



If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 14 June 2022, 10.00am

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

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, 14 June 2022, 10.00am

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

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Confirmation of the Public minutes of the Regional Transport Committee meeting on 3 March 2022	22.114	3
5.	Regional Transport Planning Developments – June 2022	22.254	5
6.	Regional Land Transport Plan Monitoring Dashboard update – June 2022	22.257	12
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9.	Waka Kotahi NZ Transport Agency update – June 2022	22.251	68



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on Tuesday 14 June 2022.

Report 22.114

Public minutes of the Regional Transport Committee meeting on Tuesday 22 March 2022

All members participating remotely at 10.15am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair) (from 10.26am)	Greater Wellington Regional Council
Mayor Barry	Hutt City Council
Mayor Beijen	South Wairarapa District Council
Deputy Mayor Free	Wellington City Council
Mayor Guppy	Upper Hutt City Council
Mayor Lang	Carterton District Council
Councillor Leggett	Porirua City Council
Mayor Patterson	Masterton District Council
Helen Rogers	KiwiRail
Emma Speight (from 10.16am)	Waka Kotahi NZ Transport Agency

All members participated at this meeting remotely, and counted for the purpose of quorum, as per clause 25B of Schedule 7 to the Local Government Act 2002.

Public Business

1 Apologies

Moved: Mayor Beijen / Deputy Mayor Free

That the Committee accepts the apology for absence from Mayors Baker, Foster and Gurunathan, and David Gordon.

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.

Emma Speight joined the meeting at 10.16am, during the above item.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 23 November 2021 - Report 21.546

Moved: Mayor Guppy / Mayor Lang

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 23 November 2021 - Report 21.546.

The motion was **carried**.

5 Waka Kotahi NZ Transport Agency Update – March 2022 – Report 22.103 [For Information]

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

Councillor Ponter joined the meeting at 10.26am, during the above item.

6 KiwiRail Update – March 2022 – Report 22.102 [For Information]

Lyndon Hammond, Manager, National Land Transport Fund Programme, KiwiRail, spoke to the report and tabled a presentation.

7 Metlink Update – March 2022 – Report 22.89 [For Information]

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

8 Let's Get Wellington Moving Update – March 2022 – Report 22.101 [For Information]

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

9 Progress Report on the Wellington Regional Land Transport Plan 2021 Programme of Activities 2021-24 (July – December 2021) – Report 22.90 [For Information]

Grant Fletcher, Manager, Regional Transport, introduced the report and tabled an updated Attachment 1.

The public meeting closed at 11.58am.

Councillor A Staples

Chair

Date:

Regional Transport Committee
14 June 2022
Report 2022.254



For Decision

REGIONAL TRANSPORT PLANNING DEVELOPMENTS - JUNE 2022

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (RTC) on recent Government policy that will affect regional transport planning, a new role for the RTC and next steps.

He tūtohu

Recommendations

That the Committee:

- 1 **Notes** the new role for the Regional Transport Committee arising from the Land Transport Rule Setting of Speed Limits 2022;
- 2 **Notes** new requirements for regional transport planning arising from the Emissions Reduction Plan and the National Policy Statement on Urban Development;
- 3 **Endorses** the integration of regional land transport planning with regional spatial planning through the Wellington Regional Growth Framework; and
- 4 **Notes** that officers will provide further advice to the Committee on these developments at its September 2022 meeting.

Te horopaki

Context

Regional Land Transport Planning

2. The Regional Transport Committee (RTC) is responsible under the Land Transport Management Act 2003 (LTMA) for the preparation of the Regional Land Transport Plan (RLTP) every six years and a review of that plan during the six month period immediately before the expiry of the third year of the plan.
3. The three-year review of the Wellington RLTP 2021 (the Review) is due to be completed by 30 June 2024.
4. In preparing and reviewing the RLTP, the RTC must be satisfied that the RLTP contributes to the purpose for the LTMA, is consistent with the Government Policy Statement on Land Transport (GPS) and have taken into account any:
 - a national energy efficiency and conservation strategy; and

- b relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
 - c likely funding from any source.
5. The completed RLTP forms the basis of the region's bid for funding from the National Land Transport Fund (NLTF) through inclusion in the National Land Transport Programme (NLTP).
 6. Since publication of the Wellington RLTP 2021, the Government has signalled through the Emissions Reduction Plan (ERP), a range of measures focused on reducing transport-generated emissions. The Ministry of Transport has also signalled that the next GPS will reflect these expectations.
 7. The current six-year Regional Programme Summary was costed at \$6.4 billion of which \$3.1 billion was forecast for investment in the current three-year NLTP period. This includes \$975.77 million or 15 per cent of the region's transport funding from non-NLTF sources. The significant out-year costs for programmes such as Let's Get Wellington Moving, and public transport improvements have yet to be committed. This is against the context of insufficient revenue flowing into the NLTF requiring a \$2 billion loan for the current NLTP period.

Land Transport Rule Setting of Speed Limits 2022.

8. The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into effect on 19 May 2022. It is part of the broader Road to Zero road safety strategy.
9. The Rule enables a whole-of-network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together. It removes the requirement to set speed limits through bylaws.
10. The Rule requires the RTC to prepare and consult on a Regional Speed Management Plan (RSMP). Each RSMP will include a ten-year vision for the region and a three-year implementation programme. The RSMP must be prepared on a three-yearly basis which enables funding to be sought through the RLTP and NLTP processes.
11. One of the key action items in the Road to Zero strategy is the setting of safer speed limits around schools. To achieve this, the Rule requires road controlling authorities to use reasonable efforts to reduce speed limits around all schools by 31 December 2027 with an interim target of 40 per cent of schools by 30 June 2024.
12. The Rule states Waka Kotahi may set deadlines. In setting those deadlines, Waka Kotahi must have regard to timeframes for the creation of the RLTP.
13. The State Highway Speed Management Plan (SHSMP) follows a similar process to the RSMP but will be prepared and consulted on separately.

Emissions Reduction Plan

14. New Zealand's first emissions reduction plan (ERP) was released on 16 May 2022. It contains strategies, policies, and actions for achieving the first emissions budget and contributes to global efforts to limit global temperature rise to 1.5 degrees Celsius above pre-industrial levels. The initial plan is for three years from 2022-2025, with the following two plans to each cover five-year periods- 2025-2030 and 2030-2035.

15. The ERP has an overarching transport target of a 41 per cent reduction in transport emissions by 2035 from 2019 levels and includes four transport sub-targets to reach by 2035:
 - a Reduce total kilometres travelled by the light fleet by 20 percent
 - b Reduce emissions from freight transport by 35 percent
 - c Increase zero-emissions vehicles to 30 percent of the light vehicle fleet
 - d Reduce the emissions intensity of transport fuel by 10 per cent.
16. To achieve these targets, there are 85 transport-related actions in the ERP listed under four key focus areas:
 - a Reduce reliance on cars and support people to walk, cycle and use public transport
 - b Rapidly adopt low-emissions vehicles
 - c Begin work now to decarbonize heavy transport and freight
 - d Support cross-cutting and enabling measures that contribute to the delivery of a low-emissions transport system.
17. Actions set out in the ERP have various start points between now and 2025. Activities range from the initial investigation stage through to planning and implementation. Many of the actions will be led by central government agencies, with local government listed as the lead in less than 10 individual actions.

Key Implications of the ERP for Regional Transport Planning

18. Officers anticipate the ERP will have some impact on the next RLTP review. These include:
 - a An expectation that future RLTPs are integrated with regional spatial planning documents
 - b The introduction of transport emissions impact assessments for RLTP activities as a requirement for funding going forward
 - c The development of ‘sub-national light vehicle VKT reduction targets’ for Tier 1 and 2 cities, and what that will mean for regional approaches.
19. Finally, minor considerations will include the future challenge of increased electric vehicles on local electricity infrastructure capacity, and implications of changing the public transport fleet over to zero emissions by 2035.
20. Officers are waiting on further guidance from Waka Kotahi on these actions, specifically the tools required to quantify and assess transport emissions from proposed transport and urban developments and actions to submit with the RLTP.
21. Waka Kotahi will take the leading role in setting sub-national VKT reduction targets for tier 1 and 2 cities, with work anticipated to begin internally by the end of 2022, and input from the cities requested from early 2023. These will replace the current Regional Mode Shift Plans.

Te tātaritanga Analysis

22. Transport planning is most effective when it is undertaken in conjunction with spatial planning. This allows transport networks to be designed to support the proposed urban environments and best deliver on overall Government outcomes. For transport, these are expressed in the Transport Outcomes Framework shown at Figure 1 below.

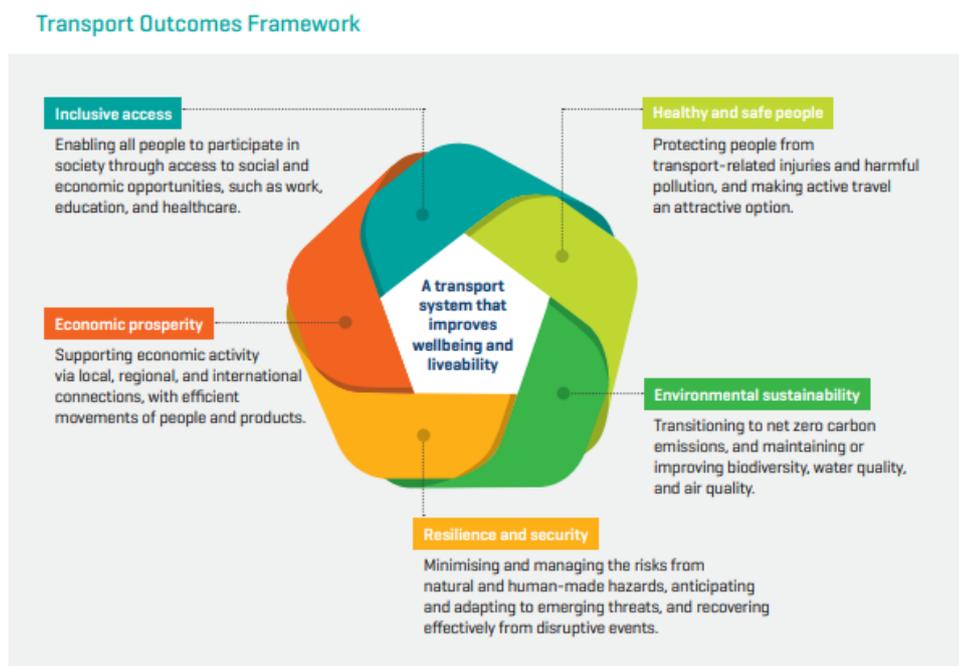


Figure 1- Transport Outcomes Framework

23. Government has now signalled through the ERP and National Policy Statement on Urban Development its expectations of closer integration between spatial and transport planning. This is in addition to the increased emphasis on environmental sustainability and road safety.
24. If the region is to deliver the transport network envisaged in the RLTP 2021, a strategic approach to long-term planning and investment is required. This is particularly important in the current funding environment. Officers assess that additional Crown funding outside the NLTF will be required to deliver the RLTP 2021 outcomes.
25. The region is well placed with the Wellington Regional Growth Framework (WRGF) as a starting point for spatial-transport planning integration. The increasing range of data available to it from the Transport Analytics Unit will enable the development of a more strategic level picture of both the current network and the optimal network required in 30-years' time.
26. The Wellington Regional Leadership Committee (WRLC) has agreed to undertake a regional Future Development Strategy (FDS) as required for Tier 1 and Tier 2 councils in the region under the National Policy Statement on Urban Development. This FDS will be undertaken taking the whole region into account. It will replace the WRGF and is required to be complete to inform 2024 Long Term Plans.

27. The current RLTP has as one of its 30-year objectives the integration of transport and land use to support compact urban form, liveable places, and a strong regional economy. Integration of regional land transport planning with regional spatial planning through the Wellington Regional Growth Framework and subsequent Future Development Strategy will allow for stronger delivery of the Growth Framework's vision. This will commence with reviewing how the RLTP 2024 can support the Future Development Strategy and a joint workshop to be held in August with the WRLC.

Ngā hua ahumoni
Financial implications

28. There are no financial implications arising from this report.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

29. Sections 18G and 18H of the LTMA outline requirements for authorised organisations to consult with Māori and seek Māori contribution to decision making.
30. Section 3.10 of the Land Transport Rule Setting of Speed Limits 2022 sets out requirements for engaging with Māori.
31. Greater Wellington's Regional Transport Department will engage with Greater Wellington's Te Hunga Whiriwhiri group and the road controlling authorities on developing engagement and participation with mana whenua groups.

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

32. The Emissions Reduction Plan lays out specific targets and plans for reducing transport-related Greenhouse Gas Emissions. The RTC through the Regional Land Transport Plan will have a significant role in signalling regional policies and investments to give effect to the ERP.

Ngā tikanga whakatau
Decision-making process

33. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

34. Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance, due to its administrative nature.

Te whakatūtakitaki

Engagement

35. GW officers consulted with the Wellington Regional Growth Framework Programme Directorate and members of the RTC Technical Advisory Group.

Ngā tūāoma e whai ake nei

Next steps

36. Officers will continue to work with Waka Kotahi, Te Manatū o Waka/Ministry of Transport officials on the timings of the Emissions Reduction Plan.
37. Officers will provide the September RTC meeting:
- a A preferred approach to regional speed management for RTC approval; and
 - b The proposed approach for integrating the new policy directions from Government into the 2024 Review of the RLTP.

Ngā kaiwaitohu

Signatories

Writers	Emma Hope, Senior Strategic Advisor – Regional Transport Amelia Wilkins, Strategic Advisor – Regional Transport
Approvers	Grant Fletcher, Manager Regional Transport Luke Troy, General Manager Strategy

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Committee’s terms of reference</i></p> <p>The Regional Transport Committee is responsible under the LTMA s18CA for completing a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.</p> <p>The Regional Transport Committee is responsible for the preparation of a consultation draft regional speed management plan for its region under the Land Transport Rule Setting of Speed Limits 2022 s3.4(3) and preparing the final draft regional speed management plan to the Director Land Transport for certification under s3.4(9).</p> <p>The Emissions Reduction Plan requires Regional Transport Committees to integrate RLTPs with regional spatial planning documents, introduce transport emissions reduction impact assessment as part of the regional land transport planning processes and that these take into account regional VKT-reduction strategies.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Government has signalled through the recently released Emissions Reduction Plan an increased emphasis on integration of urban and transport planning in order to reduce transport-generated emissions. It has also signalled through giving RTCs specific roles in speed management the need for greater regional consistency in speed management and for investments to support these to be incorporated into regional land transport planning.</p> <p>These objectives are consistent with and support the Wellington RLTP’s 30-year vision, 30-year strategic objectives and the ten-year investment priorities.</p>
<p><i>Internal consultation</i></p> <p>Engagement occurred with the Wellington Regional Growth Framework Programme Directorate and members of the RTC Technical Advisory Group. GW’s Te Hunga Whiriwhiri has been advised of this paper and the requirement for further engagement.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no risks arising from this report.</p>

Regional Transport Committee
14 June 2022
Report 22.257



For Information

REGIONAL LAND TRANSPORT PLAN MONITORING DASHBOARD UPDATE – JUNE 2022

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on the development of a revised system for delivering transport network insights and monitoring progress on Regional Land Transport Plans.

Te horopaki

Context

2. Land Transport Management Plans require regular monitoring. To date, most monitoring has been based on calendar or financial years and aggregated to a regional level. This revised system will enable monitoring and reporting at a more granular geographical level (territorial authorities and transport corridors), and more granular in time (quarterly updates and patterns across days of the week and time of day).
3. The revised monitoring and reporting system is being developed in three phases over the next six to 12 months.
4. The system reports progress via territorial authority-level dashboards that provide for a local and regional view on RLTP objectives.

Te horopaki

Next steps

5. The Wellington Transport Analytics Unit and Regional Transport Planning team will provide the phase two update at the December 2022 RTC meeting.

Ngā āpitihanga

Attachments

Number	Title
1	RLTP Monitoring Framework and Dashboard – RTC 14 June 2022
2	Territorial Authority Dashboards – June 2022

**Ngā kaiwaitohu
Signatories**

Writer	Stephen Christie – Principal Transport Analyst, Wellington Transport Analytics Unit
Approver	Grant Fletcher – Manager, Regional Transport

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>This update supports the Regional Transport Committee responsibility to <i>Review the implementation and delivery of the Wellington Regional Land Transport Plan.</i></p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The update contributes to the delivery of the Regional Land Transport Plan.</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks and impacts related to this report.</p>

RLTP Monitoring Framework and Dashboard

RTC 14 June 2022

Purpose

- The Regional Transport Planning team is working with the Wellington Transport Analytics Unit to develop a revised approach to inform the Regional Transport Committee (RTC) of progress towards the Regional Land Transport Plan (RLTP) targets and to deliver insights.
- The development of this revised reporting and insights programme will be phased over the next 6–12 months.
- This presentation and an attached A3 Territorial Authority-level dashboards provide:
 - a summary of the phased delivery approach
 - examples of high-level trends and insights.

Objectives and phases

- The reporting is structured around the five transport outcomes:
 1. Inclusive access – mode shift, accessibility
 2. Economic prosperity
 3. Healthy and safe people
 4. Environmental sustainability
 5. Resilience and security.
- Delivery will be phased as follows
 - Phase 1 – June 2022
 - Phase 2 – December 2022
 - Phase 3 – June 2023.

Revised approach

Temporal granularity	Geographical granularity
<ul style="list-style-type: none"> • Snap-shot → trends • Annual → quarterly or monthly • Annual → daily, time of day, weekday vs weekend 	<ul style="list-style-type: none"> • Regional → TA-level and corridor-level

- More granular and timely monitoring and insights is important to
 - understand the system
 - respond to changes
 - avoid or mitigate future problems
 - Annual snap-hot reporting had not captured trends such as working from home, half price fares, occupation at Parliament etc.

