If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 6 December 2022, 11.30am

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

Members

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

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

Regional Transport Committee

Tuesday, 6 December 2022, 11.30am

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

Public Business

Regional Transport Committee
6 December 2022
Report 22.503

For Decision

WELLINGTON REGIONAL SPEED MANAGEMENT PLAN 2024 – PRINCIPLES AND OBJECTIVES

Te take mō te pūrongo
Purpose

1. To advise the Regional Transport Committee (the Committee) on the development of principles and objectives for the Regional Speed Management Plan 2024.

He tūtohu
Recommendations

That the Committee:

1 **Endorses** the principles and objectives of the draft Regional Speed Management Plan 2024 in order to meet the requirements of the Land Transport Rule: Setting of Speed Limits 2(**Attachment 1**).

2 **Delegates** to the Regional Transport Committee Chair the ability to make minor editorial amendments to the draft document.

3 **Notes** that the Regional Transport Committee endorsement of the final Regional Speed Management Plan 2024 will be sought prior to submission to the Director of Land Transport for certification.

Te tāhū kōrero
Background

2. The Land Transport Management (Regional Transport Committees) Regulations 2022 requires regional transport committees to prepare and review speed management plans in accordance with the Land Transport Rule: Setting of Speed Limits 2022.

3. The Land Transport Rule: Setting of Speed Limits 2022 came into force in May 2022. The bylaw process that existed prior to this was lengthy and led to an ad hoc approach by road controlling authorities (RCAs) to setting speed limits. The objective of the new Rule is to contribute to road safety by providing for a whole-of-network approach where speed management is considered alongside investment in safety infrastructure.

4. The draft Wellington Regional Speed Management Plan 2024 (RSMP) will contain the regional principles and objectives, in addition to the respective TA speed management plans. This will be compiled for Committee endorsement next year.

5. As at the time of writing, the deadline for speed management plans had not been set by Waka Kotahi NZ Transport Agency. Current deadline indications from Waka Kotahi are 30 October 2023 for the regional consultation, and the submission for certification of regional plans by 29 March 2024.

6. Consultation on speed management plans will be undertaken by TAs, with a co-ordinated but separate consultation 'window' agreed for March to June 2023.

7. Waka Kotahi NZ Transport Agency (as RCA) has signalled the first State Highway Speed Management Plan consultation will open in June 2023.

8. The draft Wellington RSMP 2024 'front-end' principles and objectives was developed collaboratively with a technical advisory group comprising officers from all Wellington Region territorial authorities, Greater Wellington, and Waka Kotahi. Greater Wellington and the Department of Conservation (as RCAs) have also been contacted to provide input to their local territorial authority speed management plans as they are developed. This is to enable regional consistency across the region's TA's as envisaged in the Rule.

9. The Committee provided input to the content of the RSMP 'front-end' in its 20 September 2022 workshop.

10. Funding for implementation of speed management plans is through the RLTP process.

Te tātaritanga
Analysis

11. As per the Rule, a plan must –

    a set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and

    b include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and

    c include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.

12. The final Regional Speed Management Plan will comply with these requirements. Agreement to the overarching regional objectives, policies and measures is required at this stage to enable progression of the individual TA speed management plans.

Ngā hua ahumoni
Financial implications

13. There are no financial implications from the matters for decision. Funding for implementation of each RCA plan will be submitted through the RLTP 2024 process.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

14. The Rule states that states a regional council must:

(a) establish and maintain processes to provide opportunities for Māori to contribute to the preparation of the plan; and Setting of Speed Limits 2022 27

(b) consider ways in which the Agency (as RCA) or the regional council (as the case may be) may foster the development of Māori capacity to contribute to the preparation of the plan; and

(c) provide relevant information to Māori for the purposes of paragraphs (a) and (b).

15. Delays with the release of both the Rule and guidance materials have limited Greater Wellington's ability to co-design the regional policies and principles with our mana whenua partners. Greater Wellington will continue to seek guidance from Waka Kotahi NZ Transport Agency on the responsibilities of regional councils under the new Rule.

16. Full consultation and engagement for the first plan will be undertaken by territorial authorities, including with mana whenua.

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

17. Generally, reduced speeds reduce carbon emissions. Emissions reductions are tracked through the RLTP monitoring process.

Ngā tikanga whakatau
Decision-making process

18. 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

19. Officers considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Council's Significance and Engagement Policy. While the subject matter and implementation of the plan may have significance for TAs, consultation and implementation is outside the remit of the Committee's responsibilities and delegation under the Rule.

Te whakatūtakitaki
Engagement

20. Engagement has taken place with the Committee's Technical Advisory Group in preparing the Wellington RSMP 'front-end', and other technical experts from Waka Kotahi NZ Transport Agency (both as RCA and Regulator).

Ngā tūāoma e whai ake nei
Next steps

21. The RSMP will be uploaded to the GW website ahead of the first consultation opening. Links to all RCA consultation pages will be provided as they become available.

22. Consolidation of the RCA speed management plans will take place towards the end of 2023.

Ngā āpitihanga
Attachment

Number	Title
1	Wellington Regional Speed Management Plan 2024 – 'front-end'

Ngā kaiwaitohu
Signatories

Writer	Amelia Wilkins – Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy

He whakarāpopoto i ngā huritaonga **Summary of considerations**
Fit with Council's roles or with Committee's terms of reference Preparation of the RSMP is a function of the Committee under the Land Transport Management (Regional Transport Committees) Regulations 2022.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies The RSMP contributes to the RLTP key headline target of achieving a 40 per cent reduction in deaths and serious injuries by 2030.
Internal consultation No internal consultation took place. Environment will be contacted separately as a road controlling authority.
Risks and impacts - legal / health and safety etc. There are no risks related to the matter for decision.

Attachment 1 to Report 22.503

REGIONAL SPEED MANAGEMENT PLAN

2024

[FRONT PAGE – photo: speed limit sign? School gate? Multi-modal?]

Introduction

From the busy streets of our capital city to the expanses of rural roads in the Wairarapa, our roading network in the Wellington region is diverse and dynamic. This Regional Speed Management Plan (RSMP) is about finding ways to make every road in our region as safe as possible reflecting road function, design, and use, while maintaining efficiencies across the network. The RSMP includes a series of principles and objectives, designed to guide the region's road controlling authorities[1] speed management approaches.

Speed Management – what is it and why does it matter?

'Imagine an Aotearoa where everyone can get to where they're going safely. Where it's safe to drive to work and home again or visit whānau and friends. Where it's safe to ride bikes and let tamariki walk to school. Where transport improves our health and wellbeing, creating liveable places for our communities.' (Road to Zero Strategy)

The provision of a safer transport system for everyone who travels around Wellington region has been a key regional priority for many years. This safety focus has been strengthened through the Government's Road to Zero safety strategy, which sets a clear vision where no one is killed or seriously injured in road crashes.

Road to Zero

Between 2000 and 2013 New Zealand saw a decrease in the number of deaths from road crashes. However since 2013, this number has steadily increased. Per 100,000 people, New Zealand had 7.1 deaths from road crashes in 2019. This is compared to 4.7 in Australia and 2.0 in Norway.[2]

New Zealand's Road to Zero road safety strategy was adopted in 2019, outlining a strategy to guide improvements in road safety on our roads, streets, footpaths, cycleways, bus lanes and state highways by looking at five key focus areas:

- infrastructure and speed
- vehicle safety
- work-related road safety
- road user choices

[1] The major road controlling authorities in Wellington region include Waka Kotahi NZ Transport Agency (state highways), Wellington City Council, Porirua City Council, Hutt City Council, Kāpiti District Council, Upper Hutt City Council, South Wairarapa District Council, Carterton District Council, and Masterton District Council. Conversations have also taken place with the Department of Conservation and Greater Wellington Regional Council.

[2] Mandic, S., Hewitt, J., Dodge, N., and Sharma N. (in press). "Approaches to Managing Speed in New Zealand's Capital" Journal of Road Safety.

- system management.

The Road to Zero action plan sets a target of achieving a 40 percent reduction in deaths and serious injuries by 2030.

Land Transport Rule: Setting of Speed Limits 2022

In May 2022, the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force. The new Rule is designed to form a more consistent approach to applying speed management within the region, with consideration of speed limits alongside investment in infrastructure by Road Controlling Authorities (RCAs).

Wellington context

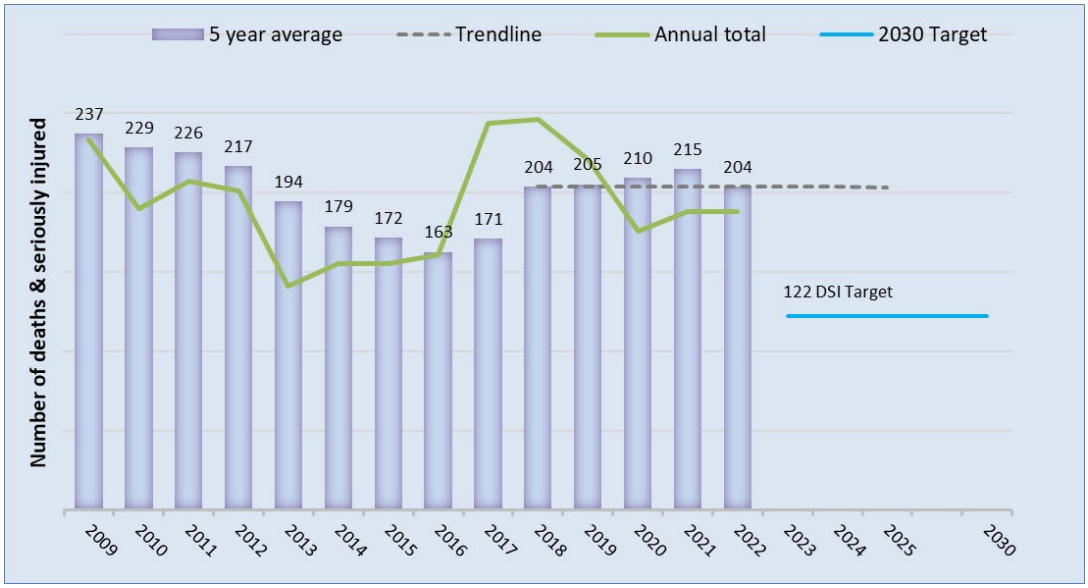
The Wellington Regional Land Transport Plan 2021 (RLTP) is the key strategic document for land transport that outlines the regions' vision, objectives and the intended investment programme. It reflects the national target to achieve a 40 percent reduction in deaths and serious injuries on our roads by 2030.

As at 30 June 2022, the five-year rolling annual average for deaths and serious injuries on Wellington roads was 204. Extensive research has been undertaken to understand the relationship between speed and the risk of crashes. According to police reports, speed contributed to 26% of deaths from crashes in New Zealand, and almost 2,000 crashes causing injury. It is estimated, combining evidence from multiple sources to account for under-reporting, that speed contributed to approximately 60% of fatal road crashes in New Zealand. Approximately 71% of injury crashes involved speeds in excess of New Zealand Safe and Appropriate Speed limits.[3]

While there are many factors that contribute to an incident, for example visibility and conditions, or driver impairment, the severity of the event can be directly attributed to the speed at which a vehicle is travelling.

[3] Mandic, S., Hewitt, J., Dodge, N., and Sharma N. (in press). "Approaches to Managing Speed in New Zealand's Capital" Journal of Road Safety.

Figure 1: Deaths and serious injuries on region's roads



Data source: CAS, Waka Kotahi

The draft Wellington Regional Speed Management Plan 2024 has been developed through a series of workshops with Waka Kotahi NZ Transport Agency and the territorial authorities, as the RCAs and technical experts in the region. We have a commitment that local speed management plans will be developed based on these agreed principles.

Vision, Principles, Objective, Policies, Measures

As per the Rule, the regional speed management plan requires a vision, principles, objectives and measures. These are outlined in this section.

Vision

Our vision for Wellington is a connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably (RLTP 2021 vision).

Principles

There are a range of speed management tools and techniques that can be applied dependent on the type and use of the road. The following principles will be considered when making decisions about appropriate speed management approaches:

- Liveable and safe neighbourhoods, school areas, and other cultural or community areas of significance
- Designed with and for the community
- Ensuring safety of all transport users
- Design and build for safety, accessibility and with local context

Objective

People can move around the Wellington Region safely (RLTP 2021)

Policies

- Ensure speed limits are appropriate to the movement and place function of the transport network
- Ensure safe speed limits around schools/kura, marae and other areas of local significance

Measures

Implementation and monitoring of speed management plans will be undertaken by RCAs. This will include the monitoring of deaths and serious injuries, which is also measured through the RLTP monitoring framework.

Variations

Road Controlling Authorities may wish to prepare a variation to their speed management plan outside of the three-year planning cycle, with the approval of the Director of Land Transport.

Regional Transport Committee
6 December 2022
Report 22.467

For Information

2021/22 ANNUAL MONITORING REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021

Te take mō te pūrongo
Purpose

1. To present to the Regional Transport Committee (the Committee) the Annual Monitoring Report (the Report) on the progress made in the 2021/22 financial year towards implementing the Wellington Regional Land Transport Plan 2021.

Te tāhū kōrero
Background

Monitoring Requirements

2. The Land Transport Management Act 2003 (amended in 2013) requires the Committee to prepare a Regional Land Transport Plan (RLTP). The Wellington RLTP identifies regional priorities and objectives, and sets out a programme of activities in which we intend to invest in. The monitoring requirements are set out in Appendix E of the Wellington RLTP 2021.

3. This is the second year of monitoring for the RLTP adopted in June 2021. The mid-term review of the 2021 RLTP is currently being developed for the period 2024 to 2027.

Data sources and availability

4. The Report presents the latest data and information on the RLTP outcomes and measures. Most measures cover the timeframe up to 30 June 2022. Where the data covers a different period, this is noted specifically. The information referenced in the Report is sourced from Greater Wellington Regional Council (Greater Wellington), local councils, the Waka Kotahi New Zealand Transport Agency, Ministry of Transport, and Statistics New Zealand. Greater Wellington data on public transport is collected as part of operational reporting requirements.

5. Not all data is updated annually. Due to the impact of COVID-19 some measures have no results this year. Other measures with new reporting indicators have only three or four years of data.

6. COVID-19 has had a significant impact; on the availability of data, interpretation of data, and the ability to identify both short- and longer-term trends. There has been variability in terms of traffic volumes and public transport patronage, in part due to COVID-19, and

also the 23-day protest at parliament and extreme weather causing major flooding and slips over winter. It is advised the data is interpreted alongside the commentary.

Measuring progress

7. There are 11 measures and 19 indicators. By measuring each of these we can determine the level of overall progress in delivering the strategic objectives.

Te tātaritanga
Analysis

8. The follow table summarises the headline targets and indicators:

Headline indicator	2030 Target	Result FY2021/22	Change 1 year	Change 5 years
Combined mode share for public transport & active travel	39%	35% (3 years to June 2021)	→ no change	↑
Deaths and serious injuries on region's roads	122 DSI	204 DSI (5 years to June 2022)	↓ 5% down	no change
Land transport generated carbon emissions	770 kilotonnes	1142 kilotonnes	↓ 8% down	↓

Measure	Indicator	Result FY2021/22	Change 1 year	Change 5 years
Public transport patronage	Bus and rail boardings (peak times)	14.8 million	↓ 24% down	↓
Public transport journey times	Average travel times on core bus routes	35 mins	↓ 2% down	↓
Public transport journey time variability	Average travel time variability on core bus routes	AM 1.7 mins PM 2.4 mins	↓ ↓	↓ ↓
Active travel and public transport (PT) journeys to work & education	Combined mode share (Cordon survey)	54% (Mar 2021)	no new data	no trend
Deaths and serious injuries on regions roads	Percentage of DSI with speed as a factor	21% (5-year ave)	→ no change	↓
Participation in active travel to school	% of students using active travel to journey to school	33% (2018)	no trend	no trend
Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (5-yr ave)	↓ 4% down	↑
Road network resilience	Availability of viable alternative routes	Data not yet available		
	Frequency of unplanned road closures	100 events	no change	↑
	Duration of unplanned road closures	239 hours	↑ 106% up[1]	↑
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	41 km/hr (3y to 2022)	↑ 22% up	↑
	Average travel time variability on selected strategic routes	3.7 mins (3y to 2022)	↓	↓
Regional freight moved by rail	Annual freight volumes moved by rail	1.46 million tonnes	no change	↑
Transport generated emissions	Transport CO_2 emissions (per capita)	2.08 tonnes	↓ 9% down	↓
	Ambient air quality - Nitrogen dioxide	16.6 µg/m^3 (CY2021)	↑ 3% up	↓
Vehicle fleet composition	% of the private car fleet that are EV and hybrid vehicles	38% of new registrations	↑ 12% up	↑
	% of the bus fleet that are EV and hybrid vehicles	16% of vehicles	↑ 14% up	↑

9. For full detail on progress, please refer to **Attachment 1** (2022 Annual Monitoring Report on RLTP) and **Attachment 2** (TA Level RLTP indicator dashboards).

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

10. There are no implications for Māori in the development of this report. Partnership with Māori is undertaken through the development of the RLTP itself.

Ngā tūāoma e whai ake nei
Next steps

11. The Report will be published on Greater Wellington's website once it has been through the design process.

Ngā āpitihanga
Attachments

Number	Title
1	2022 Annual Monitoring Report on RLTP
2	TA-level RLTP indicator dashboards

Ngā kaiwaitohu
Signatories

Writer	Amelia Wilkins – Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
Fit with Council's roles or with Committee's terms of reference While no decision is being sought by the Committee, the Annual Monitoring Report fulfils the obligations to monitor the performance of the activities in the RLTP as prescribed in the LTMA 2003.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies There is no direct contribution.
Internal consultation Consultation occurred on the content of Attachment 1 with staff in the Wellington Transport Analytics Unit and Metlink.
Risks and impacts - legal / health and safety etc. There are no risks associated with this Report.

Attachment 1 to Report 22.467

Annual Monitoring Report 2022

[front page]

Contents

Executive Summary

This Annual Monitoring Report (AMR) is the second report on progress of the Wellington Regional Land Transport Plan 2021 (RLTP), covering the period 1 July 2021 to 30 June 2022.

The RLTP sets the direction for transport in the region for the next 10-30 years. Consistent with the Government Policy Statement on Land Transport (GPS), the RLTP identifies regional priorities and objectives, and sets out a programme of activities in which we intend to invest.

The monitoring framework for the RLTP consists of three headline targets and the main performance indicators, alongside other measures and indicators. These will track our progress towards achieving the regional programme objectives and outcomes.

During the last year there have been a significant number of events – changes in Covid-19 alert levels, parliament protests, weather related events – that have had an impact on several metrics during the reporting period, making it difficult in some cases to identify short- and long-term trends.

Where relevant, additional commentary is provided around these limitations and uncertainties; the key findings in this report should be interpreted within this context.

Key findings:

- Transport-generated carbon emissions were down in the 2021/22 financial year. This was primarily due to decreases in traffic volumes resulting from the Covid-19 restrictions during that period, with secondary impacts being small increases in fleet efficiency and an increase in electric and hybrid private vehicles.
- The number of deaths and serious injuries on the region's roads in the 2021/22 financial year remained at 188, which was the same as the previous year. The five-year rolling average is the same as 2018 at 204, despite significant reductions in traffic through COVID-19 restrictions. In the five years to June 2022, 21% of deaths and serious injuries involved inappropriate speed, up slightly from 20% a year earlier.
- When measured as a three-year rolling average of all trips (taken from the Household Travel Survey), non-car mode share of all trips remained approximately unchanged: 35% in the three years to June 2021 and 34% a year earlier.
- Public transport patronage is still down by around 20% compared to pre-Covid levels. Private vehicle traffic volumes have in recent months trended back towards pre-COVID levels, and there have been increases in cycle volumes on specific corridors in Wellington City.

Table 1 is a summary of the latest results for each headline target and indicator for the period between 1 July 2021 and 30 June 2022. For most indicators, this table refers to the 2021/22 financial year. For some measures, data are available only for calendar years (CY) or for a previous financial year (FY), as marked in the table. Specifically, data from the Household Travel Survey is available only up to June 2021, so mode-share information is presented for the 2020/21 FY. Active travel to school information is derived from the 2018 census.

The 'Change 1 year' column shows the most recent information, compared with 12 months earlier, and five years earlier for the 'Change 5 years' (where available).

Attachment 1 to Report 22.467

Table 1: Headline targets and indicator summary

Headline indicator	2030 Target	Result FY2021/22	Change 1 year	Change 5 years
Combined mode share for public transport & active travel	39%	35% (3 years to June 2021)	no change	
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Active travel and public transport (PT) journeys to work & education	Combined mode share (Cordon survey)	54% (Mar 2021)	no new data	no trend
Deaths and serious injuries on regions roads	Percentage of DSI with speed as a factor	21% (5-year ave)	no change	
Participation in active travel to school	% of students using active travel to journey to school	33% (2018)	no trend	no trend
Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (5-yr ave)	4% down	
Road network resilience	Availability of viable alternative routes	Data not yet available		
	Frequency of unplanned road closures	100 events	no change	
	Duration of unplanned road closures	239 hours	106% up[1]	
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	41 km/hr (3y to 2022)	22% up	
	Average travel time variability on selected strategic routes	3.7 mins (3y to 2022)		
Regional freight moved by rail	Annual freight volumes moved by rail	1.46 million tonnes	no change	
Transport generated emissions	Transport CO_2 emissions (per capita)	2.08 tonnes	9% down	
	Ambient air quality - Nitrogen dioxide	16.6 µg/m^3 (CY2021)	3% up	
Vehicle fleet composition	% of the private car fleet that are EV and hybrid vehicles	38% of new registrations	12% up	
	% of the bus fleet that are EV and hybrid vehicles	16% of vehicles	14% up	

[1] Duration of unplanned road closures is driven by a small number of long-duration events. Eight events contributed two-thirds of the total road closure hours.

Transport highlights for 2021/22

A number of major projects and milestones occurred during the 2021/22 financial year. Examples include:

Let's Get Wellington Moving

- LGWM's *3-Year Programme* implementation commenced with a programme of walking improvements in the central city and a safe crossing on Cobham Drive. Business cases were approved and detailed design got underway for improvements along Thorndon Quay and Hutt Road, and for the transformation of the Golden Mile.
- LGWM's *People Friendly City Streets* overall business case was approved, targeted improvements (for buses and active modes) were identified, and the first tranche of project business case investigations commenced.
- LGWM's *Transformational Programme* draft Indicative Business Case was completed and its local and central government partners agreed a preferred programme option to take forward to the next stage of investigation. The preferred option includes high-quality, high-capacity mass rapid transit to Island Bay along with continuous bus priority to Miramar; the Basin Reserve transformation; and an extra Mt Victoria tunnel (for public transport, walking and cycling).
- A business case was approved for a programme of *Travel Behaviour Change* initiatives to support people to get around in new ways and to optimise the benefits of LGWM infrastructure investment.

Metlink

- Electric buses now comprise 16% of the fleet, an 18% increase from last year.
- Ika Rere, the first operating electric passenger ferry in the Southern Hemisphere, completed its first public sailing on 1 March 2022. This has roughly the same decarbonisation benefit as eight electric buses.
- Greater Wellington endorsed the Draft Wellington Rail Programme Business Case – Wellington Strategic Rail Plan (Draft Wellington Rail Plan). The Draft Wellington Rail Plan was developed to explore and determine how the rail network needs to evolve in order to deliver strategic outcomes being sought both regionally and nationally; it responds to significant mode shift requirements over the coming decades, reflecting regional and national targets.
- Electronic ticketing was rolled out on the Johnsonville line, with the intention to roll out across the entire regional rail network by the end of November 2022. This means Snapper will be accessible on both rail and bus across Wellington region.

Other highlights

- State Highway 1 Transmission Gully was officially opened by Waka Kotahi in March 2022.
- Aotearoa New Zealand's first Emissions Reduction Plan was released in May 2022. It sets the direction for climate action for the next 15 years.
- Tupua Horo Nuku, Eastern Bays Share Path, is nearing completion of the detailed design. Construction of the southern portion (Windy Point and Sunshine Bay) is anticipated to start at the end of 2022.
- Wellington region experienced its wettest winter on record, which was accompanied by a record number of slips. Many of these slips were large enough to close roads and require significant remedial works to stabilise them.

Introduction

The Regional Land Transport Plan (RLTP) is a statutory document developed by Greater Wellington with our partners; the local councils in the region, Waka Kotahi New Zealand Transport Agency and KiwiRail. It outlines the direction for the transport network in the Wellington region for the next 10–30 years by identifying regional priorities, policies, targets and objectives. It sets out the transport projects we intend to invest in and provides an avenue to bid for funding through the National Land Transport Plan process. The RLTP includes measures and indicators to assess progress towards the overall long-term vision.

The Ministry of Transport sets a national direction in which the RLTP must be consistent with. The five outcomes identified in the *Government Policy Statement for Land Transport* are:

- Inclusive access – enabling all people to participate in society with affordable and reliable transport choices
- Healthy and safe people – protect people from transport related injuries and make active travel an attractive option
- Environmental sustainability – transition to zero carbon emissions with improvements to air and water quality
- Resilience and security – to minimise risks from natural and man-made hazards, adapt and recover from disruptive events
- Economic prosperity – the efficient movement of people and products.

This Annual Monitoring Report (AMR) covers 1 July 2021 to 30 June 2022. The 11 measures and 19 indicators were selected on the basis that:

- Indicator results could be reliably sourced on a regular basis (at least annually)
- Indicators were given higher priority if results included more granular level data (city- and district-level data)
- Other transport indicators would be available to supplement the monitoring framework.

Since early 2020, COVID has impacted significantly on the region's transport system, on the availability of data and interpretation of data and the ability to identify both short- and longer-term trends.

In particular, the Household Travel Survey (HTS), which was normally a face-to-face survey conducted continuously throughout the year prior to COVID, has used alternatives to face-to-face interviews for data collection and has operated at only some parts of the year. COVID has also caused delays in processing and publishing of some survey and other data; thus, measures that rely on the HTS are not yet available for the most recent financial year and results from 2020-onwards may be less comparable than normal with previous HTS results.

Some of the performance measures presented in this report around highway and PT travel times are based on specific months only to provide consistency with previous reports. Some month-to-month variations in travel patterns have been larger than normal in recent years because of COVID-19, parliament protests, and public transport driver shortages. The commentary in this report emphasises that in some instances the patterns based on specific months may not reflect longer term trends. Broader trends may be more apparent in future monitoring.

Appendix A contains a series of TLA level dashboards showing key performance metrics around the five outcomes identified in the Government Policy Statement for Land Transport.

The purpose of these dashboards is to provide more granular insights on a six-monthly basis, to understand emerging trends and changes across the region. These local insights complement the annual, regional level measures and indicators as reported in the AMR.

