



If calling, please ask for Democratic Services

---

## Regional Transport Committee

Tuesday 22 March 2022, 10.15am

Remotely, via Microsoft Teams

---

### Members

Cr Staples (Chair)	Greater Wellington Regional Council
Cr Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Mayor Beijen	South Wairarapa District Council
Mayor Foster	Wellington City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kāpiti Coast District Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District 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

---

Tuesday, 23 November 2021, 10.15am

Remote, via Microsoft Teams

## Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	<a href="#">Confirmation of the Public minutes of the Regional Transport Committee meeting on 23 November 2021</a>	21.546	3
5.	<a href="#">Waka Kotahi NZ Transport Agency update – March 2022</a>	22.103	6
6.	<a href="#">KiwiRail update – March 2022</a>	22.102	45
7.	<a href="#">Metlink update – March 2022</a>	22.89	47
8.	<a href="#">Let's Get Wellington Moving update – March 2022</a>	22.101	60
9.	<a href="#">Progress Report on the Wellington Regional Land Transport Plan Programme of Activities 2021-24 (July to December 2021)</a>	22.90	74



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 22 March 2021.

Report 21.546

## Public minutes of the Regional Transport Committee meeting on Tuesday 23 November 2021

All members participating remotely via Microsoft Teams at 10am.

---

### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry (from 10.03am until 10.13am)	Hutt City Council
Mayor Beijen	South Wairarapa District Council
Mayor Foster (from 11.11am)	Wellington City Council
Mayor Guppy	Upper Hutt City Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Emma Speight (from 10.01am)	Waka Kotahi NZ Transport Agency

All members participated at this meeting remotely via Microsoft Teams and counted for the purpose of quorum in accordance with clause 25B of Schedule 7 of the Local Government Act 2002.

### Public Business

#### 1 Apologies

Moved: Mayor Guppy / Mayor Lang

That the Committee accepts the apology for absence from David Gordon and Mayor Gurunathan, and lateness from Mayor Foster.

The motion was **carried**.

#### 2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

**3 Public participation**

There was no public participation.

**4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 14 September 2021 - Report 21.425**

Moved: Mayor Patterson / Mayor Beijen

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 14 September 2021 - Report 21.425.

The motion was **carried**.

**5 Update on Progress of Action Items from Previous Regional Transport Committee meeting – November 2021 – Report 21.457 [For Information]**

**6 Emission Reduction Plan Submission – Report 21.534**

Grant Fletcher, Manager, Regional Transport, spoke to the report.

Moved: Mayor Beijen / Mayor Lang

That the Committee:

- 1 Approves the submission to the Ministry for the Environment on *Te hau mārohi ki anamata: Transitioning to a low-emissions and climate-resilient future*.
- 2 Delegates to the Committee Chair the ability to make minor editorial amendments to the submission.

The motion was **carried**.

**7 Wellington Regional Land Transport Plan Annual Monitoring Report 2020/21 – Report 21.510 [For Information]**

Grant Fletcher, Manager, Regional Transport, and Andrew Ford, Wellington Transport Analytics Unit, spoke to the report.

**8 Waka Kotahi NZ Transport Agency update – November 2021 – Report 21.532 [For Information]**

Emma Speight, Director Regional Relationships, Waka Kotahi NZ Transport Agency, spoke to the report.

Mayor Barry left the meeting at 10.13am, at the beginning of the above item, and did not return.

Mayor Beijen left the meeting at 10.31am, during the above item.

**9 Metlink update – November 2021 – Report 21.500 [For Information]**

Scott Gallacher, General Manager, Metlink, spoke to the report.

Mayor Beijen returned to the meeting at 10.43am, during the above item.

**10 Climate Assessment Tool for Investment – Report 21.541** [For Information]

Grant Fletcher, Manager, Regional Transport, and Ian Binnie, Performance Measure Specialist, Waka Kotahi NZ Transport Agency, spoke to the report.

**11 Let's Get Wellington Moving update – November 2021 – Report 21.533** [For Information]

Dave Dunlop, Programme Director, Let's Get Wellington Moving spoke to the report.

Mayor Foster joined the meeting at 11.11am during the above item.

The public meeting closed at 11.43am.

Councillor A Staples

**Chair**

Date:

Regional Transport Committee  
22 March 2022  
Report 22.103



For Information

## WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – MARCH 2022

### Te take mō te pūrongo

#### Purpose

1. To update the Regional Transport Committee (the Committee) on Waka Kotahi NZ Transport Agency’s initiatives, current work, and work to be undertaken in the Wellington Region.

### Te horopaki

#### Context

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

### Ngā tūāoma e whai ake nei

#### Next steps

3. The Waka Kotahi member will speak to [Attachment 1](#) at the Committee’s meeting on 22 March 2022.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Waka Kotahi NZ Transport Agency March 2022 presentation

### Ngā kaiwaitohu

#### Signatories

Writer	Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services
Approver	Emma Speight – Director, Regional Relationships, Waka Kotahi NZ Transport Agency

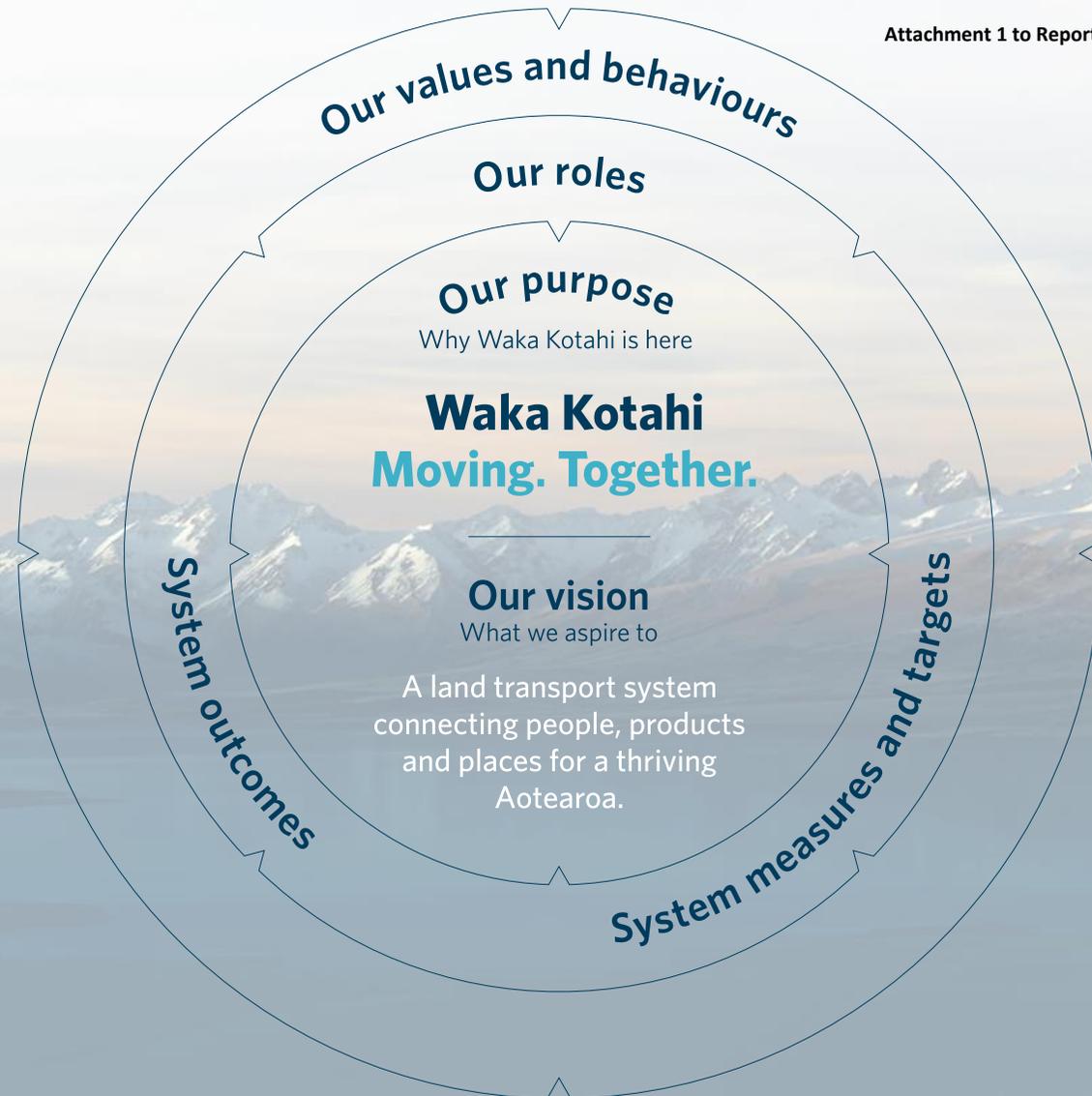
<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> The Waka Kotahi update ( <b>Attachment 1</b> ) reviews the implementation and delivery of Waka Kotahi's initiatives and programmes that are included in the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

# Regional Transport Committee

Greater Wellington  
22 March 2022



# Te kāpehu Our compass



## Our focus in 2022

- Reviewing land transport revenue with the Ministry of Transport.
- Updating our emissions reduction and adaptation strategy.
- Implementing the One Network Framework.
- Forging ahead with Road to Zero initiatives:
  - public awareness campaign
  - speed management programme
  - safety camera transfer and expansion, and
  - vehicle safety rating updates.
- Beginning planning for 2024-27 NLTP development.

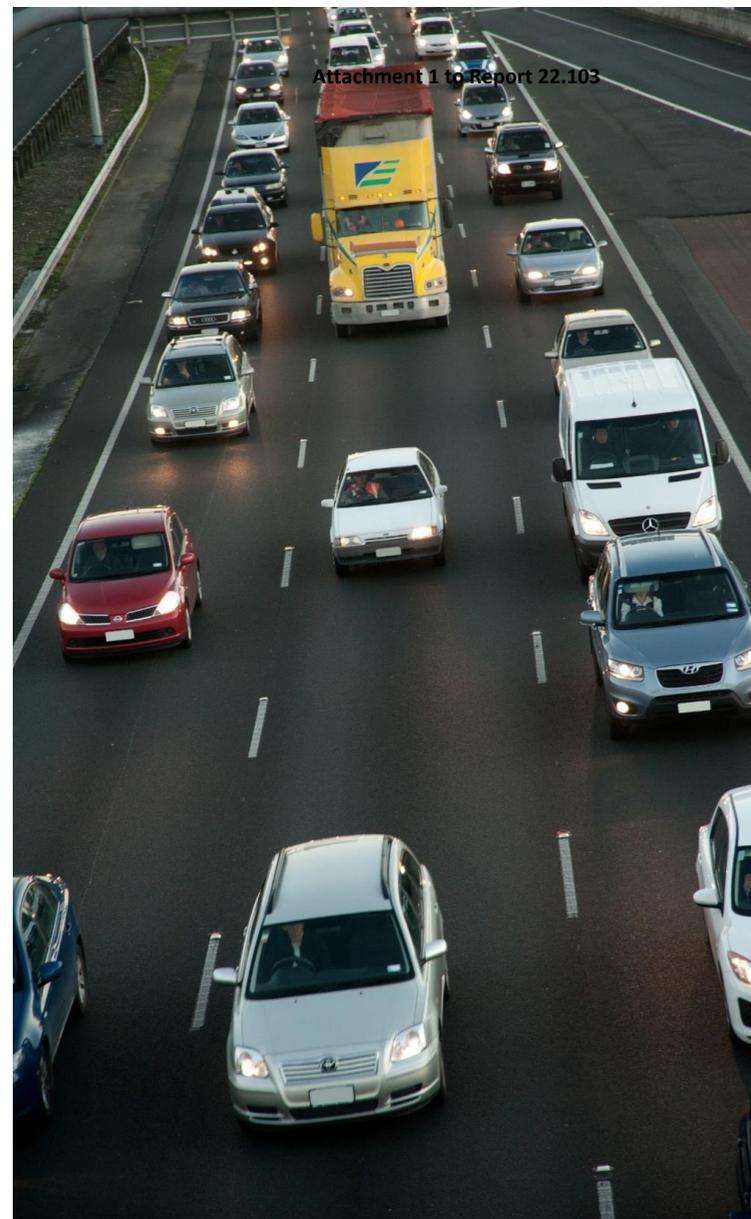
# Land transport revenue review

- NLTF funding has been under pressure for some time from:
  - increasing demands
  - rising cost of labour and materials, and
  - the impact of COVID-19.
- The review is focused on short-term changes – it will be completed by August 2022.
- The review is an important first step in future-proofing our land transport system.



## Our new regulatory funding model

- We've developed a new regulatory funding model so that we can deliver:
  - improved compliance, and
  - safety outcomes.
- The new model will mean that :
  - our regulatory functions are appropriately funded, and
  - the right people paying for the right things.
- Consultation on the new funding model will begin on 21 March.



# Consultation on the new model

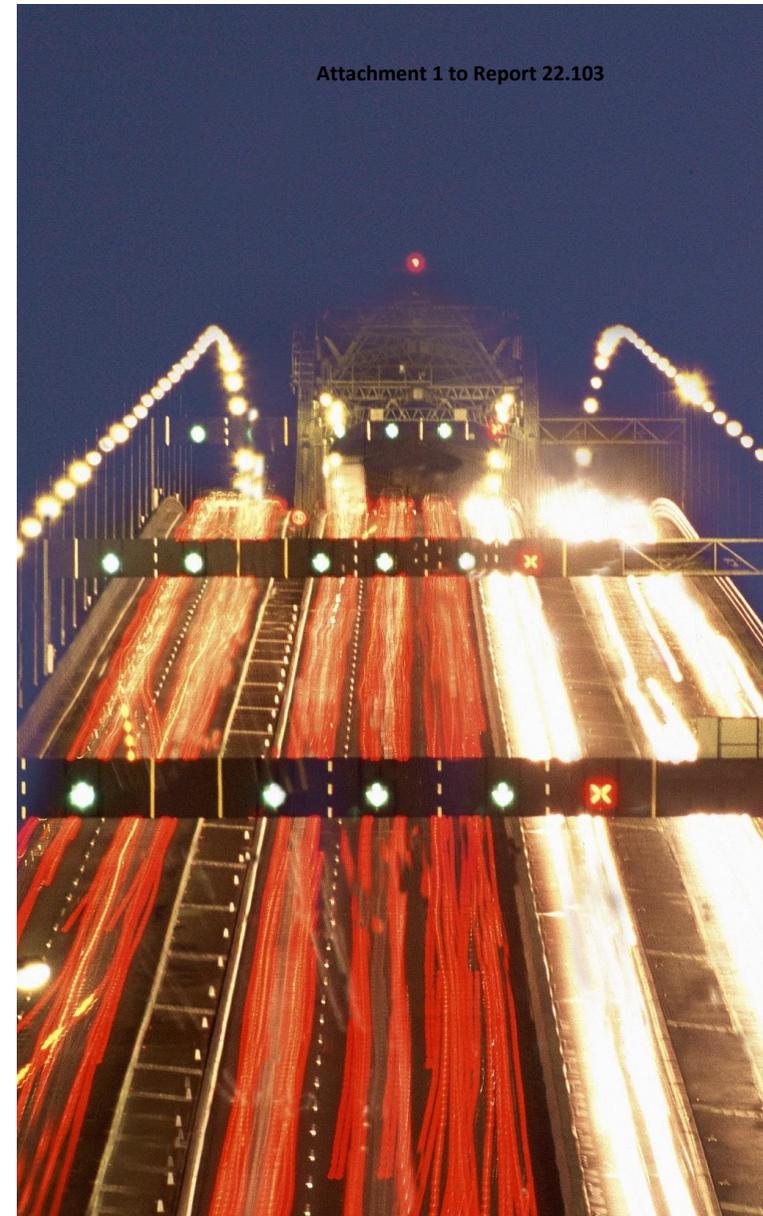
## Proposed changes cover eight areas

- How land transport revenue is allocated to regulatory activities.
- Charges for data access on the motor vehicle and driver license registers.
- Fees and charges for:
  - driver licencing and testing
  - fees for motor vehicle licensing and registration
  - road user charges administration
  - transport service license holders
  - motor vehicle certifier activities, and
  - electronic road user charges providers.



