



**If calling, please ask for Democratic Services**

## **Regional Transport Committee**

Tuesday 1 April 2025, 10.00am

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
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	New Zealand Transport Agency - Waka Kotahi
Aaron Woodcock, Councillor	South Wairarapa District Council

**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 1 April 2025, 10.00am

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		
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8.	<a href="#">Progress Report on Significant &amp; Committed Activities in the Wellington Regional Land Transport Plan Mid-Term Review 2024</a>	25.112	57



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 1 April 2025.

Report 24.624

## Public minutes of the Regional Transport Committee meeting on Tuesday 26 November 2024

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 1.04pm

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### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair) (until 1.46pm)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Caffell	Masterton District Council
Councillor Edwards	Hutt City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Hon. Mayor Mark	Carterton District Council
Deputy Mayor Sadler-Futter	South Wairarapa District Council
Emma Speight	NZ Transport Agency – Waka Kotahi

Mayors Baker and Caffell, Deputy Mayor Sadler-Futter and David Gordon participated at this meeting remotely via Microsoft Teams and counted for the purpose of quorum in accordance with clause 25A of Schedule 7 to the Local Government Act 2002.

### Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

Moved: Cr Ponter / Hon Mayor Mark

That the Committee accepts the apologies for absence from Mayor Holborow and Councillor Pannett.

The motion was **carried**.

**2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

**3 Public participation**

Simon Casey, Remutaka Hill Road Action Group, spoke on the alternate Remutaka Hill proposal.

**Noted:** The Committee agreed to draft a letter to be signed by the Committee Chair to express regional support for investigating alternate routes between Upper Hutt and the Wairarapa, to be sent to NZTA and the Minister of Transport, once one or more Councils has confirmed their formal support for the proposal.

**4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 1 October 2024 – Report 24.547**

Moved: Mayor Guppy / Cr Edwards

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 1 October 2024 – Report 25.547.

The motion was **carried**.

**5 2023/24 Annual Monitoring Report on the Wellington Regional Land Transport Plan 2021 – Report 24.615 [For Information]**

Rose Wunrow, Strategic Advisor and Christoph Gerds, Team Leader Wellington Transport Analytics Unit, spoke to the report.

**6 Wellington Regional Public Transport Plan Review - Update – Report 24.611 [For Information]**

Emmett McElhatton, Manager Policy, spoke to the report.

**7 Metlink Update – November 2024 – Report 24.612 [For Information]**

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

Councillor Ponter left the meeting at 1.46pm during the above item and did not return.

**8 KiwiRail Update – November 2024 – Report 24.656 [For Information]**

The report was taken as read.

**Noted:** The Committee requested that KiwiRail provide an update on the status of rail crossing projects in the Wairarapa.

**Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga.

The meeting closed at 1.53pm.

Councillor A. Staples

**Chair**

Date:

**Regional Transport Committee**  
**1 April 2025**  
**Report 25.111**



**For Decision**

## **DRAFT SUBMISSION ON LAND TRANSPORT MANAGEMENT (TIME OF USE CHARGING) AMENDMENT BILL**

### **Te take mō te pūrongo**

#### **Purpose**

1. To advise the Regional Transport Committee (the Committee) of the draft submission on the Land Transport Management (Time of Use Charging) Amendment Bill 2025.

### **He tūtohu**

#### **Recommendations**

That the Committee:

- 1 **Approves** the submission developed on behalf of the Regional Transport Committee responding to the Land Transport Management (Time of Use Charging) Amendment Bill, including any changes or additions agreed by the Committee.
- 2 **Authorises** the Committee Chair to make minor editorial changes for the purpose of finalising the submission.

### **Te tāhū kōrero**

#### **Background**

2. The Land Transport Management (Time of Use Charging) Amendment Bill (the Amendment Bill) was introduced to Parliament on 17 December 2024 and had its first reading where it was referred to the Transport and Infrastructure Committee on 4 March 2025. (Refer to Bill at <https://www.legislation.govt.nz/bill/government/2024/0113/8.0/LMS1016321.htm#LMS1016396>.)
3. The Amendment Bill proposes to establish a framework to set up time of use charging schemes in New Zealand. It would enable local authorities to identify areas of high congestion, propose indicative scheme areas, and set out potential charging zones for approval by the Minister of Transport. If no scheme is initiated within three years, the Minister may direct New Zealand Transport Agency Waka Kotahi (NZTA) to initiate a time of use charging scheme. Only the Minister can change or terminate a scheme.

4. The purpose of time of use charging schemes is described in the Amendment Bill as 'to improve traffic flow in order to improve network productivity'.
5. A scheme board is set up following initiation of a scheme proposal, comprised of NZTA and local authorities. NZTA representatives hold 50% of the voting rights in relation to decisions made by the scheme board. The Chair must be a representative of NZTA and holds the casting vote.
6. The scheme board is tasked with designing a scheme, preparing an impact assessment and consulting on the scheme proposal before it goes to the Minister for assessment and sign off.
7. Scheme revenue is to be allocated firstly toward establishment costs, operational costs, and monitoring costs. Remaining revenue must then be invested in land transport activities in accordance with a new investment agreement (between local authorities and the Minister).
8. Submissions on the Amendment Bill close on 27 April 2025.

### **Te tātaritanga Analysis**

9. The draft submission prepared for the Committee's consideration (provided as [Attachment 1](#) to this report) supports legislation to enable time of use charging to better manage travel demand and incentivise healthier and lower-emissions travel choices.
10. The submission notes that a time of use charging scheme is just one tool to manage travel demand and must be part of a wider package of measures including the improvement of public transport and active transport options, parking supply management and cost, improved urban form and amenity, and speed management.
11. The submission makes the following key recommendations:
  - a That revenue generated from the scheme be prioritised for investment in public and active transport infrastructure, capacity and safety.
  - b That the purpose of the legislation should be strengthened to enable broader health, safety and emissions reduction outcomes.
  - c That local authorities have a strengthened role in decision-making on schemes.
  - d That public transport vehicles are exempted from schemes.
  - e That stronger provisions need to be in place to ensure that vulnerable communities and those accessing essential regional facilities are not unduly disadvantaged by schemes.
  - f That the disbursement of scheme revenue to meet establishment and operational costs should be simplified and clarified.
  - g That there is proactive government investment in alternative modes of transport in anticipation of the introduction of time of use charging.

### **Ngā hua ahumoni**

#### **Financial implications**

12. There are no financial implications associated with the Committee making a submission on the Amendment Bill.

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

#### **Implications for Māori**

13. While the Amendment Bill, subject of the draft submission, may raise matters of interest for Māori, the Committee's approval of a submission does not have implications for Māori.
14. The implications of any future time of use charging scheme (developed under the proposed enabling legislation) will need to be assessed by the relevant scheme board as part of the required impact assessment (See Section 65Z(2)(f) of the Amendment Bill).

### **Ngā tikanga whakatau**

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

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

### **Te hiranga**

#### **Significance**

16. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. The matters for decision relate to feedback to an external consultation process on proposed legislative change. Officers recommend that these matters are of low significance due to their administrative nature.

### **Te whakatūtakitaki**

#### **Engagement**

17. No community engagement has been undertaken in the process of drafting this submission. Any future time of use charging scheme developed under this legislation, if the Amendment Bill become law, would be subject to a full separate process, including consultation on a scheme proposal.

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

18. The final submission will incorporate any changes discussed and agreed in today's Committee meeting, with additional minor editorial changes delegated to the Committee Chair.

## Ngā āpitihanga

### Attachments

Number	Title
1	<a href="#">Draft Submission on the Land Transport Management (Time of Use Charging) Amendment Bill</a>

## Ngā kaiwaitohu

### Signatories

Writer	Catherine Knight – Principal Strategic Adviser
Approvers	Andy Ford – Acting Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki   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 Committee has responsibility to approve submissions to external organisations on matters that support contribution to the Wellington Regional Land Transport Plan's objectives and direction.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> The Regional Land Transport Plan 2021 (reviewed in 2024) includes a policy supporting congestion charging: 'Policy 5.4. <i>Advocate for enabling legislation for pricing tools to better manage travel demand</i> '. Preparing a submission on the Amendment Bill is consistent with this policy. The draft submission supports the enabling legislation whilst raising identified areas where it can be improved to ensure it is effective and better aligned with the objectives of the RLTP.
<b><i>Internal consultation</i></b> The draft submission has been prepared by the Regional Transport Strategy team along with officers from the region's the technical advisory group (TAG), including Metlink. Input has been sought from Te Hunga Whiriwhiri.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks associated with the matters for decision.



**By e-mail**

TBD April 2025

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Tēnā koutou

**Submission on the Land Transport Management (Time of Use Charging) Amendment Bill**

The Wellington Regional Transport Committee (the Committee) welcomes the opportunity to submit on the Land Transport Management (Time of Use Charging) Amendment Bill (the Bill).

The Wellington Regional Transport Committee is comprised of representatives from each territorial authority in the region, Greater Wellington Regional Council (GWRC), NZTA Waka Kotahi (NZTA), and KiwiRail. Members are Approved Organisations under the Land Transport Management Act, and invest jointly in land transport activities across the region's local road, state highway, public transport, and rail networks. Note that GWRC is also a Public Transport Authority under the same act. The Committee is responsible for developing the Regional Land Transport Plan (RLTP), which sets out the strategic direction and investment priorities for the region over 10 years and serves as a formal bid for land transport activity funding from the National Land Transport Fund.

Overall, the Committee supports legislation to enable time of use charging to better manage travel demand to improve network efficiency, incentivise healthier and lower-emissions travel choices. Well designed with these multiple goals in mind, a scheme for the Wellington Region will also help the region progress towards achieving our RLTP's three headline targets, which are: 1) reducing deaths and serious injuries on our roads, 2) reducing transport-generated carbon emissions, and 3) increasing the mode share of active and public transport by 2030.

However, a time of use charging scheme is just one tool in the toolkit to manage travel demand and improve productivity and must be an integrated part of a wider package of measures. The other measures include the improvement of public transport and active transport options and affordability, the management of parking supply and cost, changes to urban form, roading improvements, road space reallocation and speed management.



We recommend the following changes to the legislation and its implementation, set out below.

### Key recommendations

(This section sets out the key points of our submission. These points are elaborated on in the Detailed comments section.)

The Committee:

1. **Strongly recommends that revenue generated from the scheme be prioritised for investment in public and active transport infrastructure, capacity and safety.** This investment will provide more choice for those willing and able to move to other modes, and alongside a planned pipeline of investment will also help to create social license for the scheme.
2. **Recommends the strengthening of the purpose of the legislation to enable broader health, safety and emissions reduction outcomes.** The Committee notes that the purpose of the Bill is currently to 'improve traffic flow in order to improve network productivity', which could conceivably be achieved through the redistribution of vehicle traffic (by time or route), rather than the gross reduction of traffic. This may lead to some improved network efficiencies but will not achieve the significant productivity gains, health, safety and climate change mitigation outcomes associated with reduced motor vehicle use. Reducing overall traffic volume has numerous co-benefits that support the Ministry of Transport's Transport Outcomes Framework's vision of 'a transport system that improves wellbeing and liveability'.
3. **Recommends that local authorities have a strengthened role in decision-making on schemes and the Public Transport Authorities be mandatory members of any Board.** As drafted, the legislation is highly centralised in terms of decision-making powers. This reduces the ability of local authorities and their communities to influence how a scheme might be shaped and implemented in their cities and districts to maximise its success and achieve broad outcomes. As drafted there is a strong risk of a scheme being implemented that works against a city's agreed outcomes.
4. **Strongly urges that Public Transport vehicles are exempted from schemes.** The Committee notes that, as the legislation is drafted, public transport operators are not exempted from the scheme. We presume this was an oversight. At minimum, scheduled bus services operated by the Public Transport Authorities should be exempted from time of use charging schemes. A failure to do so will mean an increase in costs, passed on to those using public transport, which would be counterproductive to the purpose of the legislation and to other Government objectives, including increasing Private Share.
5. **Recommends that stronger provisions need to be in place to ensure that vulnerable**



**communities and those accessing essential regional facilities (ie hospitals) are not unduly disadvantaged during the development of schemes.** Early consideration of impacts on vulnerable communities and maintaining access to essential regional facilities will be critical to the design of a well-functioning scheme that is perceived as fair and equitable.

- 6. Recommends that the disbursement of scheme revenue to meet establishment and operational costs should be simplified and clarified.** Simplifying the allocation of establishment costs would avoid the need for complex cost-sharing arrangements and associated re-imburement, helping to maximise revenue available for reinvestment.
- 7. Emphasises the need for proactive government investment in alternative modes of transport in anticipation of the introduction of time of use charging.** International experience demonstrates that proactive investment in public transport infrastructure and services is critical to the success of congestion charging schemes. It is important to develop social license and community support for such schemes.

#### Detailed comments

Prioritisation of surplus revenue from the scheme to be invested in public and active transport

8. The Bill sets out (at 65S) how revenue from a time of use charging scheme must be used. The Bill stipulates that the balance of revenue (after establishment, operational and monitoring costs have been met) 'must be invested in land transport activities within the scheme region in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The prioritisation and allocation of the balance of revenues will be allocated in accordance with an investment agreement between the local authority(ies) and the Minister.
9. The Committee recommends that any surplus revenue be invested in alternative modes of transport (public and active modes) as a priority. This investment will help to provide better choices for those willing and able to move to other modes, and support the purpose of the scheme. Over the long term, supporting mode shift through investment in public and active transport is likely to produce more efficiency and productivity gains in relation to the existing road network than using the revenue to build more or increased capacity roads. This is particularly relevant to cities with constrained road corridors like Wellington.

Importance of parallel investment in alternative transport modes and better access

10. Notwithstanding the Committee's points at 8 and 9 above, the post-facto investment in alternative modes of transport using any surplus revenue generated, while welcome, is not sufficient. This investment should not be provisional on a scheme generating surplus revenue, and this being allocated to public transport investment. Experience from the implementation of congestion charging in overseas jurisdictions demonstrates that to be



successful there must be planned and proactive government investment in alternative modes of transport (i.e., rail, buses, and active modes) and compact, transport-integrated urban form in anticipation of the introduction of time of use charging. Without investment in alternative modes and improved accessibility through better urban form, there is a risk that New Zealanders will simply be penalised for trips that they are unable to avoid or make at another time, further adding to the cost-of-living crisis and exacerbating inequities.

11. The need for more proactive government investment is particularly critical given the shortfall in 2024-27 transport funding allocated through the National Land Transport Fund, a shortfall that limits territorial authorities' ability to deliver new public and active transport infrastructure in the short to medium term. Furthermore, the Committee notes that current central government policies which require councils to increase fare-box revenue (through the raising of public transport fares) is likely to make public transport a less attractive travel option, making public transport less attractive and potentially eroding any network efficiency gains.

