



WELLINGTON
REGIONAL LAND
TRANSPORT PLAN
2015

**2018
MID-TERM
UPDATE**

PROGRAMME
SECTION



greater
WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

CONTENTS

Introduction.....	1
Significant activities.....	2
Committed activities.....	9
Automatically included activities	13
Non-prioritised activities	14
Inter-regional significance.....	18
Funding sources and financial forecasts	20
Funding sources	20
Updated estimated 10 year programme cost and forecast expenditure	22
Significant expenditure funded from other sources	24
Provincial Growth Fund	25
Urban Cycleways Fund	25
Crown rail funding	25

THE 2018-2021 PROGRAMME AT A GLANCE

11 111 31

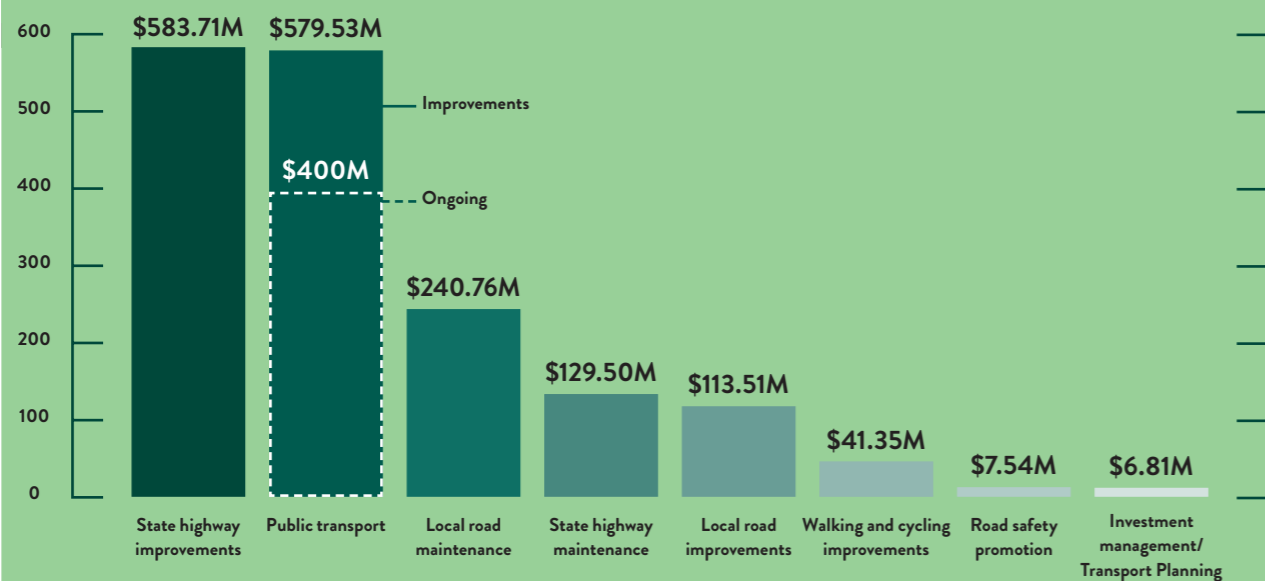
ORGANISATIONS

TRANSPORT ACTIVITIES
OR PROGRAMMES
OF ACTIVITIES

SIGNIFICANT
ACTIVITIES

FORECAST EXPENDITURE

BY ACTIVITY CLASS 2018-21 (\$M)



19

PROJECTS
WITH ONGOING
FUNDING FROM
2015-18
INCLUDING:



URBAN CYCLEWAYS



EMERGENCY WORKS



SAFETY IMPROVEMENTS
TO SH58 & MASTERTON
TO CARTERTON



INVESTIGATION AND DESIGN OF
MELLING INTERCHANGE AND
PETONE TO GRENADA



TRANSMISSION GULLY
& PEKA PEKA TO
OTAKI EXPRESSWAY

THREE FOCUS AREAS

RESILIENCE

17

SIGNIFICANT PROJECTS

24

PROJECTS & MAINTENANCE
IN OVERALL PROGRAMME
TARGETED AT
IMPROVING RESILIENCE

PUBLIC
TRANSPORT

12

SIGNIFICANT PROJECTS

3

TRANSITIONAL RAIL
ACTIVITIES

23

PROJECTS & ONGOING
SERVICES

WALKING
& CYCLING

8

SIGNIFICANT PROJECTS

16

PROJECTS & MAINTENANCE
IN OVERALL PROGRAMME

SAFETY



STATE HIGHWAYS



POLICE



ROADING



BEHAVIOUR

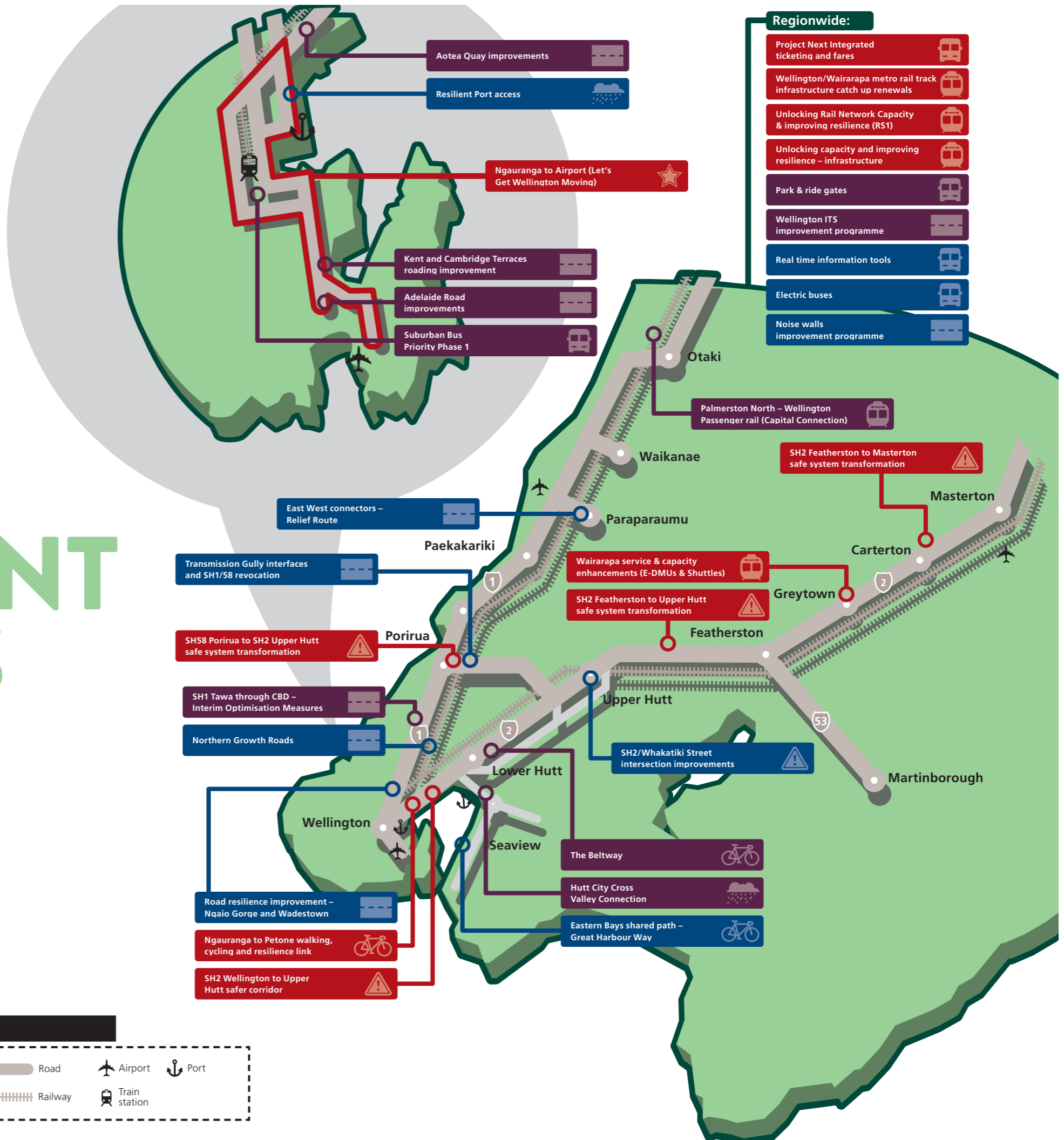
12

SIGNIFICANT PROJECTS WITH HIGH
CONTRIBUTION

25

PROJECTS & MAINTENANCE IN OVERALL
PROGRAMME TARGETED AT IMPROVING
SAFETY

31 SIGNIFICANT ACTIVITIES



Modes:

Priority 1	Multi-modal	Safety	Resilience
Priority 2	Public transport	Roothing	
Priority 3	Railway	Walking & Cycling	

Key:

Road	Airport	Port
Railway	Train station	

INTRODUCTION

This update to the regional programme sets out all of the land transport activities in the Wellington region proposed to be funded over the three year from period July 2018 to June 2021. The RLTP includes a statement of transport priorities for the region over the ten financial years from July 2015 to June 2025. The regional programme provides an updated financial forecast for this period. It includes investment management, road safety promotion and demand management, walking and cycling, public transport, transitional rail, and local road and state highway maintenance and improvements.

Activities for which funding has already been committed, local road maintenance, operations and renewals programmes and the ongoing programme of public transport services are automatically included in the RLTP. Other activities are included at the discretion of the Regional Transport Committee (RTC). In the Wellington region, projects over \$5 million that are regionally or inter-regionally significant are prioritised by the RTC. The RTC has chosen to present the significant activities in three priority bands, rather than as a numbered list.

In seeking funding for activities, the LTMA sets out some requirements for how activities are prioritised. Under these requirements:

- Activities for which funding has already been committed (Table four) are funded first
- Automatically included activities (Greater Wellington's public transport programme of ongoing services, and the local road maintenance, operations and renewals programmes of the other councils in the region) (Table five) are prioritised for funding ahead of other activities
- Activities that are included at the discretion of the RTC are then prioritised

As part of the development of the RLTP 2015 a decision was made about how to determine the significance of activities and the implications of this for prioritisation. As a result of this decision:

- Activities under \$5 million and those that are not regionally or inter-regionally significant, known as non-prioritised activities (Table six) are prioritised for funding ahead of significant activities
- Under the updated regional programme prioritisation methodology, significant activities (those that are over \$5 million and regionally significant) in Table one and two have been placed in priority bands. These priority bands are ranked after the non-prioritised activities in the overall programme in the following order:
 - Priority band 1 (the highest priority *significant new activities*)
 - Priority band 2 (the second highest priority *significant new activities*)
 - Priority band 3 (the third highest priority *significant new activities*)

The New Zealand Transport Agency (NZTA) must take account of the RLTP when allocating funding from the National Land Transport Fund (NLTF) through the National Land Transport Programme (NLTP). Most activities require funding assistance from the NLTF and will only go ahead if they are included in the NLTP by the NZTA. Most activities, other than state highway and transitional rail activities, also depend on funding from regional or local councils and will only go ahead if they are included in the relevant council's long term plan or annual plan. The priority of activities does not indicate the order in which they will be implemented; this will be determined as part of other decision making processes. Proposed budgets and timing for activities are subject to change as project scope develops and more information becomes available.

This RLTP mid-term review for the Wellington region has been prepared in accordance with the legislative requirements under the Land Transport Management Act 2003. The programme forms a fundamental element of the RLTP.

SIGNIFICANT ACTIVITIES

Significant activities are those transport projects or programmes in the region with a total cost over \$5 million that are regionally and/or inter-regionally significant. Activities that are over \$5m but are not deemed to be regionally/inter-regionally significant (e.g. replacement of the Waterloo Station roof canopy) and activities under \$5 million are included as non-prioritised activities in Table five.

