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INTRODUCTION

The Wellington Regional Land Transport Plan (RLTP) is our blueprint for a regional transport network that will support our region to grow, while ensuring it is a safe, liveable and resilient region that meets our future needs.

The current RLTP was adopted in April 2015.

It includes a policy framework that sets out the strategic direction for the region’s land transport network over the next 10-30 years, including a high level vision and eight strategic objectives.

An important part of the RLTP is the regional programme of transport activities which are proposed for funding over the next six years, with a ten year outlook. This is our region’s bid for funding from the National Land Transport Fund (NLTF), which co-funds many of our region’s transport activities.

The next RLTP will be agreed in 2021, but we have undertaken a mid-term review of the RLTP 2015 to check the overall policy direction is fit for purpose and to update the programme for the next three years (2018-21).

In this document you can find out more about:
- The RLTP itself and what work we did as part of the mid-term review
- Highlights of what we learned
- What this means for the RLTP between now and 2021, and future work on the next RLTP 2021.

• Interested in finding out more about the RLTP? Have a look at the RLTP itself.
• You can find the proposed transport activities in the Programme section.
• The 2016/17 Annual Monitoring Report on the RLTP (AMR) provides the latest data and information on the RLTP outcomes.
• For more detailed information about the RLTP review, see the background report, which you can find on the Greater Wellington website.

The RLTP vision is:
“To deliver a safe, effective and efficient land transport network that supports the region’s economic prosperity in a way that is environmentally and socially sustainable.”
Transport provides people with access – to jobs, education, goods, services, facilities, amenities, and social and recreational opportunities.

Our region needs an effective transport system to support accessibility and to unlock future growth and development. The nature of our transport system and the travel choices it provides affects the liveability of our region and has a significant influence on our ability to attract and retain talent and investment.

The Wellington region is a great place to live, learn, work and play.

Wellington is the key hub for people and businesses in the lower North Island.

Our region is thriving: the population of the Wellington region stands at around 500,000 people. By 2043 it is expected to be home to 100,000 - 150,000 more people. This is faster growth than what we anticipated when we developed the RLTP 2015 (see Population Growth page 10).

Economic projections suggest the Wellington region will maintain its importance for the national economy. Employment projections show regional employment growing by 15 – 20 per cent over the next 30 years – up to 50,000 more jobs. Tourism will be another source of economic growth.

These developments will increase demand for transport services and infrastructure in the region. A key challenge will be how we manage that demand effectively and ensure people can continue to access what they need safely and sustainably.

At the same time we are facing resilience and climate change challenges. Our transport network will need to help mitigate the risks these challenges are posing and contribute to making our region more sustainable.
Wellington already has the highest public transport usage per capita in New Zealand, and the highest active mode share of the main urban areas in New Zealand, which is something to be proud of.

A lot is happening to make our transport system and services even better across the region. But we need to do even more to make a step change towards a world-class transport system that is safe, accessible, sustainable, integrated and resilient, helps us achieve our community outcomes, and supports regional growth. That’s what the regional programme of transport activities from 2018-21 is about. To help make this change happen we need financial contributions from the NLTF.

The RLTP’s eight strategic objectives:

- A high quality, reliable public transport network
- An attractive and safe walking and cycling network
- A safe system for all users of the regional transport network
- A well planned, connected and integrated transport network
- An efficient and optimised transport system that minimises the impact on the environment
- A reliable and effective strategic road network
- An efficient network for the movement of freight
- An increasingly resilient transport network
A mid-term review of the RLTP 2015 is required under the Land Transport Management Act. The main goal of the mid-term review was to check that the RLTP remains valid and fit for purpose for the second half of its six year duration, from 2018 to 2021.

The main focus of the review was to update the regional programme.

The programme contains the activities that local councils, the Greater Wellington Regional Council, the NZ Transport Agency and other approved public organisations have proposed. It responds to the problems identified in the RLTP and reflects the RLTP’s eight strategic objectives.

The programme has been amended to reflect changes to planned transport activities since 2015 and the new national direction provided in the draft 2018 Government Policy Statement on Land Transport (GPS).

We also reviewed the policy framework. It has a long-term focus, but as things change over time we need to make sure that it is still valid and fit for purpose.

