



## Wellington Regional Land Transport Plan

Annual Monitoring Report  
Pūrongo ā-Tau Aroturuki

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## Glossary

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AMR	Annual Monitoring Report
AX	Airport Express
CAS	Crash Analysis System
CSC	Community Services Card
DSI	Death and Serious Injury
EV	Electric Vehicle
FIGS	Freight Information Gathering System
FY	Financial Year
GPS	Government Policy Statement on Land Transport
LNIRIM	Lower North Island Rail Integrated Mobility
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	New Zealand Transport Agency
PHEV	Plug-in Hybrid Electric Vehicle
RLTP	Regional Land Transport Plan
RCA	Road Controlling Authority
RSMP	Regional Speed Management Plan
RTC	Regional Transport Committee
SMP	Speed Management Plan















## Executive Summary

This Annual Monitoring Report (AMR) is the fifth report on the progress of the Wellington Regional Land Transport Plan (RLTP) 2021 and the first report under the Mid-Term Review 2024 of the Wellington RLTP 2021, covering 1 July 2024 – 30 June 2025. The AMR tracks progress against the three ambitious headline targets, measures, and indicators in the Wellington RLTP, which monitor how the region is progressing towards regional outcomes as well as priorities in the Government Policy Statement (GPS) on Land Transport. Key findings are summarised in Table 1 (orange arrows indicate that the change is not in the right direction, green arrows show change is in the right direction, and yellow lines show negligible change).

**Table 1: FY 2024/25 headline targets and indicator summary**

Headline indicator	2030 Target	Result FY 2024/25	Change 1 year	Change 5 years
Combined mode share for public transport & active travel	39%	29% (3-year average) (2022-2024)	-1%	-1%
Deaths and serious injuries on region's roads	122 DSI	183 DSI (5-year average)	0%	-15%
Land transport generated carbon emissions	770 kilotonnes	1117 kilotonnes	-5%	-10%

Measure	Indicator	Result FY2024/25	Change 1 year	Change 5 years
Public transport patronage	Bus, rail, and ferry boardings (peak times)	19.1 m in peak (36.7m overall)	-3%	-2%
Public transport journey times	Average travel times on core bus routes	AM 38 min PM 37 min	-2% (AM) 0% (PM)	7% (AM) 8% (PM)
Public transport journey time variability	Average travel time variability on core bus routes	AM 2.5 min PM 4.1 min	-6% (AM) -14% (PM)	-14% (AM) 18% (PM)
Active travel and public transport (PT) journeys to work & education	Combined mode share of travel to work trips by walking, cycling and public transport	32% (Census 2023)	N/A	-1.5%
Deaths and serious injuries on region's roads	Percentage of DSI with speed as a factor	20% (5-yr average)	-6%	-8%
Participation in active travel to school	% of students using active travel to journey to school	29% (Census 2023)	N/A	-3%
Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (5-yr average)	8%	-3%
Road network resilience	Availability of viable alternative routes	No data available		
	Frequency of unplanned road closures	59 events	-2%	-40%
	Duration of unplanned road closures	110 hours	-5%	-29%

Measure	Indicator	Result FY2024/25	Change 1 year	Change 5 years
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	34 km/hr (3-year average)	 -7%	 -7%
	Average travel time variability on selected strategic routes	8.8 mins (3-year average)	 15%	 29%
Regional freight moved by rail	Annual freight volumes moved by rail	0.81 million tonnes	 -28%	 -45%
Transport-generated emissions	Transport CO <sub>2</sub> emissions (per capita)	2.07 tonnes	 -4%	 -9%
	Ambient air quality - Nitrogen dioxide	14.8 µg/m <sup>3</sup> (calendar year 2024)	 -5.7%	 -8%
Vehicle fleet composition	% of new private vehicle registrations that are EV and hybrid vehicles	60% of new registrations	 -3%	 34%
	% of the bus fleet that are EV vehicles	26% of buses	 4%	 23%

At a high level, the AMR results indicate that current levels of progress and trends for transport-generated emissions reduction, mode shift, and reducing deaths and serious injuries are unlikely to meet the three RLTP headline targets by 2030.

More gradual progress continues to be made against some AMR indicators. Compared to FY 2023/24, notable improvements in FY 2024/25 included the continued increase in public transport patronage on the bus network (particularly strong in the off peak); a slight increase in the proportion of new hybrid vehicle registrations as well as an increase in electric vehicles in the Metlink bus fleet; and reductions in both land transport-generated CO<sub>2</sub> emissions and harmful pollutants (nitrogen dioxide). However, patronage on the rail network continued to decline, influenced by ongoing maintenance work, service disruptions, and fare increases amidst cost-of-living pressures.

FY 2024/25 continued to be a year of significant cost of living pressures, with economic downturn affecting not only the Wellington Region but also national and global economies. Volumes of regional freight moved by rail in and out of the region decreased by 28 percent compared to the previous financial year, dropping to the lowest levels observed in more than 10 years. More heavy freight on the roads also results in more travel time delays, which affect overall efficiency.

Major land transport investment decisions included in the National Land Transport Programme 2024-27, which signalled a shortfall in funding for new transport projects in the Wellington Region, had a significant impact on transport planning in FY 2024/25. Future AMRs will be able to better analyse how the National Land Transport Programme investment decisions affect the region's progress towards meeting the objectives of the RLTP.

## Introduction

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### What is the Regional Land Transport Plan?