Significant activities have been prioritised for funding using the regional programme prioritisation methodology.

The regional programme prioritisation methodology

This methodology assesses significant activities to give them a three letter profile⁽¹⁾ (shown in Table two) of a high, medium, or low contribution for:

- Alignment with the government's desired outcomes for transport using the draft Investment Assessment Framework (IAF)
- The contribution to the eight regional strategic objectives (shown in Table one)
- The cost benefit appraisal determined using the draft IAF

Significant activities that have not yet been given a benefit cost ratio (BCR) rating have a rating of L*. As the regional programme prioritisation methodology takes benefit cost into account both through the three letter profile and the BCR, whether or not a BCR has been developed can impact on the prioritisation.

Once activities have been prioritised they are moderated by the Regional Transport Committee and priority bands applied. The priority bands are:

- Priority band 1 – the highest priority *significant new activities*
- Priority band 2 – the next priority *significant new activities*
- Priority band 3 – the remaining *significant activities*

For more information see the regional programme prioritisation methodology

⁽¹⁾ A four letter profile is given where the activity has a *Very High* results alignment under the IAF

KEY:

High contribution to objective

Medium contribution to objective

Low contribution to objective

No contribution to objective

TABLE ONE: SIGNIFICANT ACTIVITIES PRIORITY, AND CONTRIBUTION TO REGIONAL OBJECTIVES

Priority Band	Organisation	Project name	High contribution to objective			Medium contribution to objective			Low contribution to objective		No contribution to objective	
			A high quality, reliable public transport network	An increasingly resilient transport network	An attractive and safe walking and cycling network	A safe system for all users of the regional transport network	An efficient and optimised transport system that minimises the impact on the environment	A well planned, connected and integrated transport network	A reliable and effective strategic road network	An effective network for the movement of freight		
1	GWRC/WCC/ NZTA	Ngauranga to Airport (Let's Get Wellington Moving)	High	High	High	Medium	High	High	High	High	High	
	KR/GWRC	Wellington/Wairarapa metro rail track infrastructure catch up renewals	High	High	Medium	Medium	High	High	High	High	High	
	NZTA	Ngauranga to Petone walking and cycling and resilience link	Medium	High	High	High	High	Medium	High	High	Medium	
	KR/GWRC	Unlocking rail network capacity and improving resilience – infrastructure	High	High	Medium	Medium	High	High	High	High	High	
	GWRC	Unlocking rail network capacity & improving resilience (RS1)	High	High	Medium	Medium	High	High	High	High	High	
	NZTA	SH2 Featherston to Upper Hutt safe system and resilience transformation	Medium	High	Medium	High	Medium	High	High	High	High	
	NZTA	SH2 Featherston to Masterton safe system and resilience transformation	Medium	Medium	High	High	Medium	High	High	High	High	
	NZTA	SH58 Porirua to SH2 Upper Hutt safe system transformation	Medium	High	Medium	High	Medium	High	High	High	High	
	NZTA	SH2 Wellington to Upper Hutt safer corridor	Medium	Medium	Medium	Medium	Medium	High	High	High	High	
	GWRC	Project NEXT Integrated Ticketing and Fares	High	Medium	Medium	Medium	High	High	High	High	Medium	
	GWRC	Wairarapa service and capacity enhancements (E-DMUs & shuttles)	High	Medium	Medium	Medium	High	High	High	High	Medium	
2	GWRC	Park & ride gates	High	Medium	Medium	Medium	High	High	High	High	Medium	
	NZTA	Wellington ITS improvement programme	Medium	Medium	Medium	Medium	High	High	High	High	Medium	
	HCC	Hutt City Cross Valley Connection	Medium	High	Medium	High	Medium	High	High	High	High	
	WCC	Adelaide Road improvements	High	High	High	High	Medium	High	High	High	Medium	
	WCC	Kent and Cambridge Terraces roading improvement	High	High	High	High	Medium	High	High	High	Medium	

KEY:

High contribution to objective

Medium contribution to objective

Low contribution to objective

No contribution to objective

TABLE ONE: SIGNIFICANT ACTIVITIES PRIORITY, AND CONTRIBUTION TO REGIONAL OBJECTIVES

Priority Band	Organisation	Project name	A high quality, reliable public transport network	An increasingly resilient transport network	An attractive and safe walking and cycling network	A safe system for all users of the regional transport network	An efficient and optimised transport system that minimises the impact on the environment	A well planned, connected and integrated transport network	A reliable and effective strategic road network	An effective network for the movement of freight
2	WCC	Aotea Quay improvements	Low	High	Medium	High	Low	High	High	High
	WCC	Suburban bus priority phase 1	High	Medium	Medium	Medium	High	High	Medium	Low
	NZTA	SH1 Tawa through CBD – interim optimisation measures	Low	Low	Medium	Medium	Low	Medium	High	High
	HCC	The Beltway	Low	Low	High	High	Medium	Medium	Medium	Low
	KR/GWRC/ Horizons	Palmerston North – Wellington passenger rail (Capital Connection)	Medium	Medium	Low	Low	Medium	Medium	Low	Low
3	GWRC	Real time information tools	High	High	Medium	Medium	High	Medium	Medium	Low
	HCC	Eastern Bays shared path – Great Harbour Way	Low	High	High	High	Medium	Medium	Medium	Low
	NZTA	SH2/Whakatiki street intersection improvements	Low	Low	Low	High	Low	Medium	High	High
	NZTA	Resilient Port access	Low	High	Medium	Low	Low	High	High	High
	GWRC	Electric buses	High	Medium	Medium	Low	High	Low	Low	Low
	WCC	Road resilience improvement – Ngaio Gorge and Wadestown	Low	High	Medium	High	Low	Medium	Medium	Low
	NZTA	Noise walls improvement programme	Low	Low	Low	Low	Medium	Medium	Medium	Low
	KCDC	East West connectors – Relief Route	Low	High	High	Medium	Low	High	High	Medium
	PCC	Transmission Gully interfaces and SH1/SH58 revocation	Low	Medium	High	Medium	Low	High	High	Low
	WCC	Northern growth roads	Low	High	Low	Low	Low	High	High	Low

NB: Two projects, Melling Safety and Efficiency Improvements and Petone to Grenada, would be in priority band 1 if they were included as *Significant activities*. Since funding has been approved for some phases of these two projects, they are included in this Programme as *Committed activities* (Table four).

TABLE TWO: SIGNIFICANT ACTIVITIES COSTS AND TIMING

Priority band	Organisation	Project name	Description	Activity Stage	Startyear	End year	Cost 2018/2019 (\$m)	Cost 2019/2020 (\$m)	Cost 2020/2021 (\$m)	3 Year Cost (2018 to 2021) (\$m)	Total Projected costs (\$m)	Funding Source	BCR	Profile
1	GWRC/ WCC/ NZTA	Ngauranga to Airport (Let's Get Wellington Moving)	This programme is a partnership between WCC, NZTA and GWRC to jointly identify, plan and deliver significant multi-modal transport solutions that support urban form and growth in central Wellington and through the Ngauranga to airport corridor (including the CBD, port, airport and hospital, and connections to the southern and eastern suburbs).	Design – implementation	2018							Local – National	TBD ⁽¹⁾	VHHL*
	KiwiRail/ GWRC	Wellington/Wairarapa metro rail track infrastructure catch up renewals	A package of catch-up renewals of track and civil engineering for track infrastructure that is approaching the end of its useful life. The primary focus is the Wairarapa Line as well as other critical track infrastructure on the busiest parts of the network.	Implementation	2018	2025	7.08	19.92	20.81	47.81	95.80	National	2.70	VHHL
	NZTA	Ngauranga to Petone walking and cycling and resilience link	This project seeks to provide transport infrastructure that will improve safety and connectivity for walking and cycling between Wellington and Hutt Valley. It aims to provide dedicated walking and cycling facilities between Petone and Ngauranga.	Pre Implementation – construction	2017	2021	2.98	10.26	30.78	44.02	58.28	National	3.50	VHMM
	KiwiRail/ GWRC	Unlocking rail network capacity and improving resilience – infrastructure	Infrastructure network capacity improvements on the Wellington Metro Railway Network (over the next four years) to remove key network constraints and: <ul style="list-style-type: none"> » Improve peak service frequency and capacity and provide a higher-quality passenger rail service » Cater for forecast peak passenger demand through to 2030 » Ensure balanced mode share between road and rail during peak periods and increase the resilience of the wider transport network 	Implementation	2018	2021	3.71	34.80	39.99	78.50	97.70	National	1.80	VHHL
	GWRC	Unlocking rail network capacity & improving resilience (RS1)	Rail scenario one (RS1) new timetable. A new regularised timetable and new service patterns will provide additional trains per hour to Wellington on all electrified lines during the peak. RS1 rail station upgrades. Station upgrades to complement rail capacity network improvements.	Construction	2018	2027	1.50	1.50	3.68	6.68	35.44	Local – National	1.80	VHHL
	NZTA	SH2 Featherston to Upper Hutt safe system and resilience transformation	This section of SH2 suffers from a high number of fatal and serious accidents as identified in the SH2 Programme Business Case . Improvements along the corridor will improve the Kiwirap safety rating, by improving the road environment and reducing the incidence of accidents with fatal and serious outcomes. Corridor safety improvements between Remutaka Hill and Te Marua will include protection from severe hazards, wide centrelines where appropriate, intersection safety improvements, barriers, rumble strips on edge lines, improved signage, and safer speeds.	Business case – implementation – construction	2018	2020	1.45	0.65	25.21	27.30	27.30	National	TBD	VHML*

(1) TBD means that a BCR has yet to be developed, or entered into Transport Investment Online. These projects have been given a cost benefit profile of L*

TABLE TWO: SIGNIFICANT ACTIVITIES COSTS AND TIMING

Priority band	Organisation	Project name	Description	Activity Stage	Startyear	End year	Cost 2018/2019 (\$m)	Cost 2019/2020 (\$m)	Cost 2020/2021 (\$m)	3 Year Cost (2018 to 2021) (\$m)	Total Projected costs (\$m)	Funding Source	BCR	Profile
1	NZTA	SH2 Featherston to Masterton safe system transformation	This project is proposed to cover the section SH2 between Featherston and Carterton, extending the coverage of the SH2 Masterton to Carterton business case for safety improvements. This will improve the Kiwirap safety rating, by improving the road environment and reducing the incidence of accidents with fatal and serious outcomes. Safety management improvements may include barriers at high risk locations and rumble strips on edge lines.	Pre implementation – construction	2021	2023	0.00	0.00	0.00	0.00	25.62	National	TBD	VHML*
	NZTA	SH58 Porirua to SH2 Upper Hutt safe system transformation	SH58 as a regional strategic highway operates below its classification as a Two star- Three star safety rating. This project is proposed to cover the section of SH58 between Paremata and Pauatahanui, which extends the committed SH58 safe system transformation improvements between Pauatahanui and Haywards. The implementation plan for the SH58 corridor will be to address the emerging safety risk as a priority. The safety improvements project will seek to address safety issues throughout the entire SH58 corridor to improve out of context curves with a corridor safety treatment including roadside guardrails, delineation improvements, median wire rope barriers, seal widening, and safer speeds.	Business case – implementation – construction	2021	2023	0.00	0.00	0.00	0.00	5.12	National	TBD	VHML*
	NZTA	SH2 Wellington to Upper Hutt safer corridor	This section of SH2 suffers from a high number of fatal and serious accidents as identified in the SH2 Programme business case. Improvements along the corridor will improve the Kiwirap safety rating, by improving the road environment and reducing the incidence of accidents with fatal and serious outcomes. Corridor safety improvements on SH2 including intersection rationalisation, consistent shoulder widths.	Business case – construction – property	2018	2022	2.12	1.07	36.65	39.84	39.84	National	TBD	VHML*
	GWRC	Project NEXT Integrated Ticketing and Fares	Project NEXT is the vehicle by which GWRC will realise its requirements for Integrated Ticketing and Fares. Project NEXT is a national, integrated approach to provide a single ticketing solution for all of New Zealand. It will provide a central capability that will be designed to enable each region to participate, while maintaining the local control and identity that its regional fares policy and ticketing activity requires. It will deliver an account based ticketing solution, with Open Loop payment capability.	Implementation – Construction	2019	2021	2.36	21.93	21.93	51.65	51.65	Local – National	3.20	HMM
	GWRC	Wairarapa service and capacity enhancement (E-DMUs and shuttles)	Delivering additional rail services to the Wairarapa. Replacement carriages for the Wairarapa line and increased service frequency. Potentially includes an additional evening service (Shuttle to Featherston) and additional services in the weekend, for tourism opportunities and to reduce congestion over the Remutaka hill road in the weekends. Providing shuttles in the day time inter-peak.	Implementation	2021	2027	0.00	0.00	0.00	0.00	54.02	Local – National	TBD	HML*