Phased approach to delivering monitoring and reporting

	Phase 1 (June 2022)	Phase 2 (Sep–Dec 2022)	Phase 3 (2023)
Inclusive access	Traffic volumes, PT boardings, limited corridor analysis, accessibility analysis (from WK)	Greater depth of analysis – corridors, HTS data, multi-modal	Bespoke accessibility modelling within Wellington Region
Healthy and safe people	High level insights around DSI for cars, pedestrians and cyclists	Further insights, analysis by crash type, visual / interactive representation of data	Healthy and safe people
Environmental sustainability	Indicative regional and sub-regional estimates for emissions (from traffic volumes)	More detailed estimates drawing on data and work from a variety of sources - WK and Climate Commission work, long-term fuel sales, improved sub-regional VKT estimates	tbd
Resilience and security		Road closures, working with partners to develop appropriate metrics to monitor improvements in resilience	tbd
Economic prosperity	Initial travel time routes for highway and PT	More comprehensive set of routes across region, more granular reporting, corridor Highway and PT analysis	tbd

1. Inclusive access – Traffic and PT volumes (Nov 2019 vs Nov 2021)

	Monthly Traffic Volumes at selected state highway locations	Monthly Bus Boardings by TA	Monthly rail volumes by line	Daily cycle volumes
Wellington City	-5% ↓	-19% ↓	-15% ↓	+15% ↑
Hutt Valley	0% →	-17% ↓	-28% ↓	
Porirua	-1% ↓	-16% ↓	-29% ↓	
Kapiti	-3% ↓	-12% ↓	-29% ↓	
Wairarapa	+2% ↑	-12% ↓	-36% ↓	

- SH volumes: 2% higher (Wairarapa) to 5% lower
- Bus: 10%–20% lower, rail 30% lower
- Cycle volumes: up 15%
- Indicative May 2022 data shows region trending toward / above Nov 2021 patterns

1. Inclusive access – Accessibility (WIP)

Access to key destinations in 30 minutes

	Region	Wellington City	Lower Hutt	Upper Hutt	Porirua	Kapiti	Wairarapa
Supermarket							
Walk	86%	96%	84%	65%	89%	82%	63%
Cycle	97%	100%	100%	95%	96%	96%	81%
PT	91%	97%	94%	83%	91%	86%	65%
Car	100%	100%	100%	100%	100%	100%	96%
GP							
Walk	85%	97%	84%	62%	85%	79%	64%
Cycle	96%	100%	100%	93%	98%	92%	81%
PT	91%	98%	95%	86%	93%	82%	66%
Car	100%	100%	100%	100%	100%	100%	96%
Hospital							
Walk	26%	40%	25%	0%	1%	19%	34%
Cycle	68%	94%	68%	0%	58%	55%	49%
PT	45%	65%	44%	4%	4%	48%	42%
Car	98%	100%	100%	98%	100%	100%	81%
Primary School							
Walk	93%	99%	95%	87%	97%	82%	72%
Cycle	98%	100%	100%	98%	99%	99%	88%
PT	94%	99%	99%	92%	97%	85%	72%
Car	100%	100%	100%	100%	100%	100%	99%

- Developed by Waka Kotahi, consistent methodology across New Zealand
- More frequent, more granular, TA-specific analysis to be done

3. Economic prosperity – highway travel speed (Feb 2020 to Feb 2022)

	AM peak	Inter-peak
Ngauranga to Airport	35 kph → 38 kph 	37 kph → 39 kph 
Island Bay to Station	25 → 27 	27 → 28 
Seaview to Centreport	30 → 47 	56 → 56 
Upper Hutt to Wellington	46 → 62 	72 → 70 
Waikanae to Wellington Airport	51 → 61 	64 → 67 
Paremata to Seaview	44 → 55 	61 → 58 

5. Economic prosperity – highway travel speed (Feb 2020 to May 2022)

	AM peak	Inter-peak
Upper Hutt to Wellington	46 → 49 ↑	72 → 70 ↓
Wainouimata to Station	34 → 39 ↑	54 → 52 ↓
Waikanae to Wellington (SH59)	44 → 55 ↑	70 → 72 ↑

- May 2022 – initial insights show that network performance has dropped, only slightly above pre-pandemic conditions
- Further commentary, more routes provided in September

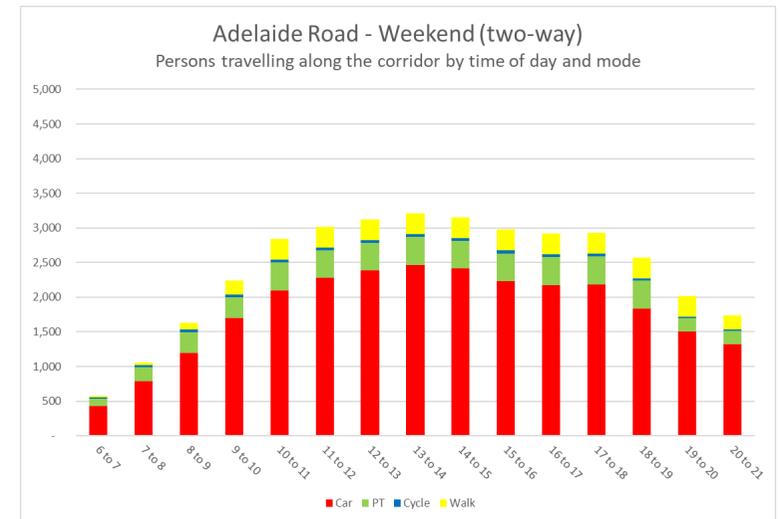
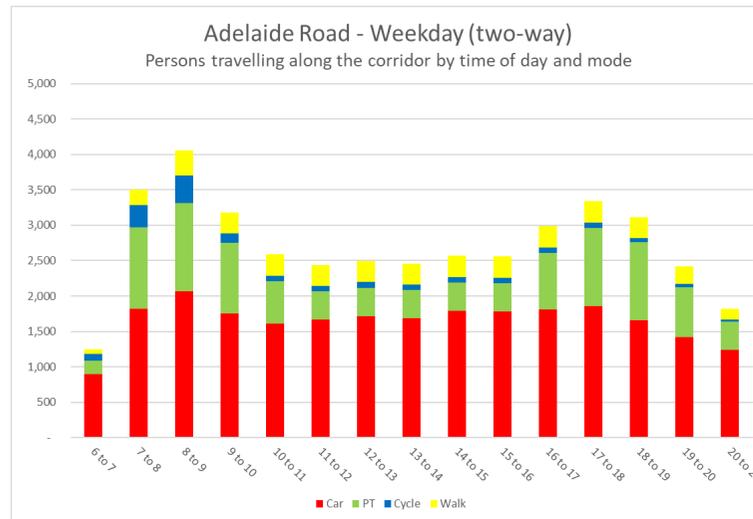
5. Economic Prosperity – PT travel times / variability (Feb 2020 vs Feb 2022)

	AM peak		Inter-peak	
	Average travel time (minutes)	Variability (inter-quartile range, minutes)	Average travel time (minutes)	Variability (inter-quartile range, minutes)
Route 1	78 → 76 ↓	9 → 7 ↓	69 → 66 ↓	6 → 10 ↑
Route 2	58 → 60 ↑	6 → 9 ↑	57 → 56 ↓	7 → 8 ↑
Route 110	76 → 74 ↓	8 → 8 →	72 → 69 ↓	9 → 7 ↓
Route 220	42 → 42 →	4 → 4 →	42 → 42 →	3 → 4 ↑

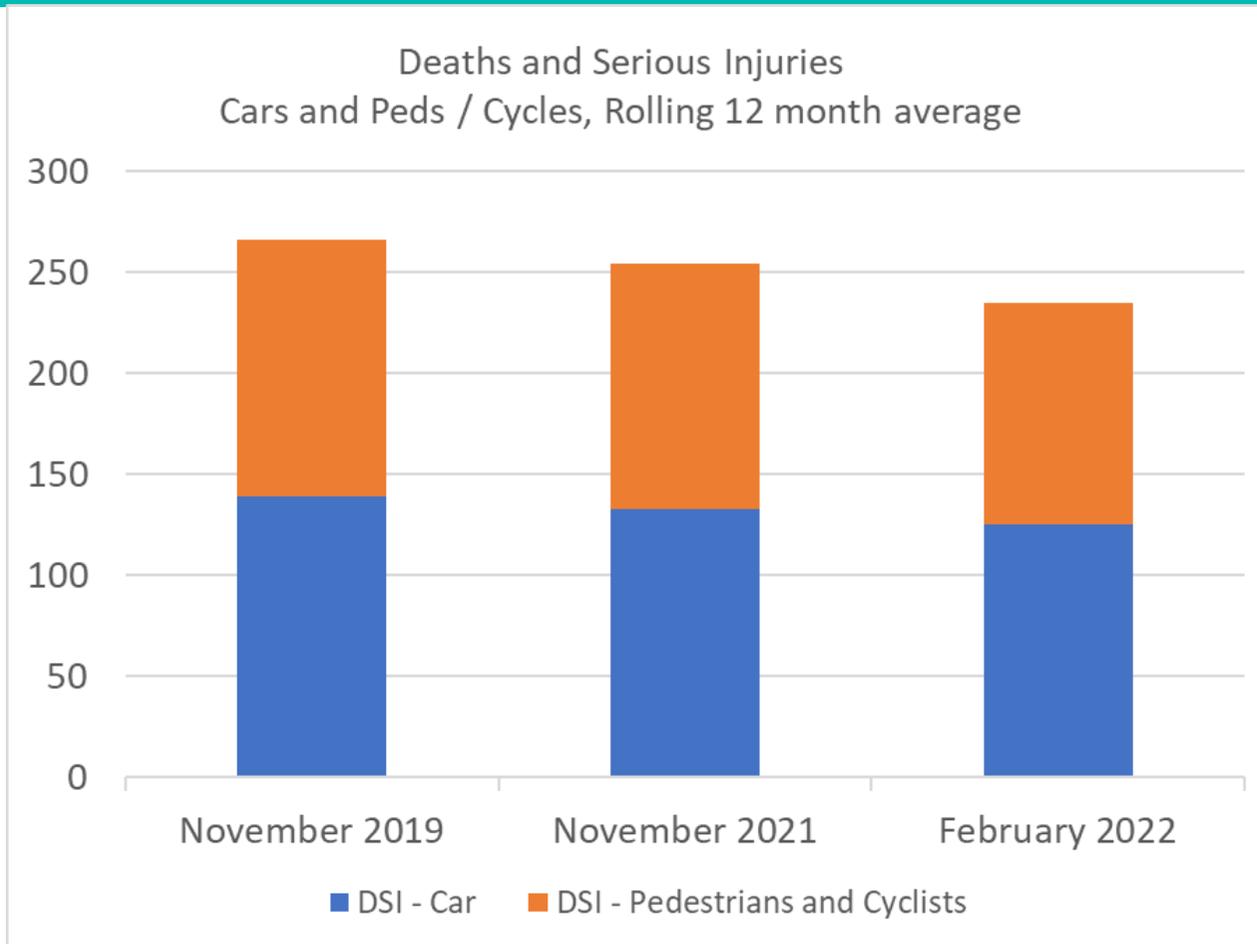
- Small changes in PT travel times and variability
- Moving from route → corridor analysis for September
 - Eg, Island Bay to Station, Taita to Lower Hutt, Eastern Porirua to Porirua town centre
 - Enable multi-modal analysis of travel times, patronage, mode share by corridor

1. Inclusive access – mode share by corridor and time of day

- Work in progress
- Change in non-car mode share by time of day
- More routes across region in September 2022



2. Safety – deaths and serious injuries (rolling 12-month average)



- 12-month average
- General decline in DSI
- More detailed, spatial analysis for September 2022

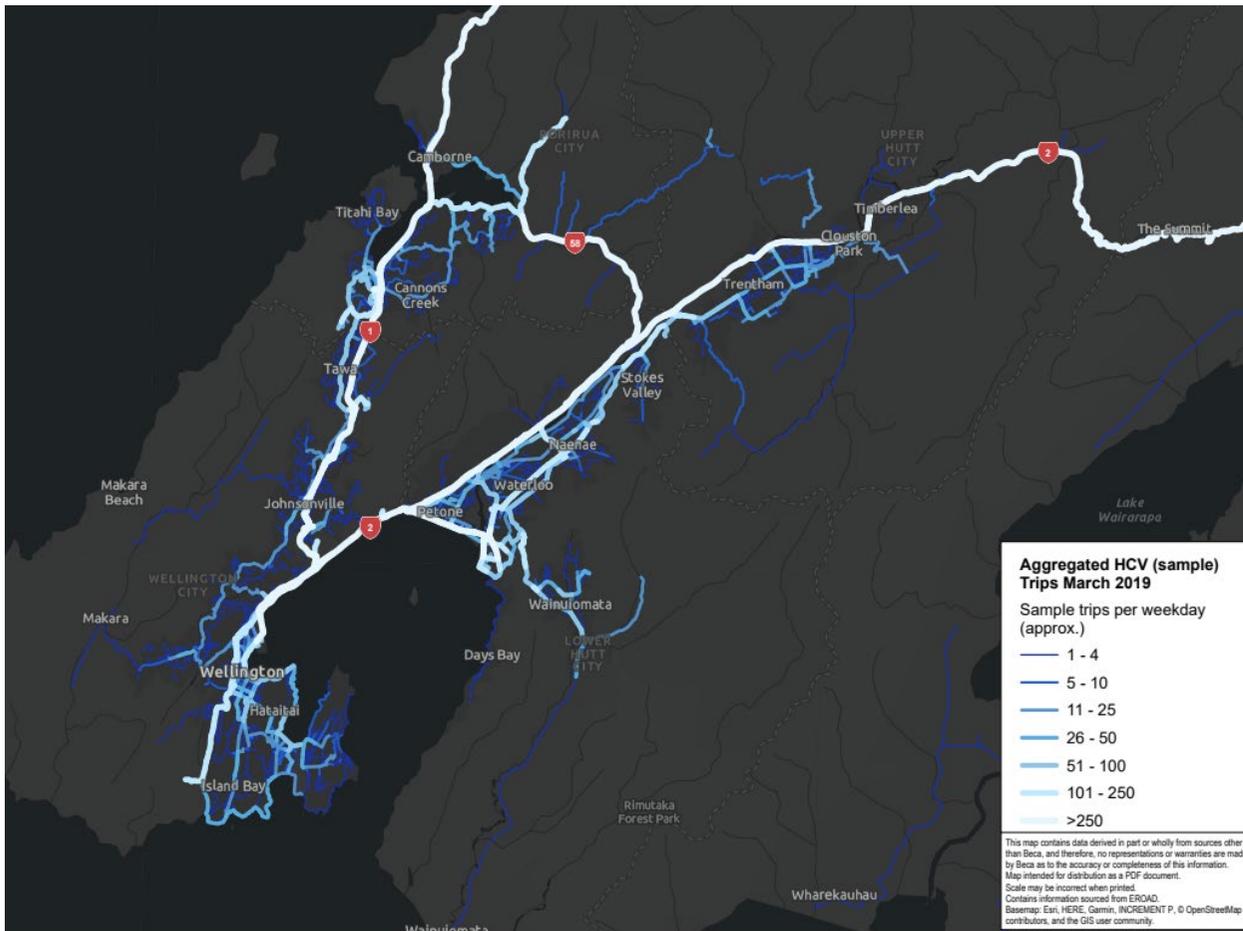
3. Environmental sustainability – transport-generated CO₂ emissions

Attachment 1 to Report 22.257

	2020	2021
Wellington City	-14%	-8%
Hutt Valley	-11%	-7%
Wairarapa	-9%	2%
Porirua	-10%	-4%
Kapiti	-11%	-6%
Region	-12%	-6%

- Work in progress – improvements for Phase 2
- Emissions (traffic volumes as proxy)
- Calendar year relative to 2019
- Indicative estimated reduction in transport-generated CO₂
 - 2020: 12% reduction (relative to 2019)
 - 2021: 6% reduction (relative to 2019)
 - Greater reduction in Wellington City
 - Lower reduction in Wairarapa