#### Purpose of time of use charging schemes

12. The Committee recommends that the purpose of schemes as set out under this Bill be strengthened to achieve broader benefits, including emissions reduction and improved health outcomes.
13. Proposed section 65B sets out that 'The purpose of a time of use charging scheme is to improve traffic flow in order to improve network productivity'. This strikes the Committee as unnecessarily narrow in scope. As noted above, the Wellington Region's RLTP's three headline targets relate to reduction of deaths and serious injuries, a reduction of transport-related emissions and increased mode share of public and active transport. In this context, the RLTP supports the use of pricing tools to incentivise lower carbon travel choices. This was further advocated through the Regional Transport Emissions Reduction Pathway (WTERP), endorsed by the Committee, which supports congestion charging as a tool towards reducing our region's transport emissions. As such, both the RLTP and the WTERP envisaged enabling legislation with emissions reduction stated as an explicit purpose.
14. A well-designed scheme with improved road safety as an explicit purpose could also contribute to safer roads, with fewer road deaths and injuries linked to overall reductions in private vehicle use. This has been proven in the case of London, where its scheme, introduced in 2003, has led to reduced road accidents.
15. The limited scope of the Bill's stated purpose also represents a major lost opportunity to demonstrate the role that pricing tools play in helping achieve positive health outcomes through the reduction of transport-generated emissions. Motor vehicle-caused air pollution is



a major killer of New Zealanders: over 2,200 New Zealanders die every year as a result of vehicle pollutants (NO<sub>2</sub> and PM<sub>2.5</sub>). In addition, over 9,000 New Zealanders are hospitalised every year for cardiovascular and respiratory disease, including childhood asthma.<sup>1</sup>

16. Additionally, there are significant gains to be made by supporting New Zealanders to be more active in their daily lives, as patterns of work, leisure and travel have become more sedentary. New Zealand has the third highest adult obesity rate in the OECD, and our rates continue to increase. One in three adult New Zealanders (over 15 years) is classified as obese.<sup>2</sup> Excess weight (obesity) is associated with many health conditions that place an additional burden on an overstretched health system.

#### Centralised nature of proposed regime

17. As drafted, the decision-making and governance under the regime set out in the Bill is highly centralised. While a local authority (which includes regional councils) has the ability to initiate a scheme, it does not have the ability to decide on the final form of the scheme or change or terminate a scheme once initiated. These powers lie solely with the Minister of Transport, who also has the power to initiate a scheme (or direct NZTA to do so) if the relevant local authority(ies) fail to do so (section 65C(2)).
18. In addition, NZTA representative(s) hold a 50 percent share of voting rights on the scheme board, and are designated as chair of the board, with the accompanying casting vote (new section 65V(2), (4), (5)).
19. Together, these provisions limit the ability of local authorities and ultimately their communities to have a say in how a scheme might be shaped in their cities. This may prove counterproductive, in terms of gaining social license for the scheme and in ensuring that a scheme is adequately informed by local knowledge and context and contributes to agreed city outcomes.
20. To allow for more local input and influence on the scheme development and outcomes, the Committee recommends that the appointment of the chair should be left to each board to determine, rather than being stipulated in the legislation. It may be deemed appropriate that an RTC representative is chair of the board, or alternatively an independent chair.
21. As the Public Transport Authority responsible for planning and managing the public transport network, it is essential that regional councils (or unitary councils) are represented on the

<sup>1</sup> Environmental Health Intelligence New Zealand, Massey University, accessed from <https://www.ehinz.ac.nz/>.

<sup>2</sup> Ministry of Health, 'Obesity', accessed from <https://www.health.govt.nz/strategies-initiatives/programmes-and-initiatives/obesity#toc-0-1>.



scheme board. This is because the implementation of any scheme will have immediate and direct effect on public transport operations, as evidenced by experience overseas, such as the London congestion charging scheme, where despite an extensive existing public transport network, 300 additional buses were required on day 1 of the scheme to cope with a surge in demand.

22. Furthermore, 65V(3) stipulates that the local authority share of voting rights (50%) will be divided among them on the basis of the share of the scheme establishment costs each contributes. However, in the case of a Public Transport Authority, the contribution to the scheme will come primarily in the form of complimentary measures (i.e., increased public transport services to meet further demand resulting from the scheme), which will need to be delivered at a significant cost, which is unlikely to fall within the parameters of 'establishment costs'. The Committee believes that the vote share should reflect the distribution of costs (including ongoing operational and complimentary measures) and impacts among local authorities, not just establishment costs.
23. To ensure that the scheme can be 'owned' and 'championed' by the impacted local authorities, the legislation should allow for endorsement of the scheme proposal by the impacted local authorities before being submitted to the Minister for final approval.

Public transport vehicles must be exempted from scheme

24. The Committee welcomes the exclusion of emergency vehicles from any time of use charging scheme (section 65P).
25. However, the Committee notes that public transport vehicles are not exempted from the scheme. At minimum, the Committee recommends that scheduled bus services operated by the Public Transport Authority (in Wellington's case, Greater Wellington Regional Council under the Metlink brand) should be exempted from time of use charging schemes. A failure to do so will mean an increase in costs, at a time when the Government is already seeking an increase in private share from Public Transport Authorities. Any increase in operational costs will inevitably lead to a further increase in fares – which will make public transport less attractive, eroding any network efficiency gains achieved through modeshift.

Schemes need to be designed to ensure that vulnerable communities are not unduly disadvantaged and to maintain access to essential regional facilities

26. Provision also needs to be made in schemes for those unable to use public or active transport due to disabilities or other constraints. The legislation needs to allow for such exemptions, discounts or other complementary measures (mitigations). This could be done through section 65D (Proposed time of use charging scheme) requiring impacts on vulnerable



communities to be addressed through the design of schemes. Similarly, section 65Z (Time of use charging scheme impact assessments) should specifically require monitoring on equity and (social) distributional impacts.

27. In Wellington some essential regional facilities are located within the urban area but need to be accessed by residents from across the region. The most significant of these is the regional hospital. Due to appointment times there may not be flexibility for users to avoid peak travel times, and it is important that users are not disadvantaged in accessing essential health services.

#### Clarity around reimbursement of operational costs borne by local authorities

28. Section 65S sets out how the revenue from a scheme will be allocated. It stipulates that:

- (1) Revenue from a time of use charging scheme must first be applied by the Agency or the holder of a time of use disbursement account under section 65X(5) to meet the reasonable—
- (a) establishment costs of developing the scheme incurred by the scheme board under section 65D; and
  - (b) costs of scheme operation, revenue collection, and billing by the Agency; and
  - (c) costs of the monitoring and reviewing functions of the Secretary under section 65T.
- [bolding added]

From a procedural perspective, it may be more cost-effective and efficient to require NZTA cover all the establishment costs, and subsequently reimburse itself using revenue generated by the scheme. This will avoid double-handling and complex accounting and reporting on costs and their reimbursement.

Local authorities may also incur costs to build or change infrastructure to support a scheme, e.g., traffic calming measures to help address increased traffic flow on alternative routes. There needs to be clarity around how these costs will be covered, if deemed outside the scope of 'establishment costs'.

While 65S(1)(a) is clear that establishment costs incurred by the scheme board (including local authorities) will be reimbursed, 65S(b) does not appear to envisage any operational costs borne by local authorities to be met. The wording of this subclause should be amended to allow for any operational expenses incurred by other scheme board members to be met.

The Committee also notes that under section 65ZB, territorial authorities that are not members of a scheme but operate roads that are part of the scheme, will be required to operate scheme collection and traffic monitoring infrastructure on behalf of the scheme board. This will mean councils will incur additional costs, with no avenue for reimbursement through the scheme. In an environment in which costs are escalating for councils, this is an



area of concern.

#### One year in commencement

29. As drafted, the bill specifies that the Act will come into force one year from assent. This will unnecessarily delay the initiation and implementation of schemes. The Committee recommends that the scheme initiation should be accepted by NZTA any time from Royal assent onwards, or the one-year delay should be removed.

#### Improved clarity of terms

30. It is unclear at section 65C(4) what the distinction is between time of use 'scheme areas' and time of use 'charging areas'. Suggest inclusion of both terms in the Definitions section (65A).<sup>3</sup>

Thank you once again for this opportunity to submit on this important legislation. The Committee would welcome the opportunity to speak to our submission.

Ngā mihi nui

Adrienne Staples

**Chair | Wellington Regional Transport Committee**

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<sup>3</sup> We note these terms are defined in the [Time-of-Use-Schemes-Factsheet\\_0.pdf](#) produced by Ministry of Transport.

**Regional Transport Committee**  
**1 April 2025**  
**Report 25.122**



## For Information

### **NZ TRANSPORT AGENCY WAKA KOTAHI UPDATE – APRIL 2025**

#### **Te take mō te pūrongo**

##### **Purpose**

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

#### **Te horopaki**

##### **Context**

2. NZTA regularly updates the Committee on the NZTA's programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update ([Attachment 1](#) – New Zealand Transport Agency Waka Kotahi Update April 2025) is presented to the Committee by the NZTA member.

#### **Ngā tūāoma e whai ake nei**

##### **Next steps**

3. The NZTA member will speak to **Attachment 1** at the Committee's meeting on 1 April 2025.

#### **Ngā āpitihanga**

##### **Attachment**

Number	Title
1	<a href="#">New Zealand Transport Agency Waka Kotahi Update April 2025</a>

#### **Ngā kaiwaitohu**

##### **Signatories**

Writer	Emma Hope – Senior Strategic Advisor, Regional Transport
Approver	Andrew Ford – Acting Head 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 Waka Kotahi update ( <b>Attachment 1</b> ) reviews the implementation and delivery of Waka Kotahi's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.
<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> .

# Regional Transport Committee

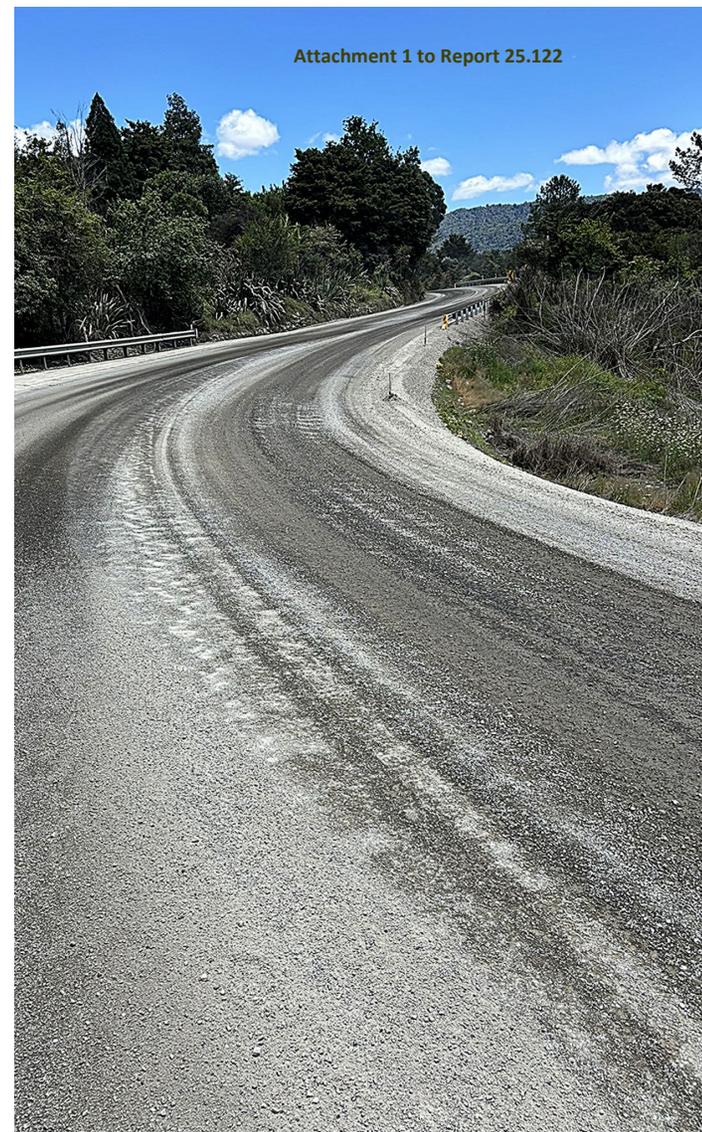
Presentation to Greater Wellington Regional Transport Committee

1 April 2025



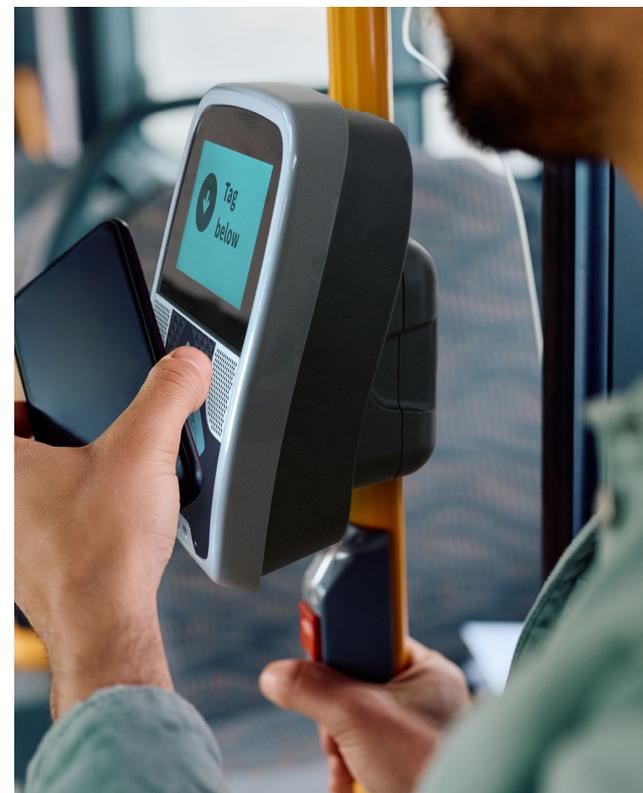
# Summer maintenance

- Approximately 2000 lane kilometres delivered this summer, with selected activities continuing through April and May.
- Strong delivery across the country, aided by good weather.
- Trend of increasing harmful interactions towards the end of the renewal season.
- Maintenance focus for the next six months, including continuing to respond to potholes within 24 hours.



# National Ticketing Solution (NTS)

- The pilot on Route 29 in Christchurch has been a great success, with over 10,000 debit or credit card payments made so far – that’s 35% of all adult trips.
- This volume is well above expected levels, and there have been no issues with the contactless payment technology.
- We are continuing to test some of the other more complex components of the solution to ensure we can provide a smooth customer transition when we start the rollout.
- The first implementation of Motu Move in Timaru and Temuka is now expected around the middle of this year.
- We are working towards transitioning all regions to Motu Move by the end of 2026. We will share a revised rollout schedule shortly.