Some things have changed since 2015. This update document identifies the changes and how they have affected our transport system context. For example, the 2016 earthquake has changed how we think about resilience.

The review concluded that despite these changes, the current strategic long-term direction in the RLTP remains relevant for the 2018-21 period.
During the mid-term review we engaged in different ways with the community:

- In September 2017 we held two stakeholder workshops with representatives of transport users and providers. Participants discussed topics and issues that have changed or emerged since the RLTP was adopted in 2015.
- In early 2018 we met with iwi in the Wellington region, to talk about the RLTP mid-term review and wider transport matters.
- In February/March 2018 we carried out targeted public consultation on the prioritisation of the list of significant activities in the draft regional programme.

The feedback received has fed into the review and has informed the prioritisation of the list of significant activities in the regional programme. More information about the engagement can be found in the background report on our website.
The GPS outlines the government’s strategy to guide land transport investment. It provides guidance on where the government will focus its funding to achieve its national objectives and the results it wants to achieve.

The new draft GPS 2018 sets four strategic priorities for what the government wants to achieve in land transport. Safety and access are the key strategic priorities, which are supported by the priorities of environment and value for money. Each priority has associated objectives, which provide direction for how these priorities should be achieved.

In the meantime the draft GPS has introduced two new activity classes called Rapid transit and Transitional rail, to allow work in these areas to proceed until the second stage GPS is finalised. The draft GPS also altered the Road safety promotion activity class to include demand management.

Government hopes to release the second stage GPS in 2019. Government has indicated that it will work with the broader transport sector to develop it.

The RLTP 2015 is well aligned with the draft GPS 2018, with strategic objectives that signal a consistent direction for our region’s transport system. The next page provides an overview of the alignment between the draft GPS and the RLTP.

### Areas of Change

**NEW DRAFT GPS 2018**

As a result of the 2017 change of government in New Zealand, the Minister of Transport issued a new draft GPS in April 2018. The draft Government Policy Statement on Land Transport 2018 signalled a change in the strategic direction for the government’s investment in land transport.

The GPS outlines the government’s strategy to guide land transport investment. It provides guidance on where the government will focus its funding to achieve its national objectives and the results it wants to achieve.

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### Strategic priorities draft GPS 2018:

- **Safety** – a land transport system that is a safe system, free of death and serious injury
- **Access** – a land transport system that provides increased access to economic and social opportunities, enables transport choice and access, and is resilient
- **Environment** – a land transport system that reduces the adverse effects on the climate, local environment and public health (supporting priority)
- **Value for money** – a land transport system that delivers the right infrastructure and services to the right level at the best cost (supporting priority)

### Themes:

- **A modal neutral approach to transport planning and investment decisions** – encourages looking across the whole land transport system for the best solutions
- **Incorporating technology and innovation into the design and delivery of land transport investment** – technology can support the creation of a safer, more effective and efficient transport system
- **Integrating land use and transport planning and delivery** – acknowledging the significant impact they have on each other
Wellington’s 2018-21 regional programme has been updated to more closely reflect the GPS strategic priorities and objectives and to include rail infrastructure that can now be funded through the Transitional rail activity class. Further updates to the regional programme are likely to be required between now and 2021 to reflect a second stage GPS and other developments in the region (including Let’s Get Wellington Moving decisions).

Alignment between the draft GPS 2018 and the RLTP

Legislation requires that RLTPs must be consistent with the GPS. The following diagram shows how our RLTP is aligned with the new GPS 2018:

![Alignment diagram]

**Figure one:** Alignment between the draft GPS 2018 and the RLTP
Unplanned events have a major impact on access and mobility across the Wellington region where many key routes are vulnerable to seismic events and more common events like slips, storm surges and flooding.

Significant earthquake and flood events, in November 2016 raised awareness of just how vulnerable our region’s transport network is after an event and the importance of improving our transport network’s resilience.

The draft GPS identifies access as one of the Government’s four strategic priorities and resilience as one of the objectives associated with access.

Our response to the wide-ranging transport resilience issues needs to cover a range of measures, including:

• Identifying and improving sections of transport infrastructure that are vulnerable to disruptions
• Making sure that alternative routes are available, particularly improving the regional east-west connections
• Providing high quality alternatives to car usage, particularly public transport (including passenger rail) and active modes
• Soft measures like good communication before, during and after an event.

