



If calling, please ask for Democratic Services

## Regional Transport Committee

Tuesday 5 December 2023, 1.00pm

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

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**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>.

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<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.

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<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

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Tuesday 5 December 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 on 19 September 2023</a>	23.493	5
5.	<a href="#">Review of the Wellington Regional Land Transport Plan 2021 – revised timeframe and initial emission assessment</a>	23.631	8
6.	<a href="#">Financial Year 2022-23 Annual Monitoring Report on the Wellington Regional Land Transport Plan 2021</a>	23.632	36
7.	<a href="#">KiwiRail Update – December 2023</a>	23.636	75
8.	<a href="#">Metlink update – December 2023</a>	23.613	88



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 5 December 2023.

Report 23.493

## Public minutes of the Regional Transport Committee meeting on Tuesday 19 September 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 1.00pm.

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### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair) (from 1.01pm)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Caffell	Masterton District Council
Mayor Connelly	South Wairarapa District Council
Councillor Edwards	Hutt City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Mayor Holborow	Kāpiti District Council
Hon. Mayor Mark	Carterton District Council
Councillor Pannett	Wellington City Council
Emma Speight	Waka Kotahi NZ Transport Agency

David Gordon participated at the meeting remotely via MS Teams.

### Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

Moved: Cr Pannett / Mayor Holborow

That the Committee accepts the apology for lateness from Councillor Ponter.

The motion was **carried**.

**2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

**3 Public participation**

There was no public participation.

Councillor Ponter arrived at the meeting at 1.01pm at the end of the above item.

**4 Confirmation of the Public minutes of the Regional Transport Committee meeting of 13 June 2023 - Report 23.275**

Moved: Mayor Caffell / Cr Edwards

That the Committee confirms the Public minutes of the Regional Transport Committee meeting of 13 June 2023 - Report 23.275

The motion was **carried**.

**5 Review of Wellington Regional Land Transport Plan 2021: Investment priorities and prioritisation methodology – Report 23.455**

Shan Lu, Principal Strategic Advisor and Grant Fletcher, Head of Regional Transport, spoke to the report.

Moved: Cr Ponter / Mayor Holborow

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.

The motion was taken in parts. Part 1 was put and was **carried**. Part 2 was put and was **carried**. Parts 3 and 4 were put and were **carried**. Part 5 was put and was **carried**.

Mayor Connelly requested that his vote against Part 2 of the motion be recorded.

Mayor Mark requested that his abstention on all parts of the above motion be recorded.

**6 Waka Kotahi NZ Transport Agency update – September 2023 – Report 23.474** [For Information]

Emma Speight, Director, Waka Kotahi NZ Transport Agency, spoke to the report, and tabled an updated Attachment 1.

**7 KiwiRail Update – September 2023 – Report 23.475** [For Information]

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

**Noted:** The Committee referred the issue of funding of infrastructure to the Wellington Regional Leadership Committee for consideration.

**8 Progress Report on the Wellington Regional Land Transport Plan Programme of Activities (2021-24 (January-June 2023) – Report 23.465** [For Information]

Rose Wunrow, Strategic Advisor spoke to the report.

## **Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga.

The meeting closed at 2.46pm.

Councillor A Staples

**Chair**

Date:

**Regional Transport Committee**  
**5 December 2023**  
**Report 23.631**



**For Decision**

## **REVIEW OF WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021: REVISED TIMEFRAME AND INITIAL EMISSION ASSESSMENT**

**Te take mō te pūrongo**

### **Purpose**

1. To advise the Regional Transport Committee (the Committee) on:
  - a the required completion date for the Wellington Regional Land Transport Plan (RLTP) 2021 mid-term review,
  - b the proposed consultation approach,
  - c progress of the Wellington Transport Emission Reduction Pathway.

**He tūtohu**

### **Recommendations**

That the Committee:

- 1 **Notes** the deadline for submission of the Wellington Regional Land Transport Plan (RLTP) 2021 mid-term review to Waka Kotahi NZ Transport Agency has been extended from 30 April 2024 to 14 June 2024.
- 2 **Agrees** the revised timeframe for the mid-term review of the Wellington RLTP 2021.
- 3 **Agrees** the consultation approach as set out in Attachment 1 – Proposed consultation approach for the Wellington RLTP 2021 mid-term review.
- 4 **Notes** the development progress of the Wellington Transport Emissions Reduction Pathway.

**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 RLTP every six years and for a review of that plan during the six-month period immediately prior to the expiry of the third year of the plan.

4. The Committee approved the scope, timeframes, and key tasks for the mid-term review of the Wellington RLTP 2021 on 7 March 2023 (*Report 23.44 – Review of Wellington Regional Land Transport Plan 2021*).
5. Progress and key decisions for the mid-term review to date are listed below.

Step	Methods	Regional Transport Committee Decision
<p><b>STEP 1: Strategic direction and policy scan</b></p> <p>Initiate RLTP Review and confirm that the 30-year strategic framework, vision, and strategic objectives described in the current RLTP remain valid.</p>	<p>Trend, Issues and Pressures report</p> <p>Public attitude survey</p> <p>Environmental scan report</p>	<p><b>Endorsed</b> the scope, timeline, and key tasks of the review (7 March 2023)</p> <p><b>Agreed/Confirmed</b> framework, vision, and strategic objectives (19 September 2023).</p>
<p><b>STEP 2: 10- year ‘Transport Investment Priorities’ review</b></p> <p>Confirm headline targets and priorities against the long-term system outcomes in order to develop the regional programme.</p> <p>Prioritise submitted activities against these reviewed targets and priorities.</p>	<p>Problem statement review</p> <p>Policy review</p> <p>System mapping</p> <p>Scenario build</p> <p>Priority weighting review</p> <p>Assessment of significant projects against priorities</p>	<p><b>Agreed</b> priorities and weightings and other key changes to the RLTP front end if required (19 September 2023).</p> <p>The Committee workshopped significant activity prioritisation to establish a prioritised list of significant projects (13 November 2023)</p>

6. The original deadline for the RLTP submission was 30 April 2024, and the timeframe as originally proposed was:
  - a Agree final draft regional programme for years 3-6 of RLTP (December 2023)
  - b Agree priority of ‘significant’ projects (if needed, December 2023)
  - c Confirm consultation requirements and process (December 2023)
  - d Consultation (if needed, December 2023 - February 2024)
  - e Recommend final Review to Greater Wellington Regional Council for adoption (March 2024)

## Te tātaritanga Analysis

### ***Deadline for submission of RLTPs extended to 14 June 2024***

7. Individual approved organisations (AOs) submitted their draft transport programme 2024-27 by 29 September 2023 for inclusion in the RLTP. Waka Kotahi also released the State Highway Investment Proposal (SHIP) on 29 September 2023. The draft SHIP

includes proposed state highway activities and other activities led by Waka Kotahi in the Wellington region and is a key input into the Wellington RLTP 2024-27 programme.

8. On 20 October 2023, Waka Kotahi advised that the deadline for regions to submit their RLTPs has been extended from 30 April 2024 to 14 June 2024. The date of the adoption of the National Land Transport Programme (NLTP) will move from 30 June to 31 August 2024.

**Recognised uncertainties**

9. While, to date, the review has progressed as scheduled, there are potential uncertainties for the development of the Wellington RLTP 2021 mid-term review. These include the potential for the delayed release of the final Government Policy Statement on Land Transport (GPS) 2024-34 due to the formation of the new government, and the changes arising from individual councils’ Long-Term Plan (LTP) processes. These are expanded on in the table below.

What is the uncertainty?	Why is this an issue?	What will this impact on?	How might we respond?
Revised GPS	RLTP must be consistent with the GPS	Front end of the mid-term review	New GPS alignment assessment - Currently staying consistent with the Ministry of Transport’s enduring Outcomes Framework. - The investment priority emphasis maybe different.
	NLTP must give effect to the GPS SHIP update due to GPS changes	RLTP programme	Work to a tight end deadline, allowing for the longest possible time to respond prior to finalisation. (Timings may not fully align with RLTP development timeline.)
LTP process	Individual AO transport programme changes	RLTP programme	

10. Staff understand that the earliest release date for the new GPS is the end of December 2023, but that there is a risk this may be further delayed into March 2024. If this is the case, the June 2024 submission deadline for RLTPs may come under pressure. Staff will continue to work with Waka Kotahi to manage this risk.

**Revised timeframe**

11. Considering the likely timing of the new GPS, the updated SHIP and transport programmes, and the extension of the deadline for submission of RLTPs, staff have revised the remaining key dates. These include when the Committee will consider the draft mid-term review of the Wellington RLTP 2021 for public consultation.

Key date	Item	Decision
8 February 2024	Approval sought for consultation	Regional Transport Committee approval of the draft consultation summary and engagement approach
14 February – 15 March 2024 (31 days)	Consultation	
16-18 April 2024	Hearings	Hearings committee agree any proposed changes to the draft plan
16 May 2024	Approval for final plan	Regional Transport Committee approval of the final plan
June 2024*	Potential out-of-cycle RTC meeting	*To adopt late changes due to government changes.
11 June 2024	GW approval	Council approval of final plan
14 June 2024	RLTP submission	RLTP submit to Waka Kotahi

### ***Consultation approach***

12. Compared to the full RLTP development process, the RLTP review process affords Regional Transport Committee’s much more flexibility in deciding whether consultation is required. There are fewer legislative requirements set out in the LTMA for RLTP reviews than there are for RLTP development. The LTMA’s only requirement for consultation on a review is that “in carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.”
13. Staff propose that a consultation is undertaken as part of the RLTP review. This recommendation is suggested because of the potential impact on the region of proposed activities, the high level of community interest in this topic (as shown by the high number of responses in the January 2023 survey), the considerable cost associated with delivering the activities of the RLTP, and the number of new significant activities proposed by the region for consideration in the review.
14. Staff are proposing the use of the Greater Wellington online submission platform, with an opportunity to be heard at oral hearings in May 2024.
15. The full details of the consultation approach are provided in [Attachment 1](#) – Approach to consultation on the Wellington RLTP 2021 mid-term review.

### ***Emission reduction***

16. Waka Kotahi has released the latest version of the Climate Assessment of Transport Investments (CATI) tool. This high-level tool was developed to inform local and regional government, and Waka Kotahi discussions of the emissions potential of proposed transport activities. The tool uses the activity class, work category, and proposed spend for each activity (based on the data for transport activities submitted into the Transport Investments Online [TIO] portal). The CATI tool is particularly useful to guide thinking at the early stage of activity development.

17. Based on activity class and work category, each activity is assigned a CATI rating on a scale from -3 (potential to produce high emissions) to +3 (potential to reduce emissions). Regional councils nationwide have been encouraged to use this tool to assess their proposed transport portfolios for the RLTP 2024-27 programme, and the expectation is that Waka Kotahi will also assess submitted programmes with the CATI tool as part of their NLTP discussions.
18. Based on the information submitted in TIO from Wellington region AOs, Greater Wellington has conducted a preliminary assessment of the draft RLTP 2024-27 programme with the CATI tool (for all activities). The overall weighted CATI score for the draft RLTP 2024-27 programme (including low cost, low risk and maintenance, operations, and renewals activities) is 0.91, a result that shows the overall programme has the potential to reduce emissions.
19. While CATI provides a high-level result to inform early thinking around the emissions potential of transport activities, more in-depth work continues in the Wellington region to understand how regional transport activities influence emissions reduction and vehicle kilometres travelled reduction targets.
20. In June 2023, the Regional Transport Committee endorsed the development of a Wellington Transport Emissions Reduction Pathway (WTERP), which will set out the pathway that will help our region achieve the transport emissions reduction target set in the Government's Emissions Reduction Plan. The WTERP also informs the transport content in the Wellington Regional Leadership Committee's Regional Emissions Reduction Plan, which focuses on emissions reduction across multiple sectors and is anticipated to be finalised in March 2024.
21. The WTERP outlines interventions over three broad areas of focus:
  - a Less car-centric cities and towns, in turn broken into the following four sub-groupings:
    - i Public transport
    - ii Urban planning and design
    - iii Travel demand management
    - iv Behaviour change.
  - b Cleaner fleet, focused on decarbonisation of the vehicle fleet – especially the public transport fleet.
  - c Smarter freight, focused on developing a strategic pathway for medium to long-term mode shift away from road freight to a greater share for rail (and coastal shipping, where appropriate).
22. An important subset of actions in the first category involves getting the region's public transport network to a state whereby it can support rapid transit. In the case of rail, this includes infrastructure and capacity upgrades (as well as new rolling stock), and in the case of the bus network, the identification and protection of designated bus lanes. This will require sustained investment and commitment by central and local government over the next decade.

23. A key message is that over the long term, urban form will play a critical role. Dispersed, car-dependent growth will make it more difficult to meet emissions reduction targets, while more compact growth, combined with a full suite of public transport and travel demand management interventions will enable the region to move towards a lower energy, more resilient and liveable urban form fit for the future.

#### **Ngā hua ahumoni**

##### **Financial implications**

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

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

##### **Implications for Māori**

25. 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 review of the RLTP 2021.

#### **Te huritao ki te huringa o te āhuarangi**

##### **Consideration of climate change**

26. 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.

#### **Ngā tikanga whakatau**

##### **Decision-making process**

27. 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.
28. 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**

29. 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**

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

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

31. The draft programme of transport activities will be brought to the Committee for consideration on 8 February 2024, before being released for public consultation.

32. Staff will speak to the presentation contained in [Attachment 2](#) at this Committee meeting.

### **Ngā āpitihanga**

#### **Attachments**

<b>Number</b>	<b>Title</b>
1	Proposed consultation approach for the Wellington RLTP 2021 mid-term review
2	The review of Wellington RLTP 2021 update - 5 Dec 2023

### **Ngā kaiwaitohu**

#### **Signatories**

Writers	Shan Lu – Principal Strategic Advisor Catherine Knight – Principal Strategic Advisor
Approvers	Aviette Musin – Head of Regional Transport (Acting) Luke Troy – Kaiwhakahaere Matua Rautaki   General Manager Strategy

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

## Attachment 1 to Report 23.631

### **Update for Regional Transport Committee on proposed approach for consultation on the Review of the 2021 Regional Land Transport Plan – for consideration by Regional Transport Committee at December 05 2023 meeting**

This update will provide information on the following:

1. Background
2. Engagement undertaken to date
3. Proposed consultation on the final draft.
  - 3.1 Prioritise use of Greater Wellington’s ‘Have your Say’ platform
  - 3.2 Key questions to be asked during the consultation
  - 3.3 Promotion of the consultation process
4. Timeline from consultation closing

#### **1. Background**

The Regional Land Transport Plan (2021) is being reviewed as per the requirements of the Land Transport Management Act 2003 (LTMA) to conduct a mid-term review. Consultation is required if there are significant changes to the programme. We are proposing to go out for consultation to enable a transparent approach for the region.

The LTMA states that; in carrying out the review, the Regional Transport Committee must have regard to the views of representative groups of **land transport users and providers**. This is taking place in two ways – through engagement prior to final draft, and through public consultation on the final draft RLTP review document.

#### **2. Engagement undertaken to date**

Engagement prior to final draft has to date been undertaken via:

- A public survey undertaken in January 2023 using the ‘Greater Say’ GW survey panel, which received over 2,000 responses and gave good insight into perspectives on lowering emissions and other key aspects of the current RLTP’s strategic direction.
- Targeted engagement to gain insight into the experiences of land transport users, including young people, disabled people (including wheelchair users and those who are blind/have low vision), freight providers, people living rurally, and active transport users. This was undertaken from March to September 2023 and provided insight into the ‘front-end’ review of the RLTP 2021 document.
- Perspectives of mana whenua groups have also been sought through links with GW’s Te Hunga Whiriwhiri team. Opportunities for collaboration with the Future Development Strategy consultation are also being explored.
- Working with council officers through their involvement in the Technical Advisory Group (TAG) meetings.

**Attachment 1 to Report 23.631**

The insights and perspectives collected in this development stage of the RLTP review have guided officers in the development of the strategic front-end of the RLTP review, particularly during the review of the weightings of the Transport Investment Priorities.

**3. Proposed public consultation of the final draft**

Officers are proposing that the following consultation process be undertaken to get formal feedback on the final draft, to take place over a 31-day period from 14 February to 15 March 2024. Oral hearings will follow this consultation period and will take place during April 2024. The consultation process is as follows:

*3.1 Utilise the Greater Wellington 'Have your Say' platform*

The consultation will run as an online survey using the existing online GW 'Have Your Say' online survey platform. This has several benefits, including that analytics are available as the engagement progresses. This enables promotion to be targeted and adapted during the process to best achieve a representative response from the region. It is also a respected and secure way of collecting responses.

There is an option to have users log in prior to submitting via the Have Your Say platform. While this is beneficial in that it limits the number of responses to one per email address (which ideally correlates to one response per person), it can reduce the number of responses overall. Additionally, some people are less likely to take the time to submit if they must prepare a login first. This is particularly true for some people who may not feel comfortable providing personally identifiable information via online platforms. The draw-back of this more open approach is that it can be 'hijacked' by groups with specific interests, who may try to skew the results of the survey in their favour by submitting multiple times. However, given the nature of RLTP, the benefits of allowing anyone to submit may be more beneficial than limiting responses to members of the public who have taken the time to create an account on the Have Your Say platform. Therefore, officers are proposing to have as few limitations as possible to allow more of our community to submit.

Paper-based submission forms will be available on request.

*3.2 Key questions to be asked during the consultation*

The following groups of questions are suggested for the survey:

- Collection of demographic information, including age, gender, ethnicity, where in the region they reside, and whether they are submitting as an organisation or as an individual.

Collecting demographic information allows us to confirm a representative spread of responses during the consultation.

- Questions relating to the order that has been given to the top 10 significant activities, as moderated by the Technical Advisory Group and workshoped with the RTC in the 13 November 2023 workshop.

Asking specifically about the proposed order of significant activities allows us to 'sense-check' the priority activities for our region and check that they are supported by a majority of respondents.

- An opportunity to provide other information through an open-ended question.

## Attachment 1 to Report 23.631

Any other information will gain qualitative information about the reasons why people have chosen to respond the way they have, as well as provide an opportunity for them to provide any other information.

### 3.3 Promotion of the consultation process

Officers propose the following advertising/promotional process to ensure as many people as possible are aware of the consultation window:

- Providing information sessions in the first week of the consultation process

Officers propose to have two information sessions in the first week of the consultation process. These will be online and are designed to 'demystify' the consultation process and provide additional oversight of the RLTP review process, as well as providing an opportunity for people to have questions answered.

- Promotion via GW and partner websites

A generic advertisement will be promoted through GW channels. Partner Organisations will also be able to promote the consultation through their own channels.

- Targeted online advertising

Targeted advertising is placed on well-visited websites such as Stuff.co.nz, Trademe.co.nz as well as social media sites (Facebook, X/Twitter, Instagram etc). These ads use analytics to promote RLTP consultation to different demographics to enable the best response. This means different groups can be targeted during the consultation window; if there are few people responding from one part of the region, more effort can be taken to promote to people in that area.

- Promotion through key stakeholder groups

Stakeholder groups will be contacted at the commencement of the consultation process to request their support in promoting the consultation through to their members. Stakeholder groups include those groups who have existing relationships with GW and other organisations, including those who were involved in the initial engagement (covering the five key areas identified above; freight, rural users, young people, disabled people and active transport users). **Officers and RTC members are welcome to suggest any additional groups who may wish to receive information.**

### 4. Timeline from consultation closing

Once the consultation has closed, all responses will be transferred to an independent third-party provider for analysis and review, with GW officers providing oversight of the process to ensure consistency and to provide any recommendations for changes following this process. A report will be provided to the committee overseeing the public oral submissions. The process for the establishment of the hearings committee, and the membership, will be confirmed at the RTC meeting on 8 February 2024. Following oral submissions, any final changes will be made to the RLTP review document before it is submitted for approval by RTC and then for sign-off by the GW Council.