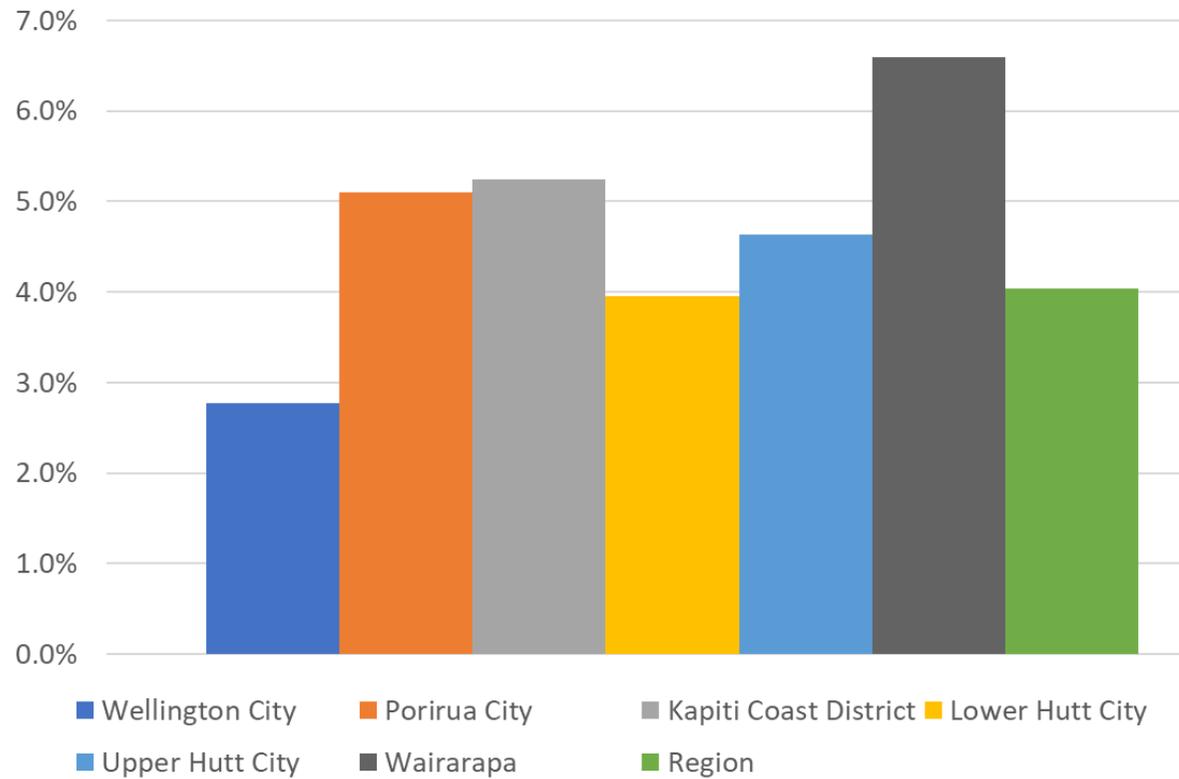
5. Economic prosperity – Freight



- Freight heat map showing weekday volumes in March 2019
- HCV volumes are now similar to or slightly above pre-COVID levels
- Working to improve monitoring of goods by mode (rail, road, sea) as opposed to monitoring HCVs

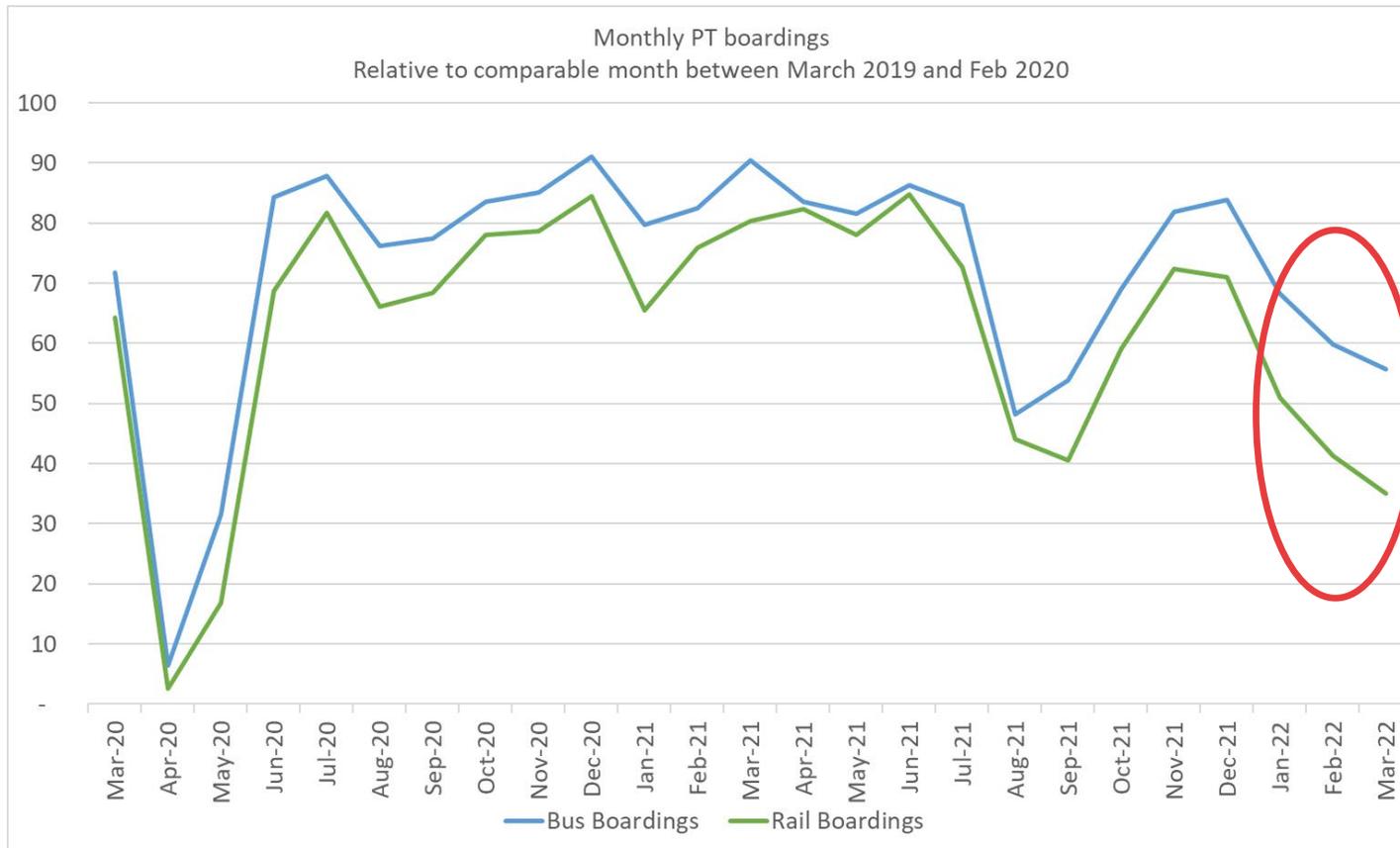
5. Economic prosperity – population growth 2018 to 2021

Percentage growth in regional population, 2018 to 2021
By area



- 4% growth in regional population from 2018 to 2021
- Highest growth rates in Wairarapa
- Will be tracking growth year-on-year

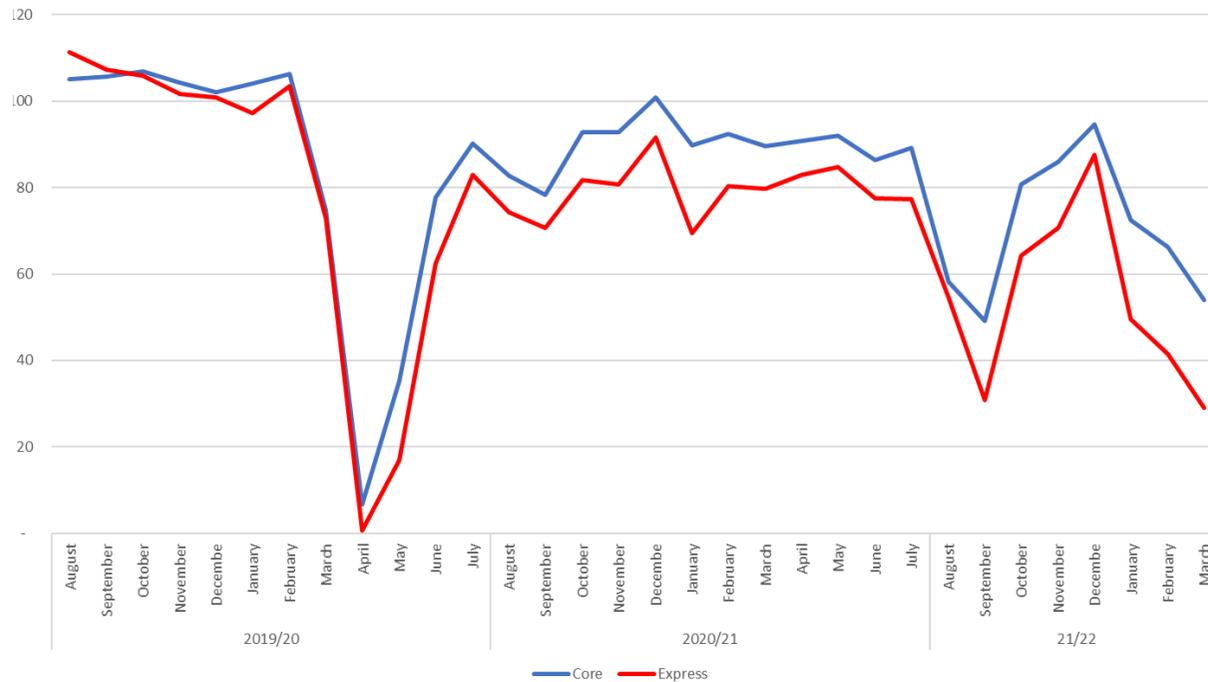
Insights – comparison of rail and bus patronage



- Rail lower than bus (both relative to comparable pre-Covid month)
- Function of different users
 - 70% rail pax are commuters who are more likely to be able to WFH
 - Bus caters more people who cannot WFH (even at peak times)
 - 50% of bus passengers travel off-peak for (mostly) non-work purposes

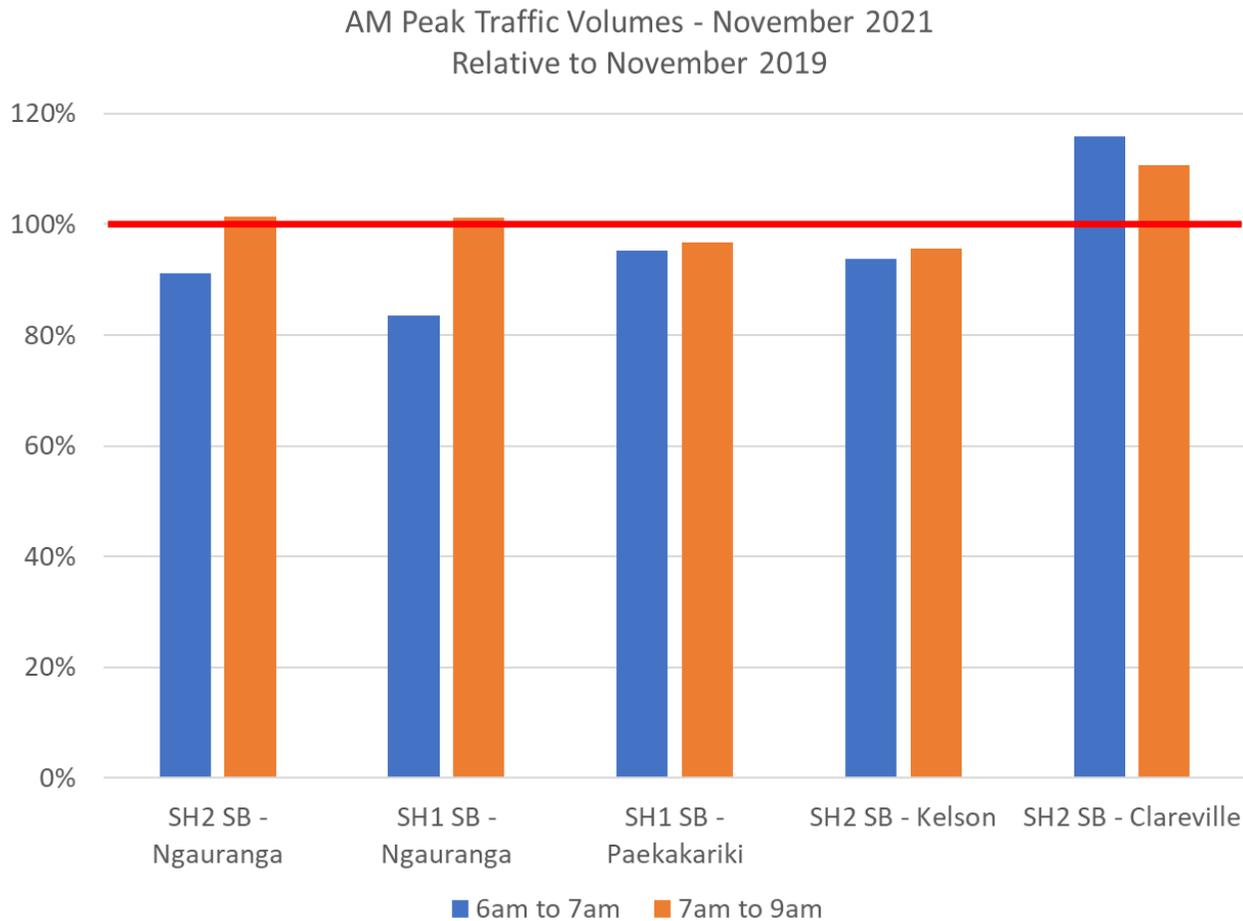
Insights – comparison of peak and off-peak PT patronage

Monthly PT Boardings by service type (Core / Express)
2019/20 and 2020/21 relative to 2018/19 (Pre-Covid)



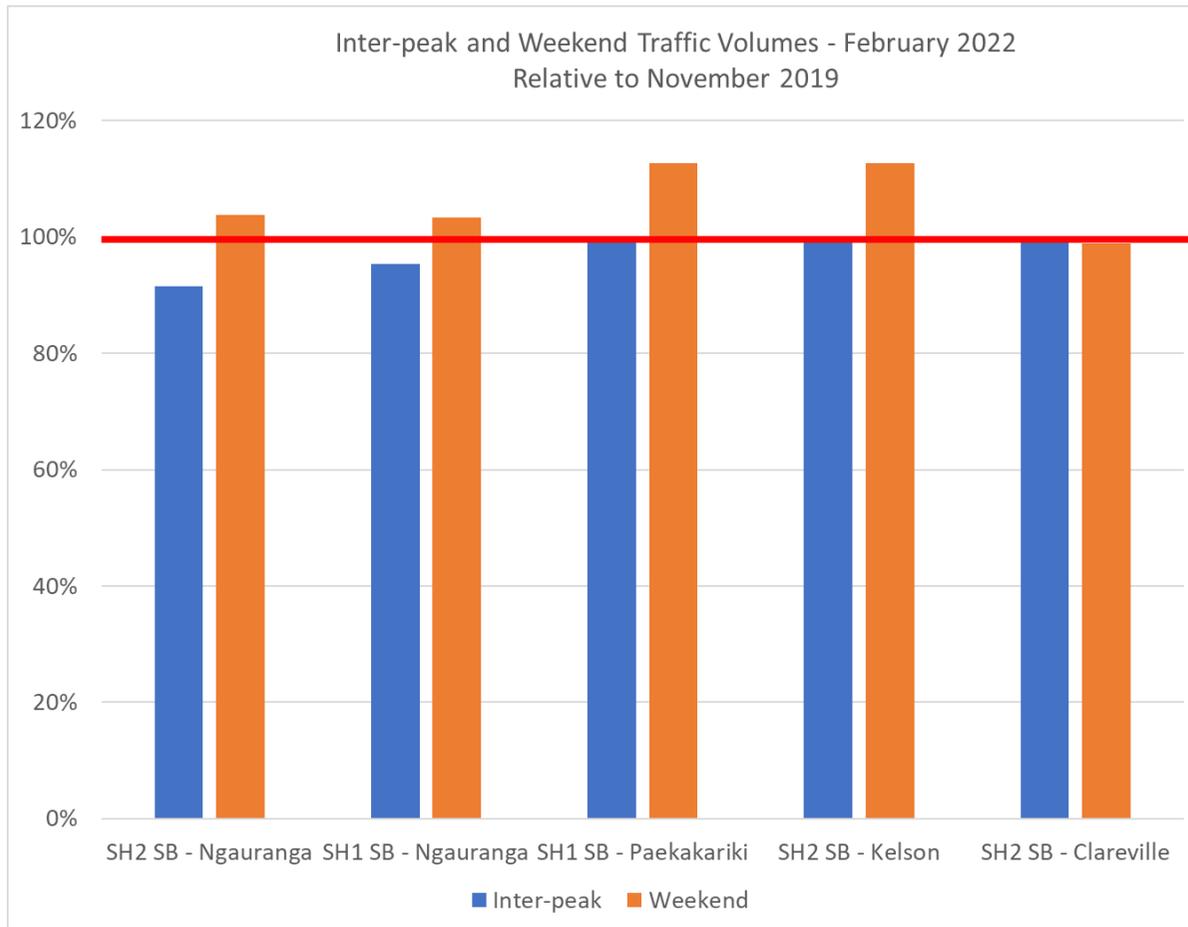
- Aug 2020 to Jul 2021
 - Core - ~90 % compared to 2018/2019
 - Express - ~80 % compared to 2018/2019
- Aug 2021 to Mar 2022
 - Core - ~70 % compared to 2018/19
 - Express - ~55 % compared to 2018/19
- Next steps
 - More detailed analysis of AM / IP / Weekend patterns and trends
 - Monitoring over next 3–6 months

Insights – peak contraction



- Peak contraction, most evident on SH1/SH2 at Ngauranga
- Less evident at Kelson / Paekakariki, function of earlier departure times and user characteristics (lower propensity to WFH)
- Wairarapa – increase in peak time traffic

Insights - comparison of weekday and weekend traffic volumes



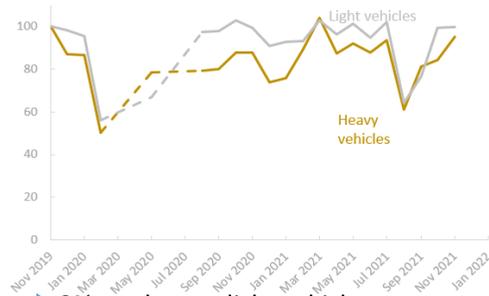
- Inter-peak – approaching pre-COVID levels (Ngauranga slightly below)
- Weekends – all sites at or above pre-COVID levels

