further engagement, particularly with other mana whenua groups and those with freight perspectives, will continue to be sought in the next phase of the project.
20. Based on the analysis above, staff conclude that the strategic framework remains fit for purpose and recommend this strategic framework is re-confirmed by the Committee.

**Review of the 10-year transport investment priorities**

21. The 10-year transport investment priorities serve two functions:
  - a Strategic – to provide a clear signal of the Wellington Region’s short- to medium-term priorities to the community and funders, as well as for approved organisations (councils, the Department of Conservation and Waka Kotahi) in developing their own transport programmes.
  - b Technical – to provide a framework for the prioritisation methodology used to rank significant activities in the regional programme of transport activities (which the Committee will consider in Nov 2023).
22. The RLTP 2021 process started with a facilitated Investment Logic Mapping (ILM) session that led to the ILM which was used as the foundation of the 2021 programme. It is shown in figure below and agreed by the Committee in Report 20.98 – Wellington Regional Land Transport Plan 2021: Strategic Framework and Investment Priorities.

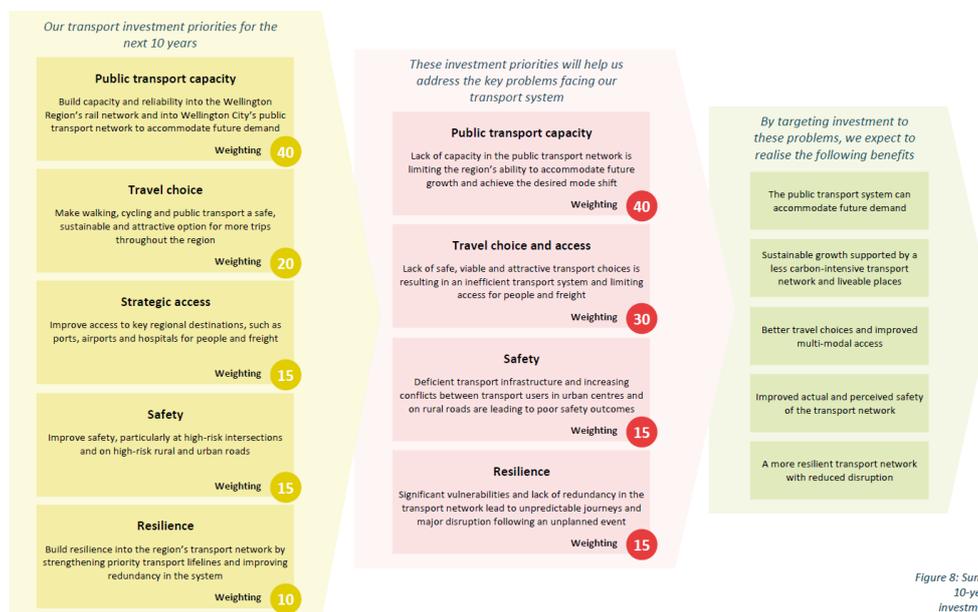


Figure 8: Summary of the 10-year transport investment priorities

23. The Wellington Transport Analytics Unit has produced a report assessing the pressures, trends, issues and opportunities, concluded that the four problem statements in the RLTP 2021 remain valid. (Report 23.44 – Review of Wellington Regional Land Transport Plan 2021)
24. However, while resilience is already recognised as a key transport investment priority, there is increased focus on resilience in the draft GPS 2024 compared to the GPS 2021 as well as the public engagement feedback.

25. Staff from across the Wellington Region workshopped the 10-year transport investment priorities, along with a discussion of the relative weighting of each priority. They concluded that the 10-year transport investment priorities remain valid to address the key problems. More details can be found in **Attachment 1** – Strategic Foresight and Systems Mapping Process report.
26. Staff (in consultation with the Technical Advisory Group) propose the following changes of 10-year transport investment priorities weightings, for the Committee's endorsement at this meeting:

<b>Transport Investment Priority (TIP)</b>	<b>Current weighting</b>	<b>Proposed new weighting</b>	<b>Rationale</b>
<b>Public transport capacity</b> <i>Building capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand</i>	40%	30% (10% reduction)	Public transport capacity remains the highest priority of the region. The change reflects the increasing importance of resilience as an investment priority.  There will be co-benefits from other priorities for PT capacity, e.g., resilience enhancement will also benefit the reliability of the public transport services.
<b>Travel choice</b> <i>Making walking, cycling and public transport a safe sustainable and attractive option for more trips throughout the region</i>	20%	20% (no change)	No change
<b>Strategic access</b> <i>Improve access to key regional destinations, such as ports, airports and hospitals for people and freight</i>	15%	15% (no change)	No change
<b>Safety</b> <i>Improve safety, particularly at high-risk intersections and on high-risk rural and urban roads</i>	15%	15% (no change)	No change
<b>Resilience</b> <i>Build resilience into the region's transport network by strengthening priority</i>	10%	20% (10% increase)	Increasing significant weather events have brought resilience into sharp focus and the significant economic cost if parts of the network remain closed for lengthy periods of time.

<p><i>transport lifelines and improving the redundancy in the system</i></p>			<p>This increased focus is reflected in updated national policies, e.g. Draft GPS, National Adaptation Plan, etc.</p> <p>Public engagement highlighted resilience as a key concern requiring increased attention.</p> <p>Resilience means the transport network can withstand both smaller, more frequent events (i.e., car crashes) as well as infrequent but larger events (i.e., flooding or earthquake)</p> <p>The impacts of those high impact low probability events within Wellington are significant and need to be proactively addressed.</p>
--	--	--	--

***Approach to prioritisation of the RTLP programme***

27. The RLTP 2021 prioritisation approach follows the nationally consistent approach that has been designed to strengthen the alignment between the strategic framework in the Wellington RLTP 2021 and the programme of transport activities.
28. There are four steps in the regional prioritisation process for new improvement projects (significant activities):
  - a Projects (or packages of interdependent projects) are each assigned to the 10-year transport investment priority to which they primarily contribute.
  - b Each project (or package) is rated in terms of the relative contribution it makes to its assigned 10-year transport investment priority.
  - c Each project’s (or package’s) contribution rating is then multiplied by the weighting of the 10-year transport priority it primarily contributes to, to generate a score. This score will be used to draw up a preliminary ranking of all new improvement projects (significant activities). Steps one to three will be carried out by the Technical Advisory Group, facilitated by the Regional Transport department of Greater Wellington.
  - d The Committee will then moderate the preliminary ranking and agree a draft list of significant activities in priority order for consultation.
29. Staff have identified one improvement area that the RLTP 2021 prioritisation approach was not adequately considering multiple benefits of any single proposed significant activity.
30. In response, consideration of the alignment of regional strategic objectives has been added to step c. Activities will be scored against to the five strategic objectives. Staff (through the Technical Advisory Group) moderate the relative contributions of transport activities to the primary 10-year transport investment priority.

31. The full details of the prioritisation approach are provided in [Attachment 3](#) – Approach to prioritisation of significant activities in the Wellington RLTP 2021 mid-term review.

### **Ngā hua ahumoni Financial implications**

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

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

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

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

34. The Ministry of Transport draft GPS has Emissions Reduction as one of the priorities. This is to ensure that the implications of emission reduction are a core consideration for all investment decisions.
35. In June 2023, the RTC endorsed the development of a Wellington Transport Emissions Reduction Pathway (WTERP) to be finalised by December 2023, which maps the transport initiatives that will help our region achieve the transport emissions reduction target set in the Government's Emissions Reduction Plan and reduce vehicle kilometres travelled (VKT). The initiatives identified through WTERP will be included in the RLTP programme.

### **Ngā tikanga whakatau Decision-making process**

36. 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.
37. 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**

38. Staff considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Staff recommend that this matter is low significance, as at this stage the Committee is being asked about the approach to the prioritisation of transport activities. Approval of the draft Wellington RLTP 2021

mid-term review for consultation, and final Wellington RLTP 2021 mid-term review will occur at future meetings.

### **Te whakatūtakitaki Engagement**

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

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

40. Approved organisations (councils, the Department of Conservation and Waka Kotahi) develop their transport programmes and submit these for inclusion in the Wellington RLTP 2021 mid-term review using the Transport Investment Online tool. Significant activities are prioritised using the agreed methodology. All transport activities (including those with committed funding) are consolidated into the draft regional programme of transport activities, showing the expected start date, duration, cost, sources of funding and contribution to strategic objectives.
41. The draft programme of transport activities will be brought to the Committee for consideration on 5 December 2023, before being released for public consultation.
42. Staff will speak to the presentation contained in [Attachment 4](#) at this Committee meeting.

### **Ngā āpitihanga Attachments**

<b>Number</b>	<b>Title</b>
1	Strategic Foresight and Systems Mapping Process report
2	Key policies reviewed for the RLTP 2021 mid-term review
3	Approach to prioritisation of significant activities in the Wellington RLTP 2021 mid-term review
4	The review of Wellington Regional Land Transport Plan 2021 – September 2023

### **Ngā kaiwaitohu Signatories**

Writer	Shan Lu – Principal Strategic Advisor
Approvers	Grant Fletcher – Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki   General Manager Strategy

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Preparation of a RLTP is a function of the Committee under section 106 of the LTMA.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This report is part of a longer process to develop the Wellington RLTP 2021 mid-term review, which is a key regional strategy.</p>
<p><b><i>Internal consultation</i></b></p> <p>Engagement occurred with the members of the Committee's Technical Advisory Group.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>An RLTP must be consistent with the Government Policy Statement on Land Transport (GPS). A draft GPS 2024-34 was released August 2023.</p> <p>Due to the upcoming election, there is potential delay to the release of the final GPS 2024-34, or a fundamental change in policy direction, which would have implications for the development of the Wellington RLTP 2021 mid-term review. Staff are monitoring development of the GPS 2024-34, and, if necessary, will adapt the RLTP process at the earliest opportunity.</p>

# RLTP Review Programme

## Strategic Foresight & Systems Mapping Process

### 1. Introduction

The Greater Wellington regional transport team used strategic foresight and system mapping to provide context for reviewing the Regional Land Transport Plan to strengthen the review process. These two disciplines provide a structured methodology to anticipate and respond to future uncertainties. The programme included:

- Initial domain mapping to establish the driving forces affecting the regional transport system.
- Horizon scanning to review the changing dynamics of these forces.
- Scenario development to assess how they may combine to support alternate futures.
- System mapping to establish an understanding of how the regional transport elements interact.
- Scenario testing to anticipate how regional transport priorities may need to adapt to future events.

### 2. Domain Mapping

The domain mapping phase involved a comprehensive analysis of the regional transport ecosystem, encompassing key trends, technologies, environmental shifts, and socioeconomic factors. The resulting domain outline established a structure for the resultant horizon scanning process.

See **Appendix 1** for the Domain Map.

#### **Benefits**

- **Holistic Understanding:** Gain a comprehensive view of the regional transport landscape, identifying interconnected factors influencing its potential development.
- **Trend Identification:** Pinpoint emerging trends and shifts that could impact the Regional Land Transport Plans' strategic trajectory.

### 3. Horizon Scanning

The collaborative horizon scanning involved the team in the research process to identify emerging trends, disruptive technologies, and potential global shifts based on the domain framing.

Attachment 1 to Report 23.455

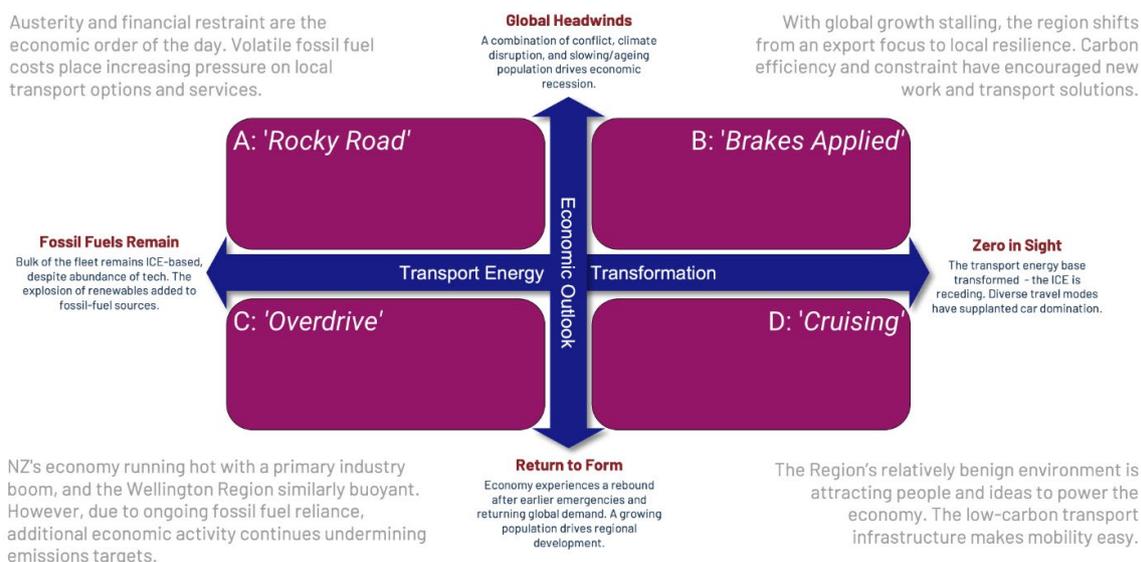
The team’s material was synthesised in a series of scan outlines that programme participants used to inform their ongoing analysis, including the scenario development phase and system mapping exercise.

It should be noted that horizon scanning is an episodic aspect of strategic foresight practice, as the team developed here, and systemic and continuous monitoring of the external environment for emerging trends and developments relevant to the Region’s transport environment. Ongoing scanning will continue to assist the Region’s transport organisations in navigating uncertainty and making informed decisions based on a well-rounded understanding of possible future trajectories of the RLTP.

**Benefits**

- **Early Detection:** Identifying emergent trends and issues before they become mainstream enables timely adaption to future possibilities.
- **Informed Decision-Making:** Evaluating the Region’s decisions against external changes ensures they are taken with an understanding of areas of uncertainty that may signal opportunities and risks.

**4. Scenario Development**



Scenarios (stories of the future) are an effective way to combine scanned information into descriptions of the operating context the Region may find itself in. The programme participants used a four-box scenario development process to construct future scenarios that combined two critical uncertainties they judged most pertinent to the regional transport environment: Economic Outlook and Transport Energy Transformation.

The resulting four scenarios enabled the team to explore a spectrum of plausible future outcomes and consider how these different environments may alter the reality to which the Region’s plans must adapt. These scenarios drew from the full range of scan elements to enable the teams to consider the interaction between social, technological, and environmental factors.

Summary elements of the scenarios are outlined in **Appendix 2**.

Attachment 1 to Report 23.455

---

**Benefits**

- **Diverse Perspectives:** Create a range of scenarios for the Region that encompass a spectrum of potential outcomes, injecting creativity into the strategic review and moving beyond siloed consideration of the more obvious elements.
- **Risk Mitigation:** Appreciating the more extreme scenarios ensures the Region's anticipation for eventualities that may emerge over the plan period.
- **Strategic Agility:** Developing the sensitivity to multiple potential futures enhances the Plan's resilience.

**5. System Mapping**

The process encouraged the programme team to consider the complexity of the system in which regional transport operates and identify the interrelationships between elements. To achieve this, they undertook a system mapping exercise utilising the Kumu platform to map the various components within the transport ecosystem. The approach involved creating visual representations of the broader context to understand their interconnections, feedback loops, and causal relationships.

See **Appendix 3** for an overview of the Systems Map. The interactive version of the map is available online here: <https://kumu.io/GrantF/qw-miro-input-shared>

The work is challenging but has afforded the team a powerful tool for gaining insights into the dynamics of the operating context. Visually depicting these relationships, system mapping will continue to help the Region's decision-makers identify leverage points, anticipate unintended consequences, and formulate more effective strategies that account for the multifaceted nature of the systems they navigate.

**Benefits**

- **Visual Representation:** Gain a clear visual overview of the complex interactions within the Wellington Region ecosystem, aiding comprehension among participating team members and stakeholders.
- **Causal Insight:** The system map helps the team appreciate how changes in one element can ripple through the system by identifying causal links and feedback loops.
- **Policy Formulation:** Inform policy decisions by understanding how RLTP interventions might impact the overall system.

**6. Scenario Testing**

The scenario and system mapping products can be used to test subsequent RLTP elements to enable a broader evaluation to be completed that increases the resilience of plan elements.

Initially, the scenarios have been used to cross-check the weighted priorities and assist the team to anticipate the effect of different on the respective components. The Transport Advisory Group TAG were taken through an exercise to achieve this that asked them to consider two questions.

- Given their appreciation of the current context, Should the weightings move from their current positions?

## Attachment 1 to Report 23.455

---

- Against an assigned scenario, which weightings will come under pressure to move up or down?

Split into four groups, the TAG independently considered the first of the questions. It came to reasonably similar conclusions that the weightings for PT Capacity and Resilience remained relative priority areas. The rationale for these choices reflected the ongoing need for expanded public transport to provide ratepayers with options beyond using private vehicles. The need for increasing resilience was noted as a priority as risks continue to escalate (e.g. climate seismic) and its role as a pre-requisite for other elements. Strategic access, for example, is undermined if resilient infrastructure is unavailable.

The second phase of the exercise was to consider how the weightings may be impacted should the alternate scenarios: A-Rocky Road, B-Brakes Applied, C-Overdrive, or D-Cruising eventuated. The two weighting factors that remained relatively constant across all scenarios were the emphasis on PT Capacity and Resilience. This dynamic is reflected in the orange arrows in the summary graphic overleaf.

In all scenarios, climate disruption remains a threat, underscoring the need for resilience measures. This was particularly the case in the unfavourable economic scenarios when the need to maintain assets became more challenging. The exceptions to the high emphasis on public transport came in those scenarios where population increases were at the low end and a combination of increasing remote working and/or low economic activity depressed patronage. By contrast, the teams noted that resilience was less sensitive to population growth outcomes.