# Drug Driving

- On Sunday 23 February, NZTA launched a new drug driving campaign. The advertising will appear on TV, cinema, online video, outdoor, social media and website advertising and will run in bursts over the next 12 months.
- The objective of the campaign is to raise awareness that drug driving is causing harm and to discourage New Zealanders from driving after taking drugs.
- The campaign is supported by new education content on the NZTA website for people to learn more about how drugs impair your ability to drive, the consequences you could face if you drug drive and alternative solutions, as well as further resources and support.
- You can view the new ad [here](#)

NZ Transport Agency



# Safety cameras

- We're adding approx 27 new permanent safety cameras around the country.
- Average speed/point-to-point (P2P) safety cameras are being prioritised for their proven effectiveness at reducing deaths and serious injuries.
- Currently working with our partners to identify the most suitable locations.
- Expectation that all locations will be confirmed by the end of 2025.
- We'll be responsible for all mobile safety cameras from July 2025.
- Cameras will be housed in vehicles and trailers.
- Will be working with police to ensure enforcement is coordinated across safety cameras and police officers.



# Setting of Speed Limits

## Land Transport Rule

- Amendment Rule now in force & updated guidance online - RCAs are encouraged to engage with NZTA (as Regulator or RCA) as appropriate.
- Key deadlines:
  - **1 May 2025** – list of specified roads submitted (now including 'transit corridors' & 'state highway rural connectors' ) / NSLR updated
    - Note: Completed reversals template needs be submitted to NZTA (Regulatory) before NSLR is updated
  - **1 July 2025** – reversals implemented
  - **1 July 2026** – Variable speed limits outside school gates implemented (with some exceptions)
- NLTP funding: Cost-scope adjustment to Low Cost Low Risk programme.
- **Questions?**  
Rule: [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)  
Funding: [TS\\_MO\\_InvestmentAdvisors@nzta.govt.nz](mailto:TS_MO_InvestmentAdvisors@nzta.govt.nz)



# Greater Wellington Regional Update

April 2025

# Wairarapa Road Pavement Rebuild Locations 2025

An extensive programme of pavement & resurfacing renewals is planned in the Wairarapa region over the next three years to fix sections of the state highway network most in need of investment.

Townships	Dates	Lane kms to be resurfaced	Approx timeframes
SH2 Greytown	Monday 28th April	0.8 lane kms	2 weeks, 24/7
SH2 Carterton	Sunday 11th May	1 lane kms	3 weeks (includes drainage works)
SH2 Masterton (Solway)	Sunday 25th May	1.4 lane kms	3 weeks



Surface condition in Greytown

# Maintenance Programme Progress highlights

81% of pavement renewals programme completed

- 10 lane km of SH1 Urban Motorway completed during the 5-night closure. Also completed the Terrace Tunnel BWOFF, digital sign renewal, streetlight maintenance, asset assessments, graffiti and rubbish removal.
- 0.8 lane km remaining of SH1 Urban (south of Ngauranga interchange) to be completed by April.
- SH2 Totara Park, 9 weeks of overnight closures at the end of April. This will include drainage improvements, shape correction, 1.4 lane kms of resurfacing and median barrier installation.



Kylie McCartney

All the new surfacing along the motorway from wellington is so good. Great job 😊

4d Like Reply

8 🍀

NZ Transport Agency



## SH2 Remutaka Hill road

Urgent under-slip repairs completed after 9 weeks of night-time closures from September – December 2024.

- 15 piles and eight rock anchors installed to build the wall. Other maintenance works were combined to maximise productivity.
- Resurfaced 3.4 lane kms, with a further 0.4 lane kms remaining in April.
- General maintenance works of channel clearing, vegetation, line marking, ongoing.

Before



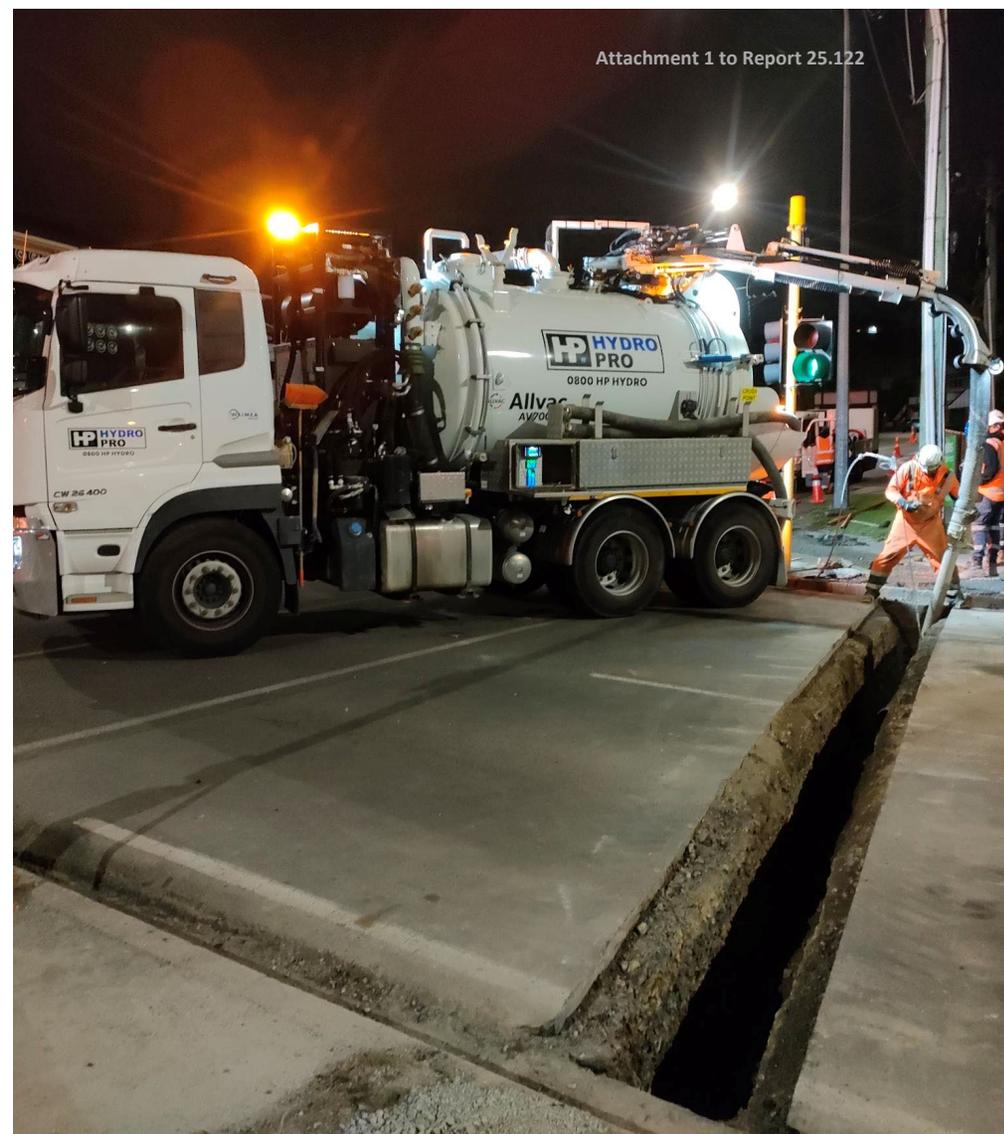
After



## SH1 Kilbirnie intersection upgrade

Major renewal of main traffic signal infrastructure in SH1 Kilbirnie for asset longevity.

- A highly complex intersection due to the nature of the network and closures requiring significant consultation and coordination.
- Replaced 8 manholes, 10 poles, 613m of new power and communications cables, and 206m of trenching.
- Traffic signal renewal works complete and functioning, with final resurfacing to go.
- Disruption to commuters has been minimal by completing the works under overnight closures.



# Roads of National Significance



Attachment 1 to Report 25.122

## Petone to Grenada Link Road & Cross Valley Link

### 1. Approved Scope

- Create an efficient transport connection between Lower Hutt and North Wellington/Porirua,
- Cross Valley Link feasibility study to identify emerging preferred option

### 2. Benefits

- Opportunities to support economic growth, productivity and housing development
- Reducing traffic volumes on SH1 and SH2 by up to 20,000 vehicles per day
- Improving transport network resilience
- Time savings of up to 15-20 minutes between Lower Hutt and Porirua during peak periods
- Opportunities for new public transport routes

### 3. Status

- Preparing an Investment Case, due to NZTA Board mid-2025
- Beginning engagement with senior officers at HCC, WCC and GWRC

## SH1 Wellington Improvements RoNS

Project will reduce congestion and support national and regional economic growth.

### Approved scope:

- Second Mt Victoria and Terrace Tunnels
- Basin Reserve upgrade - grade separation between SH1 and local roads
- Supporting improvements on remaining SH1 corridor through the city.

### Benefits:

As regional population grows, travel times into city will be up to 50% longer with variability in travel times exceeding 100% on key routes.

At peak times, this project will deliver:

- Approx 10 mins **travel time savings** from north of city to airport, hospital, and CBD.
- **Reliability improvements** of up to 50%
- **PT travel time savings** on key routes
- **Reductions in local road traffic** of up to 30%

### Project status:

- Preparing an Investment Case, due to NZTA Board mid-2025
- Beginning engagement with senior officers at WCC and GWRC



# Project Updates

## Kāpiti revocation

- Ōtaki clip one bridge is due to be operational late March.
- Work on the Peka Peka to Ōtaki corridor improvements are well under way to deliver a road that's fit for purpose for its new role as a local road.
  - Working in Te Horo since October and recently started work in the area between Waerenga Road and Sue Avenue.
- In January we refined the scope of the project following community feedback.
- We will start construction in the Ōtaki retail precinct by mid-April.



# Melling Transport Improvements

(Part of Te Wai Takamori o Te Awa Kairangi)

- The SH2 Melling Transport Improvements remain in the Interim Project Alliance Agreement (IPAA) phase.
- NZTA has been working closely with HCC and GWRC and expects to resolve the remaining commercial agreements (regarding several key integrated pieces of work) and sign the delivery contract in the coming months.



# SH58 safety improvements

- The Minister of Transport announced last week that the final stage of the project will begin in the coming months.
- The final stage of improvements on SH58 include two new roundabouts - one at the intersection of Flightys Road and Murphys Road, and the second at the Moonshine Road intersection, among other safety improvements to the corridor.
- Preparation for this work is underway already, with construction expected to begin in the next few months and completed by 2027.





## Te Ara Tupua

- Work is progressing well and on track to finish in 2026.
- Kiwirail Traction station is complete with equipment now installed.
- Karanga Landing temporary wharf is being disestablished.
- Tide pool installation has commenced.
- Culverts are being extended under the road and rail with landscaping commencing on Honiana Te Puni Reserve
- Working on activation and growing awareness with public and project liaison group
- Connecting with Council partners to finalise integration of Te Ara Tupua into their local transport network

Attachment 1 to Report 25.122

# Hei konā mai



Te Kāwanatanga o Aotearoa  
New Zealand Government

**Regional Transport Committee**  
**1 April 2025**  
**Report 25.121**



**For Information**

## **KIWIRAIL UPDATE – April 2025**

### **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 is provided as **Attachment 1** - KiwiRail Update April 2025 and will be presented 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 Regional Transport Committee meeting on 1 April 2025.

### **Ngā āpitihanga**

#### **Attachment**

<b>Number</b>	<b>Title</b>
1	<a href="#">KiwiRail Update April 2025</a>

### **Ngā kaiwaitohu**

#### **Signatories**

Writer	Emma Hope – Senior Strategic Advisor
Approver	Andrew Ford, Acting Head of Regional Transport Luke Troy – Group Manager, Strategy

<p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b> <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The KiwiRail update (<b>Attachment 1</b>) reviews the implementation and delivery of KiwiRail's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
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Attachment 1 to Report 25.121

# Wellington RTC

Meeting date: 1 April 2025





## Key Updates

Attachment 1 to Report 25.121

### Rail Network Investment Programme (RNIP):

- The 2024-27 RNIP has been published on our website
  - There will be a variation to the document based on the outcome of Budget 2025

### Key Highlights

- The Remutaka Tunnel has completed all excavation and track relay work with no safety incidents – but there were issues over the shut-down that have created problems in restoring to full speed in the time we wanted
- Wellington Railway Station (WRS) – The NZUP funded new signalling system replacing A-Box and track layout improvements were completed over the Christmas block of line
- Linden Station – platform resurfacing completed for better safety and comfort.
- Porirua Station – renewals and overhead line equipment upgrades to enhance electrical reliability.
- Substations – funding announced Dec-24, detailed design work has commenced
- Track Replacements - completed between Tawa and Linden, and Crofton Downs to Wadestown
- Progress on the Overdue Renewals



## Remutaka Tunnel

Attachment 1 to Report 25.121

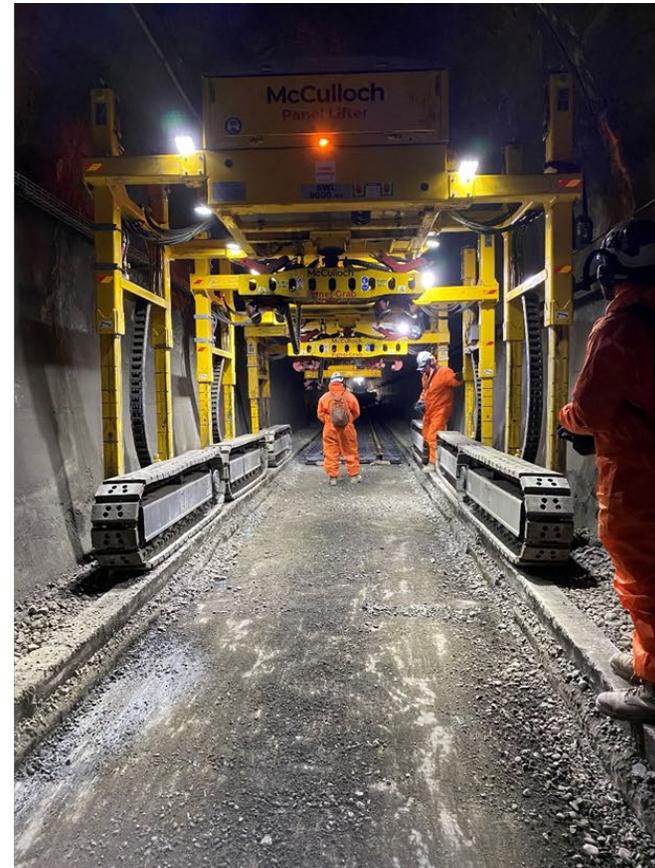
- Over Xmas we completed the dig out and replacement of 9km of 70-year-old track
- No safety incidents
- Construction challenges during the shut-down frustrated progress meaning that while we opened on time, we didn't open as well as we wanted
  - Worse dust problems in one section of the tunnel that prior works had not encountered reduced productivity
  - Higher level of gas monitor activations than previously experienced meaning evacuations and stand-down for purge times – ventilation system needed enhancing in the initial weeks
  - Plant failure at critical junctures for deployment of ballast and tamping/lifting of track
- Need to do more work in Easter than we wanted
- **Benefit - The material risk to continuation of services posed by the condition of the old tunnel track assets has been eliminated**





