



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

23 May 2018

Regional Transport Committee

Order Paper for meeting to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on:

Tuesday, 29 May 2018 at 10.00am

Membership of Committee

Cr Donaldson (Chair)	Greater Wellington Regional Council
Cr Laidlaw (Deputy)	Greater Wellington Regional Council
Mayor Booth	Carterton District Council
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kapiti Coast District Council
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Mayor Tana	Porirua City Council
Mayor Wallace	Hutt City Council
Cr Calvi-Freeman	Wellington City Council
Emma Speight	New Zealand Transport Agency

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

Regional Transport Committee

Order Paper for Meeting to be held on Tuesday, 29 May 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 10.00am

Public Business

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1. Apologies		
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5. NZTA update	Oral	
6. Regional Land Transport Plan 2015 mid-term review	Report 18.172	8



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Report 18.163

24/04/2018

File: CCAB-16-271

Public minutes of the Regional Transport Committee meeting held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on Tuesday 24 April at 10:00am

Present

Cr Barbara Donaldson (Chair)	Greater Wellington Regional Council
Cr Chris Laidlaw (Deputy)	Greater Wellington Regional Council
Cr Calvi-Freeman	Wellington City Council
Mayor Guppy	Upper Hutt City Council
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Mayor Tana	Porirua City Council (from 10:06am)
Mayor Wallace	Hutt City Council
Emma Speight	New Zealand Transport Agency
Cr Ross Leggett (alternate for PCC)	Porirua City Council (until 10:06am)

Public Business

1 Apologies

Moved

(Cr Laidlaw/ Mayor Napier)

The Committee accepts the apologies for absence from Mayors Booth and Gurunathan.

The motion was **CARRIED**.

2 **Conflict of Interest declarations**

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation.

4 **Confirmation of the minutes of 13 March 2018**

Moved

(Mayor Napier/ Cr Laidlaw)

That the Committee confirms the minutes of 13 March 2018, Report 18.85.

The motion was **CARRIED**.

5 **Action items from previous Regional Transport Committee meetings Report 18.110**

Luke Troy, General Manager Strategy, spoke to the report.

Report 18.110

File: CCAB 16-241

Moved

(Mayor Napier/ Cr Laidlaw)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

The motion was **CARRIED**.

Luke Troy, General Manager, Strategy, updated the Committee on the Capital Connection service with Horizons Regional Council. Both councils are happy with the direction this is taking and there is no need for a face to face meeting.

6 **Regional Land Transport Plan 2015 mid-term review submissions and draft update document Report 18.128**

Anke Kole, Transport Advisor, spoke to the report.

Submitters made their submissions in the following order:

Time	Submission number	Name and organisation
10:10-10:15	25	Mike Brown, Wellington International Airport Ltd
10:16-10:25	55	Mike Mellor, Living Streets Aotearoa
10:26-10:35	46	David Tripp, Hutt Cycle Network
10:36-10:41	30	Ron Beernink, Cycle Aware Wellington
10:42-10:48	35	Russell Tregonning, congestion Free Wellington
10:49-10:58	52	Laura Somerset, Wellington City Youth Council
10:58-11:06	47	Dr Marion Leighton, Doctors for Active Safe Transport

Report 18.128

File: CCAB 16-250

Moved

(Mayor Guppy/ Cr Laidlaw)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Notes the full submissions and summary of submissions with officer comment (Attachments 1 and 3).*
4. *Notes that the draft regional programme will be considered at the 29 May Committee meeting.*
5. *Endorses the general direction of the draft update document, as described in section 6 of the report (Attachment 4).*

The motion was **CARRIED**.

7 Ministry of Transport presentation on the Draft Government Policy Statement on Land Transport

Oral presentation

David Eyre, Principal Analyst, Ministry of Transport, updated the Committee on the progress of the Government Policy Statement on Land Transport for 2018 (GPS) and advised that the final GPS will be released at the end of June. However, there will be a second stage of the GPS released later, covering topics such as the Climate Change Commission and the review of rail.

8 **RTC submission on the Draft Government Policy Statement on Land Transport 2018**

Helen Chapman, Senior Transport Planner, spoke to the report

Report 18.136

File: CCAB 16-258

Moved

(Mayor Patterson/ Mayor Wallace)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Approves the draft submission on the Draft GPS on Land Transport 2018 as set out in Attachment 1 to this report.*
4. *Delegates to the Chair the ability to make minor editorial amendments to the submission.*

The motion was **CARRIED**.

9 **NZTA projects update (including update on the draft Investment Assessment Framework and draft State Highway Investment Proposal)**

Oral presentation

Emma Speight, Regional Relationships Lower North Island Director, NZTA, gave an oral report to the Committee on NZTA projects, including an update on the Investment Assessment Framework which is in the consultation stage until 18 May 2018.

10 **Other central government development updates (Regional Fuel Tax, KiwiRail)**

Oral presentation

Helen Chapman, Senior Transport Planner gave an oral report to the Committee. She outlined two recent items of relevance. The Regional Fuel Tax Bill is currently at the Select Committee stage. This bill would allow regions outside Auckland to impose a fuel tax from 2021. GWRC submitted in support of this Bill, but asked if it would be possible to exclude part of a region, and asked how the mechanism of inter-regional contributions would work.

The other item was support for KiwiRail becoming an approved public organisation, which would allow KiwiRail to apply for funding under the RLTP.

11 **Proposed variation to the Wellington Regional Land Transport Plan 2015: Tawa Street Level Crossing Automatic Gates and new pedestrian surface treatments**

Luke Troy, General Manager, Strategy, spoke to the report.

Report 18.131

File: CCAB-16-249

Moved

(Mayor Guppy/Cr Calvi-Freeman)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to recommend to Greater Wellington Regional Council that the Regional Land Transport Plan 2015 be varied to include the proposed activities in Attachment 1 of this report.*

The motion was **CARRIED**.

The meeting closed at 11:50am

B Donaldson
(Chair)

Date:



Report 2018.172
Date 16 May 2018
File CCAB-16-272

Committee Regional Transport Committee
Author Helen Chapman, Senior Transport Planner

Regional Land Transport Plan 2015 mid-term review – updated draft regional programme and draft update document

1. Purpose

This report provides an update on work carried out as part of the Regional Land Transport Plan (RLTP) mid-term review. It seeks the Committee's approval of the update document content and asks the Committee to determine the final order of activities on the list of prioritised significant activities.

2. Background

The Land Transport Management Act (LTMA) requires that an interim review of the RLTP is completed during the six months before the end of the third year of the RLTP. The NZ Transport Agency (NZTA) requires a variation to the RLTP, including the 2018-21 regional programme, to be submitted to the NZTA by the end of June 2018.

In April 2018 the Government issued a new draft Government Policy Statement on Land Transport 2018 (draft GPS), which sets a new strategic direction. This has an impact on the RLTP and the RLTP mid-term review, as legislation requires the RLTP to be consistent with the GPS.

3. Regional Land Transport Plan variation

The proposed RLTP variation comprises the update document and regional programme. The update document provides a summary of the RLTP mid-term review, including changes to the strategic environment since 2015, areas of short-term focus for 2018-21, and areas that require further consideration as part of the preparation of the 2021 RLTP.