## Reducing emissions

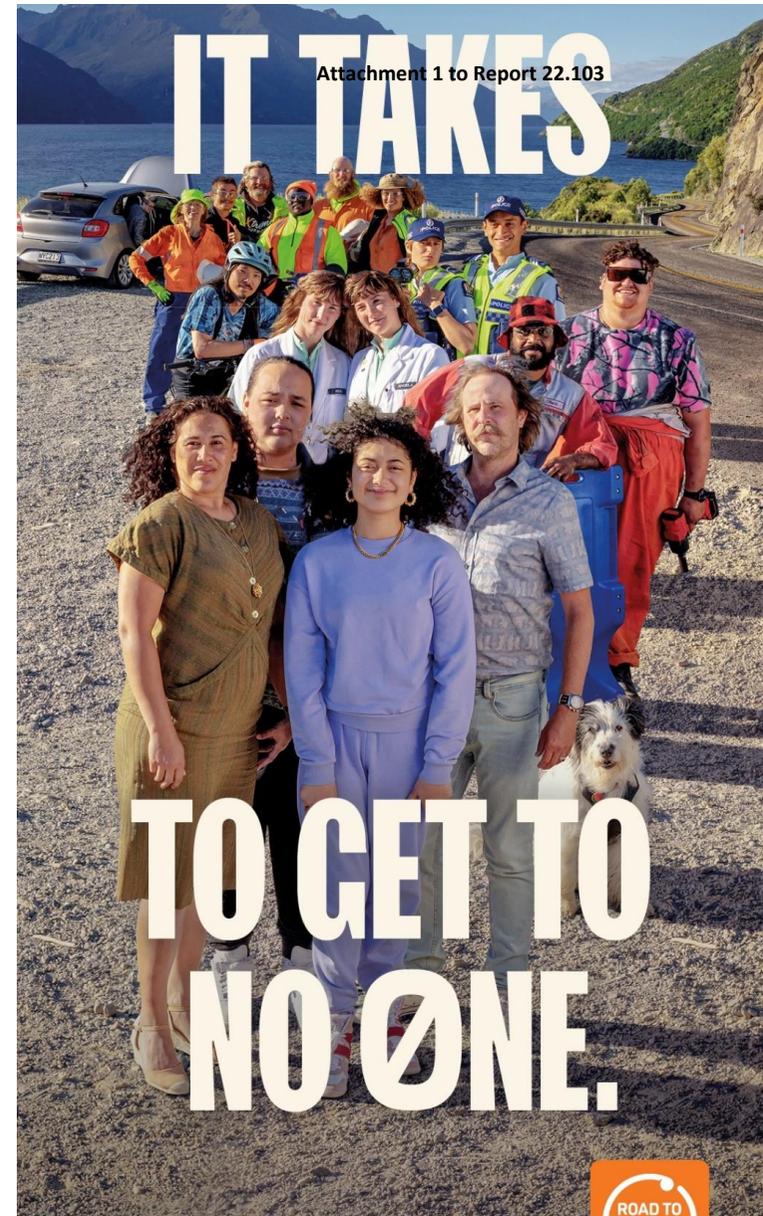
- The Emissions Reduction Plan is on target to be finalised in May 2022.
- We are also working on the National Adaptation Plan to be released around August 2022.
- We anticipate that this is going to impact on our work.
- We are looking at how we make investment decisions and how these can help achieve national climate change mitigation and adaptation objectives.



# Public awareness campaign

## Road to Zero

- We launched the campaign on 13 February and there are three phases:
  - **Disrupt**  
We address complacent attitudes to road safety – it's time we stopped paying the road toll.
  - **Vision**  
We explain our vision of zero deaths and serious injuries on New Zealand roads by 2050.
  - **System**  
We demonstrate the Safe System and how all the different parts of the road system work together to keep us safe.
- Resources are available to help you join this important conversation.



# One Network Framework

## Links with Road to Zero

- Each RCA has classified their networks using the Framework's categories.
- The next step is to classify:
  - public transport routes,
  - freight, walking and cycling paths,
  - and general traffic, alongside a future function view of the network.
- Over the next 18 months, our focus is to integrate the Framework into policies and processes.
- This includes how the street categories link with speed management planning.
- We aim to deliver the Framework in time for the development of the 2024-27 NLTP.



# Speed Management Programme

## Road to Zero

- What we're working on in 2022:
  - a new speed management framework
  - the new Aotearoa New Zealand Speed Management Guide
  - introducing the National Speed Limit Register
  - a new Speed Management Planning Solution, and
  - updating MegaMaps.



# Safety camera transfer and expansion

## Road to Zero

- We'll begin to transfer the management of safety cameras from mid-2023
- We are implementing a new approach on how we use safety cameras, including:
  - expanding the network, and
  - putting cameras on the highest-risk roads.
- We are increasing the number of safety cameras and want to work with you about where they should go.



# Vehicle safety rating update

## Road to Zero

- The Rightcar website has been updated with the latest vehicle safety ratings.
- The ratings assesses the safety of all road users including:
  - drivers
  - people in other cars
  - pedestrians
  - cyclists
  - and motorcyclists.
- Carbon emissions values were also updated.



# Public attitudes to road safety

## Road to Zero

- 1,600 New Zealanders were surveyed for the report, which has some key findings including:
  - 44% of respondents think deaths from road crashes are acceptable.
  - 23% of respondents believe there's not much chance of a crash if you are careful when you speed.
  - Three in four respondents support lower speed limits around schools in urban areas.
- We're publishing a report each year so that we can get public feedback and monitor trends around road safety.

Attachment 1 to Report 22.103



# Greater Wellington Regional Update

February/March 2022

# Greater Wellington Regional Update

Activity	2021 – 24 NLTP 2021/22 Allocation	Key date(s)	Progress	
State highway maintenance, operations and renewals	<i>36 Million Yr1 126 Million 3Yrs</i>	Ongoing	Green	<ul style="list-style-type: none"> <li>• Good progress being made on 2021/22 renewals, despite Covid impacts and recent weather event</li> <li>• Costs for Yr2 &amp; 3 will be confirmed once the Wellington Transport Alliance is fully established</li> </ul>
Low Cost / Low Risk	<i>8.6 Million</i>	On-going	Amber	
Emergency Works	<i>1.3 Million</i>	On-going	Amber	<ul style="list-style-type: none"> <li>• February rainfall event may result in some minor ongoing remedial works, once geotech assessment is completed</li> </ul>

# Wellington Transport Alliance update

A new alliance is being set up to deliver maintenance and operations activities across Greater Wellington's highway corridors, commencing **1 July 2022** (for 11 years)

- Progress to date:
  - Alliance Manager – Dave Rendall has been appointed
  - Currently working through the Interim Alliance phase with Non-Owner Participants – WSP & FH
  - Briefing held with other potential suppliers, for our vision to retain a healthy supplier market in Wellington
  - WTA presents opportunity to work with partners/stakeholders to deliver combined 'transport as a service' to Wellington travellers, and beyond



## RiverLink / Melling Transport Improvements

Attachment 1 to Report 22.103



Looking south at the new Melling bridge (*draft impression, subject to change*)



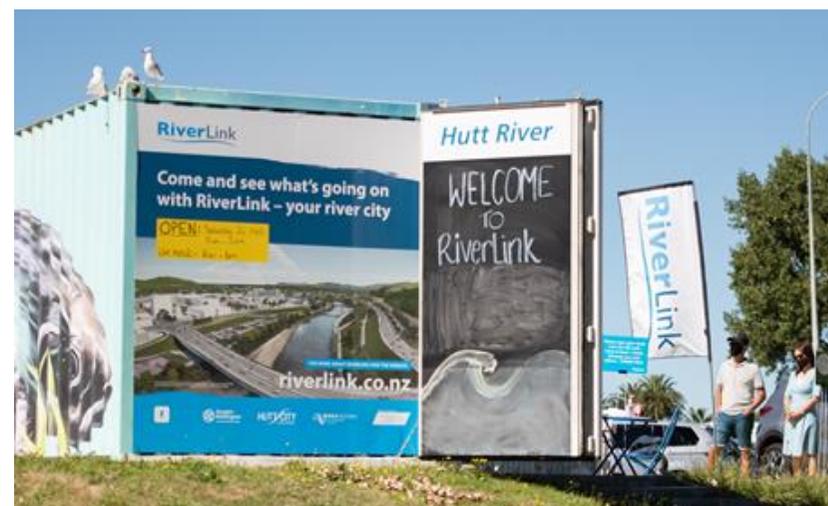
Heading southbound on SH2 towards new grade separated Melling interchange (*draft impression, subject to change*)

# NZ Upgrade Programme – RiverLink project

Attachment 1 to Report 22.103

Grade-separated Melling interchange and new river bridge, with improved links to cycling/walking modes, including relocated Melling station.

- The regulators agreed to change the consent pathway to a direct referral to the Environment Court.
- Mediation was held late Jan/early Feb and resolved many concerns submitters had.
- Four submitters wish to be heard at the Environment Court hearing starting 26 April 2022 and we continue to work with them prior to the hearing.
- A procurement timeline update went to the market early Feb with a target to close the RFP in December 2022.
- There is high public interest in the project, with the majority in support of it, as seen at the recent weekend opening of the RiverLink container – where people can look at information and talk to the team – by Te Awa Kairangi Hutt River.

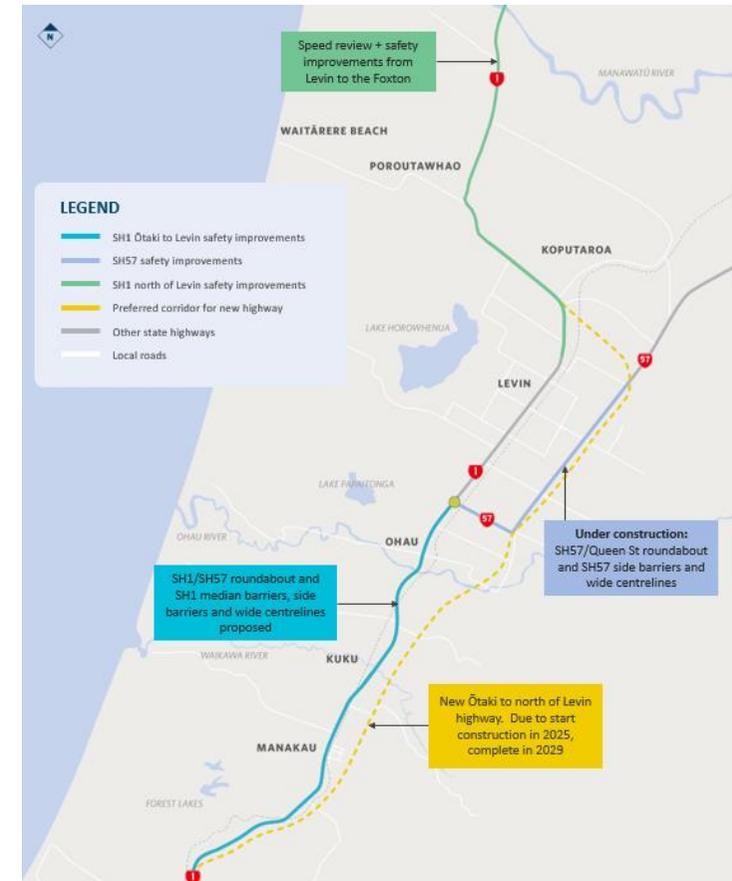


# Ō2NL safety improvements and speed

Attachment 1 to Report 22.103

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

- **SH57:** SH57 / Queen St roundabout, wide centre lines and stretches of edge barrier, plus speed review
  - SH57/Queens St roundabout open to southbound traffic in April
  - Widening shoulders and installing safety barriers began in January; we're looking at options for ending the SH57 northbound detour before midyear
  - Speed consultation held in late 2021; submissions are being considered
- **SH1 Ōtaki to Levin:** Wide centrelines and shoulders, stretches of median barrier, SH1 / SH57 roundabout, plus speed review
  - Early safety improvements completing at Kuku
  - Construction of remainder (excluding roundabout) expected to start late 2022
  - Consultation on speed coming up
- **SH1 from Levin to Foxton:** Roundabout at Waitarere Beach Rd / SH1, stretches with wide centreline and side / median barriers, plus speed review
  - Early engagement since late 2020
  - Community engagement on proposed safety improvements and speed by midyear.

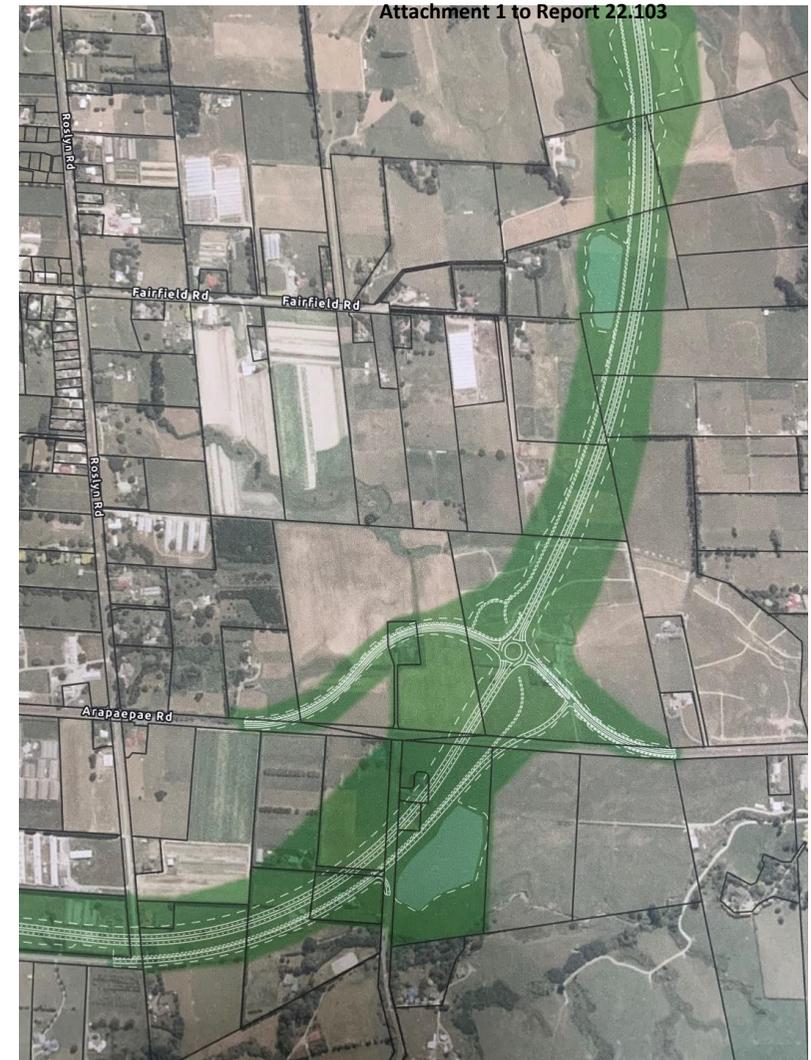


Improving **safety and resilience** of the **Ōtaki to north of Levin** transport corridor in the medium term, while progressing a new four-lane highway to **support growth** in Levin and **increase transport choice** for the growing population by the end of the decade.