The teams ranked safety relatively low across all scenarios. This eventuated from the perception that the objectives in this area would naturally flow from the systemic implementation of other priorities (e.g., PT) or through a natural consequence of the respective scenario (e.g., urban densification in scenario D-Cruising).

Interestingly, when it came to a review of Travel Choice and Strategic Access, there appeared to be a natural weighting split between the high carbon scenarios (A&C) and the net-zero scenarios (D&B). This could be attributed to the potential for a greater need for dispersed and high levels of travel reflected in the high-carbon scenarios.

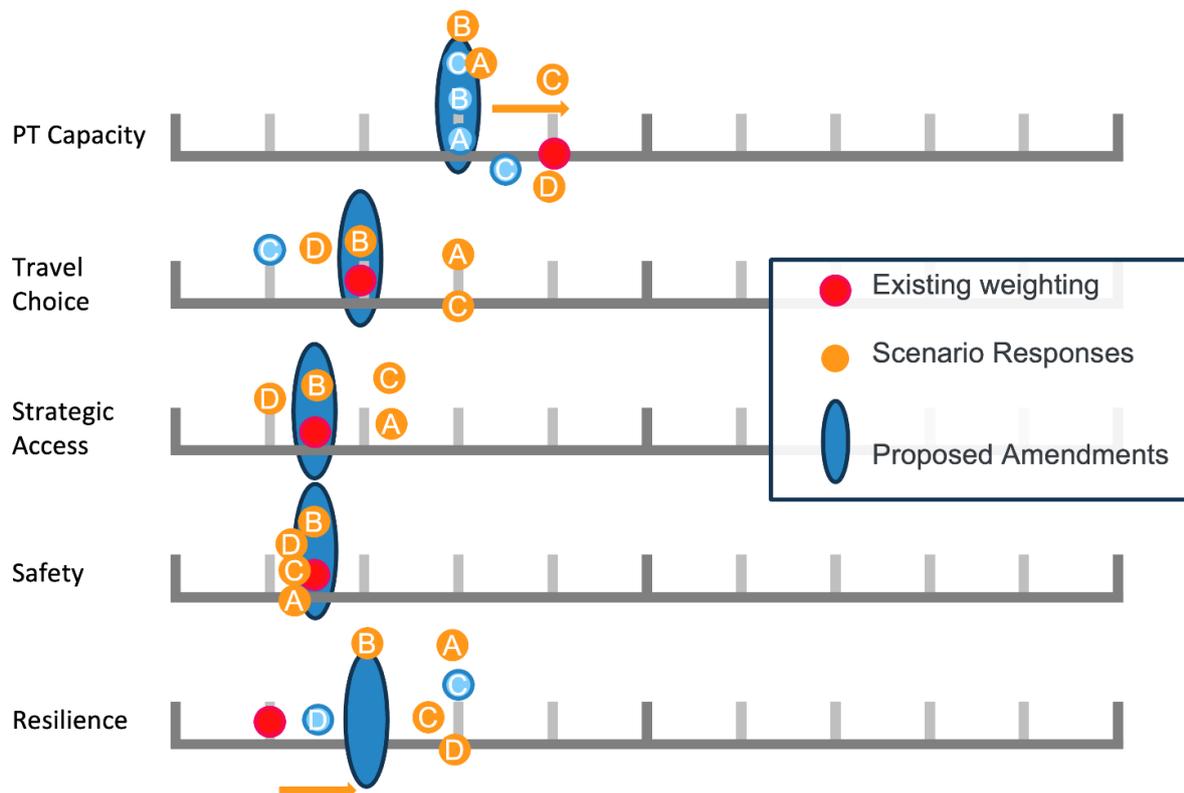
### Conclusion on Weightings

The conclusion of the team's discussion was that;

- The weightings for Travel Choice, Strategic Access and Safety should remain unchanged.
- The weighting for Resilience should increase by 10%.
- The weighting for PT Capacity should decrease by 10%, though it should be noted it still retains the highest weighting overall.

Attachment 1 to Report 23.455

**Results from Scenario Testing Exercise**



This approach enables the region to enhance its preparedness to navigate an uncertain future successfully. It also points to several leading indicators and systemic effects that could be monitored to adjust future weightings.

**Benefits**

- Risk Assessment: Identify potential risks of each scenario, enabling proactive risk management strategies.
- Weighting Allocation: Consider scenarios' probabilities and impacts to optimise priority weightings.

**7. Conclusion**

The strategic foresight and system mapping approach adopted by the Greater Wellington regional transport team through the review process has provided the basis to enhance ongoing planning programmes. It has introduced the initial elements of both approaches to the Region's work that can be deepened and elaborated further in subsequent projects to enable policies and strategies to adapt to ongoing uncertainty and change.

**10. Further Reading**

The links below provide accessible material for further reading on the strategic foresight and system mapping disciplines:

Attachment 1 to Report 23.455

---

*Futures thinking.* (2021, November 3). Department of the Prime Minister and Cabinet (DPMC).  
<https://www.dPMC.govt.nz/our-programmes/policy-project/policy-methods-toolbox/futures-thinking>

Kim, Daniel H. "Introduction to Systems Thinking." Pegasus Communications, 1999.  
<https://thesystemsthinker.com/introduction-to-systems-thinking/>

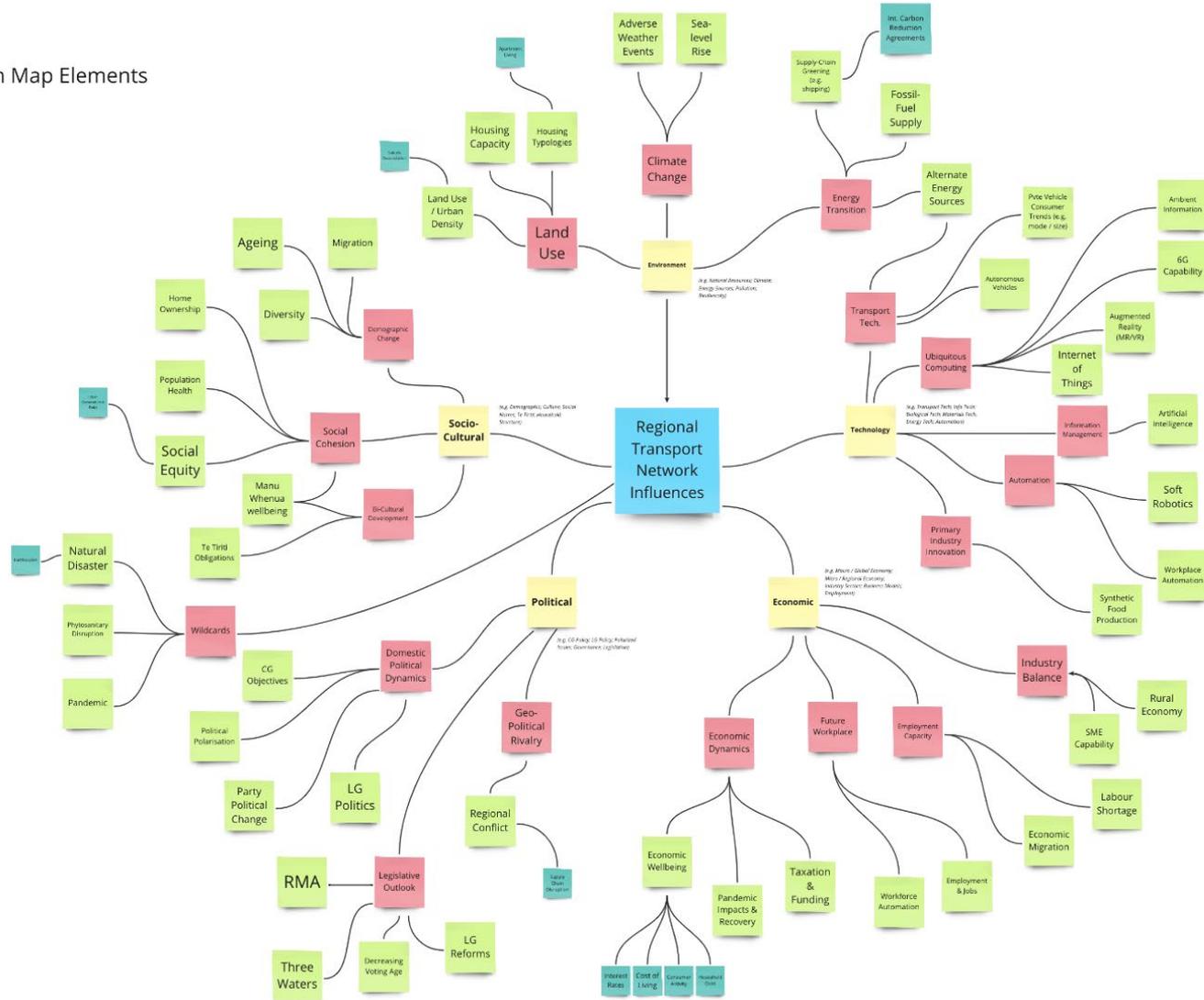
Attachment 1 to Report 23.455

---

## **Appendix 1: Domain Map**

Attachment 1 to Report 23.455

Domain Map Elements

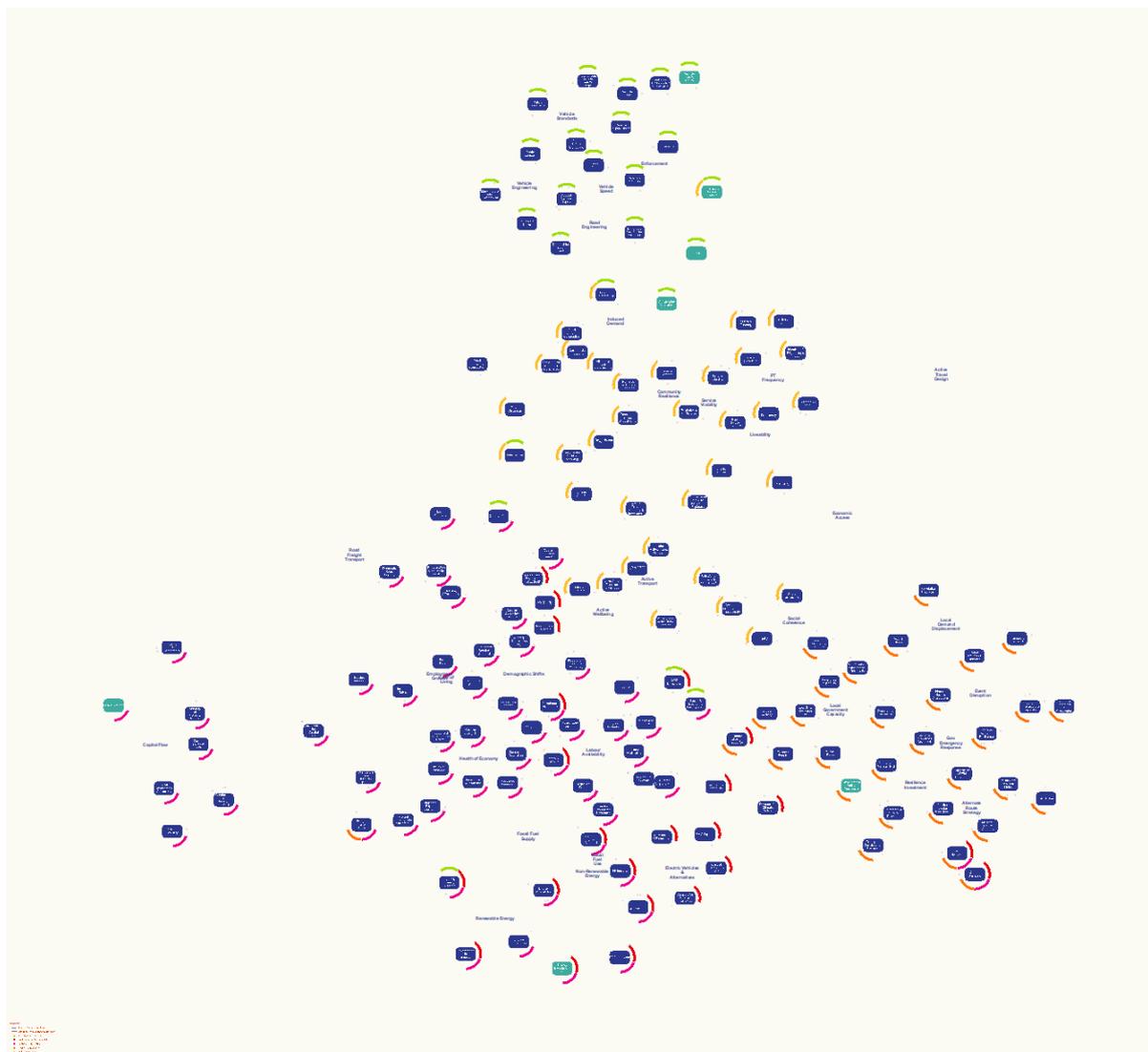


Attachment 1 to Report 23.455

### Appendix 3: Scenario Summaries

	<b>A (Rocky Road)</b>	<b>B (Brakes Applied)</b>	<b>C (Overdrive)</b>	<b>D (Cruising)</b>
<b>Climate Adaption &amp; Mitigation</b>	Global actions to keep to the 1.5 <sup>o</sup> target have failed. The Region is now relying on reactive approaches to address escalating climate impacts and infrastructure loss.	Global emissions are stabilising due to aggressive regulation and peaking usage. Continuing climate disruptions are putting pressure on resources.	Extreme risk as the emissions trajectory accelerates. Climate events have highly localized consequences and predicting their impact is challenging.	Aligning with vigorous global action, the region's transport emissions have been slashed. Considerable climate threats remain, with continued investment in resilience required.
<b>Urban Form</b>	Modest infill & intensification curtails spread.	A mixture of density and spread centred on core communities.	Urban spread ensures continued private vehicle dependence.	Centralisation ensures maximum amenity within easy reach.
<b>Social Equity &amp; Equality</b>	Gap between income levels and asset holder widens.	Economic necessity drives centres of communal support.	The 'rising tide' continues to struggle to lift all boats, inequality widens.	New forms of community development ensure potential wellbeing.
<b>Transport Technologies</b>	Modest investment ensures slow technology improvement with little retirement of the obsolete.	Diverse, market-focused solutions ensure progress toward net-zero.	A rebounding market offers up a range of competing choices, but no outright winners.	A strategic application of low-impact technologies meets community need.
<b>Population Health &amp; Wellbeing</b>	A relatively low-growing, and aged, population (581k) is characterised by a range of negative wellbeing measures.	A static population (542k) is generally enjoying better wellbeing partly through a reliance on active transport.	A region running hot see high population growth (720k) though with consequent pressure on wellbeing.	A wellbeing focus has ensured a thriving population with broadly positive outcomes that continues to grow (624k).
<b>Future Workplace</b>	Tech has reduced the need for physical presence driving a decline in office space demand.	Remote, contract based, work has reduced commuting stress, for those employed.	Remote flexibility for the higher-income urban-based, but high-movement for service workers.	Work & education distributed and balanced across income levels.

### Appendix 3: Systems Map



Key Policies reviewed for the RLTP 2021 mid-term review

Officers identified the following national and regional documents released since the RLTP 2021 for potential policy impact on the RLTP Review.. Officers consider that the only significant change is an increased emphasis on resilience. This is particularly evident in the Draft GPS document.

Policy/Plan	Key points	Impact on RLTP review
<b>Draft GPS 2024</b> <i>Released in August 2023. Likely to be amended after the October general election</i>	Increased focus on resilience and maintenance and renewals compared to 2021 GPS	Draft GPS indicates an increased focus required on resilience than what is in existing RLTP
<b>Regional Policy Statement – proposed change 1</b> <i>Publicly notified in 2022, currently going through hearings</i>	New objectives articulating a low-emission and climate resilient vision for the region, to ensure that the transition to a low-emission and climate resilient region is “fair” for all of our communities. New objective to achieve reductions in greenhouse gas reductions emissions	No change to RLTP 2021 strategic direction. RLTP 2021 already has ambitious targets to reduce transport related emissions by 35%, and increase mode share by 40%, by 2030 so RPS is in alignment with existing RLTP
<b>Arataki<sup>1</sup> 30 year plan</b> <i>Updated version released 2023</i>	Arataki identifies step changes needed to meet the government’s short-term priorities and long-term outcomes for the land transport system over a 10-year period, by: <ul style="list-style-type: none"> <li>• creating new ways of influencing the system</li> <li>• broadening our understanding of the parties, behaviours and/or influences in the land transport system</li> <li>• improving how we target multiple outcomes</li> <li>• substantially changing the pace (or order) things are done or achieved</li> <li>• removing historic barriers or limitations</li> <li>• considering challenges and opportunities from a new perspective, for example iwi Māori.</li> </ul>	No change to RLTP 2021 strategic direction

<sup>1</sup> *J9I9CAK: =A? <=N=H=H<: Q5 9C9 ) G19@AK9 K@J=< K; IGJ NA O G@CO O=F=< IGHDĤ <=N=HĤ 9F< FN=KLA L@ DF< LJ9FKHGLKQK=E <MA? L@=F=PL□Q=9JK*

Key Policies reviewed for the RLTP 2021 mid-term review

<p><b>Land Transport Management (regulation of public transport) amendment bill</b> <i>Legislation passed into law August 2023</i></p>	<p>This bill establishes a Sustainable Public Transport Framework to replace the Public Transport Operating Model. The new framework will guide planning, procurement, and delivery of public transport services, to address systemic issues affecting the sector.</p>	<p>No change to RLTP 2021 strategic direction.</p>
<p><b>Spatial Planning Act (SPA) and Natural and Built Environment Act (NBA) – to replace RMA</b> <i>Legislation passed into law August 2023</i></p>	<p>The NBA aims to protect and restore the environment while better enabling development. As the primary replacement for the RMA, the NBA will provide for a National Planning Framework (NPF) that would replace existing pieces of national direction. Regions would be required to prepare natural and built environment plans. The (SPA) requires each region to develop a regional spatial strategy that sets out the long-term issues, opportunities and challenges for development and the environment in the region.</p>	<p>No change to RLTP 2021 strategic direction</p>
<p><b>Medium Density Residential Standards</b> <i>Legislation passed into law 2022</i></p>	<p>The standards mean that in tier 1 cities, up to three dwellings of up to three storeys can be developed on each site without needing to apply for a resource consent if all other rules and standards have been met.  District plans must include the density standards shown in the table below (or standards that enable greater development) from August 2023.</p>	<p>No change to RLTP 2021 strategic direction – but speaks to importance of resilience and ability to maintain and renew existing infrastructure to support increased housing density</p>
<p><b>Emissions Reduction Plan (ERP)</b> <i>First emissions reduction plan released May 2022</i></p>	<p>The ERP lays out targets as well as actions proposed to meet those targets. These will be across every part of government and every sector of the economy from transport, energy, building and construction, waste, agriculture, and forestry.</p>	<p>No change to RLTP 2021 strategic direction – document already well placed to support ERP activities</p>