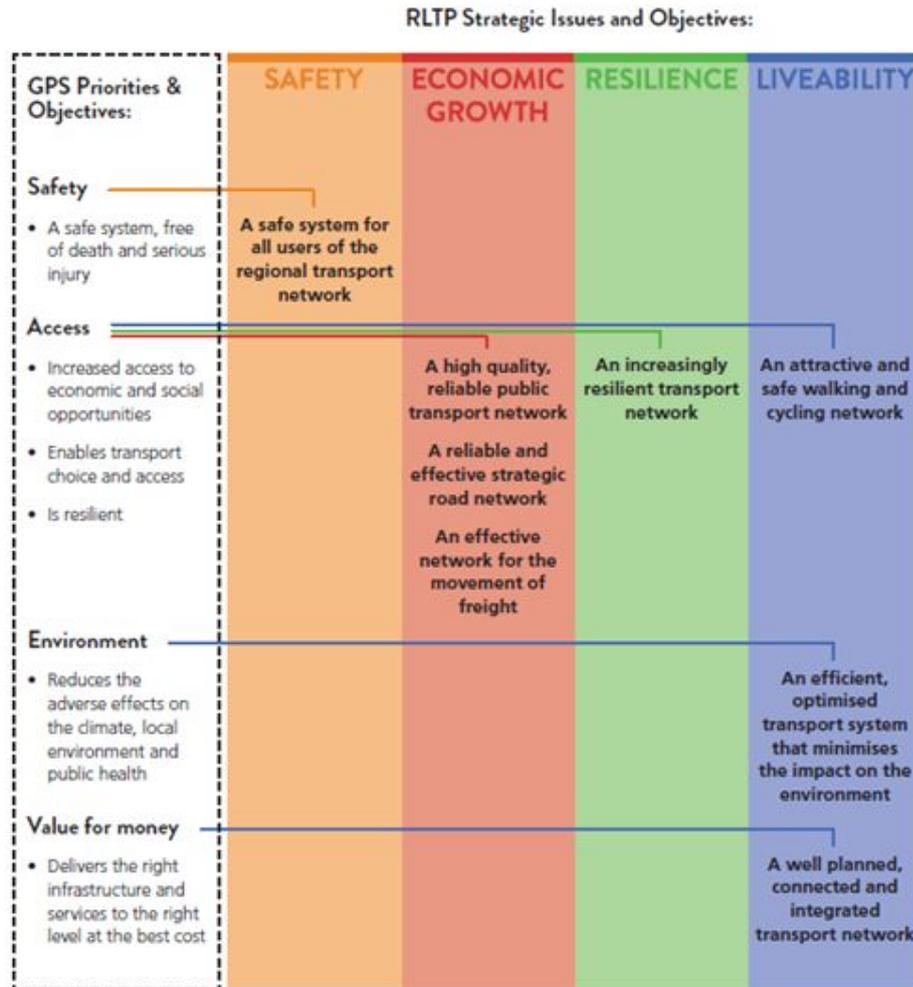
The update document will be supported by a more detailed background report, which will be made available on the GWRC website.

Attachment 1 provides the text of the update document. The draft regional programme is covered in section 5 of this report.

Officers are seeking the Committee’s approval of the content of the update document, so that the design can be finalised ahead of the June Committee meeting, where a Committee decision will be sought to agree the final version of the update document and the regional programme.

4. Consistency of the RLTP with the GPS

The LTMA requires that the Committee be satisfied that the RLTP is consistent with the GPS¹. Officers assessed the alignment between both documents. Based on this assessment officers are satisfied that the RLTP (including the proposed update) is consistent with the draft GPS (see **Attachment 2** for details).



¹ Section 14(a)(ii): Before a regional transport committee submits a regional land transport plan to a regional council [...] for approval, the regional transport committee must be satisfied that the regional land transport plan is consistent with the GPS on land transport.

Officers note the overall high level of alignment between the draft GPS, RLTP areas of short-term focus and feedback received during public consultation.

5. Draft regional programme

The draft regional programme used for public consultation was based on information provided by Approved Organisations in late October 2017. Since then the project information has been updated as a result of:

- Long Term Plan development and consultation
- the new draft GPS
- NZTA's new draft Investment Assessment Framework (IAF)
- the new Transport Agency Investment Proposal (which replaces the previous State Highway Investment Proposal).

5.1.1 Changes to the regional programme as a result of the draft GPS and IAF

The draft GPS signalled a significant shift in the desired outcomes and investment priorities for transport (see Report 2018.136 for further information).

The draft GPS is seeking a greater focus on outcomes around safety, access and the environment from transport investment. These outcomes have been translated in the IAF through changes to the results alignment criteria. Results alignment is one of the key factors used by NZTA in assessing projects. It forms part of the Regional Programme Prioritisation Methodology, which is used to prioritise significant activities.

The initial prioritisation of significant activities in the regional programme was carried out using the updated Regional Programme Prioritisation Methodology, as agreed by the Committee in November 2017 (Report 17.458 refers). Officers have reviewed the methodology in light of the changes in the draft GPS and IAF. Officers concluded that no changes to the methodology itself are required, but that the priority of some activities has changed because of changes to the results alignment.

The introduction of the new *Transitional rail* and *Rapid transit* activity classes and the addition of demand management to the *Road safety promotion and demand management* activity classes have affected the regional programme.

The introduction of the *Transitional rail* activity class adds new rail-related activities that were not previously funded, as these can now be included in the regional programme.

5.1.2 Transitional rail activities

Previously activities related to 'below track' rail infrastructure (owned by KiwiRail) were funded outside the National Land Transport Fund (NLTF) through Crown appropriations. They were captured in the RLTP 2015 as 'Significant expenditure funded from other sources' (RLTP Section 20.4). GWRC rail activities were included in the regional programme.

The new draft GPS signals the Government's intention to put rail funding on the same footing as funding for other land transport activities². As an interim measure the *Transitional rail* activity class has been created to fund known projects that support urban and inter regional rail services that assist passengers to access major employment and housing areas.

The following three projects in the Wellington Region are eligible for transitional rail funding:

- Wellington metro rail track infrastructure catch up renewals (including Wairarapa line)
- Unlocking Rail Network Capacity and improving resilience – infrastructure (including double tracking Trentham to Upper Hutt)
- Palmerston North – Wellington passenger rail (Capital Connection).

These activities need to be included in the RLTP to be eligible for funding. The Palmerston North – Wellington Passenger rail activity will also be included in Horizons Regional Council's RLTP. Including the KiwiRail 'below track' infrastructure in the regional programme requires a variation to the RLTP.

Good reasons exist for this variation as these activities are well aligned with the RLTP and improve consistency with the draft GPS. Using the RLTP significance policy (RLTP Appendix B), officers have assessed whether this variation is significant and have concluded that it is not. The assessment undertaken is presented in [Attachment 3](#).

5.1.3 Updated list of significant prioritised activities

Officers have updated the list of prioritised activities, using the Regional Programme Prioritisation Methodology, to reflect changes to projects. These include the addition of the KiwiRail activities and new results alignment scores under the IAF. No changes have been made to reflect public feedback or the three areas of short-term focus, as these are not part of the methodology.

Officers recommend that the Committee, in determining the final priority of the significant activities, take into account the matters set out in Table One:

² The draft GPS states that "the second-stage GPS will consider the funding of rail further, and will be informed by the current review of rail".