Headline targets

Headline target	Latest result	Trend	Comment
40% increased mode share in active modes and public transport	35% (three years to June 2021)	Increased from 28% in three years to June 2018	
35% reduction in transport-related CO_2	1,142 kilotonnes	Decreased by 8% compared to last year and 4% since 2017/18	A reflection of reduced traffic volumes at certain times during the reporting year, primarily due to Covid-19.
40% reduction in deaths and serious injuries	204 deaths and serious injuries (five-year average)	Annual figure the same as 2021. Five-year trend shows no change	Despite slight reductions in overall traffic volumes across the reporting year, DSIs have not decreased.

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

This target aims to increase public transport and active modes from 28 percent of mode share in 2018 to 39 percent in 2030. Walking, cycling, catching the bus or train should be a convenient, safe and sustainable option for more trips throughout the region. Mode share is measured as a three-

year average using the Household Travel Survey (HTS) results, which measures all types of household travel (travel to work and education, shopping, leisure) by travel mode.[2]

As the Household Travel Survey represents a three-year rolling average up to June 2021 (data for 2022/23 is not yet available), it still includes pre-Covid travel survey data, and as a result the trend post-Covid trend is uncertain.

Whilst the Wellington AM peak CBD cordon survey has not taken place over the last two years, indicative comparisons of other relevant traffic count data, PT patronage data (rail and bus boardings) and cycle count data from other sources suggest that the non-car mode share of peak period trips crossing the CBD cordon is lower than it was pre-Covid.

A quarterly update will be provided to the Regional Transport Committee (RTC) during 2022/23 to understand how traffic volumes, public transport patronage and cycle volumes are changing across the region as we transition from the Covid-19 emergency.

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

In 2018/19, 40 percent of total gross emissions in the Wellington region were attributed to the transport sector[3]. The 2030 target is a 35% reduction of the FY2018 result of 1,232 kilotonnes (kt).

Carbon dioxide (CO_2) accounts for the majority of transport-generated emissions and is therefore a suitable proxy for overall transport-generated greenhouse gas emissions. By converting the annual regional fuel consumption data (litres of petrol & diesel consumed) to CO_2 emissions[3] we will be able to track our progress toward reducing emissions.

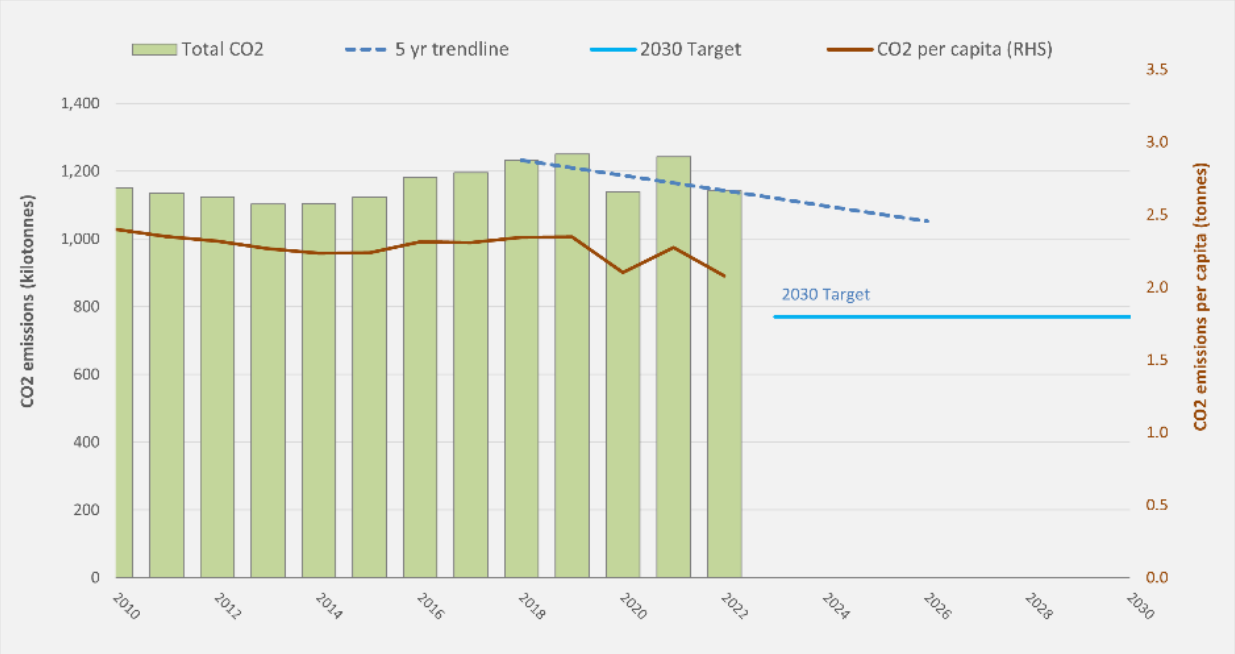
In Figure 1, transport generated emissions for FY2021/22 show:

- CO_2 emissions were estimated to be 1,142 kilotonnes.
- Total carbon emissions have decreased by 8% compared to 2021 results, and by 4% over the previous five years.
- The red line shows the transport CO_2 emissions per capita, estimated to be 2.08 tonnes. This indicates a decrease of 10% since 2017.
- The decline in total transport generated CO_2 emissions over the last few years has been largely a result of changes in traffic volumes in response to Covid-19 restrictions, with other small influences from increasing uptake of EVs and hybrid vehicles and improved vehicle efficiency.
- Trends are uncertain at present, however as we transition towards a new normal, the trend in terms of emissions will become clearer.

[2] The mode share target measure is based on trip legs. For comparison, in 2018-2021, pedestrian, cyclist, and public transport comprised only 12% of distance and 30% of travel duration, according to the Household Travel Survey.

[3] Wellington Region Greenhouse Gas Inventory (Greater Wellington, 2020)

Figure 1: Transport CO_2 emissions (per capita)



Data source: Fuel supply data from WCC & MDC

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

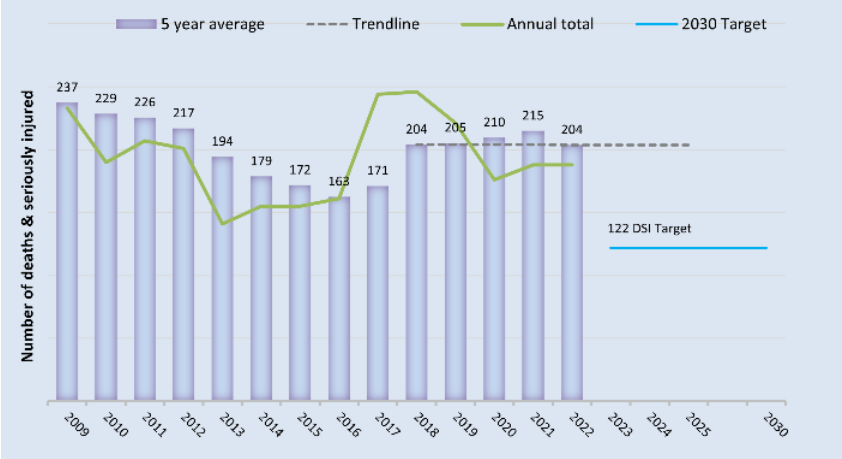
Aotearoa New Zealand has adopted the Road to Zero vision of 'zero deaths and serious injuries on New Zealand roads'. The target for 2030 is to reduce the 2018 five-year rolling average of 204 DSIs by 40 percent or to below 122. The five-year average is used to report on serious road accidents because it smooths out annual fluctuations and reveals long-term trends.

In **Figure 2**, the DSI data shows:

- 188 deaths and serious injuries in the year to June 2022, which was the same as the previous year.
- The five-year rolling average decreased to 204 (a 5% decrease from a year earlier) but overall, about the same as the baseline level in 2019.
- Despite drops in traffic due to COVID-19, DSIs have remained flat indicating more work is needed to see a significant reduction.

Use of a five-year rolling average means that the target measure is influenced as much by DSIs from five years ago – when numbers were relatively high – as by the most recent numbers. The numbers of DSIs over the last three years were relatively low but will still need to decrease by another one-third to achieve the target level.

Figure 2: Deaths and serious injuries on region's roads



Source: CAS, Waka Kotahi

Measuring against the five transport outcomes

The following provides more detail on our performance against the five national outcomes as a region:

Inclusive access

Enabling all people to participate in society with affordable and reliable transport choices.

Measuring

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

Indicator	Latest result	Trend	Comment
The number of people boarding bus, train and ferry services during peak and off-peak times	Peak times: 14.8 million boardings Off-peak: 11.1 million boardings	Whilst patronage is still below pre-Covid levels, the trend is uncertain given the significant impact that Covid-19 and other events had on patronage in the last year 2017/18 boarding levels.	COVID-19 has had an impact on PT patronage. These figures include periods when COVID Alert Level 3 and 4 restrictions were in place.
Average travel times on core regional bus routes	AM: 35.4 mins PM: 33.2 mins	Travel times have slowly improved.	

Travel time variability on core regional bus routes	AM: 1.7 mins PM: 2.4 mins	Travel time variability in the AM has almost halved, and reduced by just over one minute in the PM, compared with 2021. However, the trend is uncertain given the impact of Covid-19 during the reporting period.	The travel time variability metric has been impacted by the reduction in traffic and passengers due to Covid-19 restrictions and lock-downs.
Combined mode share of travel to work trips by walking, cycling & public transport	No new data available.	Recent trend information not available.	The cordon survey was not undertaken in 2022 due to COVID-19 restrictions.

Public transport patronage

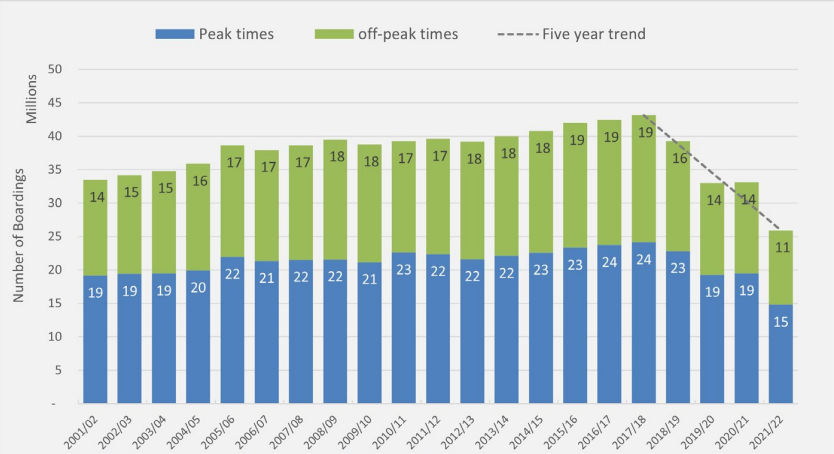
A number of the RLTP targets rely on good uptake of public transport, specifically access to good, affordable travel choices and minimising environmental harm. This indicator monitors annual public transport boardings during peak and off-peak times. The attractiveness of these services through reliable and competitive journey times will help to increase patronage, as measured next.

The nationwide bus driver shortage, and a combination of both seasonal and COVID-19 related staff absences over winter have had an impact on public transport services. The 23-day protest at Parliament and the surrounding area caused significant disruption in March 2022.

COVID-19 influenced the mode and timing of travel for many people. Future monitoring will tell if there have been permanent changes in travel patterns. Preliminary data from Wellington and other locations indicates that rail patronage has been slower to return to pre-Covid level than bus patronage, as a greater proportion of weekly rail patronage occurs during peak periods (compared with bus), and peak period travellers are more likely than off-peak travellers to have the option to work from home.

Figure 3 shows the number of people boarding rail, bus and ferry services during the peak and off-peak. Peak boardings have decreased by 24% over the past year, and 38% lower than five years earlier. The five-year trend continues to decrease.

Figure 3: Annual public transport boardings by time-of-day



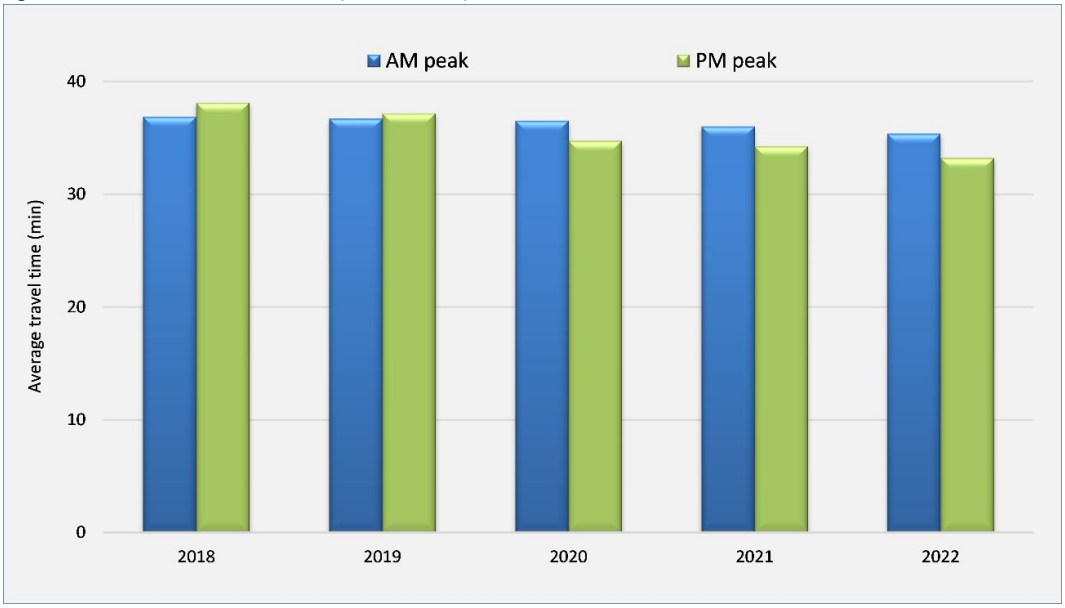
Data source: Metlink, GWRC

Bus journey times and variability

Public transport is more attractive when it is consistent, reliable and offers competitive journey times to other transport choices. By tracking travel times on a selection of core public transport routes, we can monitor reliability and speed. This is shown in **Figure 4**.

- The average travel time for AM peak is 35.4 minutes, an improvement of just over one minute since 2019
- The average travel time for PM peak is 33.2 minutes, an improvement of four minutes since 2019
- Morning peak trips are on a slight downward trend over five years, meaning a slightly faster bus journey. This is more pronounced in the downward trend of PM trips over the previous five years.

Figure 4: Travel times on core bus routes (FY2018 – 2022)



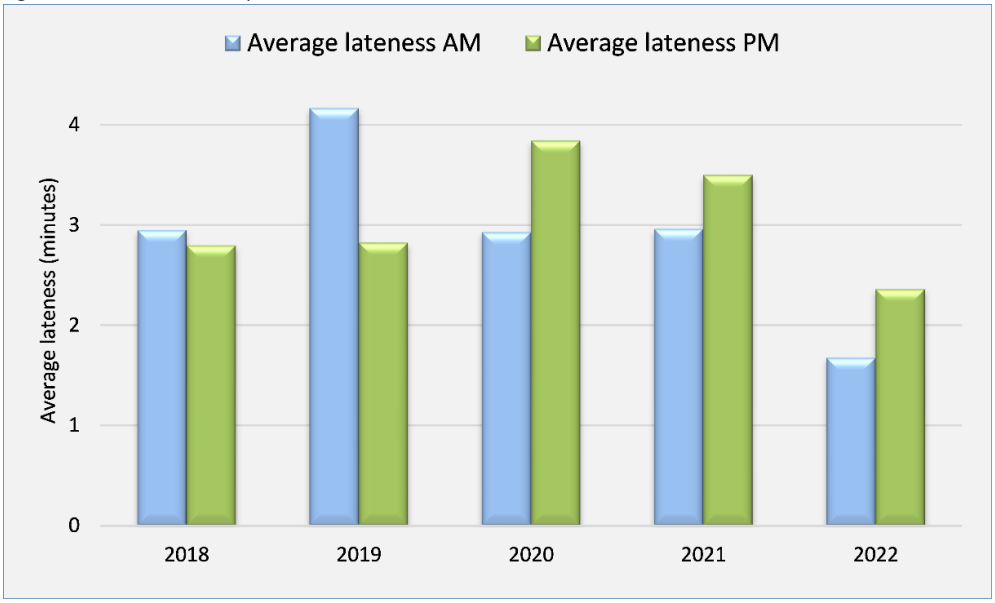
Data source: Metlink, GWRC

Consistency of travel times is an important consideration for people moving around the region. **Figure 5** indicates the average reliability of our bus service during peak times on core routes.

- The morning peak variability has continued to improve since 2019, with 2022 figures at 1.7 minutes about half the previous year.
- Average lateness for PM peak services improved over the previous three years, with an average for 2022 at 2.4 minutes. This is a reduction of just over one minute compared with 2021.

More detailed reporting will be provided in quarterly progress dashboards that will be provided to RTC to understand how travel time variability on core routes changes through time to understand if there are any emerging trends.

Figure 5: Travel time variability on core routes



Data source: Metlink, GWRC

Mode share for travel

The Wellington City CBD cordon survey counts all people by transport mode as they travel inbound into the Wellington CBD during morning peak time (7-9am). This annual survey takes place over one week in March. The cordon survey was not conducted in 2021 due to COVID-19 disruptions. Commentary will be included in the next AMR.

Healthy and safe people

Protect people from transport related injuries and make active travel an attractive option.

Measuring

Deaths and serious injuries from road transport and participation in active travel to school.

Indicator	Latest result	Trend	Comment
Percentage of crashes involving death and serious injury when inappropriate speed is a contributing factor	21% of serious or fatal crashes (5 years to June 2022)	Increased to 40 crashes in 2022 from 33 in 2021	
Percentage of students cycling, scooting & walking to school by school sector	32% of travel to school is active travel for ages 5–9 years and 34% for ages 10–14 years (2018 Census)	No trend yet	The methodology changed for travel to education in the 2018 Census, so no time series yet

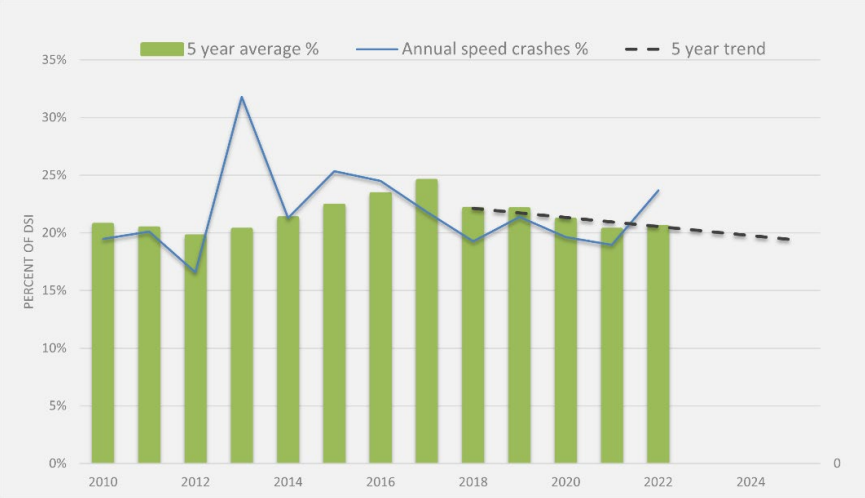
Number of deaths and serious injuries for pedestrians and cyclists	55 DSI (five-year rolling average)	While the annual number is down from 2021, the trend-line shows DSI increasing	

Deaths and serious injuries when speed is a contributing factor

Improving road safety is expected to have a particular emphasis on infrastructure and speed management. Addressing these issues will be critical if the region is to improve its safety performance and contribute to Road to Zero. The new Land Transport Rule: Setting of Speed Limits 2022 will assist local councils in planning for speed management, with a focus on safer speeds around schools in the first plan.

Figure 6 shows that inappropriate speed contributed to approximately 21% of crashes involving death or serious injury in the region over the five years to June 2022. The proportion of speed-related accidents has trended downward (shown by the green bars). However, the *number* of crashes caused by inappropriate speed in the year to June 2022 was higher, at 40, than in the two previous years (32 in 2020 and 33 in 2021).

Figure 6: Proportion of deaths & serious injuries when inappropriate speed is a contributing factor



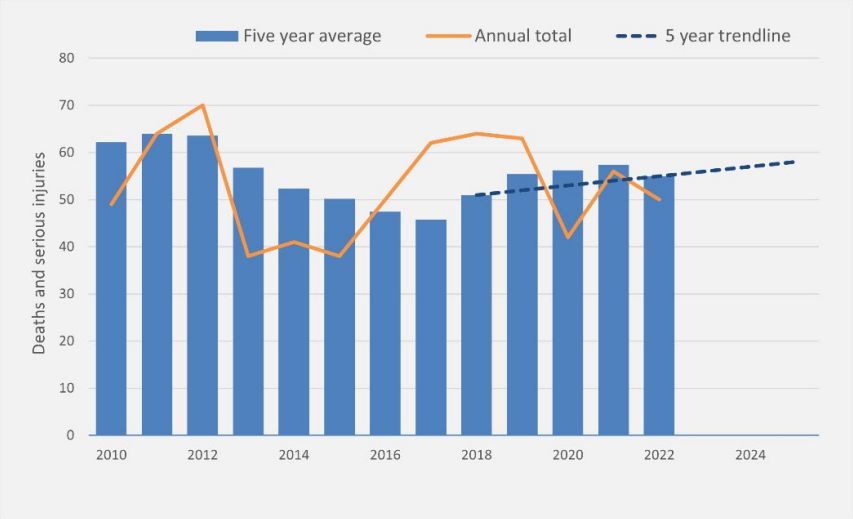
Data source: CAS, Waka Kotahi

Pedestrian and cyclist deaths and serious injuries

This indicator assesses the safety of the road network for pedestrians and cyclists by monitoring reported deaths and serious injuries over time. A five-year rolling average is applied to the data to even out fluctuations in the annual results (based on the calendar year).

Figure 7 shows the number of pedestrian and cyclist deaths and serious injuries each year. The five-year average (blue bars) for 2022 is 55 DSI – this is similar to the previous year. The annual results (orange line) have decreased slightly.

Figure 7: Deaths and serious injuries of pedestrians and cyclists on roads



Data source: CAS, Waka Kotahi

Participation in active travel to school

Waka Kotahi is extending the trial of Te Haerenga o Ngā Tamariki ("Tamariki Tool") to a second year in early 2023 to expand on the data collected in 2022 when COVID significantly impacted on the ability of schools to participate. Use of the Tamariki Tool will be widely promoted to all primary schools in the Wellington region and augmented by learning resources by GW. Schools are using the student travel data (collected via the tool) to build an understanding of active travel and encourage classroom discussion around mode choice, carbon emissions, and well-being.

At the 2018 census, 32% of children aged 5–9 years and 34% of children aged 10–14 years travelled to school by active transport.

Resilience and security

To minimise risks from natural and man-made hazards, adapt and recover from disruptive events.

Measuring
Road network resilience.

Indicator	Latest result	Trend	Comment
The availability of a viable alternative to high-risk and high impact routes	No information available	No trend available	Although the indicator is not yet quantifiable, the opening of Transmission Gully has improved the availability of alternative routes on key regional routes.
The frequency and duration of resolved road closures on major roads	100 road closures, 239 hours of unplanned road closures	While there was an increase in the number of road closures by only one,	Wellington experienced a particularly wet winter contributing to major

		the duration of resolution doubled	slips. Eight events contributed two-thirds of the total road closure hours.

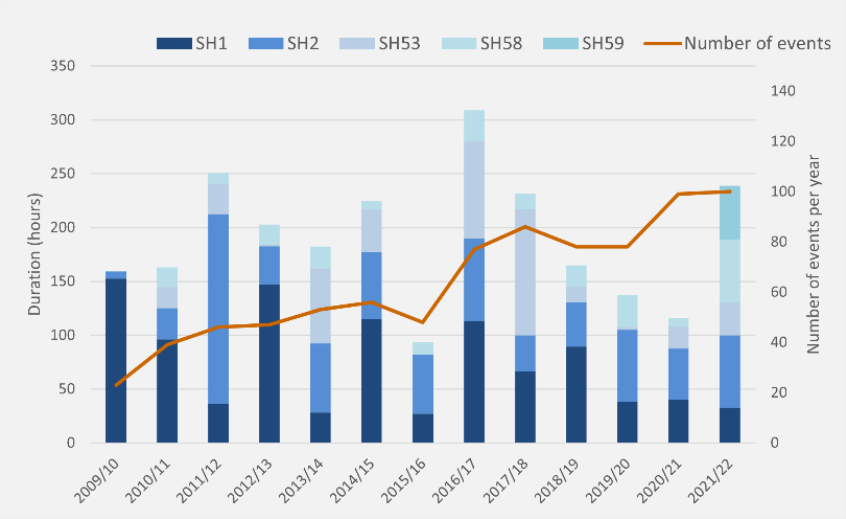
A resilient road network

A key objective in the RLTP is to ensure journeys to, from and within the Wellington Region are connected, resilient and reliable. At this time there is no suitable data source for the availability of alternative routes.

Figure 8 shows the duration and frequency of unplanned events on the region's state highways that lead to road closure. These events disrupt the flow of commuter traffic and freight causing delays and test the resilience of the network. The main cause of unplanned road closures are crashes, slip, flooding, and vehicle breakdown.

The frequency of events has increased in the previous five years, from 86 in 2017/18 to 100 in 2021/22. However, this is an increase of only one event since the previous AMR. The average length of time to resolve these events is strongly influenced by a few long-duration events. In the most recent year, the average was driven up by a two-day closure caused by a slip on Paekākariki Hill Road, and a small number of other long-duration events. Eight events contributed two-thirds of the total road closure hours; the other 92 events contributed just one-third. The overall average duration of unplanned closures was 2.4 hours, up from 1.2 hours in the previous year.

Figure 8: The duration and frequency of unplanned road closures on state highways



Data source: Waka Kotahi

Economic prosperity

The efficient movement of people and products.

Measuring

The efficiency of the road network on strategic routes and regional freight moved by rail.

Indicator	Latest results	Trend	Comment

Average travel speeds on selected strategic routes	Average speed 37 kph during AM peak, and 47 kph during off-peak (three-year average to Feb 2022)	Increase from 35 kph AM peak and decrease from 48 kph off-peak 12 months earlier	The indicator is based on travel during February each year. Parliament protests in February 2022 and Omicron may have contributed to lower traffic volumes in that month, compared to previous years, and to increased average speeds.
Average travel time variability on selected strategic routes	6.0 minutes variability during AM peak and 4.7 minutes off-peak (3-year average to Feb 2022) 4.5 minutes variability outbound	Decrease from 6.8 minutes during AM peak and 5.0 minutes off-peak	The decreased variability may be related to less traffic congestion and faster average speeds.
Annual freight volumes moved by rail	1.46 million tonnes	The movement of freight by rail has increased by 40% since 2017	

An efficient road network

A key investment priority is to improve access to key regional destinations, including the port, airport and hospitals for people and freight. Strategic routes comprise state highways and high-volume regional roads. These key routes provide access and connectivity for people and goods to key regional destinations.