# Ō2NL new highway

NZ Upgrade Programme-funded 24km four-lane new highway to improve safety and resilience in the Ōtaki to north of Levin transport corridor

- Preferred alignment and preliminary concept design shared with property owners and community in December
- Further work progressed on Queen St East connection and additional half interchange at Taylors Rd (to provide full connectivity at PP2O connection)
- To provide certainty for growth and planning processes and route protection, a Notice of Requirement was prepared for the section of new highway at Tara-Ika. RMA applications for remainder of highway to follow later in the year
- Work is continuing on finalising / approving Detailed Business Case and consent preparation
- Revocation workshops are ongoing
- Community engagement next month will provide an update on the new highway, potential effects identified and measures to address – and seek feedback on this work



*Preferred alignment shared in December, including preliminary concept design. 300m corridor lines removed.*

# Greater Wellington Large Capital Project Updates - PP20

Attachment 1 to Report 22.103



Relocating fish before culvert construction



New wire rope barrier



Working on the subgrade (bottom) layer of the new road

# Greater Wellington Large Capital Project Updates - PP20

Attachment 1 to Report 22.103



Makahuri Rail Overpass (Bridge 9) now open for construction vehicles



New overpass at Ōtaki Gorge Road



Laying down the asphalt

## Greater Wellington Large Capital Project Updates - PP20

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP20)	\$410m	Underway	Amber 	<ul style="list-style-type: none"> <li>• Bulk earthworks have been completed, with 3,600,000 cubic metres of earth moved in total.</li> <li>• 'Final trim' earthworks:                             <ul style="list-style-type: none"> <li>○ recently finished in the Waitohu Stream Bridge area at the north end of the project.</li> <li>○ progressing between Ōtaki River Bridge and Ōtaki Gorge Road Bridge in the central zone of the project.</li> </ul> </li> <li>• Good progress laying the structural asphalt - so far, around 80,000 tonnes of asphalt laid on the Expressway with an expected 50,000 tonnes still needed.</li> <li>• The installation of streetlights and wire rope barriers is continuing - once finished, the Expressway will be illuminated with 107 streetlights along the main alignment and approximately 33.4 km of wire rope barriers will be in place.</li> <li>• Around fifty culverts are now in place to carry stream water under the road to avoid flooding, with the help of roadside drainage.</li> <li>• The Makahuri Rail Overpass is now open for our construction vehicles to drive across. This will also benefit the community as it will reduce construction traffic on the already busy local roads.</li> </ul>

# Transmission Gully: Te Ara a Toa

Attachment 1 to Report 22.103



# Transmission Gully: Paekākāriki Interchange

Attachment 1 to Report 22.103



# Transmission Gully: Waitangirua interchange

Attachment 1 to Report 22.103



## Greater Wellington Large Capital Project Updates - TG

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.\$500m	Road opening tbc Project completion tbc	Amber 	<ul style="list-style-type: none"> <li>To facilitate an earlier than otherwise possible road opening, Waka Kotahi has agreed to defer 19 outstanding quality assurance tests that were originally required under the contract to be completed prior to the road opening, leaving a total of 81 tests required.</li> <li>Waka Kotahi has also agreed to reduce the requirements for a further 30 assurance tests. These deferred and reduced assurance tests will all be completed to the contractually agreed standards after the road opens to traffic.</li> <li>The three remaining consent tasks for road opening are being worked through with Greater Wellington Regional Council and other territorial authorities.</li> <li>Waka Kotahi is not prepared to compromise on the long term safety of the road but we are working to balance this along with the road’s reliability, safeguarding the public from any future financial liability for defects not remedied now, while doing everything we can to ensure people can use this vital transport connection as soon as possible.</li> <li>Commercial negotiations continue on compensation for delays as a result of the Covid-19 lockdown and Alert Level restrictions.</li> <li>Once the road opens, Waka Kotahi will start paying Wellington Gateway Partnership (WGP) for construction, operation and maintenance of the road. WGP have financed the project and have contracts with CPB HEB to build the road and with Ventia to operate and maintain the road.</li> </ul>

# Greater Wellington Project Updates – TG

Attachment 1 to Report 22.103

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness for Transmission Gully	\$20.4m	TBC	Green 	<ul style="list-style-type: none"> <li>Ongoing communications to improve driver behaviour such as merging, keeping left and tail-gating are having an observable effect on driver behaviour.</li> <li>The State Highway between Linden and Mackays Crossing has been re-numbered to SH59 in preparation for Transmission Gully which is SH1 as the main arterial route in and out of Wellington.</li> <li>Installation of Intelligent Transport Systems, between Porirua and Johnsonville, is well underway. These will improve safety and efficiency, and include new variable message signs, CCTV and an extension of the southbound Ngauranga Gorge variable speed system.</li> </ul>
TG Revocation	\$0.6m	Jun 2021 Porirua future function agreed	Green 	<ul style="list-style-type: none"> <li>Waka Kotahi continues discussions on proposals to retain SH59 Linden to Mackays as a state highway, and revoke the state highway status of SH58 Paremata to Pāuatahanui</li> <li>The work includes consultation with Porirua City Council, Kāpiti Coast District Council, Greater Wellington Regional Council, Wellington City Council, iwi, communities and stakeholders</li> <li>TG BOI requires that consultation on the future of these roads must begin no earlier than six months after TG opening. This will include speed reviews of SH59 and SH58. Feedback will be sought from the wider community.</li> <li>Future function of these roads has been agreed through Porirua NOF</li> </ul>

# SH58 Safety Improvements

*Below and centre: Pavement construction on Stage 2A*

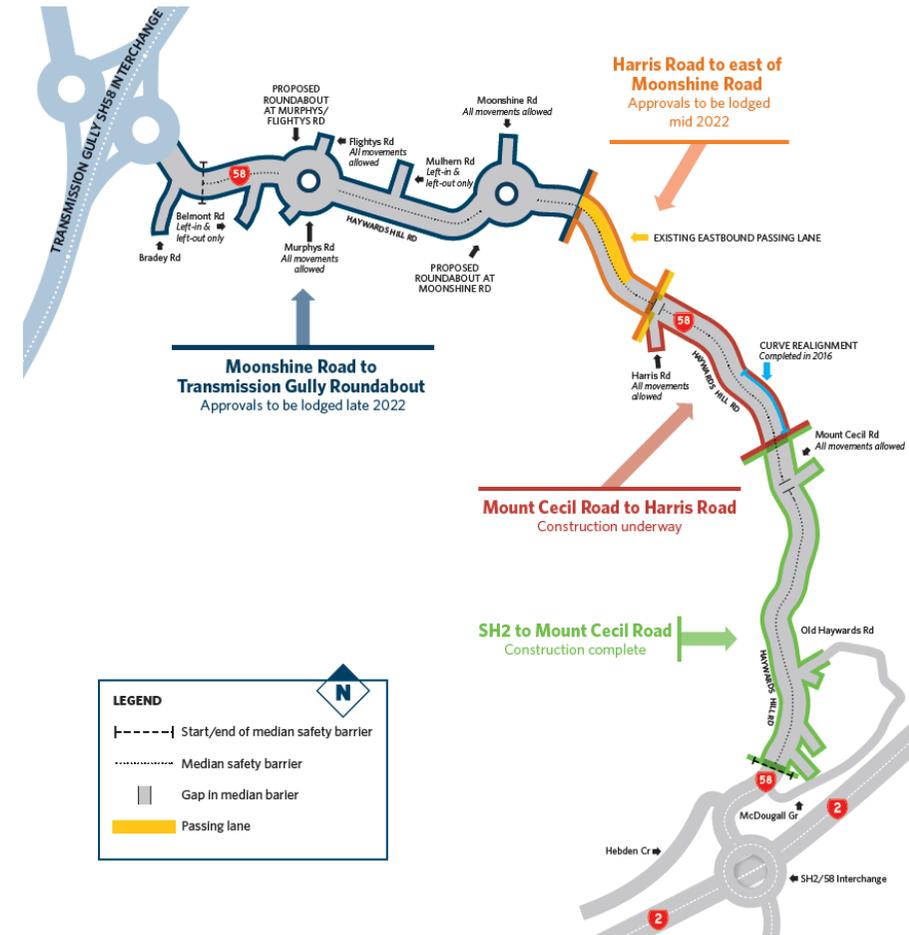
*Right: retaining wall completed recently on Stage 2A*



# NZ Upgrade Programme – SH58 Safety Improvements

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

Project / deliverables	Progress	Key dates
<b>Stage 1 (NLTF \$55m)</b>		
Construction	Stage now complete (except culvert works)	Road completed December 2021
<b>Stage 2a (NZUP \$16m)</b>		
Construction	Surfacing underway Culvert and retaining wall construction begins shortly	Completion mid-2022
<b>Stage 2b (NZUP \$89m)</b>		
Consenting	Advancing works from Harris Road to Moonshine in an early package.  Consenting and property for Moonshine to TG interchange (including two roundabouts)	Property owner and community engagement this month



# Greater Wellington Large Capital Project Updates

Attachment 1 to Report 22-103

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$407.8m	Underway	A	<p><b>Mass Rapid Transit, Strategic Highway Improvements</b></p> <ul style="list-style-type: none"> <li>With the preferred programme option decision in the middle of the year the goal is to close out the IBC by the end of 2022.</li> <li>Preliminary planning for the subsequent Detailed Business Case is underway. The team is also scoping the early investigation of stabling yard locations and the development of more detailed transport modelling tools.</li> </ul> <p><b>City Streets package</b></p> <ul style="list-style-type: none"> <li>Over 150 interventions have been proposed by partner staff for the bus priority and general targeted improvements projects. The proposed interventions have been reviewed and prioritized for incorporation into the business case.</li> <li>The business case is planned to be completed in draft form in March for Technical Advisory Group review prior to progressing through LGWM and partner reviews and approvals from March to June. Planning for design of the prioritised interventions is underway.</li> </ul> <p><b>Travel Demand Management</b></p> <ul style="list-style-type: none"> <li>The draft SSBC is being updated following its inclusion in the Transformational Programme engagement in December 2021. Work is underway to complete the management case with the aim to obtain approval of the SSBC from the LGWM Board and Partners at the same time as the Transformational programme preferred option decision mid-2022</li> </ul>

# Greater Wellington Large Capital Project Updates

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$407.8m	Underway	A	<p><b>Thorndon Quay - Hutt Road</b></p> <ul style="list-style-type: none"> <li>Single Stage Business Case (SSBC) was approved by WCC and GWRC. It will be submitted to the Waka Kotahi Board in April</li> </ul> <p><b>Golden Mile</b></p> <ul style="list-style-type: none"> <li>In February, businesses, building owners, and residents living directly on and nearby to the Golden Mile were invited to join early engagement on the emerging detailed design for the Golden Mile.</li> <li>Their ideas, comments and suggestions will be used by the design team to inform a more detailed illustrative design.</li> </ul> <p><b>Cobham Drive Crossing &amp; SH1 Safer Speeds</b></p> <ul style="list-style-type: none"> <li>The revised Single Stage Business Case Lite (SSBCL) for the alternate design was approved by the Partnership Board</li> <li>The speed limit proposal along SH1 was approved by Waka Kotahi on 1 March 2022. The gazette notice has been published, with the 28-day gazetting period commencing on 4 March 2022. Wellington City is taking their speed limit proposal to their Planning and Environment Committee on 10 March 2022. The new speed limit will be implemented in April</li> </ul>

# Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
<ul style="list-style-type: none"> <li>Te Ara Tupua - Petone to Melling</li> </ul>	\$63m	Completion early-mid 2023	Green 	<ul style="list-style-type: none"> <li>Construction is ~65% complete with project completion now in early-mid 2023.</li> <li>Recent work includes:               <ul style="list-style-type: none"> <li>Stormwater work is nearing completion</li> <li>Light pole and fence foundations</li> <li>Ramp excavation at Normandale underway</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Te Ara Tupua – Ngauranga to Petone</li> </ul>	\$178 - \$197 m		Green 	<ul style="list-style-type: none"> <li>Interim Project Alliance Agreement (iPAA) signed between Waka Kotahi, Downer NZ, HEB Construction and Tonkin + Taylor on 2 July – now named Te Ara Tupua Alliance.</li> <li>Alliance team mobilised to project office at 180 Taranaki Street (though COVID means many are WFH) and working through design development and planning of construction logistics. This work is now well into the 'estimating' phase to develop the agreed Target Outturn Cost (TOC). Work on site now expected to start in 2022.</li> <li>Collaboration between Waka Kotahi, Alliance, and Hutt City Council means Alliance is preparing to deliver Eastern Bays Shared Path (now named Tupua Horo Nuku by mana whenua), starting with southern portions (Windy Point and Sunshine Bay)</li> </ul>

# Greater Wellington Project Updates – corridor improvements

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka revocation (M2PP Revocation)	\$17.5m	Underway	Green 	<ul style="list-style-type: none"> <li>13km of corridor improvements including road resurfacing and remarking, construction of footpath and cycle lanes, kerb realignment, pedestrian crossings, new traffic signals and stormwater system works etc.</li> <li>Works at the northernmost 4km (north of Waikanae) have been completed.</li> <li>Works on the southernmost 2km, up to SH1 Ihakara St intersection, were completed in December 2021.</li> <li>Works on the old state highway through Paraparaumu and Waikanae Town centres are underway.</li> <li>Engagement on safer speed limits for the corridor took place in April/May 2021. Preparations for formal consultation in early 2022 are now underway.</li> </ul>
Peka Peka to Ōtaki revocation (PP2Ō revocation)	\$12.3m	Underway	Green 	<ul style="list-style-type: none"> <li>Community and stakeholder engagement on preliminary designs for upgrading the old SH1 took place in April/May 2021. The detailed design phase will get underway in the second quarter of 2022.</li> <li>The target is for the works to start once the PP2Ō Expressway project is completed.</li> <li>Engagement on safer speed limits took place in April/May 2021. Preparations for formal consultation in early 2022 are now underway.</li> </ul>