# Wellington RLTP 2021 mid-term review Update

Wellington RTC  
5 December 2023

Catherine Knight – Principal Strategic Advisor  
Shan Lu – Principal Strategic Advisor



## Purpose

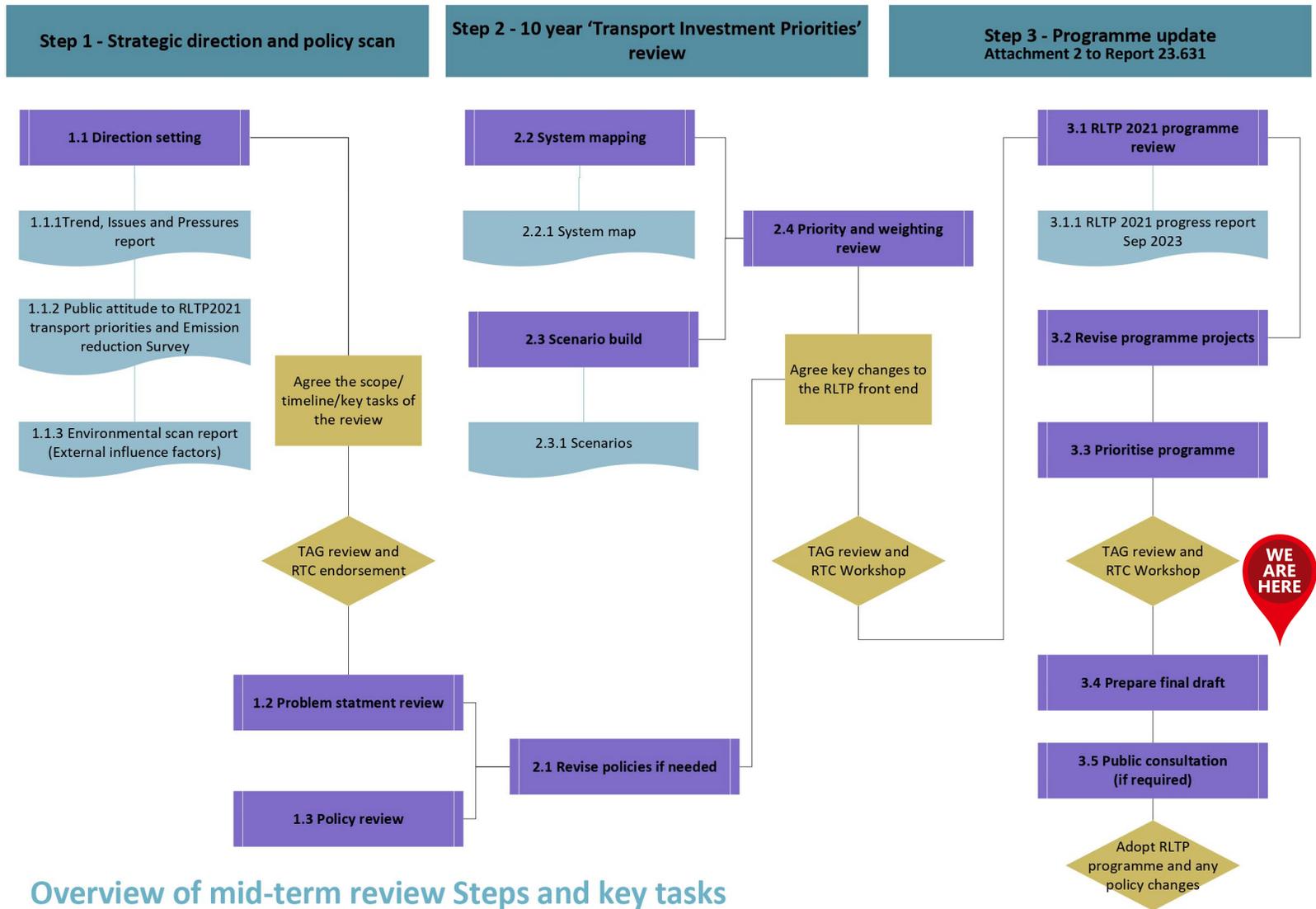
Attachment 2 to Report 23.631

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

- revised timeframe
- proposed consultation approach

To note the development progress of the Wellington Transport Emissions Reduction Pathway.

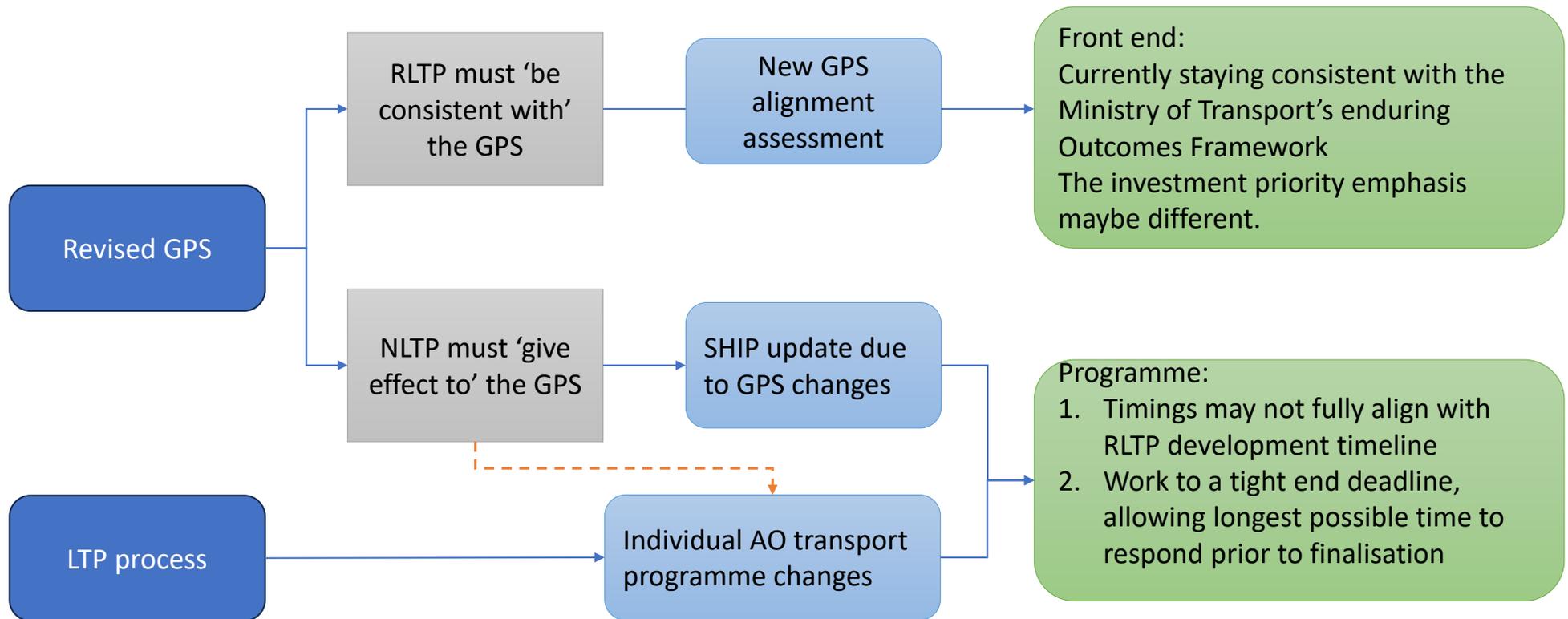
# Background



Overview of mid-term review Steps and key tasks

# Potential changes and uncertainties

Attachment 2 to Report 23.631



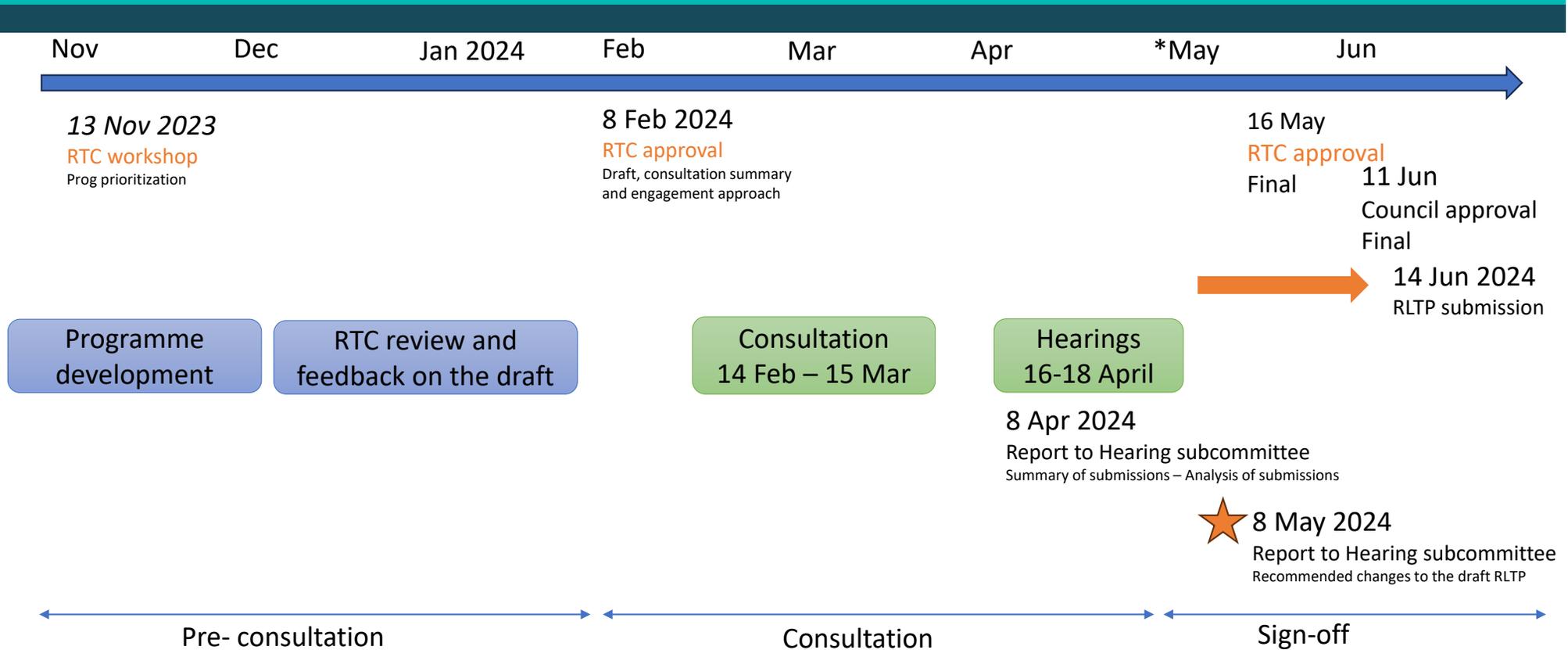
**What is the uncertainty?**

**Why is this an issue?**

**How might we respond?**

# Timeframe changes

Attachment 2 to Report 23.631



*\*The deadline (30 April 2024) to submit RLTPs following Regional Council approval has been extended to **14 June 2024**.*

## Proposed Consultation Approach

Attachment 2 to Report 23.631

- Propose that a **consultation** is undertaken as part of the RLTP review.
  - the potential impact on the region of proposed activities
  - the high level of community interest
  - the considerable cost associated with delivering the activities of the RLTP
  - the number of new significant activities proposed

# Proposed Consultation Approach

Attachment 2 to Report 23.631

- Promoting the Consultation (open 14 February to 15 March)
  - Online consultation survey via GW's 'Have Your Say' platform
  - Two information sessions in the first week to let people know what it means
  - Promotion via Facebook, online targeted advertising, and through established stakeholder groups who reflect the needs of transport users (i.e. freight, active transport users, rural transport users and schools)
- Key questions on the 'Have Your Say' survey will include:
  - Demographics collection (i.e. *age, location in region, organisation or personal submission, ethnicity, gender*)
  - Questions relating to the prioritisation of significant projects (support of top 10, any suggested moves up or down the ranking)
  - An open-ended question to gain insight to why they've proposed a move, or to capture any other thoughts

*Are other questions needed?*

## Evaluating the RLTP 2024-27 programme with the CATI tool Attachment 2 to Report 23.631

- This year, Waka Kotahi released their updated version of the Climate Assessment of Transport Investments tool.
- Using the activity class, work category, and three-year spend, the assessment provides an indicative evaluation of the climate impacts of activities on a scale from -3 (climate negative) to +3 (climate positive).

### Climate Assessment of Transport Investment (CATI)

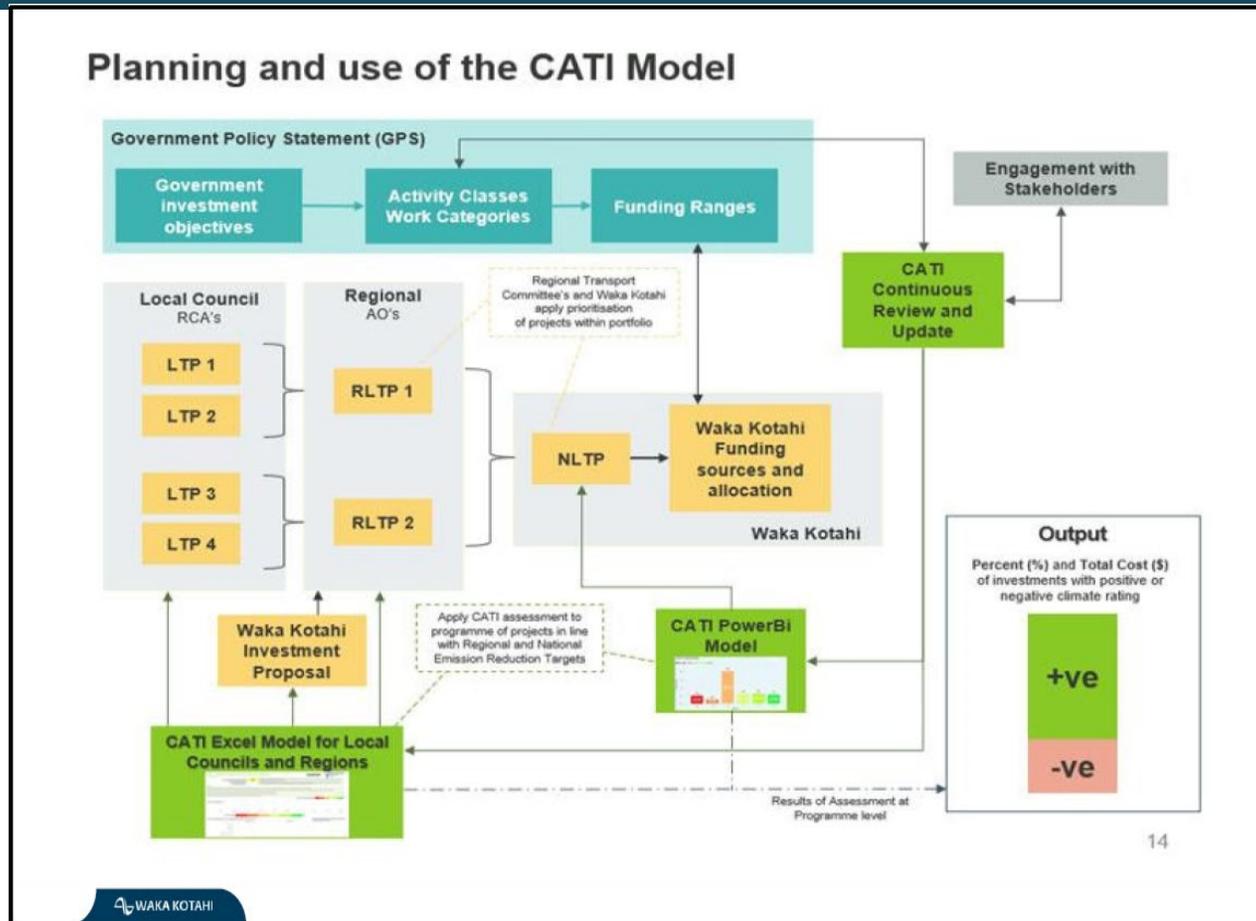
CATI is an Excel-based model designed to help Local Government NZ and Waka Kotahi NZ Transport Agency decision makers understand whether transport investment decisions will have a positive or negative impact on greenhouse gas emissions from transport usage.

The model is qualitative and based on limited data at early-stage decision making. It does not give an estimate of quantitative greenhouse gas emissions from each investment decision. Rather, each investment is assigned a rating from minus three (high potential emissions impact) through to plus three (low potential emissions impact). The portfolio of investments can then be assessed to indicate the overall greenhouse gas emissions impact it is likely to have.

- Based on the information in TIO, we have conducted a preliminary assessment of the RLTP 2024-27 programme with the CATI tool (for all activities). Activities that have multiple activity classes (e.g. local road improvements and walking & cycling) have these evaluated as separate line items.

# How will this result be used?

Attachment 2 to Report 23.631



# Preliminary CATI results – RLTP 2024-27

Attachment 2 to Report 23.631

- The CATI score for the RLTP 2021-24 programme was **0.46** (climate positive).
- The draft CATI score for the RLTP 2024-27 programme is **0.91**.



## Transport Emissions Reduction Pathway - update

Attachment 2 to Report 23.631

Two primary targets:

1. Reduce all road transport-generated carbon emissions by **35% by 2030** against a 2018 baseline (Regional Land Transport Plan goal)
  2. Reduce per capita light vehicle VKT by 25% by 2035 compared to 2019 baseline (national Emissions Reduction Plan derived goal).
- Context: All tier 1 councils required to develop a programme contributing to the national (ERP) goal to reduce transport emissions by **41% by 2035** (from 2019 levels), as set out in the national Emissions Reduction Plan (ERP) released in 2022.