The [Wellington Regional Land Transport Plan](#) (RLTP) is a statutory document overseen by the Wellington Regional Transport Committee and developed by Greater Wellington Regional Council (Greater Wellington), local councils in the Wellington Region, New Zealand Transport Agency Waka Kotahi (NZTA), KiwiRail, and other approved organisations. The RLTP sets the direction for the transport network in the region for the next 10-30 years, identifying regional priorities, policies, targets, and objectives. The RLTP must be consistent with the national direction set by the Government in their most recent [Government Policy Statement \(GPS\) on Land Transport](#).



The 30-year vision for the RLTP 2021 is a connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably.

The RLTP also sets the direction for investment in land transport projects. As the formal region-wide bid for transport funding to the National Land Transport Fund (NLTF), the RLTP sets out the transport projects and services that the region intends to deliver. The most recent RLTP for the Wellington Region was delivered in 2021.

### Mid-Term Review 2024 of the Wellington Regional Land Transport Plan 2021

Every three years, the RLTP undergoes a mid-term review to ensure that the programme identified in the RLTP remains fit for purpose for the second half of its six-year duration. The 2024 review included the formal bid for funding from the National Land Transport Fund through the preparation of the RLTP 2024-27 transport programme.

The Mid-Term Review 2024 of the Wellington RLTP 2021 was endorsed by the Wellington Regional Transport Committee (and approved by Greater Wellington Regional Council) in July 2024, bringing together the new investment bids from all local councils, KiwiRail, NZTA Waka Kotahi, and the Department of Conservation. Funding outcomes were subsequently published in the [2024-2027 National Land Transport Programme](#) released by NZTA Waka Kotahi in September 2024.



Read the [Mid-Term Review 2024 of the Wellington RLTP 2021](#).

Check out our interactive network & transport programme maps:

- [Our network](#)
- [Our programme](#)

## Developing the Wellington Regional Land Transport Plan 2027

In FY 2024/25, Greater Wellington Regional Transport officers and the Wellington Transport Analytics Unit began laying the groundwork for the evidence base that will inform the development of the Wellington Regional Land Transport Plan 2027. Insights to date, including a detailed report on current transport trends in the region, have been published on the Greater Wellington website.



## What is the Annual Monitoring Report?

Per the requirements of Section 16(6)(e) of the Land Transport Management Act 2003, an RLTP must describe how the region’s plan will be monitored to assess progress. Section 5 of the Wellington RLTP 2021 sets out the monitoring framework with regional measures and indicators to track progress towards achieving the strategic objectives and outcomes of the RLTP. The RLTP 2021 notes that an annual monitoring report would be provided to the Wellington Regional Transport Committee (the RTC).

Each Annual Monitoring Report (AMR) for the RLTP 2021 tracks progress against the three ambitious headline targets set in the RLTP 2021. The headline targets (Figure A) demonstrate the scale of the transformation that the region hopes to achieve by 2030, proposing proxy measures to gauge whether we are heading in the right direction.

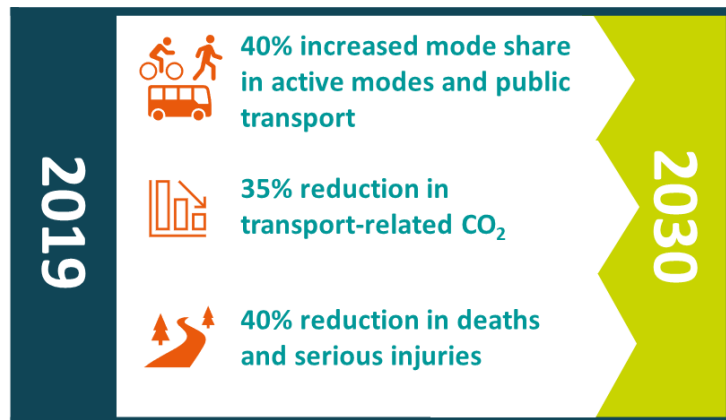


Figure A: Wellington RLTP 2021 Headline Targets

The AMR also reviews measures and indicators that track the region’s contributions to the five transport outcomes in the Ministry of Transport’s Transport Outcomes Framework, which sets common objectives for the transport system centred around wellbeing and liveability (discussed later in this report).

This AMR is the fifth report on progress, and represents data collected between 1 July 2024 and 30 June 2025 (FY 2024/25).

The AMR is developed by the Greater Wellington Regional Transport team and the Wellington Transport Analytics Unit using a variety of data sources. For several indicators, five-year averages are used rather than annual averages, in order to smooth out any annual variations and reveal longer-term trends. Data is sourced from the following:

- Metlink (Greater Wellington) provides public transport data (patronage, etc.).
- The Ministry of Transport Te Manatū Waka provides mode share data through the Household Travel Survey; information about private vehicle fleet composition; and freight supply chain information through the Freight Information Gathering System (FIGS).
- NZTA Waka Kotahi provides information on road deaths and serious injuries (DSI) through the Crash Analysis System (CAS), and information on the resilience of the network through MapHub.
- Greater Wellington collects data on ambient air quality and emissions.
- The Census (Stats NZ) provides data on active travel to school (note the most recent Census data is from 2023).
- TomTom and Traffic Watcher provide data on highway travel times.

In June 2025, the Government announced that the usual nationwide five-yearly census would be discontinued in favour of a new system that would use existing Government data and smaller annual surveys. What these surveys will resemble, and how data availability for future AMRs will be affected, will become clearer in the future as a result of discussions between Statistics New Zealand and the Wellington Transport Analytics Unit.