The efficiency of the road network can be estimated by trends in travel speed at peak travel times. The latest three-year rolling average is 37 kph for AM peak (up from 35 kph a year earlier) and 47 kph for off-peak (down from 48 a year earlier).

Whilst the data suggests that travel speeds have increased at peak time, particularly on SH1 and SH2, this data should be used with caution and is not indicative of a trend for the following reasons:

- The data is collected during February each year, and February 2022 was impacted by COVID-19 and the parliament protests
- This resulted in fewer vehicles on SH1 and SH2 at peak times, and a corresponding increase in travel speeds
- Analysis of more recent data from September 2022 suggests that traffic volumes have increased (compared to February 2022), congestion has increased and peak travel speeds on SH2 are broadly back to what has been observed over the period 2019 to 2021.

Further insights will be provided around travel times and travel time variability as part of quarterly updates to be provided to RTC.

Regional freight moved by rail

The region relies on road, rail and coastal shipping networks to move freight efficiently. Developing the rail network to increase the volume of freight moved by rail will benefit the regional economy.

The Freight Information Gathering System (FIGS) data provides annual estimates of rail freight volume nationwide and within each region. The combined movement of freight by rail inbound and outbound was 1.46 million tonnes in 2021/22 for the Wellington Region, shown in **Figure 10**. Over the last five years, freight volume has increased by 40%, mainly driven by an increase in the volume of freight moved out of the region.

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

Data source: FIGS, Ministry of Transport

Environmental sustainability

Transition to zero carbon emissions with improvements to air and water quality.

Measuring

Transport generated emissions and vehicle fleet composition.

Indicator	Latest result	Trend	Comment
Transport CO_2 emissions (per capita)	2.08 tonnes of CO_2 per capita	Current result is 10% less than five years ago	Decreases in traffic volumes due to COVID-19 restrictions have been the primary contributor towards the observed reductions in emissions, with an increase in the percentage of the fleet comprised of EV and hybrids also a minor contributory factor.
Ambient air quality - Nitrogen dioxide	Nitrogen dioxide is 18.2 µg/m^3 (5-year	Nitrogen dioxide is 3% up on last year	

& black carbon matter	average to June 2021)	but has decreased by 12% over the last five years	
Percentage of the private car fleet that are EV and hybrid vehicles	38% of new registrations are hybrid or electric	New registrations have increased from 6% to 38% in the last five years	Refers to light private vehicles.
Percentage of the bus fleet that are EV and hybrid vehicles	16% of buses electric at June 2022	EV buses were first introduced in 2018. In 2021, 2% of the fleet were electric	

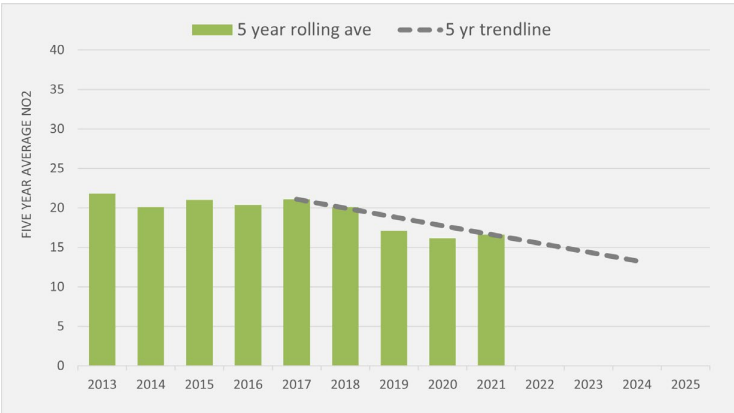
Air quality – Nitrogen dioxide

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

Air quality is monitored based on levels of nitrogen dioxide (NO_2), a harmful pollutant arising from vehicle emissions. The data is from Waka Kotahi's national NO_2 monitoring network at multiple sites across the region (except the Wairarapa). The Waka Kotahi sites are mostly along the state highways, but include a small number of local roads.

Figure 11 shows the results from NO_2 monitoring sites. In 2021, NO_2 was on average 18.2 µg/m^3, calculated using a five-year moving average. Levels of NO_2 have decreased by 12% over the last 5 years.

Figure 11: Air quality nitrogen dioxide



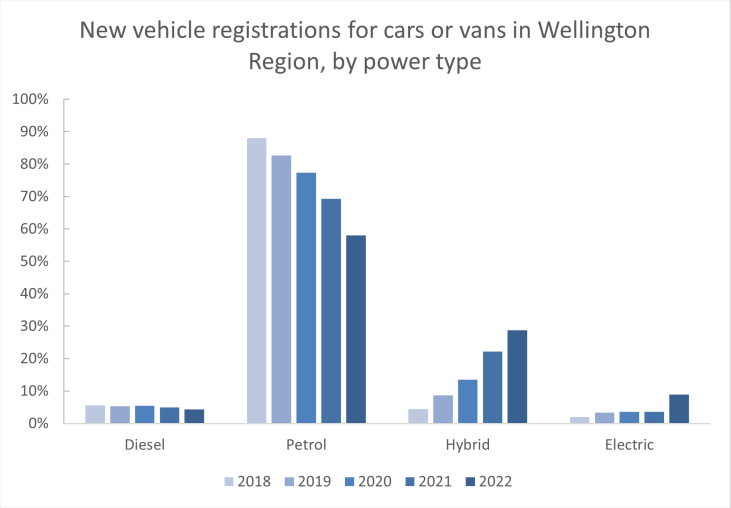
Data source: GWRC/Waka Kotahi

Changes to the vehicle fleet

This indicator monitors the transition from fossil fuel-based engines to low-emission vehicles such as electric (EV) and hybrid vehicles in Wellington Region.

As shown in **Figure 12**, new registrations of electric and hybrid cars and vans have increased to 38% in the year to June 2022, compared with 6% five years earlier. Across the whole of New Zealand, electric and hybrid vehicles increased from 4% of the car/van fleet at June 2021 to 6% by June 2022.

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



Data source: Waka Kotahi

Electric bus fleet

At June 2022, 16% of the regional bus fleet was electric, up from 2% a year earlier. New electric buses will continue to replace diesel buses in the fleet, reducing the fleet's total carbon emissions.

Reporting on the RLTP Programme 2021-24

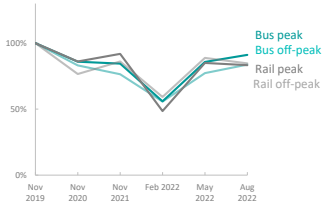
Further reporting on the RLTP Programme is a collaborative effort by the RLTP partners and undertaken every six months. It covers project highlights, risks and issues, and mitigations, alongside time, scope and cost of each project. Some variations may be noted as projects progress. You can find these reports on the Greater Wellington Regional Council website www.gw.govt.nz.

December 2022 RLTP Monitoring Insights : Wellington City

Attachment 2 to Report 22.467

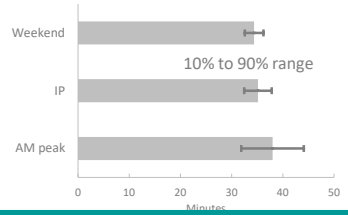
Public transport patronage

boardings relative to Nov 2019



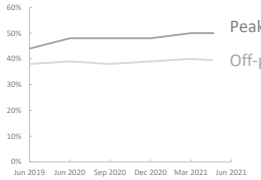
Public transport journey time

Route #1 Island Bay to Wellington Station, Jul 2022



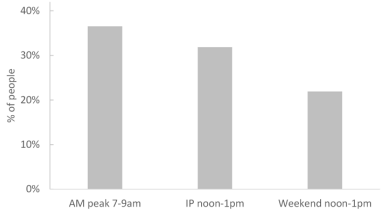
Mode share all household trips

by walking, cycling, public transport



37% non-car mode share AM peak,

Adelaide Rd, Tasman St, July 2022

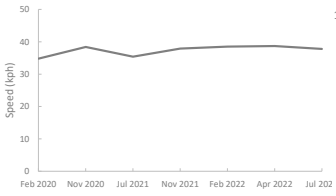


49% mode share of work trips

by walking, cycling, public transport (2018 census, up from 46% in 2013)

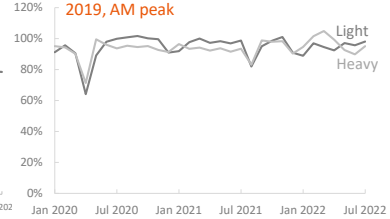
Average travel speed

Ngauranga to airport, AM peak



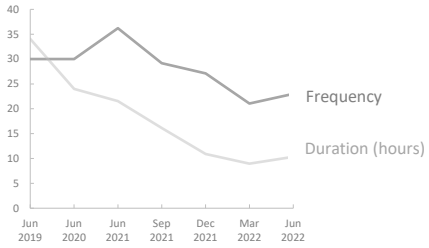
Road traffic volume

Ngauranga interchange SB, relative to Nov 2019, AM peak

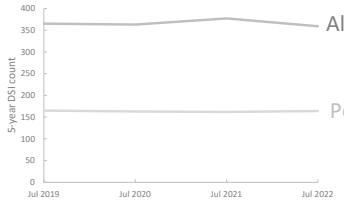


5% down travel time variability, 3 years to Feb 2022 compared with 12 months earlier

Road closure frequency and duration



Deaths and serious injuries



18% of DSIs involve speed

5 years to Jul 2022 up from 17% Jul 2019

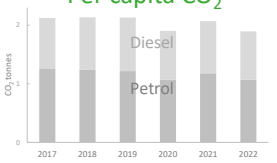
41% age 5-9 years

35% age 10-14 years

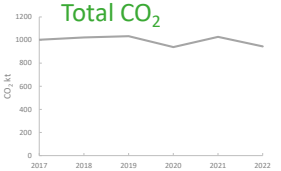
Cycling/walking to school 2018

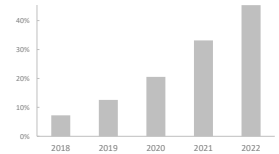
Transport-generated CO_2, Wellington Region excl Wairarapa

Per capita CO_2



Total CO_2





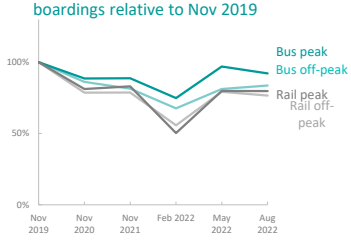
EV/hybrid vehicles

45% of new cars

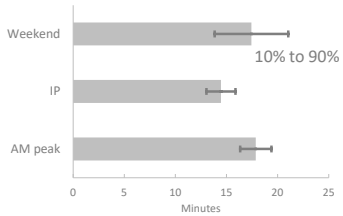
December 2022 RLTP Monitoring Insights : Porirua City

Attachment 2 to Report 22.467

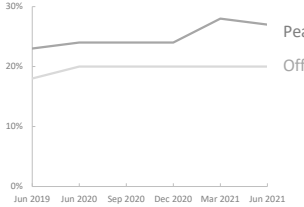
Public transport patronage
boardings relative to Nov 2019



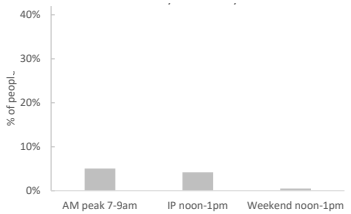
Public transport journey time
Route 220 - Ascot Park to Porirua Station, Jul 2022



Mode share all household trips
by walking, cycling, public transport

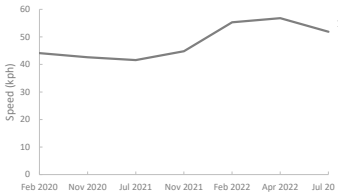


5% non-car mode share AM peak,
Titahi Bay Rd, July 2022

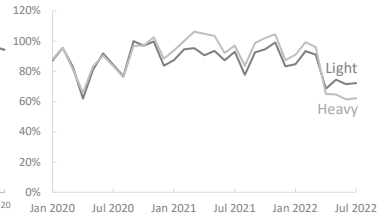


20% mode share of work trips
by walking, cycling, public transport (2018 census, up from 19% in 2013)

Average travel speed
Paremata to Seaview, AM peak

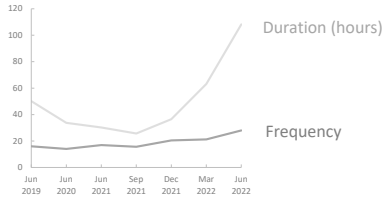


Road traffic volume
SH59 Mana, relative to Nov 2019, AM peak

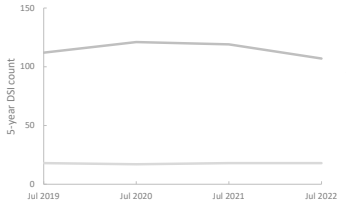


2% up travel time variability,
3 years to Feb 2022 compared with 12 months earlier

Road closure frequency and duration



Deaths and serious injuries

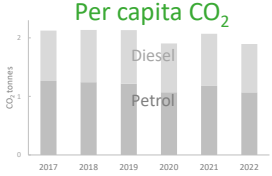


22% of DSIs involve speed
5 years to Jul 2022 down from 28% Jul 2019

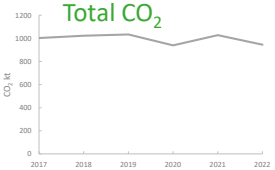
26% age 5-9 years
32% age 10-14 years
Cycling/walking to school 2018

Transport-generated CO_2, Wellington Region excl Wairarapa

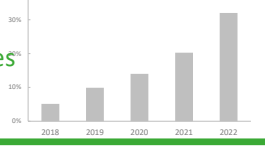
Per capita CO_2



Total CO_2



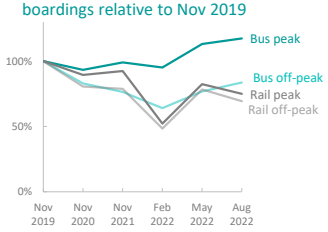
EV/hybrid vehicles
32% of new cars



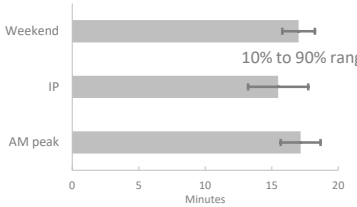
RLTP monitoring at December 2022: Kāpiti District

Attachment 2 to Report 22.467

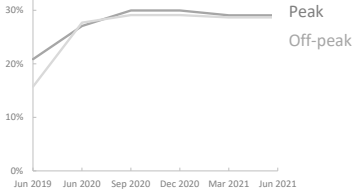
Public transport patronage
boardings relative to Nov 2019



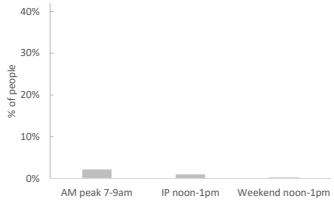
Public transport journey time
Route 260 Paraparaumu Beach to Paraparaumu Stn, Jul 2022



Mode share all household trips
by walking, cycling, public transport

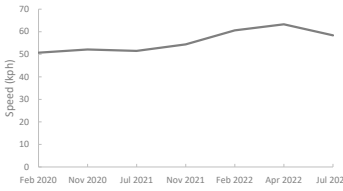


2% non-car mode share AM peak,
Kāpiti Rd, July 2022

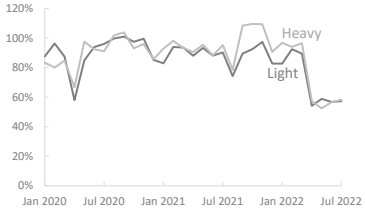


21% mode share of work trips
by walking, cycling, public transport (2018 census, up from 20% in 2013)

Average travel speed
Waikanae to Wellington Airport, AM peak

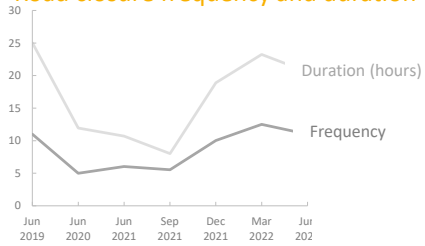


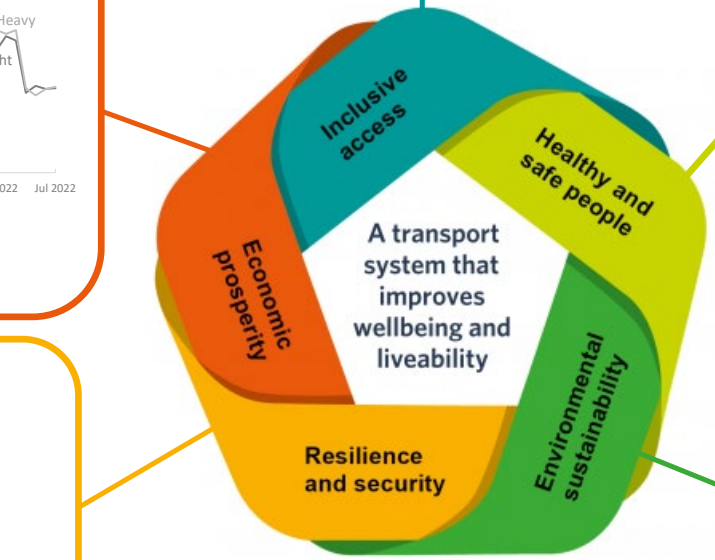
Road traffic volume
SH59 Paekakariki, AM peak, relative to Nov 2019



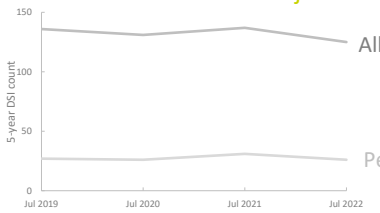
11% down travel time variability, 3 years to Feb 2022 compared with 12 months earlier

Road closure frequency and duration





Deaths and serious injuries

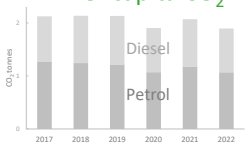


20% of DSIs involve speed
5 years to Jul 2022 up from 17% Jul 2019

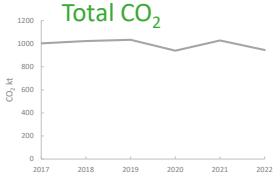
33% age 5-9 years
45% age 10-14 years
Cycling/walking to school 2018

Transport-generated CO_2, Wellington Region excl Wairarapa

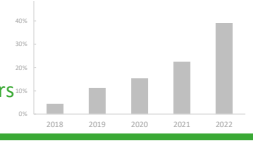
Per capita CO_2



Total CO_2



EV/hybrid
39% of new cars

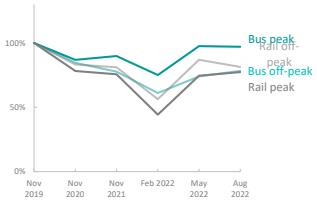


December 2022 RLTP Monitoring Insights : Lower Hutt City

Attachment 2 to Report 22.467

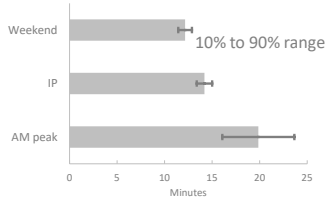
Public transport patronage

boardings relative to Nov 2019



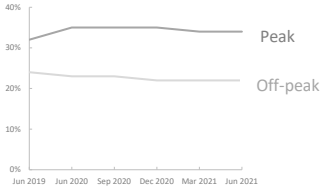
Public transport journey time

Route 160 - Wainuiomata to Queensgate, Jul 2022



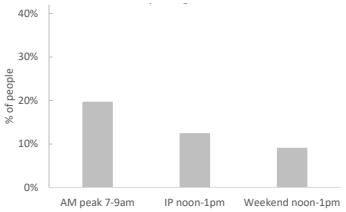
Mode share all household trips

by walking, cycling, public transport



20% non-car mode share AM peak,

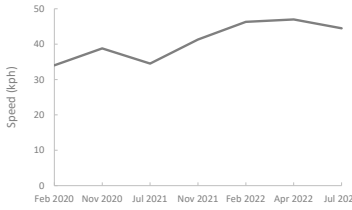
Knights Rd, July 2022



27% mode share of work trips
by walking, cycling, public transport (2018 census, up from 25% in 2013)

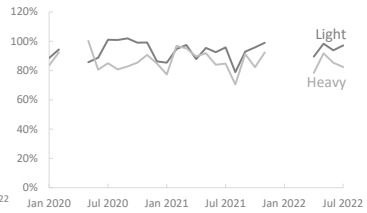
Average travel speed

Wainuiomata to Wellington, AM peak



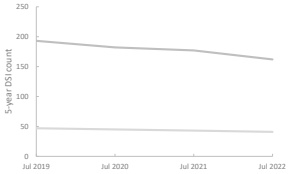
Road traffic volume

SH2 Kelson, relative to Nov 2019, AM peak



17% down travel time variability, 3 years to Feb 2022 compared with 12 months earlier

Deaths and serious injuries



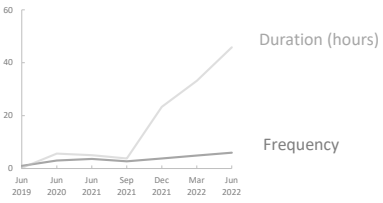
All DSIs

Pedestrian/cyclist

24% of DSIs involve speed
5 years to Jul 2022 down from 30% Jul 2019

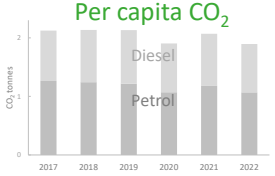
27% age 5-9 years
29% age 10-14 years
Cycling/walking to school 2018

Road closure frequency and duration

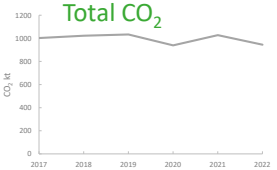


Transport-generated CO_2, Wellington Region excl Wairarapa

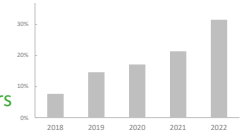
Per capita CO_2



Total CO_2



EV/hybrid
32% of new cars

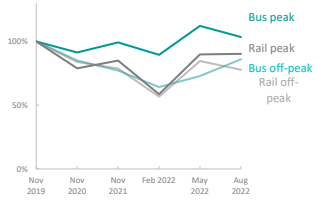


December 2022 RLTP Monitoring Insights : Upper Hutt City

Attachment 2 to Report 22.467

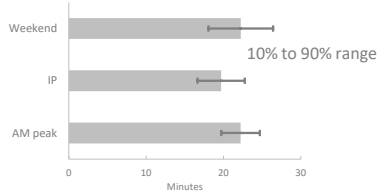
Public transport patronage

boardings relative to Nov 2019



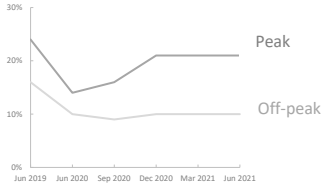
Public transport journey time

Route 110 Stokes Valley to Upper Hutt, Jul 2022



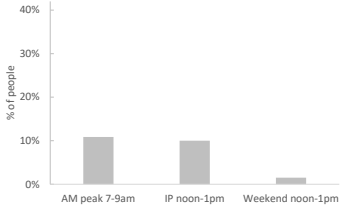
Mode share all household trips

by walking, cycling, public transport



11% non-car mode share AM peak,

Fergusson Drive, July 2022

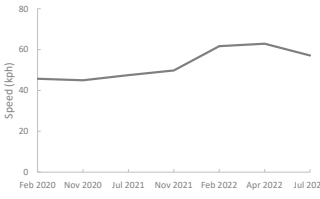


21% mode share of work trips

by walking, cycling, public transport (2018 census, up from 20% in 2013)

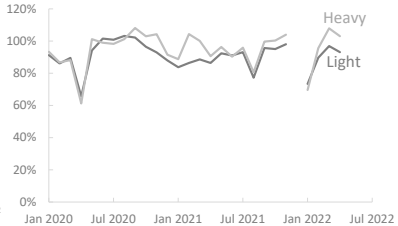
Average travel speed

Upper Hutt to Wellington, AM peak



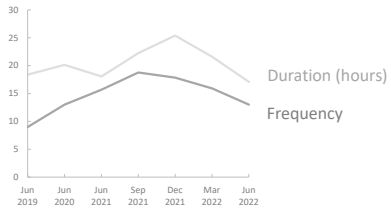
Road traffic volume

SH2 Whakatiki St, relative to Nov 2019, AM peak

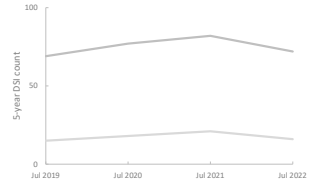


17% down travel time variability, 3 years to Feb 2022 compared with 12 months earlier

Road closure frequency and duration



Deaths and serious injuries



26% of DSIs involve speed

5 years to Jul 2022 down from 29% Jul 2019

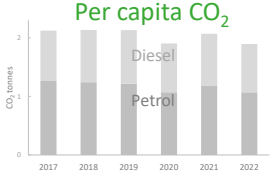
24% age 5-9 years

24% age 10-14 years

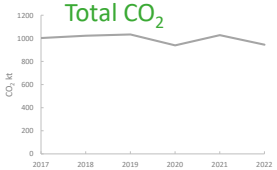
Cycling/walking to school 2018

Transport-generated CO_2, Wellington Region excl Wairarapa

Per capita CO_2

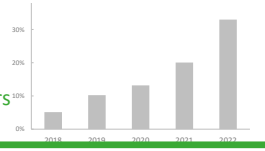


Total CO_2



EV/hybrid

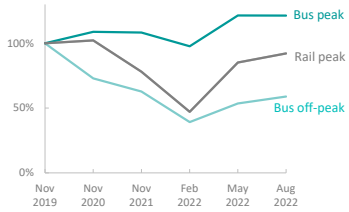
33% of new cars



December 2022 RLTP Monitoring Insights : South Wairarapa District

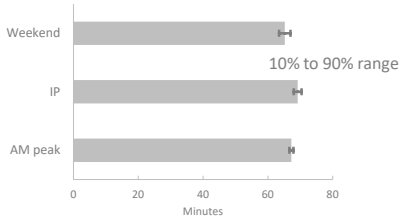
Public transport patronage

boardings relative to Nov 2019



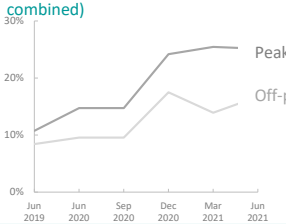
Public transport journey time

Route 200 Martinburgh to Masterton, Jul 2022



Mode share all household trips

by walking, cycling, public transport (3 Wairarapa TAs combined)

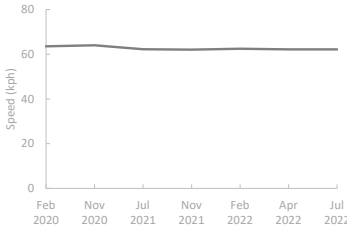


21% mode share of work trips

by walking, cycling, public transport (2018 census, unchanged from 21% in 2013)