## Focus areas

Attachment 2 to Report 23.631

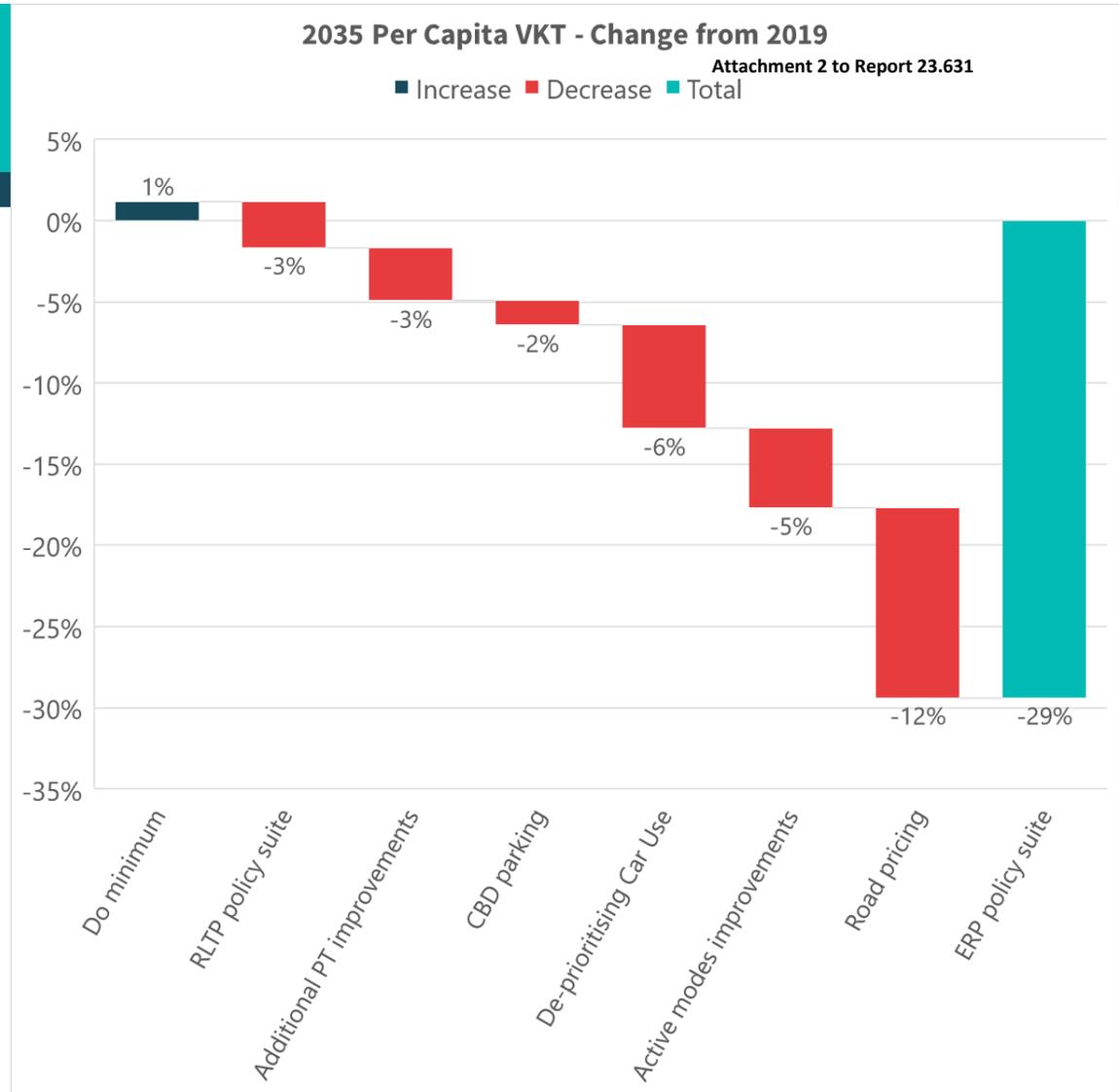
- Less car-centric cities and towns
  - Public transport
  - Urban planning and design
  - Travel demand management
  - Behaviour change
- Cleaner fleet
- Smarter freight

# What it will take – modeled suite of interventions

Attachment 2 to Report 23.631

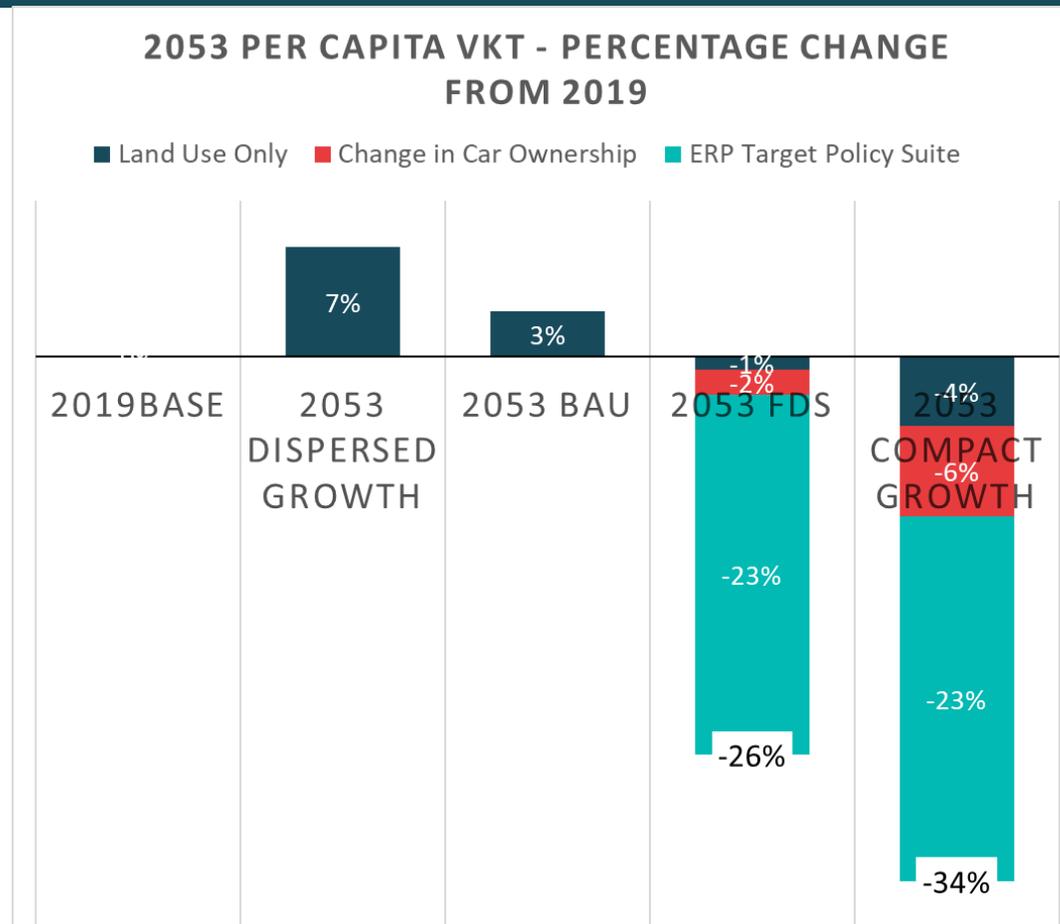
Interventions	Indicative of
<b>RLTP policy suite</b>	<ul style="list-style-type: none"> <li>• LGWM (bus priority, mass rapid transit to south)</li> <li>• Riverlink</li> <li>• Rail improvements</li> <li>• Cycle network expansion/improvement</li> <li>• Increased density in central locations (FDS, LGWM)</li> </ul>
<b>Additional public transport improvements</b>	<ul style="list-style-type: none"> <li>• Region-wide bus priority</li> <li>• Double bus frequency</li> <li>• Articulated buses with all-door boarding</li> <li>• Increase rail frequency by 25%</li> <li>• Half-price fares</li> </ul>
<b>CBD parking</b>	<ul style="list-style-type: none"> <li>• Increase Wellington CBD parking cost by 50%/parking capacity reduction</li> </ul>
<b>De-prioritising car use</b>	<ul style="list-style-type: none"> <li>• 30kph speed limit on all residential roads</li> <li>• Low-traffic neighbourhoods &amp; traffic circulation plans</li> <li>• Decrease in car ownership (as result of other interventions)</li> </ul>
<b>Additional active modes improvements</b>	<ul style="list-style-type: none"> <li>• Increased amenity for walking in low-traffic neighbourhoods</li> <li>• Strong support for micro-mobility</li> <li>• Increased uptake of cycling on quiet roads/shared spaces</li> <li>• Increased uptake of e-bikes</li> </ul>
<b>Road pricing</b>	<ul style="list-style-type: none"> <li>• Per km road pricing of 10c/km (as proxy for any form of road pricing)</li> </ul>
<b>ERP policy suite</b>	<ul style="list-style-type: none"> <li>• All of the above</li> </ul>

## What it will take – indicative modeling



# Land use scenarios to 2053: indicative modeling

Attachment 2 to Report 23.631



## Laying the groundwork forms backbone of Pathway

Attachment 2 to Report 23.631

- Planned railway network improvements that will enable the regional rapid transit network – not all funded
  - Advocate for better central government funding for PT provision as well as more streamlined processes for funding bids
  - Identify and protect public transport corridors for core PT network/future rapid transit network
  - Legislation to enable expanded road pricing (eg, congestion charging to discourage private vehicle use at peak times)
- These actions are critical but will only get us to the starting line – will not lead directly to VKT/emissions reduction

## Potential timeline for sign-off

Attachment 2 to Report 23.631

- 20 Nov TAG meeting – key components, update progress and next steps
- 5 Dec RTC meeting - key components, update progress and next steps
- 21 Feb WRLC senior officer meeting - key components, update progress and next steps
- March WRLC meeting – sign off Regional Emissions Reduction Plan (includes rec. to endorse WTERP)
- 29 April TAG meeting – final draft for review
- 16 May RTC meeting – final draft for sign off/approval

**Regional Transport Committee**  
**5 December 2023**  
**Report 23.632**



**For Information**

## **FINANCIAL YEAR 2022/23 ANNUAL MONITORING REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021**

### **Te take mō te pūrongo**

#### **Purpose**

1. To present to the Regional Transport Committee (the Committee) the third Annual Monitoring Report (the AMR) on the progress made in the 2022/23 financial year towards the headline targets and indicators set out in the Wellington Regional Land Transport Plan 2021.

### **Te tāhū kōrero**

#### **Background**

2. Per the requirements of Section 16(6)(e) of the Land Transport Management Act 2003, a Regional Land Transport Plan (RLTP) must describe how the region's plan will be monitored to assess progress.
3. Section 5 of the Wellington RLTP 2021 sets out the monitoring framework with regional measures and indicators to track progress towards achieving the strategic objectives and outcomes of the RLTP, which align with the five outcomes in Te Manatū Waka—Ministry of Transport's Transport Outcomes Framework.
4. Appendix E of the RLTP 2021 notes that an annual monitoring report (AMR) on the monitoring framework will be provided to the Wellington Regional Transport Committee and will subsequently be made publicly available.
5. The AMR is developed by Greater Wellington and the Wellington Transport Analytics Unit, with information sourced from local councils, Waka Kotahi—New Zealand Transport Agency, Te Manatū Waka—Ministry of Transport,

### **Te tātaritanga**

#### **Analysis**

6. [Attachment 1](#) is the third AMR on the RLTP 2021 and covers the period from 1 July 2022 – 30 June 2023 (Financial Year 2022/23).
7. At a high level, results show that travel behaviour in the region has returned to the freedom of movement observed before COVID-19, with year-to-year results showing the effects of increased traffic volumes and a significant increase in public transport patronage.

8. Results also show the impact of severe weather events on the region with the frequency and duration of road closures. However, the prolonged closure of SH59 also highlights the benefit provided by Transmission Gully in providing an alternative strategic route that allowed for full remediation of the damage to SH59.
9. Results showed the positive effect of the increased electrification of the bus fleet and higher Euro vehicle emissions standards with improvements to ambient air quality (reduced nitrogen dioxide emissions). The private (light) vehicle fleet also continued to increase the percentage of new registrations that were hybrid or electric vehicles.
10. The table below summarises the results for all headline targets and indicators (12 measures and 17 indicators). Not all results reflect data from the 2022/23 financial year. Where data is unavailable, calendar-year data, or rolling averages are used, this is reflected in the report.

Headline indicator	2030 Target	Result FY 2022/23	Change 1 year	Change 5 years
Combined mode share for public transport & active travel	39%	34% (3-yr ave) (2019-2022)	▼-1%	▲ 7%
Deaths and serious injuries on region's roads	122 DSI	195 (5-yr ave)	▼-5%	■ 0%
Land transport generated carbon emissions	770 kilotonnes	1195 kilotonnes	▲ 5%	▼-3%
Measure	Indicator	Result FY2022/23	Change 1 year	Change 5 years
Public transport patronage	Bus and rail boardings (peak times)	18.6 million	▲26%	-19%
Public transport journey times	Average travel times on core bus routes	39 mins	▲ 8%	▲ 6%
Public transport journey time variability	Average travel time variability on core bus routes	AM 2.9 mins PM 4.6 mins	▲75% ▲96%	▼-30% ▲64%
Active travel and public transport (PT) journeys to work & education	Combined mode share (Cordon survey)	Data not yet available		
Deaths and serious injuries on region's roads	Percentage of DSI with speed as a factor	22% (5-yr ave)	▼ -1%	▼-2%
Participation in active travel to school	% of students using active travel to journey to school	Data not yet available		

Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (5-yr ave)	no change	▼-1%
Road network resilience	Availability of viable alternative routes	Data not yet available		
	Frequency of unplanned road closures	85 events	▼-15%	▲ 9%
	Duration of unplanned road closures	971 hours	▲307%	▲489%
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	37 km/hr (3-yr ave)	▼-1%	None yet
	Average travel time variability on selected strategic routes	6.5 mins (3-yr ave)	▲ 9%	None yet
Regional freight moved by rail	Annual freight volumes moved by rail	1.34 million tonnes	▼-8%	▲ 10%
Transport-generated emissions	Transport CO <sub>2</sub> emissions (per capita)	2.16 tonnes	▲ 4%	▼-8%
	Ambient air quality - Nitrogen dioxide	15.6 µg/m <sup>3</sup> (CY2022)	▼-6%	▼-18%
Vehicle fleet composition	% of new private vehicle registrations that are EV and hybrid vehicles	56% of new registrations	Δ +18%	Δ +44%
	% of the bus fleet that are EV vehicles	23% of buses	Δ +5%	Δ +21%

11. Dashboards including Territorial Authority-level indicators have not been updated from the 2021/22 financial year. The Regional Transport team will be working with the Wellington Transport Analytics Unit to develop a revised monitoring dashboard to provide updates on key metrics on a quarterly basis. An update on this dashboard will be provided to the Committee in March 2024.

### Ngā tūāoma e whai ake nei

#### Next steps

12. Following this meeting, the AMR will be published on the relevant monitoring and evaluation section of the Greater Wellington website.
13. The AMR for the 2023/24 financial year will be brought to the December 2024 meeting of the Committee.

**Ngā āpitihanga  
Attachment**

<b>Number</b>	<b>Title</b>
1	Wellington Regional Land Transport Plan – Annual Monitoring Report 2023

**Ngā kaiwaitohu  
Signatories**

Writers	Rose Wunrow – Strategic Advisor, Regional Transport Hamish Clark – Transport Analyst/Modeller, Regional Transport
Approver	Luke Troy – 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>While no decision is being sought by the Committee, the Annual Monitoring Report fulfils the obligations to monitor the performance of the activities in the RLTP as prescribed in the Land Transport Management Act.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>There is no direct contribution.</p>
<p><b><i>Internal consultation</i></b></p> <p>Consultation occurred on the content of <b>Attachment 1</b> with staff in the Wellington Transport Analytics Unit, Metlink, Let’s Get Wellington Moving project team officers, and the Technical Advisory Group.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no risks associated with this Report.</p>

Attachment 1 to Report 23.632



**Wellington Regional  
Land Transport Plan –  
Pūrongo ā-Tau Aroturuki  
Annual Monitoring Report  
2023**



**Attachment1 to Report 23.632**

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## Glossary

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AMR	Annual Monitoring Report
AX	Airport Express
CAS	Crash Analysis System
CSC	Community Services Card
DSI	Deaths and Serious Injuries
ERP	Emissions Reduction Plan
EV	Electric Vehicle
FIGS	Freight Information Gathering System
FY	Fiscal Year
GPS	Government Policy Statement on Land Transport
HTS	Household Travel Survey
LNIRIM	Lower North Island Rail Integrated Mobility
NLTF	National Land Transport Fund
RLTP	Regional Land Transport Plan
RCA	Road Controlling Authority
RERP	Regional Emissions Reduction Plan
RSMP	Regional Speed Management Plan
RTC	Regional Transport Committee
SMP	Speed Management Plan
VKT	Vehicle Kilometres Travelled
WTERP	Wellington Transport Emissions Reduction Pathway

## Executive Summary

This Annual Monitoring Report (AMR) is the third report on the progress of the Wellington Regional Land Transport Plan (RLTP) 2021, covering the period from 1 July 2022 – 30 June 2023. The AMR tracks progress against the three ambitious targets, measures, and indicators in the Wellington RLTP, which monitor how the region is progressing towards our regional outcomes as well as the priorities of the Government Policy Statement (GPS) on Land Transport.

Key findings from FY 2022/23 are summarised in Table 1. Compared to FY 2021/22, the past year largely marked a return to pre-COVID freedom of movement across regions and internationally with the full reopening of New Zealand's border from 1 August 2022. Notable improvements include a significant recovery in public transport patronage and uptake of electric and hybrid vehicles. Road network resilience dropped as a result of weather events and a slip on SH59—however, improved regional network resilience provided by Transmission Gully mitigated these impacts.

Given that this past year has marked New Zealand's emergence from the COVID-19 pandemic, there remain places where data availability or trends may be difficult to identify. Where this is the case, we have made a note of this in the report.

**Table 1: Headline targets and indicator summary**

Headline Indicator	2030 Target	Result FY 2022/23	Change 1 year	Change 5 years
Combined mode share for public transport & active travel	39%	34% (3-yr ave) (2019-2022)	▼ -1%	▲ 7%
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Participation in active travel to school	% of students using active travel to journey to school	Data not yet available		
Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (5-yr ave)	no change	▼ -1%
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The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	37 km/hr (3-yr ave)	▼ -1%	None yet
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Vehicle fleet composition	% of new private vehicle registrations that are EV and hybrid vehicles	56% of new registrations	▲ +18%	▲ +44%
	% of the bus fleet that are EV and hybrid vehicles	23% of buses	▲ +5%	▲ +21%

## Introduction

### What is the Regional Land Transport Plan?

The [Wellington Regional Land Transport Plan](#) (RLTP) is a statutory document developed by Greater Wellington Regional Council (Greater Wellington), local councils in the Wellington region, Waka Kotahi—New Zealand Transport Agency, KiwiRail, and other approved organisations. The RLTP sets the direction for the transport network in the region for the next 10-30 years, identifying regional priorities, policies, targets, and objectives. The RLTP must be consistent with the national direction set by Te Manatū Waka—Ministry of Transport in the most recent [Government Policy Statement \(GPS\) on Land Transport](#) (for the period of this AMR, the most recent is GPS 2021).



Overall, the RLTP benefits our region by enabling a connected transport network that makes it easy for us and the resources we rely on to get to where we need to go— while reducing emissions, supporting travel choice, and creating safer and more liveable places.

The RLTP also sets the direction for investment in land transport projects. By indicating the transport projects that the region intends to deliver, the RLTP is a formal bid for transport funding through the National Land Transport Fund (NLTF). The most recent Wellington RLTP was developed in 2021.

### What is the Annual Monitoring Report?

Per the requirements of Section 16(6)(e) of the Land Transport Management Act 2003, an RLTP must describe how the region’s plan will be monitored to assess progress. Section 5 of the Wellington RLTP 2021 sets out the monitoring framework with regional measures and indicators to track progress towards achieving the strategic objectives and outcomes of the RLTP. The RLTP 2021 notes that an annual monitoring report would be provided to the Wellington Regional Transport Committee (the RTC).

Each Annual Monitoring Report (AMR) for the RLTP 2021 tracks progress against the three ambitious headline targets set in the RLTP 2021. The headline targets (Figure A) demonstrate the scale of the transformation that the region hopes to achieve by 2030, proposing proxy measures to gauge whether we are heading in the right direction.