In 2016 we developed a prioritised regional transport resilience list, which identified segments of the transport network that are vulnerable to resilience issues.

• State Highway 2 – Petone to Ngauranga received an “extreme” risk rating
• 15 other parts of the transport network were rated a “very high” risk. These included sections of the Ngauranga Gorge and the Remutaka Hill Road.

This list helped to identify and prioritise projects to improve the resilience of our region’s transport network. These are contained in the regional programme. Continued investment in programmes that build better resilience into the transport network will be critical over the next three year period and longer term.

The term resilience covers a wide range of aspects, including:

• major natural events like earthquakes and severe weather events. Severe weather events are happening more often and sooner than previously anticipated, and have more severe consequences for the transport system (like flooding or slips)
• longer-term climate change related impacts (like sea level rise and how we adapt to it)
• the ability of our region’s transport network to cope with day-to-day ‘incidents’ such as road traffic accidents
• how susceptible our transport system is and how we prepare for these different events.
POPULATION GROWTH
Our region’s population is growing faster than previously anticipated.

It is now expected to grow by at least 20 per cent over the next 30 years, with a significant proportion of that growth in central Wellington City and to the north. How this growth will impact demand for transport infrastructure and services is difficult to predict, but we need to ensure that our transport system can provide for these extra people access to economic and social opportunities in a safe and sustainable way.

The population in our region is growing. This growth is happening faster than anticipated at the time that the RLTP was developed, when a 10 per cent increase in population was forecast to occur between 2013 and 2031. The 2016 forecast update suggests faster growth of around 13 per cent for that time period.

The population of the Wellington region stands at around 500,000 people. By 2043 it is expected to be home to 100,000 - 150,000 more people. Of these extra residents around half will live in Wellington City – the majority in Wellington’s central city and northern suburbs. Outside Wellington City growth will be strongest to the north in Kapiti and Porirua, and focussed around key urban centres in Porirua, Lower Hutt and Petone.

The actual change in population and its distribution will depend on a range of external factors, including central government policies, economic development and housing affordability. The availability and distribution of jobs will also be a key factor.

Employment projections show regional employment growing by 15 – 20 per cent over the next 30 years – up to 50,000 more jobs. Over 40 per cent of the current 235,000 jobs in the Wellington Region are located in central Wellington. The employment projections suggest that between 55 and 60 per cent of future growth in employment is likely to be located in the central city, potentially increasing the number of jobs there from the current 94,000 to between 116,000 and 125,000 in 30 years’ time.

We can be certain that population and employment growth will increase the demand for accessible transport infrastructure and services. How people prefer to travel in the future is less certain. It will depend on a range of factors including technological developments and lifestyle choices. Some examples are:

- Changing attitudes to driver licences amongst young adults
- An ageing population and people working later in life
- More inner-city living
- Increasingly flexible work hours and locations
- Mobility as a Service (MaaS) platforms
- E-bikes
- Autonomous and connected vehicles.

Public transport and active modes will continue to play an important role to accommodate this growth in a sustainable way, as will technological developments and land-use development that reduce the need to travel.

For more information on how our population is developing, and related information, go to the Greater Wellington community profile.
CLIMATE CHANGE
Climate change is the biggest environmental challenge we are facing and will affect everyone in the region.

Transport plays an important role in addressing climate change and in making our region more resilient. Climate change is an area where the sense of urgency has increased since the RLTP was adopted in 2015, and new commitments have been made to address climate change, on a national, regional and local level.

The 2017 NIWA Climate Change Report predicts an annual temperature increase of up to 1°C by 2040 for the Wellington Region. It predicts more extreme weather for our region and identifies several climate change impacts that will have implications for the transport network. For example, sea level rise, slips and flooding events may become more widespread, causing damage to infrastructure.

Transport has an important role to play in addressing climate change: in 2014/15 transport contributed about 39 per cent of our region’s total gross greenhouse gas emissions.

Data from the RLTP Annual Monitoring Report shows that we are currently not on track towards reducing the regional CO₂ transport emissions. Total emissions have increased since the adoption of the RLTP in 2015 while emissions per capita have been neutral over the last five years. This is a concern in the context of the predicted population growth.