# Remutaka Tunnel

Attachment 1 to Report 25.121





## Wellington Station Re-signalling

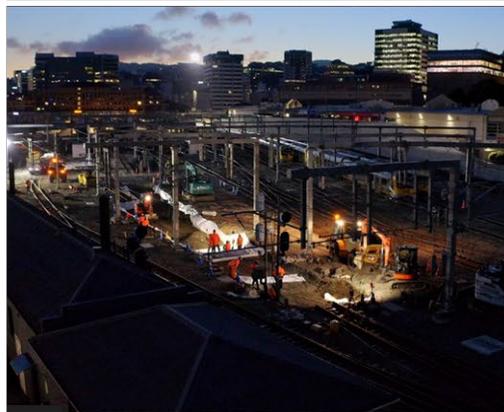
- Crown (NZUP) funded project
- New signalling system and track layout improvements completed over the Christmas block of line
  - Up to 180 workers on site per shift
  - Over 20,000 hours of labour
  - More than 1,800m<sup>3</sup> of formation replaced (compacted gravel that forms the base of the rail line)
  - 6 turnouts installed (where trains move from one track to another)
  - More than 400m of new rail track and 200m of overhead line wiring
  - 89-year-old last signal box in New Zealand (A-Box) and its manual control system replaced with new modern computer-based system
  - Control for the junction is now being managed at Wallaceville train control centre.
- Still to do
  - Tidy up and demolition (including asbestos removal) signal box and adjoining buildings, fencing & security
  - Adjustments to signals to enhance operational performance
- **Benefit – Safety improvement from spreading out the junction plus addition of train stops. Age/condition risk of Signal Box and control systems eliminated**





# Wellington Station Re-signalling

Attachment 1 to Report 25.121





## Bridge 3 Relay

- Funded from the Crown's Overdue Renewals funds
- Delivered through the worst of the Xmas weather
- Works including re-sleeper, re-rail, and structural maintenance during the Christmas block of line.
  - 260 hardwood sleepers replaced
  - 150m of re-rail
  - 450m of track realignment
  - Upgrading of fastenings across the bridge
- **Benefit – Removes risk of speed restriction arising from asset deterioration**

Attachment 1 to Report 25.121



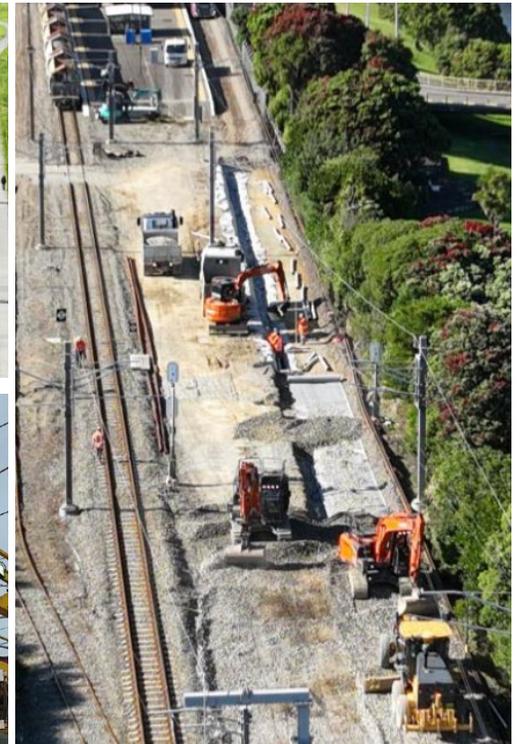


# Porirua Relay and Turnout Renewal

Attachment 1 to Report 25.121

## Renewals

- Renewal works and concurrent installation of a new cross over.
  - Relay of 879m of track.
  - 2x new Turnouts installed.
  - New overhead installation for Crossover
  - 1350 new sleepers installed



## Overhead Line Works

- 200m of new wire was run through the new south end crossover at Porirua

**Benefit - Removes risk of speed restriction arising from asset deterioration**



## Overdue renewals

Attachment 1 to Report 25.121

### Progress

- 20 projects are progressing as planned (67%)
- 7 projects have delay risks, which may result in a later delivery within the same year (23%)
- 3 projects have delay risks that will result in completion in the next financial year (10%)

*Over 90% of the programme is planned to be delivered within the financial year*

*Two of the three delayed projects are outside of KiwiRail's control, meaning KiwiRail is delivering over 96% of the programme within our control.*

### Deliverability

- The funding for a full year's programme not received until in September 2024 creating issues with
  - Materials purchase for certain longer lead items
  - Consenting for civil works such as culverts and assets in waterways
- Wellington Team has secured materials from the wider network to reduce the lead time and enable works to start as quickly as possible. The trade-off has been delayed to other planned works on the wider network, which is being managed by more frequent inspections and increased maintenance to life extend the assets.
- Shortages of materials and consents remain the main risks to the remaining overdue renewals programme, i.e sleepers, rail, and equipment for welding joints.

*If funding certainty at the adequate level is achieved, then advanced planning will enable increased efficiencies (value for money) and reduce deliverability risks (including material planning).*



## Overdue renewals

Attachment 1 to Report 25.121

### Delayed projects

#### Ava Bridge

- Delay of the project has been approved by the Minister of Transport to enable time for the Hutt City Council to develop a plan for the attached walkway
- We are targeting repairs to the railway bridge to be delivered during the 2026 Christmas Block of Line.

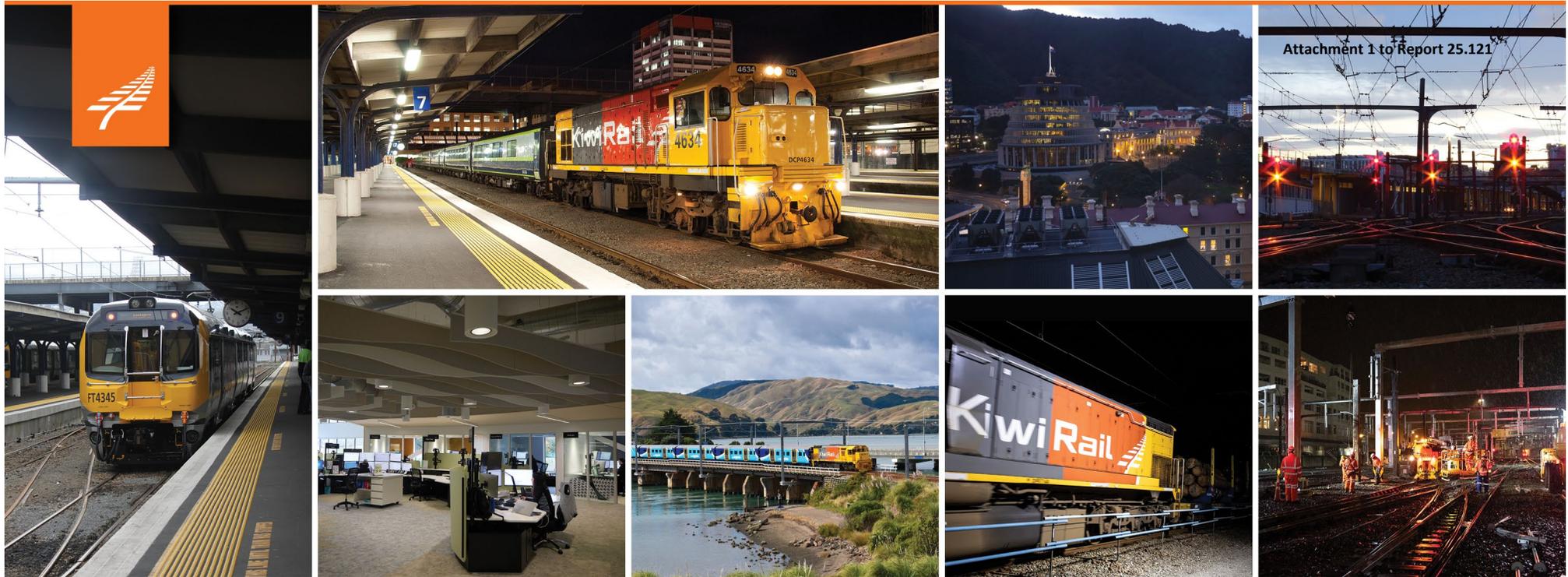
#### Culverts

- Design and consenting are planned in FY25, with upgrades planned to be delivered in FY26 on the Kapiti Line (NIMT).
- Consenting delays are impacting the programme, which is outside of KiwiRail's control.

#### Spot painting and minor renewals

- Bridge 3, Bridge 4, Bridge 9, Bridge 11 and Bridge 20
- The work-bank for each bridge is greater than initial inspections suggested.
- The late confirmation of funding pushed delivery into wet weather months which is undesirable in terms of finished product and potentially more expensive if there are delays
- Some of the works will be delivered in FY26.





# Thank you



**Regional Transport Committee**  
**1 April 2025**  
**Report 25.112**



**For Information**

## **PROGRESS REPORT ON SIGNIFICANT & COMMITTED ACTIVITIES IN THE WELLINGTON REGIONAL LAND TRANSPORT PLAN MID-TERM REVIEW 2024**

**Te take mō te pūrongo**

### **Purpose**

1. To provide the Regional Transport Committee (the Committee) with the six-monthly progress report on significant and committed activities in the Mid-Term Review of the Wellington Regional Land Transport Plan 202, covering the period 1 July – 31 December 2024.

**Te tāhū kōrero**

### **Background**

2. The Wellington Regional Land Transport Plan 2021 (the RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). The RLTP sets the direction for the Wellington Region's transport network for the next 10 to 30 years, describing the region's long-term vision, identifying regional priorities, and setting out the intended transport investments over a six-year period. The RLTP also serves as the region's bid for land transport funding from the National Land Transport Fund (NLTF) administered by New Zealand Transport Agency Waka Kotahi (NZTA).
3. As required by the Act, the Committee must conduct a mid-term review of the RLTP to ensure that the strategic framework remains fit for purpose for the Region, and that the accompanying regional programme of activities is updated for the second half of the RLTP's six-year duration.
4. The Mid-Term Review of the RLTP 2021 was finalised in July 2024, bringing together the programme of significant transport activities proposed across the Wellington Region for the 2024-2027 triennium. The activities outlined in the programme section of the Mid-Term Review were submitted by NZTA, the region's eight territorial authorities, KiwiRail, and Greater Wellington Regional Council (Greater Wellington), as Approved Organisations (AOs).

### **Monitoring requirements**

5. Section 16(6)(e) of the Act requires regular monitoring to assess implementation of the RLTP. This is done in two ways: through the Annual Monitoring Report (AMR) and the six-monthly progress reports.
6. [Attachment 1](#) provides updates on significant and committed activities for the first period of the RLTP Programme 2024-27 (1 July – 31 December 2024). 'Significant'

activities are large new transport projects with a cost of over \$2 million, while 'committed' activities signify those that have carried over from the Wellington RLTP Programme 2021-24.

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

7. No variations were made to the Mid-Term Review of the RLTP 2021 between July and December 2024.

#### **Te tātaritanga**

##### **Analysis**

8. The National Land Transport Programme 2024-27 (the NLTP) was published on 30 September 2024 with the outcomes of all regions' bids into the NLTF. Attachment 1 includes an additional column that indicates the NZTA decision of each significant activity's bid for NLTF investment.
9. In light of the shortfall in NLTP approved funding for Wellington Region AOs (compared to the funding requested, as presented in the RLTP), a number of AOs entered into funding re-prioritisation exercises to mitigate the impacts of unfunded programmes of work for the 2024-27 triennium. For Greater Wellington, this shortfall amounted to \$134 million of unfunded work programmes. Where a significant activity is no longer proceeding as a result of the NLTP funding outcome, the red-amber-green (RAG) status for the activity has been greyed out in Attachment 1; where an activity is proceeding with local share, the RAG status remains active.
10. Key developments under the RLTP Programme 2024-27 are set out in paragraphs 11 to 26.

##### **Rail**

11. For the Lower North Island Rail Integrated Mobility (LNIRIM) project, the main tender for rolling stock (for providing a proposal to design, build and maintain 18 x 4-car low emission multiple units for improving the passenger rail service, capacity and frequency on Wairarapa and Manawatū lines) has now closed. The contract award is targeted for mid-2025.
12. Greater Wellington and KiwiRail welcomed a further \$137.2 million in funding towards the completion of a series of substation upgrades, announced by the former Minister of Transport in December 2024. This investment provides a boost towards overcoming current metro rail network limitations and enabling higher service frequency in the future.
13. KiwiRail's successful overhaul of a 70-year-old railway line inside the Remutaka Tunnel was largely completed over the Christmas block of line, leading to the resumption of train services between Masterton and Wellington in February 2025. Key upgrades included 9 kilometres of new track, 15,000 sleepers (railroad ties), and 10,000 tonnes of ballast.
14. Further work over the Christmas block of line included the installation of six turnouts (where trains swap tracks), more than 400m of new track, and 200m of

new overhead line wiring at Wellington Railway Station. Upgrades were also completed at Linden and Porirua Stations.

15. For KiwiRail, funding outcomes for the 2024-2027 triennium were not published until after the period of this report. The first draft of the Rail Network Investment Programme 2024-27 (RNIP) was published in February 2025 and is discussed further in KiwiRail's presentation to this Committee meeting (Attachment 1 to KiwiRail Update – April 2025 – Report 25.121).