Table one: Matters to consider in determining the priority of significant activities	
Source	Key aspects to consider
New draft GPS	<p>Key strategic priorities:</p> <ul style="list-style-type: none"> - Safety - Access (including resilience) <p>Supporting strategic priorities:</p> <ul style="list-style-type: none"> - Environment - Value for money <p>Two new activity classes:</p> <ul style="list-style-type: none"> - Transitional rail – investment to support urban and interregional rail services that assist passengers to access major employment and housing areas - Rapid transit³ – investment in rapid transit improvements
RLTP mid-term review – policy framework review	<p>Areas of short term-focus for 2018-21 regional programme:</p> <ul style="list-style-type: none"> - Resilience - Public transport - Walking and cycling
Public feedback received during RLTP mid-term review consultation	<p>Main areas of support:</p> <ul style="list-style-type: none"> - Public transport - Rail - Walking and cycling <p>Significant activities with highest level of support (top 5):</p> <ul style="list-style-type: none"> - Ngauranga to Airport/Let's Get Wellington Moving - Additional rail services to the Wairarapa - Integrated fares and ticketing - New Diesel-electric multiple unit trains - Wellington to Hutt Valley cycleway/walkway/resilience project

Table Two below shows the region's significant activities with the draft updated priority rankings, using the Regional Programme Prioritisation Methodology, for consideration by the Committee. The table shows major changes to activities; changes to the timing and cost of activities have not been identified.

³ "Public transport capable of moving a large number of people. Common characteristics of rapid transit include frequent services, fast loading and unloading capability and largely dedicated or exclusive right-of-way routes."

Table Two: List of significant activities in priority order showing major changes			
Draft new priority	Project name	Comment	Change to consultation priority⁴
1	GW/WCC/NZTA: Ngauranga to Airport (Let's Get Wellington Moving)		1 ↔
2	KR/GW: Wellington metro rail track infrastructure catch up renewals	Added. Eligible for funding from Transitional rail activity class	N/A
3	NZTA: Ngauranga to Petone walking and cycling and resilience link	Re-named from <i>Wellington to Hutt Valley cycleway/walkway/resilience project</i>	8 ↑
4	KR/GW: Unlocking Rail Network Capacity and improving resilience – infrastructure	Added. Eligible for funding from Transitional rail activity class	N/A
4	GW: Unlocking Rail Network Capacity & Improving Resilience (RS1)	Re-named from <i>RS1 Station upgrades.</i> Infrastructure components part of <i>Unlocking capacity and improving resilience – infrastructure</i>	10 ↑
6	NZTA: SH2 Featherston to Upper Hutt safe system and resilience transformation	Added to address safety issues	N/A
6	NZTA: SH2 Featherston to Masterton safe system and resilience transformation	Re-scoped. <i>SH 2 Masterton to Carterton Safety Improvements</i> business case committed. This activity proposes further improvements	13 ↑
8	NZTA: SH58 Porirua to SH2 Upper Hutt safe system transformation	Added. 2 nd stage of improvements added to existing committed activity <i>SH58 safety improvements</i>	N/A
9	NZTA: SH2 Wellington to Upper Hutt Safer Corridor	Re-scoped to have greater safety focus. Re-named from <i>SH2 Ngauranga to Haywards/Upper Hutt Optimisation Improvement</i>	7 ↓
10	GW: Park & ride gates	Re-scoped. Focus is now on development of ticketing gates at P&R facilities to assist with capacity management	12 ↑
10	NZTA: Wellington ITS Improvement Programme	Added forms part of national work on Intelligent Transport Systems	N/A

⁴ The number refers to the draft priority of the activity during public consultation. The arrow indicates whether the activity is ranked higher, lower or the same in this latest version of the prioritised list. N/A indicates that the activity was not on the list consulted on.

Table Two: List of significant activities in priority order showing major changes			
Draft new priority	Project name	Comment	Change to consultation priority⁴
12	HCC: Hutt City Cross Valley Connection	Re-named from <i>Cross Valley Link</i>	9 ↓
12	WCC: Adelaide Road Improvements		4 ↓
12	WCC: Kent and Cambridge Terraces Rooding Improvements		11 ↓
15	WCC: Aotea Quay Improvements		2 ↓
16	WCC: Suburban Bus Priority Phase 1		5 ↓
17	GWRC: Project NEXT Integrated Fares and Ticketing	Renamed from <i>GRETS Integrated Fares and Ticketing</i>	22 ↑
18	NZTA: SH1 Tawa through CBD – Interim Optimisation Measures		6 ↓
19	HCC: The Beltway		19 ↔
20	KR/GW: Palmerston North – Wellington Passenger rail (Capital Connection)	Added. Eligible for funding from Transitional rail activity class	N/A
21	GW: Real time information tools	Renamed to better reflect proposed work	21 ↔
22	GW: Wairarapa Service & Capacity Enhancement (E-DMUs & Shuttles)	Re-scoped. <i>Wairarapa rail service improvements and Diesel-Electric multiple units. Has links to Wellington metro rail infrastructure⁵, and Palmerston North – Wellington Passenger Rail (Capital Connection)⁶</i>	14 ↓
23	HCC: Eastern Bays Shared Path		18 ↓
24	NZTA: SH2/Whakatiki Street intersection improvement	Added to address safety issues	N/A
24	NZTA: Resilient Port Access	Added. To focus on resilience of access to CentrePort and Interislander ferry terminal	N/A
26	GW: Electric buses	Added to enable the expansion of Wellington electric bus fleet	N/A

⁵ which seeks funding for track renewals

⁶ which enables continuation of services ahead of the purchase of new rolling stock

Table Two: List of significant activities in priority order showing major changes			
Draft new priority	Project name	Comment	Change to consultation priority⁴
26	WCC: Road resilience improvement – Ngaio Gorge and Wadestown	Added. Stage 1 committed, stage 2 added as new activity	N/A
28	NZTA: Noise walls and improvement programme	Added to address health impacts on property near state highways	N/A
29	KCDC: East West connectors – Relief Route		24 ↓
30	PCC: Transmission Gully interfaces and SH1/SH58 revocation	Added to address implications of possible revocation of SH 1 and local road impacts from Transmission Gully	N/A
31	WCC: Northern Growth Roads		26 ↓
Projects not currently captured in the RLTP			
	NZTA: Mt Bruce safety improvements	This was previously shown as anticipated to be committed, but is still under review. It has not been submitted for inclusion in the 2018-21 programme	
Removed from the previous significant activity list			
	NZTA: SH2 Totara Park Road IS walking and cycling improvements	Withdrawn by NZTA	23
	GW: New bus hubs	Re-scoped now funded as low cost/low risk and non-prioritised activities	3
	GW: Addressing Level of Service gaps for Rail Facilities	Re-scoped now funded as an increased level of service through the public transport programme, and low cost/low risk activities	20

Further detail is provided in [Attachment 4](#).

5.1.4 Other activities in the draft regional programme

As a result of the changes identified in Table One there have been some changes to the activities that are not prioritised in the draft regional programme. These activities include:

- Activities for which ongoing funding has already been committed prior to the start of the 2018-21 regional programme.
- Automatically included activities (local road maintenance, operations and renewals programmes and the public transport programme).
- Activities that are under \$5million, or not regionally significant.

These activities are not prioritised by the Committee. Within the RLTP they are submitted as priority bands as follows:

- all committed activities receive a priority of 0
- all automatically included activities receive a priority of 1
- all non-prioritised activities receive a priority of 2.

Significant activities are then prioritised starting with the top ranked significant activity being number 3.

Attachment 5 summarises these changes to non-significant, committed and automatically included activities advised by Approved Organisations.

6. Next steps

A Committee decision will be sought at the Committee meeting on 19 June to agree the final version of the update document and the regional programme, and forward the variation to Greater Wellington Regional Council for approval at the 26 June 2018 Council meeting.