## Regional transport highlights for FY 2024/25

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### Policy and investment updates

FY 2024/25 delivered significant funding news to the transport sector through the release of the [National Land Transport Programme 2024-2027](#) (NLTP) in September 2024, which published the funding outcomes for investment sought from the National Land Transport Fund (NLTF) for the 2024-2027 triennium. In the Wellington Region, investment from the NLTF was forecast to be \$3.3 billion allocated across the following areas (or “activity classes”) (compared to \$3.1 billion for 2021-2024):

- \$337 million forecast maintenance operations investment
- \$331 million forecast to fix potholes investment
- \$1.1 billion forecast improvements investment
- \$1.3 billion forecast public transport investment
- \$2.5 million forecast safety investment
- \$195 million forecast walking and cycling investment

In the NLTP 2024-2027, only two activities of the 30 programmes (62 activities) of significant transport investments prioritised in the RLTP Mid-Term Review 2024 were partially approved for funding in the Wellington Region; a further 9 activities received a “probable” funding outcome, 8 were listed as “possible,” and 43 were unfunded (as at September 2024). Councils in the region highlighted a significant shortfall between the funding sought through the RLTP and the funding approved<sup>1</sup>, with work undertaken to re-scope and re-prioritise transport activities proposed for the triennium.

As signalled in the Government Policy Statement on land transport 2024, the National Land Transport Programme reintroduced Roads of National Significance (RoNS)—strategic state highway corridors identified by the Government to support economic growth, enable new housing areas, and build greater resilience into the roading network. The two RoNS identified in the Wellington Region are discussed later in this section.

Changes to transport policy included the introduction of the [Land Transport Management \(Time of Use Charging\) Amendment Bill](#) in December 2024, which provides the enabling framework for NZTA and local authorities to develop time of use charging schemes for roads experiencing high levels of congestion. The Bill passed its third reading in November 2025 and is anticipated to become an Act by the end of 2025.

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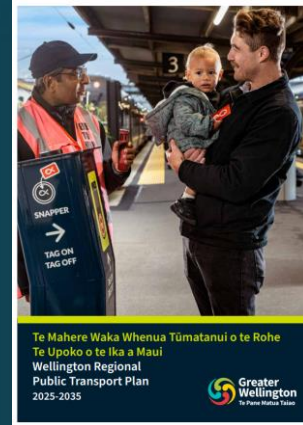
<sup>1</sup> [\\$134m Shortfall in National Land Transport Funding for Public Transport Services and Infrastructure in the Wellington Region.](#)

## Metlink

Metlink is the brand that Greater Wellington Regional Council uses to deliver public transport services in the Wellington Region, connecting people through a network that stretches from Wellington north to Ōtaki and east to Masterton. Metlink has five rail lines, 86 public bus routes, more than 123 school bus services and a harbour ferry service. Where regular public transport services cannot meet the needs of people, Te Hunga Whaikaha Total Mobility Scheme provides subsidised taxi services.

In FY 2024/25, Greater Wellington Regional Council adopted the renewed Wellington Regional Public Transport Plan 2025-35 (the RPTP), which guides the design and delivery of Metlink public transport services, information, and infrastructure in the Wellington Region, with a ten-year strategic focus.

### Read the Wellington Regional Public Transport Plan 2025-35



FY 2024/25 welcomed some improvements to Metlink services and buses. In February 2025, Metlink launched a new ‘hail and ride’ bus service (route 59) in Tawa to replace the previous Metlink On Demand trial, repurposing the existing On Demand fleet of 20-person Sprinter buses. In April 2025, Metlink’s bus fleet welcomed 16 new electric buses (owned by Metlink service operator Kinetic) to replace the 10 older diesel buses temporarily introduced to meet the demands of increasing service frequency. During the same month, a series of bus service changes came into effect – among these, the route 12e changed to the 38x and therefore became the first express bus service from Kilbirnie to Wellington central business district.

As directed in the Government Policy Statement on Land Transport 2024, following Ministerial direction to increase the private share of public transport operating costs (that is, revenue from sources other than government subsidies and regional rates), Greater Wellington [agreed](#) the following indicative private share targets with NZTA:

- 23.9% in FY 2024/25
- 25.1% in FY 2025/26 (indicative target)
- 25.7% for FY 2026/27 (indicative target).

Achieving private share targets alongside the desire to limit the Greater Wellington rates increase could require service reductions to less patronised routes and fare increases beyond the consumer price index (CPI) on an ongoing basis.

Bus patronage in FY 2024/25 continued to rise, totalling 26.2 million (compared to 26.1 million in FY 2023/24). Off-peak bus patronage was the source of this

increase: peak bus patronage dropped by approximately 18,000 trips (a less than 1 percent decrease).

## Rail

Progress continued on the Lower North Island Rail Integrated Mobility (LNIRIM) project, a partnership between Metlink, KiwiRail, and Horizons Regional Council with significant Crown funding commitment that will deliver 18 new trains and infrastructure improvements to improve service delivery and frequency on the Wairarapa and Manawatū lines. In December 2024, the Minister of Transport announced a further \$137.2 million in funding for KiwiRail to complete a series of substation upgrades across the region, ensuring that this critical infrastructure will be fit for purpose for LNIRIM and for the population growth expected in the region. The contract to design, build and maintain the new fleet of trains (gifted the name Tūhono) was awarded to Alstom after this financial year (in September 2025).