In 2016 the New Zealand Government signed up to the Paris Agreement. This is a joint international effort to combat climate change and adapt to its effects. The New Zealand target is to lower greenhouse gas emission levels by 30 per cent by 2030, compared with 2005 levels.

In 2017, many of our region’s local government leaders signed a Climate Change Declaration. It includes a commitment to develop and implement ambitious action plans that reduce greenhouse gas emissions and support resilience within our councils and communities. This includes promoting walking, cycling, public transport and other low carbon transport options, and supporting the use of renewable energy and uptake of electric vehicles.

The draft GPS identifies the environment as one of the government’s four strategic priorities. It signals that from 2018 onwards more funding will be available for lower emissions forms of transport like active modes and public transport, including rail.

To fulfil our region’s commitments to reduce greenhouse gas emissions more work is needed in the transport area. In our region passenger rail will have an important role to play, as it provides a low emission alternative to car usage. Bringing rail funding into the NLTF framework will be a critical success factor. Other areas we plan to target include transitioning to a fully electric public transport fleet, incentivising the use of low emission transport options (like walking and cycling), better integration of transport and land use planning, and making use of technological improvements where possible.

More information on climate change and what it means for our region can be found on the Greater Wellington website on climate change. It contains links to information like the 2017 NIWA report and the 2016 Greenhouse Gas Inventory for the Wellington region.
TECHNOLOGY AND LIFESTYLE
Our lifestyles are changing. Some of the changes taking place are driven by technological developments.

These changes and developments impact on if, where, when and how we travel. The extent to which these trends will continue into the future, and what their impact on travel demand will be, remains to be seen.

Since the RLTP was adopted in 2015, a wide range of technological developments and innovations have gained momentum. Some of these were already flagged in the RLTP, others have emerged more recently.

One example is the uptake of commercial ride-sharing services (e.g. Uber, Lyft), which is impacting on the way people travel. Other examples are:

- Electric vehicles – bikes, passenger cars, light and heavy commercial vehicles, buses and ferries
- Autonomous and connected vehicles
- Mobility as a Service (MaaS)
- Smart roads
- Road pricing – such as charging people to use particular parts of the road network at particular times of the day
- Freight drones – potential applications range from express delivery of goods, delivery to peripheral areas and usage in case of emergencies, if areas are cut off temporarily.

How these developments will influence our lifestyles and working patterns, and how we move freight in the future remains to be seen. We also don’t know what some of these developments will mean for the future demand for transport infrastructure and services. For example, the emergence of autonomous vehicles and car sharing schemes could result in significant future changes to the role of public transport and reduced need for car parking in urban areas, as people move away from multiple vehicle ownership towards a centralised vehicle pool to make their trips. However, autonomous vehicles could also result in increased car travel if people are encouraged to travel more.

We will continue to monitor trends and developments and assess their impact on our transport plans and programmes. Where necessary, these plans and programmes will be amended to reflect the changes and address any issues arising. Ensuring flexibility in our infrastructure investment and ensuring policy settings are in place to influence positive outcomes from these potential changes will be critical.

Here are a few places which provide more information about some of these developments and innovations:

- The Government’s website on electric vehicles.
- Transport Agency information on Mobility as a Service.
- Information on autonomous vehicles on the Ministry of Transport website.
SAFETY
Road safety is an important objective in the RLTP and a key strategic priority in the draft GPS 2018.

Our region has experienced a general downwards trend in casualties since 2007, except for 2016, when accident numbers increased.

The 2016 increase seems to be more in line with the national trend, where the road toll has been trending upwards for the last few years. The 2016 increase may be an anomaly or the beginning of a change in the current trend.

Parts of the Wellington region have an issue with high speed rural roads and councils are taking action to address this issue, including implementation of the Speed Management Guide.

A significant part of our region is highly urbanised and faces different challenges like conflicts between vehicles at intersections and between different modes. Pedestrian and cyclist safety in our urban networks is a particular concern, especially as we are seeing a significant uptake of e-bikes and cycling more generally.