TABLE TWO: SIGNIFICANT ACTIVITIES COSTS AND TIMING

Priority band	Organisation	Project name	Description	Activity Stage	Startyear	End year	Cost 2018/2019 (\$m)	Cost 2019/2020 (\$m)	Cost 2020/2021 (\$m)	3 Year Cost (2018 to 2021) (\$m)	Total Projected costs (\$m)	Funding Source	BCR	Profile
2	GWRC	Park & Ride gates	Development of ticketing gates at park & ride facilities to assist with management of capacity.	Implementation	2021	2022	0.00	0.00	0.00	0.00	8.64	Local – National	TBD	HHL*
	NZTA	Wellington ITS improvement programme	Development of a national transport operating system leading to the regional implementation of intelligent transport systems across the transport network (both rural roads and urban areas). This will provide customers with safe and efficient journeys through provision of near real-time information. It will also allow proactive optimisation of the <i>One Connected Transport System</i> .	Implementation	2018	2020	0.57	8.33	65.88	74.77	74.77	National	5.10	HMM
	HCC	Hutt City Cross Valley Connection	Investigation and design of an improved East – West connection across the Hutt Valley. As detailed in the NZTA endorsed strategic business case, there are significant benefits associated with this project relating to improved traffic efficiency, enhanced resilience, and increased amenity in the Petone foreshore area.	Construction	2024	2026	0.00	0.00	0.00	0.00	65.00	Local – National	1.50	HHL
	WCC	Adelaide Road improvements	Adelaide Road capacity and intersection improvements.	Construction	2018	2019	0.00	0.38	11.87	12.24	27.39	Local – National	1.00	HHL
	WCC	Kent and Cambridge Terraces Roding improvements	Road improvements to reduce congestion, improve travel time reliability and safety, and to provide for multi modal forms of travel.	Construction	2019	2023	0.00	0.08	0.08	0.15	9.24	Local – National	TBD	HHL*
	WCC	Aotea Quay improvements	Upgrade of Aotea Quay to improve access to CentrePort and ferry terminals.	Construction	2020	2022	0.00	0.00	0.15	0.15	7.15	Local – National	2.00	HHL
	WCC	Suburban bus priority phase 1	To investigate bus priority measures across the city.	Construction	2018	2024	0.98	2.98	2.40	6.36	15.97	Local – National	TBD	HML*
	NZTA	SH1 Tawa through CBD – interim optimisation measures	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. The activities include optimisation of State Highway 1 between Tawa and Ngauranga which includes minor efficiency improvements for on/off ramp merges and other activities to improve traffic flow.	Construction	2023	2026	0.00	0.00	0.00	0.00	30.76	National	TBD	HML*
	HCC	The Beltway	The Beltway focuses on providing cycling facilities to the east of the city running adjacent to the Hutt Valley/ Wairarapa railway line. It will link into both the Hutt River Trail in the north and the Wainuiomata Hill shared path in the south with connections to major public transport hubs, workplaces, the CBD and neighbourhood shopping areas.	Implementation	2018	2027	1.50	1.90	1.15	4.55	7.35	Local – National	4.60	HMM
	KiwiRail/ GWRC	Palmerston North – Wellington passenger rail (Capital Connection)	Investment in the Capital Connection (Wellington-Palmerston North) passenger rail service.	Implementation	2018	2027	1.83	2.56	1.82	6.21	35.53	National	TBD	HML*

TABLE TWO: SIGNIFICANT ACTIVITIES COSTS AND TIMING

Priority band	Organisation	Project name	Description	Activity Stage	Startyear	End year	Cost 2018/2019 (\$m)	Cost 2019/2020 (\$m)	Cost 2020/2021 (\$m)	3 Year Cost (2018 to 2021) (\$m)	Total Projected costs (\$m)	Funding Source	BCR	Profile
3	GWRC	Real time information tools	Improvement of real-time-passenger information (RTI) systems to provide upgraded functionality that aligns with significant advances in digital technology, and the changes in customer expectations since the current RTI system was introduced in 2010 – 2011.	Implementation	2018	2027	2.71	2.25	6.93	11.89	29.34	Local – National	TBD	HML*
	HCC	Eastern Bays Shared Path – Great Harbour Way	This shared path is a regionally significant project that aims to provide a safe and integrated network for commuting and recreational purposes through much sought after active mode infrastructure around Eastern Bays from Point Howard to Eastbourne. The project also forms a key part of the Te Aranui o Pōneke (the Great Harbour Way), a walking and cycling route around Te Whanganui-a-tara, the harbour of Wellington.	Construction	2018	2023	2.25	3.60	2.00	7.85	14.55	Local – National	2.00	HML
	NZTA	SH2/Whakatiki street intersection improvement	SH2 – Upper Hutt intersections (Totara, Gibbons, Whakatiki and Moonshine Hill Rd) have high collective and personal safety risk. This project is proposed to investigate safety improvements on these intersections and improve access between western suburbs (Riverstone Terrace, Totara Park) /Hutt River Trail and Upper Hutt CBD.	Construction	2018	2020	0.32	0.16	5.55	6.04	6.04	National	TBD	HML*
	NZTA	Resilient port access	Programme of responses relating to mitigating resilience risk to this critical access to Wellington. Includes new layout on Aotea Quay at Hinemoa port entrance and Interislander terminal, better pedestrian access and reconfiguration within the port.	Construction	2019	2024	0.00	1.62	1.62	3.23	64.64	National	TBD	HML*
	GWRC	Electric buses	Support for expanding the electric bus fleet in Wellington. Includes electric fleet premium and charging infrastructure to support electric buses.	Implementation	2021	2027	0.00	0.00	0.00	0.00	37.87	Local – national	TBD	HML*
	WCC	Road resilience improvement – Ngaio Gorge and Wadestown	Ngaio Gorge Road and the Wadestown Route have been identified by the council as key routes for recovery after significant earthquake/ storm events, and for emergency access respectively. Strengthening of these routes would substantially improve resilience of access into and out of Wellington City.	Construction	2018	2023	5.21	4.01	1.01	10.23	13.36	Local – National	TBD	HML*
	NZTA	Noise walls and improvement programme	Initiative to look at noise effects on properties adjacent to the Wellington State Highway network.	Implementation	2022	2023	0.00	0.00	0.00	0.00	14.52	National	TBD	HLL*
	KCDC	East West connectors – relief route	Development of a new urban link between Ihakara Street and Arawhata Road.	Business case-implementation	2021	2024	0.00	0.00	0.00	0.00	10.40	Local – National	TBD	MML*
	PCC	Transmission Gully interfaces and SH1/SH58 revocation	Programme business case to identify implications of possible SH1/SH58 revocation and local road impacts from Transmission Gully	Business case	2017	2024	1.44	2.04	1.79	5.27	11.41	Local – National	TBD	MML*
	WCC	Northern growth roads	Road capacity works in response to current and future urban growth.	Construction	2018	2024	0.49	0.57	2.51	3.57	18.94	Local – National	TBD	MML*

NB: Two projects, Melling Safety and Efficiency Improvements and Petone to Grenada, would be in priority band 1 if they were included as *Significant activities*. Since funding has been approved for some phases of these two projects, they are included in this Programme as *Committed activities* (Table four).

COMMITTED ACTIVITIES

Projects within the regional programme that have funding approval, but have not been completed within the previous three year programme, are shown as committed activities and have the highest priority for funding.

The 2015 programme contained 19 activities for which funding was committed ahead of the start of the 2015-18 programme. Table three below shows these activities and their current status. Many are ongoing and will continue to be included in the programme going forward. Generally this reflects that many of these are larger state highway projects that may take many years from development of business case to completion of construction, or debt servicing on rail rolling stock.

Table four shows those activities with committed funding for the 2018-21 programme. Where there are multiple phases to a project these are shown as one item. In some cases this may mean an activity is displayed as committed when not all phases, or years, have funding approved (eg. Petone to Grenada has funding committed for investigation, property and design and is shown as committed although it is currently being re-evaluated and funding hasn't yet been approved for construction).

What's happening with:

Petone to Grenada

The New Zealand Transport Agency together with councils is re-examining the Petone to Grenada Link Road project to ensure it delivers the best possible outcomes for the region, particularly in terms of its resilience to major events (such as earthquakes and storms) and ability to provide multi-modal transport connections between northern Wellington and the Hutt Valley. In mid-2017, NZTA undertook an evaluation of the Petone to Grenada scheme design. The evaluation found that further investigation is required on the project's resilience, costs and environmental impacts. The findings have resulted in NZTA revisiting some key assumptions underpinning the Petone to Grenada design, including a review of the original project objectives and looking at how the project can further enhance and promote public transport and cycling between northern Wellington and Hutt Valley.

For more information see:

<https://www.nzta.govt.nz/projects/petone-to-grenada-link-road/>

Melling Safety and Efficiency Improvements

Since the Melling Safety and Efficiency Improvements project was scoped opportunities have arisen to link this more closely to the wider RiverLink programme of work. RiverLink is a collaborative programme of work by Hutt City Council, Greater Wellington Regional Council and NZTA to:

- Improve flood protection on Te Awa Kairangi/Hutt River
- Better connect Hutt City Centre to the river contributing to a more vibrant city centre as part of the *Making Places Strategy*
- Improve connectivity between SH2 and Lower Hutt city centre
- Improve multi modal connectivity through changes to the Melling railway station and development of a new footbridge.