Rail patronage continued to lag significantly behind bus patronage in terms of recovery to pre-COVID-19 pandemic levels, and dropped from 11.3 million in FY 2023/24 to 10.3 million in FY 2024/25 (9 percent decrease). Factors contributing to the decline in patronage include temporary speed restrictions and bus-replaced train services that affected overall reliability and punctuality, fare increases amidst cost-of-living pressures, and changing work patterns with people travelling to the city for work less often.

## Travel Choice

The Greater Wellington Travel Choice team develops and delivers programmes that make more travel choices available to people in the Wellington Region and help people to choose lower carbon emission transport options.

Māehe Manawa Ora Movin' March is a programme that encourages schools, students, and their whānau across the region to get involved in active travel, and enjoy the benefits of walking, scooting, and biking to and from school during the month of March. In March 2025, the programme welcomed commitment to active travel from 134 schools (66% of primary schools and the same number as March 2024), with more than 35,500 students recording a record 180,866 active travel commutes to and from school from 1-31 March. Movin' March is a gateway that encourages future school engagement, connects with other Travel Choice programmes such as Pedal Ready, and provides tools and resources to families and schools that support active travel via its [Walk or Wheel website](#).

The Pedal Ready programme, run in partnership with NZTA Waka Kotahi, councils, and other local organisations, delivers free cycle skills training to adults and school children across the Wellington Region. As New Zealand's first Bike Ready accredited cycle skills training provider, Pedal Ready instils participants with road safety awareness and the skills they need to feel confident when cycling, including how to identify and repair bicycle issues and an overview of the rights and responsibilities that come with using roads, cycle lanes, and shared spaces. In FY

2024/25, the Pedal Ready programme trained 324 adults and 5,781 children and young people in the Wellington Region. The number of “complete beginners” taught to ride at schools increased significantly from 358 in FY 2023/24 to 652 in FY 2024/25. This training occurred through a variety of courses delivered in Kāpiti, Porirua, Wellington City, Hutt City, Upper Hutt, and Wairarapa.

Delivery of programmes such as Pedal Ready and Movin’March contribute to the RLTP high-level targets of mode share, carbon emissions and safety.



In FY 2024/25, Kura Kete (the Walk or Wheel toolkit) launched, providing easy-to-use resources for schools & educators to promote active, healthy and safe trips to school. [Click here to explore.](#)

## Other updates

### Te Wai Takamori o Te Awa Kairangi

Te Wai Takamori o Te Awa Kairangi (formerly known as Riverlink) is a transformational project for Lower Hutt that includes flood protection and river restoration, transport improvements, and city centre revitalisation activities. As announced by the Minister of Transport in April 2025, NZTA Waka Kotahi received the green light to progress with State Highway 2 Melling transport interchange improvements.

### Roads of National Significance

Aligning with the most recent Government Policy Statement on Land Transport 2024, the National Land Transport Programme identified two Roads of National Significance (RoNS) for the Wellington Region: Petone to Grenada Link Road and the Cross Valley Link, and a second Mount Victoria Tunnel and Basin Reserve upgrade. The NZTA Board approved a preferred route for Petone to Grenada and endorsed investment cases for all RoNS in October 2025 (FY 2025/26)—more information on the Wellington Region projects will be included in the next Annual Monitoring Report.

To the north in Horowhenua District, the new Ōtaki to north of Levin (Ō2NL) highway was also identified as a RoNS, with significance for travel in and out of the Wellington Region. The NZTA Board [approved additional funding](#) for Ō2NL in June 2025, reinstating aspects of the project that had been descoped earlier in the financial year. Construction began in late 2025.

## Regional Bus Corridors

After the dissolution of the Let's Get Wellington Moving programme in FY 2023/24, Wellington City Council and Greater Wellington Regional Council confirmed a programme of work to deliver bus priority across the region. This includes the design and implementation of a possible second city centre bus corridor along the **Harbour Quays** – the proposed bus corridor would run between the railway station and the intersection of Cambridge and Kent Terraces with Courtenay Place. Both councils considered the draft business case for the [Harbour Quays bus priority](#) project in September 2025, with public consultation on proposed street changes to occur in early 2026.




Wellington City Council also largely completed **Thorndon Quay** upgrades in July 2025, providing peak-hour bus lanes into the city to improve bus travel times (among [other improvements](#)). Work also began on the **Golden Mile** as part of [the revitalisation of Courtenay Place](#), with a package of improvements along Kent Terrace and Cambridge Terrace to be completed in early 2026. An independent review will be conducted for the remainder of the Golden Mile improvements.

## Te Ara Tupua

Progress continued on Te Ara Tupua, the coastal walking and cycling link between Lower Hutt and Wellington that improves transport resilience and delivers a safe route to connect more people to transport options in Wellington and the Hutt Valley. Te Ara Tupua is a partnership between NZTA Waka Kotahi; iwi mana whenua Taranaki Whānui and Ngāti Toa; and the councils of Wellington City, Hutt City, and Greater Wellington. Key connecting projects include Te Wai Takamori o Te Awa Kairangi (formerly known as RiverLink) and the Thorndon Quay Hutt Road Project (led by Wellington City Council).