# Greater Wellington Project Updates – Safety

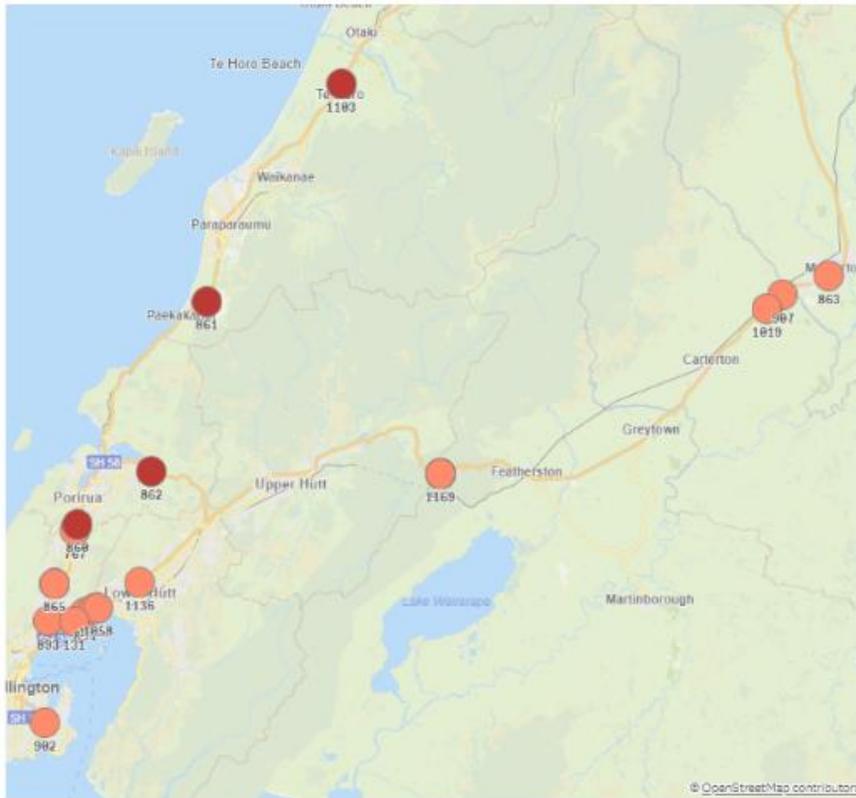
Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	Consultation complete and summary report is being completed	Yes – SH2 Masterton to Carterton safety improvements moving to construction
SH2 Featherston to Ngauranga	Engagement finished and engagement summary report is being completed	Yes – SH2 Remutaka Hill and SH2 Ngauranga to Upper Hutt safety improvements
SH2 Pahiatua to Masterton	Engagement to begin in 2022	No
SH58 Paremata Rd (SH1 to Pauatahanui)	Engagement to begin with Transmission Gully Revocation team undertake speed limit review	Yes – Transmission Gully Revocation

# Network Activity

There are many high impact activities (not Public Events) planned in the Wellington Region over the next 12 months

as at 8/3/2022

*Approximate dates for planning purposes*



Project Details (Dates are approximate and are susceptible to change)

Impact Rating	ProjectID	Proj_Name/Description	StartDate	FinishDate	Confidence in StartDate
4	131	Ta Aru Tupua - Ngauranga to Petone cycleway	01/11/2021	01/01/2025	+/- Month
4	478	P2J Porirua to Johnsonville - SB closures TG Operational Readiness - Tawa to Churton Park	03/02/2022	03/04/2022	+/- a week
4	767	SH1 SB Full Night Closures for Gantry Installation - Stage 2 - TBC once TG Opened	01/03/2022	01/05/2022	+/- Month
5	860	Transmission Gully - Opening Day SH1 Linden and Porirua - Stage 1 REVISED OPENING TBC	15/03/2022	15/04/2022	+/- Month
5	861	Transmission Gully - Opening Day SH1 Mackays - Stage 1 REVISED OPENING TBC	15/03/2022	15/04/2022	+/- Month
5	862	Transmission Gully - Opening Day SH58 - Stage 1 REVISED OPENING TBC	15/03/2022	15/04/2022	+/- Month
4	865	P2J Porirua to Johnsonville - SB closures TG Operational Readiness - TPorirua to Tawa	16/03/2022	16/03/2022	+/- a week
4	893	LCLR Resilience Ngauranga Rockfall Hazard	01/04/2022	25/04/2022	+/- 3 months
4	894	LCLR Resilience Petone to Ngauranga Rockfall Hazard	01/04/2022	25/04/2022	+/- 3 months
4	902	LQWM - Cobham Drive Pedestrian Crossing	01/04/2022	01/07/2022	+/- a week
4	907	SIP - M2C Norfolk Road RBT 2	01/04/2022	01/01/2023	+/- 6 months
4	919	Remutaka Hill Closures (1 night - Sunday to Monday) - Apr 2022	10/04/2022	11/04/2022	sure
4	863	NOC POSSIBLE Rehab, Chapel Street Masterton	15/04/2022	30/04/2022	+/- Month
4	970	Remutaka Hill Closures (5 nights - Sunday to Friday) - 1 of 2 May 2022	15/05/2022	20/05/2022	sure
4	973	Remutaka Hill Closures (5 nights - Sunday to Friday) - 2 of 2 May 2022	22/05/2022	27/05/2022	sure
4	989	Remutaka Hill Closures (1 night - Sunday to Monday) - June 2022	11/06/2022	13/06/2022	sure
4	1019	SIP - M2C Wiltona Road RBT 3	01/09/2022	01/04/2023	+/- 6 months
4	1059	NOC Barrier - SH2 Petone - Ngauranga (NJB) - CJR-B6024 (unlikely to proceed as slip form)	01/10/2022	01/04/2023	+/- 3 months
4	1058	NOC Barrier - SH2 under Petone Overbridge - CJR-B6012 (likely to be redesigned)	01/10/2022	01/04/2023	+/- 3 months

Attachment 1 to Report 22.103

# Hei konā mai



New Zealand Government

**Regional Transport Committee**  
**22 March 2022**  
**Report 22.102**



**For Information**

## **KIWIRAIL UPDATE – MARCH 2022**

### **Te take mō te pūrongo**

#### **Purpose**

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

### **Te horopaki**

#### **Context**

2. KiwiRail regularly updates the Committee on KiwiRail programmes and initiatives included in the Wellington Regional Land Transport Plan 2021, and on matters of significant regional interest. The update will cover the following topics:
  - a General projects update
  - b Progress over the Christmas Block of Line
  - c Plimmerton Area Capacity Enhancements
  - d North Island Main Trunk – Tunnel 2
  - e Other works

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

3. A KiwiRail representative will provide an oral update to the Committee and table a presentation at the Committee’s meeting on 22 March 2022.

### **Ngā kaiwaitohu**

#### **Signatories**

Writer	Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services
Approver	Luke Troy – General Manager, Strategy David Gordon – Interim Chief Executive, KiwiRail   Regional Transport Committee member for KiwiRail

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The KiwiRail update reviews the implementation and delivery of KiwiRail's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.</p>
<p><b><i>Implications for Māori</i></b></p> <p>There are no known implications for Māori.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks and impacts related to this report.</p>

Regional Transport Committee  
22 March 2022  
Report 22.89



For Information

## METLINK UPDATE – MARCH 2022

### Te take mō te pūrongo

#### Purpose

1. To update the Regional Transport Committee (the Committee) on the Metlink network performance, initiatives, current work.

### Te horopaki

#### Context

2. Metlink regularly updates the Committee on its network performance, initiatives and current work programme. The update is provided as [Attachment 1](#) – Metlink Update presentation March 2022.

### Ngā tūāoma e whai ake nei

#### Next steps

3. A Metlink officer will speak to [Attachment 1](#) at the Committee’s meeting on 22 March 2022.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Metlink Update presentation March 2022

### Ngā kaiwaitohu

#### Signatories

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

<p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b> <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>It is appropriate for the Committee to receive updates from Metlink on the performance of the Metlink network and Metlink's initiatives and programmes in order to assist in the Committee's review of the implementation of the Wellington Regional Land Transport Plan.</p>
<p><b><i>Implications for Māori</i></b></p> <p>There are no known implications for Māori.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks or impacts.</p>

# METLINK UPDATE

Regional Transport Committee

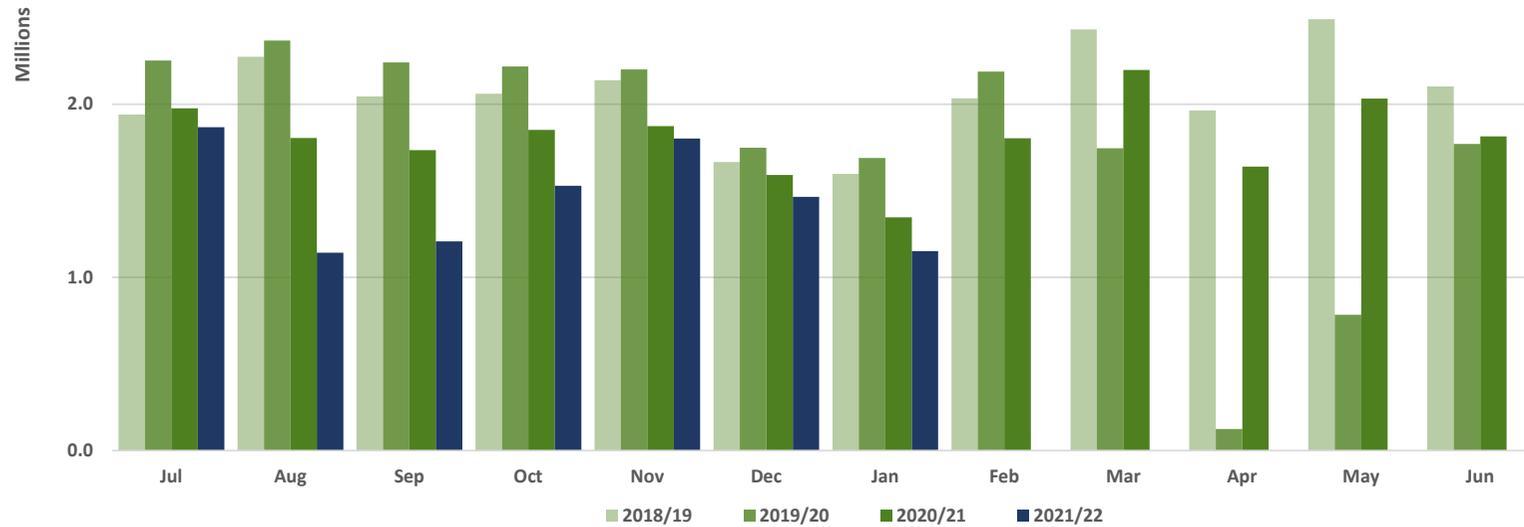
22 March 2022

Scott Gallacher – General Manager, Metlink



# PATRONAGE UPDATE – BUS

Attachment 1 to Report 22.89



Bus boardings by area - year to date Jan

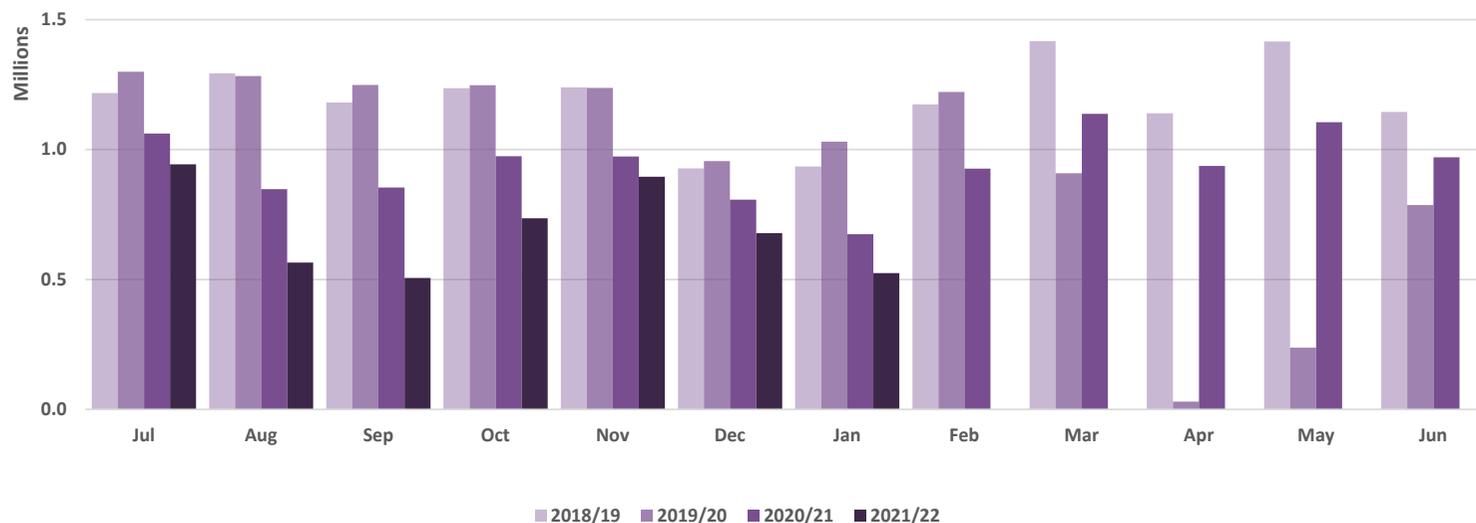
	2021/22	2018/19	% Change
Wellington	7,476,549	10,184,353	-26.6%
Hutt Valley	1,978,537	2,579,689	-23.3%
Porirua	397,810	534,955	-25.6%
Kapiti	248,001	333,270	-25.6%
Wairarapa	66,818	91,082	-26.6%
<b>Total</b>	<b>10,167,715</b>	<b>13,723,349</b>	<b>-25.9%</b>

Bus boardings peak/off-peak YTD Jan - % of total boardings

Travel period	2021/22	2018/19	% Change
<b>Peak</b>	53.2%	51.9%	1.3%
<b>Off-peak</b>	46.8%	48.1%	-1.3%