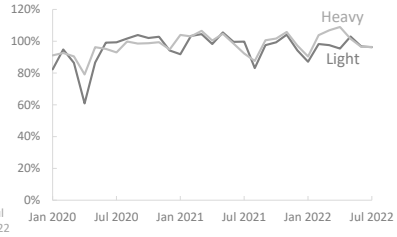
Average travel speed

Masterton to Upper Hutt, AM peak

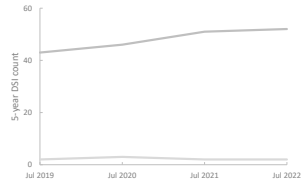


Road traffic volume

SH2 Tauherenikau Bridge, relative to Nov 2019, AM peak



Deaths and serious injuries



All DSIs

Pedestrian/cyclist

23% of DSIs involve speed

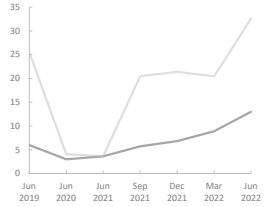
5 years to Jul 2022 up from 14% Jul 2019

27% age 5-9 years

24% age 10-14 years

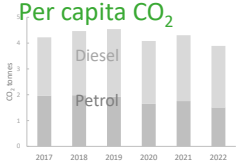
Cycling/walking to school 2018

Road closure frequency and duration

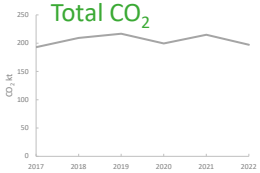


Transport-generated CO_2, Wairarapa

Per capita CO_2

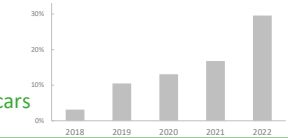


Total CO_2



EV/hybrid

30% of new cars

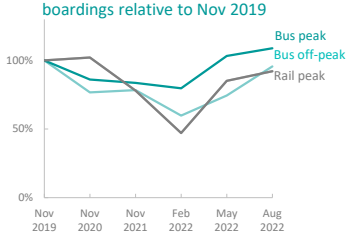


December 2022 RLTP Monitoring Insights : Carterton District

Attachment 2 to Report 22.467

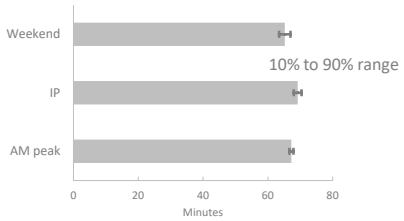
Public transport patronage

boardings relative to Nov 2019



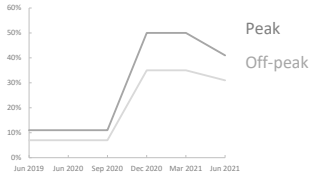
Public transport journey time

Route 200 Martinburgh to Masterton, Jul 2022



Mode share all household trips

by walking, cycling, public transport

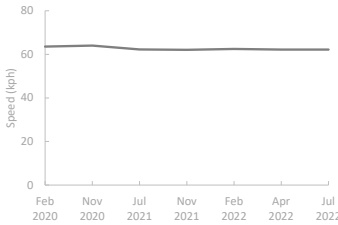


14% mode share of work trips

by walking, cycling, public transport (2018 census, down from 17% in 2013)

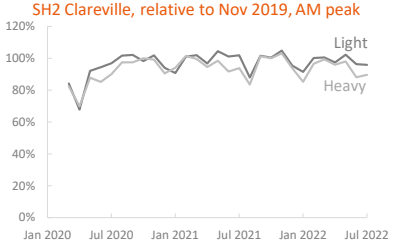
Average travel speed

Masterton to Upper Hutt, AM peak

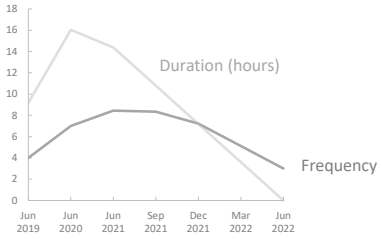


Road traffic volume

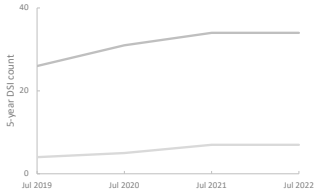
SH2 Clareville, relative to Nov 2019, AM peak



Road closure frequency and duration



Deaths and serious injuries



20% of DSIs involve speed

5 years to Jul 2022 up from 12% Jul 2019

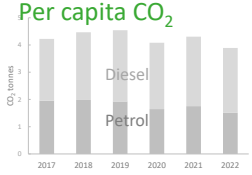
15% age 5-9 years

24% age 10-14 years

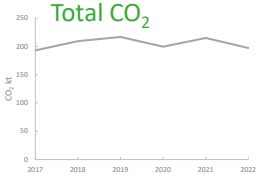
Cycling/walking to school 2018

Transport-generated CO_2, Wairarapa

Per capita CO_2

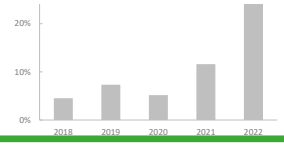


Total CO_2



EV/hybrid vehicles

27% of new cars

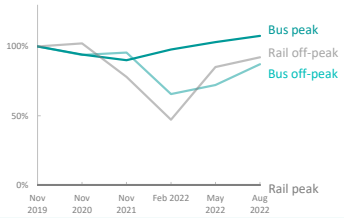


December 2022 RLTP Monitoring Insights: Masterton District

Attachment 2 to Report 22.467

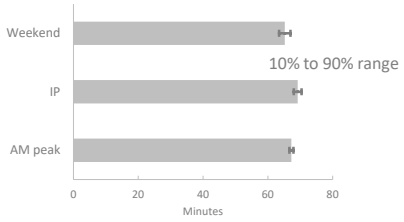
Public transport patronage

boardings relative to Nov 2019



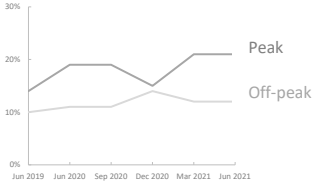
Public transport journey time

Route 200 Martinburgh to Masterton, Jul 2022



Mode share all household trips

by walking, cycling, public transport

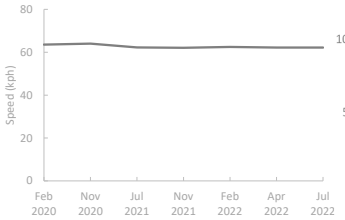


10% mode share of work trips

by walking, cycling, public transport (2018 census, down from 13% in 2013)

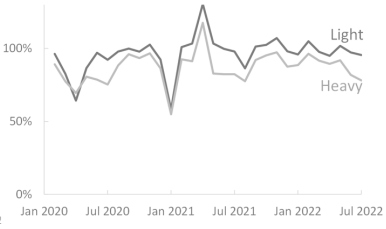
Average travel speed

Masterton to Upper Hutt, AM peak

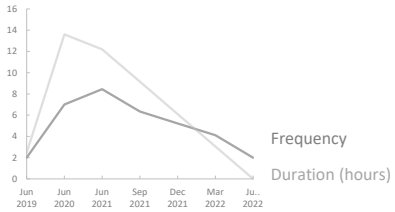


Road traffic volume

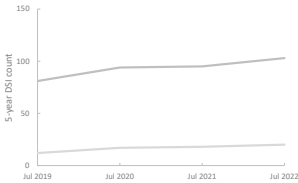
SH2 Readers Cutting, relative to Nov 2019, AM peak



Road closure frequency and duration



Deaths and serious injuries



26% of DSIs involve speed

5 years to Jul 2022 down from 34% Jul 2019

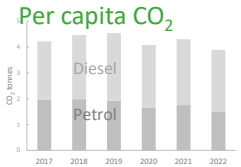
12% age 5-9 years

25% age 10-14 years

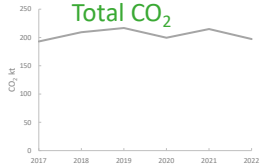
Cycling/walking to school 2018

Transport-generated CO_2, Wairarapa

Per capita CO_2

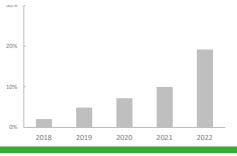


Total CO_2



EV/hybrid

19% of new cars



Regional Transport Committee
6 December 2022
Report 22.507

For Information

KIWIRAIL UPDATE – DECEMBER 2022

Te take mō te pūrongo
Purpose

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

Te horopaki
Context

2. KiwiRail regularly updates the Committee on KiwiRail's programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update (**Attachment 1** – KiwiRail December 2022 presentation) is presented to the Committee by the KiwiRail member (or alternate).

Ngā tūāoma e whai ake nei
Next steps

3. The KiwiRail member will speak to **Attachment 1** at the Committee's meeting 6 December 2022.

Ngā āpitihanga
Attachment

Number	Title
1	KiwiRail December 2022 presentation

Ngā kaiwaitohu
Signatories

Writer	Breanna Hartley – Kaitohutohu/Advisor, Democratic Services
Approver	David Gordon – Chief Operating Officer: Capital Projects and Asset Development, KiwiRail

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


Attachment 1 to Report 22.507
Regional Transport Committee Update
A smaller subset of this pack will be presented during the 15 minute slot on the day
6 December 2022

Attachment 1 to Report 22.507

Presentation Outline

1. Planning and funding the Rail Network
2. The Wellington Metro Upgrade Programme (WMUP) components
3. LNIRIM Coordination
4. Challenges
5. How we work

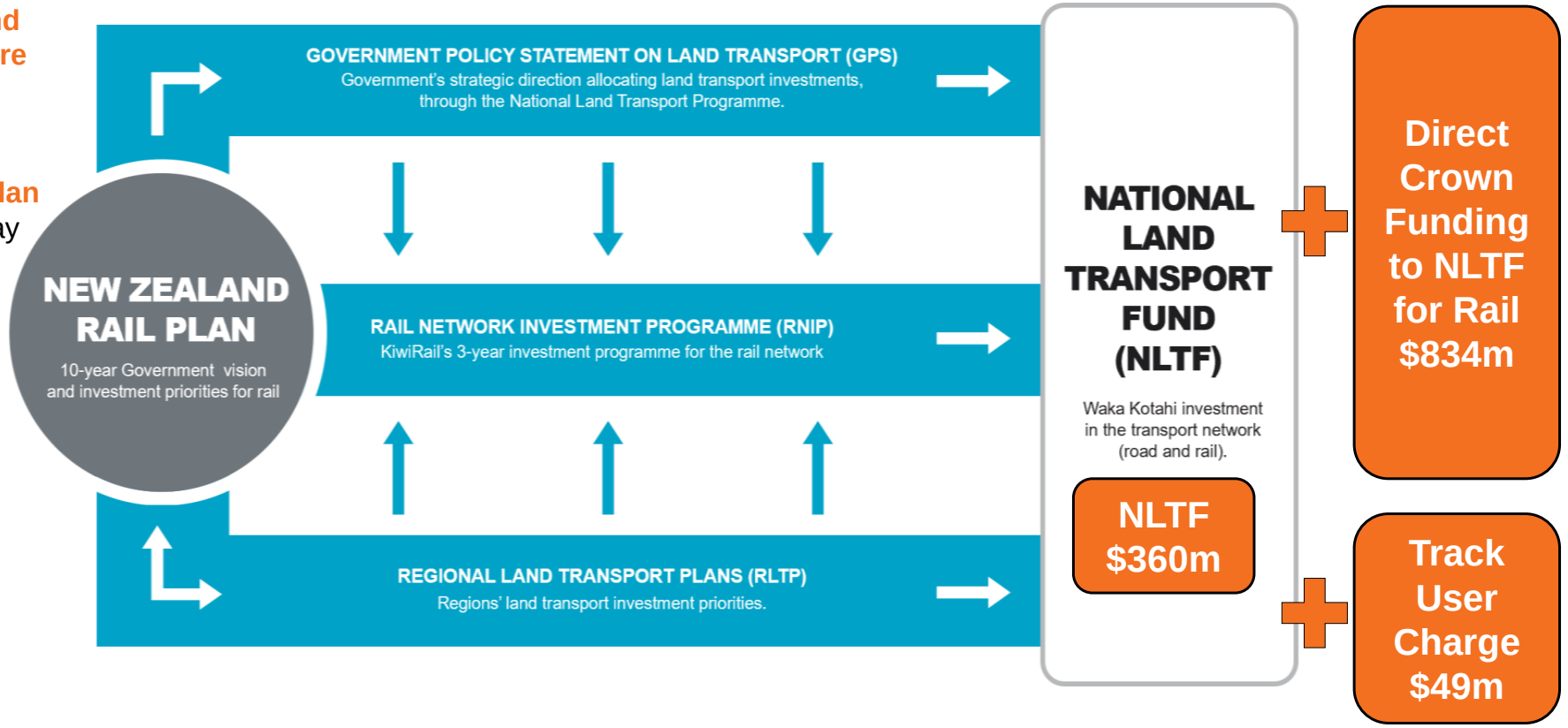
Attachment 1 to Report 22.507

Rail Network (Below Rail) Planning & Funding Model

New model to fund track/infrastructure – similar to how roads are funded

10-year NZ Rail Plan - sets out a pathway for sustainable planning and rail investment

Rail Network Investment Programme – creates clear work programme



Attachment 1 to Report 22.507

Wellington Metro Upgrade Programme (WMUP) Components

Attachment 1 to Report 22.507

Wellington Metro Upgrade Programme (WMUP) Components

Builds on c$400m investment made in the network to accommodate the Matangi trains in 2010s

Elements

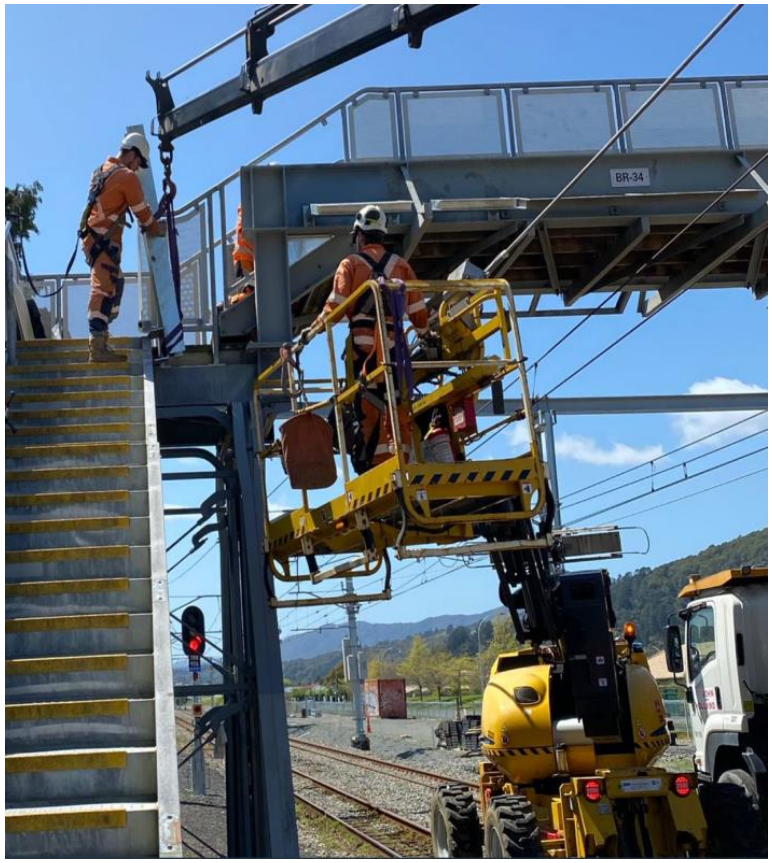
- WMUP 2 - Traction Overhead Line Replacement
- WMUP 3 - Catch Up Renewals
- WMUP 4 - Network Capacity and Resilience Upgrades
- WMUP 5 - Resignalling and Automatic Train Protection
- WMUP 6a - Wellington Railway Station Safety Improvements
- WMUP 6b - Wairarapa Rail Upgrades
- WMUP 7 - Further Capacity Improvements

WMUP 2 – Traction Overhead Line Replacement

- Matangi introduction investment
  - Worst of Wooden Poles to Steel Poles
  - Fixed tension to Balance Weight Tension
  - Additional Feeders

- WMUP investment - renewal of all remaining legacy traction overhead lines in Wellington Electrified Area
  - Wooden Poles to Steel Poles
  - Shared services – comms, electrical, and fibre routs

- **Substantially complete**



WMUP 3 - Track and Civil Infrastructure Catch Up Renewals

- Limited work done during Matangi introduction
- WMUP investment is funded through NLTF and includes
  - Wairarapa line track refurbishment
  - Major tunnel track renewal
  - Small tunnel Prematurely Decayed Sleepers (PDS) elimination and
  - Tunnel 7 NIMT (Paekakariki) slab replacement.
  - Eliminate remaining timber bridge structural elements.
  - Slope stability risk reduction.
- **Major disruptive works still to deliver**

WMUP 4 - Unlocking Network Capacity and Improving Resilience

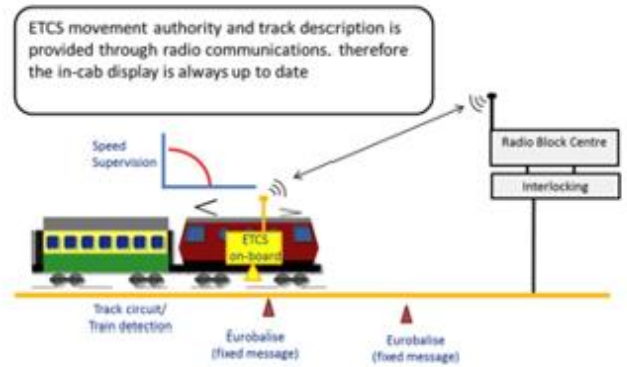
- Matangi introduction investment
  - New and refurbished substations
  - Route extension/electrification
  - Paraparaumu to Waikanae
  - 3rd Main into Wellington Station
  - Johnsonville Line - Tunnel enlargement
- WMUP Investment is funded through the NLTF with the focus on accommodating growth
  - Trentham – Upper Hutt (T2UH) double tracking **– complete**
  - Plimmerton turn back and new platform (PACE) **- tracking well towards completion**
  - Additional traction substations to allow for more trains and more 8 car sets - **uncertainty**

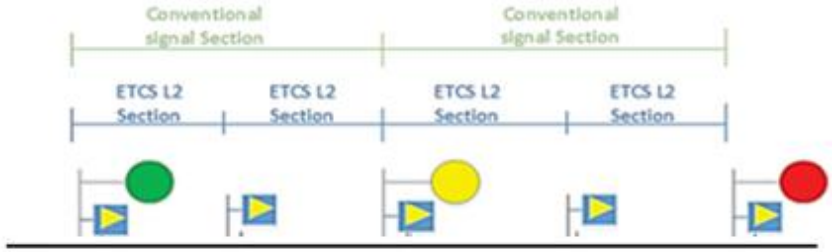
Attachment 1 to Report 22.507

WMUP 5 - Resignalling and Automatic Train Protection

- Developing the case to support a major signalling upgrade for entire network
- Three-year Detailed Business Case (DBC) includes investigation and development of requirements and concepts to select a preferred solution and supplier.

Figure 4 - Level 2 – Basic principle



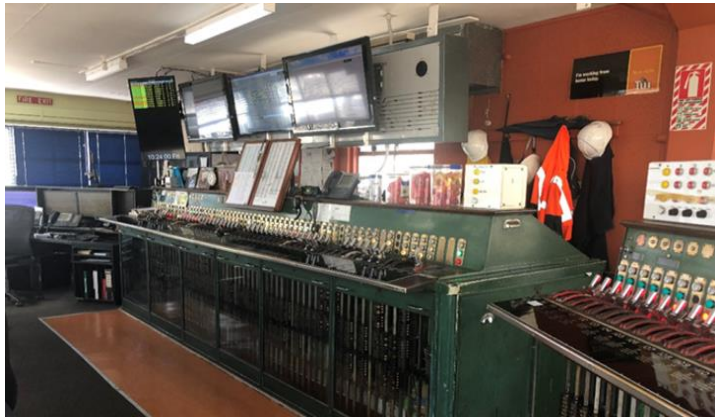


Attachment 1 to Report 22.507

WMUP 6a - Wellington Railway Station Safety Improvements

Funded by Crown – (NZUP)

- Re-signal junction and close the signal box
- Track rearrangements to improve safety margins
- Benefits
  - Allows regulator-imposed (Waka Kotahi) speed restrictions, which slow down commuter trains, to be lifted
  - Removes regulator-imposed limits on number of trains – allowing growth in service numbers
  - Future Proofs for ETCS
  - Exits 1930s systems
- Detailed design just starting



Attachment 1 to Report 22.507

WMUP 6b - Wairarapa Rail Upgrades

Funded by Crown – (NZUP)

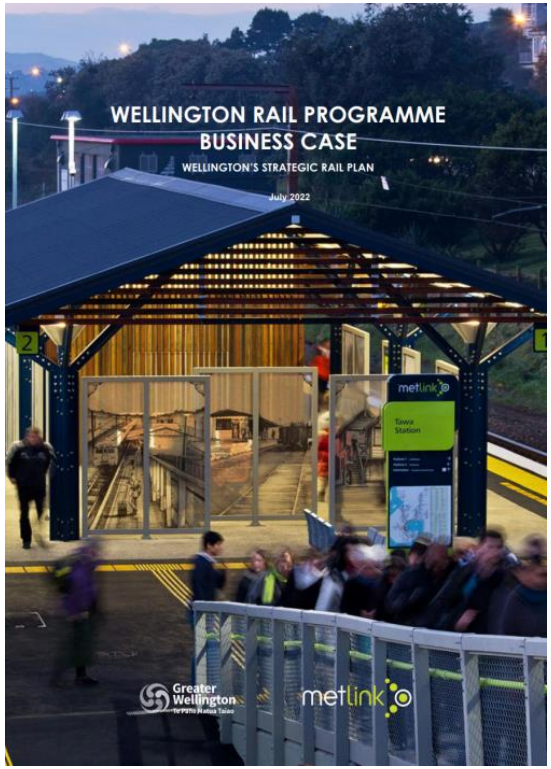
- Second platform at Featherston
- Signalling Featherston to Masterton
- New crossing loop at Carterton
- Contribution to train stabling at Masterton
- Level crossing improvements – rail sections

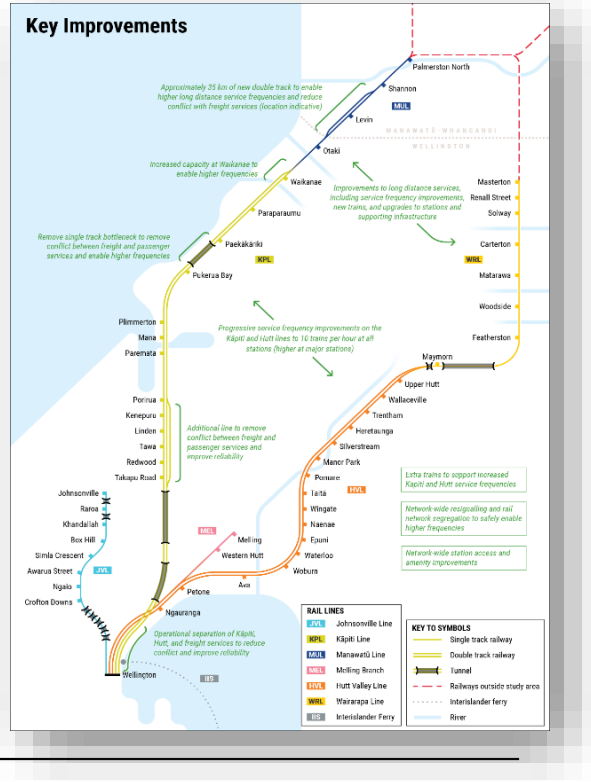
- Benefits
  - Safety current operations (and) critical building block for Regional Rail investments
  - More efficient interaction between passenger and freight services
  - Improved level crossing safety

Attachment 1 to Report 22.507

WMUP 7 - Investigate Further Capacity Improvements

- Updating studies to understand the key network capacity constraints that need to be address for each step in service capacity (more frequent or longer trains)
- Capacity improvements beyond WMUP required to support LNIRIM
- Capacity improvements to support each step change in service identified in the Wellington Rail Programme Business Case





Attachment 1 to Report 22.507

Lower North Island Rail Integrated Mobility (LNIRIM) Cooperation

- KiwiRail strongly supports GWRC/Horizon's proposal to procure regional rolling stock and are committed to continuing to working with GWRC/Horizon's to ensure the success of this key project.
- We acknowledge our role in ensuring the rail network is developed and maintained to enable the LNIRIM levels of service to be met.
- WUMP 6a and 6b are key projects in this regard
- We have also undertaken further work (WMUP 7) on the capacity constraints of the network and will work with GWRC/Horizon's to update the network requirements and funding sources based on this additional information
- We will also utilise the recently formed Joint Governance Group to address other key aspects such as access agreements, interoperability, continued operation of the existing service etc

Challenges

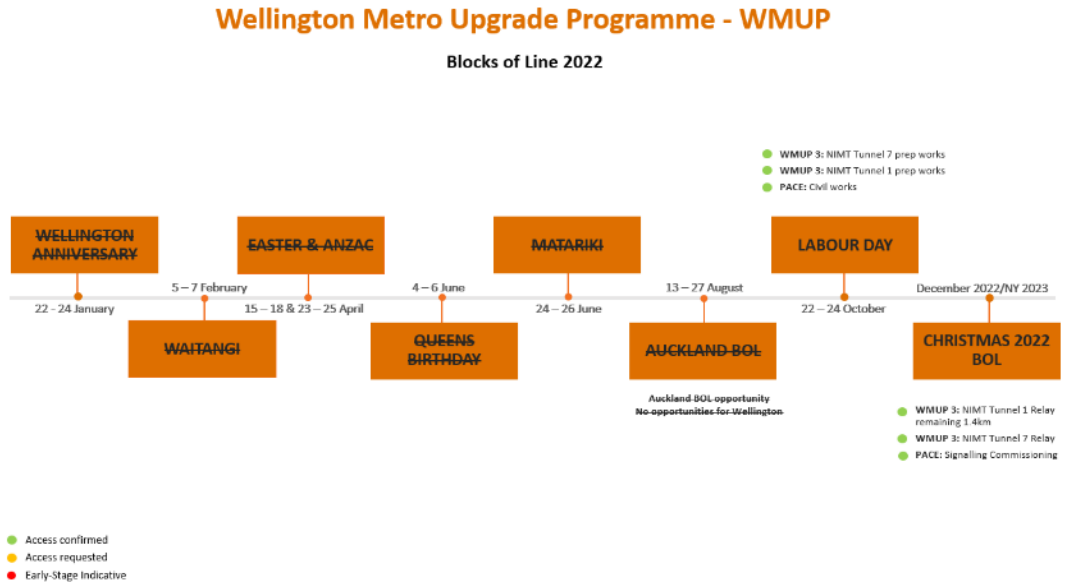
- Immediate - Increased costs have created pressures across all delivery programmes.