## Measuring against our headline targets

### Headline targets and indicator summary

Headline Targets   By 2030...	Latest Result	Trend
 <b>40% increased mode share in active modes and public transport (39% mode share)</b>	<b>29% mode share (three years to December 2024)</b>	Same result as reported in FY 2023/24
 <b>35% reduction in transport-related CO<sub>2</sub> (770 kilotonnes)</b>	<b>1,117 kilotonnes</b>	5% decrease compared to FY 2023/24, and 10% decrease over a 5-year period
 <b>40% reduction in deaths and serious injuries (122 DSI)</b>	<b>183 deaths and serious injuries (5-year average)</b>	Five-year average remained unchanged compared to FY 2023/24; number of DSI increased in the last year (173 in FY 2024/25, 165 in FY 2023/24)

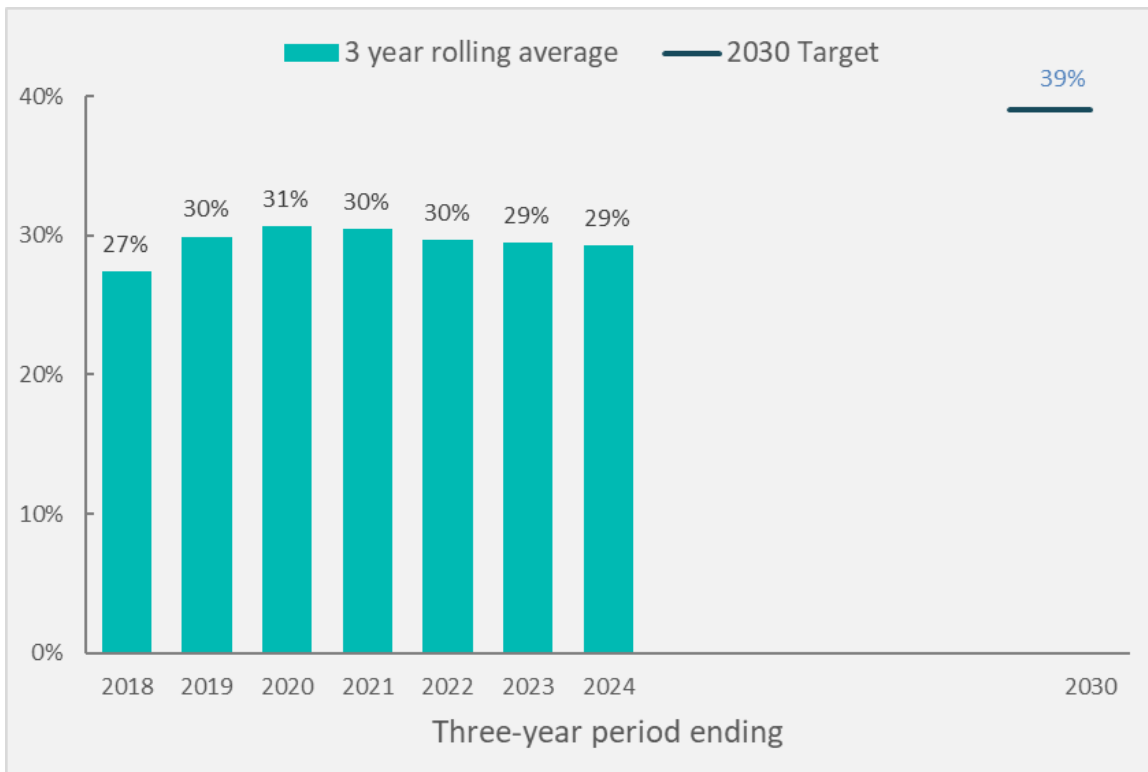
### Target 1: 40 percent increase in active travel and public transport mode share by 2030

Active travel and public transport play an essential role in reducing transport-generated emissions. The reliability, speed, frequency, ease of use, and affordability of public transport are among the key factors that encourage mode shift away from private vehicles. For active modes, factors to encourage mode shift include reasonable distance to destinations, providing and promoting safe routes, and ease of access.

Measuring active travel and public transport mode share provides a helpful high-level indicator of how the region is progressing towards our longer-term vision for the transport system, which includes increasing the uptake of lower-carbon modes of travel.

For the AMR, progress towards the RLTP headline target 1 to increase active travel and public transport mode share is measured using the three-year average results of the New Zealand Household Travel Survey (HTS) delivered by the Ministry of Transport Te Manatū Waka. The HTS measures all types of household travel (e.g. travel to work, education, shopping, and leisure) by travel mode.

**Figure 1** shows that the three-year average for the proportion of active travel and public transport use stayed the same compared to 2021-2023 (at 29 percent). Within that percentage, walking and cycling both decreased slightly while public transport increased slightly. The five-year average for this indicator shows a 1.3 percent decline. Given that this trend has largely remained flat, it is unlikely that travel behaviours in the region would shift significantly enough for the region to achieve the RLTP mode share target by 2030.



Source: Household Travel Survey (Ministry of Transport)