**Public transport**

16. For Greater Wellington, the shortfall in NLTP funding approved for the 2024-27 triennium amounted to an estimated \$134 million in unfunded work programmes, affecting a number of significant Metlink activities proposed for the next three years. Greater Wellington's re-prioritisation exercise of available funding was completed in October 2024 (National Land Transport Plan Funding – Implications – Report 24.491).
17. From July – December 2024, bus patronage continued to increase, rising to 13 million boardings. Overall, bus reliability on the public transport network was 99.5 percent, and punctuality was 95.2 percent, exceeding performance targets over the six-month period.
18. Comparatively, rail patronage continued to decline, dropping to 5.3 million for the period of this report (a decline of 7.9 percent compared to the same timeframe of the previous year). Overall rail reliability was 95.4 percent and punctuality was 82.4 percent. Rail punctuality dropped by 5.7 percent compared to the same period of the previous year, impacted by a high level of continued temporary speed restrictions across the network (particularly on the Wairarapa and Kāpiti Lines) while KiwiRail continued maintenance work on the lines.
19. Despite funding shortfalls, Metlink continues to progress a number of initiatives under Metlink's Accessibility Action Plan programme to improve access for public transport users. In November 2024, Metlink launched new real-time information (RTI) screens on Manners Street and Willis Street. As demonstrated in these locations, the new RTI system provides text-to-speech options that improve accessibility for blind and low vision passengers.
20. Work continues on the National Ticketing Solution (NTS), a national public transport ticketing and payments system that will operate on multiple modes of transport across New Zealand under the brand Motu Move. The Greater Wellington NTS project team is working on mitigating challenges to technical interfaces, integrated planning, and national-level resource constraints that have run-on impacts for Greater Wellington delivery timelines. Motu Move is currently scheduled for delivery in the Greater Wellington Region in 2026.
21. Metlink continued to progress activities linked to its Strategic Public Transport Asset Control Strategy. The site for a southern bus depot was secured in Miramar, with construction due to commence in March 2025 and plans to progressively accommodate new electric buses from January 2026.

### ***Roads of National Significance***

22. The Government Policy Statement on land transport 2024 re-introduced the Roads of National Significance (RoNS) programme. As described in the NLTP 2024-27, RoNS are strategic corridors intended to support economic growth (by enabling new housing areas for population growth), improve safety, and increase the resilience of the roading network. The two RoNS in the Wellington Region (SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade, and Petone to Grenada Link Road & Cross Valley Link) entered the Investment Case phase, with investigations to be completed during 2025.
23. More recent information on the progress of these activities is included in NZTA's presentation to today's Committee meeting (Attachment 1 to Report 2025.122).

### ***Other activities***

24. Wellington City Council's Thorndon Quay and Hutt Road Upgrade, improving bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road, continues to progress on schedule and within budget. Completion is scheduled for July 2025.
25. Te Ara Tupua, which provides walking & cycling and resilience benefits along the coast from Lower Hutt to Wellington, continues to make good progress through the construction phase. With the vertical seawall completed at Horokiwi, the project team is working with KiwiRail on the installation of the new relocated traction station.
26. Design work for the Beltway to Wellington CBD connection for Te Awa Kairangi (Riverlink) has progressed, with the cycleway connection to the Riverlink walking and cycling bridge entering the detailed design phase.

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

27. NLTP funding outcomes continue to present challenges to AOs' ability to deliver programmes of work in the region. Some projects have paused altogether, and others are experiencing delays due to the need to adjust timeframes and scopes in response to NZTA and Council funding constraints. AOs continue to proactively engage with NZTA and ensure active management of project timelines and planning.
28. The Land Transport Rule: Setting of Speed Limits 2024 (the Rule 2024) came into effect on 30 October 2024, replacing the previous Land Transport Rule: Setting of Speed Limits 2022. The Rule 2024 includes new requirements for Road Controlling Authorities to meet variable speed limit requirements outside schools by 1 July 2026, and to reverse certain speed limits that had been reduced after 1 January 2020 by 1 July 2025.
29. As a result, some AOs have submitted funding requests to NZTA to support the implementation of the changes necessary to give effect to the direction of the Rule 2024, as invited by NZTA in December 2024.
30. In December 2024, NZTA also invited AOs to apply for funding for low-cost, low-risk activities with a total implementation cost of less than \$2 million from a new

targeted fund that prioritises resilience improvements, economic growth and productivity, and reducing whole-of-life costs. Funding applications were due by 25 February 2025.

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

**Implications for Māori**

- 31. Sections 18G and 18H of the Act outline requirements for approved organisations to consult with Māori and seek Māori contribution to decision making. AOs have their own relationships with mana whenua. Engagement with mana whenua partners took place during Long Term Plan and officer-level planning processes for the transport activities submitted to the RLTP.

**Ngā tūāoma e whai ake nei**

**Next steps**

- 32. The next progress report for the period 1 January – 30 June 2025 will be presented to the September 2025 meeting of the Committee.

**Ngā āpitihanga**

**Attachment**

Number	Title
1	<a href="#">Update on Significant and Committed Activities in the RLTP Mid-Term Review (July – December 2024)</a>

**Ngā kaiwaitohu**

**Signatories**

Writer	Rose Wunrow – Strategic Advisor
Approvers	Andy Ford – Acting Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki   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 Committee has the responsibility to “review the implementation and delivery of the Wellington Regional Land Transport Plan.”
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> This report provides the first six-monthly updates on significant and committed activities in the Mid-Term Review 2024 of the Wellington Regional Land Transport Plan 2021.
<b><i>Internal consultation</i></b> To receive updates on the activities listed in Attachment 1, engagement was undertaken with Greater Wellington Regional Council officers, territorial authorities in the Wellington region, New Zealand Transport Agency Waka Kotahi, and KiwiRail.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no risks arising from this report.

**Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium**

**Covering Note**

The health indicator definitions used in this Progress Report are outlined below, and have been used in each six-monthly progress report on the RLTP 2021.

**However**, it is important to note that **cost** only progresses to ‘amber’ or ‘red’ for a project where there is **forecast overspend**. **Budget shortfalls as a result of the funding outcomes of the NLTP 2024-27 therefore do not push project costs to ‘amber’ or ‘red.’** A separate column is therefore included to indicate NLTP funding outcomes—where an NLTP Unfunded project is continuing with local share, the health indicators remain active. Where NLTP Unfunded projects are not continuing as a result of the funding outcome, the health indicators are greyed out.

For projects where detailed business cases are in development or are to be developed, “scope” remains green until understanding of scope changes/requirements, and their effect on project outcomes, are further developed.

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

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Update on Significant Activities | 1 July – 31 December 2024

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Rail Network Resilience</b> 	Approved	<b>Project Name:</b> Wellington Metro – Overdue Renewals Address the historic overdue renewals due to the legacy of underinvestment in the Wellington network. Renewing all assets within the renewals backlog will ensure no assets in operation are past the end of their economic life and delivering this programme will meet the government’s commitment under the Metro Rail Operating Model (MROM) of providing a fit for purpose network.		Public transport infrastructure	Planned – Significant – 1	2024 - 2044	332.8	Implementation				
	<b>Update Notes:</b> Great progress has been made, with two out of three turnouts successfully completed, alongside 2.15 km of rerailing, 2.713 km of relaying, and 1.4 km of resleepering (new railroad ties). Additionally, timing differences that led to a renewals underspend in previous months have been effectively balanced out in December.											
<b>Completing Metro Rail Resilience and Capacity</b> 	Unfunded / Approved	<b>Project Name:</b> Wellington ETCS - Rail Network Resignalling Implementation phases of the committed activity WMUP 5 - Wellington Rail Network Resignalling Renewal. This programme replaces Wellington’s mixed signalling and train control systems with one that will provide the levels of safety, capacity and resilience required to support the growth in passengers and freight. Installation of European Train Control System (ETCS) Level 2.		Public transport infrastructure	Planned – Significant - 2	2025 - 2032	710.4	Implementation				
	<b>Update Notes:</b> The first draft of the strategic case has been successfully socialised with stakeholders for their consideration, feedback, and comments.											
	Approved	<b>Project Name:</b> Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade) Infrastructure network capacity improvements (including sub-stations) on the Wellington Metro Railway Network (over the next 4 years) to remove key network constraints, improve peak service frequency and capacity and provide a higher quality passenger rail service, cater for forecast peak passenger demand through to 2030, and ensure balanced mode share between road and rail during peak periods to increase the resilience of the wider transport network.		Public transport infrastructure	Planned – Significant – 2	2024 - 2026	137.2	Implementation				
<b>Update Notes:</b> Contractual negotiations and detailed design are underway.												
Approved	<b>Project Name:</b> Wellington Metro - Strategic Future Planning Strategic planning for future investment in the Wellington Metro rail network. Enables KiwiRail to complete Programme Business Case work and participate in key planning activities of other organisations – i.e. Regional Growth Framework, etc.		Public transport infrastructure	Planned – Significant – 2	2024 - 2033	12	Pre-implementation					
<b>Update Notes:</b> The internal report for the Route Protection Strategy is now complete.												
		<b>Project Name:</b> Wellington Metro - Remaining Improvements for RS1 Timetable										

<sup>1</sup> NOTE: This amount reflects what was proposed as a six-year funding forecast in the [Mid-Term Review of the RLTP 2021](#) (not actual amounts).

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
	NLTP Unfunded	Remaining network improvements to enhance the resilience of the RS1 timetable, which provides a nominal 15-minute service increasing network capacity and level of service to passenger and additional network resilience. A number of additional projects have been identified that support the delivery of the next step in metro rail timetable RS1. These include increased stabling at Waikanae, upgrades to the junction at Woburn, and signal upgrades (splitting the signal blocks) at North South Junction & Pukerua Bay.		Public transport infrastructure	Planned – Significant – 2	2024 - 2026	23.9	Implementation				
	<b>Update Notes:</b> The programme is no longer funded by the Rail Network Investment Programme and is no longer an active project.											
	NLTP Unfunded	<b>Project Name:</b> Wellington Metro - Remutaka Tunnel Ventilation System Installation of an active ventilation system in the Remutaka Tunnel to accommodate passenger services on the Wairarapa Line in light of changes to compliance thresholds.		Public transport infrastructure	Planned – Significant – 2	2024-2027	16.6	Implementation				
	<b>Update Notes:</b> The programme is no longer funded by the Rail Network Investment Programme and is no longer an active project.											
Metro Rail – Developing and Enabling Future Capacity 	Possible (Business Case Only)	<b>Project Name:</b> New Metro Rolling Stock Purchase of 15 x 4 car Electrical Multiple Units (EMUs) to enable higher frequency and capacity peak services on the electrified metro Wellington rail network.		Public transport infrastructure	Planned – Significant – 3	2024 – 2031	76.03	Business case, Implementation				
	<b>Update Notes:</b> This project is dependent upon the Lower North Island Rail Integrated Mobility (LNIRIM) project. The business case will be based on the contract with the same supplier to leverage commonality of components (expected to commence mid-calendar year 2025) with \$500k approved through the NLTF for the business case.											
	NLTP Unfunded	<b>Project Name:</b> Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change This business case programme of work enables KiwiRail to further develop, plan and programme the network infrastructure required to support for each timetable step towards that RS4.3 end goal. The first phase of this would be detailed planning for the next timetable step – delivery of RS2.		Public transport infrastructure	Planned – Significant – 3	2024 – 2033	369.1	Business case, Implementation				
	<b>Update Notes:</b> The programme is no longer funded and is no longer an active project.											
Wellington Rapid Transit Bus Corridors Programme 	Possible	<b>Project Name:</b> Wellington Regional Rapid Transit Bus Corridors Programme - Regional Plan Development of an integrated plan / strategy for rapid transit bus corridors and bus prioritisation across the Greater Wellington region.		Public transport infrastructure	Planned – Significant - 4	2024 - 2025	1	Business case				
	<b>Update Notes:</b> Alignment with WCC on corridor opportunities / priorities through the review and extension of the Bus Priority Action Plan completed.											
<b>Project Name:</b> Harbour Quays Bus Corridor												

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost	
<b>Wellington Rapid Transit Bus Corridors Programme</b> 	Possible (Detailed Business Case Only)	Delivering a transitional Bus Prioritisation Corridor along Harbour Quays to alleviate pressure on the Golden Mile.	Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small>	Public transport infrastructure	Planned – Significant – 4	2024 – 2027	57.50	Business case					
		<b>Update Notes:</b> No NLTP funding was received for this project. The project has since been scaled back significantly and is looking to implement only bus priority through the corridor. Project health indicators are based on the scaled back project (with local share).											
	Possible (Business Case Only)	<b>Project Name:</b> Harbour Quays Stage 2 – Rapid Transit Bus Corridor											
		Harbour Quays Stage 2 leverages the investment from Stage 1 which alleviated pressure on the Golden Mile enabling capacity for city wide bus network capacity growth. In Stage 2 we propose the construction of a dedicated bi-directional Rapid Transit Bus Corridor from the Railway Station to the Hospital / Island Bay.	 Greater Wellington <small>Te Pane Matua Taiao</small>	Public transport infrastructure	Planned – Significant – 4	2025 – 2031	72.50	Business case					
	<b>Update Notes:</b> Funding in the triennium secured for detailed business case only (\$2.5m this triennium) – focus is on stage 1 which is due to be operational term 4 2026.												
	Possible (Detailed Business Case Only)	<b>Project Name:</b> Eastern Bus Corridor											
		Stage 1 investment enables high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport, followed by Stage 2 submitted by Greater Wellington Regional Council.	Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small>	Public transport infrastructure	Planned – Significant – 4	2024 – 2026	21.20	Business case, Implementation					
	<b>Update Notes:</b> Areas for improvement being identified following the second articulated bus trial in January 2025. Project in process of being initiated (with local share).												
Possible (Business Case Only)	<b>Project Name:</b> Eastern Bus Corridor – Stage 2												
	Eastern Corridor Stage 2 leverages the investment from Stage 1 which enabled high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport. In Stage 2 we envision the implementation of continuous bus priority from the CBD to Miramar / Airport.	 Greater Wellington <small>Te Pane Matua Taiao</small>	Public transport infrastructure	Planned – Significant – 4	2026 – 2031	67.50	Business case, Implementation						
<b>Update Notes:</b> No update at this stage (focus is on the first stage). Possible funding for business case only (\$1.5m this triennium).													
NLTP Unfunded	<b>Project Name:</b> Wider WCC Bus Network Improvements												
	Deliver bus prioritisation and wider bus network improvements across Wellington City. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small>	Public transport infrastructure	Planned – Significant – 4	2027 – 2033	25.40	Business case, Implementation						
<b>Update Notes:</b> A briefing on bus priority was given to WCC and GW Councillors on 26 February 2025.													
NLTP Unfunded	<b>Project Name:</b> Prioritised Regional Busways Programme and Wider Bus Network Improvements												
	The prioritised Regional Busways Programme will deliver bus prioritisation and wider bus network improvements across the region. It will also explore the establishment of dedicated bus corridors in areas where we are seeing or anticipating significant growth and / or housing development.	 Greater Wellington <small>Te Pane Matua Taiao</small>	Public transport infrastructure	Planned – Significant – 4	2024 – 2032	15.30	Business case, Implementation						
<b>Update Notes:</b> No update available for this time period.													