Next steps

- Complete Phase 1 product
 - A3 dashboard for each TA based on feedback
 - Emerging insights
- Phase 2
 - Additional, more granular PT data (different times periods / corridors)
 - Working with partners to fill data gaps and expand monitoring programme
 - Multi-modal corridor analysis
 - Deeper dive into particular topics
 - Annual monitoring against HTS, fuel sales (benchmarks)

Hutt City DRAFT

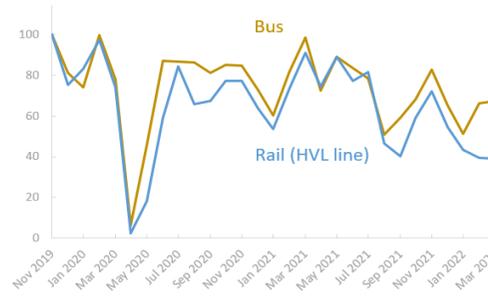
Road traffic



➔ 0% no change, light vehicles

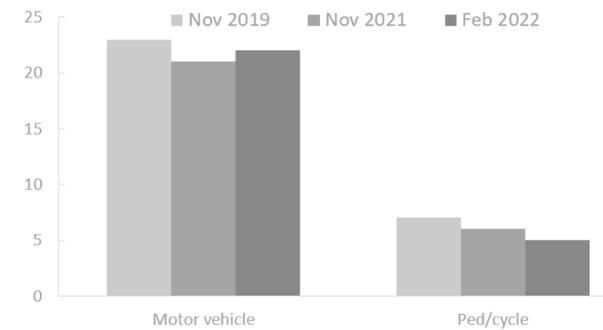
⬇️ 5% down, heavy vehicles
at SH2 Kelson SB, Nov 2021 vs Nov 2019

Public transport



⬇️ 27% down, passenger boardings
Nov 2021 vs Nov 2019

Road deaths and serious injuries



⬇️ 4% down, motor vehicle DSI

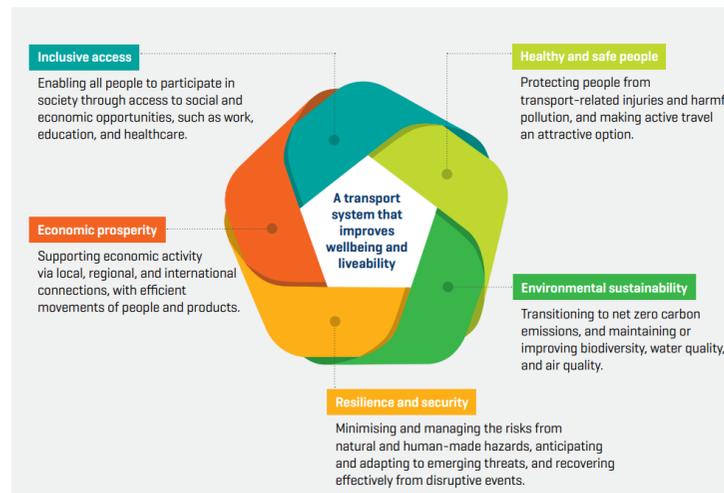
⬇️ 29% down, ped/cycle DSI
12 months to Feb 2022 vs Nov 2019

Accessibility

		Wellington	
		Region	Lower Hutt
Supermarket	Walk	86%	84%
	Cycle	97%	100%
	PT	91%	94%
	Car	100%	100%
GP	Walk	85%	84%
	Cycle	96%	100%
	PT	91%	95%
	Car	100%	100%
Hospital	Walk	26%	25%
	Cycle	68%	68%
	PT	45%	44%
	Car	98%	100%
Primary school	Walk	93%	95%
	Cycle	98%	100%
	PT	94%	99%
	Car	100%	100%

Good accessibility to key services and destinations by most modes. 95% of people live within 30 minutes walk of a primary school.

Transport Outcomes Framework

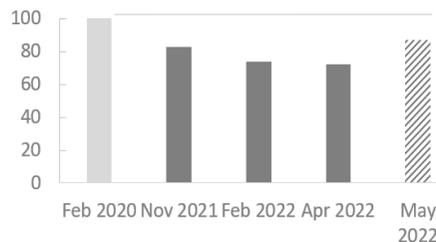


Emissions relative to 2019



Road travel time

⬇️ 13% improvement
Wainuiomata to Wellington Stn,
Feb 2020 to May 2022

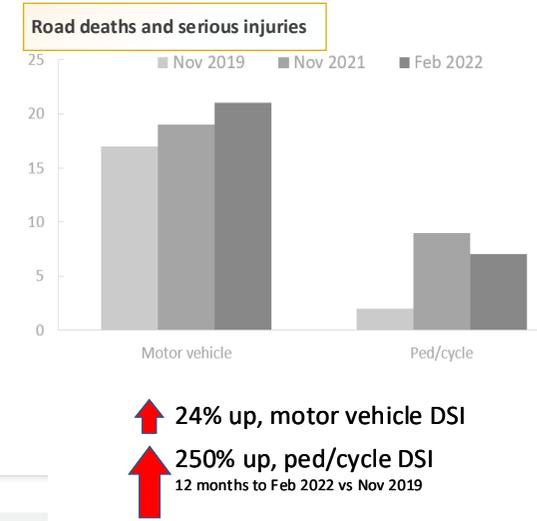
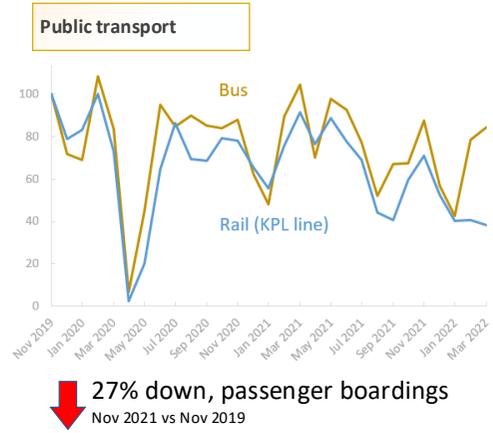
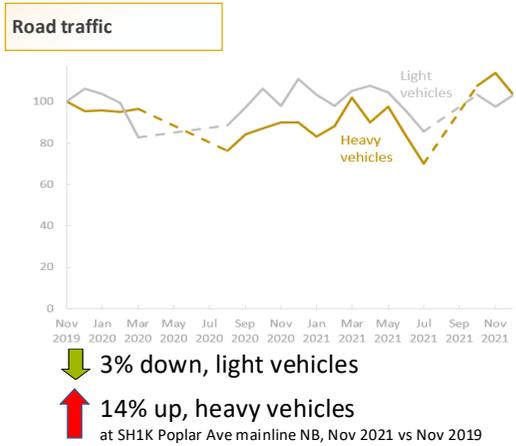


PT travel time

⬇️ 3% improvement
Bus route 110 IB Emerald Hill to
Petone, AM peak, Feb 2020 to Feb
2022

PT travel time variability

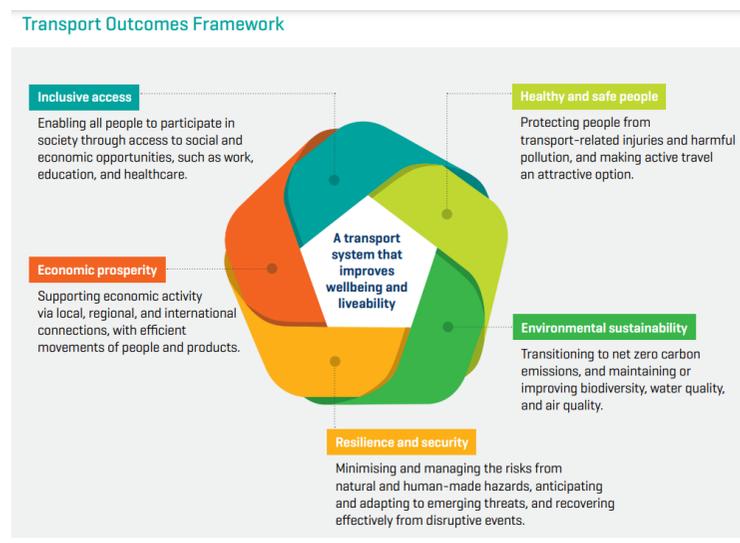
⬇️ 4% improvement
Bus route 110 IB Emerald Hill to
Petone, AM peak, Feb 2020 to Feb
2022



Accessibility

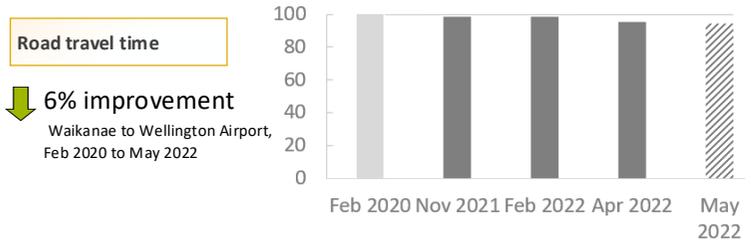
		Wellington Region	Kāpiti
Supermarket	Walk	86%	82%
	Cycle	97%	96%
	PT	91%	86%
	Car	100%	100%
GP	Walk	85%	79%
	Cycle	96%	92%
	PT	91%	82%
	Car	100%	100%
Hospital	Walk	26%	19%
	Cycle	68%	55%
	PT	45%	48%
	Car	98%	100%
Primary school	Walk	93%	82%
	Cycle	98%	99%
	PT	94%	85%
	Car	100%	100%

Mixed accessibility to key services and destinations by most modes. Only 82% of people live within 30 minutes walk of a primary school.



Emissions relative to 2019

Work in progress



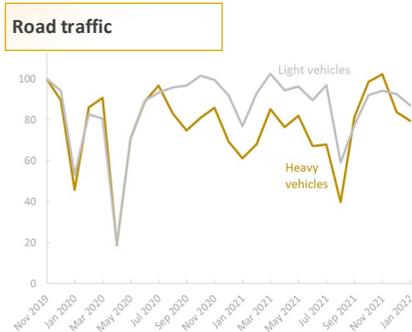
PT travel time

Work in progress

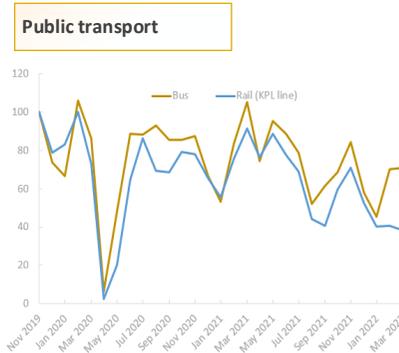
PT travel time variability

Work in progress

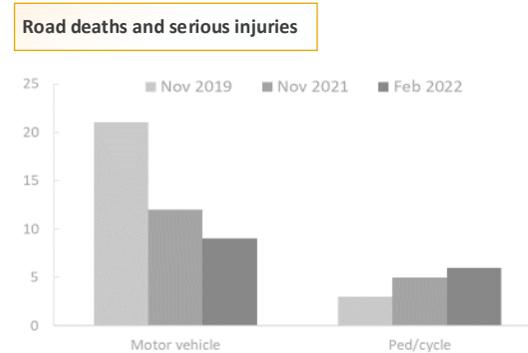
Porirua City DRAFT



↓ 1% down: light vehicles
 ↓ 5% down: heavy vehicles
 at Mungavin, Nov 2021 compared with Nov 2019



↓ 27% down: PT passenger boardings
 in Nov 2021 compared with Nov 2019

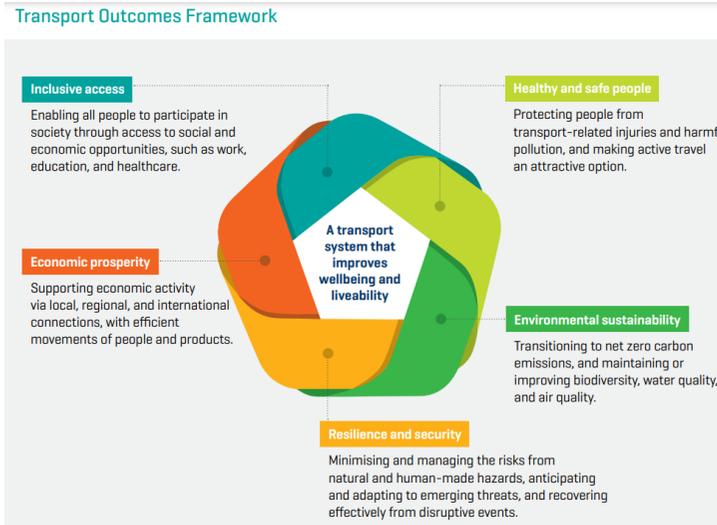


↓ 57% down, car DSI, 12 months to Feb 2022 compared with Nov 2019

↑ 100% up, pedestrian/ cyclist DSI, 12 months to Feb 2022 compared with Nov 2019

		Wellington	
		Region	Porirua
Supermarket	Walk	86%	89%
	Cycle	97%	96%
	PT	91%	91%
	Car	100%	100%
GP	Walk	85%	85%
	Cycle	96%	98%
	PT	91%	93%
	Car	100%	100%
Hospital	Walk	26%	1%
	Cycle	68%	58%
	PT	45%	4%
	Car	98%	100%
Primary school	Walk	93%	97%
	Cycle	98%	99%
	PT	94%	97%
	Car	100%	100%

Good accessibility to key services and destinations for most modes
 Only 4% of people live within 30 min PT of the hospital

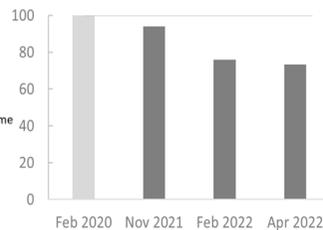


Emissions relative to 2019



Road travel time

↓ 27% improvement AM peak travel time
 Seaview to Paremata in Apr 2022 compared with Feb 2020

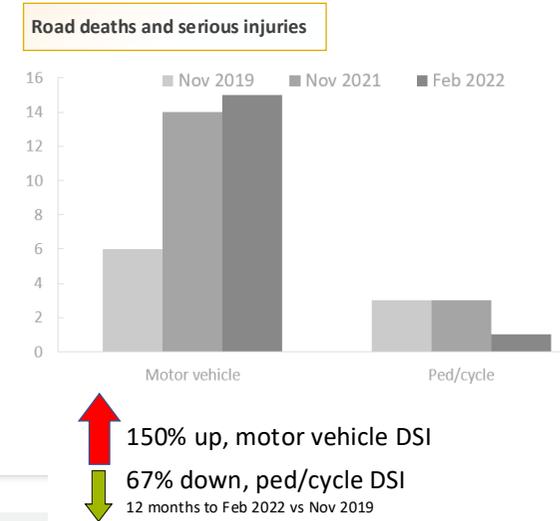
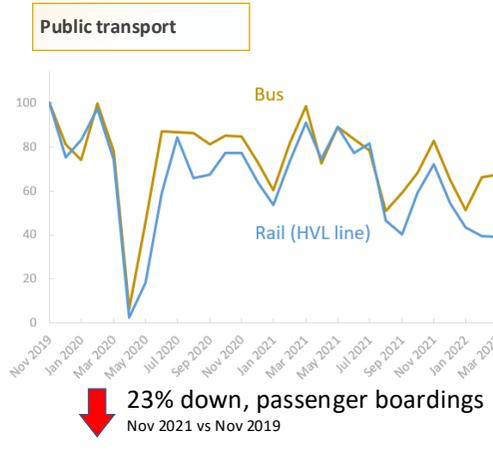
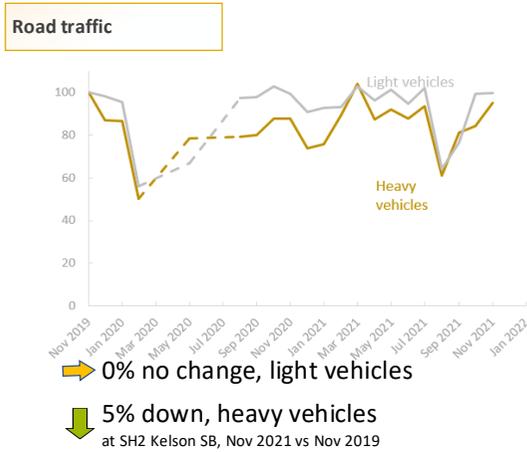


PT travel time

↓ 1% improvement AM peak travel time
 Titahi Bay to Ascot Park (bus route 220) in Feb 2022 compared with Feb 2020