The adopted RLTP variation, including the 2018-21 regional programme, must be submitted to the NZTA by the end of June 2018. The key steps leading to the end of June are as follows:

Step	Timing	Comment
The Committee considers the final RLTP update document, including the regional programme, and recommends to GWRC for adoption	19 June 2018	Approved Organisations may make further changes to their activities between now and June 2018
GWRC considers the RLTP variation, including the regional programme, for adoption	26 June 2018	The RLTP update is a variation to the RLTP. GWRC can decide to either approve the variation or refer it back to the Committee with a request that the Committee consider 1 or more aspects of the variation (LTMA, s18B(3))

7. Communication

No external communication is proposed at this point as an outcome of the consideration of this report.

8. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

8.1 Significance of the decision

The subject matter of this report is part of a decision-making process that will lead to the Council making a decision of medium significance within the meaning of the Local Government Act 2002.

The decision-making process is explicitly prescribed for by section 18 of the LTMA.

8.2 Engagement

Targeted engagement on the draft regional programme was carried out in February/March 2018 (Report 2018.128 refers). The draft RLTP variation was developed collaboratively with the Committee, officers from Approved organisations and key stakeholders.

9. Recommendations

That the Committee:

1. **Receives** the report and **notes** its content.
2. **Approves** the content of the update document (Attachment 1), which includes:
 - A summary of the key changes that have taken place since the RLTP was finalised in 2015
 - The three areas of short term focus for the 2018-21 regional programme
 - Considerations for the 2021 RLTP.
3. **Agrees** with officers' assessment that the RLTP (including the proposed update) is consistent with the draft GPS (as summarised in Attachment 2).
4. **Delegates** to the Regional Transport Committee chair authority to approve minor editorial amendments to the update document.
5. **Agrees** that, for the reasons set out in Attachment 3, including the KiwiRail rail infrastructure activities in the draft programme is not a significant variation to the Regional Land Transport Plan.
6. **Agrees** that good reasons exist for making the proposed variation.
7. **Agrees** to vary the draft programme to include KiwiRail rail infrastructure activities that can now be funded under the Transitional rail activity class.
8. **Notes** the new draft list of significant prioritised activities (provided in section 5.1.3 of the report), which has been updated using the Regional Programme Prioritisation Methodology.
9. **Determines** the final order of activities on the list of prioritised significant activities.

10. *Agrees to include the changes to the non-significant, committed and automatically included activities in the draft programme which have been advised by Approved Organisations (as set out in Attachment 5).*
11. *Notes that further changes to the detailed regional programme may be made by Approved Organisations before the programme is submitted to the NZTA at the end of June 2018.*
12. *Notes that a decision will be sought at the Committee meeting on 19 June 2018 to agree the final version of the RLTP variation, including the update document and the regional programme, for approval at the 26 June 2018 Council meeting.*

Report prepared by:

Helen Chapman
Senior Transport Planner

Report approved by:

Harriet Shelton
Manager, Regional Transport
Planning

Report approved by:

Luke Troy
General Manager, Strategy

Attachment 1: Draft RLTP update document (text version)

Attachment 2: Assessment of the alignment between the draft GPS and the RLTP

Attachment 3: Assessment of the significance of including KiwiRail activities in the RLTP

Attachment 4: List of significant prioritised activities

Attachment 5: Changes to non-significant, committed and automatically included activities in the draft programme advised by Approved Organisations.

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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 out future needs.

The current Wellington Regional Land Transport Plan (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 6 years, with a ten year outlook. This is our region's bid for funding from the National Land Transport Fund, 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 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 2018-21 programme from page x onwards.
- 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."

Why is transport so important for our region?

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 on 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 page 10).

Economic projections suggest the Wellington Region will maintain its importance for the national economy. Employment projections show regional employment growing by between 15% and 20% 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 help mitigating 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. That's 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 and helps us achieve our community outcomes and support regional growth. That's what the regional programme of transport activities from page x is about. To help make this change happen we need financial contribution from the National Land Transport Fund.

The RLTP's vision and eight strategic objectives

Vision:

"To deliver a safe, effective and efficient land transport network that supports the region's economic prosperity in a way that is environmentally friendly and socially sustainable."

Strategic objectives:

- * An increasingly resilient transport network
- * 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

Attachment 1 to Report 2018.172

- * 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

DRAFT

What is the RLTP mid-term review?

A mid-term review of the RLTP 2015 is required by legislation. 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 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 was 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 late 2017 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.

What is covered in this document?

This document is the Wellington Region's bid for funding from the National Land Transport Fund. It summarises the outcomes of the RLTP mid-term review. On the following pages you can find information about:

- The key context changes since 2015, when the RLTP was finalised:
 - New draft GPS 2018 – page 7
 - Resilience – page 9
 - Population growth – page 10
 - Climate change – page 11
 - Technology and lifestyle – page 12
 - Safety – page 13
 - Congestion – page 13
 - Ngauranga to Airport – Let's Get Wellington Moving – page 14.
- The three areas of focus for 2018-21 – page 17 onwards.
- Considerations for the 2021 RLTP – page 19 onwards.
- The updated regional programme for 2018-21 – starts on page x.

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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 2018 in April 2018. The draft GPS 2018 signalled a change in the strategic direction for the government's investment in land transport. New key strategic priorities for government are 'access' and 'safety', supported by the priorities of 'environment' and 'value for money'.

The GPS outlines the government's strategy to guide land transport investment. It provides guidance about 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.

Government has signalled that it wants to introduce more significant changes and plans to introduce a second stage GPS. Areas to be investigated in the second stage GPS include enabling funding for rail infrastructure and future rapid transit options for metro areas.

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.

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).

Strategic priorities draft GPS 2018

- * **Safety** – due to concern about the rising level of death and serious injuries on New Zealand's roads
- * **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

* **Value for money** – a land transport system that delivers the right infrastructure and services to the right level at the best cost