Key Policies reviewed for the RLTP 2021 mid-term review

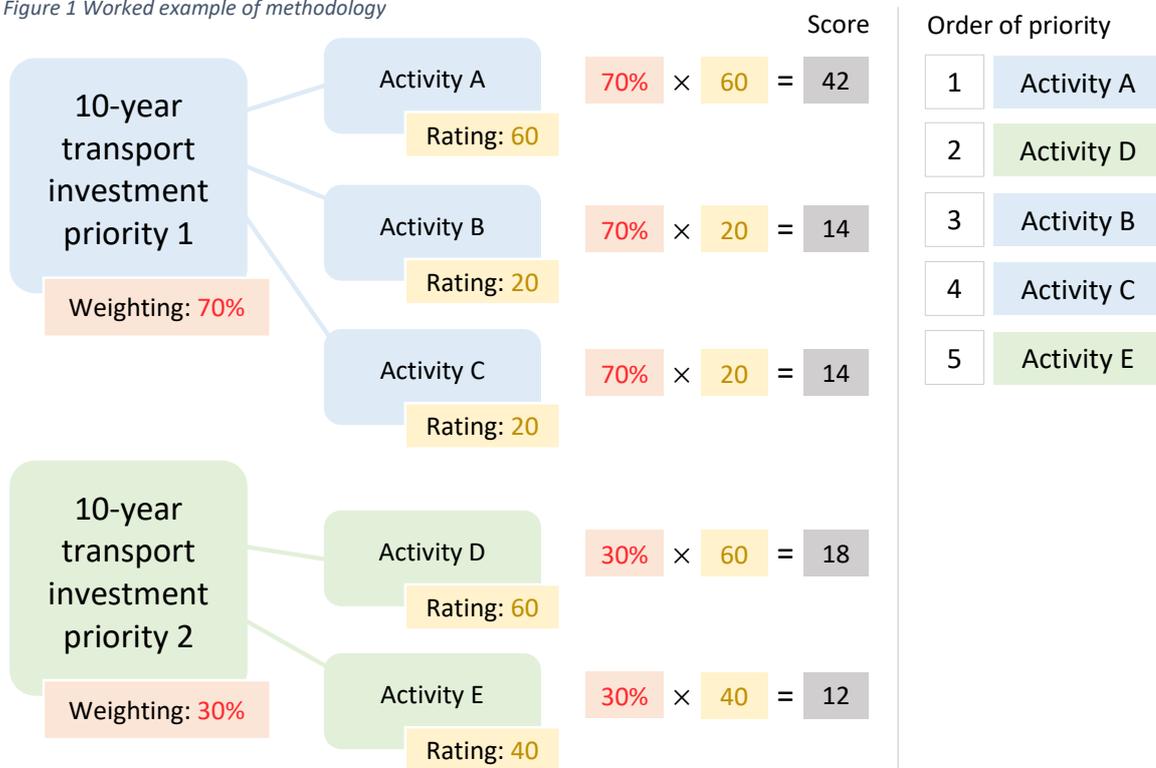
<p><b>Land Transport Rule: Setting of Speed Limits 2022</b>  <i>Published April 2022</i></p>	<p>This Rule establishes an integrated speed management planning process that considers how safety infrastructure, safety cameras and speed limits can be combined effectively to help achieve a safe transport system.</p>	<p>No change to RLTP 2021 strategic direction - RLTP 2021 already well placed to support activities</p>
<p><b>Freight and Supply Chain Strategy</b>  <i>Released August 2023</i></p>	<p>The strategy articulates a long-term vision for the freight and supply chain to be:</p> <ul style="list-style-type: none"> <li>• underpinned by zero emissions freight transport</li> <li>• resilient, reliable, and prepared for potential disruptions</li> <li>• highly productive and efficient.</li> </ul>	<p>No change to RLTP 2021 strategic direction.</p>
<p><b>The Land Transport (Road Safety) Amendment Bill</b>  <i>Introduced May 2023</i></p>	<p>The bill's purpose is to respond to unsafe behaviour on New Zealand's roads. The bill aims to enable the New Zealand Police and Waka Kotahi NZ Transport Agency to detect inappropriate behaviour on the road and carry out enforcement activities, including provisions for the use of point-to-point cameras.</p>	<p>No change to RLTP 2021 strategic direction.</p>

### Approach to prioritisation of significant activities in the Wellington Regional Land Transport Plan 2021 mid-term review

The process for determining the order of priority of the significant activities as required under section 16(3)(d) of the Land Transport Management Act 2003 is as follows:

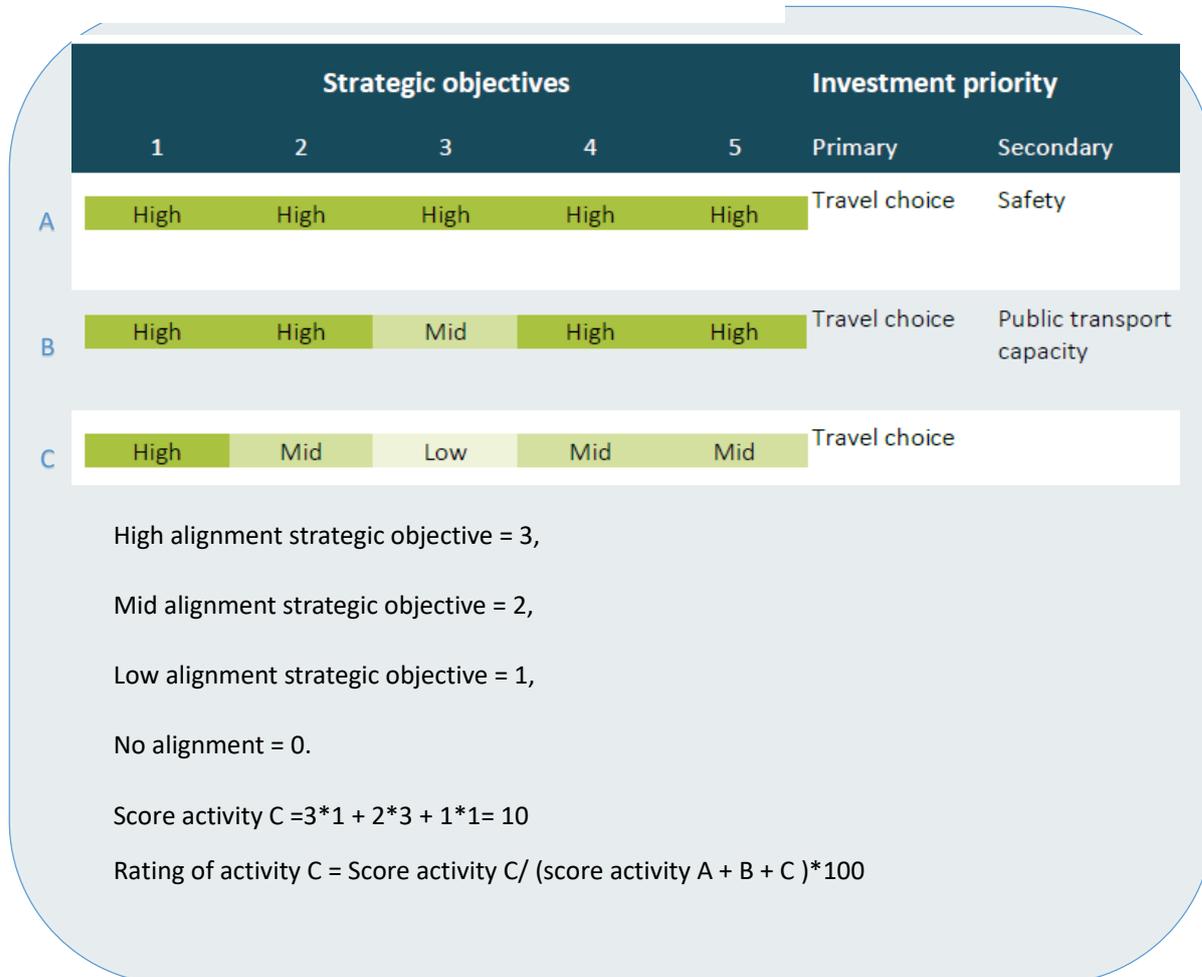
1. Transport activities are submitted for inclusion in the Wellington Regional Land Transport Plan 2021 mid-term review with the primary 10-year transport investment priority they address identified.
2. Activities are rated by the strategic objectives alignment. Officers (through the Technical Advisory Group) moderate the relative contributions of transport activities to the primary 10-year transport investment priority they address. Relative contribution ratings under each 10-year transport investment priority must add to 100.
3. A score is calculated by multiplying the rating of the transport activity by the weighting of the transport investment priority.
4. Transport activities are ranked in priority order based on their score.
5. The Regional Transport Committee moderates the ranking of transport activities.

Figure 1 Worked example of methodology



## Approach to prioritisation of significant activities in the Wellington Regional Land Transport Plan 2021 mid-term review

Figure 2 Worked example of Strategic objectives alignment rating



# Wellington RLTP 2021 mid-term review - Investment priorities and Prioritisation methodology

Wellington Regional Transport Committee 19 September 2023

Shan Lu - Principal Strategic Advisor, Regional Transport  
Grant Fletcher - Head of Regional Transport

# Purpose

Attachment 4 to Report 23.455

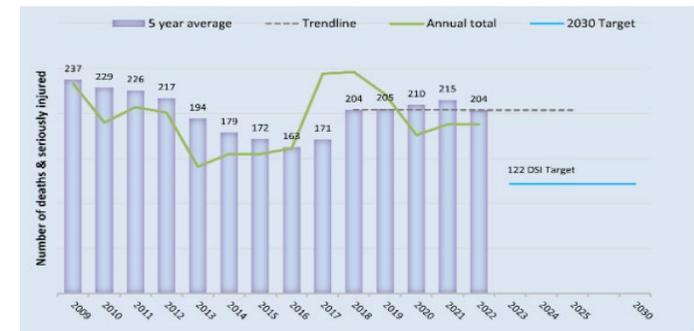
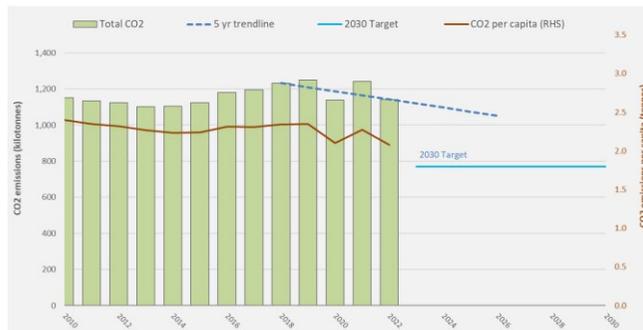
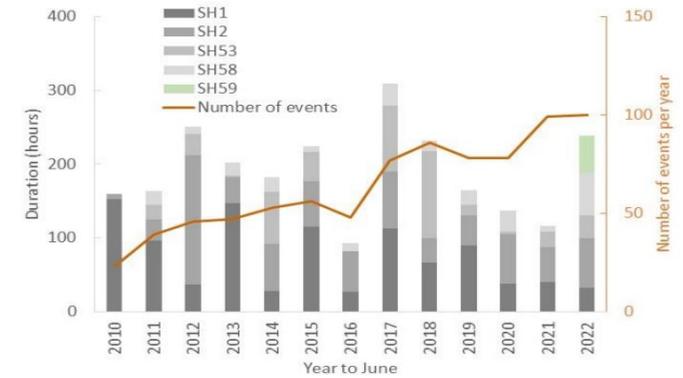
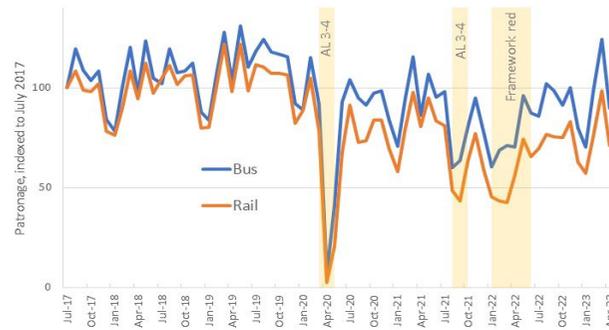
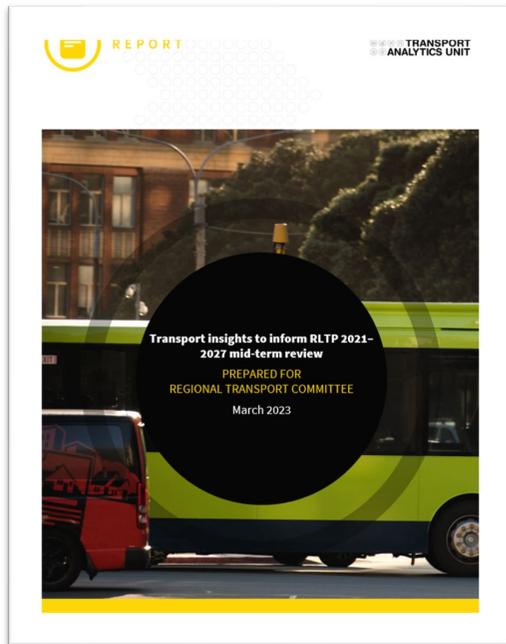
To seek **agreement** for the mid-term review of the Regional Land Transport Plan (RLTP) 2021, include

- reconfirming the strategic framework
- changes to the 10-year investment priorities
- prioritization methodology

# Work to date – data and trend

Attachment 4 to Report 23.455

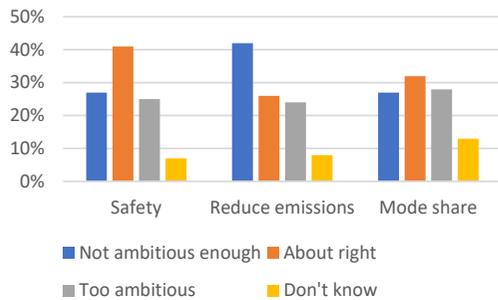
- Overall, there is no significant change to the 30-year direction
- Problem statements remain valid
- Uncertainty was recognized



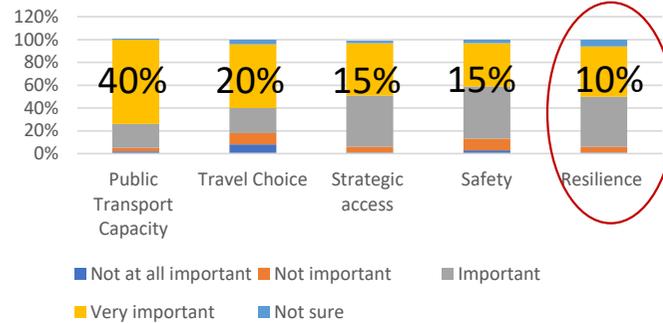
# Work to date – our people

Attachment 4 to Report 23.455

Attitude to Targets



Attitude to Investment priorities



## Engagement to date:

1. "Greater Say" online survey
2. Targeted engagement through focus groups and conversations with transport network users
3. Ongoing engagement and liaison with officers from each TA through the Technical Advisory Group

Public transport is a lifeline for many people, particularly those in the disability community. Unreliable, or limited public transport means they don't get to participate fully in society.

Resilience came up in all conversations, as an increasingly pressing issue.

Safety was discussed in all the groups to date.

Improving travel choice was a key issue in all groups. For those who don't own a private vehicle, lack of travel choices often meant being unable to participate fully in society.

Strategic access to key destinations in our region needs to be multi-modal to accommodate everyone.

# Work to date – Key policy reviewed

Attachment 4 to Report 23.455

- **No significant changes** required to overall policy direction of RLTP 2021.
- The RLTP 2021 document had **anticipated** these as upcoming preferred direction and had already planned accordingly.
- While **resilience** is already recognised as a key transport investment priority, there is increased focus on draft GPS 2024 compared to GPS 2021.