For more information see <https://haveyoursay.gw.govt.nz/riverlink>

TABLE THREE: UPDATE ON 2015 COMMITTED ACTIVITIES BY ORGANISATION

Activity name	Description	Start date	Status update
Greater Wellington Regional Council			
Matangi 1 trains and rail upgrades	The Crown's commitment to fund the debt servicing	2012	Ongoing debt servicing commitment until 2032/33
Matangi 2 trains – debt servicing	Matangi 2 trains – debt servicing	2013	Ongoing debt servicing commitment until 2040/41
Real time passenger information system	Implementation of a real time passenger information (RTPI) system on Wellington's public transport network	2012	Complete – seeking funding for improved real time information tools
NZ Transport Agency – Wellington Region			
SH1/SH2 Petone to Grenada Road	SH1/SH2 Petone to Grenada Road	2010	Currently being revaluated
Wellington RoNS (7) – PekaPeka to Otaki Expressway	SH1 PekaPeka to Otaki Expressway	2009	Construction currently underway, completion anticipated in 2020/21
Wellington RoNS (1) SH1 Mt Victoria Tunnel duplication	SH1 Mt Victoria Tunnel duplication	2011	On hold pending outcomes of Let's Get Wellington Moving
Wellington RoNS (3) SH1 Terrace Tunnel duplication	SH1 Terrace Tunnel duplication	2015	On hold pending outcomes of Let's Get Wellington Moving
Mount Victoria Tunnel safety improvements	Upgrade of the fire safety system of the existing tunnel	2008	Ongoing, anticipated to be completed in 2018/19
Wellington RoNS (5) – Transmission Gully	Transmission Gully	2009	Construction underway, construction anticipated to be completed in 2020/21. Ongoing PPP payments scheduled until 2044/45.
Wellington RoNS (6) SH1 MacKays to PekaPeka Expressway	SH1 MacKays to PekaPeka Expressway	2009	Construction completed
Wellington RoNS – programme management	Programme management (internal resource)	2009	Ongoing, transport activity.
Wellington RoNS (4) Ngauranaga to Aotea Quay	Active traffic management (smart motorway)	2013	Completed
SH2/SH58 Interchange improvement	A new grade separated interchange	2007	Completed, other work on SH58 ongoing
SH2 Rimutaka Hill guardrails	Guardrail installation	2014	Ongoing work reflected in significant activities work as SH2 Featherston to Upper Hutt safe system and resilience transformation.
Porirua City Council			
PCC link roads	PCC link roads	2014	Construction underway to align with Transmission Gully.
South Wairarapa District Council			
Emergency works local roads 2013/14	Emergency works local roads 2013/14	2013	Completed
Emergency works special purpose roads 2012/13	Emergency works special purpose roads 2012/13	2012	Completed
Wellington City Council			
Emergency works 2012/13	Emergency works 2012/13	2012	Ongoing
Small bus priority	Small bus priority	2008	Ongoing work reflected in significant activities as suburban bus priority (priority band 2)

TABLE FOUR: COMMITTED ACTIVITIES BY ORGANISATION 2018-2021

Activity name	Description	Phases	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Estimated Total costs (\$m) ⁽¹⁾	Funding sources	Comments
Greater Wellington Regional Council											
Matangi 1 trains and rail upgrades	Commitment to fund the debt servicing costs for the Matangi Trains Project and the Wellington Area Rail Upgrade Projects. Funding approved in 2011.	Construction	2012	2032	3.35	3.35	3.35	10.06	64.00	Local-National	Project delivered, funding committed to ongoing debt servicing
Matangi 2 trains – debt servicing	Debt servicing for procurement of 35 additional Matangi EMU units from Hyundai Rotem. Funding approved in 2013.	Construction	2013	2040	14.45	14.45	14.45	43.35	349.07	Local-National	Project delivered funding committed to ongoing debt servicing
Real time passenger information system	Implementation of the current Real time information system. Funding approved in 2008.	Implementation	2012	2018	0.33	0.00	0.00	0.33	4.32	Local-National	Implementation completed in 2018/19, new funding sought for further Real time information tools (priority band 2)
Masterton District Council											
July 2017 storm event	Emergency works in response to July 2017 storm event	Construction	2017	2018	0.15	0.00	0.00	0.15	0.78	Local-National	
NZ Transport Agency – Wellington Region											
Mt Victoria Tunnel – safety improvements	Fire safety upgrade of the Mt Victoria Tunnel. This includes tunnel ventilation, strengthening the existing walkway, and establishing a new ITS system to support tunnel operations. Funding approved 2014.	Construction	2014	2018	1.95	0.00	0.00	1.95	30.72	National	
SH2 Masterton to Carterton safety improvements	Improving accessibility into the commercial/industrial area in Waingawa and urban fringes of both towns. Addresses some of the identified safety issues on the corridor including upgrading key intersections, side barriers, and other minor safety improvements. Funding approved for the detailed business case 2018.	Detailed business case	2018	2018	0.06	0.00	0.00	0.06	0.55	National	
SH1/SH2 Petone to Grenada Link road	Investigation and design of a transport link between State Highway 1 at Grenada and State Highway 2 at Petone. Funding for investigation and design approved in 2010. Construction funding has yet to be approved.	Investigation -Property – Design	2010	2024	24.32	35.00	15.60	74.91	119.41	National	Under review to ensure the project will deliver the best possible outcomes, particularly around resilience
Wellington RoNS (5) -Transmission Gully	Design and construction of a new 27km length expressway between MacKays Crossing and Linden. Construction funding approved in 2013. Total costs include ongoing maintenance and operations to 2044 as part of the public private partnership (PPP).	Design-Construction -Implementation	2012	2044	7.44	53.47	122.68	183.59	3,104.00	National	Costs are totals for all phases including ongoing maintenance and operations PPP costs
Wellington RoNS (7) SH1 Peka Peka to Otaki Expressway	A new four lane median divided expressway between Peka Peka Rd and Taylors Road north of Otaki. Construction funding approved in 2016.	Construction	2015	2020	121.68	81.87	47.20	250.75	320.12	National	
Wellington RoNS – programme management	Supports the internal resources the NZTA requires to develop the Wellington RoNS. Funding approved in 2010.	Investigation	2009	2022	3.42	3.08	3.08	9.58	37.60	National	
SH2 Melling Efficiency and Safety Improvements	Improving the efficiency and safety of State Highway 2 and the Melling interchange. Part of the Riverlink programme systems approach integrating transport, flood protection and urban renewal initiatives from NZTA, GWRC and HCC. Funding approved for the business case 2016.	Indicative Business case	2016	2018	0.81	0.00	0.00	0.81	2.46	National	Under review to ensure the project will deliver the best possible outcomes, and appropriately support the wider RiverLink programme
SH58 safety improvements	Safety improvements on State Highway 58 Haywards Hill including roadside guardrails, delineation improvements, median wire rope barriers, seal widening, edge barriers, intersection treatments (including two roundabouts) and structure widening. Funding approved 2017.	Implementation	2017	2019	20.02	23.72	0.00	43.74	46.95	National	

(1) Total Cost includes expenditure that has already occurred

TABLE FOUR: COMMITTED ACTIVITIES BY ORGANISATION 2018-2021

Activity name	Description	Phases	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Estimated Total costs (\$m) ⁽¹⁾	Funding sources	Comments
NZ Transport Agency – Wellington Region											
Wellington RoNS (2)-Wellington Inner-City (tunnel to tunnel)	Investigation and implementation of an optimised multi-modal solution (either an at-grade or partially grade separated solution) on this strategic section of SH1 in the vicinity of Basin Reserve between Paterson Street and Tory Street. This includes potential integration with Wellington public transport spine, and provisions for pedestrians and cyclists. Additional turning lanes and a potential clearway system will be introduced as part of a package of improvements for Vivian Street.	Construction	2012	2018	1.13	0.00	0.00	1.13	108.67	National	
Weigh Right McKay's	Replacement weigh station for Plimmerton	Implementation – Property	2017	2020	2.92	6.05	1.67	10.64	10.77	National	
Emergency works SH1 Coast Road Cyclone Gita	SH1 Coast Road is on the west coastline between Pukerua Bay and Pakeakariki, north of Wellington. It is approximately 4.4km long highway in a coastal environment. Due to the close proximity to the open sea, this road is vulnerable to sea surges, typically resulted by a combination of northerly wind and high tide.	Construction	2017	2018	0.22	0.00	0.00	0.22	1.01	National	
Porirua District Council											
PCC link roads	Two new roads from the James Cook interchange on Transmission Gully to the intersection of James Cook Drive and Navigation Drive (Whitby Link Road), and the intersection of Warspite Avenue and Niagra Street (Waitangirua Link Road). Funding approved in 2014.	Construction	2014	2019	6.90	0.61	0.00	7.51	34.28	Local-National	
Wellington City Council											
Wellington Cycle network – Hutt to CBD package	Improving cycleways connecting the Hutt Valley to Wellington CBD along the State Highway 2 Corridor. Funding approved in 2016.	Implementation	2016	2018	4.71	0.00	0.00	4.71	9.74	Local – National–UCF ⁽²⁾	Costs are totals for all phases. Including phases not yet approved.
Wellington cycle network – Eastern package	Cycleway development in the Eastern suburbs. Funding approved 2017 .	Detailed business case – Implementation	2017	2018	9.51	9.80	0.00	19.31	19.31	Local – National–UCF	

(2) UCF indicates funding from the Urban Cycleways Fund. See page 25 for further information

AUTOMATICALLY INCLUDED ACTIVITIES

The ongoing provision of public transport services and maintenance, operations and renewals of local roads are automatically included in the RLTP. Funding levels for these activities can be adjusted through Long Term Plan and NLTP development but in practice they must continue to be funded, and should not be considered as part of prioritisation. Therefore, automatically included activities are the second priority for funding. The costs presented are for the next three years as these are generally developed as three year programmes to align with the Long Term Plan, NLTP and GPS funding cycles.

A change to the presentation of automatically included activities from RLTP 2015 is that local road renewals programmes have been combined with local road maintenance and operations programmes to enable efficiencies identified through the Roothing Efficiency Group process. Additionally the Department of Conservation maintenance, operations and renewals programme has been included for the first time.

TABLE FIVE: AUTOMATICALLY INCLUDED ACTIVITIES								
Activity name	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Funding sources	Comments
Comments								
Maintenance, operations and renewals programme	2018	2021	2.83	2.97	3.03	8.84	Local-National	
Department of Conservation								
Maintenance, operations and renewals programme	2018	2021	0.05	0.05	0.05	0.15	National	
Greater Wellington Regional Council								
Public Transport programme – Bus and ferry services	2018	2021	45.68	46.45	49.36	141.49	Local-National	Ferry costs are approximately \$320,000 p.a.
Public Transport programme – Facilities operations and maintenance	2018	2021	11.77	12.73	13.16	37.67	Local-National	
Public Transport programme – Passenger rail services	2018	2021	61.10	57.93	54.61	173.64	Local-National	
Public Transport programme – Total Mobility	2018	2021	2.67	2.80	2.67	8.13	Local-National	
Public Transport programme – Information supply, operations and maintenance	2018	2021	13.75	13.27	13.37	40.39	Local-National	
Total Public transport programme	2018	2021	134.97	133.18	131.17	401.32	Local-National	
Hutt City Council								
Maintenance, operations and renewals programme	2018	2021	13.51	13.91	14.21	41.63	Local-National	
Kapiti Coast District Council								
Maintenance, operations and renewals programme	2018	2021	5.40	5.90	6.15	17.46	Local-National	
Masterton District Council								
Maintenance, operations and renewals programme	2018	2021	6.90	7.22	7.37	21.49	Local-National	
Porirua District Council								
Maintenance, operations and renewals programme	2018	2021	5.92	5.61	5.54	17.07	Local-National	
South Wairarapa District Council								
Maintenance, operations and renewals programme	2018	2021	3.44	3.42	3.50	10.37	Local-National	Includes funding for Special purpose roads
Upper Hutt City Council								
Maintenance, operations and renewals programme	2018	2021	4.69	4.76	4.69	14.15	Local-National	
Wellington City Council								
Maintenance, operations and renewals programme	2018	2021	41.93	40.82	42.83	125.37	Local-National	

NON-PRIORITISED ACTIVITIES

Due to the large number of transport activities put forward for funding in the Wellington Region it is not practical to prioritise all activities. During the development of the RLTP 2015 a decision was made to only prioritise projects that have a total cost over \$5 million and that are regionally or inter-regionally significant.

This table contains a number of smaller infrastructure improvements, including low cost/low risk improvement projects, and non-significant activities over \$5 million.

Low cost/low risk improvement programmes replace minor improvement programmes with an increased threshold of \$1 million (previously minor improvements only applied to projects under \$300,000). These are made up of a number of small scale local projects that have a total cost less than \$1 million and do not require business cases.