The draft GPS 2018 identifies safety as one of the Government’s key strategic priorities. The level of ambition for safety has significantly increased. The objective is now for a “land transport system that is free of death and serious injury”. The draft GPS advises that the Government will develop a new safety strategy over the next 12-18 months. This will consider whether a “Vision Zero” framework should be applied in New Zealand.

Safety is one of the eight strategic priorities in the RLTP, and we are striving for a safe road system that is increasingly free of death and serious injuries. We will continue monitoring the regional safety trends through the RLTP annual monitoring reporting. We will continue to work with central government and our partners in the region to ensure that the regional programme contains the right mix of infrastructure and behaviour change measures to address safety issues. Once the new safety strategy is developed we will consider its impact on the RLTP regional programme.
CONGESTION
Addressing traffic congestion, including perceived congestion, is a challenge our region is facing.

Wellington needs to improve access to opportunities for a growing population within constrained corridors. Congestion affects access particularly on key routes to, from and across central Wellington City. It affects parts of the network differently and is particularly evident around certain pinch-points in the network. There is also a perception that congestion is getting worse, particularly during peak hours.

Different data sources can be used to assess how congestion has changed across the region. Each of these sources has its strengths, weaknesses and limitations. It is also important to look at congestion in the context of factors like population growth, as well as increasing traffic volumes and vehicle kilometres travelled (VKT).

Overall the data indicates that:

- Peak period highway congestion has increased and travel time predictability has decreased, particularly on routes coming into Wellington from the north
- More people choose to re-time their trips, such as travelling prior to 7am, to avoid congestion
- Congestion starts earlier and finishes later.

Population growth continues to put pressure on our transport network which is at, or near, capacity at peak times. This means that a relatively minor incident on the road network can quickly cause significant disruption across the transport network, affecting both general traffic and bus services.

Public perception is also that congestion is getting worse, with an increasing proportion of residents saying that peak traffic volumes are unacceptable. It is likely that people are increasingly being exposed to congested traffic conditions due to the spreading of peak congestion and wider effects of unplanned incidents and disruptions on the network.

While congestion can encourage people to use more efficient modes of transport, it has a negative impact on access and amenity. We need to invest in our transport system to support and unlock growth, and to ensure people can continue to access social and economic opportunities in an efficient and sustainable way. Public transport, walking and cycling have an important role to play as they provide choices for people to opt out of congestion. This concept is at the core of the Let’s Get Wellington Moving strategic approach. Without this, the next decade could see travel times by car and public transport increase by up to 25 per cent on some key routes into the central Wellington City, and the cost of congestion to the economy could rise by up to 50 per cent.

(2) Let’s Get Wellington Moving 2017 Scenarios Engagement Document
LET’S GET WELLINGTON MOVING
The Let’s Get Wellington Moving programme is a significant area of work that will guide future investment in the transport network through central Wellington city.

Let’s Get Wellington Moving takes a fresh look at the central Wellington city’s transport system to ensure it supports how we want our city to look, feel and function. It will ensure that Wellington can continue to grow and develop as a liveable city, a strong CBD and employment hub, that will support the growth and prosperity of the wider Wellington region. It is a joint initiative between Wellington City Council, Greater Wellington and the NZ Transport Agency. The focus is the area from Ngauranga Gorge to the Wellington Airport, including the CBD/central city and connections to the hospital, airport, eastern and southern suburbs.

A liveable, productive and competitive future city is at the core of our planning. With its unique lifestyle attributes, a creative, vibrant and liveable Wellington city has been successful in attracting talent, investment and jobs to the region. Its compact city centre, ease of getting around, and proximity of the CBD to the airport gives it a competitive advantage compared with many other cities in New Zealand and Australasia.

As population has grown and the demand for movement and space has increased, both amenity and accessibility are being gradually eroded. It has become harder to access important regional destinations like the port, hospital and airport, particularly at peak times. Increasing traffic volumes in the central city are impacting on its attractiveness for people to live and to visit. If we don’t address these challenges, both the city and region’s growth potential may be threatened.

Let’s Get Wellington Moving aims to support liveability as Wellington grows. This will be achieved by embracing transport and urban transformation, and investing in a transport system that will move more people without more vehicles.