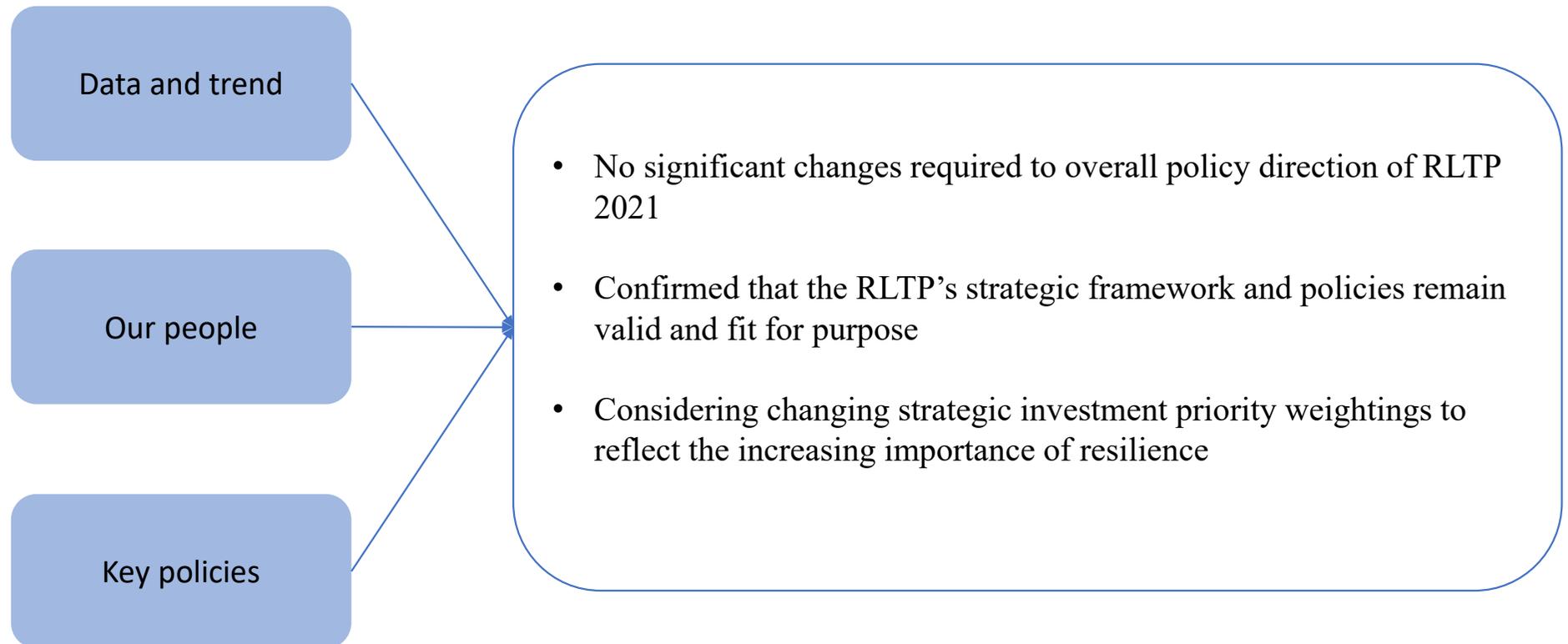
## Draft GPS 2024 – At a glance

Strategic Direction	Funding	Delivery Expectations
<p><b>Six Priorities</b></p> <ul style="list-style-type: none"> <li>Maintaining and operating the system</li> <li>Increasing resilience</li> <li>Reducing Emissions</li> <li>Safety</li> <li>Sustainable urban and regional development</li> <li>Integrated freight system</li> </ul> <p><b>Strategic Investment Programme</b></p> <ul style="list-style-type: none"> <li>Transport corridors that represent an opportunity for transformational change</li> </ul>	<p><b>NLTF Revenue</b></p> <ul style="list-style-type: none"> <li>\$20.8 billion NLTF revenue for the 2024/25-2026/27 period – 34 percent increase on the last three year cycle in GPS 2021.</li> </ul> <p><b>Activity classes</b></p> <ul style="list-style-type: none"> <li>Increasing or maintaining funding across all activities (e.g. road maintenance &amp; improvements, safety, public transport, walking &amp; cycling)</li> <li>New inter-regional public transport activity class</li> </ul>	<p><b>Value for money</b></p> <ul style="list-style-type: none"> <li>Investment prioritisation and evaluating performance on benefits delivered</li> <li>Building back better (not just replacing like for like)</li> </ul> <p><b>Taking a long-term view</b></p> <ul style="list-style-type: none"> <li>Provisioning for future public transport needs in today's infrastructure planning</li> <li>Making an appropriate contribution to the Government's climate change objectives</li> </ul>

*Note: Officers identified 14 different policies and plans at regional and national level which have implications for transport in Wellington region. These included draft GPS, LTMA amendment to allow for different PT operating framework, Emissions Reduction Plan, and more.*

# Reconfirming the strategic framework

Attachment 4 to Report 23.455



# The 10-year transport investment priorities

Attachment 4 to Report 23.455

## The 10-year transport investment priorities serve two functions:

- a. **Strategic**  
to provide a clear **signal** of the Wellington Region's short- to medium-term priorities to the community, funders and approved organisations (councils, the Department of Conservation and Waka Kotahi) in developing their own transport programmes.
- b. **Technical**  
to provide a **framework** for the prioritisation methodology used to rank significant activities in the regional programme of transport activities (which the Committee will consider in Nov 2023).

# The 10 year transport investment priorities

Attachment 4 to Report 23.455

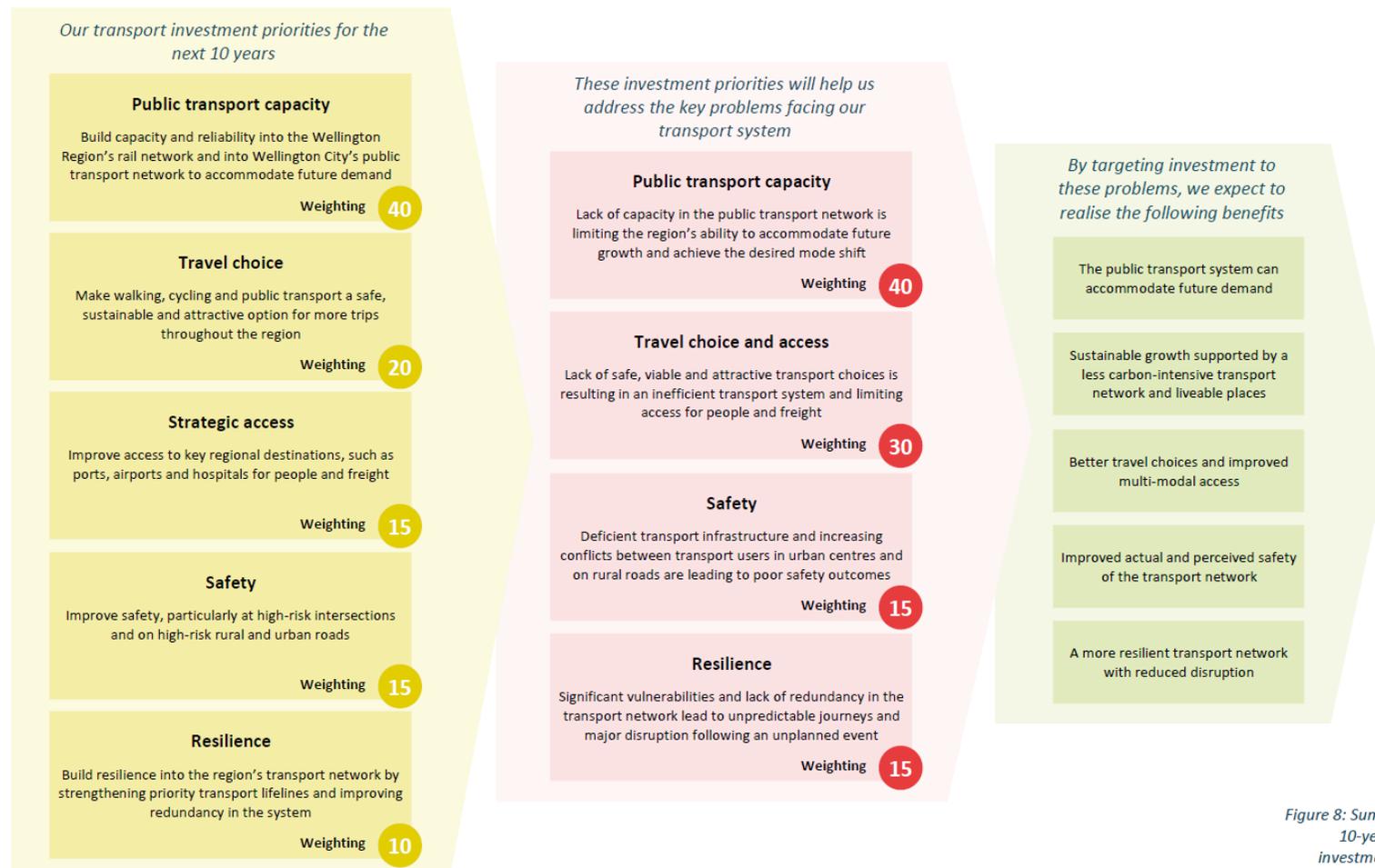
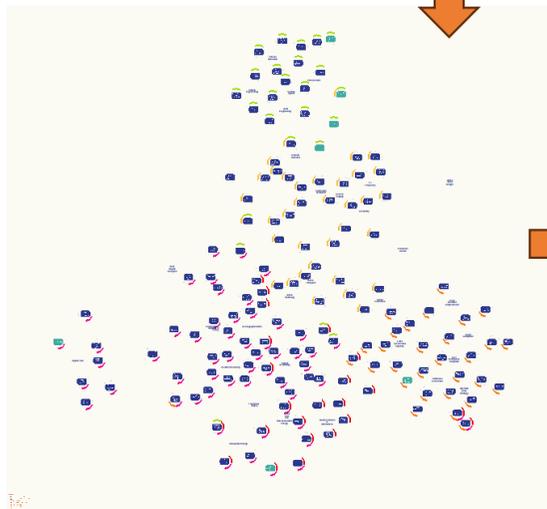
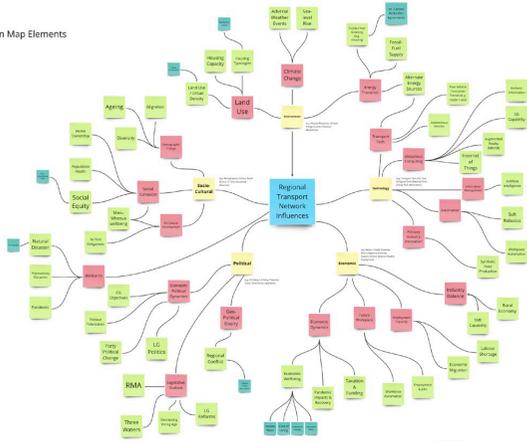


Figure 8: Summary of the 10-year transport investment priorities

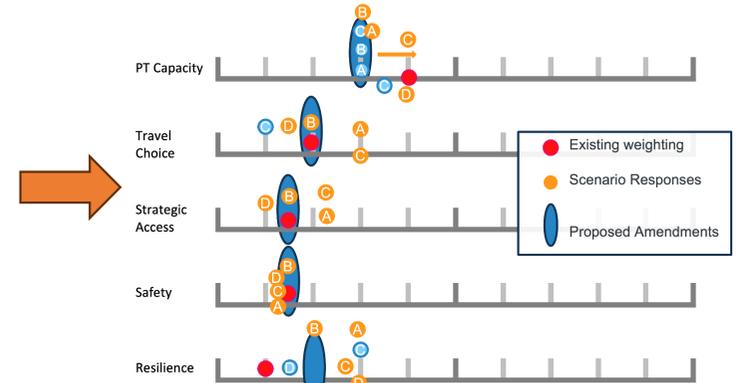
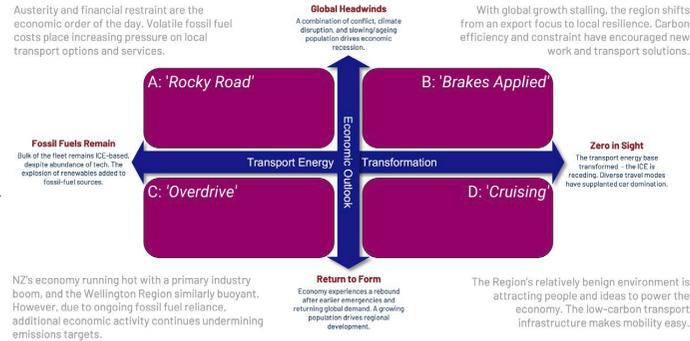
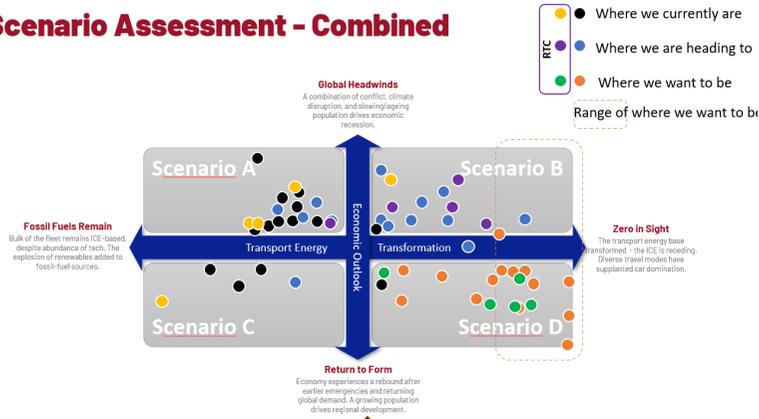
# Strategic Foresight & Systems Mapping Process

Attachment 4 to Report 23.455

Domain Map Elements



## Scenario Assessment - Combined



# Proposed changes of the 10-year transport investment priorities Attachment 4 to Report 23.455

Transport Investment Priority (TIP)	Current weighting	Proposed new weighting	Rationale
<b>Public transport capacity</b> Building capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand	40%	30% (10% reduction) 	<ul style="list-style-type: none"> <li>Public transport capacity remains as highest priority of the region. The change reflects the increasing importance of resilience as an investment priority.</li> <li>There will be co-benefits, e.g., resilience enhancement will also benefit the reliability of the public transport services.</li> </ul>
<b>Travel choice</b> Making walking, cycling and public transport a safe sustainable and attractive option for more trips throughout the region	20%	20% (no change)	No change
<b>Strategic access</b> Improve access to key regional destinations, such as ports, airports and hospitals for people and freight	15%	15% (no change)	No change
<b>Safety</b> Improve safety, particularly at high-risk intersections and on high-risk rural and urban roads	15%	15% (no change)	No change
<b>Resilience</b> Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system	10%	20% (10% increase) 	<ul style="list-style-type: none"> <li>Increasing significant weather events have put resilience in sharp focus. This increased focus is reflected in updated national policies, e.g. Draft GPS, National Adaptation Plan, etc.</li> <li>Public also highlighted resilience as a key concern requiring increased attention.</li> <li>Resilience means the transport network can withstand both smaller, more frequent events (i.e., car crashes) as well as infrequent but larger events (i.e., flooding or earthquake)</li> <li>The impacts of those high impact low probability events within Wellington are significant and need to be proactively addressed.</li> </ul>

# Prioritisation methodology used in RLTP 2021

Attachment 4 to Report 23.455

- Overall fit for purpose
- Consistent with wider TSIG groups
- Smooth process
- Results reflect the regional priorities

## Areas to improve

How do we address the multi-outcomes?



Figure 37: Worked example of methodology

# Taking into account of multi-outcomes

Attachment 4 to Report 23.455



Figure 37: Worked example of methodology

Worked example of Strategic objectives alignment rating

	Strategic objectives					Investment priority	
	1	2	3	4	5	Primary	Secondary
A	High	High	High	High	High	Travel choice	Safety
B	High	High	Mid	High	High	Travel choice	Public transport capacity
C	High	Mid	Low	Mid	Mid	Travel choice	

High alignment strategic objective = 3,  
 Mid alignment strategic objective = 2,  
 Low alignment strategic objective = 1,  
 No alignment = 0.

Score activity C =  $3 \times 1 + 2 \times 3 + 1 \times 1 = 10$   
 Rating of activity C =  $\text{Score activity C} / (\text{score activity A} + \text{B} + \text{C}) \times 100$

## Key milestones for next 3 months

Attachment 4 to Report 23.455

- **26 Sep** transport programme submission via TIO for inclusion of the RLTP
- **26 Sep – 8 Oct** TIO locked by GW
- **17 Oct** TAG RLTP prioritisation workshop 1 – packaging
- **30 Oct** RTC RLTP prioritisation workshop 1 – packaging
- **7 Nov** TAG RLTP prioritisation workshop 2 – order
- **13 Nov** RTC RLTP prioritisation workshop 2 – order
- **20 Nov** TAG RLTP mid-term review draft for consultation
- **5 Dec** RTC agrees draft and approves for consultation

General election – 14 Oct

Regional Transport Committee  
19 September 2023  
Report 23.474



For Information

## WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – SEPTEMBER 2023

### Te take mō te pūrongo

#### Purpose

1. To update the Regional Transport Committee (the Committee) on Waka Kotahi New Zealand Transport Agency’s initiatives, current work, and work being undertaken in the Wellington Region.

### Te horopaki

#### Context

2. Waka Kotahi New Zealand Transport Agency (Waka Kotahi) regularly updates the Committee on the Waka Kotahi’s programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update ([Attachment 1](#) – Waka Kotahi New Zealand Transport Agency September 2023 presentation) is presented to the Committee by the Waka Kotahi member.