There are several improvement or renewal activities included in this table which are over \$5 million. These activities are not considered to be regionally or inter-regionally significant.

The State highway maintenance, operation and renewals programme is included in the non-prioritised table, as under the Land Transport Management Act 2003 this is not automatically included in the RLTP in the same way as approved organisation⁽¹⁾ road maintenance, operation and renewals programmes.

Transport planning, modelling and analytics activities are also included in this table. These are generally lower cost activities, but are also difficult to prioritise as they do not have BCRs. Similarly road safety promotion and travel demand programmes are also treated as non-prioritised.

TABLE SIX: NON-PRIORITISED ACTIVITIES

Activity name	Description	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Estimated total cost	Funding sources
Carterton District Council									
Low cost/low risk improvements 2018-21	Programme of low cost/low risk improvement projects under \$1m each.	2018	2021	0.37	0.28	0.40	1.05	1.05	Local-National
Department of Conservation – Wellington region									
Low cost/low risk improvements 2018-21	Programme of low cost/low risk improvement projects under \$1m each.	2018	2021	0.00	0.00	0.00	0.10	0.10	National
Greater Wellington Regional Council									
Low cost/low risk improvements programme	Programme of low cost/low risk improvement projects under \$1m each.	2018	2021	20.51	9.98	8.86	39.35	39.35	Local-National
Asset Management Plan Updates 2018-28	Public transport asset management plan update.	2017	2027	0.05	0.09	0.21	0.35	1.23	Local-National
Demand management	To optimise the regional transport network through the use of non-infrastructure interventions to support walking, cycling, carpooling, public transport and other work commute, school travel and business travel options or alternatives.	2017	2019	0.77	0.79	0.79	2.35	2.35	Local-National
Improving rail passenger information	Replacement audio visual customer information system at Wellington Station.	2018	2018	1.50	0.00	0.00	1.50	1.50	Local-National
On-board systems equipment	Purchase of on-vehicle real time passenger information (RTPI) hardware for the bus fleet. Replaces obsolete equipment.	2018	2019	1.68	1.00	0.00	2.68	2.68	Local-National
Porirua Station bus shelter upgrade	The bus shelters at Porirua Station need to be replaced and this provides an opportunity to upgrade them to address issues with passenger amenity and efficient levels of service, including the safety and comfort of the shelters, lack of information, location of the stops and the grouping of services.	2018	2019	0.10	3.47	0.00	3.57	3.57	Local-National

⁽¹⁾ Regional Councils, Territorial Local Authorities and other approved public organisations under s 23 of the LTMA such as the Department of Conservation.

TABLE SIX: NON-PRIORITISED ACTIVITIES

Activity name	Description	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Estimated total cost	Funding sources
Greater Wellington Regional Council									
PT Plan review 2018-21	Revision of the 2014 RPTP to reflect RLTP mid-term update, which triggers statutory requirement to review the PT Plan. The review will also provide an opportunity to reflect other changes such as GPS 2018, the LTP 2018-21, revisions of the Regional Rail Plan, LGWM, and new technology developments.	2018	2021	0.01	0.04	0.01	0.07	0.21	Local-National
Regional land transport planning management 2018-21	Development, management, implementation, monitoring and reporting on the RLTP.	2018	2020	1.12	1.14	1.14	3.39	3.39	Local-National
Road Safety Promotion	The provision of road safety information, awareness campaigns and education opportunities to highlight and address road safety priorities of high concern.	2018	2020	0.60	0.61	0.60	1.80	1.80	Local-National
Transport analytics (across Wellington Region)	Transport analysis in the region is split across many organisations in the region, both public and private. This programme business case aims to ask the questions around what tools do we need and how do we organise their use and application.	2017	2026	1.30	0.52	0.00	1.82	2.39	Local-National
Waterloo Station – replace roof canopy	Replace Waterloo Station roof canopy, ticket facilities, toilets and associated works (eg. repair station furniture, platform and retiling subway). Non-prioritised as primarily a renewal activity.	2018	2020	0.50	0.00	10.44	10.94	10.94	Local-National
Waterloo depot purchase for park & ride	Purchase of land adjacent to the Waterloo rail station and bus interchange for development as park & ride.	2017	2018	3.35	0.00	0.00	3.35	3.35	Local-National
Hutt City Council									
Low cost/low risk improvements programme	Programme of low cost/low risk improvement projects under \$1m each.	2018	2021	5.82	4.07	3.32	13.20	13.20	Local-National
Cycleway network development – Ngauranga to Melling	Construction of and upgrades to Hutt City roads/cycle connections to the Petone to Ngauranga cycleway.	2018	2018	1.00	0.00	0.00	1.00	1.00	Local-National
Eastern Hutt Road Retaining walls Strengthening	The Eastern Hutt Road is only one of two road access routes between Lower Hutt Valley and Upper Hutt. Strengthening of this section of road along Eastern Hutt Road would substantially improve resilience of access between Lower Hutt/Wellington and Upper Hutt.	2020	2020	0.00	0.00	2.89	2.89	2.89	Local-National
Hutt City East access route	Improvements to intersections along the City East access route to improve travel time reliability, safety and to remove through traffic using CBD streets.	2020	2020	0.00	0.00	3.50	3.50	3.50	Local-National
Road Safety Promotion 2018-21	Contribute towards achieving Safer Journeys 2020 goal 'A safe road system increasingly free of death and serious injury'. Also HCC's Transport Division key performance indicator (KPI) 'a reducing trend in the number of fatalities and serious injury crashes on the local road network'.	2018	2020	0.21	0.21	0.21	0.62	0.62	Local-National
Kapiti Coast District Council									
Low cost/low risk improvements programme	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	3.39	2.52	1.41	7.32	7.32	Local-National
KTM3 model update 2018/21	Update traffic models to reflect that by 2020/21 there will have been significant changes to traffic flows when the RoNS have all been opened and changes in the rate of both commercial and residential development are known.	2020	2020	0.00	0.00	0.10	0.10	0.10	Local-National
Road Safety Promotion 2018-21	To contribute to the Government's Safer Journey initiatives; aims to reduce road user crash risks and consequences.	2018	2020	0.09	0.09	0.09	0.26	0.26	Local-National

TABLE SIX: NON-PRIORITISED ACTIVITIES

Activity name	Description	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Estimated total cost	Funding sources
Kapiti Coast District Council									
East West Connectors – free left turn lane northbound on EWY	Part of the East West Connectors programme. Evaluation of the feasibility and benefits of implementation of the free left turn onto the Expressway and the construction of the left turn.	2020	2020	0.00	0.00	1.62	1.62	1.62	Local-National
East West Connectors – optimisation traffic lights Kapiti Rd	Part of the East West Connectors programme. To investigate, and if required trial, optimisation of each set of traffic lights on Kapiti Road.	2018	2019	0.65	0.00	0.00	0.65	0.65	Local-National
East West Connectors – signalisation Rimu/Ihakara intersection	Part of the East West Connectors programme. Signalisation of the intersection of Ihakara Street – Rimu Road in Paraparaumu.	2024	2024	0.00	0.00	0.00	0.00	1.03	Local-National
Masterton District Council									
Low cost / low risk improvements 2018-21	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	0.81	0.79	0.63	2.23	2.23	Local-National
Road Safety Promotion 2018-21	A collaborative programme throughout three districts – Masterton, Carterton and South Wairarapa to reduce the number of fatal and serious injury crashes on Wairarapa roads.	2018	2020	0.21	0.21	0.22	0.63	0.63	Local-National
NZ Transport Agency – Wellington region									
Maintenance, operations and renewals programme 2018-21	This maintenance programme aims to sustain current levels of service and incrementally improve these where there is gap against the One Network Road Classification (ONRC) targets to improve long term efficiency without undue service or investment risk.	2018	2020	48.00	42.13	39.37	129.50	129.50	National
Low cost / low risk improvements 2018-21	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	4.82	4.93	5.01	14.76	14.76	National
Active road user corridor programme	The project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	2018	2021	0.13	0.07	2.33	2.54	2.54	National
SH1 Ngauranga Gorge cycling improvements	The Ngauranga Gorge is a key link for cyclists. To provide a fully connected journey for cyclists improvements for the Gorge are being considered.	2023	2026	0.00	0.00	0.00	0.00	1.70	National
Road safety promotion 2018-21	NZTA Highway and Network operations (state highways) contribution to the education component of the regions Safer Journey strategy implementation 2010-2020 plan. Project primarily contributes to road safety education in various forms and promotes improved road user behaviour on the state highway network within the Region.	2018	2021	0.51	0.51	0.51	1.54	1.54	National
Wellington LED replacement programme	One for one luminaire replacement with LED across the state highway network. Non-prioritised as primarily a renewal activity.	2023	2026	0.00	0.00	0.00	0.00	9.36	National
Porirua District Council									
Low cost/low risk improvements programme	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	0.14	1.66	0.33	2.13	2.13	Local-National
CBD to Titahi Bay shared path	A continuous shared path from the Porirua Railway Station and CBD to Titahi Bay to counteract a very low participation rate in the active modes, serve school children (5 schools), commuter cyclists, and pedestrians.	2018	2023	1.00	1.07	1.60	3.67	4.80	Local-National-UCF
Walking and cycling pathway projects	Pathway projects to complete key north-south and east-west spines in the city, and allow for post Transmission Gully revocation. To improve access for commuters to the CBD and lift low walking and cycling participation. .	2018	2022	0.65	0.59	0.54	1.78	1.78	Local-National-UCF
Kenepuru/ Whitford Brown intersection upgrades	Intersection upgrades required at Kenepuru and Whitford Brown due to current safety and congestions issues, future growth, and Transmission Gully impacts.	2018	2022	0.40	2.20	1.00	3.60	3.60	Local National

TABLE SIX: NON-PRIORITISED ACTIVITIES

Activity name	Description	Start year	End year	Cost 2018/19 (\$m)	Cost 2019/20 (\$m)	Cost 2020/21 (\$m)	3 year costs (\$m)	Estimated total cost	Funding sources
Porirua District Council									
Road Safety Promotion 2018-21	Deliver road safety programmes for the Porirua City Council. To reduce the risk of death and serious injury on our roads.	2018	2020	0.18	0.18	0.18	0.56	0.56	Local-National
South Wairarapa District Council									
Low cost/low risk improvements programme (includes Special purpose roads ⁽¹⁾)	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	0.57	0.48	0.47	1.52	1.52	Local-National
Upper Hutt City Council									
Low cost/low risk improvements 2018-21	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	2.09	2.35	2.58	7.02	7.02	Local-National
Road Safety Promotion 2018-21	To contribute to achieving the aims of the Government's Safer Journeys 2020 initiatives, by reducing road user crash risks and consequences, as defined in the Road safety action plan 2017-2018.	2018	2020	0.12	0.12	0.13	0.37	0.37	Local-National
Fergusson/Eastern Hutt/County Lane Intersection	Intersection investigation to improve the safety for all road users at these adjacent intersections.	2016	2018	2.05	0.00	0.00	2.05	2.10	Local-National
Fergusson/Ward/Whakatiki intersection	Full traffic study for proposed intersection improvements to cater for traffic growth.	2016	2019	0.56	7.50	0.00	8.06	8.12	Local-National
Wellington City Council									
Low cost/low risk improvements programme	Programme of low cost/low risk improvement projects under \$1m each.	2018	2020	8.03	6.66	6.88	21.57	21.57	Local-National
Hutt Road roundabout	Build a roundabout to address congestion, poor journey time reliability and safety concerns.	2022	2023	0.00	0.00	0.00	0.00	3.15	Local-National
Road Safety Promotion 2018-21	Programme of work to contribute to a reduction of the number of people killed or seriously injured on the Wellington City network by building on existing effective programmes, developing new interventions (where required) and working collaboratively with our partners through a systematic approach. The common goals enable effective co-ordination of resources, actions, and solutions for our community's needs.	2018	2020	0.59	0.59	0.59	1.76	1.76	Local-National
Seatoun Tunnel seismic strengthening	Strengthening Seatoun tunnel to avoid damage to the tunnel itself in an earthquake and improve resilience of access for the residents of Seatoun.	2017	2018	1.50	0.00	0.00	1.50	1.60	Local-National
Shelly Bay roading improvements	Road improvements in response to urban development/growth and to reduce congestion, improve travel time reliability and safety/resilience, and to provide for multi-modal forms of travel.	2018	2018	2.50	0.00	0.00	2.50	2.50	Local-National
Te Aro roading improvements	Road realignment to improve connectivity between the city, Brooklyn and Aro Valley.	2020	2021	0.00	0.00	1.10	1.10	2.10	Local-National
Wellington cycle network – southern Package	Cycleway development within the approved Urban cycleways programme – Southern Package.	2018	2018	3.80	0.00	0.00	3.80	3.80	Local-National-UCF
Cycleway promotion 2018/19	Cycle promotion and behaviour change to support the uptake citywide and that associated with network development.	2018	2027	0.50	0.50	0.50	1.50	5.00	Local – National

(1) Cape Palliser Road from the intersection with Lake Ferry Road to its terminus at Cape Palliser is a special purpose road that receives a higher funding assistance rate from the NZTA.