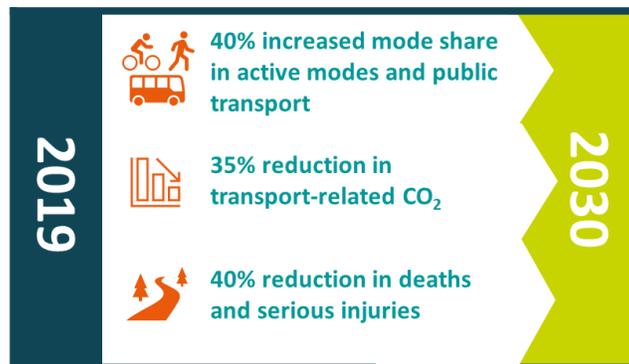
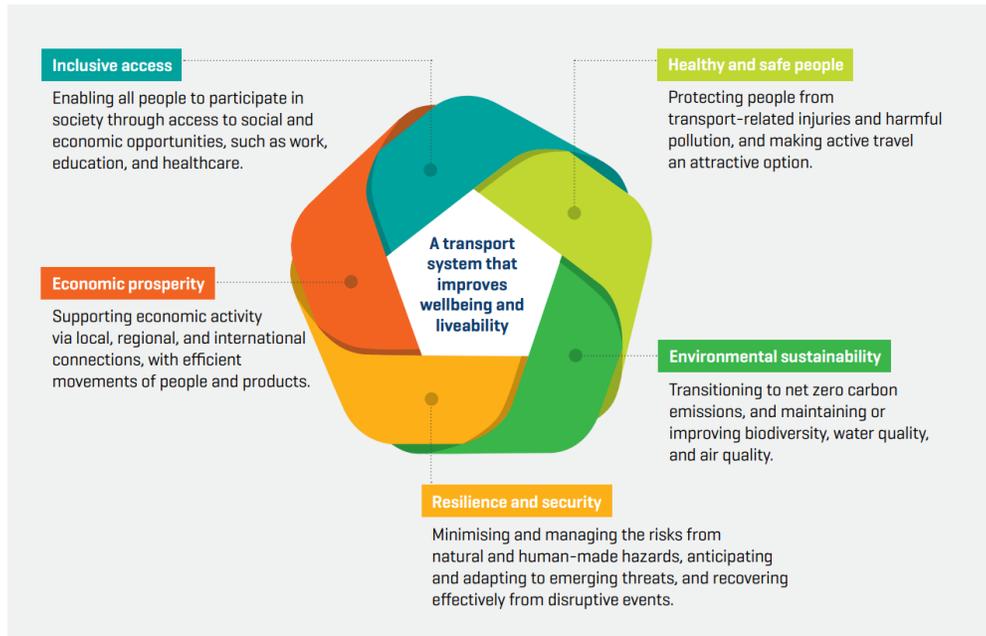


Figure A: Wellington RLTP 2021 Headline Targets

The AMR also reviews measures and indicators that track the region's contributions to the five transport outcomes in the Ministry of Transport's Transport Outcomes Framework (Figure B), which sets common objectives for the transport system centred around wellbeing and liveability and is reflected in the Government Policy Statement on Land Transport.



**Figure B: Ministry of Transport – Transport Outcomes Framework**

This AMR is the third report on progress, and represents data collected between 1 July 2022 and 30 June 2023 (FY 2022/23).

The AMR is developed by Greater Wellington and the Wellington Transport Analytics Unit using a variety of data sources:

- Metlink (Greater Wellington) provides public transport data (patronage, travel times, etc.).
- Te Manatū Waka—the Ministry of Transport provides mode share data through the Household Travel Survey; information about private vehicle fleet composition; and freight supply chain information through the Freight Information Gathering System (FIGS).
- Waka Kotahi—New Zealand Transport Agency provides information on road deaths and serious injuries (DSI) through the Crash Analysis System (CAS), and information on the resilience of the network through MapHub.
- Greater Wellington collects data on ambient air quality and emissions.
- The census (Stats NZ) provides data on active travel to school (note the most recent Census data is from 2018)
- Other sources of data include the Wellington City Cordon survey (multi-modal travel patterns), TomTom (highway travel times), and Traffic Watcher (highway travel times).

## Regional transport highlights for FY 2022/23

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FY 2022/23 began with the removal of the final COVID-19 restriction, with Aotearoa New Zealand's international border reopened to all travellers from 1 August 2022. While patterns of living and working in the Wellington region continued to experience periods of mild disruption with changes under the COVID-19 protection framework, FY 2022/23 largely marked a return to the pre-pandemic freedom of movement of 2019.

In the past year, extreme weather events posed significant challenges to the region, especially in the Wairarapa, where Cyclone Gabrielle inflicted damage to critical regional infrastructure in February 2023. Inflationary pressures also continued to affect the delivery of regional transport projects, with both increased costs and industry supply constraints resulting in project delays.

Notable transport events in FY 2022/23 are further discussed below.

### Metlink

The Metlink public transport network comprises the region's bus, rail, ferry, and Total Mobility services, and is delivered by Greater Wellington Regional Council.

In July 2022, Metlink's Airport Express (AX) bus service launched in Wellington, improving access to the airport with an environmentally friendly electric service. In its first year of operation, patronage on the AX was 128% of the forecast patronage, marking a successful first year of uptake.

FY 2022/23 marked the continuation of the staff shortage that had affected public transport service delivery since the start of the pandemic. While staff shortages and sickness also affected rail service delivery, the bus network continued to bear the brunt of unplanned cancellations, capacity issues, and temporary service suspensions. In October 2022, Metlink temporarily suspended 67 bus trips in the Wellington region due to the shortage of available drivers, and temporarily suspended a further 114 trips in November 2022.

In November 2022, the Snapper ticketing system used on Metlink bus services was launched on Wellington's rail network. Snapper on Rail marks an important interim step towards paperless ticketing, following on from the Government's October 2022 announcement that New Zealand will deliver the National Ticketing Solution, a nationally consistent, single-payment ticketing system that is anticipated to be delivered on public transport in the Wellington region in 2025.

The first half of 2023 marked improvements in driver recruitment, retention, and working conditions. Greater Wellington successfully lobbied the Government for changes to immigration rules that make it easier for operators to recruit overseas drivers, and supported improvements to driver conditions by improving driver facilities and shift rostering. Greater Wellington funded an increase in driver wages that saw an uplift in the minimum hourly rate for bus drivers to \$27 per hour in April 2023,

followed by a further uplift in the minimum rate to \$30 per hour for urban drivers and \$28 per hour for regional drivers that was backdated to 1 April 2023.

A set of public transport fare changes came into effect in April 2023: fares increased by 6%, and the off-peak discount increased to 50% and was applied to adult Snapper fares and all Snapper concessions. Public transport users benefited from Government's half-price fares initiative that began in April 2022 and ended in the Wellington region on 1 September 2023. Affordability on the public transport network was further increased with the Budget 2023 announcement that extended the Community Connect concession to include: 1) free fares for public transport users under the age of 13; 2) half-price fares for public transport users under the age of 26; and 3) half-price fares for Community Services Card (CSC) holders. The concession for CSC holders was introduced on the network on 1 July, and the age-based concessions were subsequently introduced on 1 September 2023 in the Wellington region.

Budget 2023 also signalled a positive investment in the rail network: in May 2023, the Government committed funding to the procurement of a new fleet of 18 hybrid-electric four-car trains to replace rolling stock reaching end of life in 2027. A partnership between Greater Wellington and Horizons Regional Council with enabling infrastructure delivered by KiwiRail, this Lower North Island Rail Integrated Mobility (LNIRIM) project will increase metro service frequency on the Manawatū and Wairarapa lines and deliver necessary infrastructure.

Public transport patronage has seen positive recovery in the past year, increasing towards pre-COVID-19 numbers across bus, rail, and ferry and exceeding 2019 patronage on the ferry. Bus boardings for the month of June 2023 reflected 99.9% of patronage compared to June 2019; rail boardings were 85% of June 2019 patronage; and ferry boardings were 111% of June 2019 patronage.

### Let's Get Wellington Moving

Let's Get Wellington Moving is a significant programme of work to unlock investment in the transport network through central Wellington city. It is a joint initiative between Wellington City Council, Greater Wellington Regional Council and Waka Kotahi—NZ Transport Agency, supported by mana whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira.

The programme's geographical scope extends from Ngā Ūranga Gorge to Miramar, including the Wellington Urban Motorway, access to the port, and connections to the central city, southern and eastern suburbs, the Wellington regional hospital and international airport. The programme seeks a step change in the attractiveness of public transport, walking, and cycling, to support less traffic, reduced carbon emissions, mode shift, and urban intensification in Wellington City. It also aims to deliver reliable access to key regional destinations.

Key progress milestones in FY 2022/23 included:

- The Cobham Drive pedestrian crossing was completed and operational in January 2023.
- A package of pedestrian and accessibility improvements at intersections across the central city was delivered.
- The Golden Mile revitalisation and Thorndon Quay Hutt Road improvements were given the green light after detailed planning, with funding being approved by Wellington City Council and Waka Kotahi.
- Work to identify the best options for the first tranche of People-Friendly City Streets—a package of bus priority, walking, cycling, and amenity improvements—was substantially progressed, with the business case processes expected to be complete by mid-2024.
- The Travel Behaviour Change programme was mobilised with expansion of the teams at Wellington City Council and Greater Wellington who work with people to understand what motivates them to travel the way they do and to provide practical, on-the-ground support to help people change their travel habits.
- Significant progress was made on the Transformational Programme, which includes Mass Rapid Transit, Basin Reserve upgrade, new Mount Victoria Tunnels and Eastern Enhanced Bus. This included completion and approval of the Indicative Business Case, and investigation work completed on Stage 1 of the Detailed Business Case with a focus on refining options and improving certainty ahead of scheme design. The Detailed Business Case is expected to be completed in 2024.

## Other highlights

### Travel Choice

Coordinated by Greater Wellington, Movin' March is a programme that encourages schools, students, and their whānau across the region to get involved in active travel, and enjoy the benefits of walking, scooting, and biking to school during the month of March. In March 2023, the programme welcomed record-breaking commitment to active travel from 140 schools, with nearly 38,000 students recording their participation in active travel. Movin' March is a gateway that encourages future school engagement, connects with other Travel Choice programmes such as Pedal Ready, and provides tools and resources to families and schools that support active travel via its Getting to School website.

The Pedal Ready programme, run by Greater Wellington's Travel Choice team in partnership with Waka Kotahi, councils, NZ Police, the Cycle Action Network, and other local organisations, delivers free cycle and scooter skills training to adults and school children across the Greater Wellington region. As New Zealand's first Bike Ready accredited cycle skills provider, Pedal Ready instils participants with road safety awareness and the skills they need to feel confident when cycling and scooting. In FY 2022/23, the Pedal Ready programme trained 366 adults and 5,275 children, compared to 3,134 children in FY 2021/22 (with enrolment numbers affected by a

post-COVID lull) and 5,267 in FY 2020/21. This training occurred through a variety of courses delivered in Kāpiti, Porirua, Wellington City, Hutt City, Upper Hutt, and the Wairarapa (which combines road safety efforts through the Wairarapa Road Safety Council that books school trainings across the wider region).

Programmes such as Pedal Ready and Movin' March support the delivery of RLTP objectives around mode shift and environmentally sustainable travel, safety, and the reduction of transport-generated carbon emissions.

### Te Ara Tupua

In FY 2022/23, construction works ramped up for Te Ara Tupua. A partnership between Waka Kotahi, local councils (Wellington City, Hutt City, and Greater Wellington), and mana whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira, Te Ara Tupua delivers a walking and cycling link along the harbour between Wellington and Lower Hutt, creating a safe, connected route for pedestrians and cyclists as well as a more resilient coastal edge for the road and rail. Waka Kotahi is leading the delivery of two sections of the route (Ngā Ūranga to Pito-One and Pito-One to Melling) and working closely with partners to connect the route to Te Awa Kairangi—Riverlink and Thorndon Quay and Hutt Road walking and cycling links.

### Regional Speed Management Plan 2024

In May 2022, the Land Transport Rule: Setting of Speed Limits 2022 came into effect. The Rule establishes an integrated speed management planning process that considers how safety infrastructure, safety cameras, and speed limits can make our transport system safer.

The new speed management planning process takes a regional approach, tasking Regional Transport Committees (RTCs) with coordinating input from Road Controlling Authorities (RCAs) into an overall Regional Speed Management Plan (RSMP). Taking a regional approach ensures more regional consistency and timelier adoption of speed reductions by removing the requirement for speed limits to be set through bylaws. Under the Rule, RCAs must progress towards reducing speed limits around all schools by December 2027 (with an interim target of 40% of schools by 30 June 2024) and reduce speed limits around marae and on high-risk roads.

Wellington region RCAs are continuing to progress with the development of their speed management plans (SMPs), in alignment with the regional principles and objectives set out in the front end of the Wellington RSMP 2024 and endorsed by the Wellington RTC in December 2022. SMPs are due to be submitted to the Director of Land Transport for certification by the end of March 2024.

The reduction of speed limits resulting from these changes supports the region's objectives to reduce deaths and serious injuries on regional roads, and the RLTP 2021 headline target of 40 percent reduction in deaths and serious injuries by 2030 (aligned with the Government's Road to Zero vision).

### Wellington Transport Emissions Reduction Pathway

In June 2023, the Wellington Regional Transport Committee (RTC) endorsed the creation of the Wellington Transport Emissions Reduction Pathway (WTERP). The WTERP responds to the Government's Emissions Reduction Plan (ERP) 2022, which sets emissions and vehicle kilometres travelled (VKT) reduction targets for the transport sector and tasks Tier 1 (including Wellington) councils with creating regional VKT reduction plans for light vehicles.

Informed by evidence, transport modelling, and focus groups with technical experts, the WTERP sets out a pathway of interventions to reduce transport emissions in the Wellington region. Given the scale of the change necessary to achieve overall emissions reduction targets, the interventions in the WTERP are broader and targeted towards improvements to the light vehicle fleet, land use and transport integration, and lower-carbon and more efficient freight sector. Improvements to public transport capacity and travel demand management initiatives are identified in the pathway as playing an integral role in reducing transport emissions.

Once finalised in early 2024, the WTERP will lay the foundations for the transformative and urgent change required to reduce transport-related emissions and signal the role that central government must play in enabling levers such as road pricing through legislative and policy changes. The WTERP also informs the transport content in the Wellington Regional Leadership Committee's Regional Emissions Reduction Plan, which focuses on emissions reduction across multiple sectors and is anticipated to be finalised in March 2024.

## Measuring against our headline targets

Headline Targets   By 2030...	Latest Result	Trend
 <b>40% increased mode share in active modes and public transport</b>	<b>34% (three years to December 2022)</b>	1% decrease compared to FY 2021/22, but five-year change is still trending upwards (7%)
 <b>35% reduction in transport-related CO<sub>2</sub></b>	<b>1,195 kilotonnes</b>	5% increase compared to FY 2021/22, but five-year change is still trending downward (-3%)
 <b>40% reduction in deaths and serious injuries</b>	<b>195 deaths and serious injuries (5-year average)</b>	While five-year average decreased, annual DSI were higher in FY 2022/23 (200 DSI compared to 188 in FY 2021/22)

Figure 1: Headline targets and indicator summary

### Target 1: 40 percent increase in active travel and public transport mode share by 2030

Active travel and public transport play an essential role in reducing transport-related emissions, providing alternatives to private vehicle use. The reliability, speed, frequency, ease of use, and affordability of public transport alternatives are among the key factors that encourage mode shift away from private vehicles. For active modes, factors to encourage mode shift include perceptions of safety and ease of access.

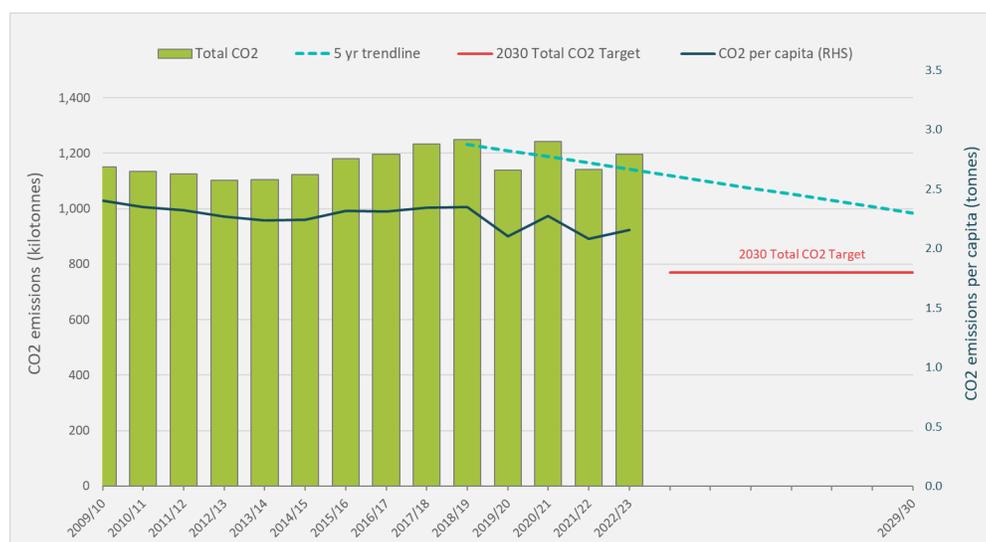
Measuring active travel and public transport mode share provides a helpful high-level indicator of how the region is progressing towards our longer-term vision for the transport system, which includes increasing the uptake of lower-carbon modes of travel.

For the purpose of the AMR, the region’s progress towards the RLTP headline target to increase active travel and public transport mode share by 40 percent by 2030 is measured as a three-year average using the results of the New Zealand Household Travel Survey (HTS) delivered by Te Manatū Waka—Ministry of Transport. The HTS measures all types of household travel (e.g. travel to work, education, shopping, and leisure) by travel mode. For the three years from 2019-2022, the three-year average decreased from 35% (in 2018-2021) to 34%; however, the overall absolute change from the 2018 average is positive at 7%. This slight reduction in mode share may have been influenced by a general increase in traffic as the region emerged from COVID-19, as well as by the negative effects of public transport service suspensions (bus) and unplanned cancellations (bus and rail) due to staff shortages.

## Target 2: 35 percent reduction in transport-generated carbon dioxide emissions by 2030

Emissions reduction sits at the heart of the Wellington RLTP in both the headline target and in many of the regional objectives. The [Greater Wellington Region Emissions Inventory 2021/22](#), commissioned by eight of the Wellington region’s councils (including Greater Wellington), was released in June 2023 and showed that the region’s gross greenhouse gas emissions have fallen by 9 percent since 2019. Between 1 July 2021 – 30 June 2022, the report highlights an 18% reduction in transport emissions. However, it is important to note that this is partially attributable to the restriction of travel during COVID-19 (including air travel, which is not included in the scope of this report), and may not indicate a trend.

For the purpose of the AMR, reductions in transport-generated carbon emissions are measured by using regional fuel sales as a proxy for these emissions (Figure 2) and exclude emissions related to air travel.



Source: Fuel supply data from Wellington City Council and Masterton District Council

Figure 2: Transport CO<sub>2</sub> emissions (per capita)

Fuel sales (and subsequently transport CO<sub>2</sub> emissions) increased in FY 2022/23 compared to FY 2021/22. The main contributing factor is a return to pre-COVID-19 freedoms of movement in the past year, compared to the COVID-19 alert level changes experienced in the previous year, which has resulted in an increase in travel across all modes including by private motor vehicle.