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

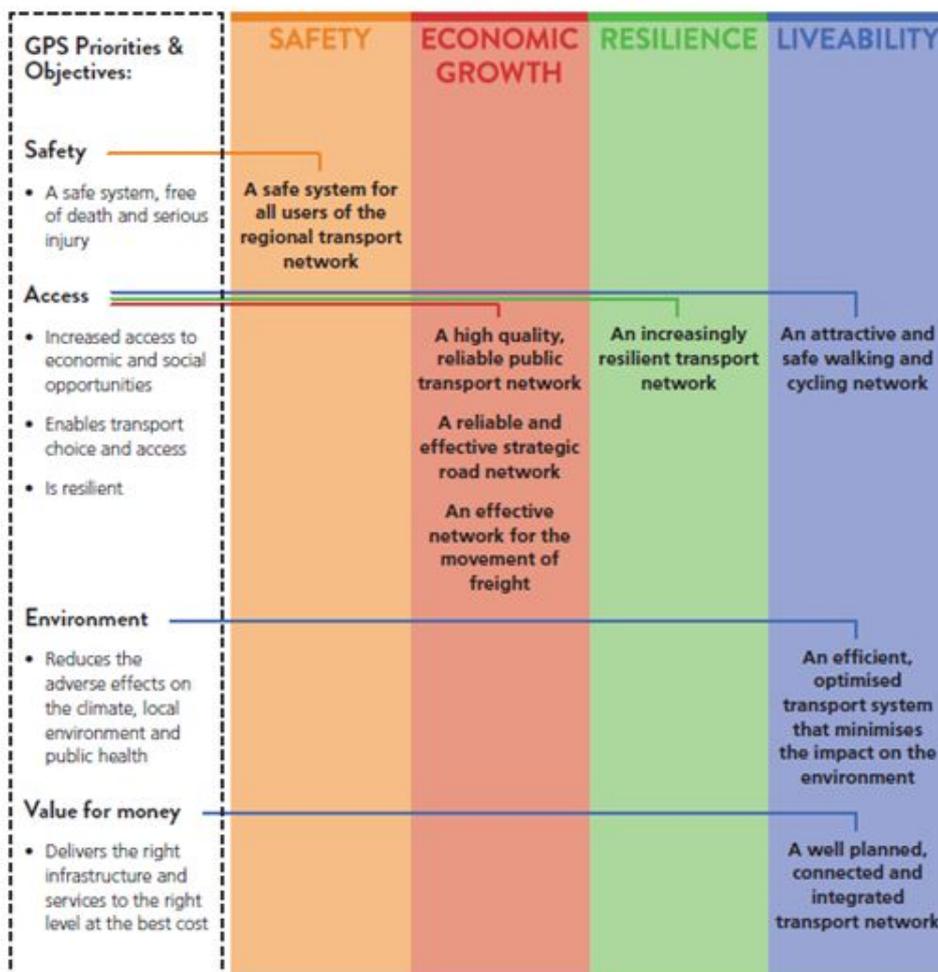
* **Integrating land use and transport planning and delivery**

acknowledging the significant impact they have on each other

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:

RLTP Strategic Issues and Objectives:



Resilience

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 surge and flooding. Significant earthquake and floods 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.

Resilience is one of the four problems defined in the RLTP 2015. Its importance has been highlighted further since the November 2016 earthquake and flooding events. These events impacted on our ability to move around the region – for ourselves and the goods we need. The aftermath of the earthquake changed travel patterns – some people had to work from home for a while, while others commuted to new offices that had shifted from the Wellington CBD to other parts of the region. Many of these impacts were short term, but others took some more time to fully re-establish.

The November 2016 events also raised our awareness of, and expectations about, the need to be prepared for the future. The community expects the councils in our region and the Transport Agency to improve the resilience of the region's core transport infrastructure.

Wellington's topography has largely shaped our urban form and transport corridors. A lack of alternative routes on much of the network, together with a transport system operating near capacity, means that even relatively minor traffic incidents can quickly have a significant impact on the wider network and restoring access can take some time.

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 Rimutaka 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; these 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% over the next 30 years, with a significant proportion of that growth in central Wellington City. 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 to access 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% increase in population was forecast to occur between 2013 and 2031. The 2016 forecast update suggests faster growth of around 13% 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. The other half of new growth will be strongest in Kapiti and Porirua, and particularly focussed around the region's 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 between 15% and 20% over the next 30 years – up to 50,000 more jobs. Over 40% of the current 235,000 jobs in the Wellington Region are located in the central city. The employment projections suggest that between 55% and 60% 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 aging population and people working later in life
- More inner-city living
- Increasingly flexible work hours and locations
- Mobility as a Service platforms

- 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, both on a national and regional/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% 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% 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 within the region. Bringing rail funding into the NLTF framework will be

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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, 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 quickly. 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
- 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 future demand of 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 cities and urban areas, as people move away from multiple vehicle ownership towards a centralised vehicle pool to make their trips.

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. Ensuring flexibility in our infrastructure investment and ensuring policy settings are in place to influence positive outcomes from this potential change 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 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 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 also 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 also 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 and mobility, 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.

Worsening congestion is not a consistent issue throughout the region; it affects parts of the network differently and is worse around certain pinch-points in the network. However, the current overall trend suggests this remains an issue in the Wellington region.

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 public transport (bus) services.

Public perception is also that congestion is getting worse, with an increasing proportion of residents saying that peak traffic volumes are unacceptable¹. 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 and are at the core of the Let's Get Wellington Moving strategic approach. Otherwise the next decade could see travel times by car and public transport up to 25% longer on some key routes into the central Wellington City, and the cost of congestion to the economy rise by up to 50%².

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. It will ensure that Wellington can continue to grow and develop as a liveable city and a strong CBD and employment hub that will support the growth and prosperity of the wider Wellington region.

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 is a joint initiative between Wellington City Council, Greater Wellington and the NZ Transport Agency. The focus is the area from Ngauranga Gorge to

¹ Wellington City Resident Satisfaction Survey (2013-2017)

² LGWM 2017 Scenarios Engagement Document

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the 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 NZ and Australasia.

But 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 several mass transit corridors through Wellington city are a core element of the targeted multi-modal approach.

Public transport can move many more people within a limited corridor as compared to private vehicles. It already plays a pivotal role in providing access to Wellington's central city, and has accommodated 70% of the growth in commutes to the central city during the morning peak over the past decade. Access by public transport is limited by slow travel times.

Due to its compactness, Wellington city is a great city 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. 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% of people who lived within 30 minutes of the central city 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.

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

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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 short 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 government in the draft GPS 2018.

➤ You can find the strategic objectives on page 3/4.

Resilience

Good progress has been made over the last few years in the areas of information and data availability related to transport network resilience. 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 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 and choice to economic and social opportunities to a growing number of people in the Wellington region. Public transport can also help making our region more resilient, by reducing reliance on fossil fuels and providing alternative transport options when unplanned events occur.

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

An issue that needs further attention is rail capacity and infrastructure, particularly on the Wairarapa line. The *Transitional rail activity class* has been introduced by government to enable funding for known rail infrastructure renewals and improvements like those on the Wairarapa line ahead of longer term work to bring rail into the 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 leads to many benefits, including health. Like public transport, walking and cycling play an important role in addressing climate change. They will

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contribute towards making the Wellington region more liveable and resilient, and accommodating a growing population.

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 also at the core of Let's Get Wellington Moving's strategic approach.

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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.

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.

Rail

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.

Liveability and wellbeing

There is a growing evidence base about the health benefits of active modes. We also continue to learn 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 (e.g. air pollution, noise and vibration, water and soil quality) and public health (e.g. 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.

Costs and affordability

Increasing cost pressures for councils and rate payers 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 e.g. 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 respectively the willingness to pay for improvements through rates, public transport fares or other potential future 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 enabling funding for coastal shipping 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.