INTER-REGIONAL SIGNIFICANCE

Many trips (particularly those for freight and tourism purposes) take place between the Wellington region and adjoining regions of New Zealand. The transport network provides for journeys across regional boundaries, and issues affecting one region's network can have a significant impact on communities and businesses in other regions. Coordination between regions is important to facilitate safe, effective and efficient inter-regional journeys. Investment in improved technology can also have significant flow on effects to other regions where there are opportunities to work together. The NEXT integrated ticketing and fares project is an example of this where Wellington is working with the NZ Transport Agency and other regions to procure a ticketing system that has the flexibility to be implemented on many different public transport networks round the country.

The RLTP is required to identify those activities that are significant to inter-regional transport. Inter-regionally significant activities are:

- Any regionally significant activity that has implications for connectivity with other regions, and
- Any regionally significant activity for which cooperation with other regions is required.

The relevant agencies will work together and across regional boundaries to ensure these projects are implemented in a manner that maximises their benefits to all parties.

TABLE SEVEN: ACTIVITIES WITH INTER-REGIONAL SIGNIFICANCE

Priority band	Organisation	Project	Implications for connectivity with other regions	Requires cooperation with other regions
1	GWRC/ WCC/ NZTA	Ngauranga to airport (Let's Get Wellington Moving)	Improves access through and to the Wellington CBD from the airport. Wellington airport provides key inter regional and international connectivity.	
	KiwiRail/ GWRC	Wellington Metro rail track infrastructure: catch up renewals	Catch-up renewals of rail track infrastructure enable freight and passenger rail services to continue operating providing an alternative to roads for inter-regional connectivity.	
	KiwiRail/ GWRC	Unlocking rail network capacity and improving resilience – infrastructure	Rail network infrastructure improvements including double tracking, freight passing loops and signalling and electrical upgrades improve the ability of the rail network to serve inter-regional journeys.	
	NZTA	SH2 Featherston to Upper Hutt safe system transformation	SH2 provides one of the key strategic roading corridors linking Wellington to the north. Particularly to journeys to Napier-Hastings and the East Coast.	
	NZTA	SH2 Featherston to Masterton safe system transformation	SH2 provides one of the key strategic roading corridors linking Wellington to the north. Particularly to journeys to Napier-Hastings and the East Coast.	
	NZTA	SH2 Wellington to Upper Hutt safer corridor	SH2 provides one of the key strategic roading corridors linking Wellington to the north. Particularly journeys to Napier-Hastings and the East Coast.	
	NZTA	Wellington ITS improvement programme		Development of a national transport operating system leading to the regional implementation of intelligent transport systems across the transport network (both rural roads and urban areas). This will provide customers with safe and efficient journeys through provision of near real-time information. It will also allow proactive optimisation of the one connected transport system.
	GWRC	Project NEXT integrated ticketing and fares		Project NEXT is a national, integrated approach to provide a single ticketing solution for all of New Zealand. It will provide a central capability that will be designed to enable each region to participate, while maintaining the local control and identity that its regional fares policy and ticketing activity requires.
	GWRC	Wairarapa services and capacity enhancement (E-DMU and shuttles)	Procurement of electro-diesel multiple units will enable improved passenger rail services for the lower north island, including parts of the Horizons region.	

TABLE SEVEN: ACTIVITIES WITH INTER-REGIONAL SIGNIFICANCE

Priority band	Organisation	Project	Implications for connectivity with other regions	Requires cooperation with other regions
2	NZTA	Wellington ITS improvement programme		Development of a national transport operating system leading to the regional implementation of intelligent transport systems across the transport network (both rural roads and urban areas). This will provide customers with safe and efficient journeys through provision of near real-time information. It will also allow proactive optimisation of the <i>one connected transport system</i> .
	HCC	Hutt City Cross Valley Connection	Will improve the resilience of links between SH2 and Seaview. Seaview contains the main fuel storage facility for the Wellington region. Resilient access to fuel is important to maintain connectivity with other regions.	
	WCC	Kent and Cambridge Terrace roading improvements	Part of the corridor providing access to the airport. Wellington airport provides key inter regional and international connectivity.	
	WCC	Aotea Quay improvements	Provides improved access to Centreport and Interislander ferry terminals. Centreport provides the main port facility for the Wellington and Horizons regions. Interislander ferries provide a critical link between the North and South Islands across Cook Strait.	
	NZTA	SH1 Tawa through CBD – interim optimisation measures	SH1 provides one of the key strategic roading corridors linking Wellington to the north. Without this package of measures the full benefits of Transmission Gully in improving access to the north may not be realised.	
	GWRC	Real time information tools		Improvement of real-time-passenger information systems to provide upgraded functionality that aligns with significant advances in digital technology and the changes in customer expectations. Will enable linkages with Mobility as a Service platforms that will create market-places for travel.
	KiwiRail/ GWRC /Horizons	Palmerston North – Wellington passenger rail (Capital Connection)		Continuation of the Palmerston North-Wellington passenger rail service (Capital Connection), joint project with Horizons Regional Council.
3	NZTA	Resilient port access	Provides improved access to Centreport and Interislander ferry terminals. Centreport provides the main port facility for the Wellington and Horizons regions. Interislander ferries provide a critical link between the North and South islands across Cook Strait.	

FUNDING SOURCES AND FINANCIAL FORECASTS

Funding sources

This section provides an updated forecast of anticipated revenue and expenditure for 2015-2025. The main sources of funds for land transport activities for the region are:

- The NLTF
- Councils' local share
- Other funding sources, including third party funding, Crown appropriations and fare revenue from public transport passengers.

National Land Transport Fund

The NLTF is fully hypothecated (ie. funded) from road user charges, fuel excise and motor vehicle registrations. These funds are administered by the NZTA and used to pay for the transport activities in the NLTP. The relationship is described in Figure two.

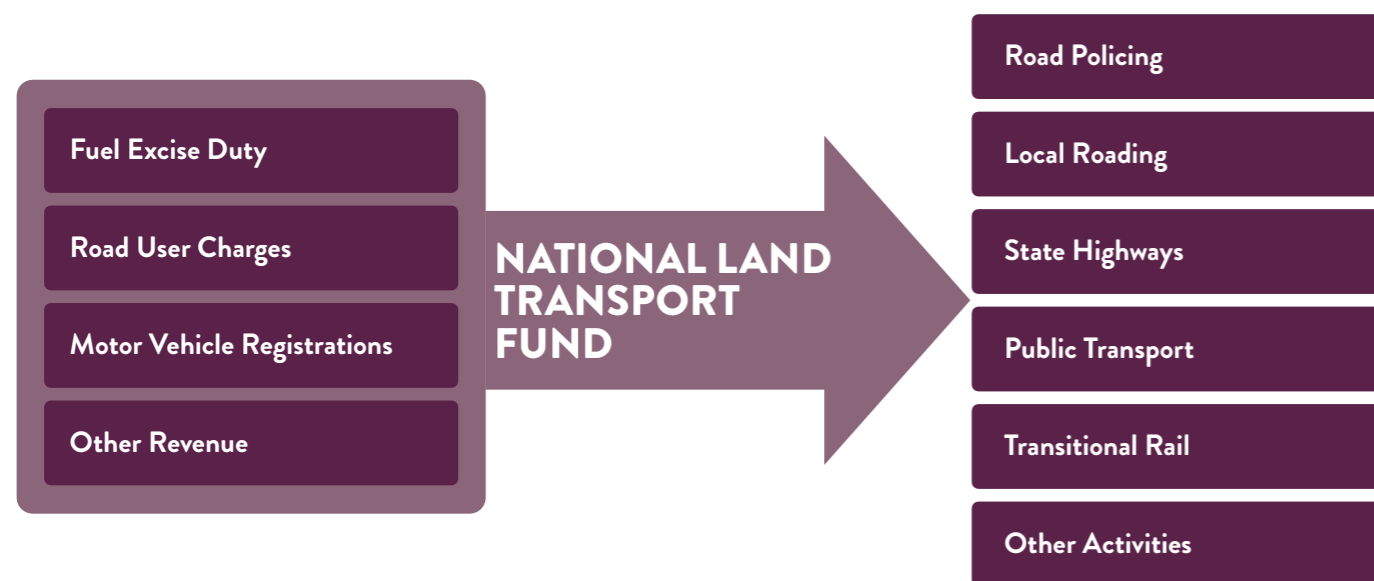


Figure two: Sources of the funds within the National Land Transport Fund

Funds from the NLTF are allocated on the basis of national priorities by the NZTA.

The activity classes and funding ranges are defined by the GPS. When allocating funds, projects in different activity classes are not competing for the same funding. Only projects within activity classes are competing for funding. Eg. public transport projects only compete with other public transport projects for funding, not with walking and cycling projects.

The current activity classes are:

TABLE EIGHT: GPS ACTIVITY CLASSES	
Activity Class	Examples of the type of project
Public transport	Existing bus, rail and ferry services, and information supply. Total mobility, public transport maintenance, renewals and improvements
Rapid transit (new)	Investment in rapid transit improvements
Walking and cycling	Investment to improve walking and cycling including promotional activities
Local road improvements	New local roads and, Improving the capacity or level of service on existing roads
Regional improvements	Investment in transport outside major metropolitan areas to support regional economic development
State highway improvements	New state highways and, Improving the capacity or level of service on existing roads
Road policing	Investment in road policing
Road safety promotion and demand management	Investment to improve safer road user behaviour
State highway maintenance	Investment in renewals and maintenance on the existing road network
Local road maintenance	Investment in renewals and maintenance on the existing road network
Transitional rail (new)	Investment to support urban and interregional rail services that assist passengers to access major employment and housing areas

Council funding (Local share)

Local share funds are allocated by individual councils and are mainly provided through rates, and loans (for capital expenditure). The regional council funds public transport services, whereas local councils fund local roads (including footpaths and cycleways). Funding for these activities is set through the development of long term plans and annual plans under the Local Government Act 2002.