At the core of the Let’s Get Wellington Moving strategic approach is a strong focus on enhancing walking and cycling, and a step change in public transport. Development of rapid transit corridors are a core element of the targeted multi-modal approach.

A recommended investment programme is currently being developed and projects identified through the Let’s Get Wellington Moving programme will need to be reflected in the 2018-21 RLTP programme. This is expected to be addressed by a future variation to the RLTP programme.

Let’s Get Wellington Moving’s 12 guiding principles:
- Accessible, healthy and safe
- Better public transport
- Clean and green
- Compact city
- Demand and supply
- Future-proof and resilient
- Past, present and future
- Predictable travel times
- Set in nature
- Growth
- Travel choice
- Wider view
AREAS OF SHORT-TERM FOCUS

Our RLTP has eight strategic objectives – all are considered equally important as part of our long-term strategy. However, three objectives have been identified through the mid-term review for particular focus in the shorter term.

These are resilience, public transport, and walking and cycling. Additional focus on these areas in the 2018-21 programme will help to address the identified changes summarised in this document. It will also drive progress towards the 2025 targets set in the RLTP 2015. The three areas of short-term focus also align well with the direction set by the Government in the draft GPS 2018.

You can find the RLTP strategic objectives on page 3.

RESILIENCE

Good progress has been made over the last few years in the areas of information and data availability related to transport network resilience across the region. Now the focus needs to shift towards addressing these issues by delivering projects that will improve the resilience of our transport system. An important source of information for this next step is the prioritised regional transport resilience list and maps that were developed in 2016.

A particular aspect that requires attention is the lack of east-west connections within the region, both in terms of limited alternative routes and a lack of public transport options. Other crucial areas include the connections between Wellington and the Wairarapa, and between Wellington and the Kapiti Coast.

A more resilient network is a multi-modal network that provides good transport choices. Investment in active modes and public transport (including passenger rail) will also help in making our region more resilient.
PUBLIC TRANSPORT

Public transport has been identified as an area of short-term focus for the 2018-21 regional programme for many reasons. Public transport is a key response to address climate change, the biggest environmental challenge we are facing. It is crucial to continue to provide access to economic and social opportunities for a growing number of people in the Wellington region. Public transport can help make our region more resilient, by reducing reliance on fossil fuels and providing alternative transport options when unplanned events occur.

Public transport can move many more people in a limited corridor than private vehicles. It already plays a pivotal role in providing access to Wellington’s central city, and has accommodated 70 per cent of the growth in commutes to the central city during the morning peak over the past decade.

Access by public transport is currently limited by slow travel times.

A step change for public transport is at the core of Let’s Get Wellington Moving’s strategic approach.

An issue that needs further attention is rail capacity and infrastructure. The Transitional rail activity class has been introduced by Government to enable funding for known rail infrastructure renewals (eg. catch up renewals on the Wairarapa line) and improvements to unlock network capacity (eg. double tracking Trentham to Upper Hutt) into the National Land Transport Programme (NLTP).

WALKING AND CYCLING

Walking and cycling are increasingly important for people to get around in our region.

Every trip begins and ends with walking, even if it is to and from a car parking space. Good quality walking environments will encourage people to walk more. This can contribute to health benefits. Like public transport, walking and cycling play an important role in addressing climate change. They will contribute towards making the Wellington region more liveable and resilient, and accommodating a growing population.

Parts of the region are great places to walk and cycle. In 2013, 50,000 people lived within a 30 minute walk of Wellington’s central city, half of whom walked to work. By 2043, this number is expected to reach 75,000. Walking and cycling are increasing, particularly in Wellington city, but in some places, access by walking is limited due to narrow footpaths, long wait times at traffic lights, and limited crossings.

Cycling is an affordable, reliable and healthy means of getting around, but in 2013 only 4.1 per cent of people who lived within 30 minutes of central Wellington biked to work. Access by bike is limited by a lack of cycling infrastructure, which means cyclists must share road space with general traffic for most of their journey.

The funding over the last three years from the Urban Cycleways Fund has enabled our region to start improving cycling infrastructure. However, more needs to be done to implement a first-class cycling network and improve the walkability of our cities. This will also help to improve perceptions of our walking and cycling infrastructure. The new government has increased the funding available through the NLTP for walking and cycling to continue the momentum for new cycleways. The draft GPS also enables footpath maintenance to be funded from the NLTP, which is expected to lead to improvements for people walking.