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Assessment of the alignment between the draft GPS and the RLTP

Draft GPS 2018 objective	Draft GPS 2018 long term result sought	RLTP consistency with draft GPS
Safety		
A land transport system that is a safe system, free of death and serious injury	Significant reduction in deaths and serious injuries	<p>Safety is a strategic objective in the RLTP.</p> <p>The RLTP targets the reduction of deaths and serious injuries. This is to be achieved by a range of measures including safer infrastructure, safety education and promotion, safer speeds, and enforcement.</p> <p>Many of the safety issues identified by road controlling authorities will be addressed through low cost/low risk activities and Road Safety Promotion Programmes in the 2018-21 regional programme.</p>
Access		
A land transport system that provides increased access for economic and social opportunities	Metropolitan and high growth urban areas are better connected and accessible	<p>The RLTP seeks to continue improving and building upon Wellington's good public transport system, including improvements to the metro rail network and services. The RLTP also seeks to improve the level of service for walking and cycling to support these modes as attractive alternatives. "A well planned, connected and integrated transport network" is one of the RLTP's strategic objectives.</p> <p>Let's Get Wellington Moving, one of the key projects in the regional programme, seeks to ensure that Wellington can continue to grow and develop as a liveable city.</p>
	Better access to markets, business areas, and supporting tourism	<p>An effective network for the movement of freight is a strategic objective in the RLTP.</p> <p>The regional programme seeks continued investment in activities that will contribute to this GPS result. This includes seeking investment in rail infrastructure improvements and completion of the region's major State highway improvements like Transmission Gully and PekaPeka to Otaki.</p>
	Sustainable economic development of regional New Zealand is supported by safer and better transport connections	<p>The mid-term review identified the need to improve the connections between the Wairarapa and Wellington city, particularly for commuters and freight.</p> <p>The 2018-21 regional programme seeks funding for rail activities and safety improvements on State Highway 2 to address these issues.</p>

Draft GPS 2018 objective	Draft GPS 2018 long term result sought	RLTP consistency with draft GPS
A land transport system that enables transport choice and access	Increased mode shift from private vehicle trips to walking, cycling and public transport in our towns and cities	Public transport, walking and cycling are strategic objectives in the RLTP and areas of short term focus for the 2018-21 regional programme. Travel demand management and other behaviour change activities are also an important part of the programme. Let's Get Wellington Moving's strategic approach has a strong focus on enhancing active modes and a step change in public transport.
	More transport choices (including for people with less or limited access to transport)	The RLTP contains desired outcomes that support more transport choice, including improved public transport accessibility for all and improved level of service for pedestrians and cyclists. Improvements in this area have already been made, including to the accessibility of the public transport fleet and affordability of public transport fares for students and people with disabilities. Total Mobility services continue to be supported through the Public Transport programme.
A land transport system that is resilient	Improved network resilience for the most critical connections	Resilience is a strategic objective in the RLTP and an area of short-term focus for the 2018-21 regional programme. The Regional Transport Resilience programme business case has been completed; this identifies segments of the transport network that are vulnerable to resilience issues. The most critical projects will be advanced as part of the regional programme.
Environment		
A land transport system that reduces the adverse effects on the climate, local environment and public health	Reduce transport's negative effect on the global climate	The RLTP seeks an efficient and optimised land transport system that minimises the impact on the environment. It includes targets around reduced CO ₂ emissions and air pollutants. For the 2018-21 regional programme, the low-emission modes of walking, cycling and public transport are areas of short-term focus for the 2018-21 regional programme.
	Reduce transport's negative effects on the local environment and public health	

Draft GPS 2018 objective	Draft GPS 2018 long term result sought	RLTP consistency with draft GPS
Value for money		
A land transport system that delivers the right infrastructure and services to the right level at the best cost	Better informed investment decision-making	<p>The RLTP's strategic policy framework and the regional programme are well aligned with the priorities and investment signals provided in the draft GPS 2018. The areas of short-term focus align well with the strategic priorities of the draft GPS.</p> <p>Territorial Authorities work with the NZTA's requirements (including the business case approach and the Investment Assessment Framework).</p> <p>The RLTP contains a monitoring framework that measures progress annually towards the RLTP objectives through a wide range of measures (summarised in the Annual Monitoring Reports).</p>
	Improved returns	<p>The RLTP recognises the One Network Road Classification hierarchy and applies the strategic top levels of this (National and Regional Roads) to the Strategic Road Network chapter. This helps to inform maintenance programmes by being clear about the appropriate level of service a particular strategic road should offer.</p> <p>The RLTP includes a policy which states that strategic roads will be developed, maintained and protected in a manner consistent with their role and function.</p>

Assessment of the significance of including KiwiRail activities in the RLTP

Does inclusion of the two KiwiRail rail infrastructure business cases in the programme of prioritised large projects require a variation to the RLTP?		
Process step	Consideration	Officers comment
Is a RLTP variation required?	<p>Under S 16 (3) (c) (i) of the LTMA the RLTP, for the purpose of seeking funding from the NTLF must contain activities proposed by approved organisation in the region.</p> <p>S 19C (f) (i) enables the Agency to include activities that it anticipates being funded in the NLTP if they are included in a RLTP.</p> <p>S 18 D (1) LTMA provides that a RTC may prepare a variation to its RLTP if:</p> <p>(a) The variation addresses an issued raised by a review carried out under s 18 CA ; or</p> <p>(b) Good reason exists for making the variation.</p>	<p>There is an urgent need for these rail business cases to be funded. In order to seek funding from the NLTF and be included in the NLTP they must be included in a RLTP.</p> <p>While previous activities funded by the Crown are included in RLTP 2015 and associated activities were included in the draft prioritised list of large improvement projects consulted on in February / March 2018 the rail infrastructure business cases themselves have not previously been included in the prioritised list of large improvement projects for funding from the NLTF.</p> <p>This is a change to the significant activities in the plan as a direct consequence of the change to the GPS enabling funding to be sought for rail infrastructure supporting passenger services from the NLTF.</p> <p>Therefore a “good reason exists “for making the variation to the plan.</p>
Does inclusion of the KiwiRail rail infrastructure activities in the list of prioritised large projects amount to a significant variation?	<p>Under s18D (5) of the LTMA consultation is not required unless the variation is significant.</p> <p>Significance is determined by the RLTP significance policy.</p> <p>Some changes are generally not considered significant in their own right. These activities do not meet this test, and must be considered against the key considerations for determining significance. These considerations are whether the variation would:</p>	<p>(I) We believe the inclusion of the rail infrastructure business cases in the RLTP will not materially change the balance of investment in the programme due to the addition being directly a result to the introduction of the new “transitional rail” activity class in the GPS for rail infrastructure activities that were not previously able to be funded from the NLTF. We anticipate the new rail infrastructure activities will fully funded from the NLTF and not require a local contribution (i.e at 100% FAR).</p> <p>(II) The inclusion of these projects directly supports the Government objectives in the GPS which specifically seek to provide scope for funding key passenger rail projects that cannot wait for the rail review and second stage GPS.</p> <p>(III) Improvements to the rail network benefit</p>

	<p>(I) Materially change the balance of the strategic investment in a programme or project</p> <p>(II) Negatively impact on the contribution to government and/or GPS objectives and priorities</p> <p>(III) Affect residents, by either:</p> <ul style="list-style-type: none"> - Impacting a large number of residents, or - major impact on a small number of residents <p>(IV) Affect the integrity of the RLTP, including its overall affordability.</p>	<p>residents that use public transport by improving the reliability and capacity of rail services. We do not anticipate that the inclusion of these activities in the RLTP will directly result in other projects not going ahead.</p> <p>These rail activities form part of packages where associated services, rolling stock and railway facilities activities are included in the programme.</p> <p>(IV) The Strategic framework of the RLTP identifies the railway corridors as a key part of the network, and has previously included reference to Crown funding for rail track infrastructure work. So we do not consider it will affect the integrity of the overall RLTP. As we expect 100% from the NLTF there will not be regional affordability impact. We understand NZTA and the Ministry of Transport have considered the affordability of including transitional rail activities in the NLTF.</p> <p>Our assessment is that the inclusion of these KiwiRail rail infrastructure business cases in the RLTP is <i>not significant</i> as:</p> <ul style="list-style-type: none"> • It is a direct result of a change to the GPS funding framework. The regional priority of these activities has not changed. • Associated activities are included in the RLTP and have been consulted on with the public. • The transitional rail activities are expected to be fully funded from the NLTF and will not have an impact on the affordability of the programme.
<p>Can the variation form part of the variation resulting from the mid-term review?</p>	<p>Under s 18CA a RTC must complete a review of the RLTP in the 6months before the expiry of the third year of the plan.</p> <p>S18D (1) (a) provides that a RTC may prepare a variation to its RLTP if the variation addresses an issued raised by a review carried out under s 18 CA.</p> <p>Under S 14 (a) (ii) before a RTC submits a RLTP the RTC must be satisfied that the RLTP is consistent with the GPS on Land Transport.</p>	<p>GWRC has been undertaking a review under s 18CA, that has resulted in the preparation of a draft variation. As a result of public consultation, the new GPS and changes proposed by Approved organisations changes are proposed from the draft list of prioritised large improvement projects that was released for consultation.</p> <p>Before submitting the variation to the RLTP the RTC must consider the consistency between the GPS and RLTP.</p> <p>The inclusion of the rail activities is a direct result of the changes to the GPS and is not significant. As the review considered consistency with the GPS the inclusion of these new activities falls within the scope of the review. Public consultation is not required as the changes are not significant therefore these activities can be included in the mid-term review variation.</p>