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost	
Wellington Rapid Transit Bus Corridors Programme 	NLTP Unfunded	<b>Project Name:</b> Golden Mile Bus Stops and Shelters		Public transport infrastructure	Planned – Significant – 4	2024 - 2033	11.60	Business case, Implementation					
		Upgrading infrastructure for all 10 bus stops along the Golden Mile, incorporating 8 new shelters, and consolidating stops to ensure faster travel times while accommodating increased passenger numbers and projected growth.											
		<b>Update Notes:</b> Project timeframes have changed due to WCC phasing the Golden Mile Project. GW expects to spend \$4.3m in FY25-27 to deliver the shelters required for Lambton Quay -Wakefield St phase of the WCC Led project.											
	NLTP Unfunded	<b>Project Name:</b> Wellington Central City Walking and Cycling Upgrades	<b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke	Walking and cycling improvements	Planned – Significant – 4	2024 - 2026	17.70	Business case, Pre-implementation, Implementation					
		Walking and cycling improvements along the Wellington's Central City corridors, coordinated with the Wellington Rapid Transit Bus Corridor Programme.											
		<b>Update Notes:</b> No NLTP funding was received for this collection of projects, but it is still proceeding. Projects are initiated and now in planning phase. Project health indicators are based on the scaled back project.											
Wellington Region Road of National Significance (1) 	Approved / Probable	<b>Project Name:</b> SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade		State highway improvements	Planned – Significant – 5	2022 - 2033	1504.20	Pre-implementation, Implementation					
		Package of improvements to improve the efficiency of the state highway around the Basin Reserve and to provide a second Mt Victoria Tunnel that will improve local / regional / national access and unlock housing growth.											
			<b>Update Notes:</b> The Scope of this project has been confirmed and includes duplicate Mt Victoria and Terrace tunnels, as well as upgrades to the Basin Reserve. Together, these improvements will enhance the movement of people and goods across Wellington city, unlocking productivity gains and economic growth for the region as a whole. The project is currently in the Investment Case phase.										
	Approved	<b>Project Name:</b> Wellington Share - Roads of National Significance Project Development			State highway improvements	Planned – Significant – 5, 8	2024 - 2029	21.36	Business case				
To fund business case investigations for Roads of National Significance (across RoNS activities).													
		<b>Update Notes:</b> RoNS projects for Wellington are in the Investment Case phase.											
Approved	<b>Project Name:</b> Wellington Share - Roads of National Significance Property Purchase			State highway improvements	Planned – Significant – 5,8	2024 - 2033	543.78	Property					
	To fund property requirements for Roads of National Significance (across Road of National Significance [RoNS] activities).												
		<b>Update Notes:</b> RoNS projects for Wellington are in the Investment Case phase.											
National Ticketing Solution (NTS)	Approved / Probable	<b>Project Name:</b> National Ticketing Solution (NTS)		Public transport infrastructure	Planned – Significant – 6	2026	36.86	Implementation					
		Wellington Region's implementation of the National Ticketing Solution, a national public transport ticketing and payments system which will operate on multiple modes of transport across Aotearoa.											

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost	
		<p><b>Update Notes:</b> The GWRC customer transition strategy has been completed and work on the GWRC transition plan and service blueprints continue. The Technical Design of the GWRC Customer Transition Strategy has been drafted and is in the process of being costed and scheduled. Some aspects of the Design Phase (e.g. fares capping, benefit products, back-up power solution and customer regional management requirements) are still to be confirmed and discussions with the various parties are underway to resolve. The GWRC NTS Programme faces three significant issues that are impacting the critical path timeline: (a) the team is working with the NTS technology partner to agree the technical interface specifications between the systems; (b) GWRC IT partners require a technical environment to progress their development to integrate into the NTS application set, and are in discussions to identify how and when such an environment could be stood up; and (c) work is underway to develop an integrated delivery plan across GWRC, NZTA and the NTS technology partner. The underlying cause appears to be the national level solution focussing effort and resources to progress its current Environment Canterbury release resulting in a consequential knock-on delay of that release on GWRC timelines. Approved funding for the triennium: \$4.5m, Probable: \$36.8m.</p>											
	NLTP Unfunded	<p><b>Project Name:</b> Fares and Ticketing Development</p>											
		<p>Development of fare product transition strategy and analysis of options for fare capping in anticipation of NTS implementation; also engagement on concession application processes and potential for benefit programmes to enable organisations to provide subsidised public transport for staff. Targeted revenue protection activities and changes to default fare policy, to promote correct fare payment and minimise opportunities for fare evasion.</p>	 <p>Greater Wellington Te Pane Matua Taiao</p>	Public transport services	Planned – Significant – 6	2024 - 2033	9.1	Business case, Implementation					
		<p><b>Update Notes:</b> Fare product cataloguing completed, for incorporation into NTS transition strategy options, and fare capping options for NTS implementation developed with comparative analyses completed. Concession eligibility criteria and application processes documented to enable assessment of transition into future NTS processes. Analysis of fare evasion on longer distance rail services, leading to recommendations for addressing the issue.</p>											
Regional Cycle Network	NLTP Unfunded	<p><b>Project Name:</b> Wellington Strategic Bike Network - Eastern Package (Evans Bay Stage 2 - NIWA to Cobham Dr)</p>											
		<p>Poor cycling uptake, due to the perception that cycling is unsafe and inconvenient, is reducing cycling's contribution to the transport system. Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes.</p>	<p><b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke</p>	Walking and cycling improvements	Planned – Significant – 7	2024 - 2025	6.59	Implementation					
		<p><b>Update Notes:</b> This project did not receive NLTP funding for the main phase of construction. Funding uncertainties have led to delays, but we now expect construction to commence in April 2025.</p>											
	NLTP Unfunded	<p><b>Project Name:</b> Strategic Bike Network Development</p>											
		<p>The lack of appropriate infrastructure and slow delivery to create a cohesive/complete cycling network is reducing the uptake of cycling, negatively affecting carbon reduction and health goals and resulting in significantly higher than average rates of harm for people on bikes. The programme implements the Paneke Pōneke Bike Network Plan to deliver a strategic citywide network of connected bike routes in order to improve safety for people on bikes, increase the role of cycling in the transport network, and improve environmental and health outcomes.</p>	<p><b>Absolutely Positively Wellington City Council</b> Me Heke Ki Pōneke</p>	Walking and cycling improvements	Planned – Significant – 7	2024 - 2026	34.51	Pre-implementation, Implementation					

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost	
Wellington Region Road of National Significance (2)		<p><b>Update Notes:</b> Progress on completing Tranche 2 (31.5km) is at 80% complete, with adaptation tasks the main bulk of the work left to complete. The LTP 2024-34 Amendment process will consult with the public in March - April 2025 on options before deciding in June 2025 on whether and how much to reduce funding for this project for the next 9-years.</p>											
	NLTP Unfunded	<p><b>Project Name:</b> Hutt City Cycling &amp; Micromobility Connectivity Assessment</p>											
		<p>This assessment is focused on the identification and development of local cycling and micromobility connections which link the core routes with key employment, education and transport hubs to encourage more people to cycle and scooter more often. As work on the three core cycle/micromobility routes progresses, it is important to work on these connections now in order to maximise the investment and promote increased, safe uptake of walking, cycling and micromobility in Hutt City.</p>		Walking and cycling improvements	Planned – Significant – 7	2024 - 2026	40.35	Business case, Pre-implementation, Implementation					
		<p><b>Update Notes:</b> Funding was not available through the NLTP. A strategic assessment of micromobility connectivity is being progressed along with the Avalon and Taita Shared Path connections through self-funding by HCC.</p>											
	NLTP Unfunded	<p><b>Project Name:</b> Porirua CBD to Titahi Bay Shared Path (New Phases)</p>											
	<p>Construct a shared cycling and pedestrian pathway, and associated coastal resilience improvements along Titahi Bay Road.</p>		Walking and cycling improvements	Planned – Significant – 7	2019 – 2025	13.33	Implementation						
	<p><b>Update Notes:</b> No funding for new phases of this project.</p>												
	Approved / Probable	<p><b>Project Name:</b> Petone to Grenada Link Road &amp; Cross Valley Link</p>											
		<p>Petone to Grenada will provide a new connection that will improve local / regional transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and SH1 (near Grenada / Tawa). Cross Valley Link will also provide a new connection to improve local transport access, resilience and unlock housing growth between SH2 (near Petone / Lower Hutt) and Lower Hutt’s Eastern Hills.</p>		State highway improvements	Planned – Significant – 8	2025 - 2033	198.11	Pre-implementation, Implementation					
	<p><b>Update Notes:</b> RoNS projects for Wellington are in the Investment Case phase.</p>												
	NLTP Unfunded	<p><b>Project Name:</b> Hutt City Cross Valley Connections</p>											
		<p>Programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment. Further scope refinement may be required if national transport priorities change.</p>		Local road improvements	Planned – Significant - 8	2024 - 2030	58.35	Business case, Implementation					
	<p><b>Update Notes:</b> Cross Valley Connections work will be progressed (scope and timeframe) once NZTA confirms the completion of the Petone 2 Grenada and Cross Valley Link Investment case.</p>												



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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
	Approved (see above)	<b>Project Name:</b> Wellington Share - Roads of National Significance Project Development										
		To fund business case investigations for Roads of National Significance (across RoNS activities).										
		<b>Update Notes:</b> Reported already above under programme #5.										
	Approved (see above)	<b>Project Name:</b> Wellington Share - Roads of National Significance Property Purchase										
		To fund property requirements for Roads of National Significance (across RoNS activities).										
		<b>Update Notes:</b> Reported already above under programme #5.										
Asset Control – Depots and Public Transport Assets	NLTP Unfunded	<b>Project Name:</b> Asset Control - Other Depot Opportunities										
		Identifying and evaluating long-term options for bus depots, with locations dependent on land availability and/or opportunities. Greater Wellington ownership would remove the need for operators to provide a depot, therefore removing a barrier to entry for operators.		Public transport infrastructure	Planned – Significant - 9	2024 - 2033	82.02	Business case, Implementation				
		<b>Update Notes:</b> Due diligence currently being carried out on land for a potential new bus depot in Kenepuru with a view to entering into a lease within the next few months. Discussions being held with WCC regarding Greater Wellington taking over the lease of the existing Karori bus depot from July 2030.										
	NLTP Unfunded	<b>Project Name:</b> Asset Control - Southern Depot Development										
		Identifying and evaluating long-term options for a southern bus depot, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.		Public transport infrastructure	Planned – Significant - 9	2024 - 2033	101.53	Business case, Implementation				
	<b>Update Notes:</b> Site secured in Miramar. Staged construction due to commence in March 2025. New depot planned be able to progressively accommodate new electric buses from Jan 2026.											
	NLTP Unfunded	<b>Project Name:</b> Wellington City Council Public Transport Assets										
		Purchase of Lambton interchange assets, as controlling strategic public transport assets assures continuity of public transport services and customer / operator amenities.		Public transport infrastructure	Planned – Significant - 9	2024 - 2033	17.14	Business case, Implementation				
	<b>Update Notes:</b> Discussions being held with WCC to agree approach to commercial negotiations and political approach to purchase.											
	NLTP Unfunded	<b>Project Name:</b> Bus and Rail Contract Tendering and Operating Model Changes										
		Includes the cost for the Project Hihi project team, operating model changes, and the bus tendering contracts. Project Hihi includes the development of an asset control strategy that will be consulted on during Greater Wellington’s Long Term Plan process. Other		Public transport services	Planned – Significant - 9	2024 - 2033	20.80	Business case, Implementation				

Progress Report on the Mid-Term Review 2024 of the Wellington RLTP 2021 – 2024-27 Triennium

Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
		activities include sustainable workforce and network optimisation projects.										
		<p><b>Update Notes:</b> Development of the future bus contracts commenced in June 2024, with Council engagement on the proposed Key Commercial Terms taking place throughout the year. Engagement with Metlink Incumbent Bus Operators commenced in November 2024 and will run through to March 2025. The business case for establishing a new permanent Public Transport Services (bus rail, and ferry services) Procurement Team under the Commercial Partnerships Team was approved by ELT on 10 February 2025. Project Hihi has been recommended for programme closure, with the remaining projects being transitioned to the appropriate Metlink departments.</p>										
Riverlink Te Awa Kairangi Improvements 	Probable	<p><b>Project Name:</b> Riverlink Local Road Improvements</p> <p>Local road improvements for intersections of Ewen and Melling bridges (2 separate phases). Central city street improvements and CBD optimisation. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections. Cost estimation continues and values may be subject to further increase.</p>										
			Local road improvements	Planned – Significant – 10	2022 - 2027	36.16	Implementation					
	<p><b>Update Notes:</b> The local road improvements include the upgrade of number of intersections in the city centre in response to the RiverLink project. The scope of one of the intersections is included in the RiverLink Alliance scope for design and delivery.</p>											
Riverlink Te Awa Kairangi Improvements 	Possible	<p><b>Project Name:</b> Riverlink Walking &amp; Cycling Improvements</p> <p>A new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections. Walking and cycling paths along river corridor with linkage to new cycling bridge. Cost estimation continues and values may be subject to further increase.</p>										
			Walking and cycling improvements	Planned – Significant – 10	2024 - 2026	57.83	Implementation					
<p><b>Update Notes:</b> The Beltway connection to the CBD design work has progressed. Construction funding will be sought as part of the 2024-27 NLTP. The cycleway connection to the Riverlink walking and cycling bridge is in detailed design.</p>												
	NLTP Unfunded	<p><b>Project Name:</b> Riverlink Land Purchase for Rail Station Replacement</p> <p>Purchase of the land to enable improved transport outcomes as part of the relocation of the Melling Station.</p>										
			Public transport infrastructure	Planned – Significant – 10	2024	1.03	Business case, Property					
<p><b>Update Notes:</b> Land purchased in 2024 – project complete.</p>												
	Probable	<p><b>Project Name:</b> Eastern Hutt Road Resilience Work</p>										