A strong focus on active modes is at the core of Let’s Get Wellington Moving’s strategic approach.
WHAT’S IMPORTANT WHEN WE DEVELOP THE 2021 RLTP?

During the mid-term review a number of areas were identified that will be key considerations when developing the RLTP 2021.

The current RLTP already touches on some of these, but more work is likely to be needed in these areas in the run-up to the development of the RLTP 2021.

The draft GPS has also highlighted areas that government intends to consider as part of the development of a second stage GPS. These include:

- A review of the rail operating model as part of the development of a second stage GPS
- Interventions to significantly improve the affordability of public transport
- Whether a “Vision Zero” safety framework should be applied in New Zealand.
- Responding to the Climate Change Commission findings
- Considering if coastal shipping can be brought into the NLTP framework as part of a mode-neutral approach to transport planning

For RLTP 2021 we will need to undertake further work to understand the implications of continuing changes in the areas we have identified and shifts in the GPS to a more mode-neutral approach.
More emphasis on rail and its integration with the wider public transport network is desirable for RLTP 2021, particularly because of its importance for resilience and for the Wairarapa.

The role of rail for passengers and freight has been highlighted by the new government in the draft GPS. It contains a new Transitional rail activity class for investment to support urban and interregional rail services that assist passengers to access major employment and housing areas.

There is a growing evidence base about the health benefits of active modes. We are learning more about the negative effects of transport on health, including air and noise pollution, physical inactivity, social isolation and barriers to access health services due to a lack of transport options.

The draft GPS has a strong focus on liveability. The strategic priority ‘environment’ has a much wider definition than greenhouse gas emissions and includes effects on the local environment (eg. air pollution, noise and vibration, water and soil quality) and public health (eg. reduced physical activity).

As part of our work on RLTP 2021 we will review the RLTP outcomes and measures to ensure that the RLTP monitoring framework sufficiently reflects the impacts of the transport system and its contribution towards liveability and wellbeing.

Increasing cost pressures for councils and ratepayers has been identified as a growing area of concern. Specific issues include:

- The financial implications of more frequent and severe weather events on transport infrastructure
- Affordability of infrastructure maintenance
- Issues with the current funding framework set by the GPS which can be a barrier to receiving funding for multi-agency, multi-modal solutions – some of these issues may be looked at during the development of a second stage GPS
- A mismatch between public expectations of what can be delivered and the funding available for improvements through rates, public transport fares or other potential funding sources
- Public transport affordability is an issue for some people in our region who find it difficult to afford public transport fares. Government has indicated that the second stage GPS will consider interventions to significantly improve the affordability of public transport.

Further work to understand affordability issues will be important to inform future discussions with central government on all aspects of land transport funding prior to the next RLTP 2021.
Freight

There are developments related to freight that are expected to require further work prior to 2021. These include:

- CentrePort’s future development and its impact on the region
- The impact of Transmission Gully and other infrastructure improvements on freight movements
- Other changes such as increased hubbing and the development of inland ports.

The government has also signalled changes that will impact on the future freight task and how freight related infrastructure may be funded in the future, particularly:

- Moving to a mode-neutral approach to transport planning, as signalled in the draft GPS
- Investigating including funding for rail and coastal shipping in the NLTP as part of the second stage GPS.

Changing lifestyles and travel patterns

We don’t know how, when or to what extent lifestyle and technological changes will influence how we live and travel in the future. This makes it difficult to predict the impact of these changes on future transport demand, both in terms of transport infrastructure and services.

We will continue to monitor the changes in this area and feed the latest evidence into the next RLTP 2021. This includes technological developments and the opportunities they provide, and changes in the wider environment, including regulatory changes.

Land use

As a key factor influencing transport demand, land use changes need to be considered and reflected in the next RLTP 2021. Since 2015, a number of district plan changes and other strategy and planning documents have been progressed throughout the region. Significant work is underway to address increasing housing needs and to respond to the National Policy Statement on Urban Development Capacity, and the related needs for transport infrastructure and services. The draft GPS places a much stronger emphasis on improving the integration of land use and transport planning as one of the key themes underlying the strategic framework.