PT travel time variability

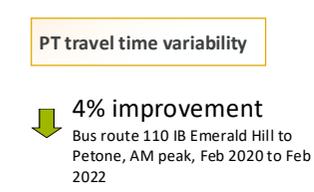
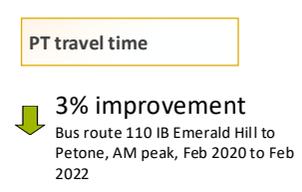
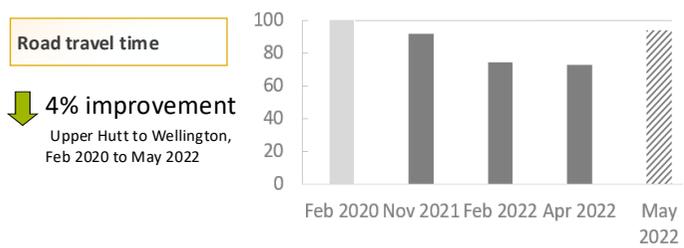
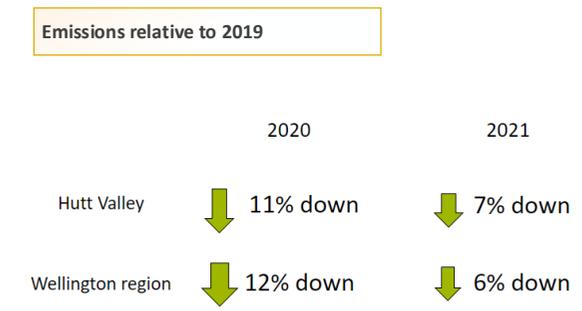
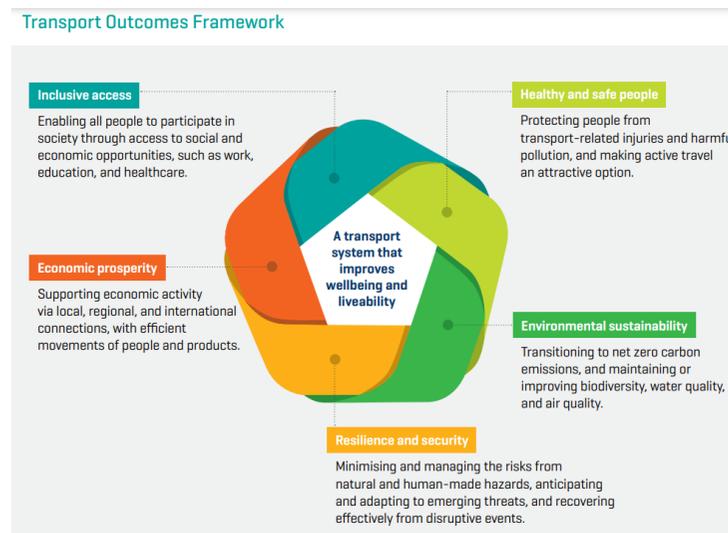
↑ 8% increase AM peak travel time variability Titahi Bay to Ascot Park (bus route 220), in Feb 2022 compared with Feb 2020

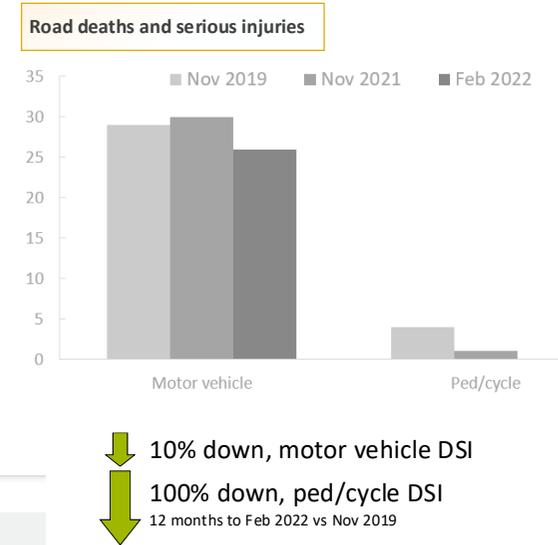
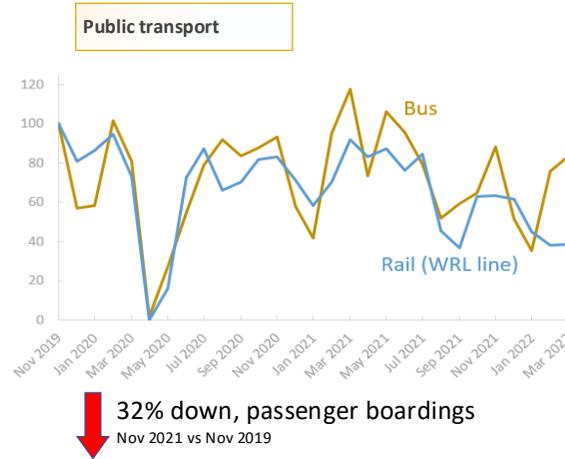
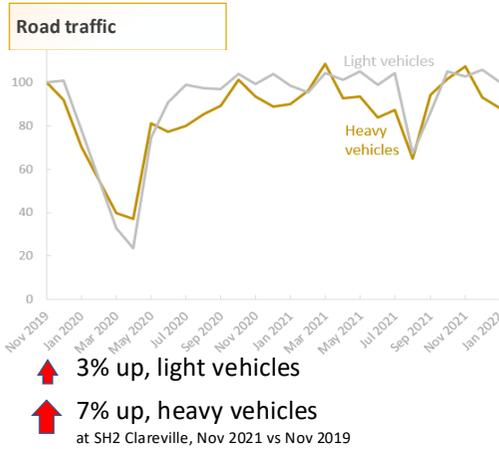


Accessibility

		Wellington	
		Region	Upper Hutt
Supermarket	Walk	86%	65%
	Cycle	97%	95%
	PT	91%	83%
	Car	100%	100%
GP	Walk	85%	62%
	Cycle	96%	93%
	PT	91%	86%
	Car	100%	100%
Hospital	Walk	26%	0%
	Cycle	68%	0%
	PT	45%	4%
	Car	98%	98%
Primary school	Walk	93%	87%
	Cycle	98%	98%
	PT	94%	92%
	Car	100%	100%

Mixed accessibility to key services and destinations. Only 62% of people live within 30 minutes walk of a GP.

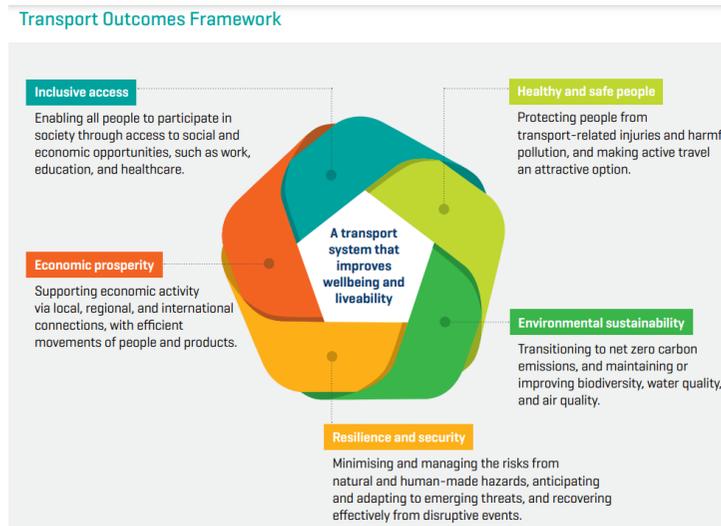




Accessibility

		Wellington	
		Region	Wairarapa
Supermarket	Walk	86%	63%
	Cycle	97%	81%
	PT	91%	65%
	Car	100%	96%
GP	Walk	85%	64%
	Cycle	96%	81%
	PT	91%	66%
	Car	100%	96%
Hospital	Walk	26%	34%
	Cycle	68%	49%
	PT	45%	42%
	Car	98%	81%
Primary school	Walk	93%	72%
	Cycle	98%	88%
	PT	94%	72%
	Car	100%	99%

Low accessibility to key services and destinations by most modes. Only 63% of people live within 30 minutes walk of a supermarket.



Road travel time

Work in progress

PT travel time

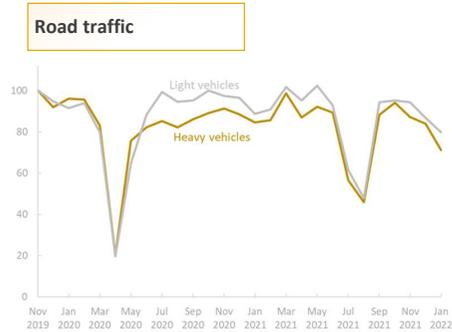
Work in progress

PT travel time variability

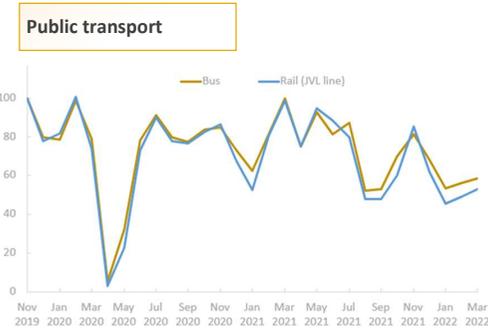
Work in progress

Wellington City

Attachment 2 to Report 22.257



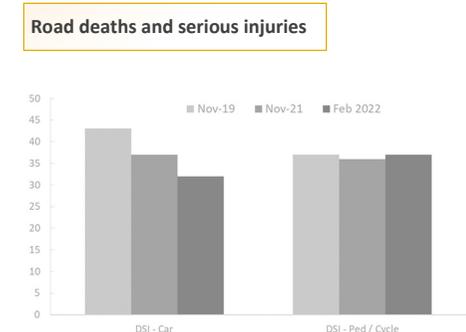
↓ 5% down: light vehicles
↓ 6% down: heavy vehicles
at SH1 Ngauranga SB in Nov 2021 compared with Nov 2019



↓ 19% down: PT passenger boardings
in Nov 2021 compared with Nov 2019



↑ 37% up: cycle count at Oriental Bay,
Nov 2021 compared with Nov 2019



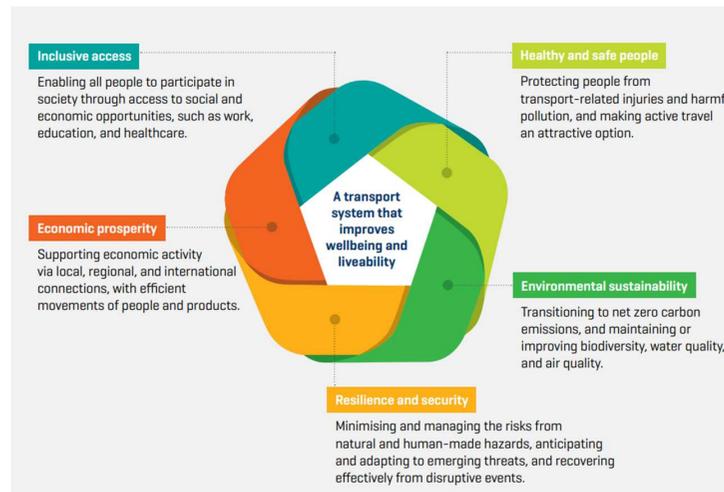
↓ 26% down, car DSI, 12 months to Feb 2022 compared with Nov 2019
→ 0% no change, pedestrian/cyclist DSI, 12 months to Feb 2022 compared with Nov 2019

accessibility

	Region	Wellington City
Supermarket		
Walking	86%	96%
Cycle	97%	100%
PT	91%	97%
Car	100%	100%
GP		
Walking	85%	97%
Cycle	96%	100%
PT	91%	98%
Car	100%	100%
Hospital		
Walking	26%	40%
Cycle	68%	94%
PT	45%	65%
Car	98%	100%
Primary School		
Walking	93%	99%
Cycle	98%	100%
PT	94%	99%
Car	100%	100%

Good accessibility to key services and destinations for all modes
Only 65% of people live within 30 min PT of the Hospital

Transport Outcomes Framework

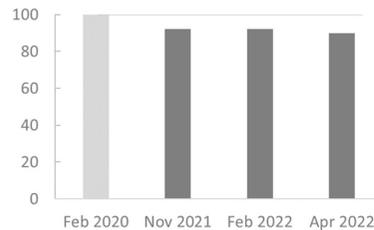


Emissions relative to 2019



Road travel time

↓ 10% down AM peak travel time Ngauranga to airport in Apr 2022 compared with Feb 2020



PT travel time

↓ 4% down AM peak travel time Johnsonville to Island Bay (bus route 1) in Feb 2022 compared with Feb 2020

PT travel time variability

↓ 23% down AM peak travel time variability Johnsonville to Island Bay (bus route 1), in Feb 2022 compared with Feb 2020

Regional Transport Committee
14 June 2022
Report 22.262



For Information

LET'S GET WELLINGTON MOVING UPDATE – JUNE 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 June 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 14 June 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

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



Attachment 1 to Report 22.262

UPDATE FOR REGIONAL TRANSPORT COMMITTEE

14 May 2022



Agenda

Introductions

- Sarah Gardner – new LGWM programme director
- David Dunlop – previous acting LGWM programme director

Today's update

- 3-year programme
- City Streets
- Transformational programme

3-YEAR PROGRAMME UPDATE



Central City Walking Improvements

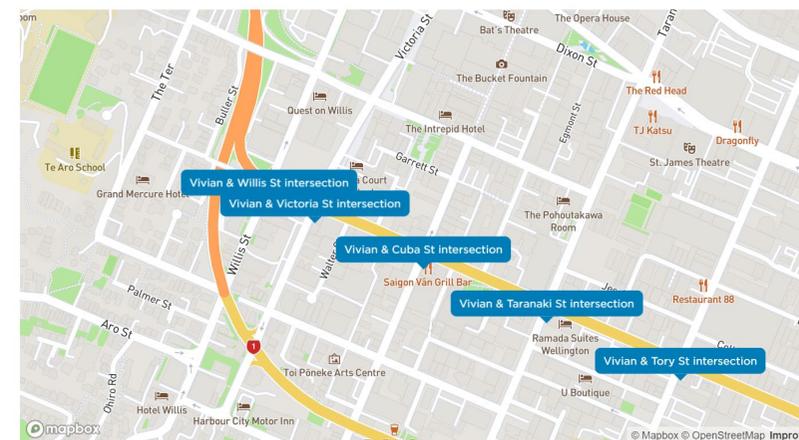
Intersections upgraded

- Stout/Whitmore
- Featherston/Whitmore
- Vivian/Willis

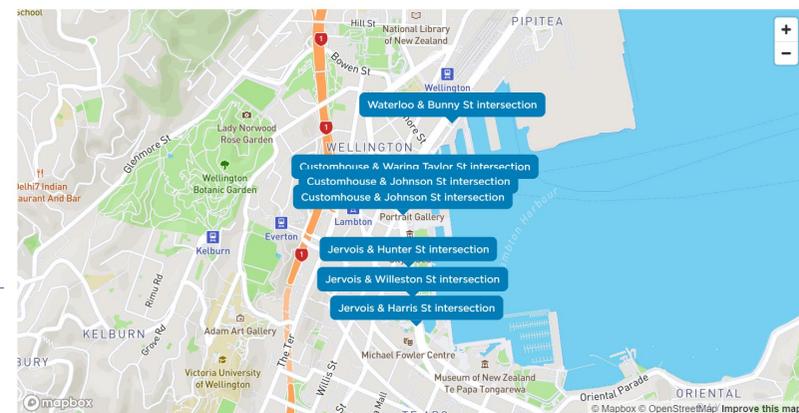
Next steps: intersection upgrades on Vivian St and waterfront quays

- Construction started on Vivian/Victoria
- Expected completion of both corridors: December 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



Cobham Crossing and Safer Speeds Update

Safer speeds on State Highway 1 east of Mt Victoria

- Implemented in April

Safe crossing of SH1 Cobham Drive

- Wellington Airport judicial review action discontinued
- Construction underway, anticipated complete in late October
- Post-construction monitoring plan to assess the crossing's performance



Golden Mile

Transforming the Golden Mile to move more people with fewer vehicles, creating space for thriving and attractive streets in the heart of Wellington.

Progress

- Streetscape co-design and mana whenua integration underway
- Engagement with businesses and building owners continues
- In July, we're seeking community comment on streetscape plans, including ideas for the new shared spaces and specific details on how spaces and new layouts could function
- Started construction planning
- Construction scheduled: early 2023 to 2026



Thorndon Quay/ Hutt Road

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

Progress

- Contract for design of Thorndon Quay Hutt Road signed
- Feedback received on 30% design of Aotea Quay roundabout
- Currently engaging with wider stakeholders – e.g. KiwiRail
- KidZone trials approved to co-design trails to reduce conflict between pedestrians and cyclists at childcare centres
- Public engagement for detailed design later this year
- Construction start scheduled in 2023



CITY STREETS PROGRAMME UPDATE



City Streets

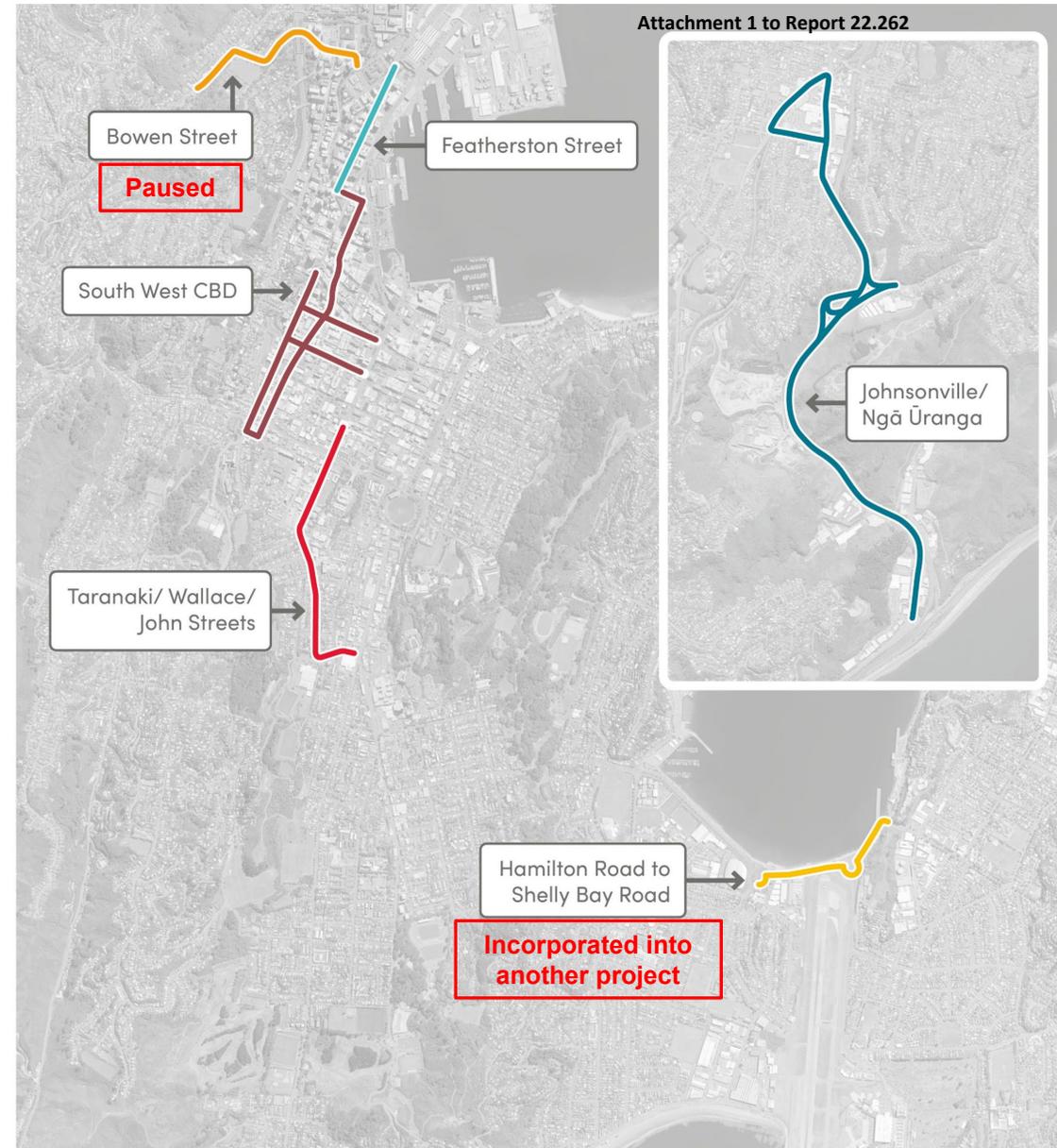
Bus priority, walking and cycling improvements on key corridors between the suburbs and central city

Targeted improvements project

- Business case approved by WCC, Waka Kotahi
- Completing optioneering and scoping 83 improvements across the city for design
- Construction start scheduled in early 2023

Tranche 1 projects

- Strategic cases for five projects near complete
- Optioneering underway on four projects
- Hamilton Road to Shelly Bay Road to be included in CBD to Miramar project.
- Bowen Street project paused until October



TRANSFORMATIONAL PROGRAMME UPDATE



Transformational programme – regional outcomes

Larger programme elements that will help shape future growth, enable new housing, transform our city, improve regional connections and move more people with fewer vehicles.