# PATRONAGE UPDATE – RAIL

Attachment 1 to Report 22.89



Rail boardings by line - year to date Jan

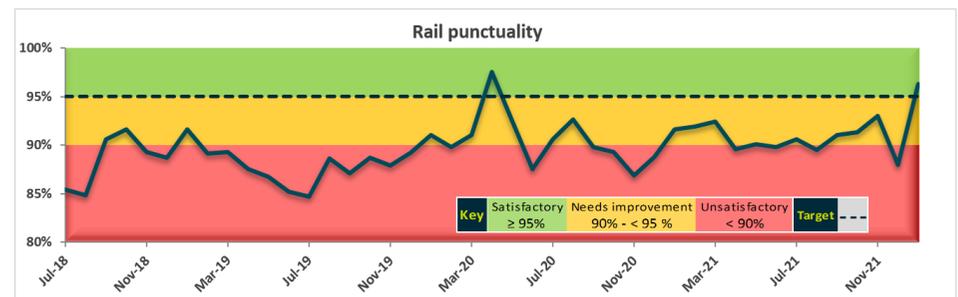
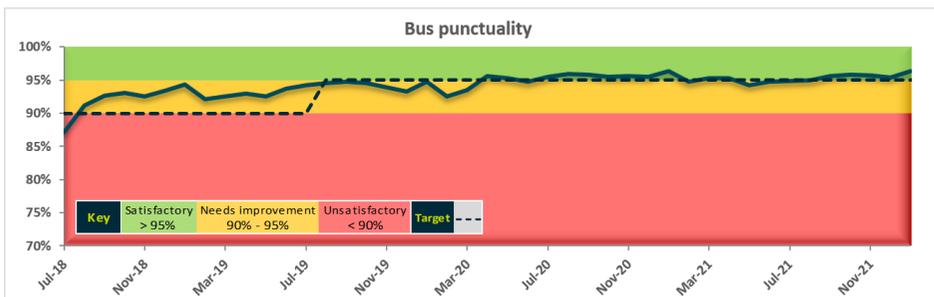
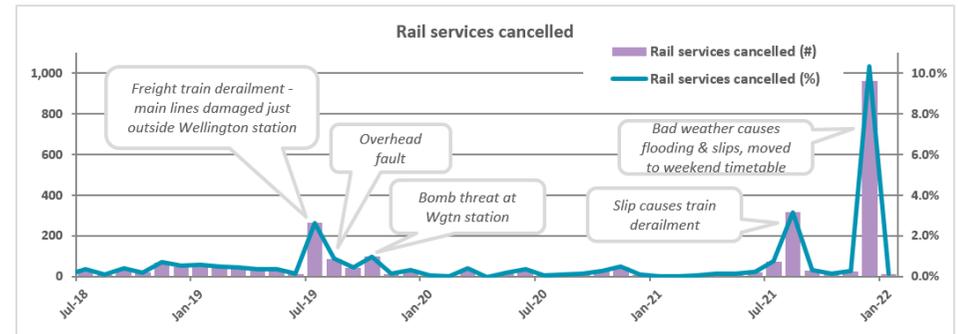
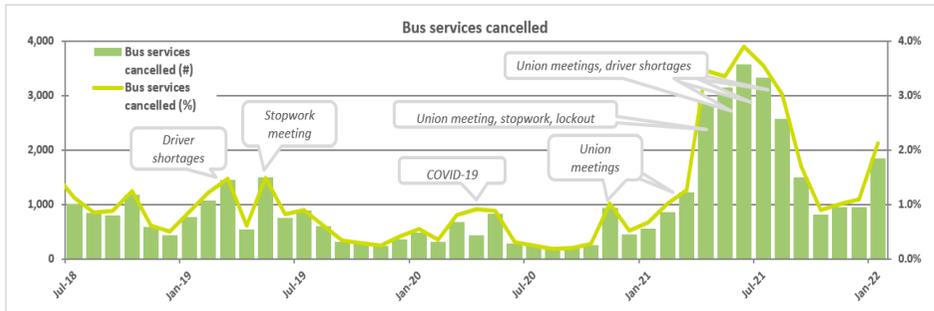
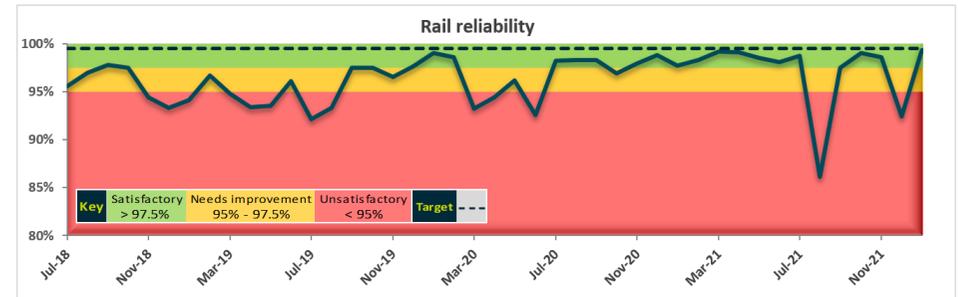
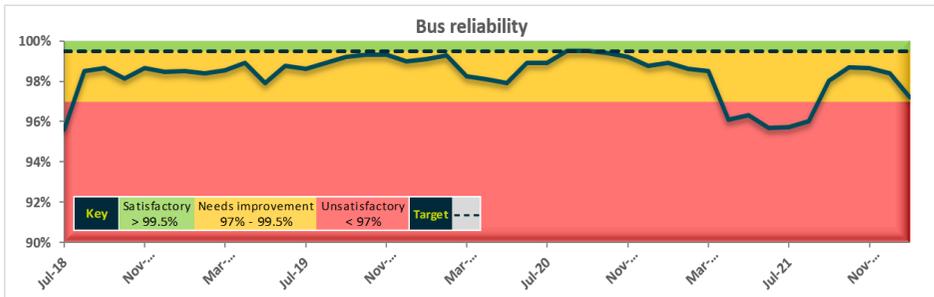
	2021/22	2018/19	% Change
Hutt Valley	2,119,973	3,384,001	-37.4%
Kapiti	1,950,890	3,361,594	-42.0%
Johnsonville	510,342	838,842	-39.2%
Wairarapa	269,309	447,718	-39.8%
<b>Total</b>	<b>4,850,514</b>	<b>8,032,155</b>	<b>-39.6%</b>

Rail boardings peak/off-peak YTD Jan - % of total boardings

	2021/22	2018/19	% Change
<b>Peak</b>	65.3%	66.6%	-1.3%
<b>Off-peak</b>	34.7%	33.4%	1.3%

# PT PERFORMANCE – JANUARY 2022

Attachment 1 to Report 22.89



# COVID IMPACTS

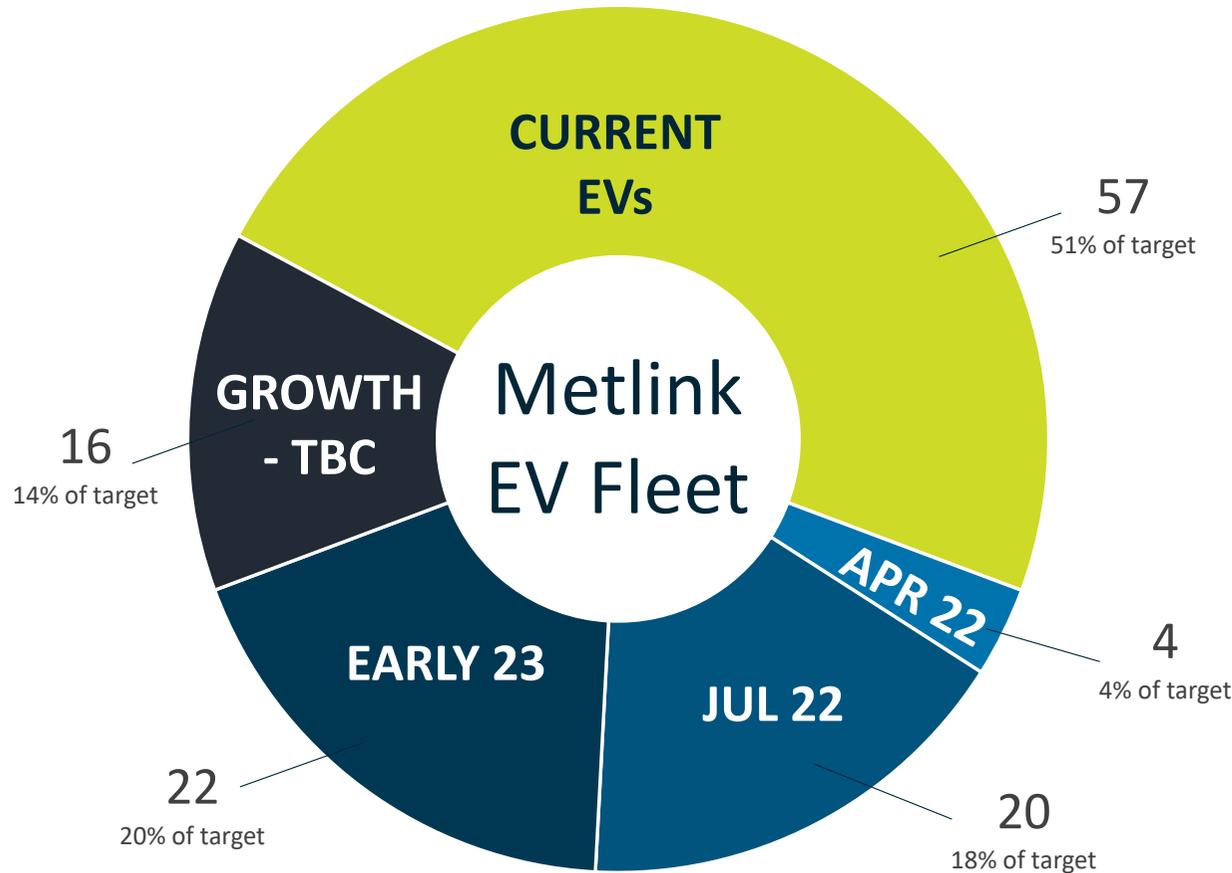
Attachment 1 to Report 22.89

- Free PT travel to vaccination centres
- Operation of services
- Preparing for disruption to PT workforce
- Engagement with operators, unions and frontline staff



# EV BUSES – WE’RE HALF WAY TO TARGET

Attachment 1 to Report 22.89



In the Long Term Plan we have a target for 111 EV buses in our fleet by the end of 22/23

	CURRENT	PLANNED
 NZBUS	37	67
 tranzurban Wellington	20	42
 transdev the mobility company	0	10
<b>TOTAL</b>	<b>57</b>	<b>119</b>

# EV FERRY – IT'S LIVE

Attachment 1 to Report 22.89



# LOWER NORTH ISLAND RAIL INTEGRATED MOBILITY

Attachment 1 to Report 22.89

- Waka Kotahi Board has agreed to fund its portion of the investment (51%). Note project will not be feasible without at least 90% funding.
- Decarbonisation and mode shift targets:
  - The preferred rolling stock option: tri-mode multiple unit
  - Will result in a regional CO2 reduction of approximately 1.7 mega tonnes of CO2 over 30 years
  - Providing an inter-regional rail public transport service with increased frequency and capacity will contribute to GW's mode shift targets by ensuring communities have low-carbon transport choices.

## Rollingstock

- A new fleet of 22 four-car tri-mode units
- Tri-mode operations feature 1600V DC + combustion ignition generator + battery



## Simulator

- Delivery of a fixed simulator (location to be determined) to support crew training



## Station upgrades

- Platform and stations upgrades on WRL
- Upgrade of the four Manawatū stations north of Waikanae



## Stabling facilities

- Daytime stabling is within the Wellington yard region
- Overnight stabling at Masterton (16 units) and Palmerston North (6 units)



## Maintenance

- New maintenance depot at Masterton
- Maintenance and cleaning services for the fleet



## Track Improvements

- Two passing loops extensions on Manawatu Line to improve interface with freight service



# PUBLIC TRANSPORT ON DEMAND TRIAL IN TAWA

Attachment 1 to Report 22.89



- Trial postponed due to COVID-19 impacts
- Likely to encourage a number of non-PT users
- Great social services (all vehicles wheelchair accessible)
- \$2.50 for a local journey

## VEHICLE

Uses smaller, more efficient vehicles to service either lower patronage areas or urban areas which conventionally-sized buses struggle to access

## TECHNOLOGY

Uses technology platforms (similar to UBER) to make bookings, takes payments and schedule pickup and drop-offs. The app also optimises and directs the driver on best route of travel.

## INFRASTRUCTURE

Will have dedicated pick-up and drop off location and train stations. Relies on limited existing PT infrastructure due to non permanent pick-up / drop off points.

# OTHER PROJECTS TO NOTE

Attachment 1 to Report 22.89

- **Driver workforce initiatives:**
  - Wage increase (bus)
  - Free sanitary and incontinence products trial (rail and bus)
- **Airport Service** – contract awarded; service to start by 1 July 2022
- **Fares Strategy** – public consultation May 2022
- Metlink exploring **Transit Oriented Development** options – Cross-agency Waterloo Concept Study underway

Attachment 1 to Report 22.89



Regional Transport Committee  
22 March 2022  
Report 22.101



For Information

## LET'S GET WELLINGTON MOVING UPDATE – MARCH 2022

### Te take mō te pūrongo

#### Purpose

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

### Te horopaki

#### Context

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

### Ngā tūāoma e whai ake nei

#### Next steps

3. The LGWM Programme Director will speak to **Attachment 1** at the Committee meeting on 22 March 2022.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Let's Get Wellington Moving March 2022 update

### Ngā kaiwaitohu

#### Signatories

Writer	Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services
Approver	Luke Troy – General Manager Strategy

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



Attachment 1 to Report 22.101

# BRIEFING TO REGIONAL TRANSPORT COMMITTEE

Teams meeting

22 March 2022



## Looking ahead 2022

### A big programme – lots to get through

- **Central City Walking improvements** – upgrade 12 intersections on waterfront and Vivian Street
- **Thorndon Quay/Hutt Road proposed option** – complete design, start construction on Aotea Quay intersection
- **Golden Mile transformation** – complete detailed design, public engagement, prepare for construction
- **SH1 Cobham Drive and Safer Speeds east of Mt Victoria** – build crossing and change speeds
- **City Streets** – complete first tranche of business cases and prepare designs for construction start next year
- **Transformational programme** (MRT, Basin, Mt Vic) – preferred option and start detailed investigations
- **Travel Demand Management** – business case sign-off and pricing Investigation

### Challenges

- Local government election year
- Funding discussions
- Other major projects
- Urban development decisions
- COVID-19 and the stakeholder environment

# Engaging with business

## Currently

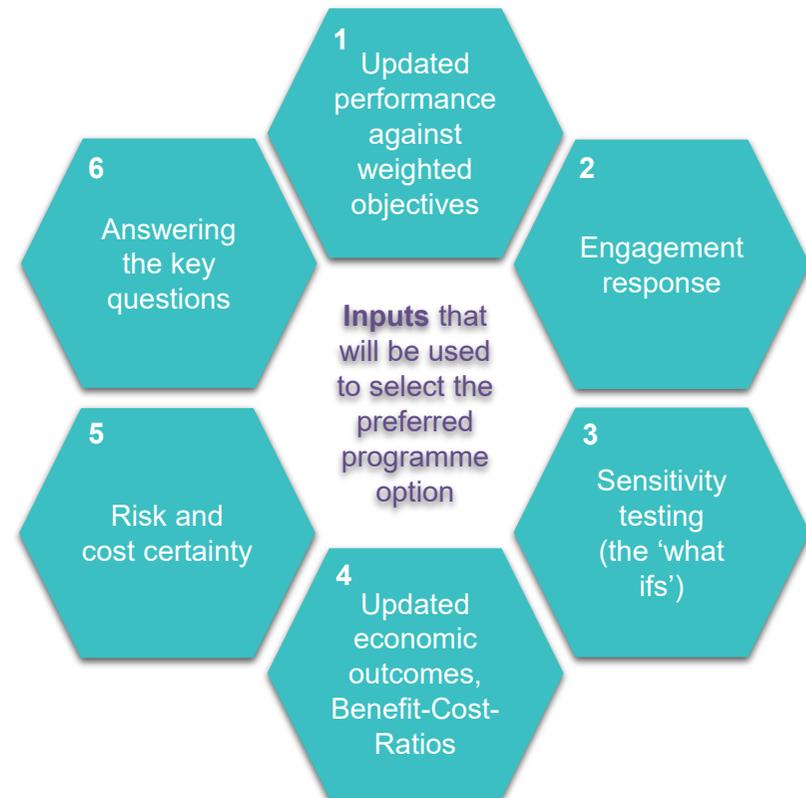
- COVID-19 and the recent protest at Parliament are impacting central city businesses but we are seeing good engagement online (via Social Pinpoint)
- Public desire for progress
- We're continuing to engage with care – sympathetic to business needs