In 2017, the management of significant risks from natural hazards was added as a matter of national importance in the Resource Management Act. Consequently we expect to see a much greater focus on the impacts of natural hazards on land use planning.

This is an area that will require more work over the coming years.

Air and water quality

The proposed Natural Resources Plan for the Wellington Region contains changes to road run-off and water quality standards.

As part of the development of the RLTP 2021 we will look at the possible funding implications of these changes.

There is also an expectation that over time, and as resources permit, more traffic air pollution indicators will be measured and that this information will feed into the development of future RLTPs.
# THE 2018-2021 PROGRAMME AT A GLANCE

## ORGANISATIONS

<table>
<thead>
<tr>
<th>Organisation</th>
<th>2018-21 ($M)</th>
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<tbody>
<tr>
<td>State highway</td>
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<tr>
<td>Local road</td>
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<tr>
<td>Public transport</td>
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<tr>
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<tr>
<td>Road safety</td>
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</tr>
<tr>
<td>Transport Planning</td>
<td>$6.81M</td>
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## TRANSPORT ACTIVITIES OR PROGRAMMES OF ACTIVITIES

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<thead>
<tr>
<th>Activity Class</th>
<th>Forecasts Expenditure ($M)</th>
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</thead>
<tbody>
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<td>State highway improvements</td>
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<tr>
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<td>Investment management/</td>
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<tr>
<td>Transport Planning</td>
<td>$6.81M</td>
</tr>
</tbody>
</table>
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 GRENADE
- 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

WALKING & CYCLING
8 SIGNIFICANT PROJECTS
16 PROJECTS & MAINTENANCE IN OVERALL PROGRAMME

SAFETY
1 STATE HIGHWAYS
12 SIGNIFICANT PROJECTS WITH HIGH CONTRIBUTION

ROADING
16 PROJECTS & MAINTENANCE IN OVERALL PROGRAMME TARGETED AT IMPROVING SAFETY

POLICE

BEHAVIOUR
Paekakariki
Porirua
Wellington
Seaview
Lower Hutt
Upper Hutt
Featherston
Greytown
Carterton
Masterton
Martinborough
Paraparaumu
Waikanae
Otaki

Modes:
Key:
Road
Railway
Airport
Port
Train station

Regionwide:
- Project Next Integrated ticketing and fares
- Wellington/Wairarapa metro rail track infrastructure catch up renewals
- Unlocking Rail Network Capacity & improving resilience (RS1)
- Unlocking capacity and improving resilience - infrastructure
- Park & ride gates
- Wellington ITS improvement programme
- Real time information tools
- Electric buses
- Noise walls improvement programme

Resilience
Safety

Priority 1
Priority 2
Priority 3
Multi-modal
Public transport
Roading
Walking & Cycling

Transit Gully interfaces and SH1/58 revocation

SH58 Porirua to SH2 Upper Hutt safe system transformation

SH1 Tawa through CBD - Interim Optimisation Measures

Northern Growth Roads

Road resilience improvement - Ngaio Gorge and Wadestown

Ngauranga to Petone walking, cycling and resilience link

SH2 Wellington to Upper Hutt safer corridor

Aotea Quay improvements

Resilient Port access

Kont and Cambridge Terraces roading improvement

Adelaide Road improvements

Suburban Bus Priority Phase 1

East West connectors - Relief Route

Transmission Gully interfaces and SH1/58 revocation

Palmerston North – Wellington Passenger rail (Capital Connection)

Wairarapa service & capacity enhancements (E-DMUs & Shuttles)

SH2 Featherston to Upper Hutt safe system transformation

SH2 Featherston to Masterton safe system transformation

Wairarapa service & capacity improvements (E-DMUs & Shuttles)

Wellington ITS improvement programme

Noise walls improvement programme

Electric buses

Real time information tools

Park & ride gates

Unlocking Rail Network Capacity & improving resilience (RS1)

Wellington/Wairarapa metro rail track infrastructure catch up renewals

Wellington/ITD improvement programme

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Priority 2
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Priority 1
Priority 2
Priority 3
Multi-modal
Public transport
Roading
Walking & Cycling
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