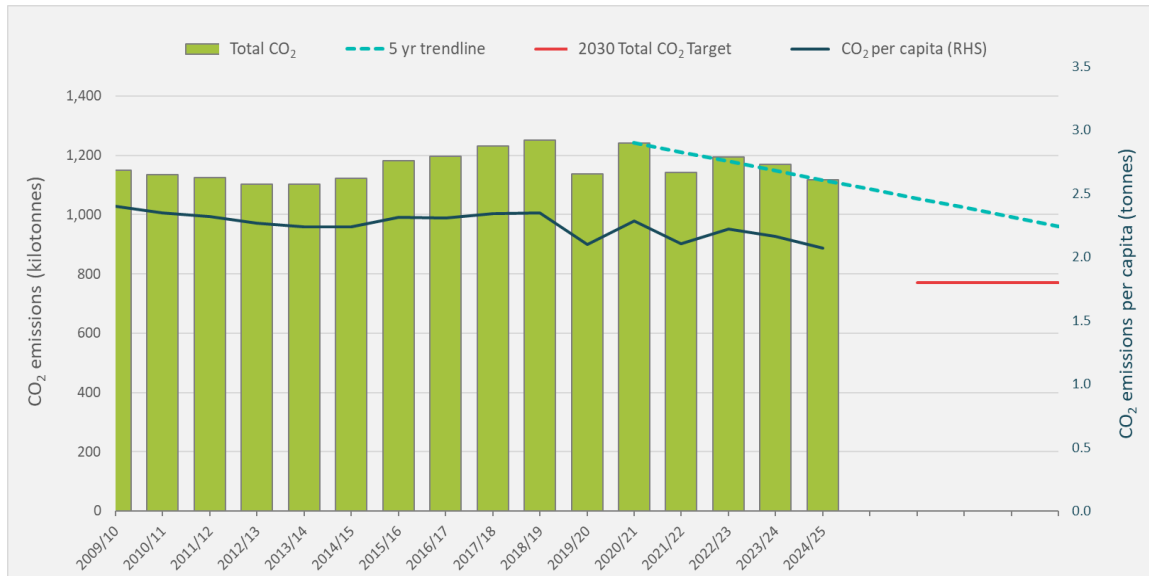
Figure 1: Active and public transport mode share

## Target 2: 35 percent reduction in transport-generated carbon dioxide emissions by 2030

With the transport sector producing 41 percent of greenhouse gas emissions in the Wellington Region (including air travel, which accounts for 6 percent of those emissions)<sup>2</sup>, reducing transport-generated emissions is a critical focus of the Wellington RLTP, through this headline target and in many of the regional strategic objectives for the future. For the purpose of the AMR, reductions in transport-generated carbon dioxide (CO<sub>2</sub>) emissions are measured by using regional fuel sales as a proxy for these emissions (**Figure 2**), and exclude emissions related to air travel.

Fuel sales (and subsequently transport-generated CO<sub>2</sub> emissions) decreased by 5 percent in FY 2024/25 compared to FY 2023/24. Household Travel Survey results under mode share (target 1) show that active travel and public transport mode share decreased slightly (indicating that private vehicle mode share increased slightly from FY 2023/24). One contributing factor to the decrease in emissions could be the uptake of lower-emission vehicles in the region and improvements to fuel efficiency and Euro emissions standards in the internal combustion engine (ICE) fleet. Sixty percent of new vehicle registrations in FY 2024/25 were hybrid or electric vehicles (discussed later in this report) in the Wellington Region.

<sup>2</sup> [Regional Emissions Monitoring, Greater Wellington Regional Council.](#)



Source: Fuel supply data from Wellington City Council and Masterton District Council

**Figure 2: Transport CO<sub>2</sub> emissions (per capita)**

Compared to FY 2023/24, the 5-year trendline in FY 2024/25 has shifted from showing a general increase in emissions to showing a decrease (reflective of the fact that the starting year for the trendline has now moved past FY 2019/20, when emissions dropped as a result of COVID-19 pandemic lockdown and significantly reduced travel).

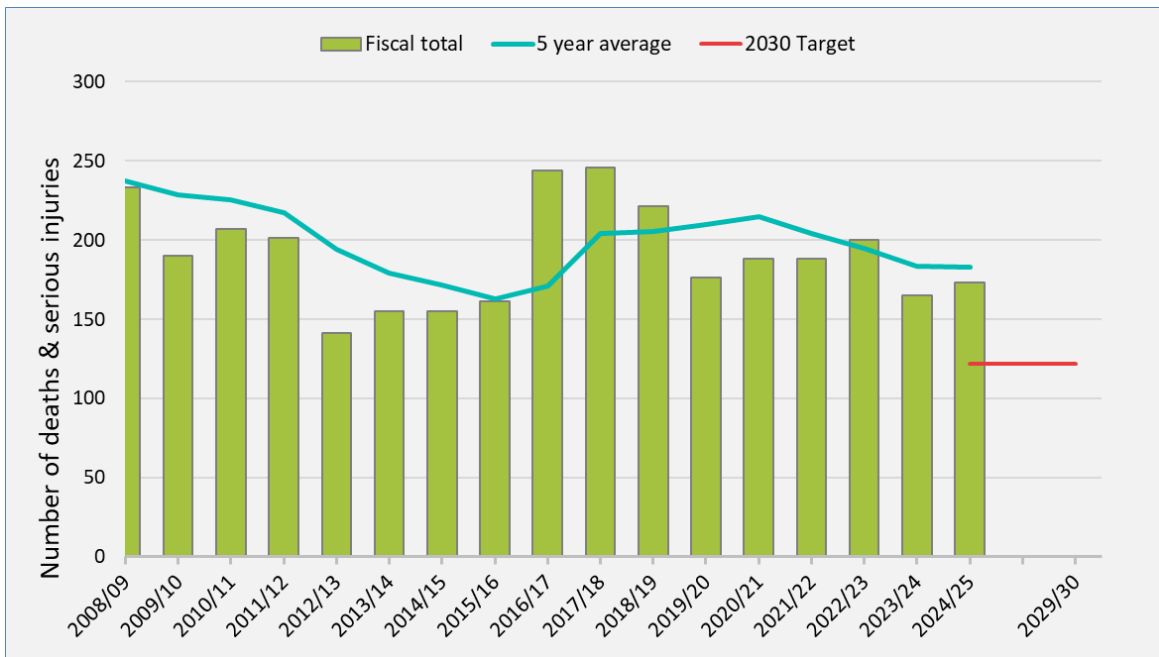
Recent emissions reductions have been driven mainly by changes in the vehicle fleet rather than by shifting away from cars. This means that carbon emissions have fallen even where public transport and active mode use remain flat and congestion pressures persist.