- The Metro Model assumes that the users of the network pay 100% for the steady state operation and renewal of the network
  - defining steady state
  - affordability to GWRC of a properly operated, maintained and renewed network

Attachment 1 to Report 22.507

How we work – Christmas Block of Line

- Often, our teams carry out work overnight and over weekends or public holidays when the network is less busy.
- Extended closures (Block of Line) maximise productivity for KiwiRail teams working on site and mean we can complete a larger programme of work.
- Maximising these BOL opportunities is vital and means they are often planned years ahead (currently to Christmas 2024).
- The Christmas BOL, as our largest opportunity, means co-ordinating hundreds of workers to carryout maintenance and improvements at dozens of sites.
- Our major network upgrades would take years longer to complete without the ability to work during these public holiday weekends or annual holiday periods.



Attachment 1 to Report 22.507

Questions?

Attachment 1 to Report 22.507

Attachment #1 – Rail Funding Material

Attachment 1 to Report 22.507

1. Establishing a long-term planning and funding framework

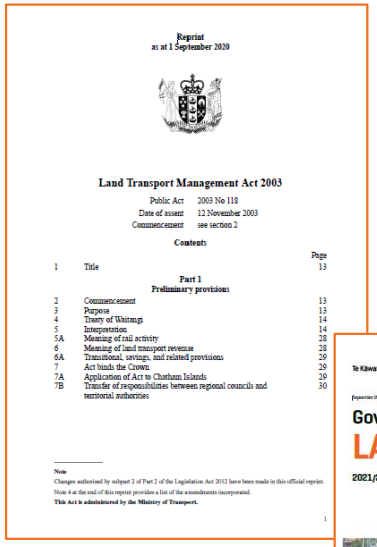
The rail network being planned and funded on a sustainable long-term basis, alongside the rest of the land transport system

Land Transport Management Act 2003 amended to include rail

- Rail Network Investment Programme
- Access to the National Land Transport Fund
- Membership of Auckland and Wellington RTCs

Government Policy Statement on Land Transport

- Inclusion of the Rail Network activity class to provide funding to KiwiRail to maintain and renew the national rail freight network.
- Moving Transitional Rail projects into the Public Transport Infrastructure activity class


Reprint
as at 1 September 2020

Land Transport Management Act 2003

Public Act 2003 No 118
Date of assent 12 November 2003
Commencement see section 2

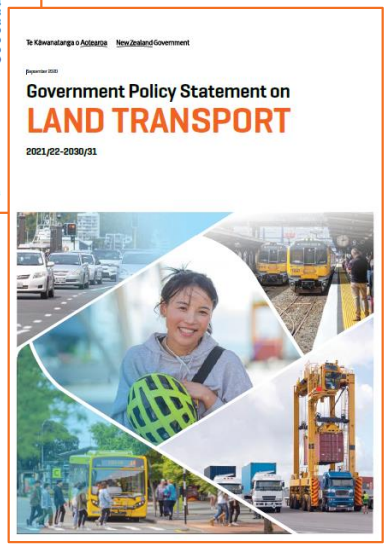
Contents

Page
1 Title 13

Part 1
Preliminary provisions

2 Commencement 13
3 Purpose 13
4 Treaty of Waitangi 14
5 Interpretation 14
5A Meaning of rail activity 28
6 Meaning of land transport revenue 28
6A Transitional, savings, and related provisions 29
7 Act binds the Crown 29
7A Application of Act to Chatham Islands 29
7B Transfer of responsibilities between regional councils and territorial authorities 30

Note
Changes authorised by subpart 2 of Part 2 of the Legislation Act 2012 have been made in this official reprint.
Note 4 at the end of this reprint provides a list of the amendments incorporated.
This Act is administered by the Ministry of Transport.


Te Kāwanatanga o Aotearoa New Zealand Government

Government Policy Statement on
LAND TRANSPORT
2021/22-2030/31

Attachment 1 to Report 22.507

New Zealand Rail Plan

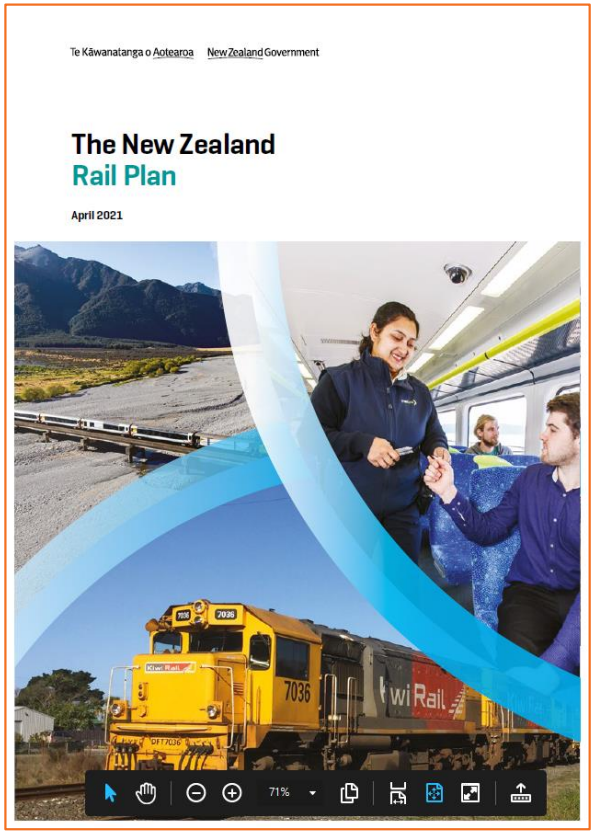
Released April 2021

Outlines Governments' long-term commitment to rail and the significant investment needed to achieve a resilient, reliable and safe rail network.

Two strategic priorities

1. Establishing a new long-term planning and funding framework under the LTMA 2003

2. Investment priorities for a resilient and reliable rail network



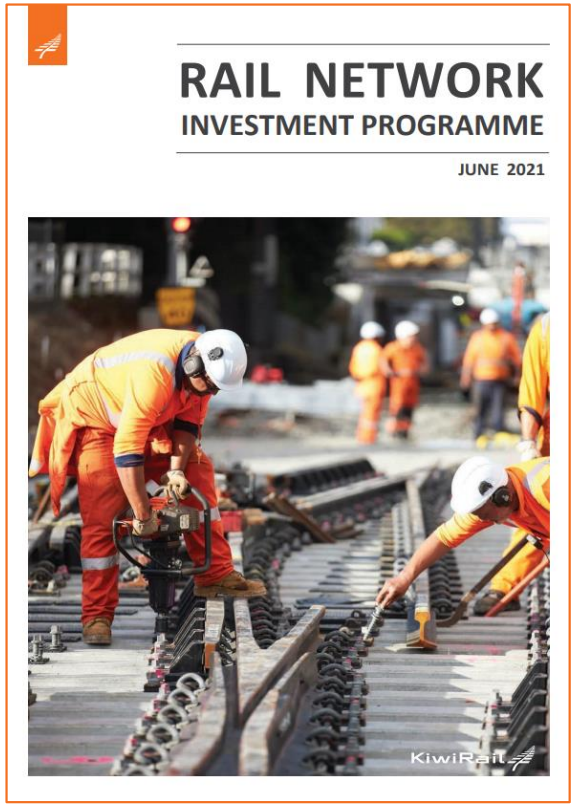
Attachment 1 to Report 22.507

Rail Network Investment Programme (RNIP) Context

- The means by which KiwiRail accesses funding from the National Land Transport Programme
- The RNIP is guided by and is KiwiRail's response to the New Zealand Rail Plan
- Outlines a 3-year investment programme within a ten-year outlook
- First RNIP approved by the Minister of Transport on 29 June 2021:
  - in consultation with KiwiRail shareholding Ministers

  and

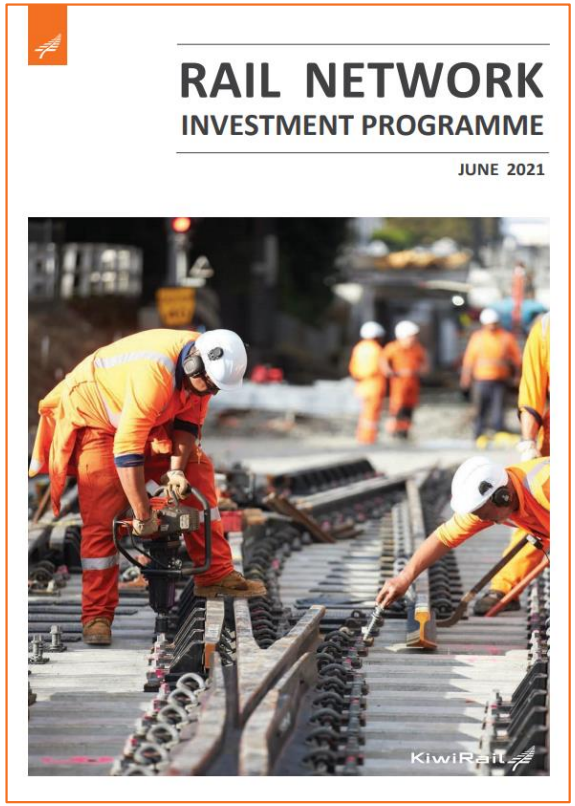
  - after advice from Waka Kotahi



Attachment 1 to Report 22.507

Rail Network Investment Programme (RNIP) Context

- Funded from the Rail Network Activity & Public Transport Infrastructure Activity Classes
- Supported by significant Crown top up funding and a Track User Charge
- As owner of the rail infrastructure, we prepare the RNIP with Metro components consulted on as part of the Auckland and Wellington Regional Land Transport Plans
- For KiwiRail, the RNIP creates a 3-year pipeline of work (within a 10-year forecast) which:
  - enables more effective investment decision making,
  - supports and creates new jobs, and
  - provides certainty to ourselves and to customers.
- It is the basis on which better and more reliable services to customers can be provided, ultimately resulting in greater volumes on rail.



3 Year Programme – Rail Network Activity Class

The focus in this first 3-year RNIP is on foundational infrastructure – maintaining and renewing the existing network to a resilient and reliable level

NLTF – RAIL NETWORK ACTIVITY CLASS (NATIONAL FREIGHT AND TOURISM RAIL NETWORK)			
Category	**(3-year total)**	**Components**	**Benefits**
Network Maintenance, Operations and management	$361m	• Network operations • Maintenance • Track inspections • Asset management	• Enabling services to run on-time, reliably and safely • Improved asset management maturity
Network Renewals	$790m	• Replacing rail, sleepers and ballast; drainage works, civil works to strengthen slopes and prevent coastal erosion, replacing bridges, signalling systems etc. across the national network • New apprentices, trainees and plant to support programme delivery	• Reduction in Temporary Speed Restrictions (TSRs), heat restrictions, derailments • Reduced outages (e.g. signal failures) • Improved safety • Enables increased volumes on rail • Provides capability/employment opportunities
Network Improvements	$50m	• Develop a 30-year network plan • Yard improvements • Otira Tunnel business case • Resilience projects • Level crossings	• Improved safety performance • Improved service levels

Investing in the national rail network to restore rail freight and provide a platform for future investments for growth, meaning:

- a primary focus (and majority of spend) on the continuous programmes of maintenance, management and renewal
- a modest allowance for improvement projects to support resilience and reliability

This is a historic change for rail – it will enable us to address areas of decline and ensure that the national rail network operates to the levels required to deliver a reliable service for our customers

Attachment 1 to Report 22.507

3 Year Programme – Public Transport Activity Class

NLTF – PUBLIC TRANSPORT INFRASTRUCTURE ACTIVITY CLASS (METRO RAIL NETWORK)			
Category	**(3-year total)**	**Components**	**Benefits**
Auckland Metro – Improvements	$130m	• Fencing and security • Strategic network planning • Integrated rail management centre • Infill signalling • Additional traction feed • European Train Control System (ETCS) level 2 business case	• Critical to enable full benefits of City Rail Link (CRL) to be realised
Wellington Metro - Improvements	$22m	• Re-signalling and train protection • Capacity improvements business case	• Improved safety • Enables increased metro capacity
Significant additional investment is planned in the next three years in metro areas through: • Renewals and Maintenance programmes delivered through contracts with AT and GWRC. • Delivering the New Zealand Upgrade Programme (NZUP) (over $1b) in metro areas and completing Transitional Rail projects (Rail Network Growth Impact Management (RNGIM), Auckland Metro Remediation (AMR), Wellington Metro Upgrade Programme (WMUP)).			

Investing in metropolitan rail to support productivity and growth in New Zealand's largest cities; meaning:

- a focus on completing the programmes which align with ATAP and the RLTPs

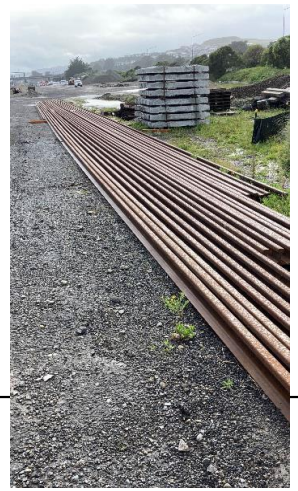
2. Investment priorities for a resilient and reliable rail network

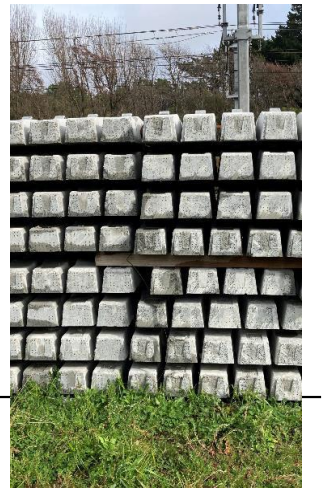
Investing in the national rail network to restore rail freight and provide a platform for future investments for growth

Investing in metropolitan rail networks to support growth and productivity in our largest cities

Attachment 1 to Report 22.507

Attachment 2 – Photo Archive





Attachment 1 to Report 22.507

WMUP 2 – Johnsonville Line

Easter Block of Line Activity- Raroa Station pedestrian bridge and ongoing removal of redundant traction masts and defect remediation

26

Attachment 1 to Report 22.507

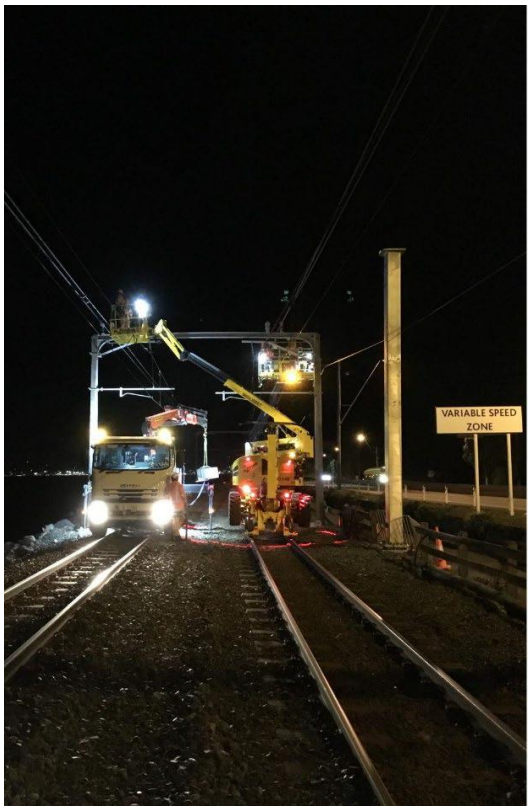
WMUP 2 – Johnsonville Line

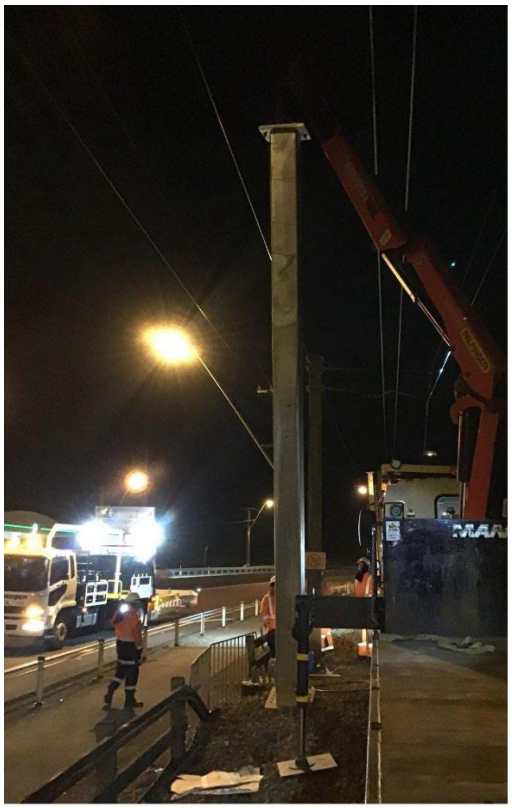
Easter Block of Line Activity- Raroa Station pedestrian bridge and ongoing removal of redundant traction masts and defect remediation

27

Attachment 1 to Report 22.507

WMUP 2 - Ngauranga to Petone





Gantry and Mast installation

Attachment 1 to Report 22.507

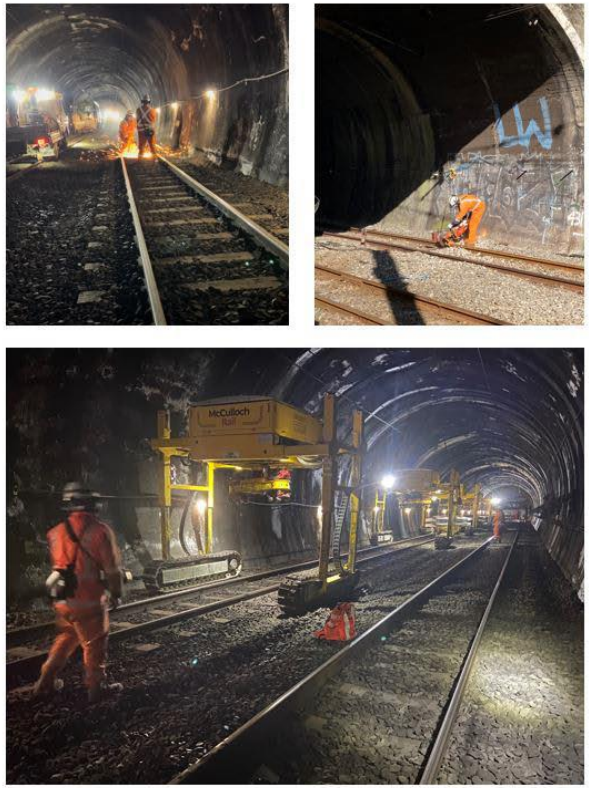
WMUP 2 - Ngauranga to Petone

New (Catenary and Contact) wire installation on the UP Main replacing the existing old ones

29

Attachment 1 to Report 22.507

WMUP 3 – NIMT Tunnel 2 - Complete



Top left photos: cutting of rails
Bottom left photo: panel lifter crew

Right photo: panel lifters removing tracks in preparation for locomotive to pick up

Attachment 1 to Report 22.507

WMUP 3 – NIMT Tunnel 2 - Complete

New bottom ballast layer dumped ready for excavators to initially spread, and Posi-Track and surveyors to bring to design level

Attachment 1 to Report 22.507

WMUP 3 – Slope Mitigation

Attachment 1 to Report 22.507

WMUP 3 - Kent /Anderson St in Carterton

33 *Track renewal work underway with removing track and digging old spoil ready for bottom ballast to be placed*

Attachment 1 to Report 22.507

WMUP 3 - Kent /Anderson St in Carterton

Left: Bottom ballast layer Right: Result of full track renewal

Attachment 1 to Report 22.507

WMUP 4 – PACE

Easter Block of Line Activity - Central Platform at Plimmerton Station

35

Attachment 1 to Report 22.507

WMUP 4 – PACE

*Platform one: **left** - Continuing construction using Machine Avoidance under the watchful eyes of an ESO **Right** – taking shape*

Regional Transport Committee
6 December 2022
Report 22.506

For Information

METLINK PUBLIC TRANSPORT NEWORK OVERVIEW

Te take mō te pūrongo
Purpose

1. To provide an overview of the Metlink public transport network.

Te horopaki
Context

2. Greater Wellington Regional Council manages the Metlink public transport network and delivers public transport services to the regional population. We deliver services across an integrated network of bus routes, five passenger rail lines, the harbour ferry service and Total Mobility.
3. Metlink's vision is to achieve an efficient, accessible and low carbon public transport network. Our key initiatives for public transport, set out in the Wellington Regional Public Transport Plan, are centred on the three strategic priorities of mode shift, decarbonisation of the public transport fleet and improving customer experience.
4. Metlink regularly updates the Regional Transport Committee (Committee) on its network performance, initiatives and current work programme.
5. As this is the first Committee meeting of the new triennium, Metlink has provided for an overview of its network. The overview is provided as **Attachment 1** – Overview of the Metlink Public Transport Network.
6. Updates on Metlink's network performance, initiatives and current work programme will be provided to subsequent meetings.

Ngā tūāoma e whai ake nei
Next steps

7. A Metlink officer will speak to **Attachment 1** at the Committee's meeting on 6 December 2022.

Ngā āpitihanga
Attachment

Number	Title
1	Metlink Update presentation September 2022

Ngā kaiwaitohu
Signatories

Writer	Emmet McElhatton – Manager, Policy, Metlink
Approver	Tim Shackleton – Manager, Commercial, Strategy and Investments, Metlink Samantha Gain – General Manager, Metlink

He whakarāpopoto i ngā huritaonga Summary of considerations
Fit with Council's roles or with Committee's terms of reference
It is appropriate for the Committee to receive an overview of the network in order to assist in the Committee's review of the implementation of the Wellington Regional Land Transport Plan.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies
The overview provides information that will help to inform the delivery of the Wellington Regional Land Transport Plan.
Internal consultation
There was no internal consultation.
Risks and impacts - legal / health and safety etc.
There are no known risks or impacts.

Attachment 1 to Report 22.506

OVERVIEW OF METLINK PUBLIC TRANSPORT NETWORK

6 NOVEMBER – REGIONAL TRANSPORT COMMITTEE

Emmet McElhatton – Policy Manager, Metlink
Samantha Gain – General Manager, Metlink

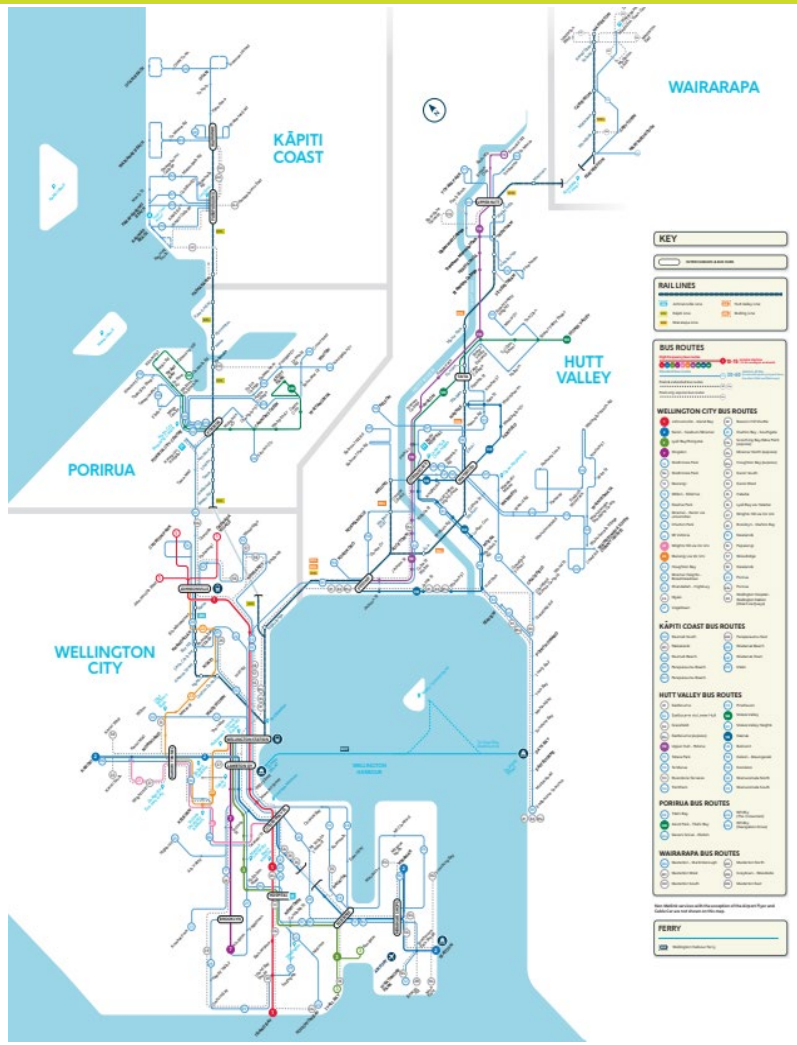
metlink

Proudly part of Greater Wellington Te Pane Matua Taiao

INTRODUCTION

- **Metlink has clear objectives -** The Region's network is designed around the needs of our community, our customers, and the policy aims of the National and Regional Public Transport Plans (incl Regional Land Transport Plan)
- **Wellington Region's patronage is expected to grow**, returning to pre-Covid levels by 2025 (***38.6M trips p.a.***) and continuing to grow to ***50.6M*** by 2030.
- **Growth is expected to be driven by 'latent demand'.** Tapped through the provision of more capacity, frequency and improved customer experience:
  - Upgrades to, and improved resiliance of, the rail corridors
  - Bus priority along core routes in Wellington City
  - Increased fleet numbers and vehicle size for bus and rail network.
  - Improved facilities and accesibility at stations, stops and to Information.
  - **The Strategic Rail Plan and LGWM are key enablers for meeting these requirements.**

THE REGIONAL NETWORK



Share of boardings	63.4%	36.1%	0.5%
Vehicles in the fleet	463 100 EV by 2023	166 Electric units	3 1 EV Ferry
Average weekday services	3,772	377	32
Annual boardings 2018/19*	39.3M 17.8M in Wellington City	11.5M	0.2M
c.30K peak trips into CBD by PT per day*		72 boardings/capita pa.*	

*Maximum pre-Covid patronage

12 TM taxi providers
881 taxis
34 are wheelchair accessible

Tawa On-demand pilot

STRATEGIC ALIGNMENT

Our strategic objectives respond to the policy goals of the 2021 NLTP and RLTP

MODE SHIFT **40%** modeshift to PT by 2030 from 35% to 47% share	**Provide a high quality, high capacity, high frequency core network** **Improve access to PT** **Promote behaviour change**	• **Lets Get Wellington Moving** • **Wellington's Strategic Rail Plan** • **Lower North Island Rail Integrated Mobility** • **Wellington City Bus Network Action Plan** • **High-capacity buses on Route 2** • **Network innovation: Tawa On-demand pilot**
IMPROVE THE CUSTOMER EXPERIENCE **92% +** customer satisfaction 'for the trip'	**Greater choice and flexibility for journey planning, fares and payment options** **Improve accessibility for all** **Prioritise safety**	• **Digital ticketing: Snapper on Rail; NTS** • **Transit Oriented Development: Waterloo Station** • **Upgrade of the real-time information system** • **On-bus announcement system** • **Accessibility Action Plan** • **Bus stop and station upgrade programmes**
DECARBONISE THE PT FLEET **60%** reduction in PT emissions by 2030	**Decarbonise the Metlink bus fleet by 2030** **Decarbonise the Metlink rail and ferry fleet** **Environmental and cost sustainability**	• **Electrification of the fleet** • **Sustainable commercial strategy**

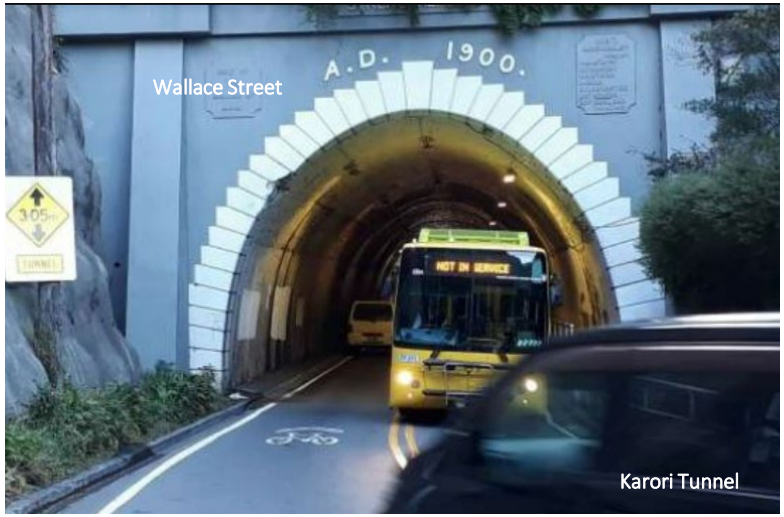
NETWORK HIGHLIGHTS AND OPPORTUNITIES

Attachment 1 to Report 22.506

A centralised urban geography that incentivises PT use	
High levels of satisfaction and 'ownership' from existing customers	**94% satisfaction with the trip June 2022**
Rail network upgraded in 2016 driving significant patronage growth and Customer satisfaction	
Wellington City bus network 'fixed' through the Bus Network Review – 'hubbing' ceased 2019	
Plenty of latent demand proven through high patronage growth pre-Covid for bus and rail.	**6.6% bus patronage growth in 2019/20**
Metlink introduced the Airport Express July 2022	
Growing EV fleet for rail, bus and ferry. On track to being mostly electric by 2030.	**100 EV buses by early 2023.**
On-demand transport pilot in Tawa 2021	
Snapper on Rail rolled out across network 2022	

NETWORK CONSTRAINTS

The 'throat' – Wellington Station



Karori Tunnel

Capacity struggling to meet demand – driver shortages and service cancellations	**c.120 bus drivers short August 2022**
Limited capacity of the current bus fleet, terminals (such as Lambton Interchange), layovers and depots	
Significant investment required for rail network to meet mode shift targets	**$1B work. Completed by 2030.**
$7-11b further investment required to enable the rail network to expand capacity regionally	
Limited track capacity into Wellington Station – the 'throat'.	
Limited road space for full mode share – constraining access and creating congestion.	
Access limited for large buses on core routes at Karori and Seatoun tunnels	
COVID 19 drop in patronage, due to people working from home and mode change	**c. 80% for bus c.70% for rail**
A fragile reputation and negative narratives about PT performance since 2018. Staff shortages not helping.	