Does the addition of a new Approved Organisation (KiwiRail) require a variation to the RLTP?		
<i>Process step</i>	<i>Consideration</i>	<i>Officers comment</i>
Is a RLTP variation required?	<p>S 16 of the LTMA sets out the form and content of RLTPs. Under subsection (2) the RLTP must include</p> <ul style="list-style-type: none"> (a) The transport priorities (b) Financial forecasts (c) Regionally significant expenditure funded from other sources (d) Identification of activities with inter-regional significance. <p>Subsection (3) sets out the types of activities that can be included in the RLTP for the purpose of seeking funding from the NLTF.</p>	<p>The LTMA does not require the RLTP to contain the approved organisations in the region. Approved organisations are able to propose transport activities for inclusion in the plan. It is the activities themselves, or changes to activities which need to be included in the RLTP. There is nothing that requires approved organisations to be included in the plan independent of the activities they propose.</p> <p>It is the activities that trigger variations to the plan, not the approved organisation. So the addition of KiwiRail as an approved organisation does not in itself require a variation.</p>

Draft RLTP Programme tables

Table One: Significant activities priority, and contribution to regional objectives											
Draft priority	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	Change from consultation priority
1	GWRC/WCC/ NZTA	Ngauranga to Airport (Let's Get Wellington Moving)									1 ↔
2	KR/GWRC	Wellington metro rail track infrastructure catch up renewals									N/A
3	NZTA	Ngauranga to Petone walking and cycling and resilience link									8 ↑
4	KR/GWRC	Unlocking Rail Network capacity and improving resilience - infrastructure									N/A
4	GWRC	Unlocking Rail Network Capacity & Improving Resilience (RS1)									10 ↑
6	NZTA	SH2 Featherston to Upper Hutt safe system and resilience transformation									N/A
6	NZTA	SH2 Featherston to Masterton safe system and resilience transformation									13 ↑
8	NZTA	SH58 Porirua to SH2 Upper Hutt safe system transformation									N/A
9	NZTA	SH2 Wellington to Upper Hutt Safer Corridor									7 ↓
10	GWRC	Park & ride gates									12 ↑
10	NZTA	Wellington ITS Improvement programme									N/A
12	HCC	Hutt City Cross Valley Connection									9 ↓
12	WCC	Adelaide Road Improvements									4 ↓
12	WCC	Kent and Cambridge Terraces Roading Improvement									11 ↓
15	WCC	Aotea Quay Improvements									2 ↓
16	WCC	Suburban Bus Priority Phase 1									5 ↓

Table One: Significant activities priority, and contribution to regional objectives

Draft priority	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	Change from consultation priority
17	GWRC	Project NEXT Integrated Fares and Ticketing	High	Low	High	High	High	High	High	Low	22 ↑
18	NZTA	SH1 Tawa through CBD - Interim Optimisation Measures	Low	Low	High	High	Low	High	High	High	6 ↓
19	HCC	The Beltway	Low	High	High	High	High	High	High	High	19 ↔
20	KR/GWRC/ Horizons	Palmerston North – Wellington Passenger rail (Capital Connection)	High	High	Low	Low	High	High	Low	High	N/A
21	GWRC	Real time information tools	High	High	High	High	High	High	High	High	21 ↔
22	GWRC	Wairarapa service & capacity enhancements (E-DMUs & Shuttles)	High	High	High	High	High	High	High	High	14 ↓
23	HCC	Eastern Bays Shared Path	Low	High	High	High	High	Low	High	High	18 ↓
24	NZTA	SH2/Whakatiki Street intersection improvements	Low	Low	Low	High	Low	High	High	High	N/A
24	NZTA	Resilient Port Access	Low	High	High	Low	Low	High	High	High	N/A
26	GWRC	Electric buses	High	High	High	Low	High	Low	Low	Low	N/A
26	WCC	Road resilience improvement - Ngaio Gorge and Wadestown	Low	High	High	High	Low	Low	High	High	N/A
28	NZTA	Noise walls improvement programme	Low	Low	Low	High	High	Low	High	High	N/A
29	KCDC	East West connectors - Relief Route	Low	High	High	High	Low	High	High	High	24 ↓
30	PCC	Transmission Gully interfaces and SH1/SH58 revocation	Low	High	High	High	Low	High	High	High	N/A
31	WCC	Northern Growth Roads	Low	High	Low	Low	Low	High	High	High	26 ↓

Key

High contribution to objective

Medium contribution to objective

Low contribution to objective

No contribution to objective



Table Two: Significant activities costs and timing

Draft final priority	Organisation	Project name	Description	Activity Stage	Start year	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	GW/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*
2	KiwiRail/GWRC	Wellington 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
3	NZTA	Ngauranga to Petone walking and cycling and resilience link	The 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 the Petone and Ngauranga.	Pre imp - construction	2017	2021	2.98	10.26	30.78	58.26	58.28	National	3.50	VHMM
4	KiwiRail/GWRC	Unlocking Rail Network capacity and improving resilience - infrastructure	Infrastructure network capacity improvements on the Wellington Metro Railway Network (over the next 4 years) to remove key network constraints and: - 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
4	GWRC	Unlocking Rail Network Capacity & Improving Resilience (RS1)	RS1 New timetable; A new regularised (clockface) timetable and new service patterns will provide at least four trains per hour to Wellington on all electrified lines during the two-hour morning peak. - RS1 Rail Station Upgrades: station upgrades to allow for longer trains or more frequent services.	Construction	2018	2027	1.50	1.50	3.68	6.68	35.44	Local - National	1.80	VHHL
6	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 PBC. Improvements along the corridor will improve the Kiwirap rating, by improving the road environment and reducing the incidence of accidents with fatal and serious outcomes. Corridor safety improvements between Rimutaka Hill and Te Marua will include protection from severe hazards; wide centerlines were 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*
6	NZTA	SH2 Featherston to Masterton safe system and resilience 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 rating, by improving the road environment and reducing the incidence of accidents with fatal and serious outcomes. Safety Management improvements may include: Barrier at high risk locations and rumble strips on edge lines.	Pre imp - construction	2021	2023	0.00	0.00	0.00	0.00	25.62	National	TBD	VHML*
8	NZTA	SH58 Porirua to SH2 Upper	SH58 as a regional strategic highway operates below its	Business case –	2021	2023	0.00	0.00	0.00	0.00	5.12	National	TBD	VHML*