Includes:

- Mass rapid transit and urban development
- Basin Reserve improvements
- An extra Mt Victoria Tunnel
- Travel behaviour change

MRT & public transport integration at railway station

High-quality, high-frequency public transport experience

Better access to regional hospital and airport

More reliable journey times through Basin and Mt Victoria

Intensified urban development

Lower carbon, more affordable housing, less environmental impact

Mode shift for local trips (especially south and east)

Frees up road capacity for freight and longer-distance trips

Smarter transport network

Improves performance and reliability of regional transport system

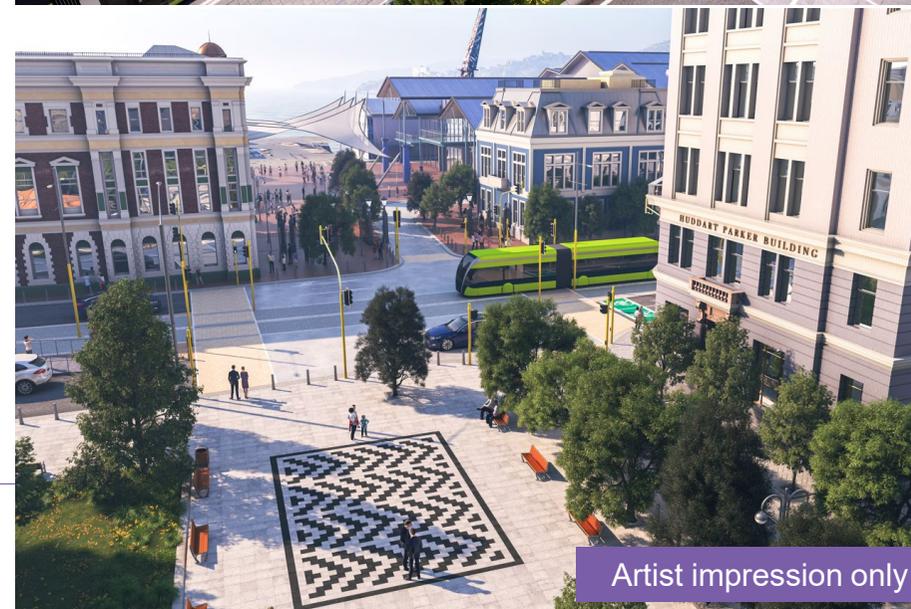
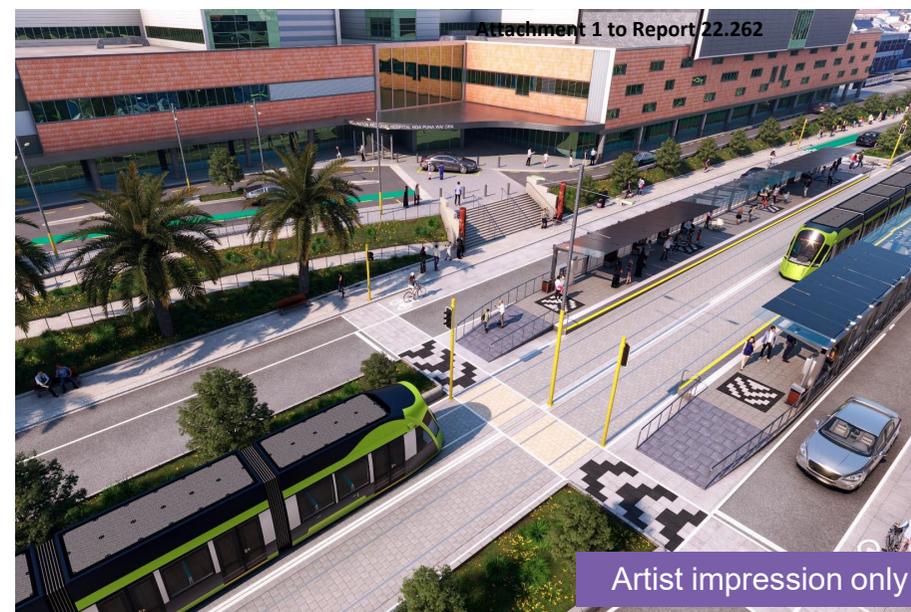
Continuity of construction workforce, economic impacts

After other big projects in the region

Transformational programme

Next steps

- Preferred programme option:
 - Report complete this month for release followed by partner decision
 - Complete the Indicative Business Case and start detailed investigation later this year
- Travel behaviour change – seeking partner approval for:
 - Single stage business case
 - Start detailed feasibility study into pricing
- Developing joint proposal including mana whenua partners for urban development





**Regional Transport Committee
14 June 2022
Report 22.211**



For Information

METLINK UPDATE – JUNE 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 June 2022.

Ngā tūāoma e whai ake nei

Next steps

3. A Metlink officer will speak to **Attachment 1** at the Committee’s meeting on 14 June 2022.

Ngā āpitihanga

Attachment

Number	Title
1	Metlink Update presentation June 2022

Ngā kaiwaitohu

Signatories

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> 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.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The update contributes to the delivery of the Wellington Regional Land Transport Plan.
<i>Internal consultation</i> There was no internal consultation.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks or impacts.

METLINK UPDATE

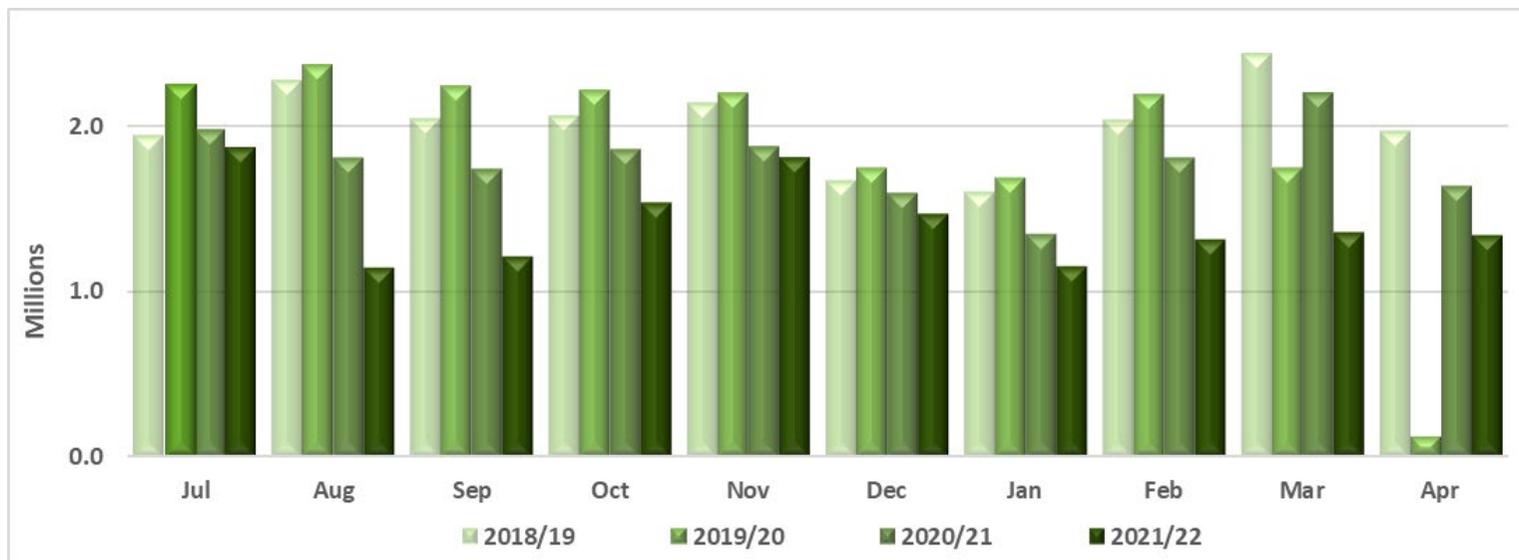
Regional Transport Committee

14 June 2022

Samantha Gain – General Manager, Metlink



PATRONAGE UPDATE – BUS



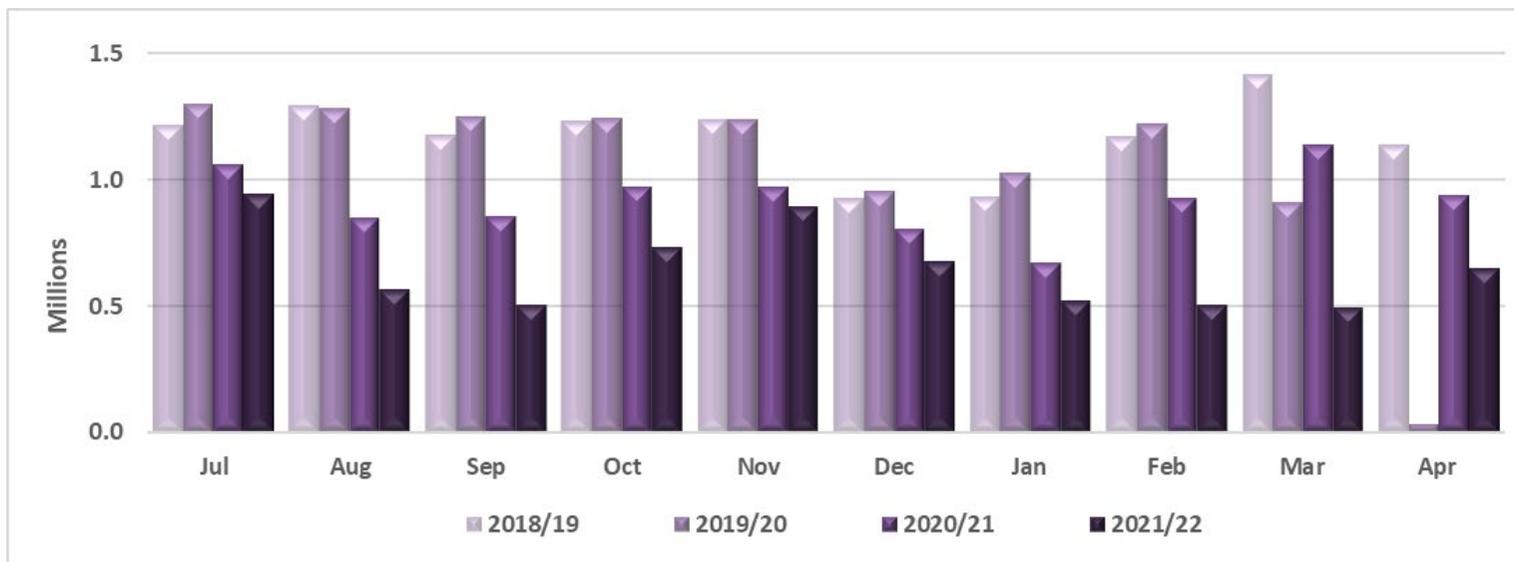
Bus boardings by area - year to date Apr

	2021/22	2020/21	% Change
Wellington	10,288,469	13,008,953	-20.9%
Hutt Valley	2,829,707	3,513,194	-19.5%
Porirua	577,861	729,371	-20.8%
Kapiti	372,468	443,665	-16.0%
Wairarapa	101,304	127,287	-20.4%
Total	14,169,809	17,822,470	-20.5%

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

Travel period	2021/22	2020/21	% Change
Peak	53.4%	54.0%	-0.5%
Off-peak	46.6%	46.0%	0.5%

PATRONAGE UPDATE – RAIL



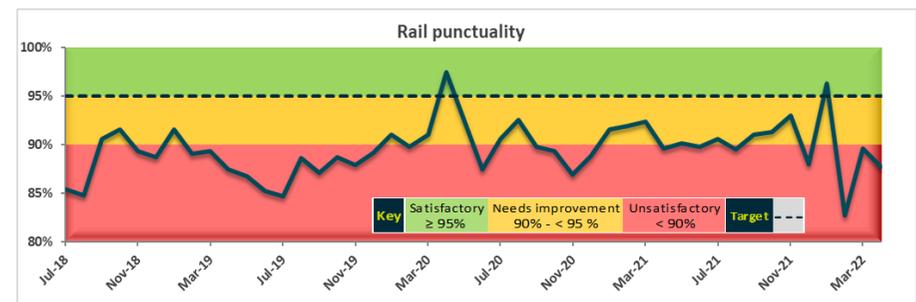
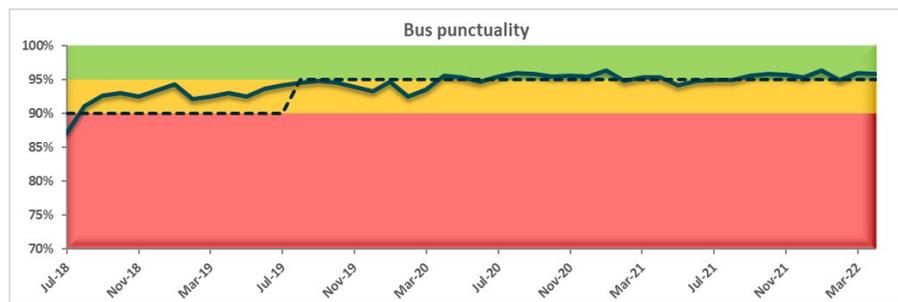
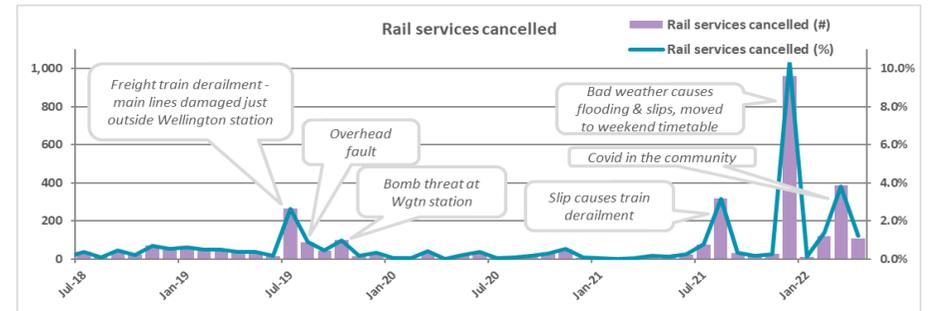
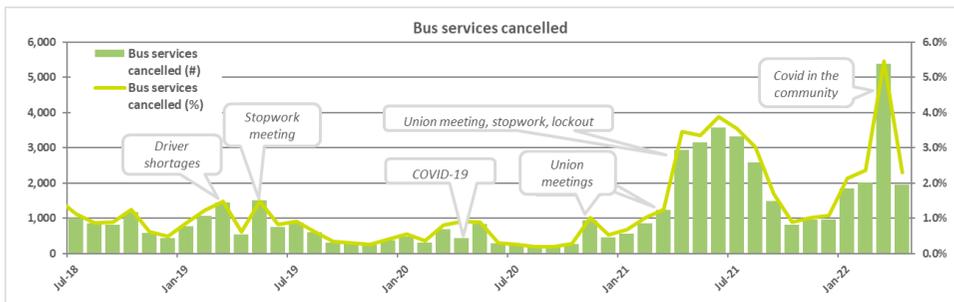
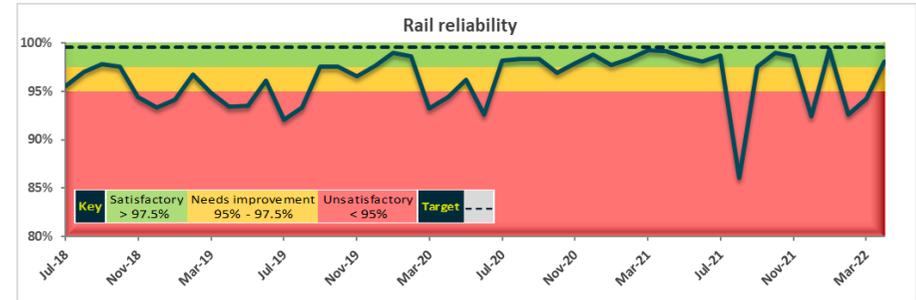
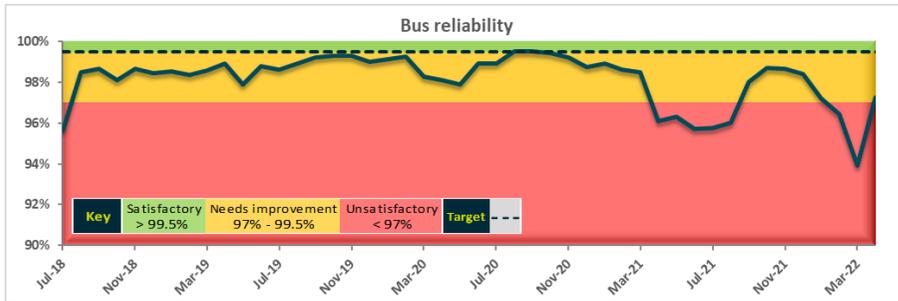
Rail boardings by line - year to date Apr