QUESTIONS

Questions?

Regional Transport Committee
6 December 2022
Report 22.508

For Information

LET'S GET WELLINGTON MOVING UPDATE – DECEMBER 2022

Te take mō te pūrongo
Purpose

1. To update the Regional Transport Committee (the Committee) on Let's Get Wellington Moving (LGWM) initiatives and current work.

Te horopaki
Context

2. LGWM will regularly update the Committee on LGWM programmes and initiatives included in the Wellington Regional Land Transport Plan 2021. The update (**Attachment 1** – Let's Get Wellington Moving December 2022 presentation) will be presented by the LGWM Programme Director at the Committee meeting.

Ngā tūāoma e whai ake nei
Next steps

3. The LGWM Programme Director will speak to **Attachment 1** at the Committee meeting on 6 December 2022.

Ngā āpitihanga
Attachment

Number	Title
1	Let's Get Wellington Moving December 2022 presentation

Ngā kaiwaitohu
Signatories

Writer	Breanna Hartley – Kaitohutohu/Advisor, Democratic Services
Approver	Sarah Gardner – Programme Director, Let's Get Wellington Moving

He whakarāpopoto i ngā huritaonga **Summary of considerations**
Fit with Council's roles or with Committee's terms of reference The LGWM update (**Attachment 1**) supports the Committee's role in reviewing the implementation and delivery of the Regional Land Transport Plan.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies The update contributes to the delivery of the Regional Land Transport Plan 2021.
Internal consultation There was no internal consultation.
Risks and impacts - legal / health and safety etc. Risks and impacts are described to the extent in **Attachment 1**.

Attachment 1 to Report 22.508

BRIEFIING FOR REGIONAL TRANSPORT COMMITTEE

Sarah Gardner
Programme Director

6 December 2022

Let's GET Wellington MOVING

WAKA KOTAHI NZ TRANSPORT AGENCY

Greater Wellington Te Pane Matua Taiao

Absolutely Positively Wellington City Council Me Heke Ki Pōneke

Let's Get Wellington Moving

A transformational city-shaping programme…

We're working together to improve how people get to and around the city and how the city develops alongside our transport system.

Our partners

Mana whenua values

1. **Tongi** – A sense of place
2. **Wai-ora** – Respect the role of water
3. **Pūngao-ora** – Energy
4. **Hau-ora** – Optimising health and wellbeing
5. **Whakamahitanga** – Use of materials
6. **Manaakitanga** – Support a just and equitable society
7. **Whakāhuatanga** – Celebrate beauty in design
8. **Aroturiki** – Ongoing monitoring of design outcomes

Context

Programme vision

A great harbour city, accessible to all, with attractive places, shared streets and efficient local and regional journeys.

To realise our vision we need to move more people with fewer vehicles.

Change is needed

- 50,000-80,000 more people over 30 years
- Housing shortage
- Climate emergency – ambitious city, regional and national carbon targets
- Roads, buses and trains nearing capacity at peak times.
- Resilience and safety challenges

Programme objectives

A transport system that…	Weightings
Enhances urban amenity and enables urban development outcomes	20%
Provides more efficient and reliable access for users	15%
Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles	40%
Improves safety for all users	15%
Is adaptable to disruption and future uncertainty	10%

Progress to date

2015
Basin Bridge project rejected

10,000 people provide input on what they want for Wellington

2016/17
Objectives developed, programme business case underway

2017 programme scenarios feedback from public

1. Support for better public transport: now and long-term
2. Universal support for less congestion
3. Widespread support for walking and cycling
4. Opposition to new infrastructure increasing car use
5. A regional, integrated approach is required
6. It is time to act, while being mindful of cost
7. Future-proofed solutions are needed
8. Basin traffic flow issues need solving: no clear view
9. Wellington-specific solutions are required

2018
LGWM develops Recommended Programme of investment

Support by Cabinet and partners, subject to business case investigation

2019
Indicative Package announced by Minister, Mayor and GW Chair. Partners approve funding for next stage.

Golden Mile feedback: Strong community support for significant change, especially public transport, walking and cycling

2020
- Relationship and funding agreement between partners
- Work starts on early delivery programme
- Start MRT investigation
- Golden Mile public engagement

MRT feedback: Strong public appetite for change, it needs to be done once and done right first time, must represent value

2021
- Health check
- Mana Whenua partnership
- Safer speeds in the central city
- Public engagement on Golden Mile, Thorndon Quay/Hutt Rd, Cobham Crossing, MRT options
- City Streets Indicative Business Case approved by partners

Cabinet and **councils endorse preferred programme option** including MRT, Basin and extra Mt Victoria Tunnel

2022
- Construction: central city walking improvements, Cobham crossing
- Public engagement: Golden Mile preferred option, Aotea roundabout, Thorndon Quay preferred option, Johnsonville Ngā Ūranga
- MRT preferred option announced and Indicative Business Case complete

Our plan – a multi-decade $7.4 billion investment

3-year programme

Early improvements to start moving more people with fewer vehicles and improve travel options ahead of larger projects to come.

- Safer speeds in the central city
- Central city walking improvements
- Cobham Drive crossing and safer speeds on SH1 east of Mt Victoria
- Golden Mile transformation
- Thorndon Quay/Hutt Road improvements

City Streets

Improvements to bus reliability, and for people walking and on bikes, providing options between suburban centres and the central city for people to get around without relying on a car.

- Targeted improvements
- Johnsonville/Ngā Ūranga
- South-west CBD
- Taranaki/Wallace/John Streets
- Featherston Street
- CBD to Miramar
- Tranche 2 projects

Transformational programme

Larger projects to help shape future growth, and transform our city, substantially change how we get around, and move more people with fewer vehicles.

- Mass Rapid Transit (MRT) and urban development
- Basin Reserve and an extra Mt Victoria Tunnel (Strategic Highway Improvements, SHI)
- Smarter transport network

Attachment 1 to Report 22.508

3-YEAR PROGRAMME

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Central City Walking

Upgrading 14 intersections, creating a better environment for walking, to make the central city easier and safer to get around.

Construction

- 4 intersections complete on Vivian Street, 1 underway
- 2 intersection complete on Whitmore
- 7 intersections on the waterfront quays to be completed

Expected finish

March 2023

Cobham Crossing

A safe crossing on Cobham Drive

Construction

Anticipated completion by December 2022

Cobham crossing monitoring

Monitoring will begin following construction to determine crossing use trends and help consider future options.

Thorndon Quay/Hutt Road

Transforming Thorndon Quay and Hutt Road to provide safe and reliable travel choices for everyone and create a more attractive street environment.

Now: design underway

- Cycle lanes, bus priority, street improvements
- New roundabout on Aotea Quay
  - Raised median required on Hutt Road so roundabout needed for turnaround options
  - Regional benefits: vehicles travelling to and from the ferry can use the motorway instead of Hutt Road.

Next steps

- Public engagement underway for Thorndon Quay design and traffic resolutions
- Construction starts Q2 2023.

Golden Mile

Transforming the Golden Mile from Lambton Quay to Courtenay Place to move more people with fewer vehicles, creating space for thriving and attractive streets in the heart of Wellington

Now: design being completed

- Remove private vehicles, establish dedicated bus lanes, and close the ends of 10 side streets.
- Working with WCC, GWRC and Wellington Water to plan construction in the city.

Next steps

- Publishing the feedback report from our July/Aug public engagement
- Traffic resolutions
- Construction in stages from 2023 to 2026

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Attachment 1 to Report 22.508

PEOPLE-FRIENDLY CITY STREETS PROGRAMME

Let's GET Wellington MOVING

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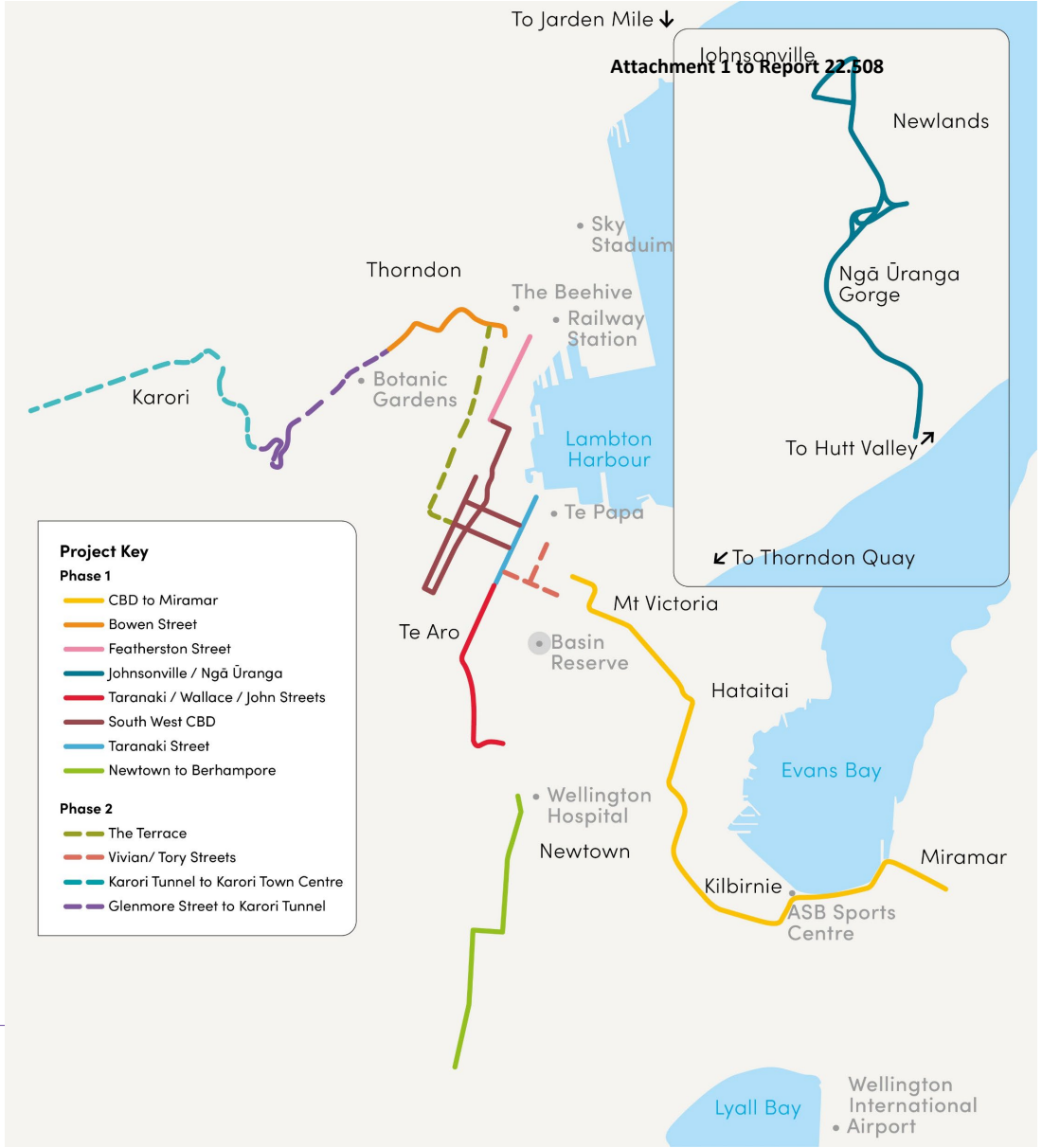
Overview

Public transport, walking, cycling, safety and amenity improvements on key corridors between the suburbs and the central city

A city-wide plan

- Anticipated investment of $350m over 10 years
- Complements and supports LGWM Transformational Programme
- Targeted improvements: 83 small improvements for construction 2023 to 2024
- Tranche 1 projects:
  - Business case investigation underway
  - Public engagement upcoming
  - Construction planned 2024 to 2028



Attachment 1 to Report 22.508

TRANSFORMATIONAL PROGRAMME

AGREED PROGRAMME FOR MASS RAPID TRANSIT

Let's GET Wellington MOVING

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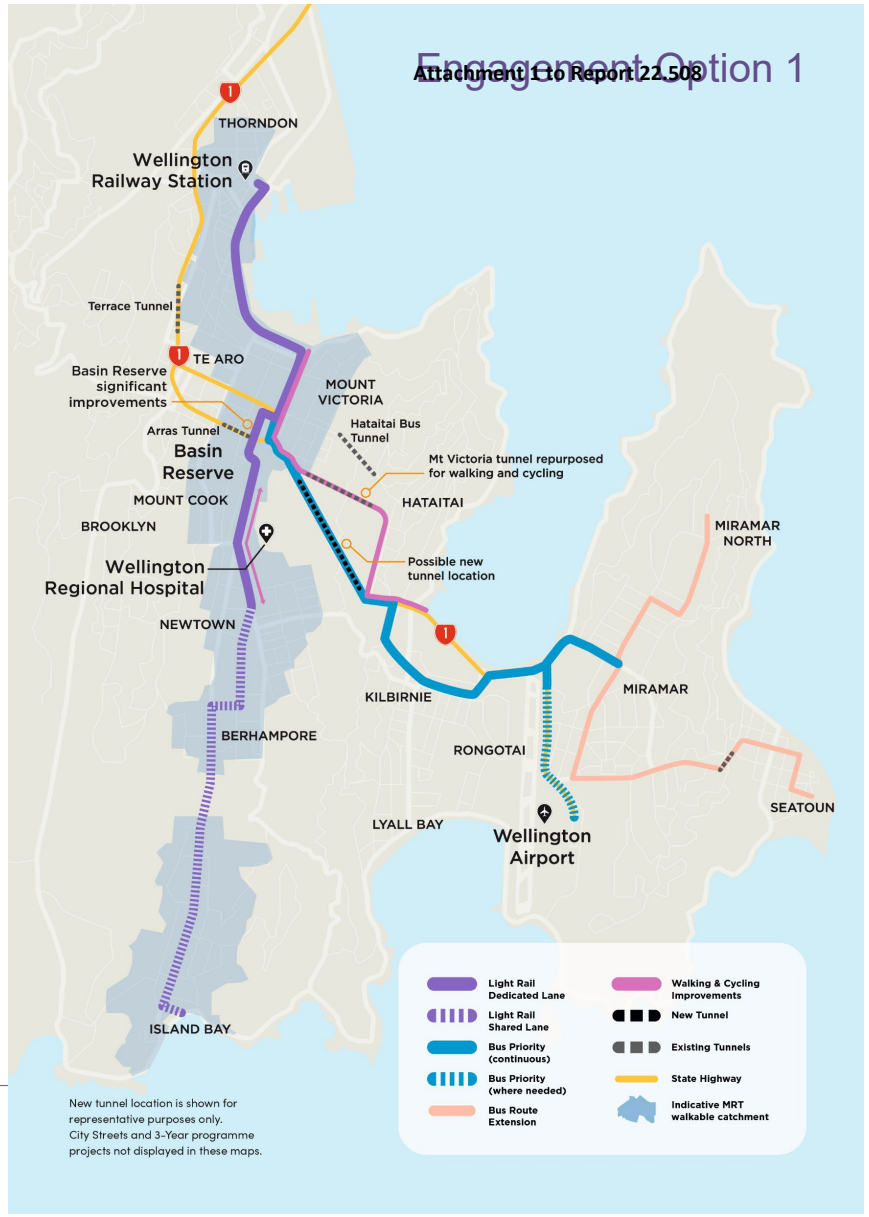
Agreed programme

Announced by the Minister in June and endorsed by WCC and GWTC, is based on engagement Option 1 and includes:

1. High-quality, high-capacity **Mass Rapid Transit** to Island Bay along with continuous bus priority to Miramar
   - → *Substantially improve the quality and reliability of public transport and enable more housing especially from the central city to the southern suburbs*
2. **Basin Reserve transformation**
   - → *Improve all ways people travel around and to the Basin and make the area more attractive*
3. An **extra Mt Victoria Tunnel**
   - → *Improve public transport, walking and cycling to and from the eastern suburbs.*



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1 Mass rapid transit

Light rail to the south

Light rail from Wellington Railway Station to Island Bay via the waterfront quays, Kent / Cambridge Tce, Basin, hospital and Berhampore.

Bus priority to the east

Bus priority from Kent/Cambridge Terrace to Miramar and the airport via dedicated bus lanes through a new Mt Victoria Tunnel. The Hataitai Bus Tunnel remains for local bus services.

BRT retained for detailed investigation

Continue to investigate Bus Rapid Transit as an option because technology is developing and the extent of urban intensification requires more work.

Artist impression – conceptual only

Further work on urban development

The government and LGWM partners need to ensure intensification can be delivered via strong governance, regional alignment, investment and partnerships

.

2 Basin Reserve transformation

Grade separation

- Transform the Basin Reserve area, so it's no longer a roundabout, by extending the Arras Tunnel towards Mt Victoria
- Separate two major traffic flows:
  - Over Arras Tunnel (on Sussex St side) for light rail, buses, vehicles and people
  - Around the north side of the Basin and through Arras Tunnel for highway traffic going to the motorway
- Significant place improvements and improved walking and cycling access
- Local traffic only between schools and the Basin (South-East of Basin).

Artist impression – conceptual only

3 Extra Mt Victoria Tunnel

A new tunnel

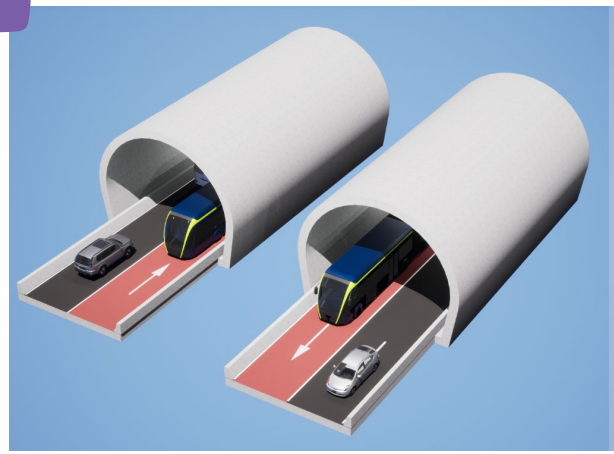
- One extra lane in each direction dedicated for public transport to and from the eastern suburbs
- A high-quality space for walking and cycling
- Retains one lane in each direction for general traffic.

Form of new tunnel to be investigated

This could be:

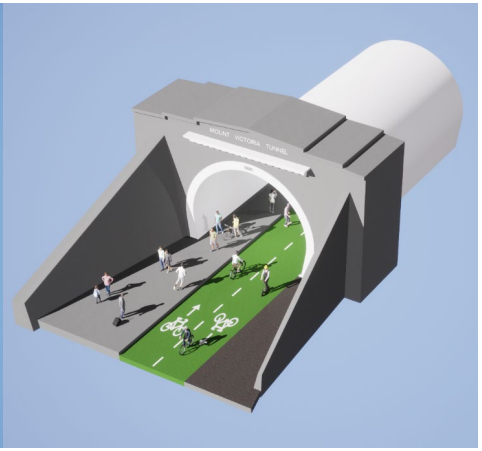
- Diagonal tunnels from the Basin to Wellington Road. The existing tunnel would be converted to walking and cycling.
- A new tunnel parallel to the existing tunnel.

Option – new diagonal tunnels

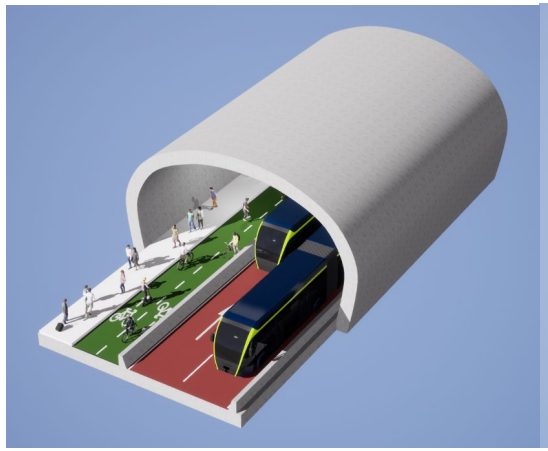


Existing tunnel

Remains but repurposed for walking and cycling

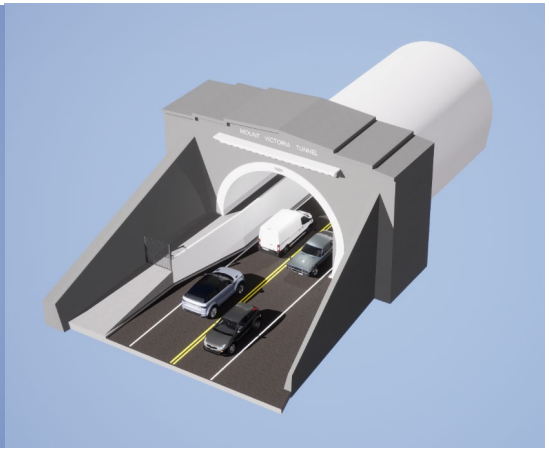


Option - new parallel tunnel



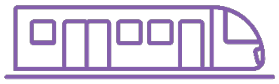
Existing tunnel

Remains for vehicle traffic



Attachment 1 to Report 22.508

MRT & urban development



MRT

Investment in high-quality mass rapid transit and street renewal

More attractive for people to live and work near mass rapid transit stops

Encourages investment near stops

Upgrade pipes, cables along MRT corridor

Land value uplift (amenity & travel time)

Private sector investment

UD

- District plan upzoning, LTP changes
- Corridor and precinct planning
- Partnerships and funding, inc SDP
- More investment in services & amenity
- More diverse housing – affordable, social, Maori

Provides certainty to developers

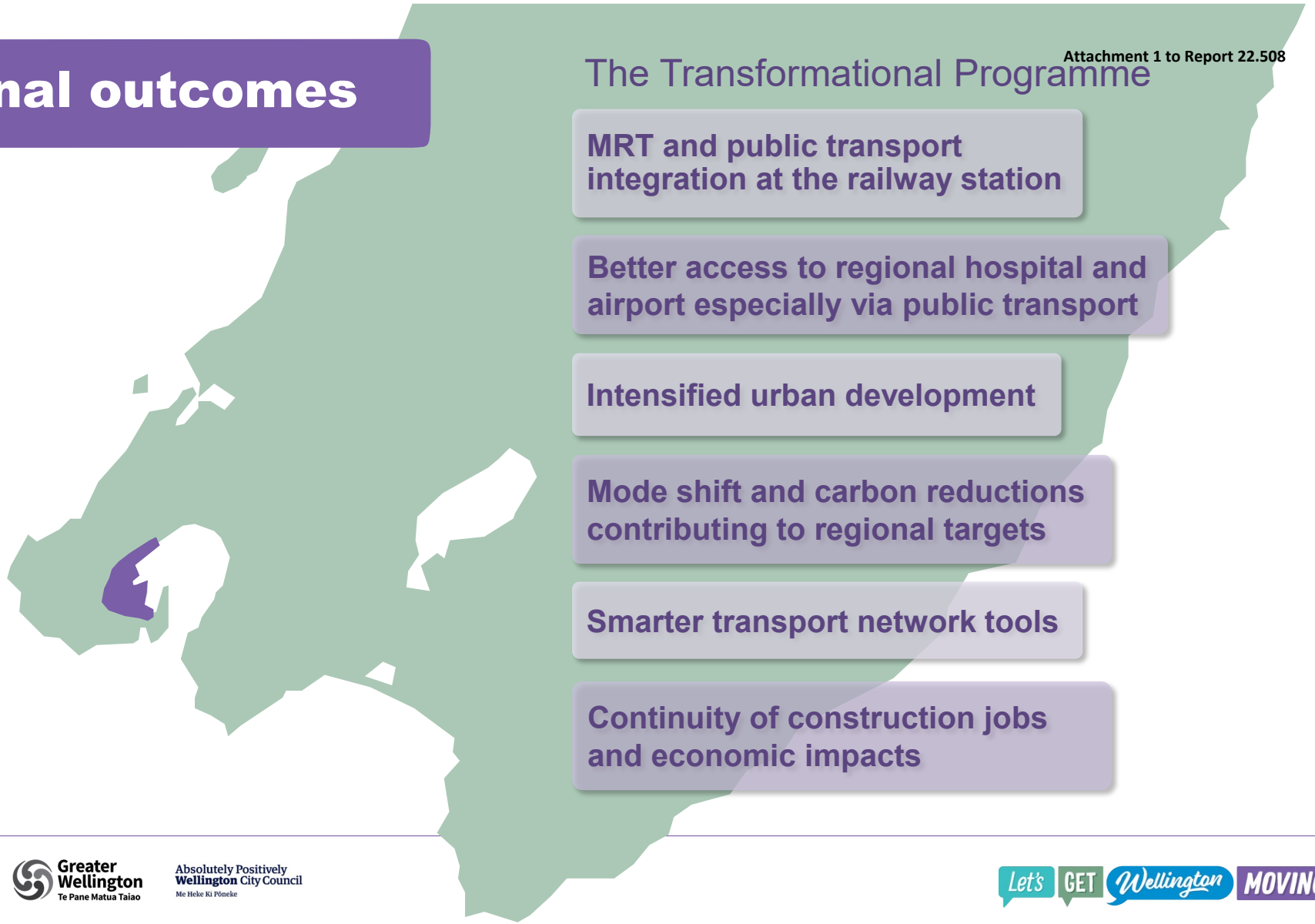
More higher-density housing in compact, connected, walkable communities

Eases pressure on the transport system

Reduces emissions

Encourages more physical activity → improves health and wellbeing

Regional outcomes



The Transformational Programme

- **MRT and public transport integration at the railway station**
- **Better access to regional hospital and airport especially via public transport**
- **Intensified urban development**
- **Mode shift and carbon reductions contributing to regional targets**
- **Smarter transport network tools**
- **Continuity of construction jobs and economic impacts**

Attachment 1 to Report 22.508

Next steps for MRT

Indicative timeline

- **Indicative Business Case** – Complete
- **Detailed Investigation** – 2022-2024
- **Design and consenting** – 2024-2027
- **Construction starts** – 2028-2032
- **Operating from** – 2032

Detailed investigation will involve

- Preferred option concept development
- Detailed surveying & impact assessments
- Community feedback sought
- Project investment decision

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Smarter transport network

Changing the way we travel

- LGWM will provide high-quality alternatives to private vehicle travel.
- Alongside this we also want to encourage people to use other ways of getting around, to help reduce emissions, and make travel more reliable for those who need to drive.