### Ngā tūāoma e whai ake nei

#### Next steps

3. The Waka Kotahi member will speak to **Attachment 1** at the Committee’s meeting on 19 September 2023.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Waka Kotahi New Zealand Transport Agency September 2023 presentation

### Ngā kaiwaitohu

#### Signatories

Writer	Emma Hope – Kaitohutohu Mātua   Senior Strategic Advisor, Regional Transport
Approver	Grant Fletcher – Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki   Group Manager Strategy

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

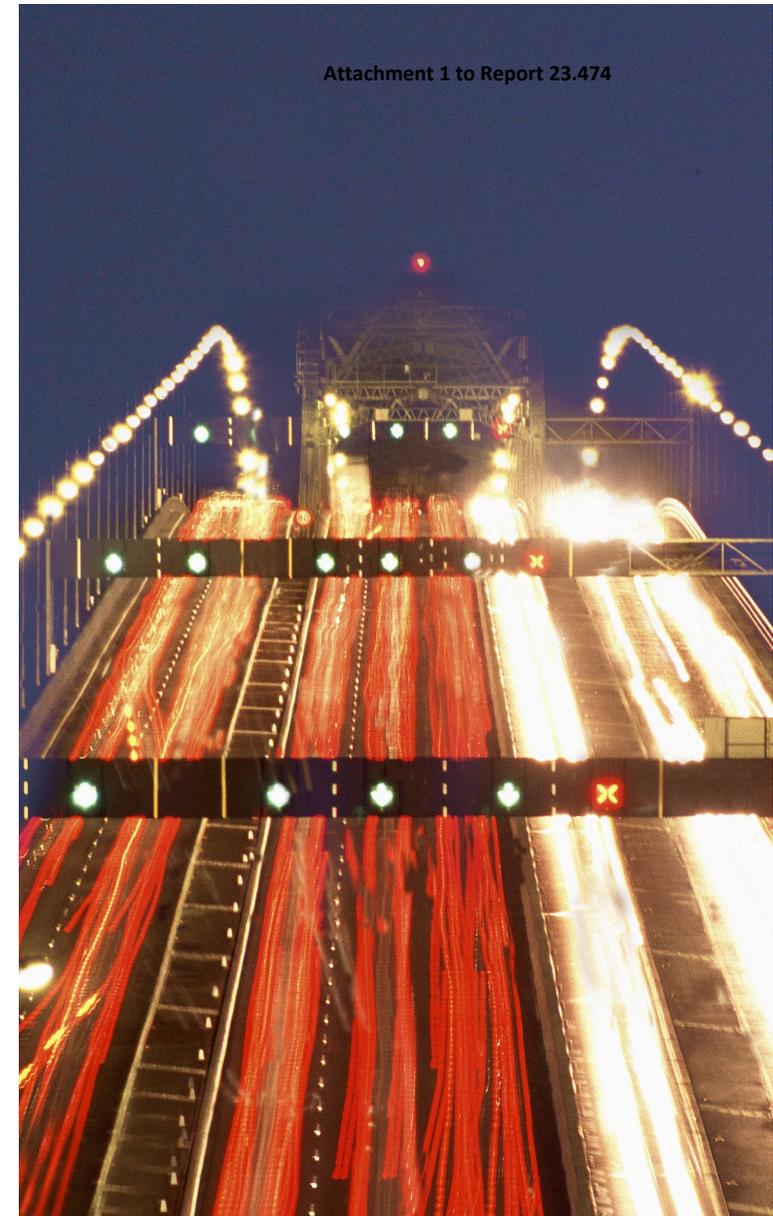
# Regional Transport Committee

19 September 2023



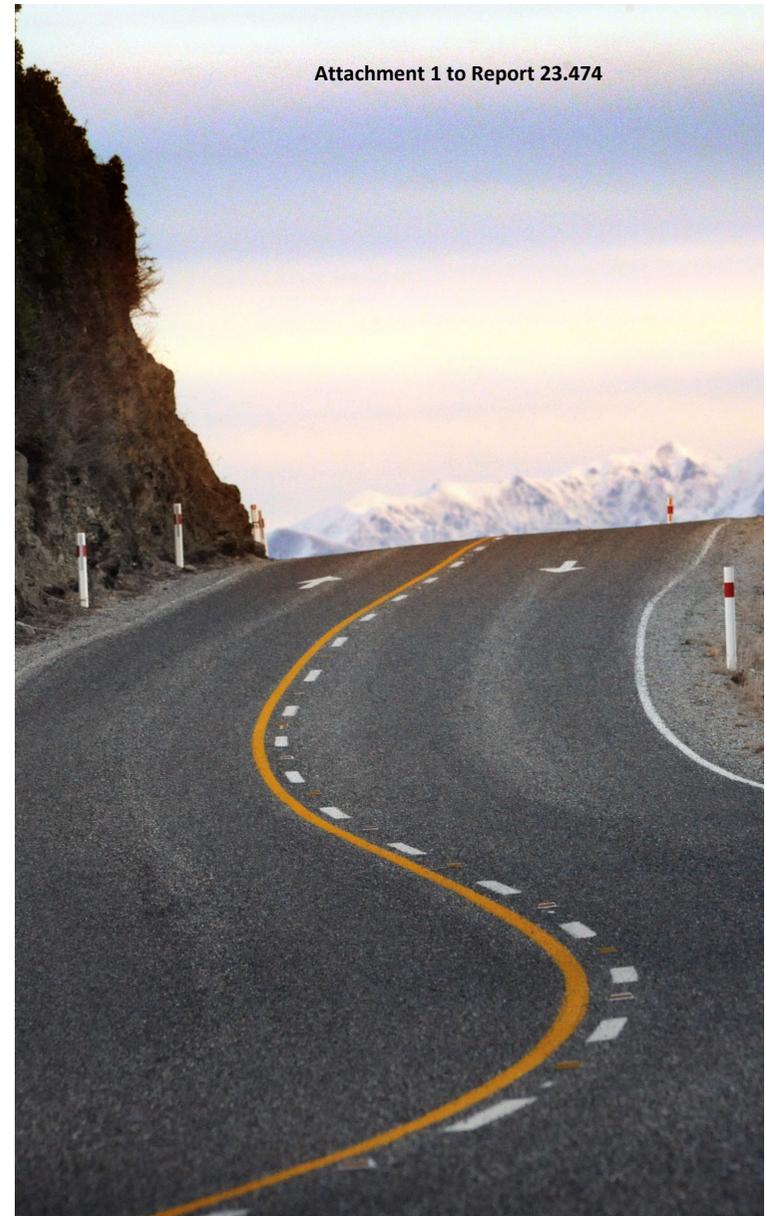
# 2021-24 NLTP

- Now is the time to review your current funding forecasts
- It is critical to indicate what activities you're not going to be able to complete
- We need to release these funds to help manage available funding
- We need to minimise carry forward into 2024-27 NLTP
- This will enable us more headroom for new activities



# 2024-27 NLTP Update

- The draft Government Policy Statement on land transport 2024 has been released for consultation.
- We're continuing to develop the 2024-27 National Land Transport Programme to our published timeline
- We're making good progress on developing the State Highway Investment Proposal (SHIP) and the draft Investment Prioritisation Method – both of which are expected to be released in September.



# Funding Assistance Rates 2024-27

- We've released the new 'normal' Funding Assistance Rates (FARs) for the 2024-27 National Land Transport Programme.
- In Summary:

Far Implications	
Number of AOs receiving an increased FAR	24
Number of AOs receiving a reduced FAR	0
Number of AOs that are to remain in their current FAR	54

- These normal FARs apply from 1 July 2024.
- The revised FARs will apply to new funding approvals and costs during the 2024-27 NLTP relating to previous funding approvals.



# Interim State Highway Speed Management Plan 2023-24

- The plan is now undergoing the certification process with the Speed Management Committee, specifically formed to provide independent review of Waka Kotahi speed management plans.
- Proposed activity includes:
  - 267 speed limit changes around schools
  - 10 speed limit changes around marae
  - 16 intersection speed zones
  - speed limit changes on 59km of urban state highway
  - speed limit changes on 87km of rural state highway (in top one percent most dangerous state highway sections)
  - new or changed speed limits on a further 47km of state highway



# Reshaping Streets

- This new package of rule changes provides the tools to modify existing streets - making it easier, safer and more attractive for people to use a variety of transport options including, walking, cycling and public transport.
- Reshaping Streets changes give councils options to:
  - **Pilot street changes** to inform future permanent street changes
  - Enable family-orientated street events (known as **Community Streets** or Play Streets)
  - Better manage traffic in their communities and around schools, including creating **School Streets**
- Waka Kotahi is developing suite of guidance to support councils to take advantage of these opportunities.

**Rule changes come into effect on 21 August 2023**

[nzta.govt.nz/reshaping-streets](https://nzta.govt.nz/reshaping-streets)



# Tū ake, Tū māia, our regulatory strategy

- We have recently released our refreshed regulatory strategy for 2023-2032.
- Tū ake, Tū māia sets out how we and our partners regulate the land transport system to keep Aotearoa safe.
- The refreshed Tū ake, Tū māia builds on its strong foundation and achievements and reflects recent changes in legislation, funding and broader government strategy and outcomes, ensuring we continue to improve as a firm and fair regulator.
- Underpinned by good practice, it's grounded in te ao Māori principles, introduces a longer-term view of the land transport system, and shows the harm reduction programmes, focus areas and key risks we will work on.

**Tū ake,  
Tū māia**

*Stand up,  
Stand firm*

Regulatory  
Strategy  
2023-2032



# Greater Wellington Regional Update

September 2023

# Greater Wellington Maintenance & Operations 2022/23

## Progress update

- Big programme for 2023/24
- Strong progress on early designs and treatment selections
- 11.5 lane.km of surfacing already completed
- First rehab completed SH1 South of Ohau
- Early completion of multiple barrier renewals
- First Remutaka block closure completed
  - 1 Drainage renewal + maintenance
  - Pre-seals and pavement maintenance
  - Minor slip clearing
- The netting on the slopes above Ngauranga Gorge on State Highway 1 was put in place over January. The mesh and catch fence has already stopped over 6-8m<sup>3</sup> of debris ranging from coin sized rocks to 1m<sup>2</sup> boulders from raining down after a significant rockfall event in July.

With tens of thousands of people using SH1 through the gorge every day, rockfalls risk causing serious harm and disruption.

Attachment 1 to Report 23.474



# Wellington Transport Alliance

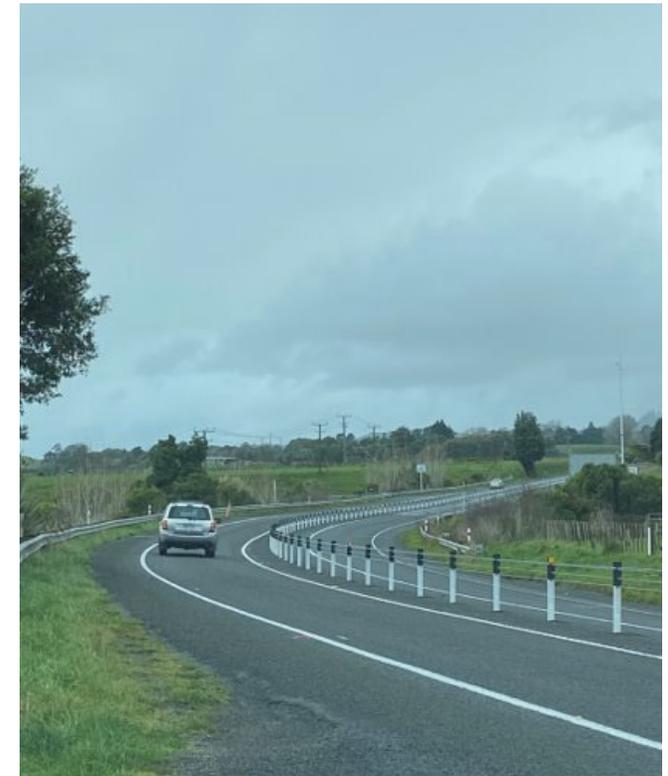
## Early look at the 2023/24 renewal programme

- **28 lane kms of Chipseal**
- **145,000m2 of Asphalt Paving**
- **12 Rehabilitation Sites**
- **13 Drainage Renewal sites**
- **9 Structural Bridge Component Sites**
- **19 Barrier Renewal Sites**
- **5 minor Tunnel Component replacement works & Terrace Tunnel LED Upgrade**
- **1 Hazardous Tree, 4 Landscape sites & 15 Rest Area sites**
- **14 Large Signs**
- **12 VMS Upgrades & 56 LCS Upgrades**
- **20 Street Light Renewals and the Network LED Upgrade**
- **40km ATP & 27km CAP**

# SH1: Ō2NL safety improvements and speed Attachment 1 to Report 23.474

Safety improvements and speed reviews on existing highways are progressing in parallel with the new highway

- **SH57: SH57/ Queen St roundabout, stretches of edge barrier and wide centre lines, speed review**
  - Safety improvement work from SH1 to a new round roundabout at Queen St East are completed
  - Sections of new speed limits implemented in December 2022. Further portion of SH57 in the Interim Speed Management Plan, consultation proposed 90km/h
- **SH1 Ōtaki to Ohau: Stretches of side and median barrier, wide centrelines and turnarounds, and speed review**
  - Work is now underway between Ōtaki and Manakau:
    - One of the three new turnaround areas are complete, others progressing well
    - Installation of median and side barrier underway
    - Existing right turn lanes at Forest Lakes Rd and Sth Manakau Rd retained; new right turn lane to be constructed at Atkins Rd
  - Work between Manakau and Ohau expected to start in September
  - New speed limits implemented in December: 80km/h from Pukehou rail overbridge to Ohau.
- **SH1 Levin to Foxton: Stretches of wide centrelines, side and median barriers, turnaround plus a new roundabout at Waitarere Beach Rd, and speed review**
  - Updated design released in June 2023. Aiming to start construction later this year.



*Recently installed median barrier between Ōtaki and Ohau*

# SH1: Ō2NL new highway

Attachment 1 to Report 23.474

NZ Upgrade Programme-funded 24km four-lane new highway to improve safety and resilience in the Ōtaki to north of Levin transport corridor. Waka Kotahi, Muaūpoko Tribal Authority and local hapū of Ngāti Raukawa ki te Tonga working in partnership to deliver the project

- **Notices of Requirement and RMA process underway**
  - Environment Court process progressing – court-assisted mediation held late August, hearing late October
  - We are continuing to work with councils and parties to the Environment Court proceedings
- **Construction start programmed for 2025, completion programmed for 2029**
  - Procurement scheduled for later this year
- **Working closely with Councils across key aspects**
  - Development of legacy outcomes for project
  - Approach for revocation
- **Monthly project office drop-in sessions provide opportunities for community to talk with project team**



# SH1: Peka Peka to Ōtaki Expressway project update

Activity	2018 – 21 NLT P	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP2Ō) Expressway	\$410m	Road open; other project tasks now being completed	Green 	<ul style="list-style-type: none"> <li>• Following opening of the Peka Peka to Ōtaki (PP2Ō) expressway shared path on 13 May, there have been over 6300 journeys on the pathway and positive feedback from users.</li> <li>• As part of the wider PP2Ō expressway project, construction of the Ōtaki River to Taylor's Road shared path is now underway. Works include on and off-road facilities and installation of bridge clip-on structures.</li> <li>• Following the contractor's submission of key contract documentation, including asset owner's manual, as-built drawings, Road Asset Maintenance Management data, maintenance of the expressway was handed over to the Wellington Transport Alliance and contract completion was awarded to the contractor on 31 May 2023.</li> <li>• Now that contract completion has been awarded, the contractor continues to close out minor snagging items.</li> <li>• Other works include ongoing heritage restoration work for the Smíšek Kilns and Clifden Cottage, which was recently moved from its temporary site on Old Hautere Road back to its original location at the old Bridge Lodge site off Ōtaki Gorge Road.</li> </ul>

# Greater Wellington Project Updates – corridor improvements

Attachment 1 to Report 23.474

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka revocation	\$17.5m	Complete – in “defects”	Green 	<ul style="list-style-type: none"> <li>Contract works are complete. The contractor is now finalising as-built and completion documentation prior to requesting award of practical completion.</li> <li>Both organisations are now working on the formal handover process with support from Ministry of Transport.</li> <li>Waikanae Bridge clip-on - The Waikanae bridge clip-on shared path was intended to be installed in February this year. However, the contractors tasked with the project were reallocated to Cyclone Gabrielle recovery efforts. Work on building the shared path is scheduled to re-start in late September/early October, once the construction crew is available again. We estimate the project will take two months to complete.</li> </ul>
Peka Peka to Ōtaki revocation	\$12.3m	Underway	Green 	<ul style="list-style-type: none"> <li>Geotechnical ground investigations, along with road surface and site utility surveys have been completed.</li> <li>Findings from these investigations and surveys are being used to finalise detailed designs later this year.</li> <li>An invitation to tender for the physical works will be released in the new year, with contractor selection taking place in early 2024.</li> <li>Physical works are likely to start in the second quarter of 2024 and are expected to take about two years to complete.</li> </ul>



# SH1: Te Aranui o Te Rangihaeata - Transmission Gully

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.\$1.25b	Road opening: <b>completed</b>  Project completion tbc	 Amber	<p><b>SH1</b></p> <ul style="list-style-type: none"> <li>Expressways north of Transmission Gully are set to be included in the State Highway Speed Management Plan 2024-27, with the intention to raise the speed limit from 100km/h to 110km/h.</li> <li>For now, a speed management review of Transmission Gully will not start until remaining project works are finished.</li> <li>Technical and safety reviews and public consultation would also need to be completed before any increase in speed limit could be considered.</li> </ul> <p><b>SH59</b></p> <ul style="list-style-type: none"> <li>Progress on the southern intersection and re-building of the offline section of the SH59 extension between Paekākāriki to Mackays Crossing continues. Work is scheduled to start on the northern intersection with Whareroa Road on Sunday 17 September.</li> <li>This work is part of the Transmission Gully motorway project.</li> <li>Completion is scheduled for mid-November.</li> </ul> <p><b>SH58</b></p> <ul style="list-style-type: none"> <li>Transmission Gully project works on SH58 are ongoing.</li> <li>Final surfacing works between the Pāuatahanui roundabout and Transmission Gully are complete.</li> <li>Surfacing work near Bradey Road is yet to be completed.</li> </ul>



# SH1: Te Aranui o Te Rangihaeata - Transmission Gully Attachment 1 to Report 23.474

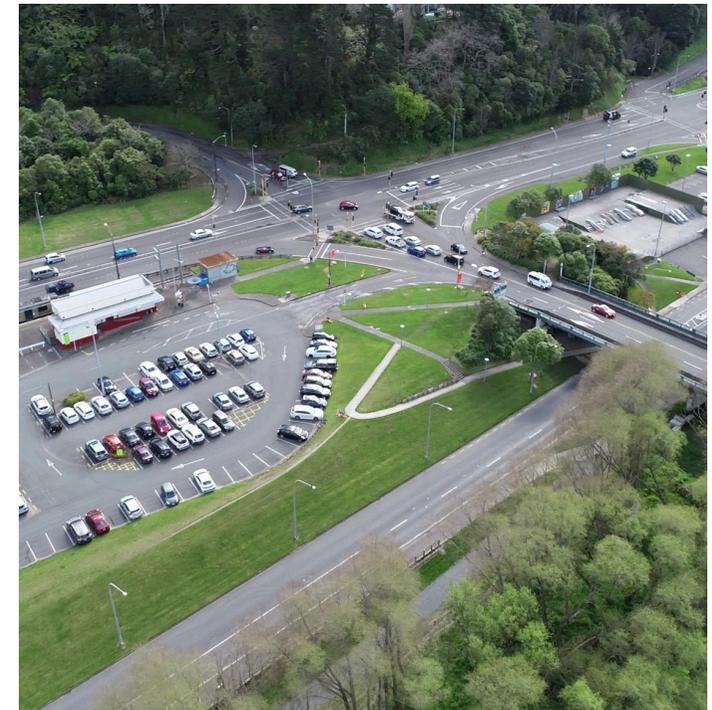
Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness	\$20.4m	Underway, stage 3 completion scheduled for early 2024	Green 	<ul style="list-style-type: none"> <li>Installation of Intelligent Transport Systems (stage 3) is underway on SH59/SH1 between Porirua and Tawa.</li> <li>These will improve safety and efficiency, and include new variable message signs, CCTV and an extension of the southbound variable speed system.</li> <li>The work on SH1 Transmission Gully (stage 4) has not started yet.</li> </ul> 
Transmission Gully Revocation	\$0.6m	2024	Green 	<ul style="list-style-type: none"> <li>In March 2023 Waka Kotahi released a report summarising the targeted consultation undertaken to comply with the Transmission Gully Board of Inquiry (BOI) condition NZTA.3B in relation to its proposals for Paremata Road, Mana Esplanade and St Andrews Road (SH59). The final consultation report identified the consultation process, what the stakeholders said and our responses to this feedback. The key recommendation of the review was for stakeholder feedback to be considered as part of Waka Kotahi’s pending strategic review of SH59.</li> <li>Waka Kotahi’s strategic review of the function and form of SH59 commenced in mid 2023. It is working collaboratively on this review with Porirua City Council, Greater Wellington Regional Council and Kainga Ora. The review is expected to be completed by mid 2024</li> <li>The proposed revocation of SH58 (between Paremata and Pāuatahanui) is subject to completing a programme business case in the first instance. This business case is expected to commence in 2024</li> </ul>

# NZUP– SH2: Melling Transport Improvements

(Component of Te Wai Takamori o Te Awa Kairangi – Delivering RiverLink)

Grade-separated Melling interchange, new road and cycling/pedestrian bridges over river, improved links for cycling/walking modes, and relocated Melling train station.