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost	
Wellington Region Resilience Programme 	Probable	Vulnerability to slopes above and below the road is leading to isolation of significant communities from essential services. This project focuses on resilience work along the Eastern Hutt Road and in the Hutt Valley. <b>Update Notes:</b> Business case looking at the resilience of Eastern Hutt Rd has been submitted, feedback received from Investment Advisor seeking further evidence in business case. Funding has been sought as part of the 2024-27 RLTP for projects that stem from the business case work.		Local road improvements	Planned – Significant – 11	2024 - 2026	47.00	Implementation	Yellow	Red	Yellow	Green	
		<b>Project Name:</b> Chaytor Street Retaining Walls Earthquake Resilience Strengthening											
		Chaytor Street is a major transport route in and out of the city for Karori and Northland. High concrete retaining walls are present adjacent to Chaytor Street and these walls also support the lower sections of Raroa Crescent and Northland Tunnel Road. Analyses indicate the wall is marginally stable under seismic SLS load condition and likely to become unstable under ULS load conditions. Considerable damage to most of the wall and entire collapse of sections of the wall cannot be discounted. <b>Update Notes:</b> This work is planned for year 2025/26-2026/27.	Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small>	Local road improvements	Planned – Significant – 11	2025 – 2026	9.10	Implementation	Green	Green	Green	Green	
Wellington Region Resilience Programme 	NLTP Unfunded	<b>Project Name:</b> Kelburn Viaduct – Earthquake Resilience Strengthening											
		Seismic strengthening of bridge to comply with the new (2022) National Seismic Hazard Model. <b>Update Notes:</b> No update available at this stage.	Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small>	Local road improvements	Planned – Significant – 11	2025 – 2027	4	Pre-implementation, Implementation	Green	Green	Green	Green	
		<b>Project Name:</b> Grosvenor Terrace Retaining Walls - Earthquake Resilience Strengthening (RW237 and RW243)											
Wellington Region Resilience Programme 	Partially Approved	Regional integrated road network resilience studies have shown that transport access to and within Wellington city will be disrupted by damage to the road network in large earthquake and storm events, leading to loss of access. This resilience project involves strengthening critical retaining walls identified along two of the most critical routes for emergency response and recovery - the Ngaio Gorge Road and Wadestown Route (Grant Road - Grosvenor Terrace). The retaining walls will be strengthened to make them more resilient to large earthquake and storm events. <b>Update Notes:</b> NZTA has funded one wall upgrade (for wall RW 237). This work is in the procurement stage.	Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small>	Local road improvements	Planned – Significant – 11	2024 – 2026	5.99	Pre-implementation, Implementation	Green	Green	Green	Green	
		<b>Project Name:</b> SH1 Ngauranga Gorge & SH2 Ngauranga to Dowse/Petone Resilience											
Wellington Region Resilience Programme 	Possible	Improving critical resilience issues along key sections of the SH1 and SH2 Ngauranga Triangle. Resilience improvements will benefit PT and active mode		State highway improvements	Planned – Significant – 11	2024 – 2033	11.89	Business case, Property	Grey	Grey	Grey	Grey	

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost	
<b>Public Transport Accessibility Action Plan Programme</b> 		infrastructure. Improvements could also provide state highway safety benefits. <b>Update Notes:</b> It is unlikely that there will be available funds in the activity class to approve funding in the 24-27 NLTP period.											
	<b>NLTP Unfunded</b>	<b>Project Name:</b> Public Transport Network Accessibility Infrastructure Improvements											
		Delivers accessibility improvements on the public transport network to target routes. Improvements include audio announcements on trains to identify which side the exit is on, automatic wheelchair ramps on buses, and announcements on arrival at a stop.		Public transport infrastructure	Planned – Significant – 12	2024 – 2033	10.35	Business case, Implementation					
		<b>Update Notes:</b> See update below (shared programme of work).											
<b>Bus Hubs and Layovers</b> 	<b>NLTP Unfunded</b>	<b>Project Name:</b> Network Wayfinding and Accessibility Technology Programme											
		As part of Greater Wellington's public transport Accessibility Action Plan Programme, pilot and implement new technology aids that can support a better user experience and greater access for disabled people using public transport. Possible technologies include digital navigation aids at interchanges, using real-time information to view wheelchair space availability on the public transport fleet, and integration with third-party accessibility apps.		Public transport infrastructure	Planned – Significant – 12	2024 – 2033	6.59	Business case, Implementation					
		<b>Update Notes:</b> Two initiatives are being finalised in the accessibility space: 1) Navilens, which will allow blind people (and sighted people) using an app to scan a QR type code that will show them where to go, along with integration into our Real Time Information System that will show where buses / trains are going and times of arrivals / departures and 2) Audio at Rail Stations will allow event-based audio alerts at rail stations that automatically announce arrivals / departures / health and safety information and general alert / announcements. The Navilens is a yearlong trial whilst the audio announcements are a solution that will remain in place.											
<b>Bus Hubs and Layovers</b> 	<b>NLTP Unfunded</b>	<b>Project Name:</b> Wellington CBD Electric Vehicle Bus Layover/Depot											
		Locate land and build a layover facility for up to 30 buses, including a driver rest facility and an EV opportunity charging facility (feasibility and concept design are required).		Public transport infrastructure	Planned – Significant – 13	2024 – 2033	3.50	Business case, Implementation					
	<b>Update Notes:</b> Land has been secured via a long-term lease from Wellington International Airport in Kauri St, Miramar. Civils work package is planned to begin in April 2025, and the new buildings work package is planned to begin in June 2025. Stage One of the new depot is planned to be completed in August 2026.												
<b>Bus Hubs and Layovers</b> 	<b>NLTP Unfunded</b>	<b>Project Name:</b> Johnsonville Transport Hub Development											
		To accommodate the growth in bus passenger demand as well as the extension of existing bus routes for certain areas of Johnsonville, proactive measures are required. These include ensuring sufficient space for buses to park and rest, along with provisions for electric vehicle charging infrastructure. As part of the redevelopment with the land currently owned by Stride, building a public transport hub would accommodate this needed space and include layover/driver break facilities.		Public transport infrastructure	Planned – Significant – 13	2024 – 2033	12.15	Business case, Implementation					

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
		<b>Update Notes:</b> Feasibility planning for a reduced scope offering will begin in FY26.										
	NLTP Unfunded	<b>Project Name:</b> Access Kenepuru (New Phases)										
		A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.		Local road improvements	Planned – Significant – 14	2021 – 2026	2.5	Implementation				
		<b>Update Notes:</b> No funding for new phases.										
State Highway Value for Money Safety Improvements Programme 	Approved	<b>Project Name:</b> Wellington Share - Value for Money Safety Improvements Programme										
		Roll out lower cost, value for money safety improvements on the state highway network, including safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern. A key focus will be on signs and markings, audio tactile pavement markings, intersection speed zones and shoulder widening at high-risk locations to improve safety. NZTA will work in partnership with others, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use. Increased investment in maintenance and renewal activities will improve safety across the network.		State highway improvements	Planned – Significant – 15	2024 – 2033	10.08	Implementation				
		<b>Update Notes:</b> Due to commence in FY 2025/2026.										
	NLTP Unfunded	<b>Project Name:</b> Bus Network Growth to Meet Public Transport Demand										
		As the population increases and urban areas grow in size, network growth is required within the bus network to meet public transport demand across the Wellington Region. Five areas have been identified as needing new or additional bus routes to cater for suburb growth and gaps in the public transport network.		Public transport services	Planned – Significant – 16	2024 – 2033	25.14	Business case, Implementation				
		<b>Update Notes:</b> Council has resolved to reduce rates growth and as part of this funding for growth buses has been halved and \$5m of savings are to be made on bus services across the region. New government direction for public share means that opportunities to expand capacity and coverage may be greatly reduced, and some growth may only be feasible by finding reductions elsewhere in the network.										
		<b>Project Name:</b> Wellington Regional Hospital Travel Action Plan Initiative										

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
	NLTP Unfunded	A joint project with Te Whatu Ora to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).		Public transport services	Planned – Significant – 17	2021 - 2033	0.39	Implementation				
		<b>Update Notes:</b> A number of the projects and pilots have launched. Hospital Express use is up (55% alighting and 16% boarding) from the same period a year ago (noting that the Hospital Express is a peak-time only service, and the gap in alighting and boarding percentages may be influenced by people leaving the hospital before peak on different services). Increase in route 18 numbers (24% alighting and 23% boarding) at Hospital stops. No significant change on other routes. Charter review has begun. Bike parking and end of trip facilities have been improved at the hospital.										
	NLTP Unfunded	<b>Project Name:</b> Kāinga Ora East Porirua Regeneration Programme - Transport										
		Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kāinga Ora and supported by Porirua City Council, NZTA and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.		Local road improvements, walking and cycling improvements, public transport infrastructure	Planned – Significant – 18	2024 - 2032	31.61	Pre-implementation, Implementation				
		<b>Update Notes:</b> This project is dependent on Kāinga Ora, no NZTA subsidy is available in NLTF.										
	NLTP Unfunded	<b>Project Name:</b> Porirua Bus Hub Improvements										
		Improvements to address health and safety, security concerns and accessibility challenges.		Public transport infrastructure	Planned – Significant – 18	2024 – 2033	7.45	Business case, Implementation				
		<b>Update Notes:</b> GW will continue to investigate feasibility for Bus Hub improvements and will produce a Business Case for the full project in FY2027.										
	NLTP Unfunded	<b>Project Name:</b> Fergusson Drive Arterial Link Improvements										
		Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.		Local road improvements	Planned – Significant – 19	2024 – 2032	12.90	Business case, Implementation				
		<b>Update Notes:</b> NLTP unfunded. No update from the last progress report.										
	Probable	<b>Project Name:</b> Paraparaumu Metropolitan Centre Connections - Kāpiti Road to Ihakara Street										
		There are inadequate transport connections between State Highway 1, Ihakara Street (west), Kāpiti Road and Rimu Road, which impedes transport accessibility to the metropolitan centre and limits travel choice and economic development. The proposed road will reduce congestion and make it more efficient to move in and around the metropolitan centre encouraging more people to access key services and commercial activities promoting economic growth and increasing		Local road improvements	Planned – Significant – 20	2024 – 2026	24.00	Implementation				

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
		<p>productivity. The proposed connection will also unlock a large key greenfield site which will enable a significant amount of residential housing and commercial and retail activity close to existing public transport networks and complementary activities. This connection will provide alternative routes, reduce traffic volumes and will promote mode shift for people by improving walking and cycling facilities, and overall safety for vulnerable users. With a developer contributing to the cost of the project this represents value for money.</p> <p><b>Update Notes:</b> KCDC have purchased the land for the road from the developer who will also be contributing to the cost of construction which is being negotiated. The development (New Central Park) is a listed project within the Fast Track Approval Act 2024. A current resource consent application being assessed by Greater Wellington Regional Council and KCDC is on hold waiting further information to be submitted however this may be withdrawn in favour of proceeding through the Fast Track Approval Act process. The business case is ongoing. Due to the above factors the health indicators for overall project status and timing are amber as there are some apparent issues.</p>										
	<b>NLTP Unfunded</b>	<p><b>Project Name:</b> SH59 Mackay's to Linden</p> <p>To support the next development phases that may be identified following completion of NZTA's 2023 / 2024 strategic review of the future function of SH59 following its decision not to revoke SH1 (now SH59).</p> <p><b>Update Notes:</b> An initial Strategic Case of strategic review is near completion and will determine next steps. If this were to progress to a Business Case then it is unlikely that there will available funds in the activity class to approve funding in the 24-27 NLTP period.</p>		State highway improvements	Planned – Significant – 21	2024 - 2026	2.40	Business case				
	<b>Possible</b>	<p><b>Project Name:</b> SH2 Masterton South Commercial Vehicle Regional Safety Centre</p> <p>More effective detection and enforcement on Masterton South will lead to the benefits of improved RUC recovery, reduction in rollover and other crashes, reduced road wear and reduction in freight supply chain disruption.</p> <p><b>Update Notes:</b> It is unlikely that there will be available funds in the activity class to approve funding in the 24-27 NLTP period.</p>		State highway improvements	Planned – Significant - 22	2024 - 2028	7.46	Property, Implementation				
	<b>NLTP Unfunded</b>	<p><b>Project Name:</b> Waterloo Station Transit Oriented Development (TOD)</p> <p>Replace end-of-financial-life building infrastructure at Waterloo Station with a mixed-use, high-amenity public transport hub/commercial Transit Oriented Development.</p> <p><b>Update Notes:</b> Phase III Reference Design work is underway under a project execution plan covering activities for the current financial year. Current focus on procuring technical inputs including lead architect, engineers etc. Public consultation on the project is taking place under the Regional Public Transport Plan in March '25. Ongoing focus on preparing external investment options for the project to augment council investment.</p>		Public transport infrastructure	Planned – Significant – 23	2024 – 2033	103.50	Business case, Implementation				
	<b>NLTP Unfunded</b>	<p><b>Project Name:</b> Masterton North – Connecting Communities</p> <p>This joint NZTA/MDC project seeks funding support for a comprehensive initiative aimed at addressing the evolving challenges posed by increased urbanization and rural residential development along the northern edge of Masterton. The initial phase involves preparing</p>		Local road improvements	Planned – Significant – 24	2025 - 2028	7.3	Business case, Implementation				

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
		a single-stage business case lite, assessing recommended economic solutions. The project's scope includes a detailed analysis of infrastructure requirements, safety measures, and the integration of multimodal transport options. The project aims to establish a clear roadmap, aligning with strategic transport objectives while addressing the needs of both urban and rural communities in our district.										
	NLTP Unfunded	<b>Update Notes:</b> NLTP unfunded – no progress on this project.										
		<b>Project Name:</b> Hutt City Council LED Streetlights Upgrade										
		Upgrade old sodium streetlight luminaires to LED. This is in targeted areas where the majority of streetlights have not been upgraded; other areas will wait until the old lights require replacement.		Local road improvements	Planned – Significant – 25	2024 – 2026	4	Implementation				
		<b>Update Notes:</b> Funding not available through NLTP. Sodium streetlights are being upgraded to LED as they reach end of life.										
	NLTP Unfunded	<b>Project Name:</b> Wellington Transport Operations Centre Building Extension										
			The design and build of a new WTOC building to allow for the support of critical functions in operating the SH network.		State highway improvements	Planned – Significant – 26	2024 – 2027	12.97	Business case, Pre-implementation, Implementation			
		<b>Update Notes:</b> It is unlikely that there will available funds in the activity class to approve funding in the 24-27 NLTP period.										
	NLTP Unfunded	<b>Project Name:</b> Smarter Network Technology and Innovation Programme										
			Several bespoke technology enhancements for the rail fleet and station, including WiFi provision on trains, hardware LED strips at train stations, and full-width signage across carriages.		Public transport infrastructure	Planned – Significant – 27	2024 – 2033	27.69	Business case, Implementation			
		<b>Update Notes:</b> See update provided under “Network Wayfinding and Accessibility Technology Programme.”										
	NLTP Unfunded	<b>Project Name:</b> Hutt City Transport Improvements - Local Road Parking Density										
			Development density (especially developments without off-street parking) has increased local road on-street parking. A number of these roads need traffic assessments and road layout changes. There are currently over 100 streets that need to be assessed. The layout changes include street widening and resulting service relocations, kerb and channel realignments, parking bays, turning bays, and loading zones.		Local road improvements	Planned – Significant – 28	2024 – 2026	12	Implementation			
		<b>Update Notes:</b> Funding was not available through the NLTP. No progress on Local Road Parking Density.										