Travel Behaviour Change package

- A 10-year, $52 million package to support mode shift across the region (see table)
- Partners have approved first steps of this package (A+B). Work is getting underway.

Scope	Example initiatives TBC
A. Scales up current behaviour change efforts	• Workplace travel plans • Safe routes to schools campaign • Bicycle/e-bike rescue/repair service • Social media outreach campaign
B. Adds 'first-last leg' travel, improving options to railway stations	• Bike share • Carpooling app • Safe routes • Support for on-demand shuttles
C. Adds measures that reduce appeal of driving	• Measures to support potential future pricing mechanisms
D+E. Adds focus on achieving long-term culture change	• Smart trips (Mobility as a Service) • Integrated event planning • Bike and walking networks • Transport for new homes initiative

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Attachment 1 to Report 22.508

WAKA KOTAHI NZ TRANSPORT AGENCY

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Regional Transport Committee
6 December 2022
Report 22.509

For Information

WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY UPDATE – DECEMBER 2022

Te take mō te pūrongo
Purpose

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

Te horopaki
Context

2. Waka Kotahi New Zealand Transport Agency (Waka Kotahi) regularly updates the Committee on the Waka Kotahi's programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update (**Attachment 1** – Waka Kotahi New Zealand Transport Agency December 2022 presentation) is presented to the Committee by the Waka Kotahi member.

Ngā tūāoma e whai ake nei
Next steps

3. The Waka Kotahi member will speak to **Attachment 1** at the Committee's meeting on 6 December 2022.

Ngā āpitihanga
Attachment

Number	Title
1	Waka Kotahi New Zealand Transport Agency December 2022 presentation

Ngā kaiwaitohu
Signatories

Writer	Breanna Hartley – Kaitohutohu/Advisor, Democratic Services
Approver	Emma Speight – Director, Regional Relationships, Waka Kotahi New Zealand Transport Agency

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

Attachment 1 to Report 22.509

Regional Transport Committee

6 December 2022

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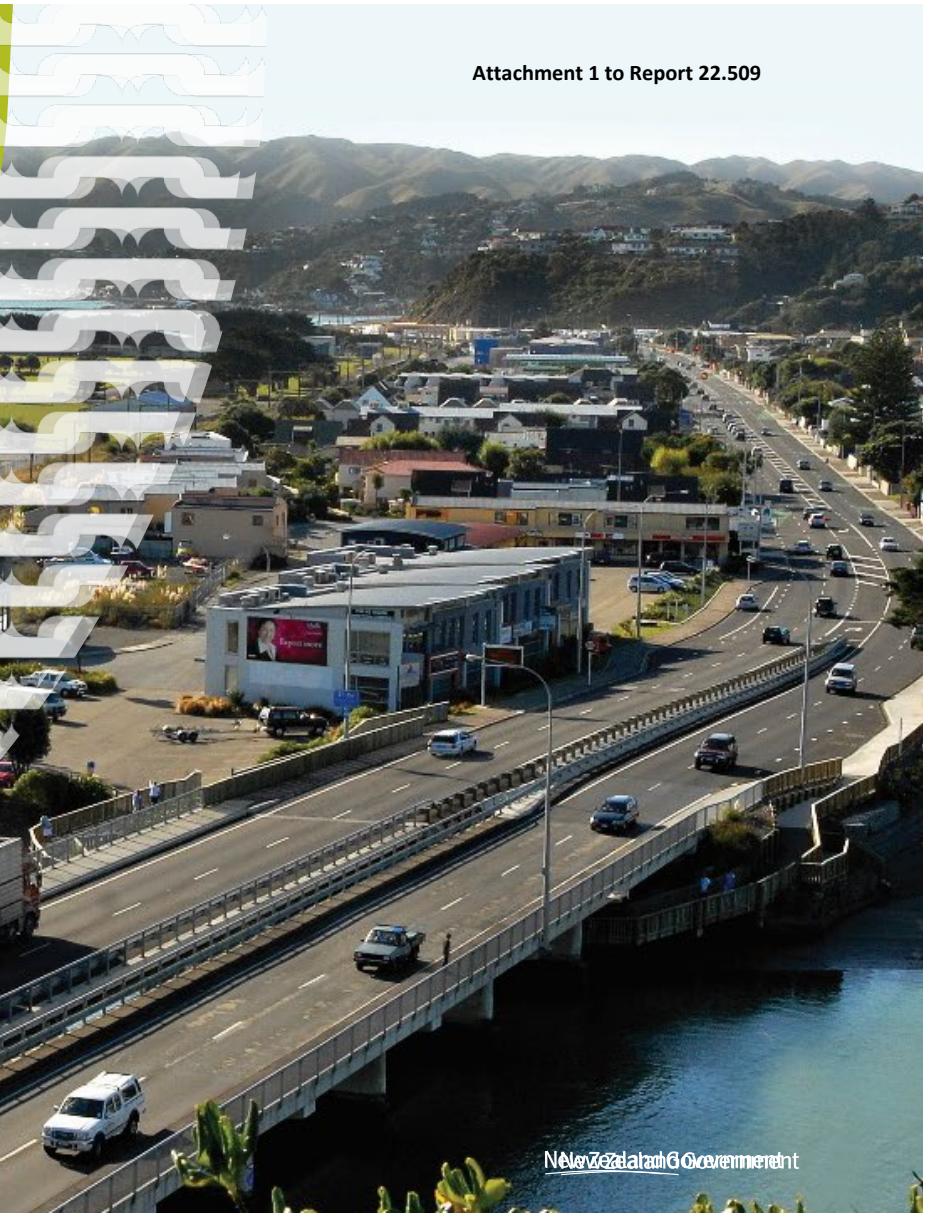
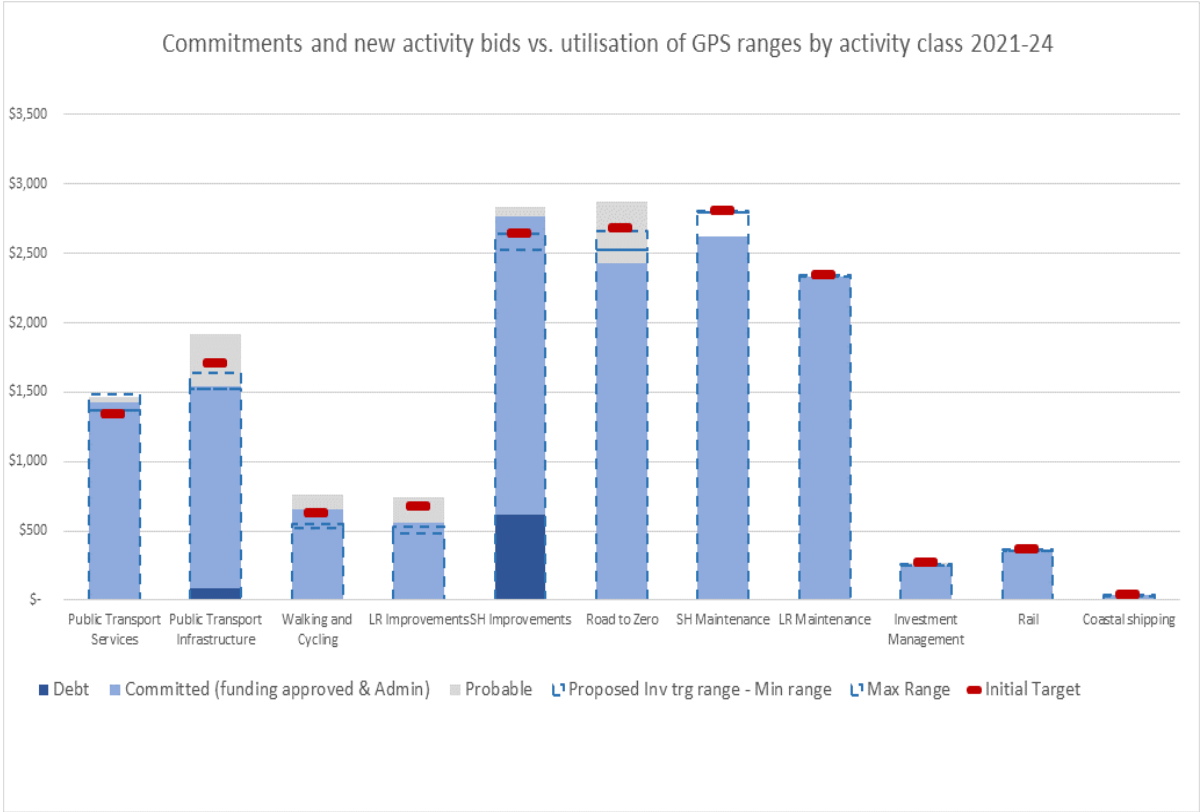


NLTP activity classes

- Five activity class investment targets for the 2021-24 NLTP have been reviewed in line with forecast funding demand.
- There continues to be delays with the start of projects and/or delivering at a closer rate than forecast.
- The new targets reflect this and our lower than forecast revenue from the NLTF.
- We can fund the current programme – but unlikely to have funding available for any new projects this NLTP.
- Important project teams regularly review work programmes and project forecasts



Coastal Shipping Investment

- Government has committed $30 million of funding for co-investment in new and enhanced coastal shipping services through the 2021-24 NLTP
- The four suppliers selected for co-investment in their proposals are:
  - Coastal Bulk Shipping Ltd
  - Move International Ltd
  - Swire Shipping NZ Ltd
  - Aotearoa Shipping Alliance
- The suppliers are now implementing their projects

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Attachment 1 to Report 22.509

Driver Licensing Improvement Programme (DLIP)

DLIP is a new cross-agency initiative to improve access to driver licensing

It includes:

- Mapping all elements of Graduated Driver Licensing System and identifying issues and opportunities.
- Workshops with stakeholders to address issues and improve access.
- Community-based trials to increase practical testing access and capacity.

Draft options and roadmap to Ministers end 2022, final decisions in 2023.

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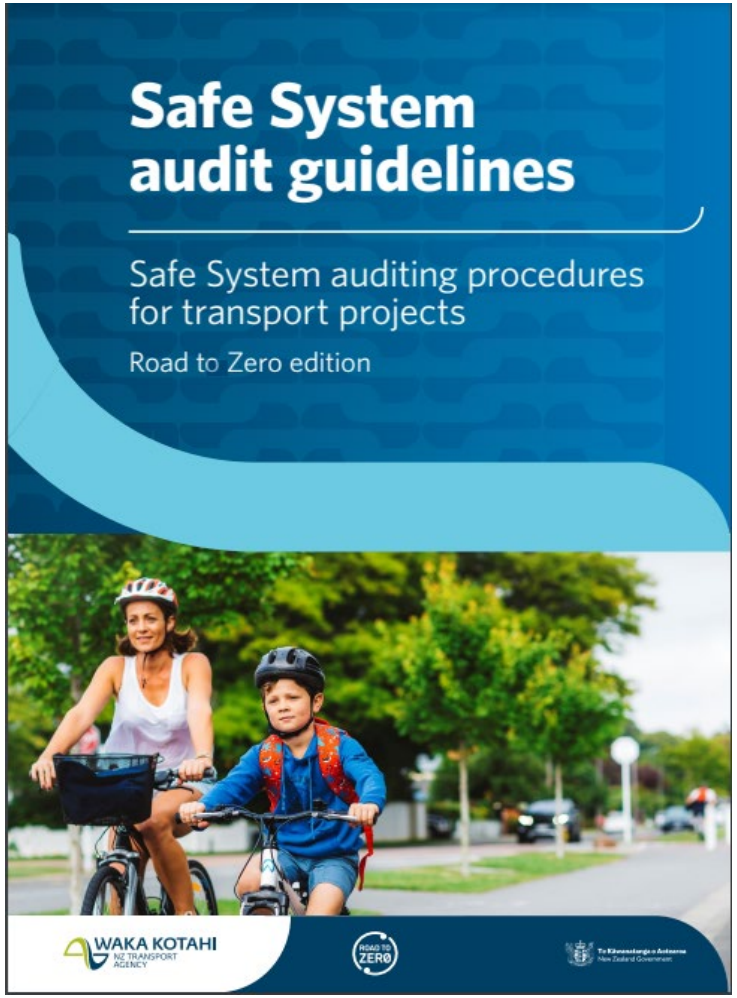
Safe System audit guidelines

New Safe System audits for transport projects in New Zealand guidance – replacing the existing road safety audit procedures for projects guideline released in May 2013.

- Provides an improved approach to system level thinking.
- Recognises how the different components of our transport projects influence crash likelihood, risk and injury severity outcomes.
- Simplifies two different assessment/audit guidelines into a single Safe System audit
- Incorporates the Safe System assessment, driving better value for money and improved road safety outcomes.

Virtual training courses are available - Waka Kotahi will provide financial support to local government staff to attend https://www.nzta.govt.nz/safety/partners/road-to-zero-resources/vision-zero-learning/



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Greater Wellington Regional Update

November 2022

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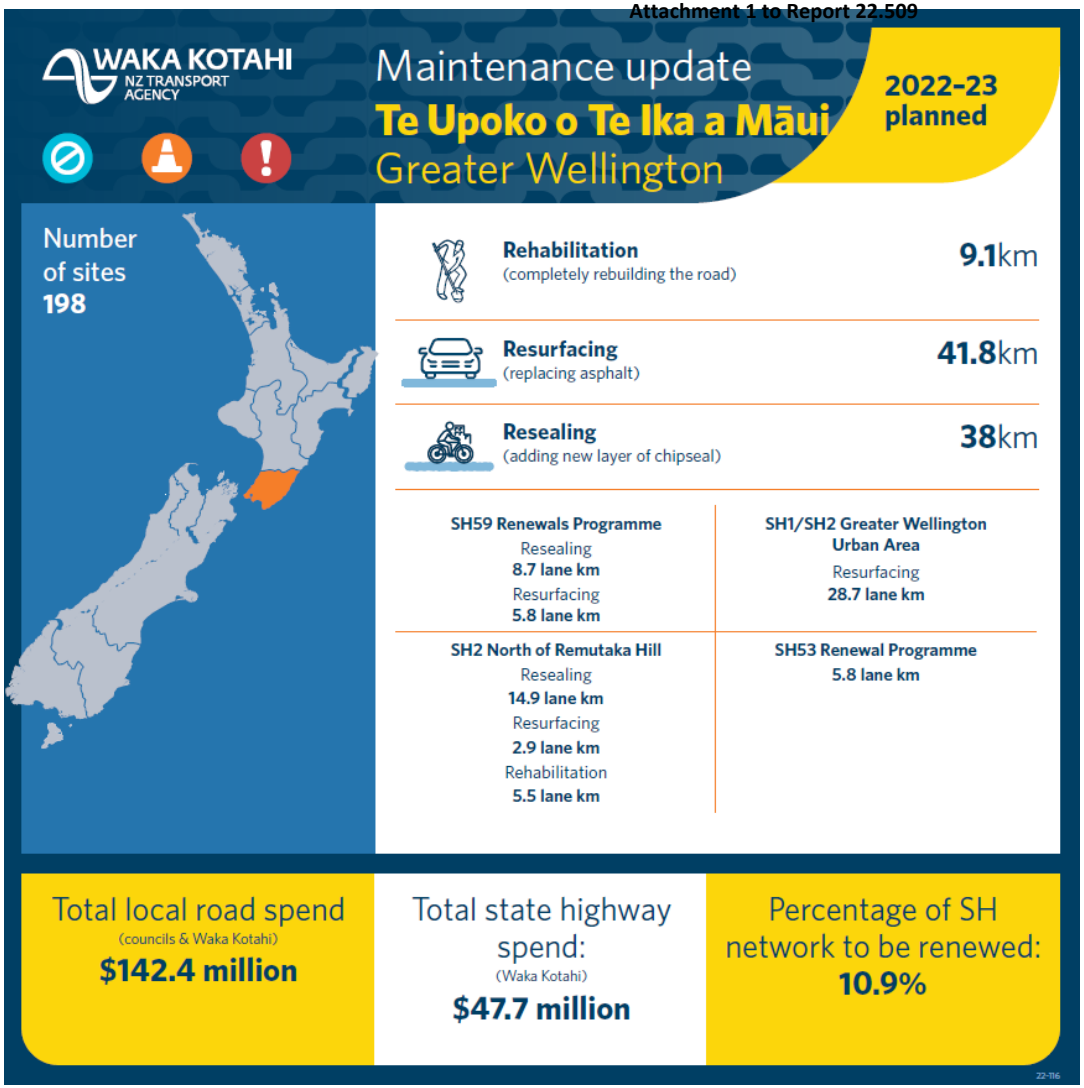
Greater Wellington Maintenance & Operations 2022/23

- A large programme planned for this summer
- Most activity will be on SH1 and SH2 in the metro areas, as well as SH59
- Remutaka Hill will also have its annual maintenance programme of overnight closures



SH1: Ō2NL safety improvements and speed

Attachment 1 to Report 22.509

Safety improvements and speed reviews on existing highways are progressing in parallel with the Ō2NL new highway

- **SH57:** SH57 / Queen Street roundabout, wide centrelines and stretches of side barrier, plus speed review
  - SH57/Queen St roundabout is fully operational; final surfacing nearing completion
  - The southbound lane on Arapaepae Road South between Kimberley Road and Queen Street East is to receive its second coat chip seal.
  - A safer speed of 90km/h is proposed in the Interim Speed Management Plan on SH57 from Heatherlea East Road to Shannon. Next steps for remaining section to be announced.
- **SH1 Ōtaki to Levin:** wide centrelines and shoulders, stretches of median barrier and turnarounds, plus speed review
  - Work is expected to begin early 2023. Letters to property owners in the area have provided an update on the project.
  - Next steps for Ōtaki to Ohau speed review to be announced.
- **SH1 Levin to Foxton:** roundabout at Waitarere Beach Road / SH1, stretches of wide centrelines and side/median barriers, plus speed review
  - Feedback from public events being reviewed, design expected to be completed early 2023.

Final surfacing of SH57/Queen Street East roundabout – Nov 2022

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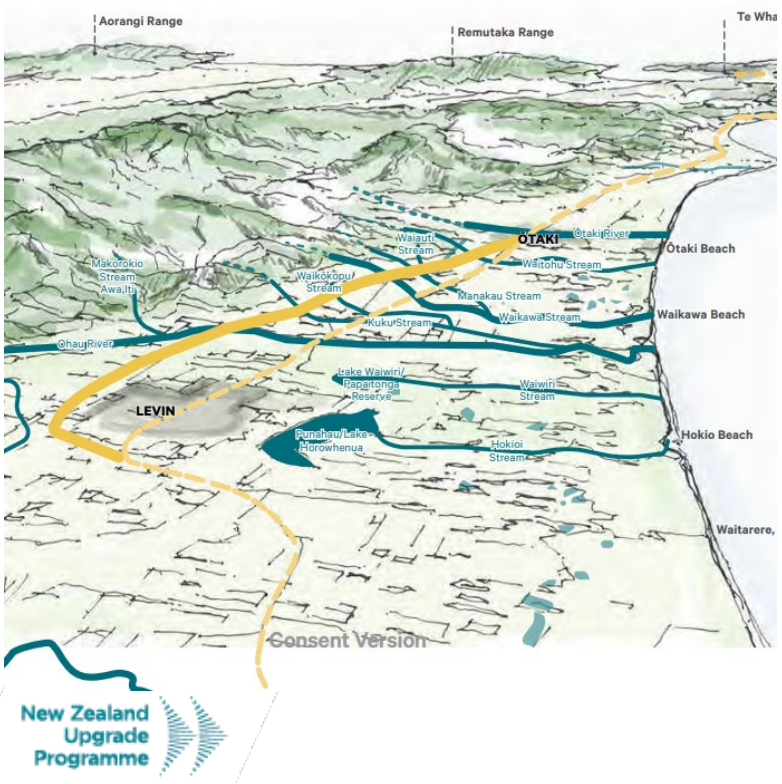
SH1: Ō2NL new highway

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

- **Notices of Requirement and RMA consents lodged**
  - Following Minister's approval, Notices of Requirement (NoR) and resource consent applications were lodged on 1 November with councils.
  - These applications reflect the key environmental approvals required for the project to be built.
  - Recent approvals and NoR lodgement have provided the certainty needed to proceed with acquiring the remaining properties required to deliver the project.
- **Construction start programmed for 2025, completion for 2029**
- **Revocation of state highways in project area**
  - Programme business case supported by Horowhenua and Kāpiti Coast District Councils
  - Next step is developing the Integrated Working Group
  - As with all new infrastructure, suitability of tolling is being considered



SH1: Peka Peka to Ōtaki (PP2Ō) Project Update

Attachment 1 to Report 22.509

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP2Ō) Expressway	$410m	Nearing completion	Amber	• The top layer of asphalt (EMOGPA) is now 55% completed. All 560 expressway and local road signs have been installed, with good progress made on road markings and tensioning of the wire rope barriers. Final works at tie-ins and on/off ramps are being carried out. • Our crews are doing everything they can to complete the road by Christmas, while also ensuring the finished road meets all the quality and safety standards required. However, we're on a very tight timeframe with no wiggle room and could be further impacted by bad weather, as well as residual effects from COVID such as staff shortages and materials being unavailable. • There will be an iwi blessing of the road in mid-December (date TBC), regardless of when the road is opening. A separate VIP-only opening is also being planned, which will take place just before the road opens. Given the uncertainty, a public open day will not be scheduled. • The gateway sculpture at the southern end of the expressway is scheduled to be erected on Monday 28 Nov (weather dependent) and is designed to welcome people into the Ōtaki township. Once the concrete base has set, the temporary scaffolding around it will be removed and the sculpture at the northern end will be installed.

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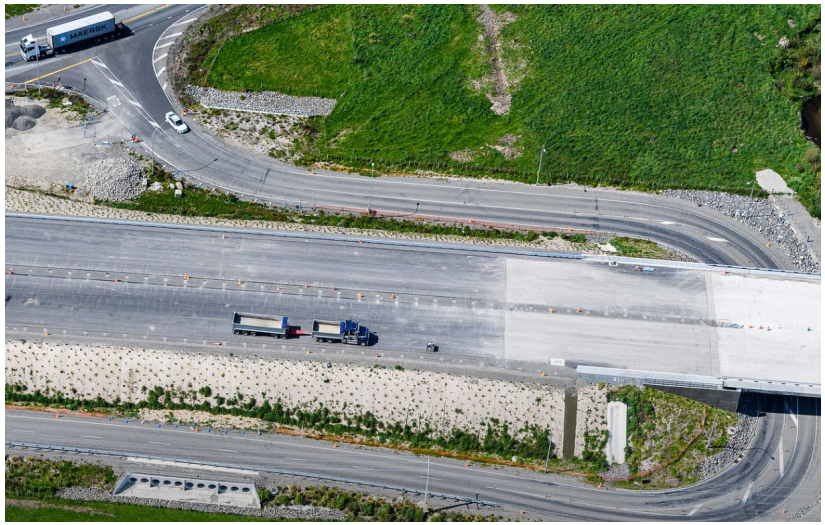
SH1: Peka Peka to Ōtaki (PP2Ō) Project Update



Northern end of the Expressway.

Southern end of the Expressway

Central area.

Attachment 1 to Report 22.509

SH1: Te Aranui o Te Rangihaeata / Transmission Gully

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.$1.25b	Road opening: **completed** Project completion tbc	Amber	• Transmission Gully continues to be very well utilised by the travelling public, with an average traffic volume of around 23,000 vehicles per day, compared with around 6,000 vehicles per day on SH59 at Pukerua Bay. • Transmission Gully's benefit for network resilience was very evident recently, when SH59 was closed for a number of weeks after a large slip at Pukerua Bay. Traffic flowed efficiently on Transmission Gully and around the network despite the closure of SH59. • Progress on the Builder's tasks linked to Works (Construction) Completion continues to be slow, with a considerable amount of work remaining to be completed.