Overall, the five-year trend shows that transport CO<sub>2</sub> emissions continuing to decline— however, per Figure 2, maintaining the current rate of reduction in transport generated CO<sub>2</sub> would not be enough for the region to meet the 2030 headline target set in the RLTP. It is anticipated that the WTERP will provide a pathway and help key decision-makers understand the level of change required to accelerate the region’s

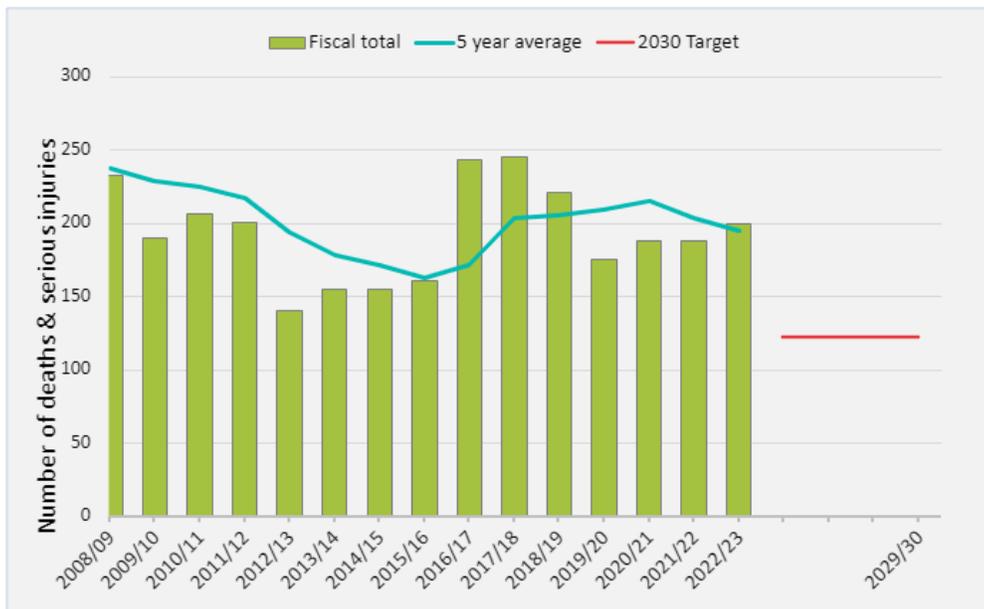
progress towards the transport emissions reduction targets set in both the RLTP and in the ERP 2022.

**Target 3: 40 percent reduction in deaths and serious injuries on regional roads by 2030**

Through the Road to Zero programme, the Government adopted the vision of zero deaths and serious injuries on New Zealand roads. The target adopted in the Wellington RLTP is to reduce the 2018 five-year rolling average of 204 DSI by 40 percent (or to below 122 DSI). The five-year average is used as the indicator in order to smooth out any annual anomalies and reveal a longer-term trend.

The AMR uses a five-year rolling average to measure progress towards the 2030 target. In FY 2022/23, deaths and serious injuries increased on regional roads compared to FY 2021/22 (200 DSI compared to 188). Per Figure 3 below, the overall five-year average continues to decline (an average of 195 DSI compared to the FY 2021/22 average of 204 DSI).

The increase in the number of DSI in FY 2022/23 may reflect the increased volume of traffic on the roads post-COVID-19.



Source: Waka Kotahi Crash Analysis System (CAS)

**Figure 3: Deaths & serious injuries on region’s roads**

## Measuring against our five transport outcomes

### Inclusive access

As defined in the Ministry of Transport’s Transport Outcomes Framework, “inclusive access” enables all people to participate in society through access to social and economic opportunities such as work, education, and healthcare. To achieve this outcome, the transport system must be accessible to all people in New Zealand, including those with disabilities, low-income earners, and people of different ages, genders, and ethnicities.

 **Measures:**  
Public transport patronage, journey times on core bus routes, active travel and public transport journeys to work

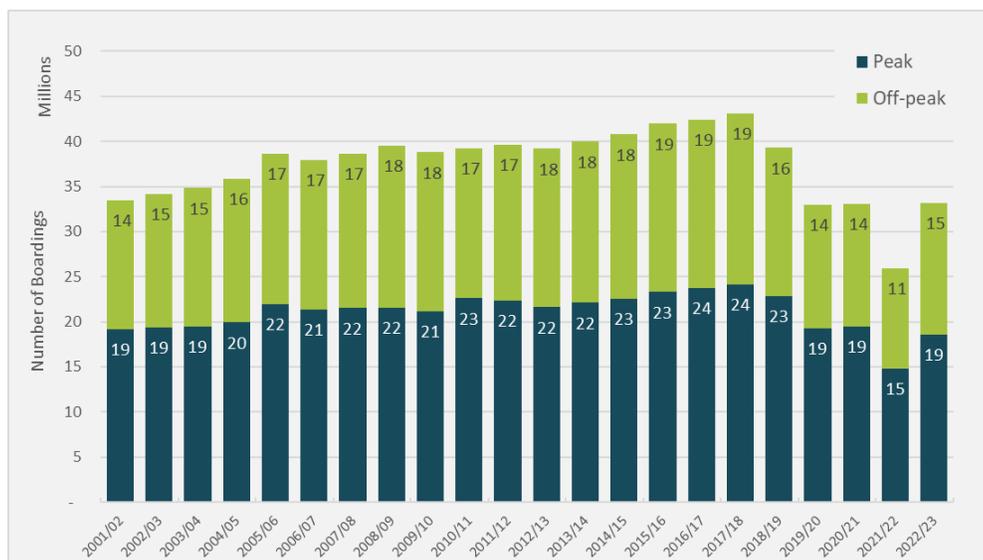
### Updated indicators on inclusive access

Indicator	Latest Result	Trend	Comment
 The number of people boarding bus, train, and ferry services during peak and off-peak times	Peak times: 18.6m Off-peak: 14.6m	Peak boardings increased by 26%, and off-peak by 31%, compared to FY 2021/22	Patronage is showing strong recovery, increasing towards pre-COVID-19 levels
 Average travel times on core regional bus routes	AM: 39 mins PM: 36 mins	AM travel times increased by 8%, and PM by 6%, compared to FY 2021/22	Both travel time variance and the increase in average travel times are likely influenced by increased traffic and congestion on core routes in FY 2022/23 compared to FY 2021/22
 Travel time variability on core regional bus routes	AM: 2.9 mins PM: 4.6 mins	AM travel variance increased by 75%, and PM by 96%, compared to FY 2021/22	
 Combined mode share of travel to work trips by walking, cycling, & public transport	No data available	The 2023 Cordon Survey results contained only public transport data and did not include walking and cycling – for this purpose of this report, the complete result is not available.	

### Public transport patronage

A number of the RLTP objectives and targets are progressed via the uptake of public transport, giving people access to reliable and affordable travel choices that minimise environmental harm. The indicator measured in this report monitors annual public transport boardings during peak (6am–9am and 3pm–6:30pm on weekdays) and off-peak (between 9am–3pm on weekdays, and all day on weekends) journey times.

Figure 4 shows the number of people boarding rail, bus, and ferry services during peak and off-peak times. Public transport patronage increased significantly in FY 2022/23 (by 28 percent compared to FY 2021/22), showing progress towards FY 2018/2019 patronage levels with a particular increase in off-peak patronage. However, the five-year average continues to show a decline of 16 percent from peak patronage – this is anticipated to change as new post-COVID-19 normal trends emerge.



Source: Metlink (Greater Wellington)

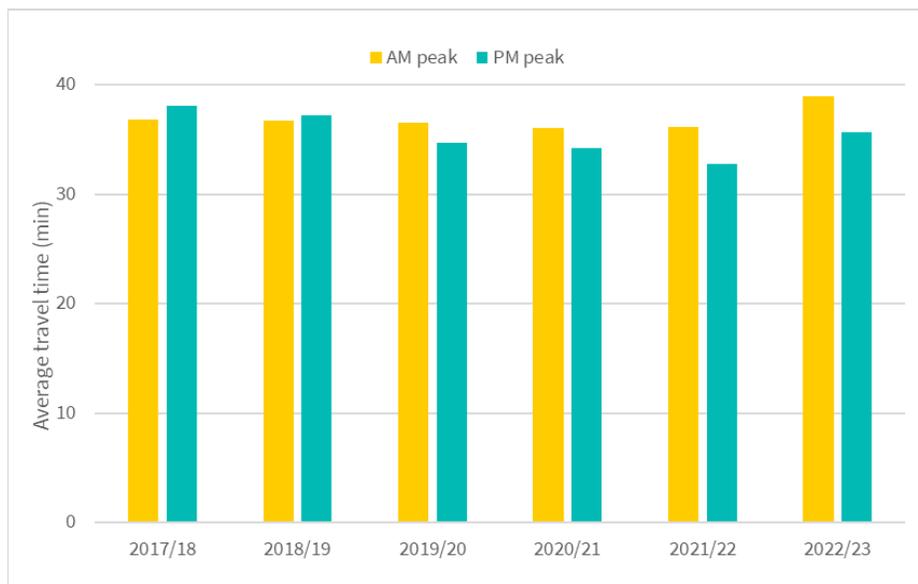
Figure 4: Annual public transport boardings by time of day

Possible factors leading to the increase in patronage include the general downward trend of COVID-19 transmission in the community over the course of FY 2022/23 (particularly from January 2023 onwards). The Government’s half-price public transport fares initiative that began in March 2022, as well as the introduction of reduced cumulative off-peak concessions on Metlink public transport in April 2023, also increased the affordability of public transport in FY 2022/23 and has encouraged more off-peak ridership both during the day and on weekends. The uptick in off-peak patronage in FY 2022/23 compared to FY 2019/20 may also reflect the enduring nature of people working from home, given that much of the public transport network is focused on the Wellington CBD during peak times.

### Bus journey times and variability

Reliable, consistent journey times are a key factor in making public transport an attractive option for public transport users. Public transport particularly incentivises mode shift away from private vehicles if these journey times are competitive with journey times by car. This indicator measures the average travel times on select core bus routes for both AM and PM peaks, on specific core corridors and as an average of outbound and inbound trips (Figure 5). “Core” bus routes are defined in the Wellington Regional Public Transport Plan 2021 as those that “operate at least every 15 minutes during the day, and often more frequently during busy periods.” The core bus routes included in the indicator for this report are different segments on routes 1, 2, 3, 110, 120, 130, and 220.

In FY 2022/23, average travel times on core bus routes increased above the levels observed in FY 2020/21 and FY 2021/22, reflecting a return to higher traffic volumes and congestion levels consistent with pre-COVID-19 levels resulting in slower travel times on the network. Average travel times in FY 2022/23 were 2.9 minutes slower than FY 2021/22 in the AM peak, and 2.8 minutes slower in the PM peak.



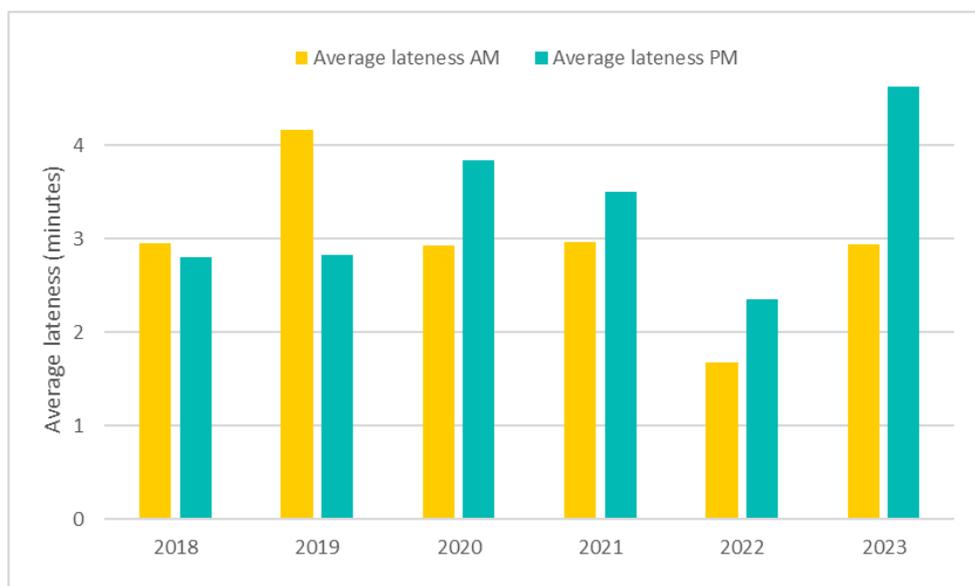
Source: Metlink (Greater Wellington)

**Figure 5: Travel times on core bus routes, FY2017-2023**

An important part of making public transport attractive is giving people certainty that their bus will arrive as scheduled. The indicator below measures travel time variability on corridors of the same core bus routes indicated above, as a measure of average lateness. This variability measure was taken in the month of February 2023.

Compared to the previous year, the average lateness of buses on these core routes (Figure 6) increased by 75% during AM travel (from 1.7 minutes to 2.9 minutes late) and by 96% during the PM (from 2.4 minutes to 4.6 minutes).

Influencing factors for the uptick in average lateness include the increase in traffic congestion due to higher traffic volumes as well as the significant uptick in public transport patronage, with more passengers indicating longer boarding and disembarking times as well as a higher frequency of stopping along the bus routes. In February and March 2022 (when last year's indicator was measured), relatively faster and more reliable travel times were enabled by reduced traffic volumes, lower traffic congestion, and significantly lower public transport patronage as a result of the COVID-19 Omicron wave and the Parliamentary protests that disrupted usual bus routes. The result for 2023 broadly reflects a return to pre-COVID-19 conditions.



Source: Metlink (Greater Wellington)

**Figure 6: Travel time variability on core routes**

**Other activities**

In September 2021, the Greater Wellington Transport Committee adopted the new Metlink Accessibility Charter, which centres on the vision of a public transport network that is accessible for all with ease and dignity. In FY 2022/23, progress continued on the development of the Metlink Accessibility Action Plan<sup>1</sup>, which sets out a systematic pathway to planning and a commitment to public transport network improvements for users with accessibility requirements. Key actions over the period of the AMR were to identify accessibility initiatives through a co-design process with the disability community, public transport operators and frontline staff, technical advisors, and the Public Transport Advisory Group.

**Healthy and safe people**

Per the Ministry of Transport’s Transport Outcomes Framework, “healthy and safe people” envisions a transport system that protects people from transport-related injuries and harmful pollution, and makes physically active travel an attractive option.

**Measures:**  
*Deaths and serious injuries from road transport, participation in active travel to school*

<sup>1</sup> The Metlink Accessibility Action Plan has since been published on the Metlink website in August 2023: <https://www.metlink.org.nz/assets/Accessibility-content/Metlink-Accessibility-Action-Plan.pdf>.

### Updated indicators on healthy and safe people

Indicator	Latest Result	Trend	Comment
 Percentage of crashes involving DSIs when inappropriate speed is a contributing factor	18% of DSIs for FY 2022/23	5-year change shows DSIs are trending downwards (2% decrease)	Traffic volumes are returning to pre-COVID-19 levels
 Percentage of students cycling, scooting, and walking to school by school sector	32% active travel for ages 5–9 years, and 34% for ages 10–14 (Census 2018)	No trend yet	Results of the 2023 census are anticipated to be released in May 2024
 Number of deaths and serious injuries for pedestrians and cyclists	55 DSIs (five-year average), 64 DSIs (FY 2022/23)	5-year change indicates DSIs are trending downwards (1% decrease)	

### Deaths and serious injuries when speed is a contributing factor

The Wellington RLTP sets the headline target—aligned with Waka Kotahi’s Road to Zero vision—to reduce the 2018 five-year rolling average of 204 DSI by 40 percent (or to below 122 DSI). Driving at unsafe speeds risks seriously endangering drivers, passengers, cyclists, and pedestrians on the road.

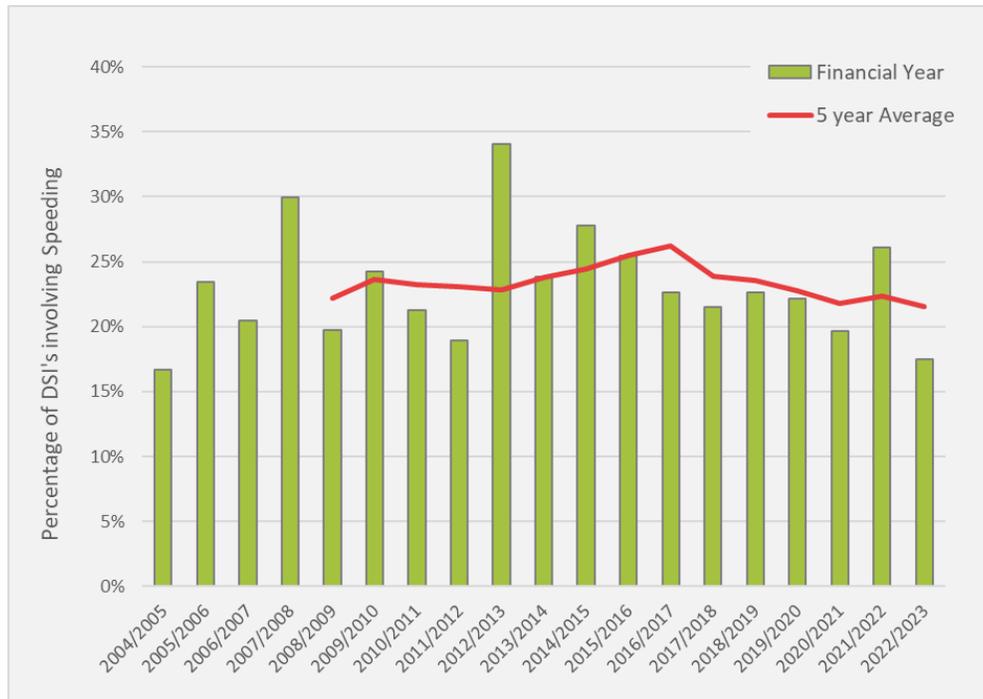
Infrastructure improvements and lowering speed limits are interventions that discourage driving at unsafe speeds and make the roads safer for all users. As discussed earlier in the report, the Land Transport Rule: Setting of Speed Limits 2022 introduced requirements to lower speed limits around schools, town centres, and marae through the development of the Regional Speed Management Plan 2024. Once RSMPs are implemented, these speed reductions are projected to contribute to fewer deaths and serious injuries in the region and nationwide.

In FY 2022/23, the Wairarapa took steps to improve road safety by reducing speed limits between Masterton and Featherston, around schools, and in town centres. Open road sections on State Highway 2 that were the site of significant fatal and serious injury crashes had speed limits reduced from 100 kmph to 80kmph, while limits in the town centres of Masterton, Carterton, Greytown, and Featherston reduced to between 30-50kmph. After engagement and consultation with the public, the police, and road user groups, these changes came into effect on 27 January 2023.

In FY 2022/23, the proportion of DSI where speed was a contributing factor<sup>2</sup> dropped significantly compared to FY 2021/22 (which, per Figure 7 below, had spiked in a way that stands out as an anomaly amongst the data from FY 2018-2023—perhaps influenced by reduced traffic volumes on the road, leading to an increase in speeding). The proportion in FY 2022/23 was 18% compared to 26% in FY 2021/22 (and 20% in FY 2020/21).

<sup>2</sup> DSI where speed is a contributing factor is calculated using data from the Waka Kotahi Crash Analysis System (CAS) as reported by the New Zealand Police, which has its limitations. According to CAS, from 2016-2020, less than 30% of DSI had speed listed as a contributing factor nationwide. However, more recent research using multiple sources of evidence estimated that speeding was involved in approximately 60% of fatal road crashes in New Zealand from 2016-2020, and speeds above New Zealand’s limits for safe and appropriate speeds were present in

Overall, the downward trend observed since FY 2016/17 continues, with FY 2022/23 marking the lowest recorded proportion since FY 2004/05.