## Examples

- Extending timeframes for engagement
- Multiple options/opportunities for engagement online
- Multi-step process for detailed design – e.g. Golden Mile and Thorndon Quay/Hutt Road will have preliminary key stakeholder engagement followed by public engagement
- Development response plan – work has commenced

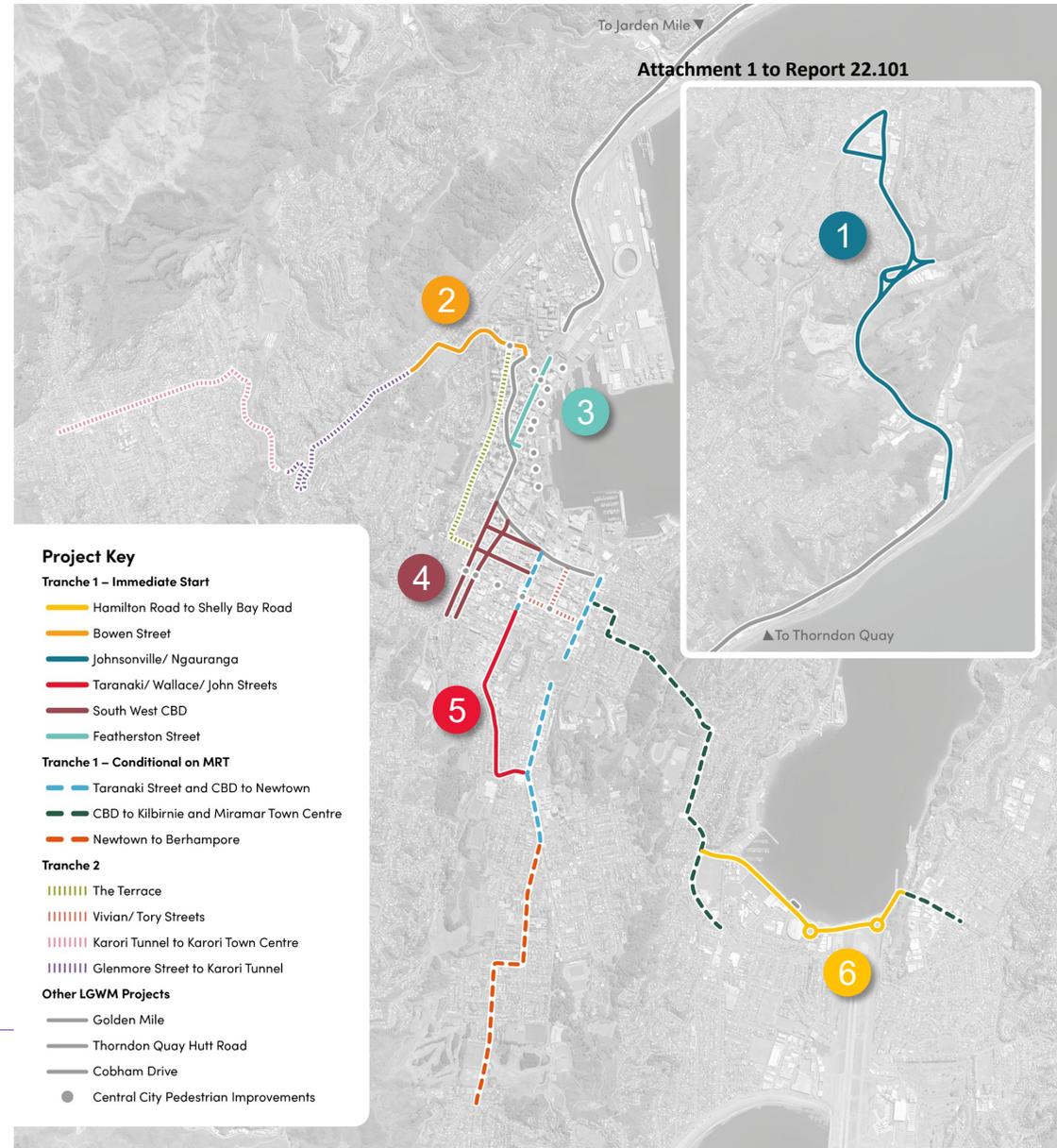
# Transformational programme

- Public engagement in Nov/Dec 2021: 5000 people around the city and region, over 40 stakeholders groups.
- Analysing feedback
- One of six inputs for selecting preferred programme (see diagram)
- Key issues: funding discussions and urban development
- Plan: announce preferred option in June/July
- Complete the Indicative Business Case and start detailed investigation later this year



# City Streets

- Bus, walking, cycling, safety and amenity improvements – focus is central city and key routes central city → suburban centres
- \$350m investment over 10 years
- Targeted improvements for early delivery
- Multi-modal network plan for central city
- Six projects being scoped in first tranche:
  - 1 Johnsonville/Ngauranga
  - 2 Bowen Street
  - 3 Featherston Street
  - 4 South West CBD
  - 5 Taranaki/Wallace/John Streets
  - 6 Hamilton Road to Shelley Bay Road



# Golden Mile

Attachment 1 to Report 22.101

## Targeted stakeholder engagement

- Sought feedback from businesses, building owners and residents along the Golden Mile
- So we can understand needs for deliveries, access, personal safety, loading zones, street layouts etc
- Over 350 individuals visited the engagement website leaving over 130 comments
- Feedback will help us develop a detailed design for engagement with the public in May/June
- Final design, traffic resolutions and construction planning by the end of the year



Social Pinpoint example

# Central City Walking Improvements

Attachment 1 to Report 22.101

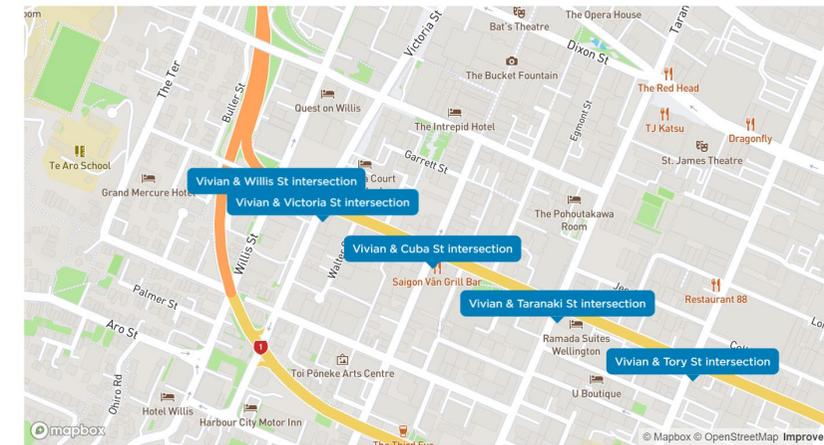
## Intersections completed

- **Whitmore / Stout**
- **Whitmore / Featherston**

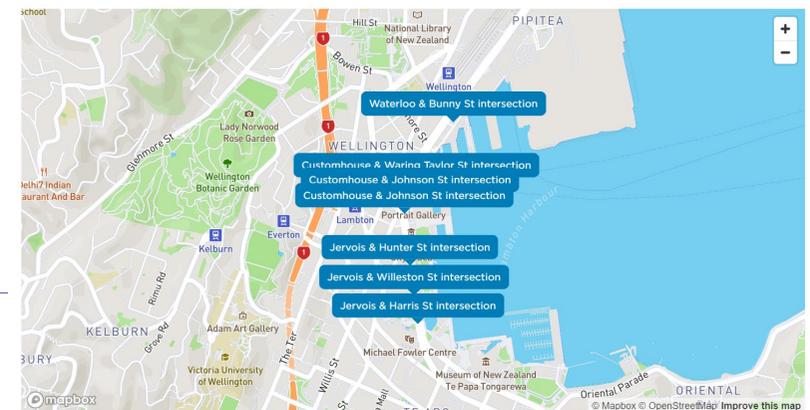
## Intersection upgrades scheduled

- **Bowen / Terrace** (WCC-led through transitional programme, pending protest resolution)
- 12 intersections on **Vivian St and Waterfront** corridors:
  - Construction starts in April
  - Expected completion by November 2022

**Vivian Street between Willis Street and Cambridge Terrace**



**Waterfront route (Waterloo, Customhouse and Jervois Quays) between Bunny Street and the City to Sea Bridge**



## Thorndon Quay and Hutt Road

- WCC and GWRC approved Single Stage Business Case
- Road Safety Audit for Aotea Quay Roundabout in March
- Stakeholder and public engagement mid year to inform detailed design
- Construction start on Aotea Quay later this year



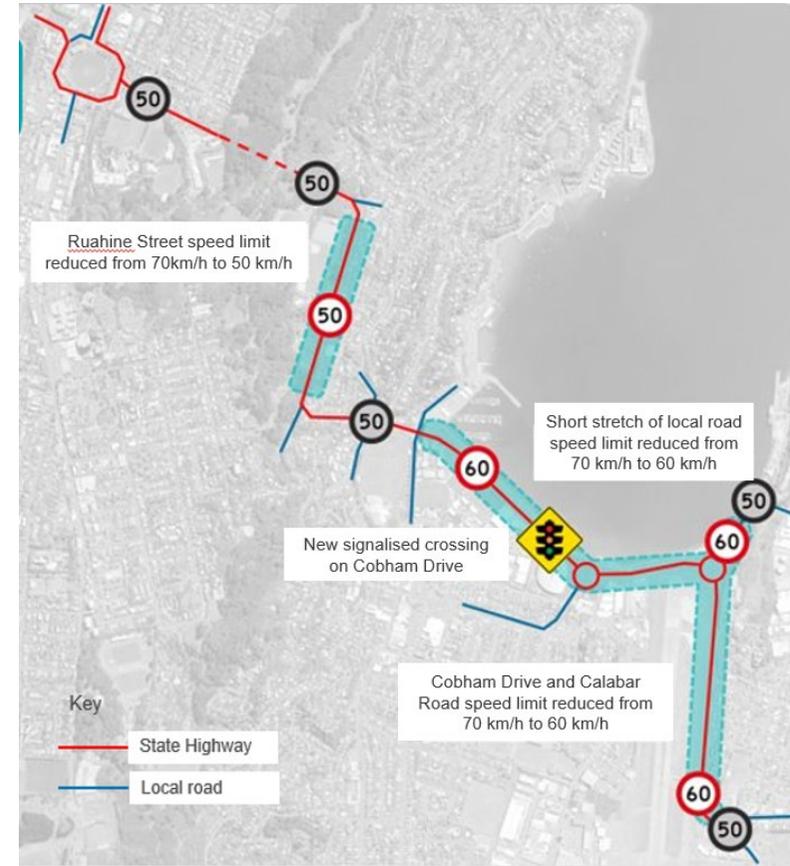
# SH1 Cobham Crossing and Safer Speeds

## The project

- A safe crossing of Cobham Drive
- Changes to travel speeds on State Highway 1 (and short section of local road)

## Investment objectives

- Improve safety
- Improve connections
- Maintain predictable and acceptable journey times



## A safe crossing

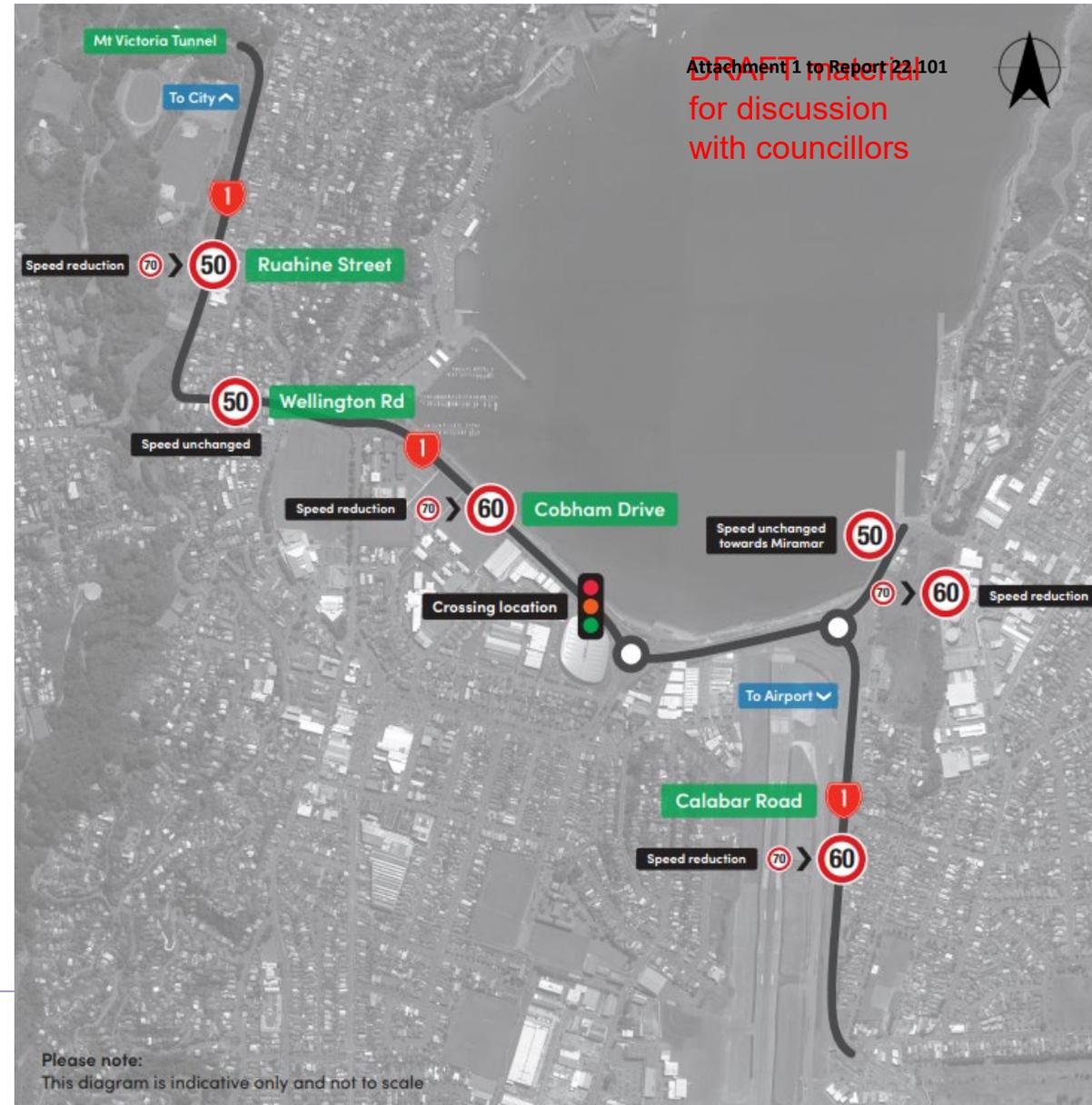
- Public engagement : 3500 people provided feedback
- Decision: progress with at-grade crossing
- Provides a safe option for people to cross SH1 as soon as possible
  - 'Staggered' traffic lights
  - Traffic stops only when crossing signals are activated
  - Better access for people walking and cycling, including people with mobility challenges, than overbridge/underpass which needs long ramps
- Changes due to feedback: removed raised intersection, monitoring and further investigations into alternative options
- Construction April → July



# Safer speeds

## Decision

- Proposed speed limit changes on SH1 come into effect in April
- Less than 50 second delay (crossing, when activated + speed changes) to vehicles in free-flow traffic for Ngauranga to airport trip
- Less delay when network congested
- Travel time delays monitored for 12 months





**Regional Transport Committee**  
**22 March 2022**  
**Report 22.90**



**For Information**

**PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN  
PROGRAMME OF ACTIVITIES 2021-24 (JULY TO DECEMBER 2021)**

**Te take mō te pūrongo**  
**Purpose**

1. To update the Regional Transport Committee (the Committee) on the progress, for the period July to December 2021, of the significant and committed activities in the Wellington Regional Land Transport Plan Programme 2021-24.