	2021/22	2020/21	% Change
Hutt Valley	2,814,065	3,885,765	-27.6%
Kapiti	2,614,519	3,855,802	-32.2%
Johnsonville	722,334	938,400	-23.0%
Wairarapa	352,839	514,256	-31.4%
Total	6,503,757	9,194,223	-29.3%

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

	2021/22	2020/21	% Change
Peak	67.7%	66.5%	1.2%
Off-peak	32.3%	33.5%	-1.2%

PT PERFORMANCE – APRIL 2022



IMPACT OF BUDGET/EMISSIONS REDUCTION PLAN Attachment 1 to Report 22.211

IMPACTS ON METLINK:

- Half-price public transport for all until 31 August
- Half-price public transport for CSC from 1 September – indefinitely
- Potential share of \$41m investment to support the decarbonisation of public transport
- Potential share of \$61m to support bus driver workforce
- Potential share of \$375m fund initiatives that will deliver mode shift and reduce emissions from transportation
- Does not include LNIRIM funding

SNAPPER ON RAIL – ROLL OUT ACROSS ENTIRE NETWORK

Attachment 1 to Report 22.211

- Metlink to roll out payment by Snapper across the region's rail network (interim solution as part of transitioning to the National Ticketing Solution)
- Follows success of J'ville trial.
- Phasing out of paper based tickets has commenced
- Timing:
 - Kāpiti Line in early November 2022
 - Hutt Valley, Melling and Wairarapa lines in late November 2022.



PUBLIC TRANSPORT ON DEMAND TRIAL IN TAWA



- Trial commenced in May 2022
- Over 800 accounts created in first 3 weeks, growing base of patrons repeating journeys
- Likely to encourage a number of non-PT users
- Great social services (all vehicles wheelchair accessible)
- \$2.50 for a local journey

[Video](#)

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.

AIRPORT SERVICE – LIVE FROM 1 JULY

OPERATION:

**From 4.50am to 10.30pm,
7 days a week**

‘Turn-up and ride’ service on RTI:

- 19 drivers; 9 buses (+ 1 spare)
- 10-15 minute frequency (7am-7pm)
- 20 minute frequency at most other times (30 minute at start and end of day)

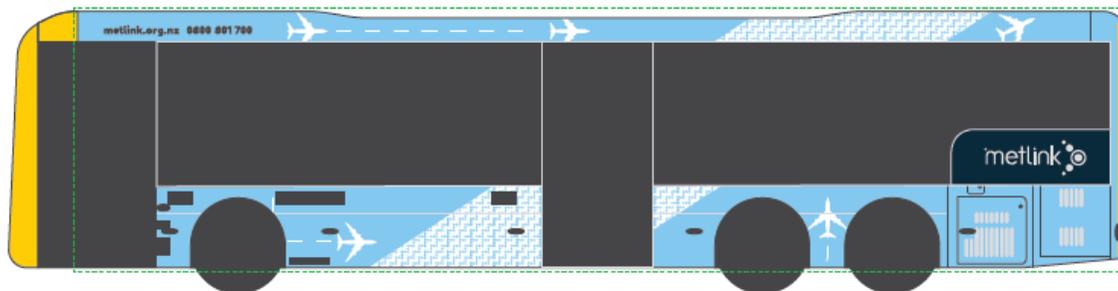


ROUTE:

25-35 minute journey between the Airport and Wellington Station:

- **Wellington Railway Station** (for connection to rail network)
- All stops along the **Golden Mile**
- Via **Hataitai tunnel** to **Kilbirnie** (for connection to Newtown and Hospital)

High frequency makes PT connections easy



OTHER PROJECTS TO NOTE

- **Fares Strategy** – public consultation July 2022
- **Accessibility and Safety** at bus stops around the region –project commenced
- Metlink continues to explore **Transit Oriented Development** options – Cross-agency Waterloo Concept Study underway (CDO)



Regional Transport Committee
14 June 2022
Report 22.251



For Information

WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – JUNE 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 June 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 14 June 2022.

Ngā āpitihanga

Attachment

Number	Title
1	Waka Kotahi NZ Transport Agency June 2022 presentation

Ngā kaiwaitohu

Signatories

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

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

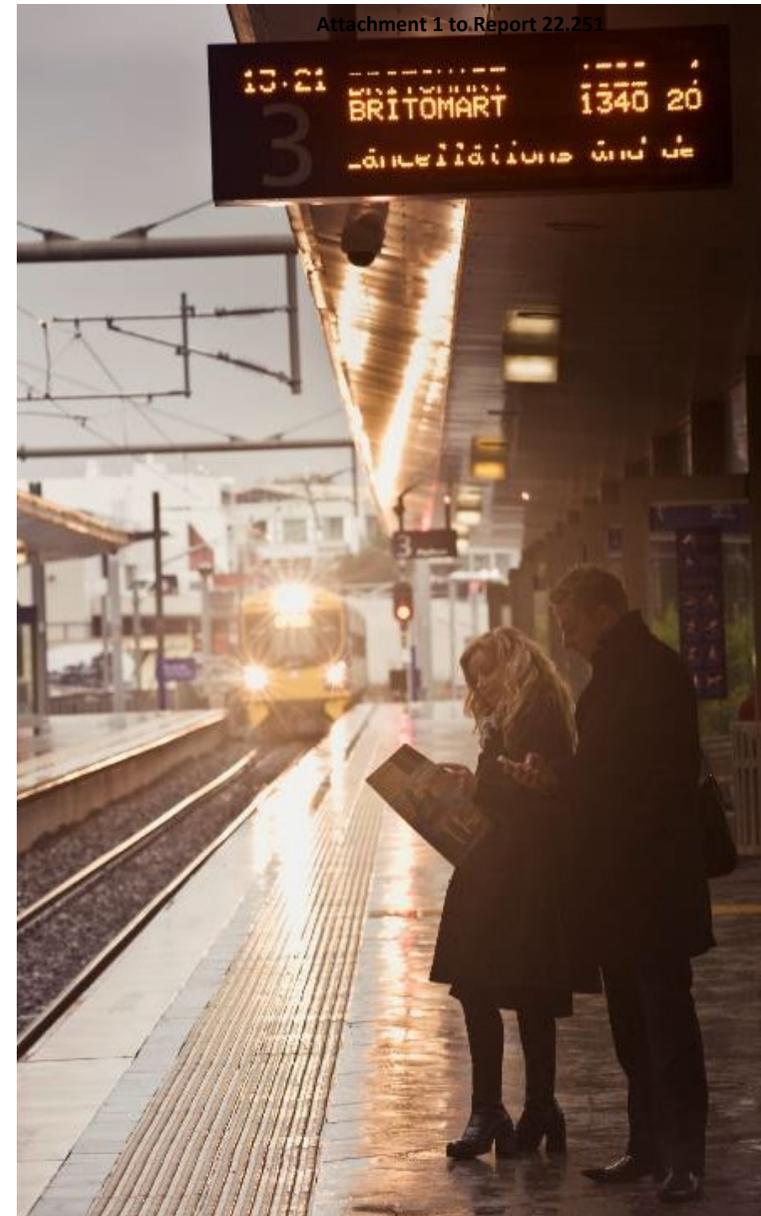
Regional Transport Committee

Greater Wellington
14 June 2022



Emissions Reduction Plan

- The transport targets in the emissions reduction plan set us on a path to net-zero transport.
- The plan calls for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels).
- Three focus areas guide how the sector will reduce transport emissions:
 - Reducing reliance on cars and supporting people to walk, cycle, and use public transport.
 - Rapidly adopting low-emissions vehicles,
 - Beginning work now to decarbonise heavy transport and freight.
- We're waiting for advice from the Minister on how to reflect the Emissions Reduction Plan in our new investment decisions for the remainder of the 2021-24 NLTP.



Business Case Refresh

- We want to simplify the Business Case process – where we can – helping reduce the time and cost of developing business cases.
- The consultation document outlining the proposed changes with the process, and the online feedback survey, are now available on our website.
- The refresh aims to:
 - make the approach easier to understand
 - make it easier to navigate
 - build sector capability.
- We encourage you – and your teams - to take the time to provide feedback and if there are any areas that still need our attention.
- Consultation closes 5pm Thursday 23 June.



Land Transport Rule: Setting of Speed Limits 2022

- Tackling Unsafe Speeds proposals were agreed by Cabinet on 19 April. The new Land Transport Rule came into force on 19 May.
- The rule:
 - Removes the requirement to set speed limits through bylaws.
 - Transitions to lower speed limits around all kura | schools by 2027.
 - Considers a more effective approach to using road safety camera.
- The new framework provides:
 - a faster and easier process
 - greater regional consistency, and
 - aligns the speed conversation with infrastructure and enforcement.

Attachment 1 to Report 22.251



He tohu huarahi Māori

Māori bilingual traffic signs programme update

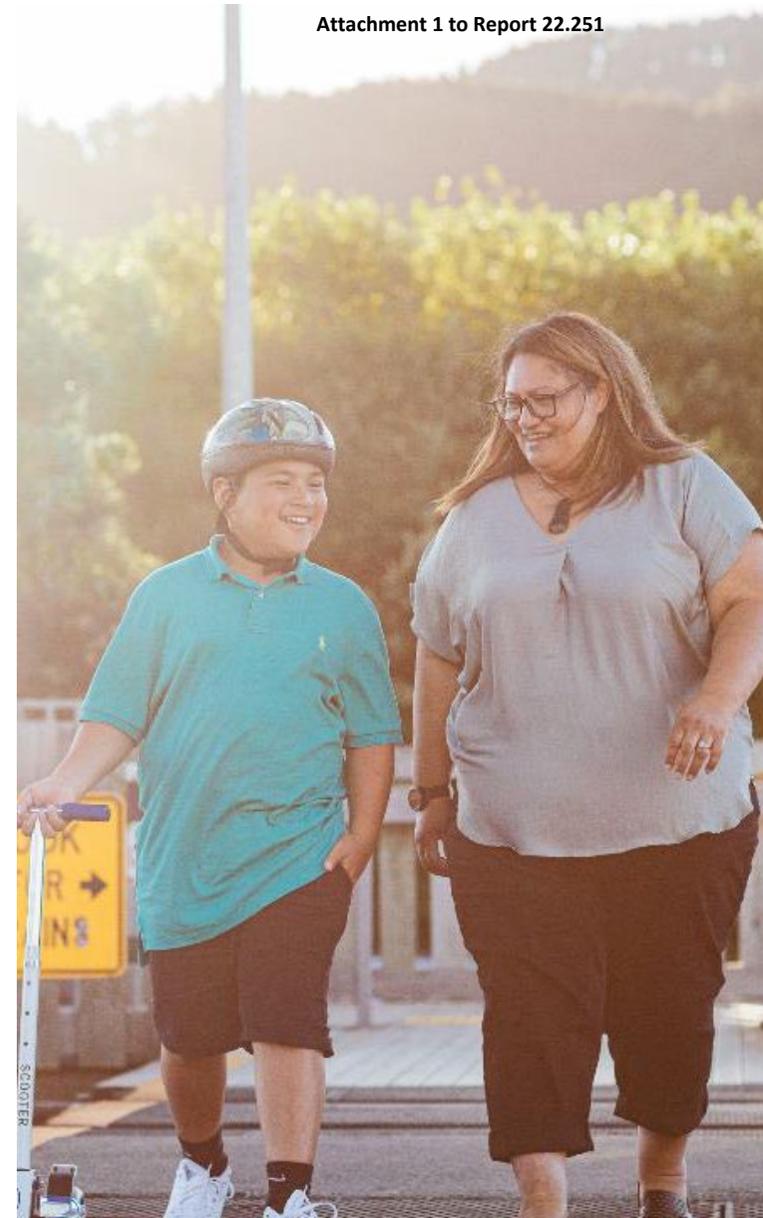
- Kura School signs are now required when:
 - existing signs need to be replaced, or
 - new projects are initiated.
- We are partnering with Te Mātāwai and local government to enable the use of bilingual traffic signs.
- Waka Kotahi, alongside Te Mātāwai, will be releasing a selection of other traffic signs for public consultation later this year.
- There are some te reo Māori only signs that are being used now, for example 'Marae' signs.



He Tirohanga Whakamua

30-Year Plan: Baseline Network Version

- This is a digital tool that provides an overview of the major work planned:
 - on inter-regional strategic networks
 - in New Zealand’s main urban areas, and
 - for the future focus areas for the state highway network.
- It will help with planning work on local transport systems.
- It represents the first step in developing our 30-Year Plan which will:
 - set out what Waka Kotahi understands the land transport will need to look like in 30 years, and
 - steer what we and our partners should do to achieve this to support government’s long-term outcomes.



Greater Wellington Regional Update

April/May 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</i> <i>126 Million 3Yrs</i>	Ongoing	Green	<ul style="list-style-type: none"> • Good progress being made on 2021/22 renewals, despite Covid impacts and recent weather event • Costs for Yr2 & 3 will be confirmed once the Wellington Transport Alliance is fully established
Low Cost / Low Risk	<i>8.6 Million</i>	On-going	Amber	<ul style="list-style-type: none"> • In progress. One project deferred to next FY to align with TTM with nearby project on saving costs
Emergency Works	<i>1.3 Million</i>	On-going	Amber	<ul style="list-style-type: none"> • In progress



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).

- Currently in the Interim Alliance phase:
 - establishing the systems and processes needed for the Alliance to operate
 - bringing the right people onboard.
- Fulton Hogan will deliver majority of works, but 30% will go to smaller/specialist suppliers to help sustain healthy market.
- Benefits of Alliance: collaboration, pooling knowledge/resources, more efficient/cost-effective/flexible, strengthened relationships and more opportunities to innovate.
- Alliance presents the opportunity to work with key stakeholders to deliver road users with 'transport as a service'.



NZ Upgrade Programme – RiverLink project

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

- The Environment Court hearing on RiverLink’s resource consents took place in late April.
- The Court heard from the project partners, regulatory authorities and some submitters – mainly representatives of walking and cycling groups who want to see further improvements for their modes of transport included in the RiverLink project.
- The decision is expected in August 2022.
- We remain on track to close the RFP process – to select a contractor (physical works) and consultant (technical design) – by the end of the year.
- Geotechnical investigations are taking place throughout the project area to understand ground conditions before construction.
- A new engagement pod has been set up in Andrews Ave, Lower Hutt, for people to learn more about RiverLink.



Geotechnical investigations – above and left.



Engagement pod in Andrews Ave.

RiverLink / Melling transport improvements



Latest artist's impression of the proposed transport improvements – new Melling interchange and cyclist/pedestrian bridge.

Ō2NL safety improvements and speed

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

- **SH57:** SH57 / Queen Street roundabout, wide centrelines and stretches of side barrier, plus speed review
 - SH57/Queen St roundabout is open to traffic, work is still ongoing and traffic restrictions are in place.
 - Widening shoulders began in January, while the SH57 northbound detour has now been removed, temporary traffic management will be in place as we complete the installation of side barriers.
 - Speed consultation held in late 2021, submissions are being considered.
- **SH1 Ōtaki to Levin:** wide centrelines and shoulders, stretches of median barrier, plus speed review
 - Early safety improvements completed at Kuku, further work to be completed in the next construction season.
 - Construction of remainder work expected to start late 2022.
 - Speed Consultation opened 18 May and will close 15 June 2022. Speed limit of 80km/h currently in place between Manakau and Ohau.
- **SH1 Levin to Foxton:** roundabout at Waitarere Beach Road / SH1, stretches of wide centrelines and side/median barriers, plus speed review
 - Early engagement since late 2020.
 - Community engagement on proposed safety improvements and speed set to begin 7 June and close 7 July 2022.



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

- Community engagement ran from 28 April to 26 May, with a series of in-person and online drop-in sessions.
- We shared the preliminary concept designs for the new highway and connections, as well as effects identified and approaches to address negative effects.
- More than 300 people attended these events, and we received 85 completed feedback forms, and numerous phone calls and emails.
- The public were asked to provide feedback on two different options for the Queen Street East connection – which is being processed.
- Following the Tara-Ika growth area Notice of Requirement lodged in February, RMA applications for remainder of highway to follow later in the year
- Work is continuing on finalising / approving Detailed Business Case.
- Revocation workshops are ongoing



Overview new highway and connections map shared during the community engagement in May.