SH1: Te Aranui o Te Rangihaeata / Transmission Gully

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness for Transmission Gully	$20.4m	TBC	Green	• Installation of Intelligent Transport Systems stages 3 physical works is advertised on GETS. These will improve safety and efficiency, and include new variable message signs, CCTV and an extension of the southbound Ngauranga Gorge variable speed system. Construction is likely to begin by the end of March 2023.
TG Revocation	$0.6m	Jun 2021 Porirua future function agreed	Green	• Waka Kotahi continues discussions on proposals to retain SH59 Linden to Mackays as a state highway and revoke the state highway status of SH58 Paremata to Pāuatahanui. • Waka Kotahi is currently working on the TG Board of Inquiry Traffic Safety Audit condition NZTA.83 for SH59 and SH58 between Pāuatahanui and Paremata. Following this we will be going to consultation as per condition NZTA.3B related to our proposals for Paremata Road, Mana Esplanade and St Andrews Road. Both conditions will be met by March 2023.

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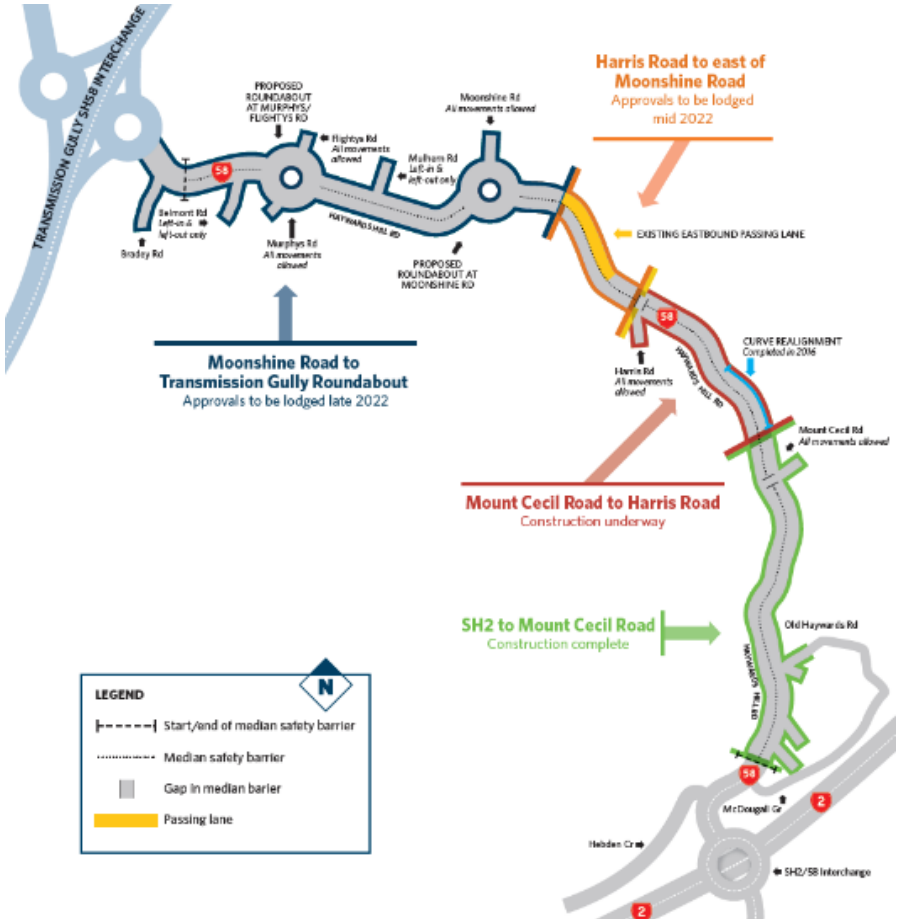
Attachment 1 to Report 22.509

NZ Upgrade Programme – SH58 Safety Improvements

Stage '2B' Harris Road to Transmission Gully moving to property and consenting

Project / deliverables	Progress	Key dates
Stage 1 (NLTF $55m)		
Construction	Stage now complete	
Stage 2a (NZUP $16m)		
Construction	Surfacing underway Culvert and retaining wall construction	Completion Oct 2022
Stage 2b (NZUP $89m)		
Consenting	Advancing works from Harris Road to Moonshine in an early package – these consents are now approved. Consenting and property for Moonshine to TG interchange (including two roundabouts) this consent application is about to be lodged.	Consent lodgement for Moonshine Road to TG – by 30 November

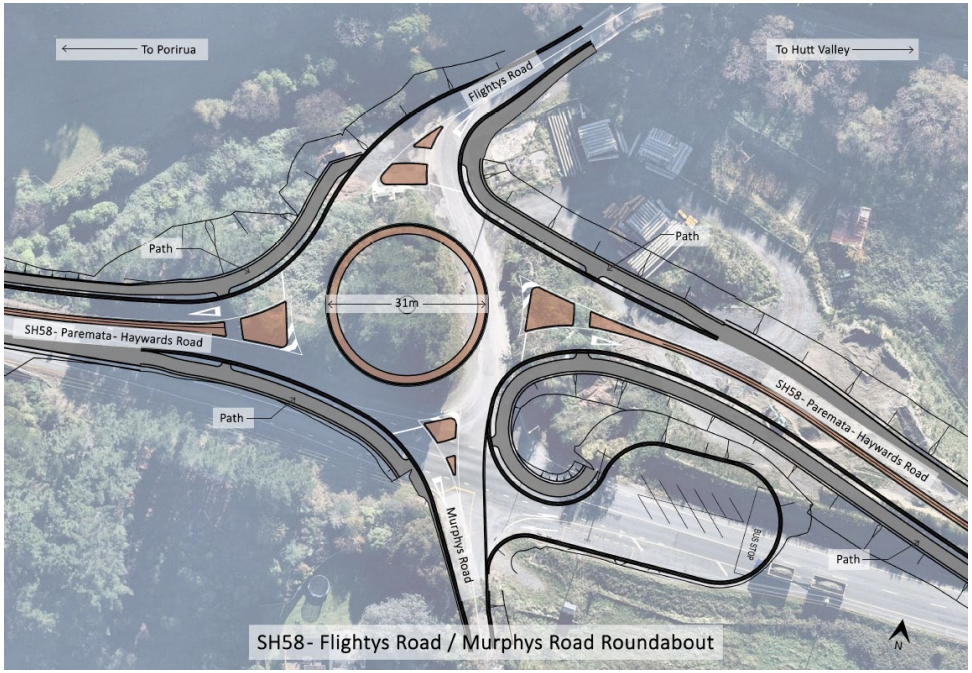


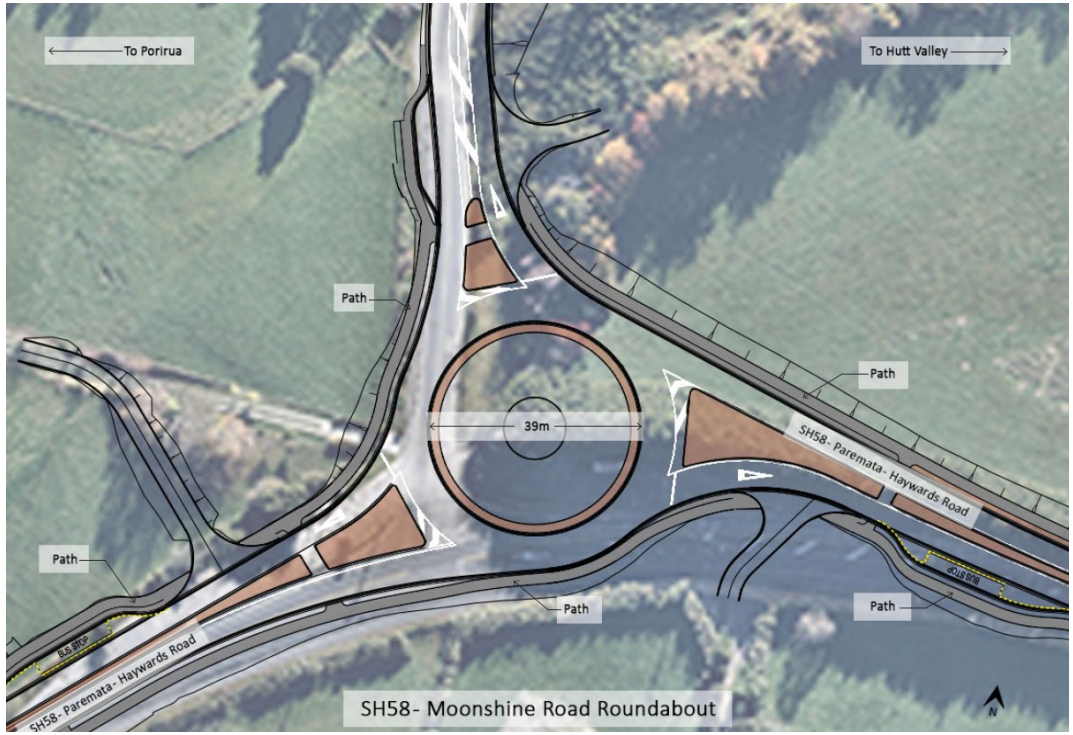
SH58 Safety

Attachment 1 to Report 22.509

Roundabout designs – schematic - Moonshine Road to Transmission Gully section

Since last meeting there has been further engagement with Pauatahanui Residents Association, Porirua City Council and the operators of local school buses. The design of the roundabouts and bus stops for consenting has been confirmed. An additional bus stop area is being investigated for the southbound side of Moonshine Road and will be incorporated to the project if feasible from a geotechnical perspective.





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SH58 Safety

Roundabouts to have shared paths, pedestrian refuge points at the median, and signage.

Indicative visualisation shows approach to barriers, lighting, planting.

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NZ Upgrade Programme – SH2: Melling Transport Improvements

(Component of wider Te Awa Kairangi/RiverLink programme)

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

- Significant milestone achieved with final resource consents granted by the Environment Court on 3 Nov 2022. Court minute issued on 21 Nov 2022 also stated no Court costs to be paid by Applicants.
- Project has progressed well in parallel to consenting: most properties purchased in construction zone, some initial demolition works carried out, ground investigations ongoing.
- First vacant possession notices issued 1 Nov 2022 to 56 properties on Pharazyn Street. Sites to be vacated by 31 Jan 2023, demolition to follow in Q1 2023.
- Key milestone achieved with RFP release on 13 Oct 2022. Process closes 15 Dec 2022, with evaluation and shortlisting to follow. Preferred Alliance announced in late Mar 2023.
- Inception meeting held with interested consortia in Lower Hutt on 26 Oct 2022, interactive meetings held over the last month.

Inception Meeting and site visits held with consortia

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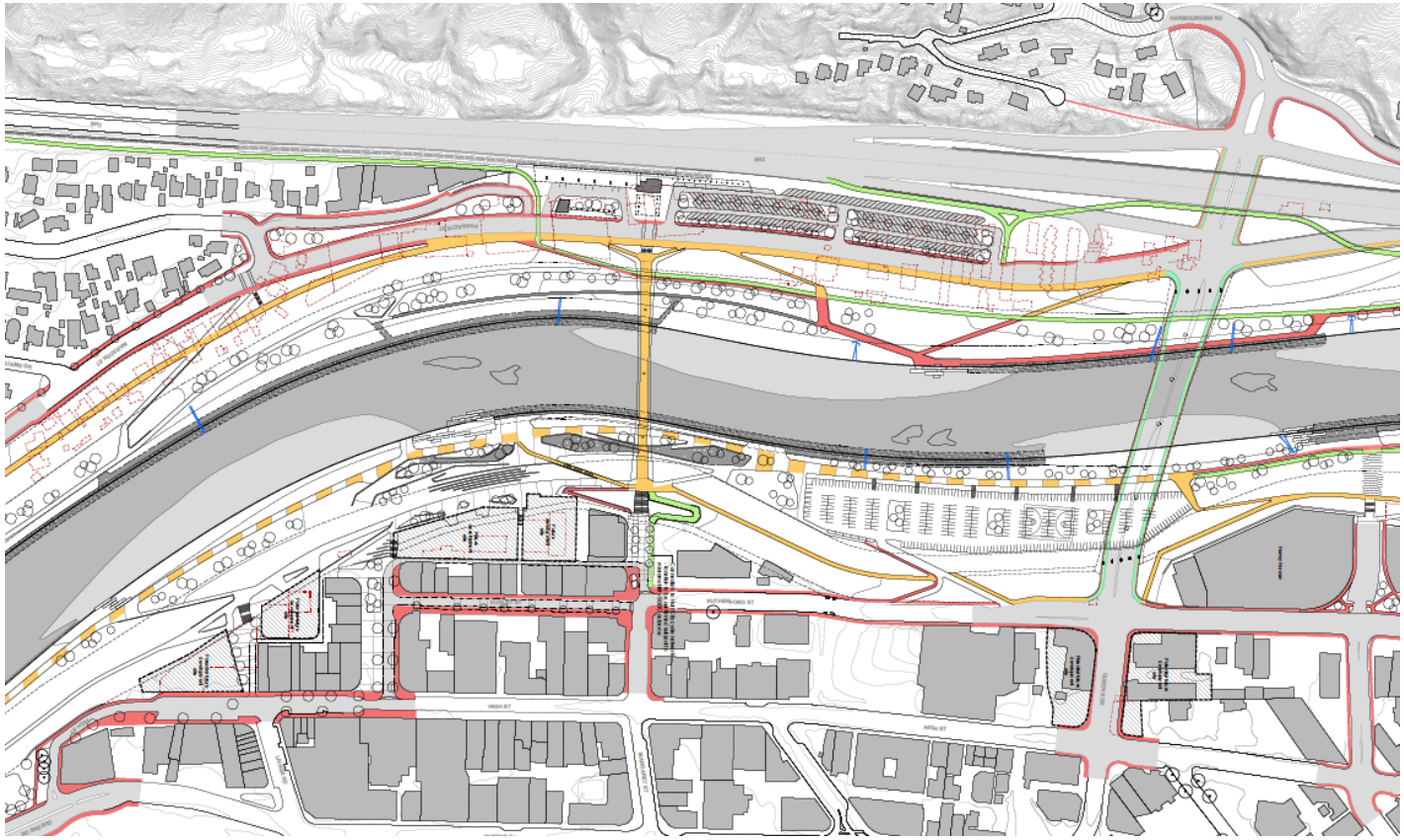
NZ Upgrade Programme – SH2: Melling Transport Improvements

(Component of wider Te Awa Kairangi/RiverLink programme)

Ground investigations continuing



Final consents granted for Melling Transport Improvements (and wider RiverLink programme)

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Let's Get Wellington Moving (LGWM) Project Update

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	$407.8m	Underway	Amber	Mass Rapid Transit, Strategic Highway Improvements • Current effort focused on completion of the IBC for presentation to partners and consideration of WFA for DBC phase budget. • **Next Steps: Approval of above by partners, endorsement of DBC scope and contract by LGWM Board 15 Dec 2022. Commencement of DBC phase investigations in Jan 2023.** City Streets package • Public engagement for Johnsonville/ Ngā Ūranga underway, closing 28 Nov. • Public engagement planning and preparation the Southwest CBD, Featherston Street, and Taranaki/ Wallace/ John Streets projects is progressing. Travel Demand Management • Travel Behaviour Change package (10 year, $52M) to support mode shift • Councils have approved first steps, once WK approves, work will get underway: ○ **Scales up current behaviour change efforts** (workplace travel plans, safe routes to schools campaign, bicycle/e-bike rescue/repair service, social media campaign) ○ **Adds 'first-last leg travel, improving options to railway stations** (bike share, carpooling app, safe routes, support for on-demand shuttles)

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Let's Get Wellington Moving (LGWM) Project Update

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	$407.8m	Underway	Amber	Thorndon Quay - Hutt Road • Design Underway – Cycle Lanes, bus priority, street improvements, new roundabout on Aotea Quay. • **Next steps:** Public engagement underway for Thorndon Quay design and traffic solutions, closing 9 Dec. Construction starts Q2 2023. Golden Mile • Design being completed – Remove private vehicles, establish dedicated bus lanes, and close the ends of 10 side streets. • **Next steps:** Publishing feedback report from July/Aug public engagement. Traffic resolutions, construction in stages from 2023-2026. Cobham Drive Crossing & SH1 Safer Speeds • Construction largely complete on site. • **Next steps:** High friction coating to be applied mid-Dec, with road marking completed immediately after. Lighting arm extensions delivered and installed by 16 Dec 2022. Central City Pedestrian Improvements • 4 intersections complete on Vivian Street, 1 underway. • 2 intersections complete on Whitmore. • 7 intersections on waterfront quays to be completed. • Expected finish - Mar 2023.

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Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary

Te Ara Tupua - Petone to Melling	$63m	Completion mid 2023	Green	• The compensation car park opened at Petone Station and changes to existing platform park and ride has commenced. Progressing well and good collaboration with Metlink team.
				• Some delays to programme including extended temporary traffic management in Parliament Street as a result of redesign work on stormwater pump stations.
				• Work continues with:
				  • Construction of shared path section through Petone station
				  • Asphalting, fencing and lighting on rail corridor section
				  • Underpasses

Te Ara Tupua – Ngauranga to Petone	$311m	Works from late 2022 – 2026	Amber	• Enabling/preliminary works have begun on Honiana Te Puni Reserve with the establishment of the site for Tawharau Pods (relocatable buildings to be used for project and mana whenua purposes including project info centre and project Māori artists workspace initially). The west of the Reserve will be closed and become a construction yard from early 2023. • Ngā Ūranga yard has also been established and work has begun to establish barge landing wharves for the project delivery. • The project liaison group is operating including council staff representatives and key stakeholders (e.g. cycling, walking groups, Forest & Bird). • Alliance fully up and running.

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Greater Wellington Project Updates – corridor improvements

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka revocation	$17.5m	Underway	Green	• Physical revocation works overall are more than 90% finished, with works between Poplar Ave and Kāpiti Rd now completed. • Night-time resurfacing works between Waikanae River Bridge to New World Waikanae are also finished. • The first coat of chip-sealing between Otaihanga roundabout and Waikanae River Bridge will be laid during the week starting 28 Nov (weather dependent). • Now we have a Kiwirail permit, we'll soon be installing the final cable enabling the traffic light poles to be relocated at the Elizabeth St intersection. Once installed, we can construct the remaining sections of kerb and channel at the intersection, followed by the final section of footpath. Upon completion of the Elizabeth St intersection, we'll activate the new signals at the Ngaio Rd intersection. These Waikanae works are expected to be completed by 10 December. • The Waikanae River Bridge clip-on installation has been delayed to Jan/Feb due to a shipment of parts being held up in Australia.

Peka Peka to Ōtaki revocation	$12.3m	Underway	Green	• The detailed design phase is continuing to progress, involving the refinement of the preliminary design and the development of detailed plans, specifications and cost estimates.
				• We've been carrying out site investigations and testing which are helping us determine the condition of existing underground assets like culverts and pipes, location of underground services, the depth of the existing road layers and ground strength ahead of works during the construction phase.
				• In December, we'll be undertaking:
				  ○ road surface and paving surveys which will provide us with details that will inform the design of road improvements along the corridor
				  ○ geotechnical ground investigations around Mangaone culvert to determine the design of a small, shared path that will span this culvert.
				• We plan to start procurement of a physical works contractor from mid-2023 and expect the works will take two years to complete.

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Attachment 1 to Report 22.509

Greater Wellington Project Updates – Safety

Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	A decision on the speed limits is expected imminently, expected to be followed soon after by installation of new speed limit signage.	SH2 Masterton to Carterton Safety Improvements under construction.
SH2 Ngauranga to Featherston	Consultation is underway as part of the Interim Speed Management Plan (ISMP). ISMP includes proposed speed changes in these areas: Grounsell Cres to Owen Street, northbound at Moonshine Hill Road intersection, Brown Owl, and Te Marua to Featherston.	The speed changes proposed for the ISMP are integrated with the intersection changes at Moonshine Hill Road and Owen Street. We are closing right-turns at Hebden Crescent (near Liverton Road) to eliminate this dangerous right-turn as part of the next stage. Median barrier extension on River Road section upcoming.
SH2 Pahiatua to Masterton	Cashmere Oaks Drive to Paierau Road included in the Interim Speed Management Plan (Masterton town boundary to the freight traffic bypass road)	No
SH58 Paremata Rd (SH1 to Pauatahanui)	Engagement to begin when Transmission Gully Revocation team undertake speed limit review	Yes – Transmission Gully Revocation

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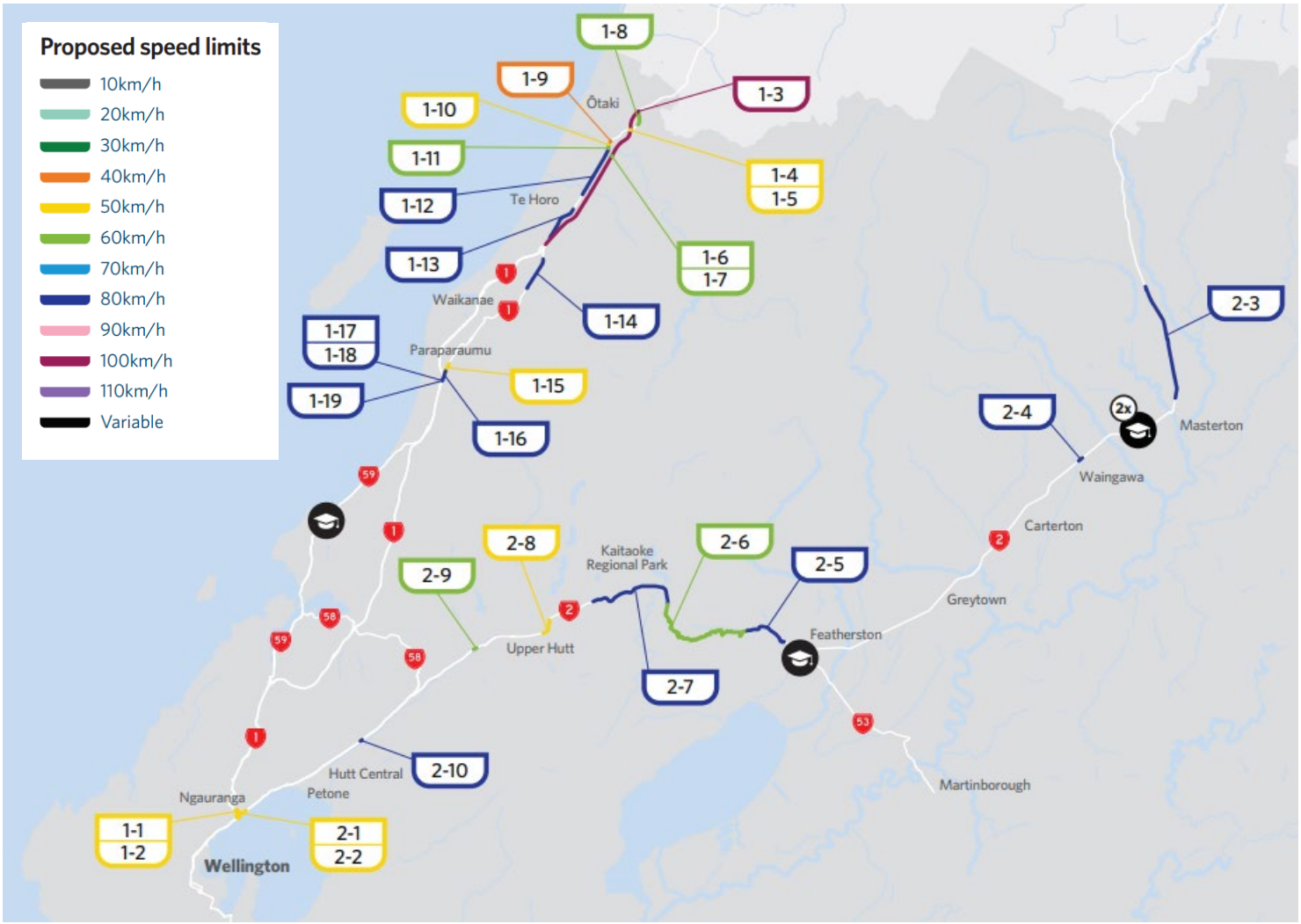
Attachment 1 to Report 22.509

Interim Speed Management Plan proposals



Attachment 1 to Report 22.509

State highway	Reference number	Location: State Highway 1	Existing speed limit (km/h) *Variable	Proposed speed limit (km/h)
1	3	Peka Peka to Ōtaki expressway	N/A	100
	4	Ōtaki southbound off-ramp North end of Ōtaki	N/A	50
	5	Ōtaki northbound on-ramp North end of Ōtaki	N/A	50
	6	Ōtaki southbound on-ramp On Ōtaki Gorge Road	N/A	60
	7	Ōtaki northbound off-ramp On Ōtaki Gorge Road	N/A	60
	8	Taylors Road to Waitohu Valley Road	100	60
	9	Mill Road roundabout to Waerenga Road	50	40
	10	Waerenga Road to Riverbank Road	70	50
	11	Riverbank Road to Ōtaki Gorge Road	100	60
	12	Ōtaki Gorge Road to Te Horo	100	80
	13	Te Horo to Te Kowhai Road	100	80
	14	Peka Peka to Hemi Street	100	80
	15	Ihakara Street to Raumati Road	Various	50
	16	Raumati Road to SH1	100	80
	17	Poplar Avenue southbound on-ramp	100	80
	18	Poplar Avenue northbound off-ramp	100	80
	19	Poplar Avenue interchange	100	80

State highway	Reference number	Location: State Highway 2	Existing speed limit (km/h) *Variable	Proposed speed limit (km/h)
2	3	Masterton north Cashmere Oaks Drive to Paierau Road	100	80
	4	Carterton variable speed area - removal Removal of intersection speed zone at intersection between SH2 and East Taratahi Road	100/70*	80
	5	Featherston south West of Renall Street to northwest of Renall Street	100	80
	6	Remutaka Hill Northwest of Renall Street to south of Marchant Road	100	60
	7	Kaitoke to Te Mārua (Upper Hutt) South of Marchant Road to northeast of Twin Lakes Road	100	80
	8	Brown Owl urban North of Akatarawa Road to west of Mangaroa Hill Road	70	50
	9	Moonshine Hill Road East of Moonshine Hill Road to west of Moonshine Hill Road - northbound only	100	60
	10	Owen Street to Grounsell Crescent In both directions for Owen Street to Grounsell Crescent	100	80

State highway	Reference number	Location: Ngāūranga Interchange	Existing speed limit (km/h) *Variable	Proposed speed limit (km/h)
1	1	Ngāūranga northbound on-ramp including links Hutt Road to SH1	80	50
	2	Ngāūranga southbound off-ramp including links SH1 to Hutt Road	80	50
2	1	Ngāūranga southbound off-ramp including links SH2 to Hutt Road	80	50
	2	Ngāūranga northbound on-ramp including links Hutt Road to SH2	80	50

State highway	Schools	Existing speed limit (km/h)	Proposed speed limit (km/h) *Variable
2	St Patrick's School (Masterton)	50	50/30*
	Hadlow Preparatory School	50	50/30*
2/53	Featherston School	50	50/30*
59	Pukerua Bay School	50	50/30*

Attachment 1 to Report 22.509

Hei konā mai

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New Zealand Government