Funding Assistance Rates (FAR)

The NZTA Funding Assistance Rate (FAR) determines the proportion of costs for an activity that will be paid from the NLTF. State highways and Transitional rail have a 100% FAR and are fully funded from the NLTF. Councils have a normal FAR for most other activities. This means that a fixed proportion of the activities they undertake will be funded from the NLTF and the remainder comes from local share, generally rates (although in some cases the FAR for a council, activity class, or a particular activity may still be undergoing a transition from the previous FARs).

Some activities receive a targeted enhanced FAR higher than the standard FAR to achieve particular outcomes (for example Special purpose roads). As a result of the changes to the GPS in 2018 we anticipate greater use of targeted enhanced FARs to bring forward projects that contribute to the GPS outcomes.

Other Funding Sources

Other funding sources may include public transport fares, Crown appropriations, the Urban Cycleway Fund and the new Provincial Growth Fund. More information about existing Crown appropriations, the Urban Cycleways Fund and the Provincial Growth Fund can be found in [Significant Expenditure Funded from Other Sources](#)

TABLE NINE: STANDARD FARs BY APPROVED ORGANISATION

Authority	FAR (amount of cost funded from the NLTF)
Carterton District Council	53%
Department of Conservation (Wellington Region)	51%
Greater Wellington Regional Council	51%
Hutt City Council	51%
Kapiti District Council	51%
Masterton District Council	57%
New Zealand Transport Agency (Wellington Region)	100%
Porirua City Council	56%
South Wairarapa District Council	52%
Upper Hutt City Council	51%
Wellington City Council	51%

Updated estimated 10 year programme cost and forecast expenditure

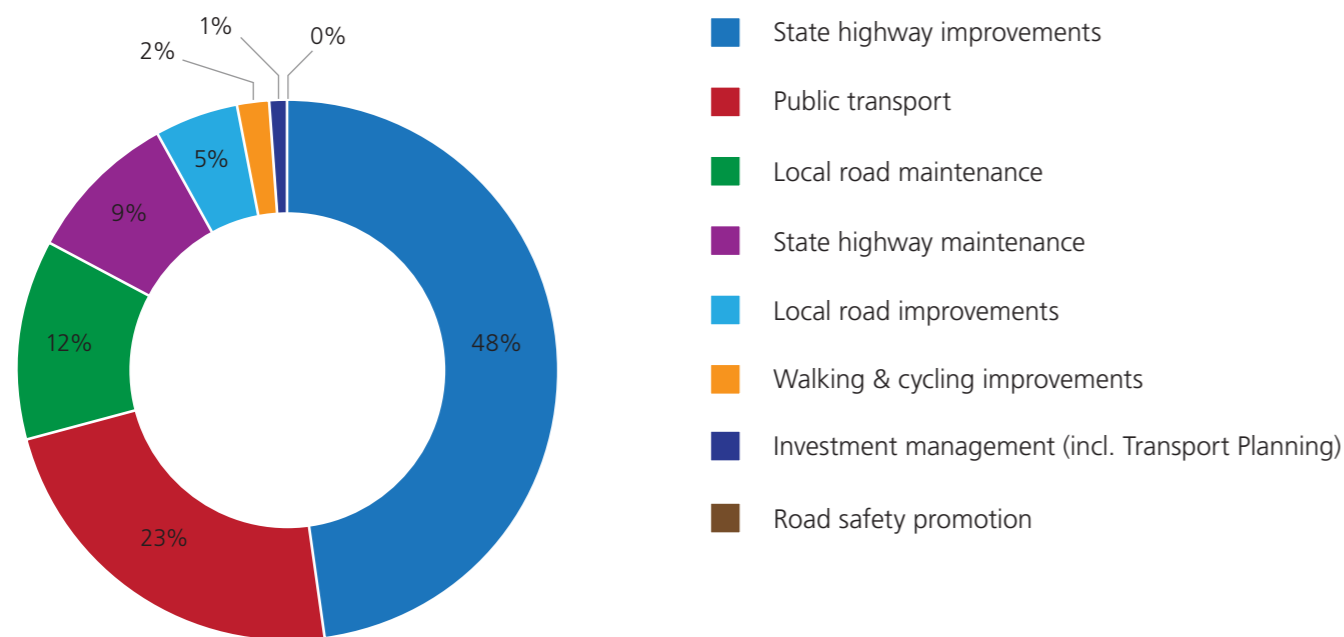
The 2015 RLTP contained an estimated 10 year forecast cost for all the activities in the programme out to 2025. These tables update those forecasts for the years 2018 to 2025. The tables are not directly comparable to those in the 2015 RLTP as changes have occurred to the activity classes since 2015 and DOC activities were not included in the 2015 RLTP. The forecast data is provided by councils, DOC and the NZTA by activity class. Forecast figures may not align with project spending identified in Tables one to six above due to the different timeframes for investment.

TABLE TEN: FORECAST COST BY ACTIVITY CLASS 2015-2025

Activity class	2015/16 (actual) (\$m)	2016/17 (actual) (\$m)	2017/198 (forecast) (\$m)	3 year forecast cost 2015-2018 (\$m)	2018/19 (forecast) (\$m)	2019/20 (forecast) (\$m)	2020/21 (forecast) (\$m)	3 year forecast cost 2018-2021 (\$m)	Forecast Cost 2021-2025 (\$m)	Forecast 10 year cost (\$m)
Investment management (incl. Transport planning)	2.52	2.90	4.42	9.83	2.69	2.06	2.06	6.81	2.29	18.93
Road safety promotion	1.86	1.68	1.98	5.52	2.50	2.52	2.52	7.54	10.11	23.17
Walking and cycling improvements	3.32	4.72	21.22	29.26	18.80	15.26	7.29	41.35	21.44	92.04
Public transport	123.98	132.91	145.15	402.04	184.78	190.92	203.83	579.53	767.89	1,749.46
Local road maintenance	69.08	70.50	69.72	209.30	79.34	79.28	82.14	204.76	332.37	782.43
Local road improvements	12.88	12.62	56.26	81.76	42.76	31.20	39.44	113.51	234.42	429.69
State highway maintenance	49.70	59.52	51.11	160.33	48.00	42.13	39.37	129.50	178.35	468.18
State highway improvements	310.06	223.19	310.58	843.82	137.41	197.42	248.88	583.71	1,314.24	2,741.77
Total	573.39	508.04	660.44	1,741.86	516.39	560.53	625.53	1,702.71	2,861.11	6,305.68

Note: The NZTA's Transport Investment Online database has not yet been updated to reflect the new activity classes in GPS 2018, so these are not shown in these forecasts.

2015-18 estimated percentage of funding by activity class



2018-21 estimated percentage of funding by activity class

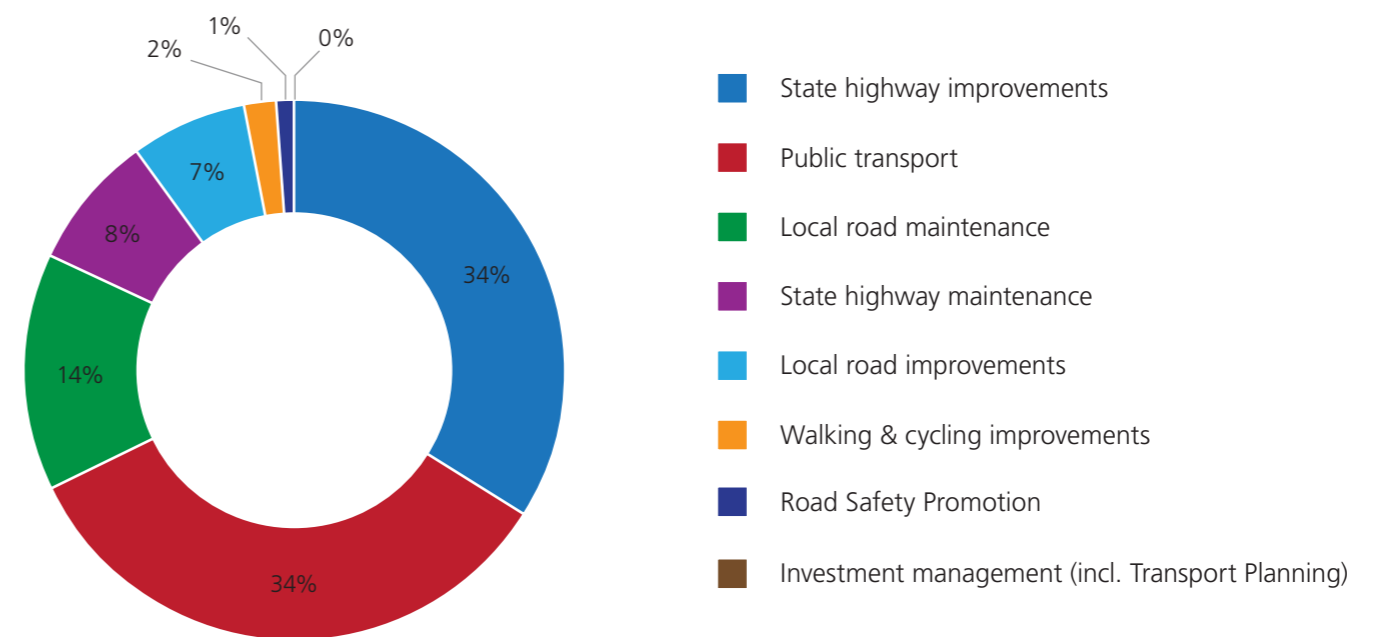
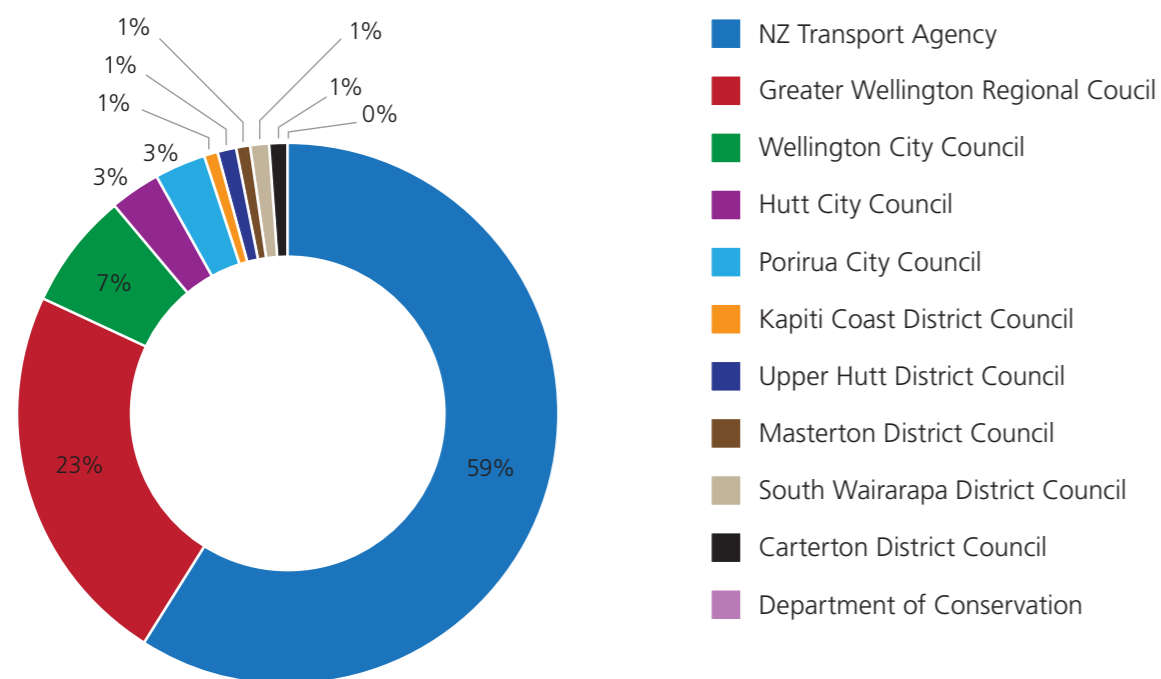