- The Melling Transport Improvements element of Te Wai Takamori o Te Awa Kairangi continues to build real momentum towards delivery.
- The early works programme continues, with the demolition/removal of properties in Pharazyn, Marsden, Daly and Mills streets and Block Road. Some river work is also progressing south of Kennedy Good Bridge with gravel material extraction and stockpiling next to Mills Street stop bank.
- Geotech investigations are now complete and will help the alliance understand subsurface conditions across the project area where key bridges/structures for the interchange and road bridge are to be built.
- Closure of the Melling train line was announced by Greater Wellington. The closure will make way for construction to begin on the new interchange over State Highway 2 and a bridge over the river, as well as the new Melling train station. The line will be closed from July 2024. Partners will continue to work together to keep the public informed on dates and other key information, alongside alternative public transport options closer to the time.



# Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ara Tupua - Pito-One to Melling	\$63m	Completion late September	Green 	<ul style="list-style-type: none"> <li>• The Pito-One to Melling section of Te Ara Tupua is mostly complete and is scheduled to open soon.</li> <li>• There is some important work remaining – including surfacing of the Pito-One to Melling underpass, installation of the cultural designs along the cycleway, and some other finishing works.</li> <li>• Details about the opening will be shared once this work has been completed.</li> </ul> 
Te Ara Tupua – Ngā Ūranga to Pito-One	\$311m	Works from late 2022 – 2026	Green 	<ul style="list-style-type: none"> <li>• On the Reserve the integrated Clubs building is well underway with roof being installed.</li> <li>• The second offshore habitat structure has been started and we have received the delivery of the tidal pools that will be installed at these two locations.</li> <li>• 97 x-blocs have been installed at Revetment 7. 1,500 Xblocs cast.</li> <li>• Reef consent received.</li> <li>• Work halted at Ngā Ūranga ki Pito-One while investigation and refined ecological permit processes developed and implemented.</li> <li>• Second temporary wharf at the Ngā Ūranga yard area has begun.</li> <li>• The project liaison group is operating including council staff representatives and key stakeholders (e.g. cycling, walking groups, Forest &amp; Bird).</li> <li>• Shared path through Honiana Te Puni Reserve opened.</li> <li>• Continued conversations with Kiwirail regarding traction station.</li> </ul>

# Greater Wellington Project Updates – Safety

Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	Speed limits were announced and implemented in January 2022. New limits are now in force.	The first phase of SH2 Masterton to Carterton Safety Improvements (including installation of median barriers, three new roundabouts and road widening) is largely complete, with final sealing and road markings scheduled for the Summer.
SH2 Ngauranga to Featherston	The first tranche of proposed speed changes for this corridor were consulted upon in the Interim Speed Management Plan (ISMP). The feedback closed on 12 December and is under consideration.	<p>The speed changes proposed for the ISMP are integrated with the intersection changes at Moonshine Hill Road and Owen Street.</p> <p>We are closing right-turns at Hebden Crescent (near Liverton Road) to eliminate this dangerous right-turn as part of the next stage. Intersection changes are planned in the summer works season.</p> <p>Further safety improvements start on the Remutaka Hill in Spring. These include new side barriers, motorcycle under barriers, road signage and markings. To minimise disruption, the improvements will be timed to coincide with planned maintenance work.</p> <p>Median barrier extension on SH2 between Whakatiki Street and Fergusson Drive is underway.</p> <p>The first stretch (just over 1.5km) of median barriers has been installed between Whakatiki and Gibbons streets. In addition to this we've added 193m of additional side barriers around the intersections.</p>

# Greater Wellington Project Updates – Safety

Corridor	Speed Review Status	Infrastructure Interface
SH2 Pahiatua to Masterton	A proposed speed change from Cashmere Oaks Drive to Paierau Road was consulted upon in the Interim Speed Management Plan (ISMP). The feedback closed on 12 December and is under consideration.	No
SH58 Paremata Rd (SH59 to Pāuatahanui)	The speed reviews between Pāuatahanui and Paremata have been included in the draft 2024 - 2027 speed management plan	Yes - State Highway Speed Management.

# Full Speed Management Plan 2024-27

## Focus of plan:

- remaining schools and some marae
- townships and areas with community support for speed limit reductions
- remaining sections of state highway, identified as being in the top 1% 'high risk'
- We'll also be engaging on safety cameras and will include the safety infrastructure programme to provide a holistic view.
- It is intended that the proposal to raise the speed limit to 110 km/h on the Mackays to Peka Peka and Peka Peka to Ōtaki expressways, currently under technical review, will be included in the plan, subject to the review finding the increase is safe and appropriate.

## Next steps:

- Our Regional Safety Engineers are starting to engage with councils (and other partners) to share our initial thinking and seek your input
- We will work with our partners to develop the thinking into a fully developed plan
- We have yet to confirm timelines with the Director of Land Transport, but envisage public consultation taking place in early 2024.



# High Impact Activity on the Calendar (updated 7/9/23)

The following is a selection of some activities to keep an eye on over the next 6 months

## Region Wide

- We have started a busy 2023/24 maintenance season, particularly in the Wairarapa and Hutt Valley
- Expect more nighttime SH closures to allow us to complete a large programme of work efficiently and safely, during the quieter hours.

## SH1

- Safety Improvement Project (SIP)
- Let's Get Wellington moving Activity (see previous update)
- Thorndon Fair 3 December
- Urban Motorway nighttime full closures planned to complete a wide range of maintenance is a shorter timeframe.
- Beers at the Basin 25 November 2023
- Foo Fighters Concert at Sky Stadium 27 Jan 2024

## SH58

- SH58 safety improvements project is ongoing.
- Transmission Gully project work on SH58 near Pāuatahanui is ongoing

## SH2

- Masterton to Carterton safety improvements project (SIP) approaches completion
- Construction of 5 x raised platform pedestrian crossings between Featherston and Masterton
- Te Aru Tupua – Ngauranga to Petone Cycleway construction continues
- Wings Over Wairarapa 24 November
- Schedule of Remutaka Hill, planned maintenance nighttime closures are going well

## SH53

- Toast Martinborough 19 November

# Hei konā mai



Regional Transport Committee  
 19 September 2023  
 Report 23.475



For Information

**KIWI RAIL UPDATE – SEPTEMBER 2023**

**Te take mō te pūrongo**

**Purpose**

1. To update the Regional Transport Committee (the Committee) on KiwiRail’s initiatives, current work, and work being undertaken in the Wellington Region.

**Te horopaki**

**Context**

2. KiwiRail regularly updates the Committee on the programmes and initiatives included in the Wellington Regional Land Transport Plan. The update (**Attachment 1** – KiwiRail September 2023 presentation) is presented to the Committee by the KiwiRail member (or alternate).

**Ngā tūāoma e whai ake nei**

**Next steps**

3. The KiwiRail member will speak to **Attachment 1** at the Committee’s meeting on 19 September 2023.

**Ngā āpitihanga**

**Attachment**

Number	Title
1	KiwiRail September 2023 presentation

**Ngā kaiwaitohu**

**Signatories**

Writer	Emma Hope – Kaitohutohu Mātua   Senior Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki   Group Manager, Strategy

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The KiwiRail update (<b>Attachment 1</b>) reviews the implementation and delivery of KiwiRail's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>Risks and impacts are described to the extent advised in <b>Attachment 1</b>.</p>



# Regional Transport Committee Update

Attachment 1 to Report 23.475

19 September 2023

# Wellington Metro Upgrade Programme (WMUP) Highlights

---

## Renewals Programme (WMUP 2 & 3)

- Procurement of key work packages for delivery over the Christmas Block of Line
  - NIMT Bridge 23
  - Remutaka Tunnel track relay, drainage and civil works

## Metro Capacity Programme (WMUP 4 & 6A)

- Plimmerton Area Capacity Enhancements – planning for Christmas Block of Line
- Final track design for Wellington Station completed and approved
- Metro substations \$10m funding approval

## Regional Capacity Programme (WMUP 6B)

- Commenced route review using SFAIRP assessment work
- Procurement of combined service route, level crossing and siding work packages.
- Incorporating LNIRIM elements into programme



# Immediate Challenges

---

## Funding/affordability for base delivery

- KiwiRail's recommended scope of works for the year we are in (FY24) unable to be funded by GWRC
- Position for the next RLTP period worsens
- Driven by
  - Reliability and level of service expectations
  - General cost increase
  - Scope of sustainable and legacy/catch-up renewals
  - Erosion of delivery budget by insurance premiums

**Traction power** - Funding/affordability v level of service risk

**Level crossings** - Closure v barriers v traffic impact v attractiveness of the future service

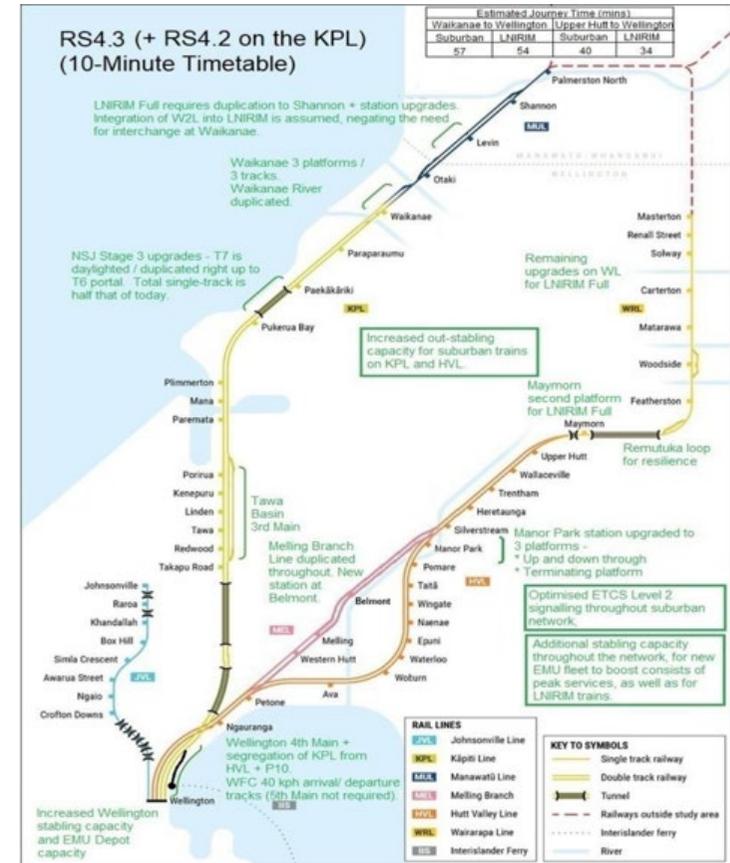
**Operational alignment** – Transdev Operations joining KiwiRail Network Control at Wallaceville



# Long Term Issues

Attachment 1 to Report 23.475

- Need a unanimous view of the long-term metro network supported by a Programme Business Case.
- Build the partnership to ensure LNIRIM runs as smoothly as the Matangi introduction
- Need to resolve the metro funding model
- Produce the Business Case for the next building block - ETCS.



# Rapid Review Feedback

---

Attachment 1 to Report 23.475

## KiwiRail Initiated Independent Review

- Technical review of what happened
- Stronger protocols and escalation requirements put in place

## The Government's Rapid Review

- Goes further than the EM80 issue and looks at the overall system in place for metropolitan rail
- 31 recommendations – MoT, Waka Kotahi, KiwiRail, GWRC AT and their operators

### Key Policy Issues

- Reviewing the funding policy settings that have continued to constrain maintenance and renewal investment
- Fund the immediate gap in maintenance and renewals of the metro lines to the levels needed



# Questions?

---

Attachment 1 to Report 23.475



6

**Regional Transport Committee**  
**19 September 2023**  
**Report 23.465**



**For Information**

## **PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN PROGRAMME OF ACTIVITIES 2021-24 (JANUARY – JUNE 2023)**

### **Te take mō te pūrongo** **Purpose**

1. To provide the Regional Transport Committee (the Committee) with the six-monthly progress report (1 January – 30 June 2023) on committed and significant activities in the Wellington Regional Land Transport Plan Programme 2021-24.
2. To provide an update on the progress made on the Wellington Regional Speed Management Plan 2024 (RSMP 2024) and note the updated timeline for Committee endorsement of the full RSMP 2024.

### **Te tāhū kōrero** **Background**

3. The Wellington Regional Land Transport Plan 2021-31 (the RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). The RLTP sets the direction for the Wellington region's transport network for the next 10 to 30 years, describing the region's long-term vision, identifying regional priorities, and setting out the intended transport investments over a six-year period.
4. The activities in the RLTP comprise submissions from Waka Kotahi NZ Transport Agency (Waka Kotahi) and Approved Organisations under the Act, which include the eight Territorial Authorities, the Department of Conservation, KiwiRail, and Greater Wellington Regional Council.

### **Monitoring requirements**

5. In accordance with section 16(6)(e) of the Act, regular monitoring is required to assess implementation of the RLTP to help track and drive the progress of strategic objectives and outcomes. In addition to the RLTP annual monitoring report that is provided to the Committee each December, the Technical Advisory Group also agreed to provide six-monthly progress reports to the Committee on significant projects and other projects of regional interest.
6. **Attachment 1** provides updates on significant and committed activities for the fourth six-month period of the Wellington RLTP Programme 2021-24 (1 January – 30 June 2023). 'Significant' activities are large new transport projects with a cost of over \$2 million; 'committed' activities signify those that have carried over from the Wellington RLTP Programme 2018-21.

### ***Variations to the RLTP***

7. No variations have been made to the RLTP 2021-31 between January and June 2023.

### **Te tātaritanga**

#### **Analysis**

8. Key developments under the Wellington RLTP Programme 2021-24 are set out in paragraphs 9 to 20 for the six-month period from 1 January – 30 June 2023.

#### ***Rail***

9. As part of Budget 2023, the Government agreed funding for the Lower North Island Rail Integrated Mobility project which 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. Procurement planning for this project is underway.

#### ***Public Transport***

10. The Government's half-price fares initiative ended on 30 June 2023. Under the Budget 2023 announcement, the Community Connect concession (which provided half-price fares to Community Services Card (CSC) holders) has been extended to deliver half price fares for people aged 24 and under; half-price fares on Total Mobility services; and free fares for children aged 12 and under. The CSC holder concession commenced on 1 July 2023 and the age-based concessions began in the Wellington region on 1 September 2023.
11. A concept study has been completed for the project to redevelop Waterloo Station into a mixed-use transport/commercial Transit Oriented Development, and a commercial investigation is being completed. Greater Wellington is working closely with key partners including Hutt City Council, KiwiRail and Kāinga Ora to prepare commencement of reference design and master planning for the precinct. This will commence in the latter half of the 2023/24 financial year.
12. In celebrating its first anniversary at the end of June 2023, the Airport Express bus service has exceeded forecast patronage demand during its first year of operation: patronage was 364,191, which is 128% above the original business case forecast.
13. The project to deliver the National Ticketing Solution to the Wellington region (programmed for 2025) continues, with close collaboration amongst Public Transport Authorities nationwide to ensure a consistent approach to design.
14. As of June 2023, six of nine Tranzurban electric vehicle growth buses have been delivered.

#### ***Let's Get Wellington Moving***

15. Detailed business case work is progressing for Let's Get Wellington Moving (LGWM) mass rapid transit and regional highway access activities and is due to be substantially progressed for partner decision-making by the end of 2024. Business cases are also

underway for LGWM City Streets activities – these are expected to be completed in early 2024.

16. Construction of the Aotea Quay roundabout is now underway, with funding secured for Thorndon Quay and Hutt Road improvements that will improve bus priority, intersections, pedestrian crossings, and cycle facilities. The construction of the Aotea Quay roundabout is also key to enabling resilient port and multi-user ferry terminal access.
17. Wellington City Council (WCC) approved funding and traffic resolutions for the LGWM Golden Mile revitalisation project. Early works will begin in September 2023, with main construction works currently scheduled from mid-2024.
18. As part of LGWM activities to encourage mode shift, travel at alternative times, and increased car occupancy, the recruitment of expanded behaviour change teams at Greater Wellington and Wellington City councils was completed in March 2023. The scale-up of LGWM behaviour change programmes is now underway.