Results continue to show that the current rate of emissions reduction and the projected trendline would be insufficient to meet the region’s 2030 transport-generated CO<sub>2</sub> reduction target. A broad variety of interventions would need to be leveraged to accelerate the rate of emissions reduction (including interventions to target areas outside of the scope of the Wellington RLTP, e.g. to reduce emissions from air travel).

### Target 3: 40 percent reduction in deaths and serious injuries on regional roads by 2030

The target adopted in the Wellington RLTP is to reduce the 2018 five-year rolling average of 204 deaths and serious injuries (DSI) by 40 percent (or to below 122 DSI). The total number of DSIs increased on regional roads from 165 DSI in FY 2023/24 to 173 in FY 2024/25.

**Figure 3** below shows that the overall five-year average remained the same as recorded in FY 2023/24 (an average of 183 DSI). The rate of decline in DSIs would need to accelerate significantly to meet the 2030 target for reducing regional DSIs.



Source: NZTA Crash Analysis System (CAS)

**Figure 3: Deaths & serious injuries on region’s roads**

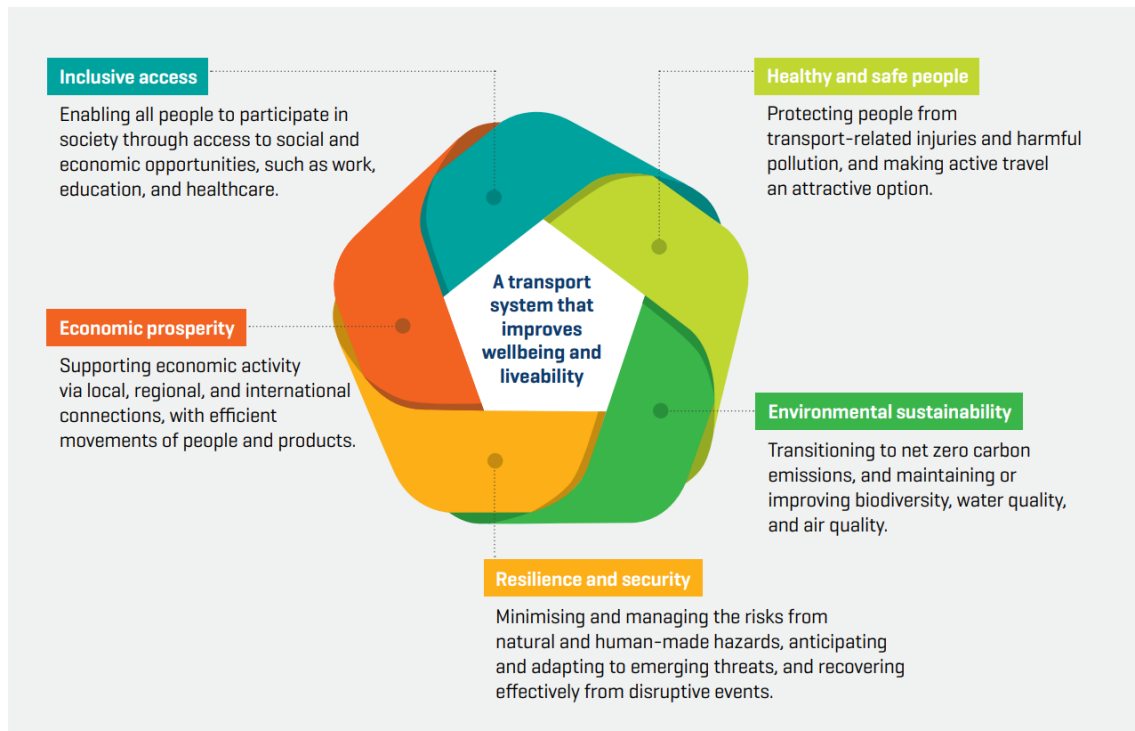
Safe speed limits and quality safety infrastructure are two key contributors to reducing the road toll. In FY2024/25, positive safety outcomes were reported for Transmission Gully, with zero deaths recorded on that section of state highway since its opening in 2022, and 66 percent fewer serious injuries reported compared to the previous route.<sup>3</sup> Also in FY 2024/25, Road Controlling Authorities began work to reduce speed limits around schools per the requirements of the new Land Transport Rule: Setting of Speed Limits 2024, which was notified in September 2024 and came into force on 30 October 2024.

As a result of the new Rule (and the removal of roles and responsibilities for Regional Transport Committees), the Wellington Regional Transport Committee stopped work on the Regional Speed Management Plan. Requirements of the new Rule and its impacts on the setting of speed limits are discussed later in this report.

<sup>3</sup> [Analysis of Economic and Social Benefits of Transmission Gully and Kāpiti Expressway, September 2025.](#)

## Measuring against the five transport outcomes

The AMR reviews measures and indicators that track the region’s contributions to the five transport outcomes set under the Ministry of Transport’s Transport Outcomes Framework. These outcomes (set out in **Figure B**) support a long-term vision of a transport system that improves wellbeing and liveability.



**Figure B: Ministry of Transport – Transport Outcomes Framework**

### Inclusive access





As defined in the Ministry of Transport’s Transport Outcomes Framework, “inclusive access” enables all people to participate in society through access to social and economic opportunities such as work, education, and healthcare. To achieve this outcome, the transport system must be accessible to all people in New Zealand, including those with disabilities, low-income earners, and people of different ages, genders, and ethnicities.