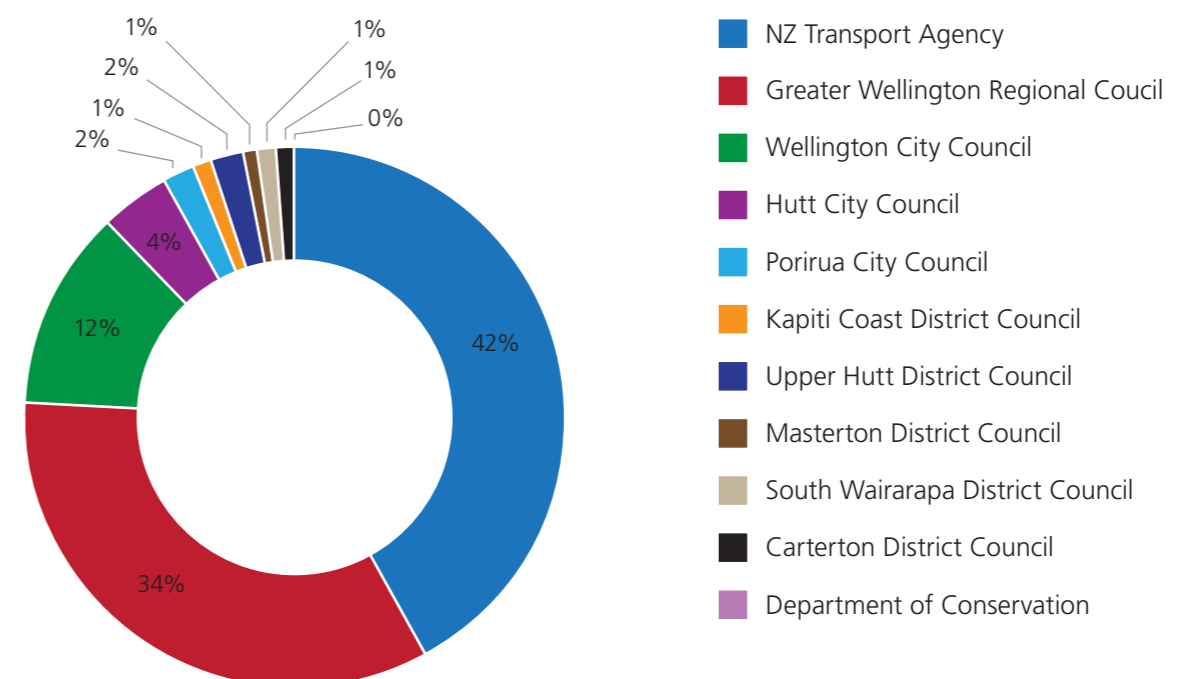
TABLE ELEVEN: FORECAST COST BY ORGANISATION 2015-2025

Organisation	2015/16 (actual) (\$m)	2016/17 (actual) (\$m)	2017/198 (forecast) (\$m)	3 year forecast cost 2015-2018 (\$m)	2018/19 (forecast) (\$m)	2019/20 (forecast) (\$m)	2020/21 (forecast) (\$m)	3 year forecast cost 2018-2021 (\$m)	Forecast Cost 2021-2025 (\$m)	Forecast 10 year cost (\$m)
Carterton District Council	2.72	2.72	3.36	8.81	3.20	3.25	3.44	9.89	14.06	32.75
DOC (Wellington)	0.00	0.00	0.00	0.00	0.05	0.05	0.15	0.25	0.22	0.46
Greater Wellington	124.73	133.11	146.49	404.34	187.78	193.29	205.79	586.86	763.75	1,754.94
Hutt City Council	14.65	15.03	19.80	49.48	23.03	21.68	26.88	71.60	133.83	254.91
Kapiti Coast District Council	6.48	9.22	8.70	24.40	8.88	8.51	7.95	24.35	32.24	81.98
Masterton District Council	6.93	6.79	7.65	21.37	7.92	8.21	8.22	24.35	34.71	80.43
NZTA (Wellington)	362.29	286.87	377.06	1,026.21	185.92	240.07	288.76	714.75	1,494.59	3,235.56
Porirua City Council	8.65	9.15	28.71	46.51	17.09	9.16	6.88	33.13	33.11	112.75
South Wairarapa District Council	4.26	4.03	4.17	12.45	4.03	3.91	3.98	11.92	17.81	41.55
Upper Hutt City Council	6.58	7.53	9.24	23.35	9.31	11.77	7.49	28.57	33.33	85.25
Wellington City Council	36.10	33.59	55.25	124.95	69.19	60.88	66.00	196.07	304.09	625.11
Grand total	573.39	508.04	660.44	1,741.86	516.39	560.79	625.53	1,702.71	2,861.11	6,305.68

2015-18 estimated percentage of funding by Organisation



2018-21 estimated percentage of funding by Organisation



SIGNIFICANT EXPENDITURE FUNDED FROM OTHER SOURCES

Some transport expenditure in the Wellington Region is funded from sources other than the NLTP. The majority of this comes from Crown appropriations or fares paid by public transport passengers. Fares paid by public transport passengers currently cover approximately 50% of the cost of providing public transport services in the Metlink network. The government uses Crown appropriations to enable particular transport activities to occur that may not be funded from the NLTP. These include the Provincial Growth Fund, Super Gold Card free off-peak public transport, and some ongoing funding for metro rail infrastructure improvements and the Urban Cycleways funding. Other transport funding may be:

- Funding from Greater Wellington or local councils that is not matched by funding from the NLTP and not shown in the RLTP
- Third party contributions, eg. funding from the Accident Compensation Commission for road safety promotion
- In-kind donations of goods and/or services

TABLE TWELVE: SIGNIFICANT EXPENDITURE FUNDED FROM OTHER SOURCES

Activity	Organisation responsible for activity	Total cost 2018 to 2021 (\$m)	Funding source	Notes
Walking and cycling	NZTA and local councils	14.75	Crown appropriation	Urban cycleway funding carried over from 2015/16-2017/18 to 2018/19. This funding will provided approximately one third of funding for identified projects in the programme.
Road safety promotion	GWRC	0.31	Accident Compensation Corporation	Funding requested from the Accident Compensation Corporation. Yet to be confirmed. Will supplement funding for Road safety promotion and demand management activities in the programme.
Public transport services – SuperGold Card subsidies	GWRC	29.32	Crown appropriation	Crown appropriation for SuperGold Card subsidies. Figures are for the national appropriation for 2018/19 only. This funding has not been included in Programme expenditure.
Wellington metro rail network upgrade	KiwiRail	73.80	Crown appropriation	This is a Crown funded activity. This funding has not been included in Programme expenditure.
Public transport services – passenger fare payments	GWRC			Passenger fare payments provide approximately 50% of funding for public transport operations. This funding has not been included in Programme expenditure.

Provincial Growth Fund

In December 2017 the government announced a \$1 Billion Provincial Growth Fund (PGF) to lift productivity potential in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets. One of the three investment tiers of the PGF is for enabling infrastructure projects that will lift productivity and grow jobs.

Some transport projects in the parts of the region outside the high growth urban areas (eg. Wairarapa) may be eligible for funding from Provincial Growth Fund. To be considered, transport projects must be included within the RLTP. PGF funding can be used alongside NLTF to provide local share, bring forward projects for funding or can fund projects which are not included for funding within the NLTP.

The PGF will be implemented through the Provincial development unit within the Ministry of Business, Innovation and Employment and an Independent advisory panel. Projects will be assessed against criteria organised around four themes:

- Link to PGF and government outcomes – the project should lift the productivity potential of a region or regions, and contribute to other objectives. These include jobs, community benefits, improved use of Māori assets, sustainability of natural assets, and mitigating and adapting to climate change.
- Additionality – the project needs to add value by building on what is there already and not duplicating existing efforts. The project also needs to generate clear public benefit.
- Connected to regional stakeholders and frameworks – projects must align with regional priorities. They will need to have been discussed and agreed with relevant local stakeholders.
- Governance, risk management and project execution – projects will need to be supported by good project processes and those involved should have the capacity and capability to deliver the project. Projects need to be sustainable in the longer term beyond the PGF's life.

Projects will be assessed to ensure that any investment fits with their scale and risk profile. The overall package of investments will be tracked to ensure strategic fit. Individual projects need to support and build on one another.

At this stage no projects in the Wellington Region have agreed funding from the PGF. Further information about the PGF can be found at <http://www.mbie.govt.nz/info-services/sectors-industries/regions-cities/regional-economic-development>.

Urban Cycleways Fund

In 2014 the government announced \$100 million in funding from the Crown's consolidated fund between 2014/15 to 2017/18 to accelerate cycleways development and implementation in urban centres. This funding provided a third of project funding with matching shares provided from local government and the NLTF. This led to a significant increase in cycleway development and construction. The lead time of some projects meant that they were not able to be completed within the 2015-18 period. To enable these projects to continue, \$15 million of the appropriation has been carried over to 2018/19 for projects that were not able to be completed in 2017/18. Going forward, ongoing cycleway construction will be funded through the NLTF rather than Crown appropriations. GPS 2018 has allowed for a significant increase in the funding band for the walking and cycling activity class. (In 2017/18 the band was \$16-\$74million; under the draft GPS 2018 the funding band for 2018/19 is \$40-\$95 million increasing to \$60-\$145 million in 2020/21.

Projects in the region that will continue to receive Urban Cycleways funding in 2018/19 are:

- Wellington Cycle network – Hutt to CBD package
- Wellington Cycle network – Eastern package
- CBD to Titahi Bay shared path (Porirua)
- Walking and cycling pathway projects (Porirua)

Crown rail funding

Under the Metropolitan Rail Operating Model the Crown funded investments into upgrading the rail network through appropriations made to KiwiRail, with steady state maintenance and renewals funded by track access charges. Greater Wellington Regional Council owns the station infrastructure (other than Wellington Station), the rolling stock and contracts for the provision of public transport services. The draft GPS signals a review of rail funding as part of GPS 2 to see if this could be incorporated in the NLTP. As an interim measure, the GPS has introduced the *Transitional rail* activity class to allow work to proceed on known projects to support urban and interregional rail services that assist passengers to access major employment and housing areas.

Some ongoing rail funding continues to be provided through Crown appropriations including the KiwiRail turnaround plan. For the Wellington region the Budget 2018 contained \$50 million for metro rail projects. This is a continuation of the \$99.8 million appropriated in Budget 2017. This funding is for the replacement of life expired timber poles and overhead wires forming part of the overhead electric traction system and is additional to the Wellington/Wairarapa metro rail track infrastructure catch up renewals and Unlocking rail network capacity and improving resilience – infrastructure activities included in the RLTP under the new *Transitional rail* activity class.

Regional investment plan

GWRC is leading collaborative work with all nine Councils in the region, led by mayors to develop a regional investment plan encompassing infrastructure, economic enablers and liveability. The Wellington regional investment plan will identify collective priorities at both the regional level (the big investment we can make to drive the regional economy) and at a sub-regional level (the investments we can make at a local level that contribute to the broader regional framework). The regional investment plan will be used to inform conversations with central government and the private sector around funding priorities in the region.



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

FOR MORE INFORMATION,
PLEASE CONTACT GWRC:

Wellington office

PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960

Masterton office

PO Box 41
Masterton 5840
T 06 378 2484
F 06 378 2146

Follow the
Greater Wellington
Regional Council



www.gw.govt.nz
info@gw.govt.nz

July 2018
GW/PT-G-18/109



Please recycle
Produced sustainably