Source: Waka Kotahi Crash Analysis System

**Figure 7: Proportion of deaths & serious injuries when speed is a contributing factor**

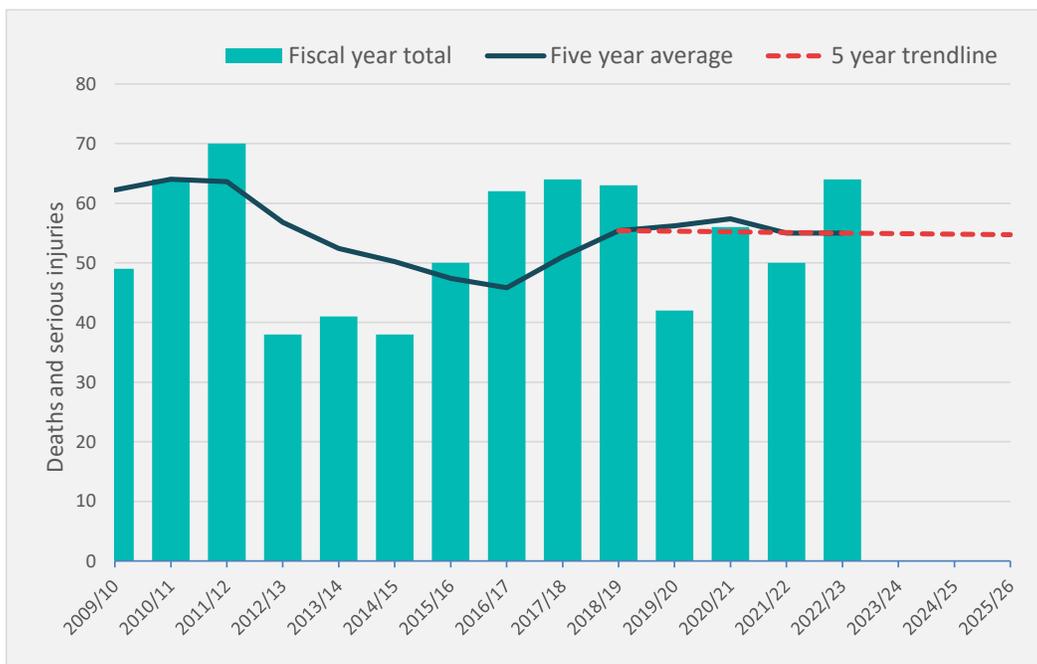
### Pedestrian and cyclist deaths & serious injuries

To ensure our transport network contributes to health and safety outcomes for our region, our roads must be safe for all users and particularly those who are more vulnerable to the risk of transport-related injuries, such as cyclists and pedestrians. Infrastructure improvements play a key role in ensuring that all road users are given adequate space and protection to minimise the risk from other traffic. Wellington region projects such as Te Ara Tupua seek to deliver safer, connected and resilient routes for cyclists and pedestrians, which in turn encourages mode shift away from private vehicle use.

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approximately 71% of injury crashes. Waka Kotahi’s [Speed Management Guide 2022](#) sets out the Setting of Speed Limits Framework, which provides evidence-based guidance for what safe and appropriate speeds should be on New Zealand roads. Under this framework, Waka Kotahi estimates that only 15 percent of New Zealand’s speed limits are set to a safe and appropriate speed. Therefore, the CAS statistic does not reflect the full picture of DSI caused by speeds that are greater than what would be considered safe and appropriate, but less than current legal speed limits. Speed management planning processes currently underway in the region prioritise bringing more roads in line with safe and appropriate speeds, per Waka Kotahi guidance and the Land Transport Rule: Setting of Speed Limits 2022.

In FY 2022/23, the five-year average of DSI for pedestrians and cyclists remained consistent with FY 2021/22. However, the fiscal year total increased from 50 DSI in FY 2021/22 to 64 in FY 2022/23, likely influenced by the increased traffic volume post-COVID-19. The five-year trendline for DSI of pedestrians and cyclists on the road remains consistent from FY 2018/19 (Figure 8).



Source: Waka Kotahi Crash Analysis System

**Figure 8: Deaths & serious injuries of pedestrians and cyclists on the road**

### Participation in active travel to school

The New Zealand census measured what percentage of children aged 5-9 years and 10-14 years travel to school by active transport. The most recent census from 2018 showed that 32% of children aged 5-9 and 34% of children aged 10-14 travelled to school using active transport.

In FY 2022/23, Waka Kotahi ran the second year of the pilot of Te Haerenga o Ngā Tamariki (the Tamariki Tool), supported by Greater Wellington. Over twelve weeks from February – April 2023, participating schools used the Tamariki Tool to collect data on how students in years 1-8 were travelling to school. In the second year of the initiative, 6,300 trips were entered into the Tamariki Tool by 24 schools located across the region. The results of the Tamariki Tool in 2023 showed that private vehicles accounted for 52% of student mode share in February 2023—this decreased to 31% in March 2023. Correspondingly, active travel modes increased significantly from February to March (walking mode share increased from 27% to 39%, while scooting increased from 10% to 16%).

Collecting information on student travel provides a valuable data source to inform and measure the success of targeted behaviour change initiatives (such as Movin’ March discussed earlier in this report, which encourages active travel uptake in the month of March) to support active travel and the reduction of vehicle kilometres travelled, which in turn supports regional mode shift objectives. Waka Kotahi’s multi-modal team is currently working on extending the tool’s availability to other councils across the motu from Term 1 2024. Greater Wellington continues to assist Waka Kotahi to prepare for this launch and encourage all primary schools in the region to participate.

### Resilience and security

Per the Ministry of Transport’s Transport Outcomes framework, “resilience and security” as an outcome signifies a transport system that minimises and manages the risks from natural and human-made hazards; anticipates and adapts to emerging threats; and recovers effectively from disruptive events.



**Measures:**  
*Road network resilience*

### Updated indicators on resilience & security

Indicator	Latest Result	Trend	Comment
 <p>The availability of a viable alternative to high-risk and high-impact routes</p>	<p>No result</p>	<p>An indicator to measure this regionally has not yet been identified; anecdotally, however, Transmission Gully has provided an alternative route during the closure of State Highway 59 in FY 2022/23</p>	
 <p>The frequency and duration of resolved road closures on major roads</p>	<p>85 events and 971 hours of road closures in FY 2022/23</p>	<p>While the frequency decreased in the past year, the 5-year change is a 9% increase (frequency), and a 489% increase (duration)</p>	<p>Slips caused by extreme weather events led to prolonged road closures, especially on SH59</p>

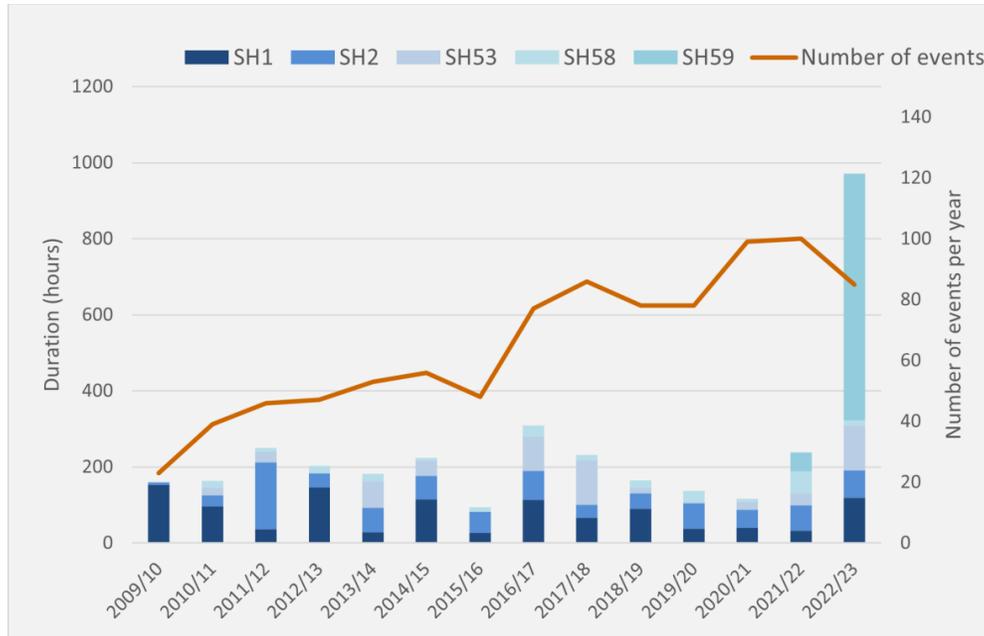
### A resilient road network

A key objective in the RLTP is to ensure journeys to, from and within the Wellington Region are connected, resilient and reliable. At this time, there is no suitable data source for the availability of alternative routes across the region. However, the opening of Transmission Gully demonstrates the important role that alternative routes provide when other regional links are affected by road closures, as discussed with Figure 9 below.

While the total number of unplanned road closures decreased (dropping to 85 compared to 100 in FY 2021/22), Figure 9 shows a significant spike in the total duration of unplanned road closures in FY 2022/23 compared to FY 2021/22. In 2022, winter was both the warmest and wettest on record according to the National Institute of Water and Atmospheric Research (NIWA). In August 2022, bad weather led to many slips across the Wellington region, including a major slip between Paekākāriki and Pukerua Bay that led to SH59 being closed for a few weeks (which accounts for the vast majority of the unplanned road closure duration in Figure 9).

However, it is worth noting that Transmission Gully provided an available alternative north-south route—this meant that SH59 was closed for longer than would have been the case if SH59 had been the only north-south route. The length of the closure of SH59 enabled the full remediation of the slip to provide a longer-term solution.

In September 2022, SH53 also experienced a major slip that closed the highway between Featherston and Martinborough, contributing to the increased length of closures on SH53 in FY 2022/23 compared to FY 2021/22.



Source: Waka Kotahi

**Figure 9: The duration and frequency of unplanned road closures on state highways**

### Economic prosperity

Per the Ministry of Transport’s Transport Outcomes Framework, “economic prosperity” encapsulates a transport system that supports economic activity via local, regional, and international connections, with efficient movements of people and products.

**Measures:**  
*The efficiency of the road network on strategic routes, and regional freight moved by rail*

### Updated indicators on economic prosperity

Indicator	Latest Result	Trend	Comment
 Average travel speeds on selected strategic routes	37 kmph AM peak, and 45 kmph off-peak (three-year average to Feb 2023)	Decrease from 38 kmph AM peak and decrease from 47 kmph off-peak measured in Mar 2022	Decrease across all routes with the exception of Waikanae to Wellington Airport on SH1 (likely due to utilisation of Transmission Gully)
 Average travel time variability on selected strategic routes	6.5 mins (three-year rolling ave)	Increase of 9% (from 6.0 mins) compared to last year	Influenced by increased congestion in FY 2022/23
 Annual freight volumes moved by rail	1.34 million tonnes	One-year change is a 8% decrease from FY 2021/22; however, 5-year change shows upwards trend (10% increase)	Decrease over the past year in transport of domestic goods, influenced by economic conditions

### An efficient road network

A key investment priority of the Wellington RLTP is to improve strategic access to key regional destinations for people and freight, including the port, airport, and hospitals. Strategic routes comprise state highways and regional roads with high traffic volumes that are essential to regional productivity, in connecting people and goods with regional hubs.

The efficiency of the road network can be estimated by trends in travel speed at peak travel times, which for the purposes of this indicator is measured in February 2023 on select strategic routes (Waikanae to the Wellington Airport; Island Bay to Wellington Station; SH58 Paremata to Seaview; Karori to Quays; Upper Hutt to Wellington CBD; and Seaview to CentrePort). As measured in February 2023, the latest three-year rolling average is 37 kmph for AM peak (down from 38 kmph in February 2022) and 45 kmph for off-peak (decreasing from 47 kmph a year earlier). While average speeds for most corridors decreased, likely influenced by increased traffic volumes, speeds from Waikanae to Wellington Airport on SH1 rose from a three-year rolling average of 54 kmph up to 58 kmph (likely due to the increased utilisation of Transmission Gully).

Average travel time variability (as a measure of lateness) on these same corridors increased to 6.5 minutes (as a three-year rolling average) in February 2023, an increase of 3.5 minutes compared to last year. This increase in lateness is likely influenced the most by increased congestion on strategic routes compared to FY 2021/22, with the return of pre-COVID-19 traffic volumes.

### Regional freight moved by rail

The Wellington region relies on our road, rail, and coastal shipping networks to move freight efficiently. Developing the rail network to increase the volume of freight moved by rail will not only benefit the regional economy, but also contribute to emissions reduction objectives by transporting freight via a more carbon-efficient mode compared to trucking.



Source: Freight Information Gathering System (Ministry of Transport)

Figure 10: Freight moved by rail in and out of the region

The Freight Information Gathering System (FIGS) data provides annual estimates of rail freight volume nationwide and within each region. The combined movement of freight by rail in and out of the Wellington region was 1.35 million tonnes in FY 2022/23 (Figure 10)—a reduction of approximately 117 thousand tonnes from FY 2021/22 (8 percent). A contributing factor to this decrease was the reduction in domestic goods transported in FY 2022/23, due to economic conditions and cost of living pressures.

### Environmental sustainability

In the Ministry of Transport’s Transport Outcomes Framework, “environmental sustainability” involves a transport system that transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality, and air quality.

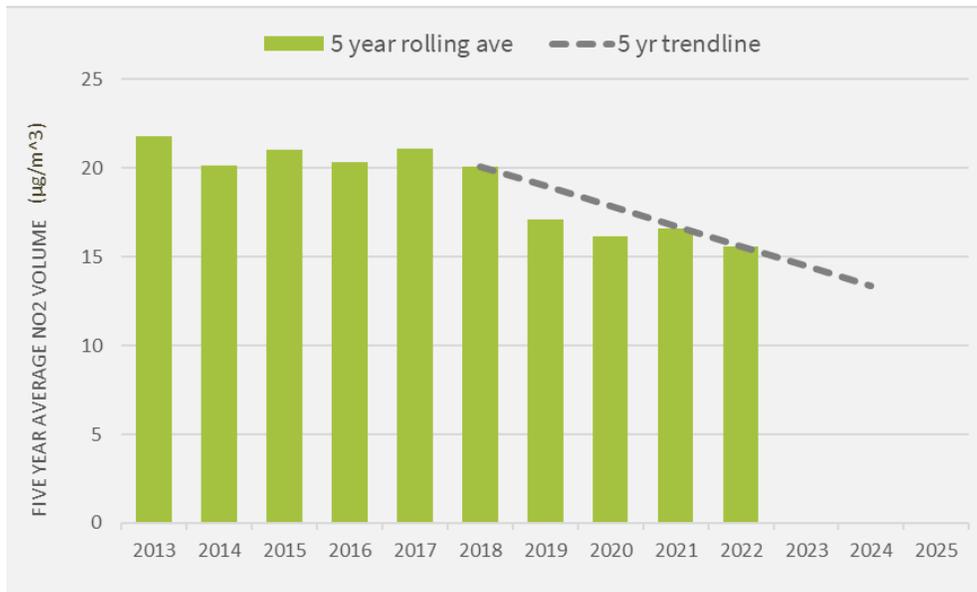
**Measures:**  
*Transport-generated emissions and vehicle fleet composition*

### Updated indicators on environmental sustainability

Indicator	Latest Result	Trend	Comment
 Transport CO <sub>2</sub> emissions	2.16 tonnes of CO <sub>2</sub> per capita	5-year change indicates an 8% decrease, and one-year change indicates a 4% increase	Increase in emissions in the past year likely reflects the increase in traffic volumes post-COVID-19
 Ambient air quality (nitrogen dioxide and black carbon matter)	Nitrogen dioxide is 17.1 µg/m <sup>3</sup> (5-year average to Dec 2022)	Nitrogen dioxide has decreased by 18% over the last five years	
 Percentage of the private car fleet that are EV and hybrid vehicles	56% of new registrations are hybrid or electric	Five-year change indicates a 44% increase, and one-year change indicates an 18% increase	Indicator includes light private vehicles only
 Percentage of the bus fleet that are EV and hybrid vehicles	23% of the bus fleet are EVs (as at June 2023)	Up from 18% in FY 2021/22	Five-year absolute change is 21%

### Air quality – nitrogen dioxide

The RLTP supports initiatives that contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality, including uptake of electric vehicles, alternative fuel options, and improved fuel efficiency.



Source: Greater Wellington

Figure 11: Air quality – nitrogen dioxide

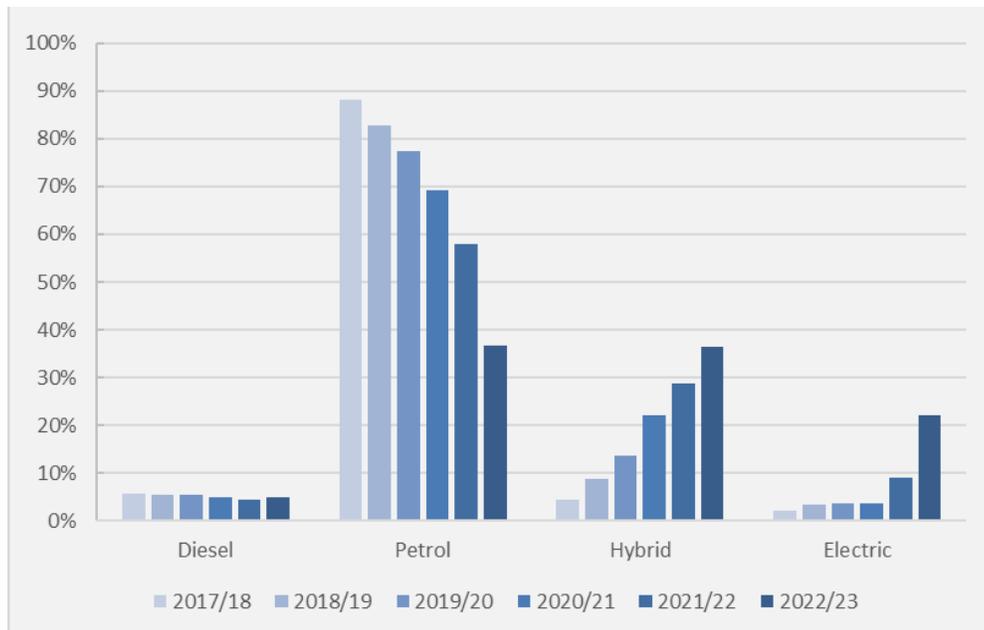
For the purpose of this report, air quality is monitored based on levels of nitrogen dioxide (NO<sub>2</sub>), a harmful pollutant arising from vehicle emissions. The data is gathered from Waka Kotahi’s national air quality (NO<sub>2</sub>) monitoring network including multiple sites across the region (except the Wairarapa). The Waka Kotahi sites are mostly located along the state highways, but include a small number of local roads.

Figure 11 (which is a calendar year indicator) shows the results from NO<sub>2</sub> monitoring sites: in 2022, NO<sub>2</sub> was on average 17.1 µg/m<sup>3</sup>, calculated using a five-year moving average. Levels of NO<sub>2</sub> have decreased by 18% over the last 5 years. As the data is a five-year rolling average from 1 January 2018 to 31 December 2022, improvements in air quality continue to reflect the reduction in regional traffic as a result of COVID-19. As discussed at the end of this section, lower-emissions vehicles also influenced improvements to air quality in Wellington CBD.

**Changes to the vehicle fleet**

Changes to the vehicle fleet to reduce the prevalence of pollutants and emissions are essential to improving air quality. This indicator monitors the transition from fuel-powered internal combustion engine (ICE) vehicles to low-emissions vehicles such as EV or hybrid cars and vans in the Wellington region.

In FY 2022/23, electric vehicle registrations accounted for over 20% of total new vehicle registrations, marking a significant jump from FY 2021/22 (Figure 12). Hybrid vehicle registrations also continued to increase, accounting for more than 35% of total new registrations.