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"> • Most of the bottom two layers of asphalt have been laid and we've commenced laying the top surface. This will now be put on hold for the winter period until we re-commence surfacing works in spring when warmer conditions won't affect the quality and durability of the product. • In addition to the completion of wetlands and culverts: <ul style="list-style-type: none"> ○ 107 streetlights have been installed ○ 11 structures (nine bridges and two underpasses) have been built ○ a 10km shared path for cyclists and pedestrians has been created. • Wire rope barriers continue to be installed and two 6m-high gateway sculptures are being built at each end of Ōtaki in a community-led initiative. • With a number of our people having had to isolate with Covid and the delivery of materials held up for the same reason, works are being affected. We're currently working through what this will mean for our target date of opening the expressway in late 2022, as it may be pushed out.

Greater Wellington Large Capital Project Updates - PP20



Asphalting at the southern end of the Expressway.



One of the new wetlands by the Expressway.



Expressway streetlights.

Te Aranui o Te Rangihaeata - Transmission Gully



Attachment 1 to Report 22.251

Transmission Gully: Paekākāriki Interchange





Greater Wellington Large Capital Project Updates - TG

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.\$1.25b	Road opening: completed Project completion tbc	Amber 	<ul style="list-style-type: none"> • To facilitate an earlier than otherwise possible road opening, Waka Kotahi 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. • Waka Kotahi also agreed to reduce the requirements for a further 30 assurance tests. These deferred and reduced assurance tests continue to be worked through. • The three remaining consent tasks for road opening are being worked through with Greater Wellington Regional Council and other territorial authorities. • Commercial negotiations continue on compensation for delays as a result of the Covid-19 lockdown and Alert Level restrictions. • It was agreed that after road opening 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.

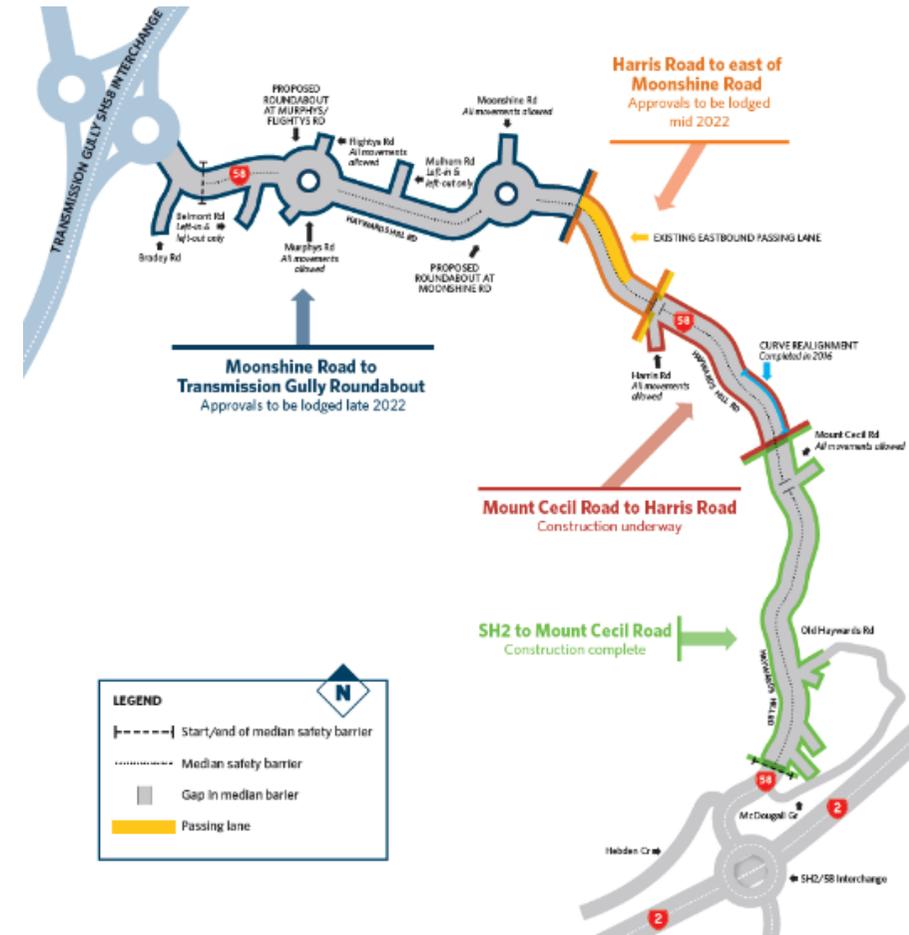
Greater Wellington Project Updates – TG

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"> • There are still no significant issues on the transport network as a result of Transmission Gully opening. • Installation of Intelligent Transport Systems stages 1 and 2, between Porirua and Johnsonville, is now completed. For Stage 3 and 4 procurement process 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.
TG Revocation	\$0.6m	Jun 2021 Porirua future function agreed	Green 	<ul style="list-style-type: none"> • 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. • The work includes consultation with Porirua City Council, Kāpiti Coast District Council, Greater Wellington Regional Council, Wellington City Council, iwi, communities and stakeholders. • 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. • Future function of these roads has been agreed through Porirua NOF.

NZ Upgrade Programme – SH58 Safety Improvements

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

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



SH58 Safety

Roundabout designs – schematic



Greater Wellington Large Capital Project Updates

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$407.8m	Underway	Amber 	<p>Mass Rapid Transit, Strategic Highway Improvements</p> <ul style="list-style-type: none"> Current focus is on confirming the preferred Programme option, and its approval by Partners by the end of June 2022. Completion of the IBC remains on schedule for late 2022. Planning for the subsequent Detailed Business Case (DBC) continues to develop the scope, schedule, resourcing and budget required. LGWM held a tour of MRT options organised for Councillors, MOT, Treasury and Te Waihanga in May. <p>City Streets package</p> <ul style="list-style-type: none"> Approval of City Streets Targeted Improvements Single Stage Business Case was approved by Wellington City Council in May – this will be considered by Greater Wellington Regional Council and Waka Kotahi Delegations Committee in May and June. <p>Travel Demand Management</p> <ul style="list-style-type: none"> The next phase of Congestion Pricing is being scoped to confirm the scope and cost required to complete a detailed congestion pricing assessment for Wellington, with learnings from the Auckland work to be included. A travel behaviour change Single Stage Business Case will soon be considered by LGWM Partners.

Greater Wellington Large Capital Project Updates

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$407.8m	Underway	Amber 	<p>Thorndon Quay - Hutt Road</p> <ul style="list-style-type: none"> Single Stage Business Case was approved by WCC and GWRC, and was submitted to the Waka Kotahi Board in May Initial design work is underway on Aotea Quay and Thorndon Quay Hutt Road <p>Golden Mile</p> <ul style="list-style-type: none"> Interactive workshops were held with Courtenay Place and Golden Mile business owners in April and May respectively Their ideas, comments and suggestions will be used by the design team to inform a more detailed illustrative design and the upcoming engagement campaign in July <p>Cobham Drive Crossing & SH1 Safer Speeds</p> <ul style="list-style-type: none"> Wellington Airport dropped its application for interim relief (injunction) and expressed they were keen to build a new relationship with LGWM Construction on the Tacy Street alleyway and the Cobham crossing has commenced The speed limit proposal along SH1 went live in April <p>Central City Pedestrian Improvements</p> <ul style="list-style-type: none"> Construction continues on the first of the five intersections to be improved for pedestrians along the Vivian St corridor with work well underway at Vivian/Willis. Work on this intersection is expected to be complete next week and will be followed by work starting on Vivian/Victoria. Similar work will follow on the Waterfront corridor once work in Vivian St is completed

Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ara Tupua - Petone to Melling	\$63m	Completion early-mid 2023	Green 	<ul style="list-style-type: none"> • Work moving soon to Petone Station – shared path passing through Petone Park and Ride. Compensation park to open in advance of changes to existing. • Recent work includes: <ul style="list-style-type: none"> • Ongoing work at both underpasses • Stormwater work is nearing completion • Light pole and fence foundations • Asphaltting soon along rail corridor
Te Ara Tupua – Ngauranga to Petone			Amber 	<ul style="list-style-type: none"> • Preparing to sign Project Alliance Agreement in mid-year, enabling construction to begin late 2022. • Design, construction planning and pricing completed under Interim Project Alliance Agreement. Project faces challenges including COVID-19 and global supply chain cost increases, complex coastal environment and rail corridor considerations. • Integration of Tupua Horo Nuku Eastern Bays Shared Path into Alliance progressing well with construction expected to begin August 2022.

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"> 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. Works at the northernmost 4km (north of Waikanae) have been completed. Works in Waikanae town centre begin next week with extensive reconfigurations to both Te Moana and Ngaio Streets intersections. Traffic management to be coordinated alongside Waikanae Bridge clip-on project to minimise effects on road users. Final defect inspections for southernmost zones completed with minor snags to be worked through this month. Ihakara St intersection to be commissioned in the next fortnight. Kerb and channel, asphalt, line marking, and planting in Paraparaumu 90% complete. Fully operational by end of June 2022. Engagement on safer speed limits for the corridor took place in April/May 2021. Installation of permanent ISZ for speed monitoring to be installed in June 2022. Covid continues to impact progress on the ground but is being proactively managed.
Peka Peka to Ōtaki revocation (PP2Ō revocation)	\$12.3m	Underway	 Green	<ul style="list-style-type: none"> Community and stakeholder engagement on preliminary designs for upgrading the old SH1 took place in April/May 2021. The detailed design phase is now underway and further engagement with mana whenua, KCDC and stakeholders is planned in 2022. The target is for the works to start 6 months after the PP2Ō Expressway project is completed. Engagement on safer speed limits took place in April/May 2021. Preparations for formal consultation in early 2022 are now underway.

Greater Wellington Project Updates – Safety

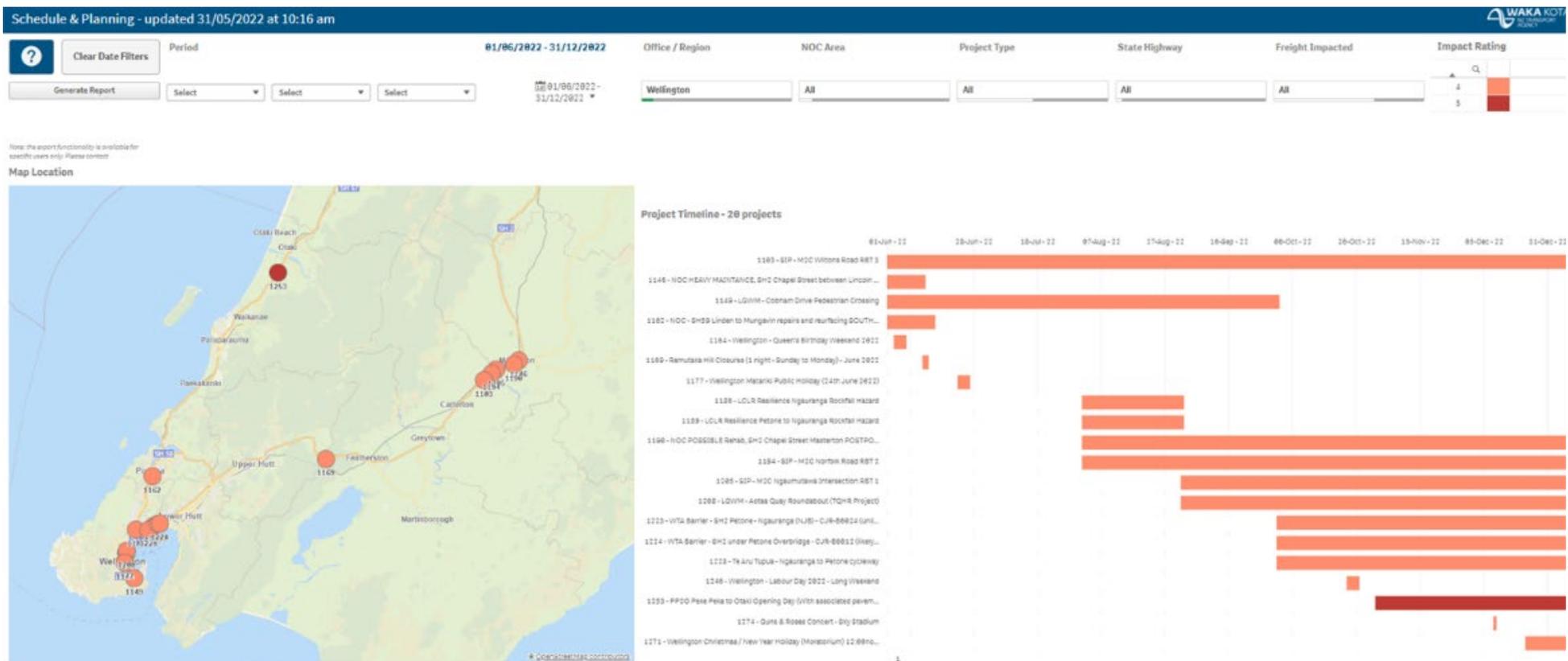
Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	Authorisation has been received (May) to progress this corridor to implementation. Opportunities for a 90km/h speed limit (East of Featherston) are being considered. If not appropriate, this corridor will be delivered as consulted.	Yes – SH2 Masterton to Carterton safety improvements moving to construction
SH2 Featherston to Ngauranga	Authorisation has been received (May) to progress this corridor to consultation by way of interim speed management plan (SMP). With the understanding that this corridor will need to be split in two.	Yes – SH2 Remutaka Hill and SH2 Ngauranga to Upper Hutt safety improvements
SH2 Pahiatua to Masterton	The new Speed Rule 2022 was introduced in May. This corridor is required to be included in an interim SMP. Work is ongoing to determine the requirements, resourcing and corridor inclusions for the interim SMP.	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 1 of 2

Approximate dates for planning purposes

There are many high impact activities (not Public Events) planned in the Wellington Region in **2022** Calendar Year

as at 31/5/2022

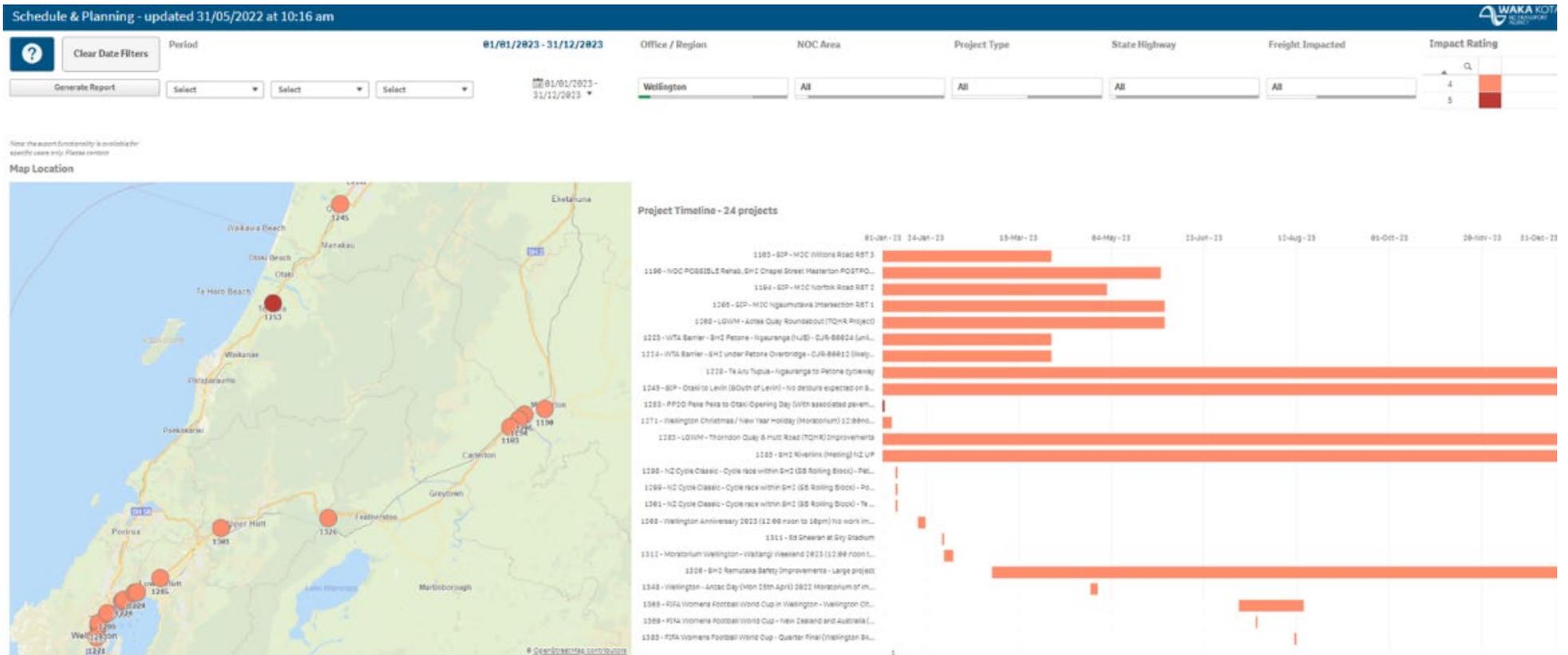


Network Activity 2 of 2

Approximate dates for planning purposes

There are many high impact activities (not Public Events) planned in the Wellington Region in **2023** Calendar Year

as at 31/5/2022



Hei konā mai