#### ***Other activities***

19. Te Ara Tupua Ngā Ūranga – Pito-one, a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected network, is now under construction.
20. Construction on the final section of the Wellington Evans Bay Stage 1 cycleway between Little Karaka Bay and Weka Bay (under the RLTP 2021 activity Wellington cycle network – Evans Bay Stage 1) began in April 2023, and is expected to be complete in September 2024.

#### ***Regional Speed Management Plan 2024-27***

21. Wellington region Road Controlling Authorities (RCAs) are continuing to progress with the development of their speed management plans (SMPs) as required under the Land Transport Rule: Setting of Speed Limits 2022. SMP development is proceeding in alignment with the regional principles and objectives set out in the front end of the Wellington Regional Speed Management Plan 2024 (RSMP 2024), which was endorsed by the Committee in its meeting of 6 December 2022 (Report 22.503).
22. On 5 April 2023, the Director of Land Transport set default deadlines for preparing SMPs. The final date for the publication of any draft speed management plan for consultation is 5 October 2023, and the final date for submitting the final draft speed management plan for certification is 29 March 2024.

#### ***Wellington region RCA updates***

23. As of 8 September 2023, Wellington region RCAs have progressed their SMPs as follows:
  - a **Carterton District Council** – Consultation on the draft SMP closed and received 264 submissions. Submissions showed 81% support for reductions around schools, ECE, and marae, and 67% for priority road reductions. Hearings will take place in September 2023.
  - b **Hutt City Council** – A draft SMP option was endorsed by Council, which included adding a road that was not in earlier public consultation (Wainuiomata Hill Road). Further consultation will ensue, then an updated plan will come to Council for agreement in early 2024.

- c **Kāpiti Coast District Council (KCDC)** – On 31 August 2023, Council approved the draft KCDC SMP (excluding Paekākāriki), and for a second round of consultation to occur with two SMP options for Paekākāriki Village. The second consultation ended on 15 September 2023.
- d **Masterton District Council** – The Council-approved SMP was submitted to the Speed Management Panel, which recommended a few small changes. The updated plan was re-submitted to the Director of Land Transport for certification at the end of August 2023.
- e **Porirua City Council** – On 17 August 2023, Council endorsed resolutions for the SMP (including 30km/hr reductions adjacent to schools & marae, either fixed or variable; 30km/hr speed limit for the CBD advising hours of operation from 8am-5pm, et cetera). Detailed final plans will go to their Council on 19 October 2023 for final approval.
- f **South Wairarapa District Council (SWDC)** – Consultation closed (receiving more than 200 submissions) and Council subsequently expressed support for school speed reductions at a workshop. Council requested that more analysis be provided for some targeted roads. SWDC is working through final outcomes for adopting the interim SMP.
- g **Upper Hutt City Council** – At a workshop in August 2023, Council provided feedback on several SMP options that were presented. The full draft SMP is scheduled to go to Council for approval on 20 September 2023, after which consultation will commence.
- h **Wellington City Council (WCC)** – WCC has withdrawn their draft SMP and is considering the process to start the work again. WCC is applying to the Director of Land Transport to extend the default deadlines.

*Update to the timeline for the provision of the RSMP 2024 to the Committee*

- 24. In its meeting of 20 September 2022, the Committee agreed to the proposed timeline and approach of the development of the RSMP 2024 (Report 22.413). This timeline is included in **Attachment 2** and set out that Territorial Authority (TA) Councils would adopt local SMPs in October / November 2023.
- 25. Per the agreed timeline, the Committee would confirm the consistency of the RSMP 2024 (comprising the RSMP front end and all eight RCA SMPs) in December 2023, ahead of the submission of the regional plan to the Director of Land Transport.
- 26. The agreed approach also noted that some TAs may choose to certify their SMPs earlier than the proposed December 2023 deadline. TAs are currently exercising the option to submit their SMPs to the Director of Land Transport for certification, ahead of the Committee confirming the regional consistency of the combined RSMP 2024.
- 27. Given the default deadlines set by the Director of Land Transport and given that RCAs are progressing their SMPs at different paces and amidst different circumstances that may deadlines are extended for some RCAs in the region, it is anticipated that the full RSMP 2024 will not be available for provision to the Committee meeting of 5 December 2023.

28. The full RSMP 2024 is therefore anticipated to be presented to the Committee for endorsement in either the 19 March 2024 meeting of the Committee, or the 4 June 2024 meeting of the Committee.

### ***Emerging issues and opportunities***

29. Across RLTP projects, increased costs and uncertainty around funding remain key challenges for the region – both costs and industry-wide supply constraints are placing pressure on project delivery. This is reflected in projects that are reporting red under cost during the reporting period in **Attachment 1** (with the red indicator signifying that either the current phase or the forecast overall project cost is greater than 5% above the official project estimate).
30. For the period of this report, a number of the projects reporting red project health indicators are projects related to resilience – if unresolved, there is the risk that this will result in the continued degradation of the network. Efforts to mitigate this risk are reflected in the proposal to increase the investment priority weighting of resilience, as part the forthcoming prioritisation of the RLTP 2024 programme of significant activities. This is discussed in Report 23.455 – Review of Wellington Regional Land Transport Plan 2021: Investment Priorities and Prioritisation Methodology which is being presented at this meeting, including a recommendation to increase the weighting on resilience in the programme of activities.
31. On the rail network, an emerging issue is that current business-as-usual maintenance and renewal funding levels for the rail network are currently insufficient to meet agreed serviceability levels. Escalating operational costs due to increasing levels of corrective maintenance and inspections required, as well as escalating insurance costs and a renewal backlog, have led to significant cuts to the extent of renewals being undertaken during the 2024 financial year to remain within overall budgets. This has the potential to further accelerate the degradation of the network and increase the risk of operating rolling stock on the network. Additional funding is being sought via multiple channels, but currently no commitment has been made.
32. For the period of this report, the time-consuming nature of the SMP process has been cited as having affected TA capacity to focus on the delivery of other projects, especially for the TAs that are delivering the speed management plan fully in-house.

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

33. The fifth six-monthly progress report on RLTP significant and committed activities, covering the period 1 July – 31 December 2023, will be brought to the March 2024 meeting of the Committee.
34. An update on the progress of the RSMP 2024 will also be included in the March 2024 report to the Committee.

**Ngā āpitihanga  
Attachments**

<b>Number</b>	<b>Title</b>
1	Update on Significant and Committed Activities – RLTP 2021-24 (Jan-June 2023)
2	Regional Speed Management Plan 2024 – Agreed Approach & Timelines

**Ngā kaiwaitohu  
Signatories**

Writer	Rose Wunrow – Strategic Advisor
Approvers	Grant Fletcher – Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki   General Manager Strategy

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Committee has the responsibility to “review the implementation and delivery of the Wellington Regional Land Transport Plan.”</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This report provides a six-monthly update on significant and committed activities in the Wellington Regional Land Transport Plan 2021.</p>
<p><b><i>Internal consultation</i></b></p> <p>To receive updates on the activities listed in Attachment 1, engagement was undertaken with Greater Wellington Regional Council officers, Territorial Authorities in the Wellington region, Waka Kotahi—New Zealand Transport Agency, and KiwiRail.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no risks arising from this report.</p>

### Update on Significant Activities in the Wellington RLTP Programme of Activities 2021-24 | 1 January – 30 June 2023

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Improve long distance rail services 	<b>Project Name:</b> End-of-Life rail signal system replacement										
	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.		Public transport infrastructure	Planned – Significant – 1	21-31	91.35	Detailed business case				
	<b>Update Notes:</b> Team established and stakeholder engagement well underway.										
	<b>Project Name:</b> Manawatu and Wairarapa line fleet renewal and service increase										
	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.		Public transport infrastructure	Planned – Significant – 1	21-28	489.34	Implementation				
	<b>Update Notes:</b> Funding for project from Government announced in May as part of Budget 2023. Procurement planning and team establishment for this project is now underway.										
	<b>Project Name:</b> Additional network capacity improvements										
	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).		Public transport infrastructure	Planned – Significant – 1	21-24	1.00	Business case				
	<b>Update Notes:</b> Study identifying the additional network capacity improvements needed for each subsequent step up in timetable frequency has been completed and is now being used to inform long-term programme development.										
	<b>Project Name:</b> National ticketing solution										
The Wellington Region’s implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.		Public transport Infrastructure	Planned – Significant – 2	16-23	44.32	Implementation					
<b>Update Notes:</b> Metlink continues to work with Waka Kotahi and Public Transport Authorities across New Zealand to work towards implementation of the NTS. Design of the aspects of the ticketing system which need to have national consistency is underway; this is required for Environment Canterbury’s NTS implementation which is expected in late 2024. Design for the national brand continues, with emphasis on te reo Māori. Greater Wellington’s NTS implementation date is still programmed for 2025. Metlink has commenced its transition planning.											
<b>Project Name:</b> Additional metro (electrified) rolling stock to meet future capacity requirements											
Additional rolling stock for the electrified Wellington network to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.		Public transport infrastructure	Planned – Significant – 3	21-24	78.45	Indicative business case					
<b>Update Notes:</b> Wellington Rail Programme Business Case has been formally submitted, but is yet to be considered by the Waka Kotahi Board. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted.											

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost	
Let's Get Wellington Moving early delivery	<b>Project Name:</b> Rail capacity step change (10-minute timetable)											
	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.		Public transport infrastructure	Planned – Significant-4	21-24	85.42	Indicative business case					
	<b>Update Notes:</b> Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is yet to be considered by the Waka Kotahi Board. Final scope will be clarified through project above (Additional Network Capacity Improvements).											
	<b>Project Name:</b> Let's Get Wellington Moving early delivery – Golden Mile											
	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.		Public transport infrastructure	Planned – Significant – 5	21-24	87.68	Pre-implementation					
	<b>Update Notes:</b> Construction funding secured from all partners. Construction start is likely in late 2023.											
	<b>Project Name:</b> Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed											
	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.		Road to Zero, Walking and cycling	Planned – Significant – 5	19-21	5.21	Implementation					
	<b>Update Notes:</b> Activity complete.											
	<b>Project Name:</b> Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay											
Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.		Public transport infrastructure	Planned – Significant – 5	19-23	55.30	Implementation						
<b>Update Notes:</b> Construction of Aotea Quay roundabout underway. Construction funding secured for Thorndon Quay / Hutt Road improvements.												
<b>Project Name:</b> Let's Get Wellington Moving managing travel demand												
Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes.		State highway improvements	Planned – Significant – 6	21-27	32.81	Implementation						
<b>Update Notes:</b> Expanded behaviour change teams recruited and scale-up of behaviour change programmes is underway.												
<b>Project Name:</b> Let's Get Wellington Moving mass rapid transit												
Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.		Public transport infrastructure	Planned – Significant – 6	19-35	630.21	Detailed business case						
<b>Update Notes:</b> Detailed business case work is progressing.												
Let's Get Wellington Moving												

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
	<b>Project Name:</b> Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)										
	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.		Walking and cycling, Public transport infrastructure	Planned – Significant – 6	19-30	246.73	Single-stage business case				
	<b>Update Notes:</b> A number of business cases are underway. Public consultation on options was completed in May / June. Business cases are now expected to be completed in early 2024.										
	<b>Project Name:</b> Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)										
	Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.		State highway improvements	Planned – Significant – 6	21-31	376.89	Detailed business case				
	<b>Update Notes:</b> Detailed business case work has started.										
	<b>Project Name:</b> Resilient port and multi-user ferry terminal access										
	Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.		State highway improvements	Planned – Significant – 7	21-26	160.00	Indicative business case				
	<b>Update Notes:</b> Only local road improvements are required to support the ferry terminal upgrade. The key supporting roading improvement is LGWM's Aotea Quay roundabout project, which is now under construction.										
Wellington State Highway Road to Zero Programme 	<b>Project Name:</b> Road to Zero LCLR speed management										
	Reductions of speed limits to a safe and appropriate speed.		Road to Zero	Planned – Significant – 8	21-31	2.83	Business case				
	<b>Update Notes:</b> SH2 (Wairarapa) speed limit reduce to 80km in rural sections.										
	<b>Project Name:</b> Road to Zero LCLR infrastructure										
	A programme of minor safety infrastructure improvements.		Road to Zero	Planned – Significant – 8	21-31	5.19	Business case				
	<b>Update Notes:</b> Three LCLR projects are in design. Nine LCLR projects are at the end of design and in physical works procurement processes. The rest of the LCLR projects are in construction.										
	<b>Project Name:</b> SH2 Remutaka										
	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.		Road to Zero	Planned – Significant – 8	21-23	28.36	Implementation				
	<b>Update Notes:</b> Stage 1 has received implementation funding. Stage 2 is in design.										
	<b>Project Name:</b> SH2 Hutt Valley										
	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips,		Road to Zero	Planned – Significant – 8	21-30	16.16	Implementation				

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost	
Eastern Porirua Regeneration 	improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades. <b>Update Notes:</b> One Intervention complete (i.e. Cornish St); One intervention is in implementation (Whakatiki to Fergusson Median Barrier); First stage of intersection upgrades is in design but there are design delays (reflected in the red indicator at right) which will impact the intersection upgrade programme.											
	<b>Project Name:</b> SH2 Masterton to Carterton corridor improvements, Norfolk Road and Ngaumatawa Road											
	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations. A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection. An urban roundabout standard safety intervention at the SH2 and Ngaumatawa Road intersection.		Road to Zero	Planned – Significant – 8	21-23	26.15	Implementation					
	<b>Update Notes:</b> Under construction.											
	<b>Project Name:</b> Eastern Porirua Regeneration project											
	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.		Local roads improvements, Walking and cycling	Planned – Significant – 9	21-31	69.92	Programme business case					
	<b>Update Notes:</b> Programme business case being led by Kainga Ora is currently underway. KO organised public consultation occurred early 2023. Consultation results have been discussed with the Steering Group and input in the Draft PBC. Requires input by WK as to next phases.											
	<b>Project Name:</b> Porirua bus hub improvements											
	Improvements to address health and safety, security concerns and accessibility challenges.		Public Transport Infrastructure	Planned – Significant – 9	21-24	5.77	Detailed design					
	<b>Update Notes:</b> Funding of \$5 million received through transport choices. Pre-implementation planning underway. This will include contractor engagement and detailed design. The delivery timeframe to meet the requirement of the transport choices funding requires detailed design to be submitted by September 2023 and the project to be complete by June 2024.											
<b>Project Name:</b> SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)												
Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.		State highway improvements	Planned – Significant – 9	23-27	31.00	Single-stage business case						
<b>Update Notes:</b> Identified as part of the emerging preferred programme for the Porirua Eastern Programme Business Case. This project's timing is now likely to be considered as part of NLTP 2024.												
<b>Project Name:</b> New charging and layover areas for electric vehicle fleet												
Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.		Public Transport Infrastructure	Planned – Significant – 10	23-24	4.31	Single-stage business case						
<b>Update Notes:</b> The POE (point of entry) is complete. We now have to identify the land. The land issue is at risk of delaying the project. No progress has been made since last report.												

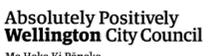
Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name: Riverlink improvements</b>											
	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.		Walking and cycling, Local roads improvements	Planned – Significant – 11	21-30	47.09	Single-stage business case				
	<b>Update Notes:</b> The Beltway connection to the CBD design work has progressed. Construction funding will be sought as part of the 2024-27 NLTP. The cycleway connection to the Riverlink walking and cycling bridge is in detailed design.										
<b>Project Name: Access Kenepuru</b>											
	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 roads improvements, Walking and cycling	Planned – Significant – 12	21-24	25.61	Implementation				
	<b>Update Notes:</b> Project is facing cost escalation but recent request for more funding has been approved by WK. Some value engineering required but hope to have at least the Rahia/Kenepuru roundabout and the shared paths projects out for tender to construct late 2023.										
<b>Paraparaumu Town Centre Connections</b> 	<b>Project Name: Paraparaumu Town Centre Connections – single-stage business case and east-west link</b>										
	Paraparaumu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparaumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.		Local roads improvements	Planned – Significant – 13	21-24	24.88	Single-stage business case				
	<b>Update Notes:</b> Funding approved by Waka Kotahi is \$500,000 for business case only. Pre implementation and implementation funding is identified as probable and KCDC is continuing with SSBC. Technical reports have been commissioned and findings will be taken into account into the road design and layout. Discussions are ongoing with the current owner of the property.										
	<b>Project Name: Paraparaumu Town Centre Connections – accessibility improvements</b>										
	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.		Local roads improvements	Planned – Significant -13	22-25	5.92	Construction				
	<b>Update Notes:</b> P5 (Transport Hub) construction, this project is not subsidised. Construction is well underway with the western plaza due for completion by September and the eastern plaza scheduled for completion in November.										