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Programme name	NLTP Funding Outcome	Project name, description and updates	Lead agency	Activity class	RLTP status and ranking	RLTP expected timing	6 Year Proposed Cost (24-30) (\$m)	Current stage	Overall	Time	Scope	Cost
	NLTP Unfunded	<b>Project Name:</b> Whitford Brown / Papakowhai Road Intersection Upgrades										
		Upgrade of intersection signals to improve safety and accessibility for pedestrians and cyclists.		Local road improvements	Planned – Significant – 29	2024 – 2026	3.00	Business case, Implementation				
		<b>Update Notes:</b> No funding subsidy from NZTA is approved. The project is deferred to 2025/2026.										
	Possible	<b>Project Name:</b> Lincolnshire Farm New Road										
		Construction of Lincolnshire Farm collector road from Mark Avenue in the south to Jamaica Drive. This new road will connect the suburbs and cater for future urban development in the area. The project area is located within the Lincolnshire Farm Development Area and is zoned for future residential development.		Local road improvements	Planned – Significant – 30	2024 - 2029	50.40	Pre-implementation, Implementation				
	<b>Update Notes:</b> The project is currently in the early stages of scope development. We have begun preliminary design work on the connection between Jamaica Raise and the northern connection of the collector road. The development of a Business Case has been postponed until we have a better understanding of how it will strategically integrate with the proposed alignment of the Petone to Grenada Link (RoNS project).											

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Update on Committed Activities | 1 July – 31 December 2024

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	3 Year Cost est. (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name: Matangi 1 Trains and Rail Upgrades – Debt Servicing</b>										
The Crown’s commitment to fund the debt servicing costs on \$23 million of residual costs for the Matangi Trains project and the Wellington Area Rail Upgrade projects. This project now also includes an extension to the approval for an additional capital cost of \$11.22 million, which is the cost of upgrading the 48 two-car Matangi units to essentially the same standard as the newer Matangi-2 units. This was approved by the NZ Transport Agency on 13 June 2013.		Public transport infrastructure	Committed	2018 - 2032	20.12	Implementation				
<b>Update Notes:</b> This is the funding arrangement for the Matangi trains with NZTA. This is historic and ongoing. No change to process and has been in place for more than 10 years. GW take out a loan for the Trains and NZTA pay between 50-60% of the principle and interest repayments depending on the Matangi trains.										
<b>Project Name: Matangi 2 Trains - Debt Servicing</b>										
Procurement of 35 additional Matangi units from Hyundai Rotem.		Public transport infrastructure	Committed	2018 - 2040	43.05	Implementation				
<b>Update Notes:</b> This is the funding arrangement for the Matangi trains with NZTA. This is historic and ongoing. No change to process and has been in place for more than 10 years. GW take out a loan for the Trains and NZTA pay between 50-60% of the principle and interest repayments depending on the Matangi trains.										
<b>Project Name: Wellington Metro Rail Track Infrastructure – Catch-Up Renewal</b>										
A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.		Public transport infrastructure	Committed	2018 – 2024	15.66	Implementation				
<b>Update Notes:</b> Remutaka Tunnel has completed all excavation and track works, with ballasting and tamping works remaining. Key works at Wellington Station have been completed. Wairarapa formation works was completed at bother Ngaumutawa Road and Renall Street.										
<b>Project Name: National Ticketing Solution (NTS) (Committed Phases)</b>										
Through the Wellington Region’s implementation of a contactless National Ticketing Solution (NTS) for public transport, which enables a consistent technology-based fare payment network across multiple modes throughout New Zealand.		Public transport infrastructure	Committed	2021 – 2024	4.30	Implementation				
<b>Update Notes:</b> See update above under significant activities.										
<b>Project Name: Real-Time Information Systems Replacement</b>										
Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.		Public transport infrastructure	Committed	2021 – 2025	2.89	Business case, Implementation				
<b>Update Notes:</b> The new RTI solution is currently in development and user acceptance testing is active with test results feeding into the development lifecycle. The solution has taken longer to develop than originally planned, resulting in a 5-month delay to the overall project timeline. Detail planning for the vehicle hardware installations and digital sign installations is 80% complete in readiness for acceptance sign-off of the new RTI system.										
<b>Project Name: Lower North Island Rail Integrated Mobility</b>										

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Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	3 Year Cost est. (\$m)	Current stage	Overall	Time	Scope	Cost
<p>The Lower North Island Rail Integrated Mobility project includes the procurement and delivery of 18 four-car, tri-mode trains, and associated infrastructure, for the Wairarapa and Manawātū rail lines. It is expected that the new trains will quadruple services between Palmerston North and Wellington on the Manawātū line and double peak services between Masterton and the capital on the Wairarapa Line.</p> <p><b>Update Notes:</b> The main tender for rolling stock closed, with an expectation for the contract to be awarded before mid-2025. Scope and costing of all Capex and Opex aspects of the programme are being reviewed to ensure programme affordability prior to rolling stock contract award.</p>	 <p>Greater Wellington Te Pane Matua Taiao</p>	Public transport infrastructure	Committed	2023 – 2029	273.03	Implementation				
<b>Project Name: Bus Driver Terms &amp; Conditions</b>										
<p>A Crown-funded initiative to uplift bus driver wages to attract more bus drivers and retain existing drivers, which contributes to a sustainable workforce.</p> <p><b>Update Notes:</b> GW has worked with each of its contracted Bus Operators to formally increase bus driver wages. GW has installed new or upgraded seven driver toilet facilities on the bus network, to help improve driver working conditions.</p>	 <p>Greater Wellington Te Pane Matua Taiao</p>	Public transport services	Committed	2023 – 2025	6.94	Implementation				
<b>Project Name: Eastern Bays Shared Path</b>										
<p>Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.</p> <p><b>Update Notes:</b> Construction of Tupua Horo Nuku, Eastern Bays Shared path is continuing with completion expected by June 2026.</p>	 <p>HUTT CITY TE AWA KAIRANGI</p>	Walking and cycling improvements	Committed	2023 – 2024	43.47	Implementation				
<b>Project Name: The Beltway</b>										
<p>Construction of a new cycle path connecting to existing cycleways to complete the "Beltway Loop". The Beltway seeks to provide a cycling spine to the east of the city, extending between Seaview and connecting to the Hutt River Trail at Taita drive.</p> <p><b>Update Notes:</b> Beltway from Waterloo Station to the Hutt River Trail at Taita has been completed.</p>	 <p>HUTT CITY TE AWA KAIRANGI</p>	Walking and cycling improvements	Committed	2019 – 2026	0.31	Implementation				
<b>Project Name: WMUP 5 - Wellington Rail Network Resignalling Renewal</b>										
<p>This programme replaces Wellington’s mixed signalling and train control systems with one that will provide the levels of safety, capacity and resilience required to support the growth in passengers and freight. Installation of European Train Control System (ETCS) Level 2.</p> <p><b>Update Notes:</b> This funding is the committed aspect of the “Wellington ETCS - Rail Network Resignalling” significant activity – see update in significant activities list.</p>	 <p>KiwiRail</p>	Public transport infrastructure	Committed	2021 – 2025	15.1	Business case				
<b>Project Name: NZ Upgrade Programme SH2 Melling Efficiency and Safety Improvements</b>										
<p>A new grade-separated SH2 Melling interchange, Melling Bridge over Hutt River, connecting the interchange to the Lower Hutt city centre, relocation of the Melling train station and its park and ride facilities, walking and cycling paths, and a pedestrian bridge link between the relocated railway station and city centre.</p> <p><b>Update Notes:</b> Currently in the Interim Project Alliance Agreement (IPAA) phase. Once negotiations are completed a PAA will be signed, allowing construction to start.</p>	 <p>NZ TRANSPORT AGENCY WAKA KOTAHĪ</p>	State highway improvements	Committed	2020 – 2028	299.24	Implementation, Property				
<b>Project Name: NZ Upgrade Programme SH58 Safety Improvements – Stage 2</b>										

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Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	3 Year Cost est. (\$m)	Current stage	Overall	Time	Scope	Cost
Safety improvements on SH58 between Moonshine Road and Transmission Gully. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2020 – 2027	39.35	Implementation				
<b>Update Notes:</b> Currently in the Interim Project Alliance Agreement (IPAA) phase. Once negotiations are completed a PAA will be signed, allowing construction to start.										
<b>Project Name: SH1 Second Mount Victoria Tunnel and Basin Reserve Upgrade</b>										
Package of improvements to improve the efficiency of the state highway around the Basin Reserve and to provide a second Mt Victoria Tunnel that will improve local, regional, and national access and to unlock housing growth.	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2022 – 2033	29.06	Business case, Property				
<b>Update Notes:</b> Update as above in significant activity list.										
<b>Project Name: NZ Upgrade Programme Contingency</b>										
NZ Upgrade programme contingency in support of NZUP projects.	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2023 – 2027	323.94	Implementation				
<b>Update Notes:</b> Now Major Crown investment project (MCIP) – this is being managed nationally and is in implementation.										
<b>Project Name: Mackays Crossing commercial vehicle safety centre (formerly Weigh Right Mackay's)</b>										
Replacement weigh station for Plimmerton.	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2017 – 2026	17.3	Implementation				
<b>Update Notes:</b> Aiming to start construction in 2025.										
<b>Project Name: Wellington RoNs (5) – Transmission Gully</b>										
Residual works post-completion of the new expressway between Mackays Crossing and Linden.	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2020 – 2045	373.18	Construction, Implementation				
<b>Update Notes:</b> In implementation.										
<b>Project Name: Wellington RoNs (6) – SH1 Mackays to Peka Peka Expressway</b>										
Residual works post-completion of the new 18-km four-lane SH1 built to expressway standards between Poplar Avenue and Peka Peka Road, including rehabilitation of the existing SH1 through to Mackays Crossing for safety and efficiency purposes.	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2010 – 2024	0.48	Property				
<b>Update Notes:</b> Closing out final property obligations.										
<b>Project Name: Wellington RoNs (7) – SH1 Peka Peka to Ōtaki Expressway</b>										
Residual works post-completion of a new four-lane median divided expressway between Peka Peka Rd and north of Ōtaki (Taylors Road).	 NZ TRANSPORT AGENCY WAKA KOTAHI	State highway improvements	Committed	2015 – 2026	9.43	Construction				
<b>Update Notes:</b> In construction.										
<b>Project Name: Peka Peka to Ōtaki Revocation</b>										

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Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	3 Year Cost est. (\$m)	Current stage	Overall	Time	Scope	Cost
Complete revocation of the old SH1 from Peka Peka to Ōtaki.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	State highway improvements	Committed	2021 – 2024	6.32	Implementation				
<b>Update Notes:</b> In construction.										
<b>Project Name: Te Ara Tupua Ngā Ūranga – Pito-One</b>										
Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected, and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	State highway improvements	Committed	2020 – 2025	123.99	Construction, Implementation				
<b>Update Notes:</b> In construction.										
<b>Project Name: SH2 Masterton to Carterton (corridor improvements)</b>										
The Masterton to Carterton corridor is an undivided two-lane state highway with a 100km/h speed limit that connects the rural towns of Masterton and Carterton. The crash history shows 10 DSIs in the last five years, 7 of which were at intersections and 2 of which were head on. Corridor safety improvement pre-implementation work has been carried out and this phase is to proceed to implementation.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	State highway improvements	Committed	2021 – 2024	0.02	Post-implementation				
<b>Update Notes:</b> Post implementation.										
<b>Project Name: SH1 Tawa to Johnsonville Surface Flooding</b>										
Network resilience enhancements targeting specified high priority risk sites to improve trip reliability and reduce the potential for future disruption and closure, or personal safety risk.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	State highway improvements	Committed	2023 – 2024	0.01	Implementation				
<b>Update Notes:</b> Work due to commence in 2025.										
<b>Project Name: Porirua CBD to Titahi Bay Shared Path</b>										
Construct a shared cycling and pedestrian pathway and associated coastal resilience improvements along Titahi Bay Road.	 porirua city	Walking and cycling improvements	Committed	2020 – 2025	0.25	Pre-implementation				
<b>Update Notes:</b> The project is now ready for implementation, should subsidy become available in the future.										
<b>Project Name: Access Kenepuru</b>										
A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.	 porirua city	Walking and cycling improvements, Local road improvements	Committed	2021 – 2026	9.60	Pre-implementation, Property, Implementation				
<b>Update Notes:</b> The programme was originally proposed in 2019, the implementation cost has escalated. Council reduced the local share and walking and cycling improvements need to be re-scoped and deferred to 2027/28. However, the existing Kenepuru Dr pedestrian (zebra) crossing is to be upgraded to a signalised crossing, in this financial year.										
<b>Project Name: Emergency Works Cyclone Hale Storm Event 2023</b>										
The aftermath of Cyclone Hale and the impact on already saturated terrain caused land movement and flooding to the eastern Hill area of the district. Removal of slips up to 60m in length, reinstating unsealed water tables, and unblocking of culverts. The repair of under slips and slumps.	 SOUTH WAIRARAPA DISTRICT COUNCIL Kia Reretahi Tātau	Local road maintenance	Committed	2022 – 2025	0.33	Implementation				
<b>Update Notes:</b> Update to December 2024 is that works are substantially complete with all reinstatement to be completed by April 2025.										

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Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	3 Year Cost est. (\$m)	Current stage	Overall	Time	Scope	Cost
<b>Project Name: Golden Mile Upgrades</b>										
Deliver more bus priority from Lambton Quay to Courtenay Place, with improvements for people walking and cycling.	Absolutely Positively <b>Wellington City Council</b> Me Heke Ki Pōneke	Public transport infrastructure	Committed	2023 – 2025	69.21	Implementation				
<b>Update Notes:</b> Phase 1, the Courtney Place section of the project is entering into construction in April 2025. Phase 2 is scheduled to start in 2026. The project has been delayed due to the Council's LTP amendment process.										
<b>Project Name: Thorndon Quay and Hutt Road Upgrade</b>										
Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Absolutely Positively <b>Wellington City Council</b> Me Heke Ki Pōneke	Public transport infrastructure	Committed	2023 – 2026	53.94	Pre-implementation, Property, Implementation				
<b>Update Notes:</b> Project is on programme and within budget, and is scheduled to complete in July 2025.										
<b>Project Name: MDC January Flooding Event 2023</b>										
Emergency works to address sites affected by the significant rain event in January 2023 that caused widespread damage across the Wairarapa region. This work includes reopening roads, traffic management, removing slips/overburden and trees from roads. clearing out major drainage issues and reinstating culverts.		Local road maintenance	Committed	2022 – 2025	0.40	Construction, Implementation				
<b>Update Notes:</b> Approximately 80% of the recovery work from the significant January 2023 rain event will be completed by the end of this financial year, with the remaining 20% scheduled for completion in the 2025/26 financial year. The remaining work primarily involves more complex sites requiring stream diversions or retaining structures that need consents, as well as monitoring sites where emerging issues are affecting the road pavement. The focus remains on restoring full access and ensuring the resilience of affected infrastructure.										