Table Two: Significant activities costs and timing														
Draft final priority	Organisation	Project name	Description	Activity Stage	Start year	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
		Hutt safe system transformation	classification as a 2star- 3star 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 Pautahanui 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 curve with a corridor safety treatment including; roadside guardrails, delineation improvements, median wire rope barriers, seal widening, and safer speeds.	implementation - construction										
9	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 PBC. Improvements along the corridor will improve the Kiwirap rating, by improving the road environment and reducing the incidence of accidents with fatal and serious outcomes. Corridor safety improvements on the SH2 mainline including intersection rationalisation, consistent shoulder widths.	Business case - construction - property	2018	2022	2.10	1.07	36.65	39.84	39.84	National	TBD	VHML*
10	GWRC	Park & ride gates	Development of ticketing gates at park and 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*
10	NZTA	Wellington ITS Improvement Programme	Development of a national Transport Operating System (Transport OS) 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.	Implementation	2018	2020	0.57	8.33	65.88	74.77	74.77	National	5.10	HMM
12	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
12	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
12	WCC	Kent and Cambridge Terraces Roading 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*
15	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
16	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*
17	GWRC	Project NEXT Integrated Fares and Ticketing	Project NEXT is the vehicle by which GWRC will realise its requirements for Integrated Fares and ticketing (IFT). 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	Imp - Construction	2019	2021	0.81	11.25	0.00	12.06	12.06	Local - National	3.20	HMM

Table Two: Significant activities costs and timing														
Draft final priority	Organisation	Project name	Description	Activity Stage	Start year	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
			Based ticketing solution, with Open Loop payment capability. Project NEXT is a large, complex multi-year project with considerable strategic, economic, social and environmental significance to New Zealand											
18	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*
19	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
20	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	9.40	HMH
21	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 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	1.50	HML
22	GWRC	Wairarapa Service & Capacity Enhancement (E-DMUs & Shuttles)	Delivering additional rail services to the Wairarapa. Replacement carriages for the Wairarapa line and increased service frequency Includes potentially an additional evening service (Shuttle to Featherston), and additional services in the weekend, for tourism opportunities and reducing congestion over the Rimutaku 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*
23	HCC	Eastern Bays Shared Path	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	2021	2.00	2.00	2.00	6.00	8.60	Local - National	2.00	HML
24	NZTA	SH2/Whakatiki street intersection improvement	SH2 Upper Hutt intersections (Totara, Gibbons, Whakatiki and Moonshine Hill Rd) have HIGH Collective Risk HIGH Personal Risk. This project is proposed to investigate safety improvements on the following 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*
24	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*

Table Two: Significant activities costs and timing														
Draft final priority	Organisation	Project name	Description	Activity Stage	Start year	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
26	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*
26	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*
28	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*
29	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	1.00	MML
30	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	10.88	Local - National	TBD	MML*
31	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*

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 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 2014/41
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		Completed
SH2 Rimutaka Hill Guardrails	Guardrail installation		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	
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

Table four: Committed activities by organisation											
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 Hyandai 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
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. Address 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	0.06	0.06	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 2018.	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

¹ Total Cost includes expenditure that has already occurred

Table four: Committed activities by organisation											
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
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	
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 pedestrian 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	
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	2018	4.50	0.00	0.00	4.50	Local-National-UCF	Costs are totals for all phases. Including phases not yet approved.
Wellington Cycle Network - Eastern Package	Cycleway development in the Eastern suburbs. Funding approved for the detailed business case in 2017.	Detailed business case	2017	2018					7.65	Local-National-UCF	Detailed business Case funding under Review – anticipated to be committed in 2017/18
Road Resilience Improvement 2015/25 - Ngaio Gorge/ Wadestown	Strengthening routes to improve resilience/reduce disruption by damage to the road network in large earthquake and storm events. Initial funding approved 2016.	Construction	2015	2023	5.21	4.01	1.01	10.23	16.37	Local-National	Funding yet to be approved for years 2018/19 to 2023/24

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
Carterton District Council								
Maintenance, operations & renewals programme	2018	2021	2.83	2.97	3.03	8.84	Local-National	
Department of Conservation								
Maintenance, operations & renewals programme	2018	2021	0.05	0.05	0.05	0.15	Local-National	
Greater Wellington Regional Council								
Public Transport programme - Bus & 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	Includes Total Mobility services, wheelchair hoists and payments for the use of wheelchair hoists
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 & renewals programme	2018	2021	13.51	13.91	14.21	41.63	Local-National	
Kapiti Coast District Council								
Maintenance, operations & renewals programme	2018	2021	5.40	5.90	6.15	17.46	Local-National	
Masterton District Council								
Maintenance, operations & renewals programme	2018	2021	6.90	7.22	7.37	21.49	Local-National	
Porirua District Council								
Maintenance, operations & renewals programme	2018	2021	5.92	5.61	5.54	17.07	Local-National	
South Wairarapa District Council								
Maintenance, operations & 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 & renewals programme	2018	2021	4.69	4.76	4.69	14.15	Local-National	
Wellington City Council								
Maintenance, operations & renewals programme	2018	2021	36.59	35.43	37.59	109.62	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	Assessment profile 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	0.10	0.10	0.10	Local-National
Greater Wellington Regional Council									
Low cost/low risk improvements programme	Programme of low cost/low risk improvement projects under \$1m each.	2018	2021	15.81	9.98	8.86	34.65	64.65	Local-National
Asset Management Plan Updates 2018 -28	Public Transport Asset Management Plan update.	2017	2027	0.05	0.09	0.21	0.35	1.17	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	3.39	3.39	Local-National
PT Plan Revision 2018-21	Revision of the RPTP is required to reflect changes	2018	2021	0.01	0.04	0.01	0.07	0.15	Local-National
Regional Land Transport Planning Management 2018-21	Development, management, implementation, monitoring and reporting on the Regional Land Transport Plan.	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	2.34	Local-National
Waterloo Station - replace roof canopy	Replace Waterloo station roof canopy, ticket facilities, toilets and associated works (e.g. repair station furniture, platform and retile 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 and ride	Purchase of land adjacent to the Waterloo rail station and bus interchange for development as park & ride. Funding decision pending.	2017	2018	0.85	0.00	0.00	0.85	0.85	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 - UCF
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	2020	2020	0.00	0.00	2.89	2.89	2.89	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	Assessment profile Funding sources
	section of road along Eastern Hutt Road would substantially improve resilience of access between Lower Hutt/Wellington and Upper Hutt.								
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	3.50H	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
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	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 & 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 with improving 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	2018	2021	0.51	0.51	0.51	1.54	1.54	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	Assessment profile Funding sources
Wellington LED replacement programme	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. 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	0.50	1.55	1.14	3.19	3.19	Local-National
Cycling and Walking Riverside/Streamside	Upgrading the existing Riverside and Streamside cycling pathway to cater for the increase in usage.	2018	2020	0.12	0.29	0.29	0.70	0.70	Local-National-UCF
Network Optimisation and Integration	Programme business case to identify options to respond to changes to the roading network following the construction of Transmission Gully, address level of service gaps and safety concerns.	2017	2018	0.05	0.00	0.00	0.05	0.05	Local-National
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	0.55	0.55	Local-National
South Wairapa District Council									
Low cost/low risk improvements programme (includes special purpose roads ²)	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	2.05	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	8.06	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	1.50	Local-National

² 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.

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	Assessment profile Funding sources
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