Source: Waka Kotahi

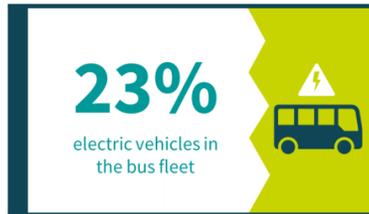
**Figure 12: New registrations for private vehicle fleet by engine type**

**Attachment1 to Report 23.632**

The Government’s Clean Car Discount scheme made the purchase of low-emissions vehicles more affordable for new vehicle buyers. Per the Land Transport (Clean Vehicle Discount Scheme Charges) Regulations 2022, effective 1 April 2022, the Clean Car Discount ensured that vehicles with zero or low emissions would qualify for a rebate, while vehicles with high emissions would incur a fee. In FY 2022/23, this likely contributed to the spike in low emissions new vehicle registrations in the Wellington region, and conversely the reduced proportion of new registrations for petrol cars.

**Electric bus fleet**

From 2021 onwards, per Greater Wellington policy, all new buses purchased for Metlink public transport operations must be electric vehicles with the goal of having an emissions-free fleet by 2035. With the goal to fully decarbonise the public transport fleet by 2035, the conversion of the Metlink bus fleet to electric vehicles (EVs) continues to progress—in June 2023, the fleet was 23% EV buses compared to 18% in June 2022.



Greater Wellington’s annual report released in September 2022 showed that increasing the EV bus fleet has resulted in cleaner air along the Golden Mile, showing the positive effect that converting the diesel fleet has on improving environmental sustainability.

## Conclusion

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Overall, FY 2022/23 marked a return to pre-COVID-19 freedoms of movement and the emergence of a new post-COVID-19 normal. Public transport patronage and highway traffic volumes both show strong recovery to pre-COVID-19 levels.

Challenges in FY 2022/23 included challenges to resilience due to extreme weather events, which increased the duration of road closures. However, Transmission Gully provided a key boost to the region's overall resilience by providing an alternative route for road users during the prolonged closure of State Highway 59.

In FY 2022/23, DSI increased for pedestrians, cyclists, and drivers, likely influenced by increased traffic volumes post-COVID-19. While DSI for drivers increased by 6.4 percent from FY 2021/22 to FY 2022/23, DSI for cyclists and pedestrians increased by 28 percent from FY 2021/22—indicating that the reduced presence of vehicles on the road in the last fiscal year likely contributed to greater safety outcomes for these more vulnerable road users.

Other challenges included the increased cost of living and economic conditions that delayed transport project delivery during FY 2022/23, and which influenced a decrease in the amount of freight goods transported by rail compared to FY 2021/22.

Improvements in FY 2022/23 included a significant increase in public transport patronage towards pre-COVID-19 levels. In FY 2022/23, public transport patronage throughout the day reflected changes in working behaviours, with more people continuing to work from home and the increased affordability of off-peak travel encouraging the uptake of off-peak and weekend travel. Compared to 2019, patronage during the morning peak was 10% to 15% lower in FY 2022/23, but the proportion of off-peak and weekend patronage increased.

Improvements in FY 2022/23 also included better air quality due to the decrease in vehicle pollutants, likely influenced by higher electrification as well as the introduction of more buses of a higher Euro (vehicle emissions) standard, supporting outcomes for healthy and safe people in the Wellington region. The Wellington region also continued to make strides in the uptake of more environmentally sustainable modes of travel, with a steady increase in new hybrid and EV registrations in the region and the continued conversion of the Metlink public transport bus fleet.

Subsequent Annual Monitoring Reports and updates to the Wellington RTC will provide an opportunity to monitor how some of the emerging trends evolve through time.

## Reporting on the RLTP Programme 2021-24

The next Annual Monitoring Report on FY 2023/24 (July 2023 – June 2024) will be presented to the Wellington RTC in December 2024.

In addition to the Annual Monitoring Report, the Wellington Regional Transport Committee receives regular reports on the progress of the RLTP Programme 2021-24 to the March and September meetings of the RTC. These can be found in the order papers for the relevant meetings on the [Greater Wellington website](#). In the future, updates on key metrics will also be provided to the RTC on a quarterly basis to indicate the direction of travel.

### RLTP 2021 Mid-Term Review

Every three years, the RLTP must undertake a mid-term review to confirm that the programme identified in the RLTP remains fit for purpose for the second half of its six-year duration. This review includes the formal bid for funding from the National Land Transport Fund through the preparation of the RLTP 2024-27 transport programme.

The review is underway at the end of 2023, with public consultation scheduled for early 2024.



Interested in learning more about the Wellington RLTP?

- [Click here](#) to visit our website
- [Click here](#) to read our Plan on a Page

**Attachment1 to Report 23.632**

Attachment1 to Report 23.632

For more information contact the  
Greater Wellington Regional Council:

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[www.gw.govt.nz](http://www.gw.govt.nz)

December 2023

Regional Transport Committee  
5 December 2023  
Report 23.636



For Information

## KIWIRAIL UPDATE – DECEMBER 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 December 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 5 December 2023.

### Ngā āpitihanga Attachment

Number	Title
1	KiwiRail December 2023 presentation

### Ngā kaiwaitohu Signatories

Writer	Shan Lu – Principal Strategic Advisor
Approver	Grant Fletcher, Head of Regional Transport Luke Troy – Group Manager, Strategy

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



# Wellington Metro Upgrade Programme (WMUP) Highlights Attachment 1 to Report 23.636

---

## Renewals Programme: Wairarapa Line

- Re-railing and re-sleeper complete
- Tunnel 1 drainage work completed
- Tunnel 2 construction ventilation system installed and commissioned

## Metro Capacity: Plimmerton

- Track work underway to reduce Xmas workload
- Driver training commenced

## Metro Capacity: Wellington Railway Station Entry

- Weekend BOL work on EMU depot access and Combined Services Route (CSR)

## Regional Capacity: Wairarapa

- Contractors mobilised for the CSR
- Manufacture of level crossing slabs for SH2 completed
- Level Crossing Risk Assessment – complete mid Dec



Final sleeper of 55,000 was installed on Monday 16th October 2023



# Key Progress

Attachment 1 to Report 23.636

## WL Resleeper



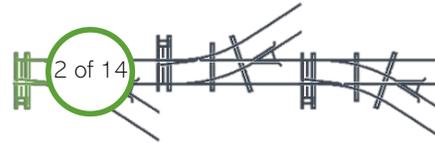
## WL Rerail



## Bridge Renewals



## WRS Turnouts



## WRS Trenching

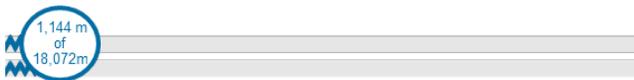


## WRS Signals

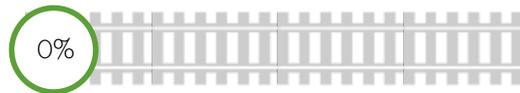


- Three blue portals replaced in Wellington Station
- Bridge 23 utility work completed
- Ventilation system installed and commissioned for Remutaka Tunnel
- Drainage work completed in Tunnel 1 in preparation for Xmas track relay
- Remutaka Tunnel drainage lid removal now 40% complete

## WL Tunnels Drainage



## WL Tunnels Track Relay



# Xmas BOL

Attachment 1 to Report 23.636



## Other Points of Focus

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### Maintenance & Renewals

- The level of maintenance and renewals on the network needs to lift to deliver the desired level of service - but cost escalation and in particular insurance premium costs are eroding the amount of work that can be physically undertaken on the network.

*(Further)*

- There is a backlog of work needed to deliver reliable services that still needs to be funded.
- GWRC considers this category of works to be Crown accountability

*(So, what is being done)*

- Maintenance & Renewal given Priority #1 in the mid-point RLTP review
- GWRC, KRG and Waka Kotahi are working together to
  - Understand the work needed on the network, its cost and options – including any implications for customer levels of service
  - Explore funding options and opportunities
  - Supporting MoT in their review of the existing Metro Rail Operating Model.
- Consistent messaging to officials and Ministers



## Other Points of Focus

---

### Cost Pressures – Existing Projects

- Substations – consistent brief from KR and GWRC to funders on requirements
- Ongoing tension between scope, and forecast cost to complete in the renewals projects – will know a lot more following Tunnel works over Xmas BOL

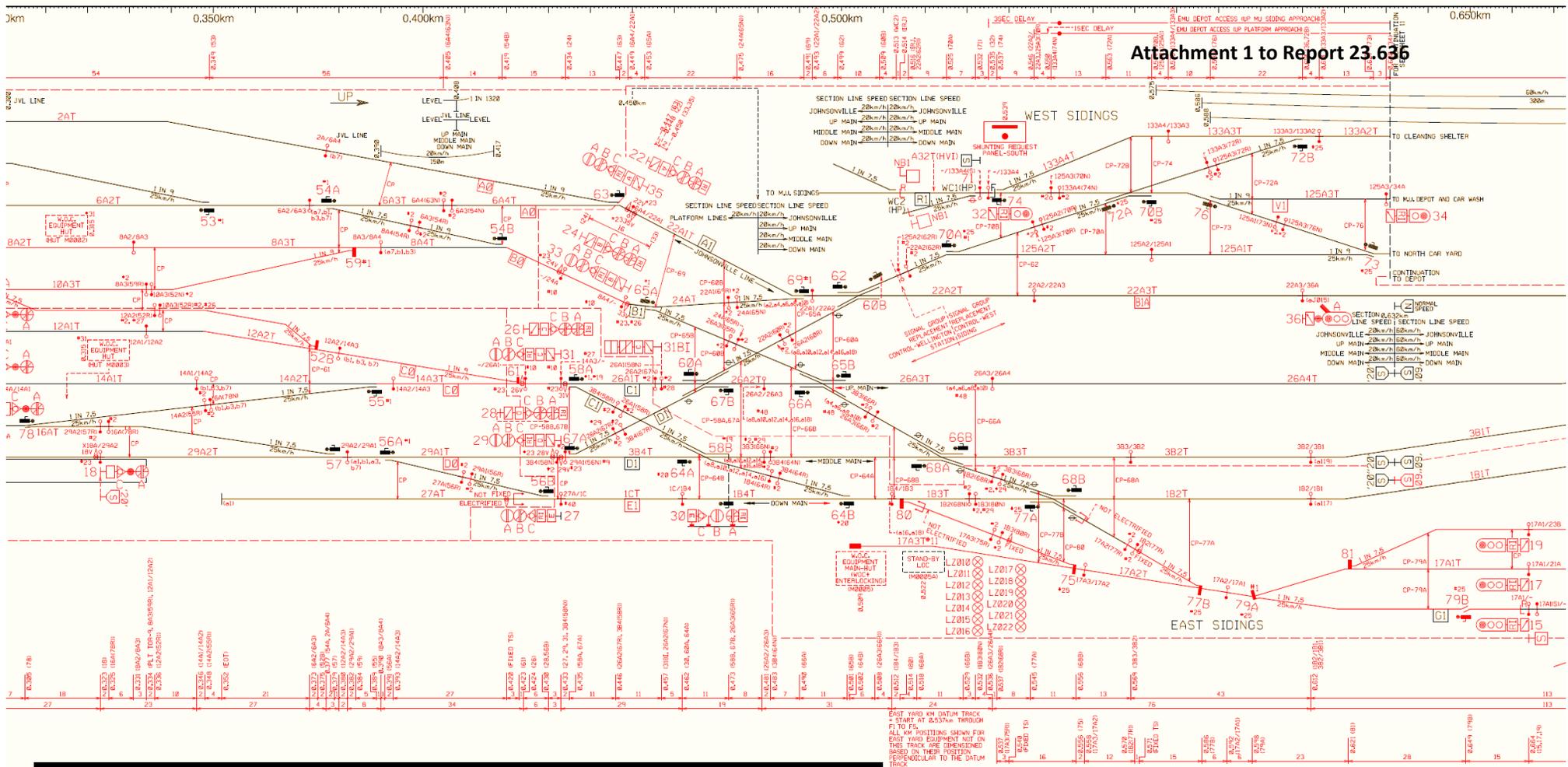
### Getting stakeholder consensus for the following Xmas and the Wairarapa Tunnel repairs

- Efficient and safer construction and taking the pain in one hit and maintaining the project budget envelope within the already constrained boundaries for this work

*(But)*

- Longer than normal period with no PT – potential erosion of customer goodwill, farebox, or longer to get people back on the trains
- More logging trucks over the Remutaka Hill for period
  - Consequential road safety issues
  - Wear and tear on SH2 generally
  - Erosion of decarbonisation objectives of road use is long term (for both logging and private vehicles)
- KiwiRail has rail commercial obligations to CentrePort
- Investigating taking logs “the long way round” for the duration – higher interim freight cost but retains rail as mode





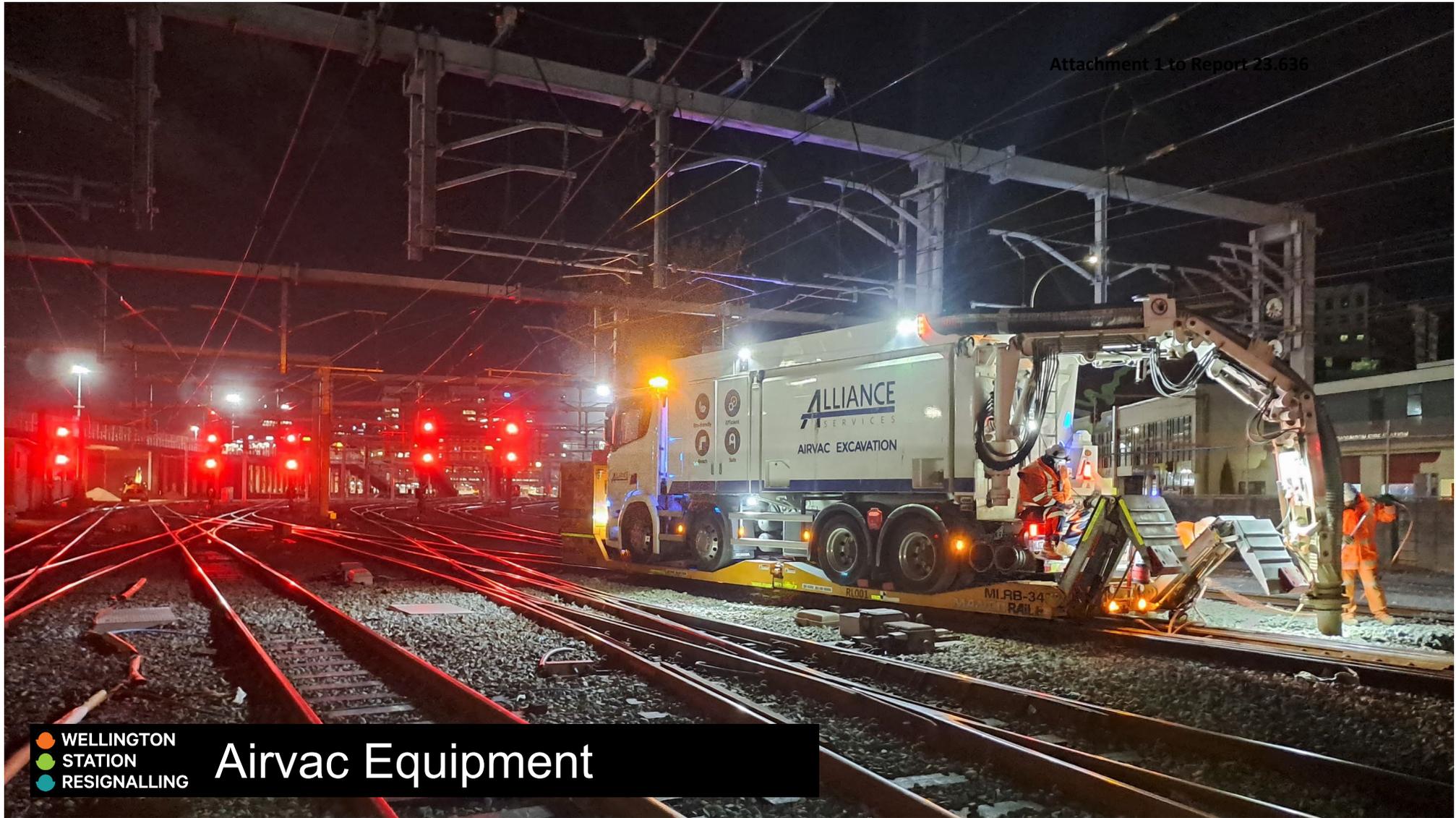
Attachment 1 to Report 23.635

- WELLINGTON
- STATION
- RESIGNALLING

# Signalling Handsketch



Attachment 1 to Report 23.636



- WELLINGTON
- STATION
- RESIGNALLING

# Airvac Equipment



# Questions?

Attachment 1 to Report 23.636



Regional Transport Committee  
5 December 2023  
Report 23.613



For Information

## METLINK UPDATE – DECEMBER 2023

### Te take mō te pūrongo

#### Purpose

1. To update the Regional Transport Committee (the Committee) on the Metlink network performance, initiatives, current work.

### Te horopaki

#### Context

2. Metlink regularly updates the Committee on its network performance, initiatives and current work programme. The update is provided as [Attachment 1](#) – Metlink Update presentation December 2023.

### Ngā tūāoma e whai ake nei

#### Next steps

3. A Metlink officer will speak to [Attachment 1](#) at the Committee’s meeting on 5 December 2023.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Metlink Update presentation December 2023

### Ngā kaiwaitohu

#### Signatories

Writer	Emmet McElhatton – Manager, Policy, Metlink
Approvers	Tim Shackleton – Senior Manager, Commercial, Strategy and Investments, Metlink Samantha Gain – Group Manager, Metlink

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> It is appropriate for the Committee to receive updates from Metlink on the performance of the Metlink network and Metlink's initiatives and programmes in order to assist in the Committee's review of the implementation of the Wellington Regional Land Transport Plan.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> The update contributes to the delivery of the Wellington Regional Land Transport Plan.
<b><i>Internal consultation</i></b> There was no internal consultation.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks or impacts.