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Wellington Region Resilience Programme 	<b>Project Name:</b> Real-time information systems replacement										
	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.		Public transport infrastructure	Planned – Significant – 14	21-30	24.13	Implementation				
	<b>Update Notes:</b> A MSA was signed with NEC on 4 February and design is being finalised. Trial signs have already been ordered and arrived. Integration detailed architectural design is underway. Project mobilisation has started and project on track against budget and timelines.										
	<b>Project Name:</b> Cross Valley Connections										
	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.		Local roads improvements	Planned – Significant – 15	21-31	27.70	Single-stage business case				
	<b>Update Notes:</b> Initial work has commenced on train station accessibility and the Esplanade Optimisation business case has been completed. The Woburn and Hutt Road business cases and bus priority will commence in 2024/25. HCC will be looking to undertake the business case work for Gracefield Interchange and the new link road in the 2024-27 NLTP.										
	<b>Project Name:</b> SH1 and SH2 improved regional east-west access										
	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Grenada) and SH2 Petone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.		State highway improvements	Planned – Significant – 16	21-34	54.00	Indicative business case				
	<b>Update Notes:</b> This PBC, and other business case work, yet to commence.										
	<b>Project Name:</b> Chaytor Street retaining walls earthquake strengthening										
	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.		Local road improvements	Planned – Significant – 16	21-22	7.00	Implementation				
	<b>Update Notes:</b> Included in RLTP 2021-2024 but not included in 2021-2024 NLTP. Consent from Dec to April. Build from April to July.										
<b>Project Name:</b> Road resilience improvement – Grosvenor Terrace (RW237 and RW243)											
Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.		Local road improvements	Planned – Significant – 16	21-24	5.25	Implementation					
<b>Update Notes:</b> Included in RLTP 2021-2024 but not included in 2021-2024 NLTP.											
<b>Project Name:</b> Eastern Hutt Road retaining wall strengthening project											
Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.		Local roads improvements	Planned – Significant -16	21-23	5.00	Single-stage business case					

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Electric vehicle bus fleet 1 	<b>Update Notes:</b> HCC is progressing a business case looking at the resilience of Eastern Hutt Rd. Funding will be sought as part of the 2024 - 27 RLTP for projects that stem from the business case work.										
	<b>Project Name:</b> SH1 resilience – Ngauranga to SH58										
	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.		State highway improvements	Planned – Significant – 16	22-24	21.58	Detailed business case				
	<b>Update Notes:</b> Now being considered for NLTP 2024.										
	<b>Project Name:</b> SH2 resilience – Ngauranga to SH58										
	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.		State highway improvements	Planned – Significant – 16	22-23	25.21	Detailed business case				
	<b>Update Notes:</b> Now being considered for NLTP 2024.										
	<b>Project Name:</b> Mataikona Road improvements resilience project										
	Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.		Local roads improvements	Planned – Significant – 16	21-24	10.20	Single-stage business case				
	<b>Update Notes:</b> A single-stage detailed business case (SSBC) has been completed by Stantec, and has been endorsed by Council. The SSBC is currently being peer reviewed. Revised cost for the preferred option is estimated at 32.8 million. Next steps: <ul style="list-style-type: none"> <li>• Confirm with Waka Kotahi the recommended funding strategy for this project.</li> <li>• Seek SSBC approval from Waka Kotahi.</li> <li>• Update RLTP with recommended funding strategy</li> <li>• Include project for funding submissions 2024-2027 National Land Transport Plan.</li> </ul>										
<b>Project Name:</b> Electric vehicle bus fleet 1 – Electric vehicle growth buses											
Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.		Public transport infrastructure	Planned – Significant – 17	21-24	31.47	Single-stage business case					
<b>Update Notes:</b> Six of the Transit growth buses delivered by June 2023. The remaining three will be delivered by Aug 2023. Sixteen NZ Bus (Kinetic) growth buses will be delayed until early 2026. The budget will be put towards articulated buses. The Mana growth bus will be delivered in the FY24/25.											
<b>Project Name:</b> Waterloo Station – Priority Development Area											
Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development		Public transport infrastructure	Planned – Significant – 18	23-27	15.25	Detailed business case					
<b>Update Notes:</b> A concept study has been completed for the project to redevelop Waterloo Station into a mixed-use transport/commercial Transit Oriented Development, and a commercial investigation is being completed. Greater Wellington are working closely with key partners including Hutt City Council, KiwiRail and Kāinga Ora to prepare commencement of reference design and master planning for the precinct. This will commence in the latter half of the 2023/24 financial year.											

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name:</b> Level crossing safety upgrades											
	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.		Public transport infrastructure, Local roads improvements	Planned – Significant – 19	21-24	51.39	Indicative business case				
<b>Update Notes:</b> Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until later in 2023. WMUP 7 Network Capacity Study is nearing completion, and provides key option analysis for this Indicative Business Case. This will be transferring to a KiwiRail led initiative in the next RNIP / NLTP.											
<b>Project Name:</b> East corridor – Evans Bay stage 2											
	Create a protected bike lane linking recently upgraded sections of cycleways.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Walking and cycling	Planned – Significant – 20	21-23	5.00	DBC / Pre-implementation				
<b>Update Notes:</b> Pre-implementation funding approved – detailed design is progressing with construction planned for late 2023.											
<b>Project Name:</b> Tupua Horo Nuku Eastern Bays shared path											
	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.		Walking and cycling	Planned – Significant -21	21-27	14.50	Implementation				
<b>Update Notes:</b> Construction of Tupua Horo Nuku has commenced and is due to be completed in March 2026.											
<b>Project Name:</b> Speed management programme (Wellington City)											
	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Road to Zero	Planned – Significant – 22	22-24	8.00	Single-stage business case				
<b>Update Notes:</b> Council will be further considering speed limit changes around the city later in 2023.											
<b>Project Name:</b> Rail infrastructure resilience upgrades											
	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.		Public transport infrastructure	Planned – Significant – 23	21-24	45.39	Indicative business case				
<b>Update Notes:</b> Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023. WMUP 7 Network Capacity Study is nearing completion. KiwiRail is undertaking more detailed analysis on the condition and the performance of the network, to establish a backlog investment proposal within the next RNIP. In addition, detailed design is being developed for the higher risk slopes across the Wellington Network. This will provide key option and cost analysis for this Business Case. This will be transferring to a KiwiRail led initiative in the next RNIP / NLTP.											
<b>Project Name:</b> Newtown – Berhampore cycleways											
	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Walking and cycling improvements	Planned – Significant – 24	21-27	24.80	Implementation				

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Update Notes:</b> WCC has had Streets for People funding approved for a transitional project. The final project will be a LGWM responsibility.											
<b>Project Name:</b> Porirua CBD to Titahi Bay shared path – Stage 2: Wi Neera to Onepoto											
Construct a shared cycling and pedestrian pathway, improve coastal resilience improvements, and restore more natural harbour margin, enhancing landscape, natural character and ecological values along Titahi Bay Road.			Walking and cycling	Planned – Significant – 25	21-23	16.40	Implementation				
<b>Update Notes:</b> Resource consent for the shared pathway approved in April 2023 and request for additional funding approved in July 2023 for the pre-implementation phase. Implementation now scheduled within the NLTP 2024-27 funding period. The total estimated cost is now \$16.4m.											
<b>Project Name:</b> Tawa to Johnsonville Connection cycleway											
Create protected bike lanes on regionally significant routes.			Walking and cycling	Planned – Significant – 26	23-24	12.36	Single-stage business case				
<b>Update Notes:</b> Tenders have closed, in process of awarding contact for professional services to undertake an IBC. This is expected to be complete by end of Dec 2023, before commencing the DBC in 2024.											
<b>Project Name:</b> 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	Planned – Significant – 27	21-29	11.47	Single-stage business case				
<b>Update Notes:</b> Probable funding for single-stage business case. No updates from the last progress report.											
<b>Project Name:</b> Wellington Regional Hospital travel demand management initiative											
A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor). \$3.33m contribution from CCDHB.			Public transport services	Planned – Significant – 28	21-30	5.44	Implementation				
<b>Update Notes:</b> Wellington Regional Hospital staff interested in personal journey planning were self-identified via the annual staff travel survey (December 2022-January 2023). The appointment of a Travel Planner at 0.5 FTE, in the Capital, Coast and Hutt Valley Transport and Travel team based at Wellington Hospital in Newtown, has enabled personalised journey planning to commence via the GW Call Centre. Procurement of a carpool service has been further delayed due to procurement resourcing at GW. The revised timeline is to go to market in July 2023 and award the contract by October 2023.											
<b>Project Name:</b> SH1 Ngauranga Gorge improvements (walking and cycling)											
Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.			Walking and cycling	Planned – Significant – 29	21-22	4.23	Single-stage business case				
<b>Update Notes:</b> Now part of the LGWM programme (City Streets). Still at the SSBC stage.											
<b>Project Name:</b> Cycling micro-mobility											
Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.			Walking and cycling	Planned – Significant – 30	21-26	15.35	Single-stage business case				
<b>Update Notes:</b> Design work has progressed on Taita, Avalon and Wainuiomata projects with construction due to be completed by June 2024.											

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name:</b> Totara Park Road and SH2 intersection capacity increase											
	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.		Local road improvements	Planned – Significant – 31	21-22	2.42	Implementation				
<b>Update Notes:</b> NLTP Unfunded. No updates from the last progress report.											
<b>Project Name:</b> SH1 Tawa through CBD – Interim optimisation measures											
	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let’s Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.		State highway improvements	Planned – Significant – 32	21-25	34.22	Pre-implementation				
<b>Update Notes:</b> Now being considered as part of 2024-27 SHIP											
<b>Project Name:</b> Silverstream pipe bridge											
	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.		Walking and cycling	Planned – Significant – 33	22-23	11.00	Implementation	N/A	N/A	N/A	N/A
<b>Update Notes:</b> No funding from Waka Kotahi or Hutt City Council – this is proceeding through Wellington Water (through the usual Greater Wellington funding). Updates on progress of the Silverstream pipe bridge can be found on the Wellington Water Facebook page and website.											
	<b>Project Name:</b> Electric vehicle bus fleet 2 – Electric vehicle conversion of double-decker diesel buses										
	Convert seven of Transitz’s large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.		Public transport infrastructure	Planned – Significant – 34	21-24	2.88	Single-stage business case				
	<b>Update Notes:</b> Original POE BC was not approved. A single Double Decker (DD) bus was successfully converted. Based on this conversion & now that the costs are known, the project is currently under review due to economics of the process.										
	<b>Project Name:</b> Accelerated rollout of street lighting LEDs and CMS										
	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.		Local road improvements	Planned – Significant – 35	21-31	3.72	Implementation				
<b>Update Notes:</b> NLTP Unfunded – Project has come to a standstill as all resources are allocated to the spigot removal. There are a number of poles that have COC in waiting for livening. Will refocus once spigot removal project is complete.											
<b>Project Name:</b> Wellington City Council cycleway											
	Long-term permanent solutions to implement the Wellington Cycling Master Plan.		Walking and cycling	Planned – Significant – 36	21-23	65.57	Implementation				
<b>Update Notes:</b> Bike Network Plan approved by Committee 10 March 2022. Programme Business Case endorsed by Waka Kotahi in August 2022.											

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name:</b> Accelerated cycleway programme											
	Deliver low cost, tactical solutions across the strategic cycling network.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Walking and cycling	Planned – Significant – 37	21-23	24.31	Implementation				
<b>Update Notes:</b> Newtown to Waterfront completed July 2023 and Botanic Garden to Waterfront completed March 2023. Aro Valley and Ngaio traffic resolutions approved, construction start early August 2023.											
<b>Project Name:</b> Smarter connections											
	Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	 <b>Greater Wellington</b> Te Pane Matua Taiao	Public transport infrastructure	Planned – Significant – 38	23-24	6.10	Single-stage business case				
<b>Update Notes:</b> Wellington Rail Programme Business Case has been formally submitted to Waka Kotahi, but is likely to be delayed going to the Waka Kotahi Board for endorsement until mid-2023.											
<b>Project Name:</b> Wellington Cable Car structures strengthening											
	Strengthen structures that support the Wellington Cable Car.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Local road improvements	Planned – Significant – 39	21-23	6.90	Single-stage business case				
<b>Update Notes:</b> NLTP Unfunded											
<b>Project Name:</b> Legacy Property Acquisition – Wellington											
	This activity is about the ongoing property acquisition by Waka Kotahi to ensure it meets its statutory and legal obligations for property by gazetting areas properly on the network. It is also ensuring property activity is appropriately managed and delivered throughout its tenure as a Waka Kotahi asset. Waka Kotahi is now looking to be actively responsive in this space; previously this has been funded retrospectively.	 <b>WAKA KOTAHI</b> NZ TRANSPORT AGENCY	State highway improvements	Planned – Significant – 40	21-24	6.30	Implementation				
<b>Update Notes:</b> Included by way of variation 7 Sept 2021.											

### Update on Committed Activities in the Wellington RLTP Programme of Activities 2021-24 | 1 January – 30 June 2023

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name: Matangi 1 trains and rail upgrades - debt servicing (\$23m)</b>										
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.		Public transport infrastructure	Committed	21-32	20.12	Implementation				
<b>Update Notes:</b> Trains all delivered.										
<b>Project Name: Matangi 2 trains - debt servicing</b>										
Procurement of 35 additional Matangi units from Hyundai Rotem.		Public transport infrastructure	Committed	21-40	86.71	Implementation				
<b>Update Notes:</b> Trains all delivered.										
<b>Project Name: Longer-distance rolling stock and service improvement</b>										
Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawātū lines with a fleet of 15 four-car units, with supporting improvements to maintenance facilities, stations and network infrastructure.		Public transport infrastructure	Committed	20-28	4.25	Detailed business case				
<b>Update Notes:</b> Funding for project from Government announced in May as part of Budget 2023. Procurement planning and team establishment for this project is now underway.										
<b>Project Name: Unlocking capacity and improving resilience infrastructure</b>										
Infrastructure network capacity improvements on the Wellington metro railway network (over the next four years) to remove key network constraints and to improve peak service frequency and capacity and provide a higher quality passenger rail service.		Public transport infrastructure	Committed	18-23	69.40	Implementation				
<b>Update Notes:</b> Cost increases are placing pressure on this project. We are now managing the rail infrastructure projects as a programme of work and are looking at cost and scope options across the programme. A further cost scope adjustment has been submitted to deliver the required substation upgrades. Obtaining this additional funding, and delivery of the substation upgrades is now on the critical path for the change in peak service frequencies. Looking like service change will be delayed until at least 2026 now.										
<b>Project Name: Wellington metro rail track infrastructure—catch-up renewal</b>										
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.		Public transport infrastructure	Committed	18-24	147.18	Implementation				
<b>Update Notes:</b> Cost increases are placing pressure on this project. We are now managing the rail infrastructure projects as a programme of work and are looking at cost and scope options across the programme.										

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name: Transport analytics (across the Wellington Region) - Model build - Greater Wellington share</b>										
Updating of the Regional Strategic Transport Model to ensure behavioural assumptions are up to date, improve confidence in the modelling system and provide more efficient information to decision makers.		Investment management (incl. transport planning)	Committed	19-26	1.00	Implementation				
<b>Update Notes:</b> The update is 95% complete, with the new modelling suite already being used for Let's Get Wellington Moving. The project will be completed by December 2023, with the longer time to complete a result of resources being diverted to support LGWM.										
<b>Project Name: Hutt City Cycling &amp; Micro-mobility Connectivity Assessment</b>										
Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.		Walking and cycling	Committed	19-21	0.37	Single-Stage Business Case				
<b>Update Notes:</b> Completed and endorsed by Waka Kotahi for funding.										
<b>Project Name: NZ Upgrade Programme SH2 Melling – Riverlink</b>										
Transport improvements at Melling will provide for a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley. The Melling Transport Improvements are part of RiverLink - a partnership between Hutt City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency working together with our Mana Whenua partners – Ngāti Toa Rangatira and Taranaki Whānui ki te Upoko o te Ika - to deliver three separate but interdependent projects: Flood protection, the Making Places Urban Development Plan, and Melling Transport Improvements.		External Funding	Committed	20-26	394.00	Implementation				
<b>Update Notes:</b> Former Melling intersection optimization improvements have been incorporated into the Riverlink Project. Riverlink is currently in the pre-implementation phase process with implementation still expected to begin from late 2023. Total phase cost of \$349M, which is the State Highway and NZUP contribution to the Riverlink Project.										
<b>Project Name: NZ Upgrade programme SH58 safety improvements – Stage 2</b>										
Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradley 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.		External Funding	Committed	20-23	340.00	Implementation				
<b>Update Notes:</b> Project description is incorrect. The SH58 Safety Improvements are being staged as follows: Stage 1 SH2 to Mount Cecil Road (completed); Stage 2A Mount Cecil Road to Moonshine Road (nearly completed construction); Stage 2B Moonshine Road to TG is now in consenting. Stage 2B NoR has been notified. Implementation of Stage 2B is expected in early 2024. Total phase cost of \$340M.										
<b>Project Name: Weigh Right Mackays Crossing</b>										
Replacement weigh station for Plimmerton.		State highway improvements	Committed	17-23	1.54	Implementation				
<b>Update Notes:</b>										
<b>Project Name: Wellington RoNS (5) – Transmission Gully</b>										
A new expressway between Mackays Crossing and Linden		State highway improvements	Committed	09-21	902.63	Post-construction				
<b>Update Notes:</b> Now in post construction phase.										

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name: Wellington RoNS (6) – SH1 Mackays to Peka Peka Expressway</b>										
Design and construction of a new 18-km four-lane SH1 built to expressway standards between Poplar Avenue and Peka Peka Road, including rehabilitation of the existing SH1 through to Mackays Crossing for safety and efficiency purposes.		State highway improvements	Committed	10-21	17.21	Post-construction				
<b>Update Notes:</b> The old state highway between Mackays Crossing and Peka Peka is currently being revoked. The process of revocation removes the status of state highway and its management under the NZ Transport Agency, transferring it to the Kāpiti Coast District Council as a local road.										
<b>Project Name: Wellington RoNS (7) – SH1 Peka Peka to Ōtaki Expressway</b>										
Revocation of the old SH1 from Peka Peka to Ōtaki. This activity is the development of this section of the Wellington RoNS.		State highway improvements	Committed	15-26	91.35	Construction				
<b>Update Notes:</b> Now operational. Revocation processes underway.										
<b>Project Name: Te Ara Tupua Ngā Ūranga – Pito-one</b>										
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.		Walking & cycling, State highway improvements	Committed	20-23	289.00	Implementation				
<b>Update Notes:</b> Now in construction										
<b>Project Name: Wellington cycle network – Evans Bay Stg1 (Eastern package)</b>										
Package of cycling improvements associated with the eastern suburbs UCP package.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Walking & cycling	Committed	18-21	2.25	Implementation				
<b>Update Notes:</b> Last section of Stage 1 cycleway between Little Karaka Bay and Weka Bay under construction – started April 2023 and expected completion Sept 2024.										
<b>Project Name: Emergency works, July/August 2017</b>										
Slips clearance, scaling, geotechnical investigation, engineering consultancy, barrier placements and design and build of solutions to mitigate risk at two significant slip sites on Ngaio Gorge Road.	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Local road maintenance	Committed	17-22	7.79	Construction completed				
<b>Update Notes:</b> Project complete in June 2023. Project review and lessons learned underway.										

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