**Te tāhū kōrero**  
**Background**

2. The Wellington Regional Land Transport Plan 2021 (RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). It sets out the policy framework for development of the region's transport network over the next 10 to 30 years. The Wellington RLTP Programme 2021-24 contains all the land transport activities proposed to be undertaken in that period, and the regional priority of significant activities<sup>1</sup>.
3. The activities in the RLTP are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and 'approved organisations' under the Act. These include the eight territorial authorities, Department of Conservation, KiwiRail and the Greater Wellington Regional Council.

***Monitoring requirements***

4. The RLTP requires an annual monitoring report on progress against the regional outcomes and targets. The Technical Advisory Group has also agreed to provide half yearly progress reporting to the Committee on the status of significant projects and other projects of regional interest.
5. This report provides an update for the first six-month period of the Wellington RLTP Programme 2021-24, 1 July to 31 December 2021.
6. **Attachments 1 and 2** provide updates on the large new projects included and prioritised in the Wellington RLTP Programme 2021-24 and the committed activities carried over from the Wellington RLTP Programme 2018-21.

<sup>1</sup> Transport projects or programmes with a cost of over \$2 million.

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

7. One variation to the RLTP has been made in the six months between July and December 2021. This variation was:
  - a Waka Kotahi's Legacy Property Acquisition – Wellington – September 2021

### **Te tātaritanga Analysis**

#### ***Key events***

8. Over the six months between July and December 2021, key events included:

#### *Let's Get Wellington Moving*

9. The Let's Get Wellington Moving (LGWM) Single Stage Business Case for the transformation of the Golden Mile was approved by partners and detailed design commenced. Construction is expected to commence in 2023.
10. Physical works commenced for LGWM Central City Walking improvements with all construction set to be complete by November 2022.
11. The LGWM Single Stage Business Case for improvements of Thorndon Quay/Hutt Road was approved in March. Construction on Thorndon Quay/Hutt Road is expected to commence in 2023 with related improvements on Aotea Quay set to commence in late 2022.
12. Let's Get Wellington Moving (LGWM) engaged on options for Mass Rapid Transit and Strategic Highways in November/December with 5,692 submissions received. The programme is working towards a preferred option decision by the middle of 2022 and to complete the Indicative Business Case process by the end of the year.
13. The LGWM City Streets Indicative Business Case was approved by Partners. The next stage is for business cases to be developed in several tranches, focusing on key city corridors and precincts. Scoping of the first tranche business cases has commenced, including a business case for targeted improvements that are planned to be implemented from early 2023.
14. A decision on a Cobham Drive and Safer Speeds east of Mt Victoria is expected in early 2022, with construction and safer speeds set to commence in April 2022. Although outside the reporting period, the decision was released in March 2022.
15. Key LGWM challenges and opportunities include progressing future delivery vehicle model development and agreeing partner funding arrangements, as well as further developing options to deliver urban development outcomes and exploring opportunities for programme acceleration.

#### *Rail*

16. The Detailed Business Case for Manawatu and Wairarapa Line Fleet Renewal and Service Increase has been submitted, awaiting funding confirmation to commence procurement.

17. Programme Business Cases are currently being completed for additional metro (electrified) rolling stock, and the network infrastructure improvements to enable a move to 10-minute timetable, as part of the Regional Rail Plan.

#### *State Highways*

18. Transmission Gully opening date is yet to be determined and announced.
19. SH1 and SH2 improved regional east-west access. Commencement of the business case has been delayed due to resourcing constraints.

#### *Public Transport*

20. Implementation of the National Ticketing System has been delayed at a national level likely leading to increased costs and delays.
21. The Real-time information system's replacement business case was submitted slightly later than expected and is now awaiting approval in March 2022.
22. Point of Entry for new charging and layover areas for the electric vehicle fleet was drafted and submitted to Waka Kotahi for review.

#### *Other events*

23. Riverlink - Planning for Beltway connection to the CBD and Riverlink connections is underway. Optimisation business case is about to start.
24. Eastern Porirua Regeneration project - programme business case funding has been approved. Further funding engagement with Waka Kotahi is underway for bus hub improvements.
25. The Indicative Business Case is underway for the Multi-User Ferry Precinct but has slowed in recent weeks as work progresses on the related masterplan.

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

26. Supply issues, increasing costs, and uncertainty around funding are key challenges for the region.
27. The Emissions Reduction Plan is expected to be released in mid-2022. Regional targets and funding can be expected to affect RLTP activity planning. Further reporting will be provided to the Committee following release of the Emissions Reduction Plan.
28. COVID-19 related developments have delayed the release of the new Speed Management Rule. While some planning has commenced in the region, further work is now dependent on the rule's release.

#### ***Regional Land Transport Plan Monitoring Improvement Update***

29. Wellington Transport Analytics Unit is working with regional partners, and the same supplier that developed Metlink's business intelligence tool, to develop a tool to visualise multi-modal, safety and emissions data to inform the monitoring of progress towards RLTP objectives.
30. Historically, monitoring has been undertaken annually at an aggregate, regional level. The new tool will draw on a continuous stream of data in near real-time to provide more granular insights at a local and regional level around public transport patronage, public transport travel times, cycle volumes, crash statistics and transport generated carbon

emissions. Initial functionality has been developed for public transport and highway traffic volume insights, with other performance metrics, safety data and estimates of transport generated emissions to be developed by May.

31. Further reporting against a range of metrics will be available at the next Committee meeting in June 2022.

### **Te whakatūtakitaki**

#### **Engagement**

32. Engagement has taken place with the RTC's Technical Advisory Group to provide the progress indicators used in this report.

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

33. The next six-monthly report on the Wellington RLTP Programme 2021-24, for the period 1 January to 30 June 2022, will be presented to the Committee's September 2022 meeting.

### **Ngā āpitihanga**

#### **Attachments**

<b>Number</b>	<b>Title</b>
1	Update on significant activities in the Wellington RLTP 2021-24
2	Update on committed activities in the Wellington RLTP 2021-24

### **Ngā kaiwaitohu**

#### **Signatories**

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

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Committee has responsibility to 'review the implementation and delivery of the Wellington Regional Land Transport Plan'.</p>
<p><b><i>Implications for Māori</i></b></p> <p>There are no known impacts for Māori.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This report provides a six-monthly update on the Regional Land Transport Plan 2021.</p>
<p><b><i>Internal consultation</i></b></p> <p>Engagement occurred for the compilation of the content of <b>Attachments 1 and 2</b>; this was undertaken with key staff in Greater Wellington, territorial authorities in the Wellington region, and Waka Kotahi.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no risks arising from this report.</p>

Progress Report on Significant Activities in the Wellington RLTP 2021 - 24

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) (\$m)	Current stage	Overall	Time	Scope	Cost	Note
Improve long distance rail services	End-of-Life rail signal system replacement	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.	KiwiRail	Public transport infrastructure	Planned - Significant - 1	21-31	91.35	Detailed business Case	Green	Green	Green	Green	
	Manawatu and Wairarapa line fleet renewal and service increase	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 1	21-28	489.34	Implementation	Green	Green	Green	Green	Detailed Business Case Submitted, awaiting funding confirmation to commence procurement.
	Additional network capacity improvements	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).	KiwiRail	Public transport infrastructure	Planned - Significant - 1	21-24	1.00	Indicative business case	Green	Green	Green	Green	
	National ticketing system	The Wellington Region's implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 2	16-23	44.32	Implementation	Amber	Amber	Green	Amber	Implementation has been delayed at a national level, likely to lead to increased costs and delays
	Additional metro (electrified) rolling stock to meet future capacity requirements	Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 3	21-24	78.45	Indicative business case	Green	Amber	Green	Green	Programme Business Case currently being completed as part of RRP Delay start of the Indicative Business Case due to awaiting completion of the RRP
	Rail capacity step change (10-minute timetable)	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.	Greater Wellington, KiwiRail	Public Transport Infrastructure	Planned - Significant - 4	21-24	85.42	Indicative business case	Green	Amber	Green	Green	Programme Business Case currently being completed as part of RRP. Delay start of the Indicative Business Case due to awaiting completion of the RRP (funded within the RNIP)
Let's Get Wellington Moving early delivery	Let's Get Wellington Moving early delivery – Golden Mile	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 5	21-24	87.68	Pre-implementation	Green	Amber	Green	Green	General cost increases as a result of Covid are placing pressure on project budget and schedules.
	Let's Get Wellington Moving early delivery – central city and SH1 walking cycling	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Waka Kotahi	Road to Zero, Walking and cycling	Planned - Significant - 5	19-21	5.21	Implementation	Green	Amber	Green	Amber	General cost increases as a result of Covid are placing pressure on project budget and schedules.
	Let's Get Wellington Moving early delivery – Hutt Road and Thorndon Quay	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 5	19-23	55.30*	Implementation	Green	Amber	Green	Green	General cost increases as a result of Covid are placing pressure on project budget and schedules.
Let's Get Wellington Moving	Let's Get Wellington Moving managing travel demand	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes and investigating changes to parking charges.	Waka Kotahi	State highway improvements Walking & cycling	Planned - Significant - 6	21-26	37.14	Detailed business case	Green	Amber	Green	Green	General cost increases as a result of Covid are placing pressure on project budget and schedules.
	Let's Get Wellington Moving mass rapid transit	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 6	19-35	630.21	Detailed business case	Green	Amber	Green	Amber	General cost increases as a result of Covid are placing pressure on project budget and schedules.
	Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving)	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.	Waka Kotahi	Walking and cycling, Public transport infrastructure	Planned - Significant - 6	19-30	246.73	Implementation	Green	Green	Green	Green	Progressing well with no significant issues
	Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving)	Package of improvements to address state highway pinch points around the Basin Reserve and Mt. Victoria Tunnel that are future-proofed and support the city's development.	Waka Kotahi	State highway improvements	Planned - Significant - 6	21-31	376.89	Detailed business case	Green	Amber	Green	Green	General cost increases as a result of Covid are placing pressure on project budget and schedules.
	Resilient port and multi-user ferry terminal access	Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.	Waka Kotahi	State highway improvements	Planned - Significant - 7	21-26	160.00	Indicative business case	Green	Green	Green	Green	Indicative business case underway but has slowed in recent weeks as work progresses on the related MUIFP masterplan.
	Road to Zero LCLR speed management	Reductions of speed limits to a safe and appropriate speed.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-31	2.83	Business case	Green	Green	Green	Green	Progressing well with no significant issues

Wellington State Highway Road to Zero Programme	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-31	5.19	Business case	Green	Green	Green	Green	Progressing well with no significant issues
	SH2 Remutaka	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-23	28.36	Implementation	Green	Green	Green	Green	Progressing well with no significant issues
	SH2 Hutt Valley	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-30	16.16	Implementation	Green	Green	Green	Green	Progressing well with no significant issues
	SH2 Masterton to Carterton corridor improvements, Norfolk Road and Ngaurunui Road intersection	Median protection and roadside hazard protection safety interventions, including a median barrier between Wangawa Bridge and Chester Road, and roadside barriers at high-risk locations. A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection. An Urban roundabout standard safety intervention at the SH2 and Ngaurunui Road intersection.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-23	26.15	Implementation	Green	Green	Green	Green	Progressing well with no significant issues
Eastern Porirua Regeneration	Eastern Porirua Regeneration project	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Porirua City Council	Local roads improvements, Walking and cycling	Planned - Significant - 9	21-31	69.92	Programme business case	Green	Green	Green	Green	Programme business case funding approved and about to start development.
	Porirua bus hub improvements	Improvements to address health and safety, security concerns and accessibility challenges.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 9	21-24	5.77	Implementation	Red	Red	Red	Red	NLTP Unfunded Further engagement underway with Waka Kotahi - reviewing other avenues for funding
	SH1 city centre - east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.	Waka Kotahi	State highway improvements	Planned - Significant - 9	23-27	31.00	Single-stage business case	Green	Green	Green	Green	Outside this NLTP Period
	New charging and layover areas for electric vehicle fleet	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 10	23-24	4.31	Single-stage business case	Green	Green	Green	Green	Point of Entry drafted and with NZTA for review
	Riverlink improvements	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Hutt City Council	Walking and cycling, Local roads improvements	Planned - Significant - 11	21-30	47.09	Single Stage business case	Green	Green	Green	Green	Planning for Beltway connection to CBD and Riverlink connections underway. Optimisation business case about to start.
	Access Kenepehu	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepehu Landing.	Porirua City Council	Local roads improvements, Walking and cycling	Planned - Significant - 12	21-24	25.61	Implementation	Amber	Amber	Green	Amber	Project facing cost escalation, including property costs. Stage 3 to be brought forward based on additional Infrastructure Accelerated Funding.
	Paraparaumu Town Centre Connections - single-stage business case and east-west link	Paraparaumu Town Centre Connections - link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparaumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and reactivation projects.	Kāpiti Coast District Council	Local roads improvements	Planned - Significant - 13	21-24	24.88	Single-stage Business Case	Green	Amber	Green	Green	Funding approved by NZTA is \$500,000 for business case only. Pre implementation and implementation funding is identified as probable. Some minor delays with access to the property, which has been resolved. Geotech studies have commenced with CPT and core drilling commenced on the week of 7 March.

Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – accessibility improvements	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.	Kapiti Coast District Council	Local roads improvements	Planned - Significant -13	22-25	5.92	Single-stage Business C	Green	Amber	Green	Green	P5 (Transport Hub) construction planned to commence end of April 2022
	Real-time information systems replacement	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 14	21-30	24.13	Implementation	Green	Amber	Green	Green	The RTI business case was submitted slightly later than expected and is now awaiting approval in March. Implementation delayed to 22/23 due to delay in approval of business case.
	Cross Valley Connections	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.	Hutt City Council	Local roads improvements	Planned - Significant - 15	21-31	27.70	Single Stage business	Green	Green	Green	Green	Phase 1 design for active mode improvements due to start in May. Phase 1 items have been reprioritised including The Esplanade Optimisation, Woburn and Hutt Rd to CBD Connection, Bus Priority, and Train Station accessibility.
	SH1 and SH2 improved regional east-west access	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Grenade) and SH2 Pelone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.	Waka Kotahi	State highway improvements	Planned - Significant - 16	21-34	54.00	Indicative business case	Green	Amber	Green	Green	Commencing the business case delayed slightly due to resourcing constraints.
	Chaytor Street retaining walls earthquake strengthening	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Wellington City Council	Local road improvements	Planned - Significant - 16	21-22	7.00	Implementation	Red	Red	Green	Red	NLTP Unfunded
	Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.	Wellington City Council	Local road improvements	Planned - Significant - 16	21-24	5.25	Implementation	Red	Red	Green	Red	NLTP Unfunded
	Eastern Hutt Road retaining wall strengthening project	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.	Hutt City Council	Local roads improvements	Planned - Significant -16	21-23	5.00	Single Stage business c	Red	Red	Green	Red	On hold due to no funding.
	SH1 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.	Waka Kotahi	State highway improvements	Planned - Significant - 16	22-24	21.58	Detailed business case	Red	Green	Green	Green	NLTP Unfunded
	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	Waka Kotahi	State highway improvements	Planned - Significant - 16	22-23	25.21	Detailed business case	Red	Green	Green	Green	NLTP Unfunded
	Matakona Road improvements resilience project	Improvements to prevent erosions of approximately 10km of road that less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.	Masterton District Council	Local roads improvements	Planned - Significant - 16	21-24	10.20	Single-stage business c	Green	Green	Green	Amber	Single Stage business case doc about to be released to market
Electric vehicle bus fleet 1	Electric vehicle bus fleet 1 - Electric vehicle growth buses	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 17	21-24	31.47	Single-stage business c	Green	Amber	Green	Green	Delayed implementation due to COVID impact on patronage, reducing need for growth buses
	Waterloo Station - end-of-life replacement	Replace ageing and unsafe building infrastructure at Waterloo Station	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 18	23-27	15.25	Detailed business case	Green	Green	Green	Green	Business Case work to start in 23/24
	Level crossing safety upgrades	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Greater Wellington	Public transport infrastructure, Local roads improvements	Planned - Significant - 19	21-24	51.39	Indicative business case	Green	Amber	Green	Green	Programme Business Case currently being completed as part of RRP Delay start of the Indicative Business Case due to awaiting completion of the RRP
	East corridor – Evans Bay stage 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Wellington City Council	Walking and cycling	Planned - Significant - 20	21-23	5.00	DBC / Pre-implementation*	Green	Green	Green	Green	Pre Imp funding approved
	Eastern Bays shared path	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Pahi Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.	Hutt City Council	Walking and cycling	Planned - Significant - 21	21-27	14.50	Implementation	Amber	Green	Amber	Amber	First two bays (of 6) have been redesigned. Construction due to commence in May/June 2022. Cost increase due to redesign, and increased labour and materials costs due to covid. Additional funding will be sought.

	Speed management programme (Wellington City)	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Wellington City Council	Road to Zero	Planned - Significant - 22	22-24	8.00	Single-stage business case	Green	Green	Green	Green	Green	Dependent on new Rule and NLTf approval.
	Rail infrastructure resilience upgrades	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	Greater Wellington	Public transport infrastructure	Planned - Significant - 23	21-24	45.39	Indicative business case	Green	Amber	Green	Green	Green	Programme Business Case currently being completed as part of RRP Delay start of the Indicative Business Case due to awaiting completion of the RRP
	Newtown – Behampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Wellington City Council	Walking and cycling improvements	Planned - Significant - 24	21-27	24.80	Implementation	Amber	Amber	Amber	Amber	Amber	Will be a LGWM responsibility. Timeframe is not clear as it's subject to the MRT decision.
	Ponius CBD to Titahi Bay shared path	Construct a shared cycling and pedestrian pathway, improve coastal resilience improvements, and restore more natural harbour margin, enhancing landscape, natural character and ecological values along Titahi Bay Road.	Ponius City Council	Walking and cycling	Planned - Significant - 25	21-23	10.67	Implementation	Red	Amber	Green	Red	Red	Currently working on securing resource consent. Additional funding required to complete detailed design as part of pre-implementation. Implementation has "Possible" funding from NLTf. The overall red status reflects the risk in delivering this project where the actual cost is likely to be significantly more than the engineers estimates due to a combination of market forces, material sourcing costs and COVID related impacts.
	Tawa to Johnsonville Connection cycleway	Create protected bike lanes on regionally significant routes.	Wellington City Council	Walking and cycling	Planned - Significant - 26	23-24	12.36	Indicative business case	Red	Red	Red	Red	Red	NLTf Unfunded
	Ferguson Drive arterial link improvements	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Upper Hutt City Council	Local road improvements	Planned - Significant - 27	21-29	11.47	Single Stage business case	Green	Green	Green	Green	Green	NLTf Probable funding
	Wellington Regional Hospital travel demand management initiative	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Greater Wellington	Public transport services	Planned - Significant - 28	21-30	5.44	Implementation	Green	Green	Green	Green	Green	
	SH1 Ngauranga Gorge improvements (walking and cycling)	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.	Waka Kotahi	Walking and cycling	Planned - Significant - 29	21-22	4.23	Implementation	Red	Green	Green	Green	Green	NLTf Unfunded
	Cycling micro-mobility	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014-19 strategy, including the Waiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Hutt City Council	Walking and cycling	Planned - Significant - 30	21-26	15.35	Single-Stage Business	Green	Green	Green	Green	Green	The quick wins program which includes the key connections to schools, train stations and suburban centre will be delivered through the LCLR W&C below.
	Totara Park Road and SH2 intersection capacity increase	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.	Upper Hutt City Council	Local road improvements	Planned - Significant - 31	21-22	2.42	Implementation	Red	Red	Red	Red	Red	NLTf Unfunded
	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. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let's Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.	Waka Kotahi	State highway improvements	Planned - Significant - 32	21-25	34.22	Pre-implementation	Red	Green	Green	Green	Green	NLTf Unfunded
	Silverstream pipe bridge	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.	Hutt City Council	Walking and cycling	Planned - Significant - 33	22-23	11.00	Implementation	Red	Amber	Amber	Red	Red	Possible funding from NLTf
Electric vehicle bus fleet 2	Electric vehicle bus fleet 2 - Electric vehicle conversion of double-decker diesel	Convert seven of Tranzit's large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	Greater Wellington	Public transport infrastructure	Planned - Significant - 34	21-24	2.88	Single-stage business case	Red	Red	Red	Red	Red	NLTf Unfunded Further engagement underway with Waka Kotahi - reviewing other avenues for funding
	Accelerated rollout of street lighting LEDs and CMS	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.	Wellington City Council	Local road improvements	Planned - Significant - 35	21-31	3.72	Implementation	Amber	Amber	Green	Green	Green	NLTf Unfunded - Fully Council funded
	Wellington city council cycleway	Long - term permanent solutions to implement the Wellington Cycling Master Plan.	Wellington City Council	Walking and cycling	Planned - Significant - 36	21-23	65.57	Implementation	Green	Green	Green	Green	Green	Bike Network Plan being considered for approval by Committee 10 March 2022
	Accelerated cycleway programme	Deliver low cost, tactical solutions across the strategic cycling network.	Wellington City Council	Walking and cycling	Planned - Significant - 37	21-23	24.31	Implementation	Green	Green	Green	Green	Green	First two designs begin developed for implementation from mid 2022
	Smarter connections	Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	Greater Wellington	Public transport infrastructure	Planned - Significant - 38	23-24	6.10	Single-stage business case	Green	Green	Green	Green	Green	Programme Business Case currently being completed as part of RRP
	Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Wellington City Council	Local road improvements	Planned - Significant - 39	21-23	6.90	Single-stage business case	Red	Red	Red	Red	Red	NLTf Unfunded

	Legacy Property Acquisition - Wellington	This activity is about the ongoing property acquisition by Waka Kotahi to ensure it meets its statutory and legal obligations for property by gazetting areas properly on the network. It is also ensuring property activity is appropriately managed and delivered throughout its tenure as a Waka Kotahi asset. Waka Kotahi is now looking to be actively responsive in this space; previously this has been funded retrospectively.	Waka Kotahi	State highway improvements	Planned - Significant - 40	21-24	6.30	Implementation	Green	Green	Green	Green	Included by way of variation 7 Sept 2021.
--	--	--	-------------	----------------------------	----------------------------	-------	------	----------------	-------	-------	-------	-------	---

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

Progress Report on Committed Activities in the Wellington RLTP 2021 - 24

Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) (\$m)	Current stage	Overall	Time	Scope	Cost	Note
Matangi 1 trains and rail upgrades - debt servicing (\$23m)	The Crown's commitment to fund the debt servicing costs on \$23 million of residual costs for the Matangi Trains project and the Wellington Area Rail Upgrade projects. This project now also includes an extension to the approval for an additional capital cost of \$11.22 million, which is the cost of upgrading the 48 two-car Matangi units to essentially the same standard as the newer Matangi-2 units. This was approved by the NZ Transport Agency on 13 June 2013.	Greater Wellington	Public transport infrastructure	Committed	21-32	20.12	Implementation	Green	Green	Green	Green	Funding Approved
Matangi 2 trains - debt servicing	Procurement of 35 additional Matangi units from Hyundai Rotem.	Greater Wellington	Public transport infrastructure	Committed	21-40	86.71	Implementation	Green	Green	Green	Green	Funding Approved
Longer distance-rolling stock and service improvement	Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawatu lines with a fleet of 15 four-car units, with supporting improvements to maintenance facilities, stations and network infrastructure.	Greater Wellington	Public transport infrastructure	Committed	20-28	4.25	Detailed business case	Green	Green	Green	Green	Detailed Business Case Submitted, awaiting funding confirmation to commence procurement
Unlocking capacity and improving resilience infrastructure	Infrastructure network capacity improvements on the Wellington metro railway network (over the next four years) to remove key network constraints and to improve peak service frequency and capacity and provide a higher quality passenger rail service.	Greater Wellington	Public transport infrastructure	Committed	18-23	69.40	Implementation	Green	Green	Green	Green	Programme Business Case currently being completed as part of RRP
Wellington metro rail track infrastructure - catch-up renewal	A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.	Greater Wellington	Public transport infrastructure	Committed	18-24	147.18	Implementation	Green	Green	Green	Green	Programme Business Case currently being completed as part of RRP
Transport analytics (across the Wellington Region) - Model build - Greater Wellington share	The regional strategic transport model is over 15 years old. Normally, transport models of this size are updated every 5-10 years. Updating the model will ensure behavioural assumptions are up-to-date, improve confidence in the modelling system and provide more efficient information to decision makers.	Greater Wellington	Investment management (incl. Transport Planning)	Committed	19-26	1.00	Implementation	Green	Green	Green	Green	
Hutt City Cycling & Micromobility Connectivity Assessment	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014-19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Hutt City Council	Walking and cycling	Committed	19-21	0.37	Single-Stage Business Case	Green	Green	Green	Green	Completed and endorsed by Waka Kotahi for funding.
NZ Upgrade Programme SH2 Melling - RiverLink	Transport improvements at Melling will provide for a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley. The Melling Transport Improvements are part of RiverLink - a partnership between Hutt City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency working together with our Mana Whenua partners - Ngāi Toa Rangitira and Taranaki Whānui ki te Upoko o te Ika - to deliver three separate but interdependent projects: Flood protection, the Making Places Urban Development Plan, and Melling Transport Improvements.	Waka Kotahi	External Funding	Committed	20-26	420.00	Implementation	Amber	Green	Green	Red	Currently working through mediation prior to going through Environment Court. The team are working with the NZUP programme team and our chief engineers to challenge cost assumptions and reduce costs.
NZ Upgrade programme SH58 safety improvements - Stage 2	Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradey Road in Paustahanui. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	Waka Kotahi	External Funding	Committed	20-23	105.00	Implementation	Green	Green	Green	Green	Stage 2a (NZUP \$16m) - Completion mid-2022. Stage 2b (NZUP \$89m) at consenting stage - Confirming design, programme and works.
Weigh Right Mackays Crossing	Replacement weigh station for Pimpermton.	Waka Kotahi	State highway improvements	Committed	17-23	1.54	Implementation	Amber	Amber	Green	Green	Delays to TG have impacted the delivery of this project
Wellington RoNS (5) - Transmission Gully	A new 27km long motorway between Mackays crossing (Paekakariki) and Linden, with grade separated interchanges at Mackays, SH58, James Cook, Kenepuru and Linden.	Waka Kotahi	State highway improvements	Committed	09-21	902.63	Construction	Red	Red	Green	Green	Opening date yet to be determined and announced.
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway - Revocation	The old state highway between Mackays Crossing and Peka Peka is currently being revoked. The process of revocation removes the status of state highway and its management under the NZ Transport Agency, transferring it to the Kāpiti Coast District Council as a local road.	Waka Kotahi	State highway improvements	Committed	10-21	17.21	Construction	Green	Green	Green	Green	Progressing well with no significant issues
Wellington RoNS (7) - SH1 Peka Peka to Ōtaki Expressway	A new expressway between Peka Peka Road and north of Ōtaki.	Waka Kotahi	State highway improvements	Committed	15-26	124.00	Construction	Red	Red	Green	Red	Programme changed due to scope changes, including addition of shared path and structural asphalt pavement. On track for late 2022 opening, subject to Covid.
Te Ara Tupua Ngā Oranga - Pito-one	Walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Waka Kotahi	Walking & cycling, State highway improvements	Committed	20-23	197.00	Implementation	Amber	Green	Green	Amber	The project team is updating the cost estimates due to rising costs in the construction sector as a whole.
Te Ara Tupua Pito-one to Melling	Cycle path that will improve safety and connectivity for cycling between Petone and Melling.	Waka Kotahi	Walking & cycling, State highway improvements	Committed	19-24	40.80	Implementation	Amber	Green	Green	Amber	General cost increases as a result of Covid are placing pressure on project budget.
Wellington cycle network - Evans Bay Stg1 (Eastern package)	Package of cycling improvements associated with the eastern suburbs UCP package.	Wellington City Council	Walking and cycling	Committed	18-21	2.25	Implementation	Amber	Amber	Green	Amber	

Emergency works, July/August 2017	Slips clearance, scaling, geotechnical investigation, engineering consultancy, barrier placements and design and build of solutions to mitigate risk at two significant slip sites on Ngāio Gorge Road.	Wellington City Council	Local road maintenance	Committed	17-22	7.79	Construction	Green	Green	Green	Green
-----------------------------------	---	-------------------------	------------------------	-----------	-------	------	--------------	-------	-------	-------	-------

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