# METLINK UPDATE

Regional Transport Committee

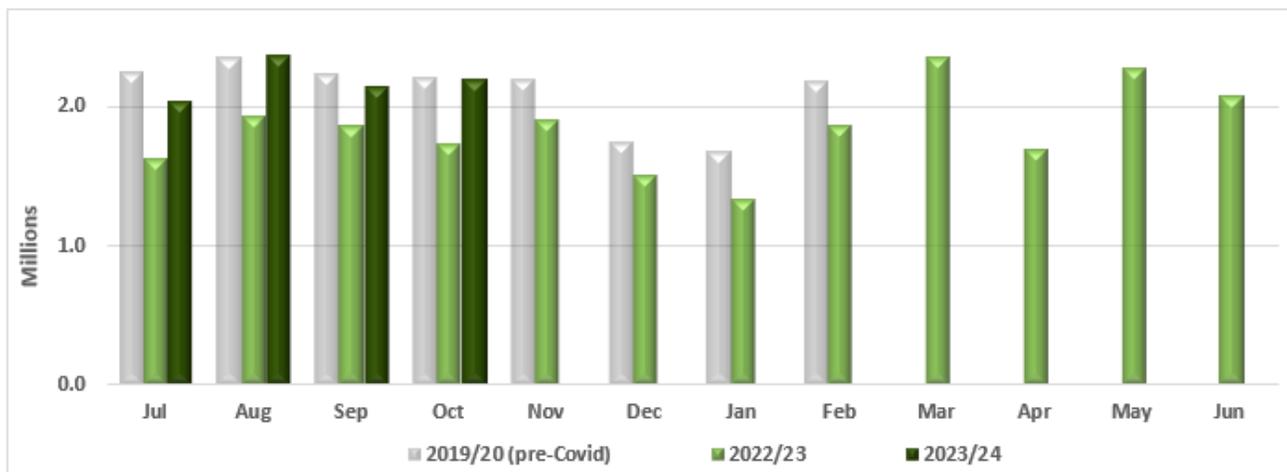
5 December 2023

Samantha Gain – Group Manager, Metlink



# Patronage update – Bus

Attachment 1 to Report 23.613



Boardings by area - current month

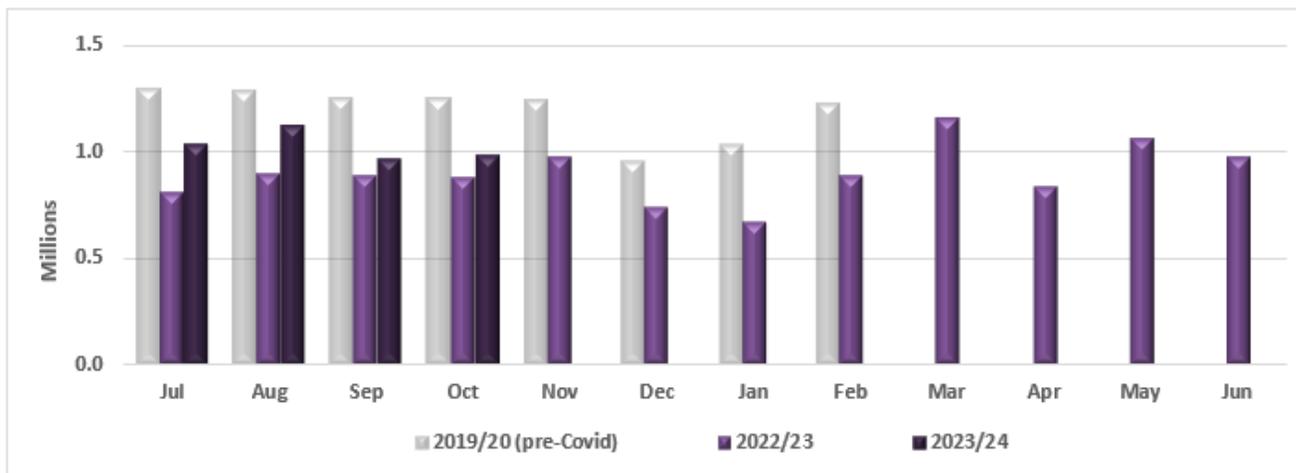
	Oct-23	Oct-22	% Change
Wellington	1,630,813	1,292,638	26.2%
Hutt Valley	419,247	329,948	27.1%
Porirua	79,115	63,607	24.4%
Kapiti	56,938	42,608	33.6%
Wairarapa	14,138	11,083	27.6%
<b>Total</b>	<b>2,200,251</b>	<b>1,739,884</b>	<b>26.5%</b>

Boardings by area - year to date (Jul - Oct)

	2023/24	2022/23	% Change
Wellington	6,541,317	5,297,334	23.5%
Hutt Valley	1,639,515	1,381,378	18.7%
Porirua	310,232	272,554	13.8%
Kapiti	224,716	192,332	16.8%
Wairarapa	57,118	51,366	11.2%
<b>Total</b>	<b>8,772,898</b>	<b>7,194,964</b>	<b>21.9%</b>

# Patronage update - Rail

Attachment 1 to Report 23.613



Boardings by line - current month

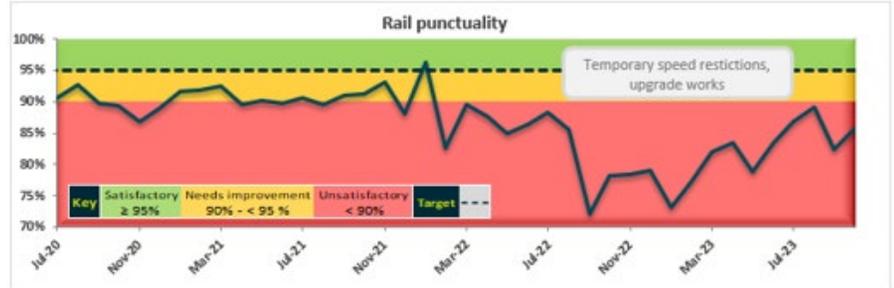
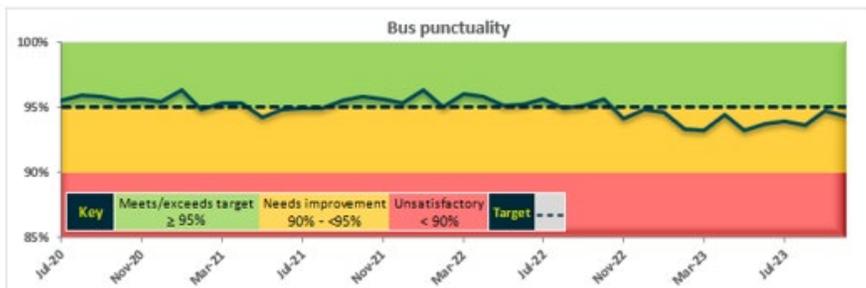
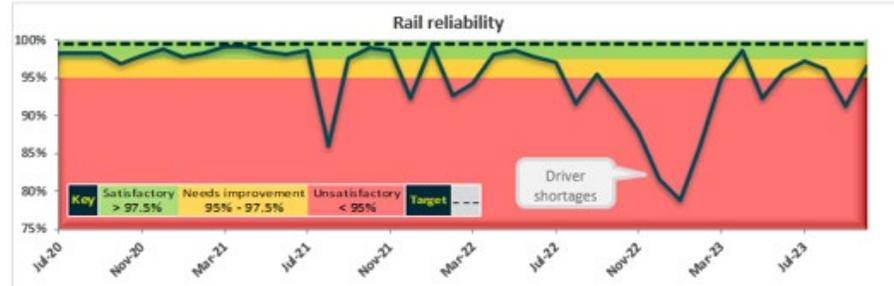
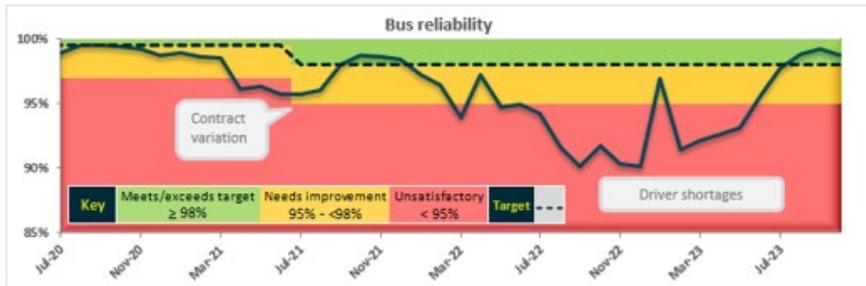
	Oct-23	Oct-22	% Change
Hutt Valley	414,079	379,265	9.2%
Kapiti	398,990	348,679	14.4%
Johnsonville	109,561	98,307	11.4%
Wairarapa	54,182	47,495	14.1%
<b>Total</b>	<b>976,812</b>	<b>873,746</b>	<b>11.8%</b>

Boardings by line - year to date (Jul - Oct)

	2023/24	2022/23	% Change
Hutt Valley	1,747,895	1,477,501	18.3%
Kapiti	1,653,738	1,389,159	19.0%
Johnsonville	462,969	398,809	16.1%
Wairarapa	215,954	189,440	14.0%
<b>Total</b>	<b>4,080,556</b>	<b>3,454,909</b>	<b>18.1%</b>

# PT Performance – October 2023

Attachment 1 to Report 23.613



# Wellington Rail Network Challenges

Attachment 1 to Report 23.613



## Escalating costs for Wellington Network Agreement:

The Wellington Network Agreement (WNA) includes funding for Wellington rail network and costs are escalating, in particular

- Insurance premiums - Premium have increased from \$2m in 2018 to \$10.75m in 2023
- Operational costs have increased to keep current level of service
- Steady state asset renewal budgets, funded via the WNA, decreases as operation or management cost increase. This means that fewer renewals are undertaken and maintenance costs increase



There is an increasing backlog of work required to bring the rail network to deliver reliable passenger services.

- GWRC is of the view that this work is the Crown's responsibility to fund.



GWRC, KiwiRail and Waka Kotahi are working together to find pathways to all these funding challenges and also work with the MoT to look at how the funding model is applied in the future.

# Sustainable Public Transport Framework - Update

Attachment 1 to Report 23.613



**31 August 2023:** the Land Transport Management (Regulation of Public Transport) Amendment Act came into force. PTOM has been replaced with the Sustainable Public Transport Framework.



The performance of public transport functions will be guided by new principles shaping the planning, procurement and provision of public transport services



Direct ownership or interests in assets and infrastructure by local authorities and in-house operation of public transport services by public transport authorities is now enabled



Additional transparency requirements for the planning, procurement, and operation of services – including in relation to the financial performance of operators and the aggregate terms and conditions of employees



Inter-regional public transport services are now treated the same as public transport services within a region



On-demand services are now defined as a public transport service and can be operated as part of a unit with or without conventional route-based/timetabled services



Additional requirements for Regional Public Transport Plan (RPTP) contents, preparation, considerations, and consultation – including a requirement for public transport authorities to take into account the views of the public transport workforce and applicable unions when adopting an RPTP.

**Officers continues to work with the Ministry of Transport, Waka Kotahi, and other Public Transport Authorities (PTAs) to develop operational policy to give effect to the SPTF objectives and to support implementation of specific changes.**

# Proposed Strategic Public Transport Asset Control Strategy

Attachment 1 to Report 23.815

As part of the 2021 PTOM review, Council directed officers to investigate public control of strategic public transport assets. This has resulted in a number of workstreams – including the Southern Depot Opportunity and Project Hihi (which considers the wider operating model and commercial implications of asset ownerships)

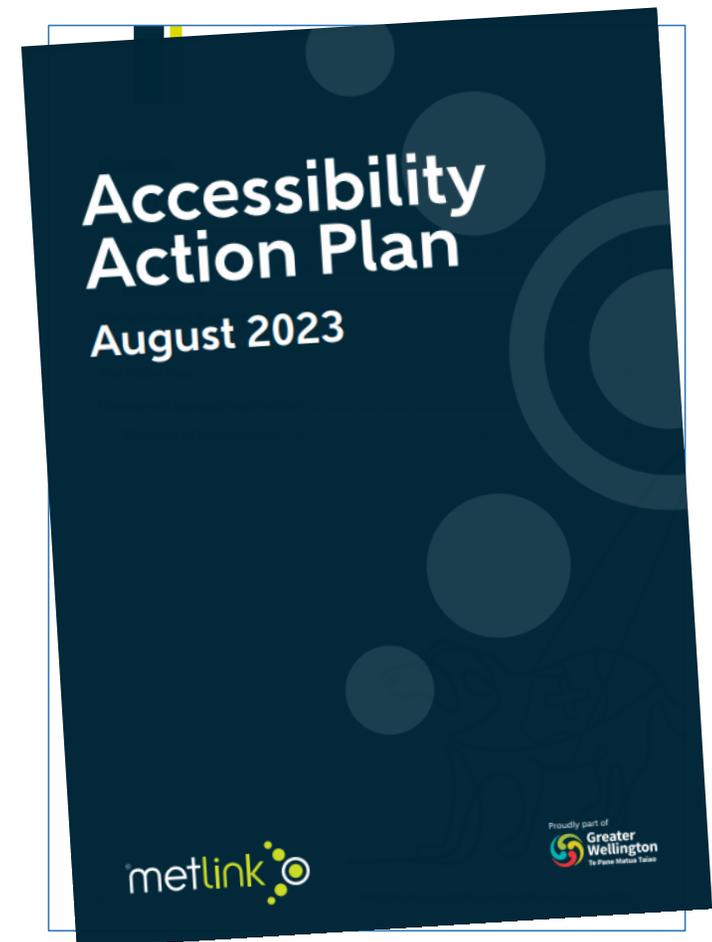


- Draft strategy proposes Greater Wellington should increase control of key strategic assets, in particular bus depots but perhaps also fleet
- The form of control will differ on a case-by-case basis taking into account a variety of factors including asset costs, scarcity and risk of asset loss
- Some of the approaches (such as direct ownership) will have considerable funding implications dependent on timing, cost and risks of various investment decisions.
- The strategy will be consulted on in the upcoming LTP
- Progressing planning for Stage 1 of Lyall Bay development in parallel

# Accessibility Action Plan

Attachment 1 to Report 23.613

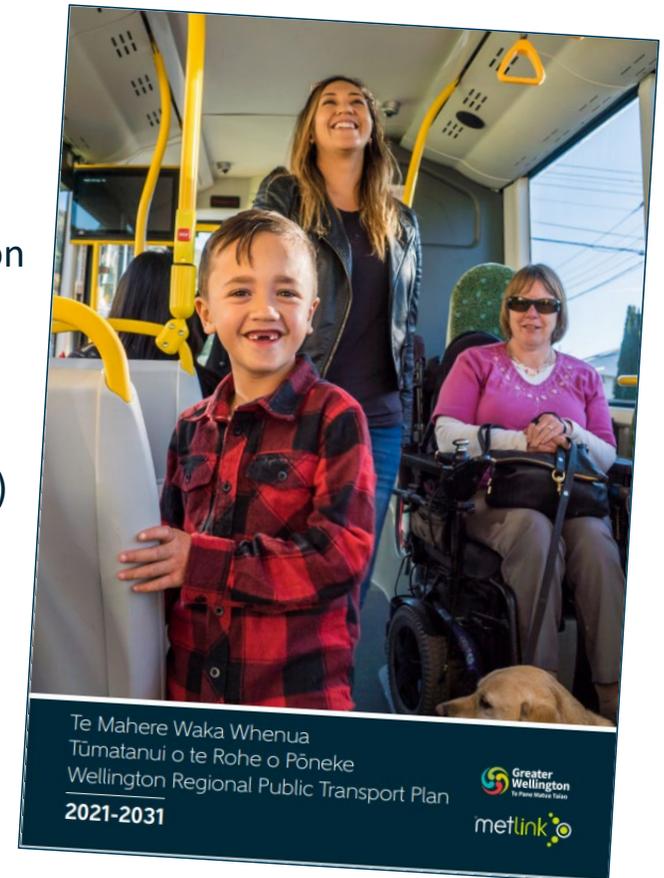
- The Transport Committee adopted a new Accessibility Charter on 9 September 2021. The Charter is the first step towards realising Metlink’s vision: “The Metlink public transport network is accessible for all with ease and dignity”.
- Officers worked with the disability sector, operators and key stakeholders to co-design an Accessibility Action Plan (AAP) to plan and prioritise improvements to the public transport network.
- A number of improvements were identified in the AAP, including:
  - Disability training for operational staff
  - Bus stop and station accessibility improvements
  - Hidden disabilities high level strategy
  - Accessible corridors
- A strategic funding approach has been fed into Long Term Plan planning for the 2024-2034 Long Term Plan.



# Review of the Wellington Regional Public Transport Plan

Attachment 1 to Report 23.613

- A Regional Public Transport Plan (RPTP) is a statutory instrument under the Land Transport Management Act (LTMA) 2003.
- Councils who provide or fund public transport must adopt and keep current an RPTP.
- Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke, the Wellington RPTP 2021-2031, was adopted by Council in June 2021.
- Greater Wellington has commenced a review to:
  - Confirm the next network 'unit' structure in anticipation of procurement of new operation contracts (commencing early 2025)
  - Address any PT planning requirements and opportunities arising from the LTMA Amendment Act 2023 including establishment of the Sustainable Public Transport Framework (SPTF)
  - Review our RPTP policy framework to facilitate future decisions
  - 'Signal' significant capital and operational projects to support business cases
  - Anticipate future PT provision from housing and economic growth across the region.



# RPTP Review Approach: Engagement

Attachment 1 to Report 23.613



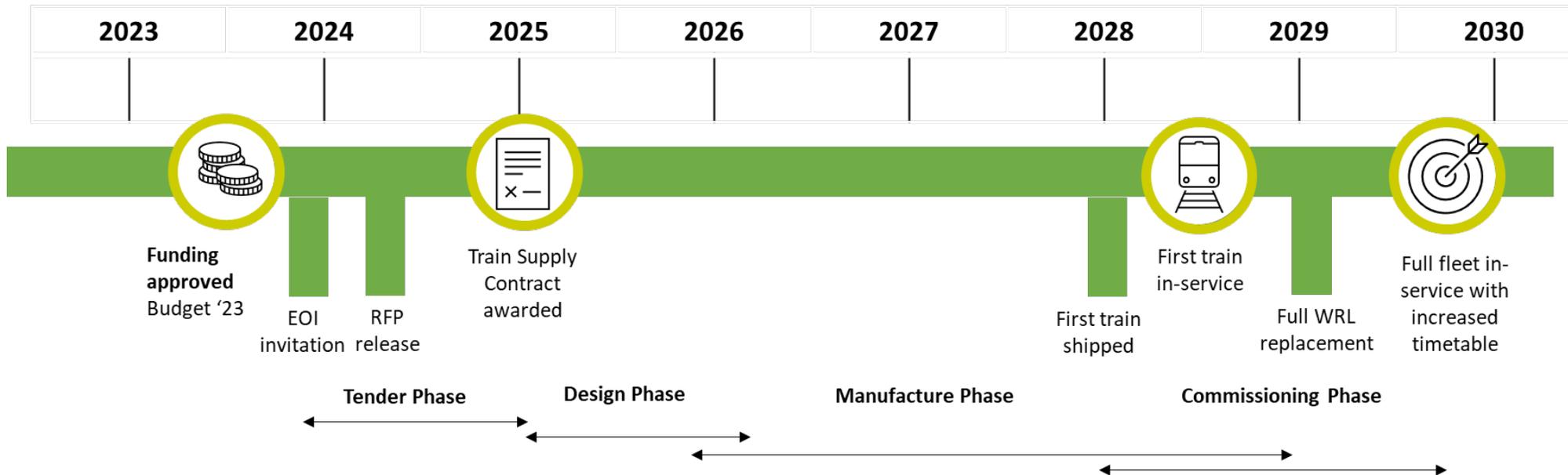
- The LTMA Amendment Act encourages a ‘collaborative’ approach to RPTP development with key stakeholders, including RTC, Territorial Authorities, Crown agencies and passenger representative groups.
- Greater Wellington will be delivering the RPTP 2024 review in a collaborative manner through a series of co-design workshops across the region from July 2023.
- Workshops to date with UHCC, HCC & PCC officers and stakeholders. KCDC in December, WCC & Wairarapa combined early 2024.
- This will provide a richer, more representative view of community needs and ensure PT provision for housing and economic growth across the region is planned for.

## Key milestones:

- ☑ Key partner collaborative engagement: June 2023-April 2024
- ☑ Finalisation of consultation draft RPTP: June 2024
- ☑ Public statutory consultation: July 2024
- ☑ Adoption of new RPTP: September 2024.

# LNIRIM update: programme timeline

Attachment 1 to Report 23.613



# Other projects to note

Attachment 1 to Report 23.613



## **Community Connect**

Implemented from 1 September 2023



## **Articulated bus road test**

Successful road test on Route 2



## **FIFA Women's World Cup**

Nine games were hosted at the Wellington Regional Stadium, attendance for these games was over 230,000; integrated ticketing was provided



## **Bus on-board announcements**

Started to be rolled out on Metlink buses; this piece of work was signalled in the Accessibility Action Plan and has received very positive feedback from the blind/low vision community



## **Waterloo Priority Development Area (PDA)**

Progressing according to plan with Commercial Study complete.



## **Park & Ride Demand Management Project**

Demand management measures at Metlink Park & Rides to be introduced from 2026. Key early focus for work is alignment work with territorial authorities. Update at next RTC.

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