#### Measures for inclusive access:

*Public transport patronage, journey times on core bus routes, active travel and public transport journeys to work*

## Updated indicators on inclusive access

Indicator	Latest Result	Trend	Comment
 The number of people boarding bus, train, and ferry services during peak and off-peak times	Peak times: 19.1m Off-peak: 17.5m	Peak boardings decreased by 3%, and off-peak decreased by 2% compared to FY 2023/24	While annual patronage decreased for peak bus and train services, off-peak patronage increased by 1 percent on bus
 Average travel times on core regional bus routes	AM: 38.7 mins PM: 37 mins	AM travel times decreased slightly, and PM times stayed the same compared to FY 2023/24	Both travel time variability and average travel times are indicators that show how attractive public transport is – the less the variability (lateness) and the quicker the travel times, the more attractive public transport is as an alternative to private vehicles
 Travel time variability on core regional bus routes	AM: 2.5 mins PM: 4.1 mins	AM travel time variance decreased by 6% and PM variance decreased by 14%, compared to FY 2023/24	
 Combined mode share of travel to work trips by walking, cycling, & public transport	32% (Census 2023)	Between Census 2018 and Census 2023, percent change of combined mode share decreased by 1.5%	For the purpose of this report, Census 2023 'journeys to work' data is used to provide these results. An updated result will be available when the results of the next Census is available

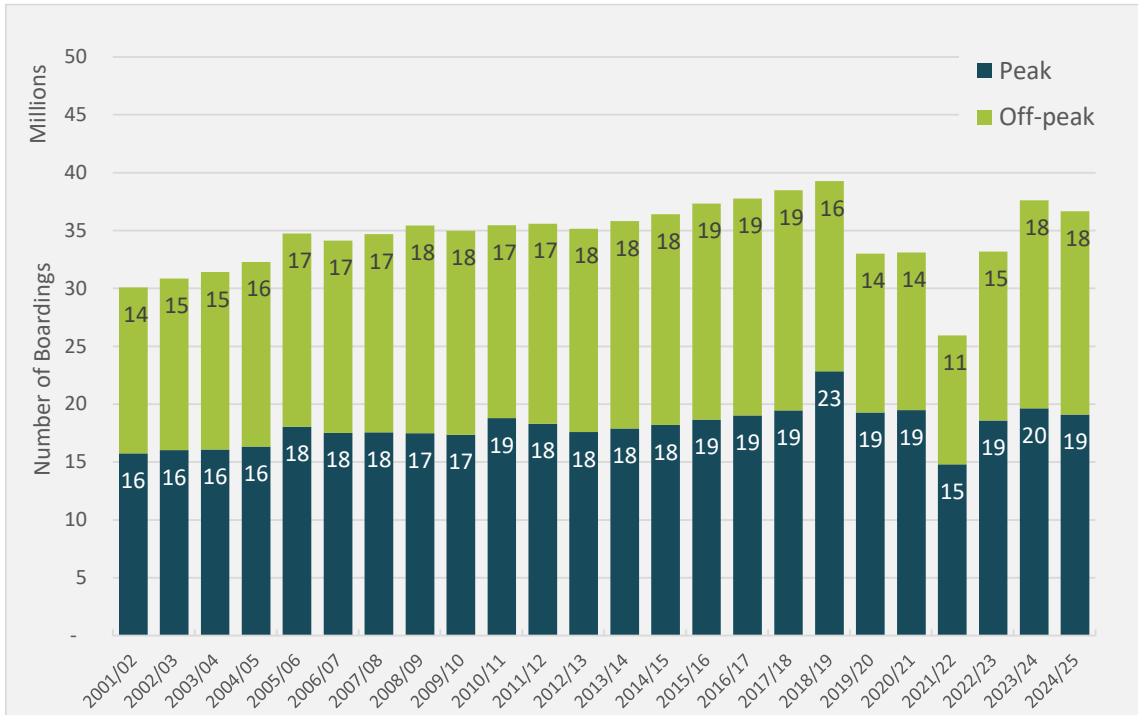
### Public transport patronage

A number of the RLTP objectives and targets are progressed via the uptake of public transport, giving people access to reliable and affordable travel choices that minimise environmental harm and reduce congestion on our roads. The indicator measured in this report monitors annual public transport boardings during peak (6am – 9am and 3pm – 6:30pm on weekdays) and off-peak (between 9am – 3pm on weekdays, and all day on weekends).

**Figure 4** shows the combined number of people boarding rail, bus, and ferry services during peak and off-peak times.

Overall public transport patronage decreased by 3 percent in FY 2024/25, with peak patronage decreasing by 3 percent and off-peak decreasing by 2 percent.<sup>4</sup> However, rail patronage was the primary source of the decline—bus patronage decreased only very slightly for peak services and increased by 1 percent for off-peak services, while rail patronage decreased by 7 percent for peak services and 11 percent for off-peak services. The five-year trend for peak-time rail services shows a 13 percent decline, and the number of peak-time rail boardings in FY 2024/25 (6.58 million) was the lowest recorded since FY 2003/4.

<sup>4</sup> Public transport use is particularly prevalent in Wellington City, and less prevalent in other parts of the region. The [State of Transport Network Report](#) provides more detailed information about public transport uptake by territorial authority.



Source: Metlink (Greater Wellington)

**Figure 4: Public transport patronage for off-peak and peak travel**

Ferry services also showed a significant year-over-year drop in patronage, with a 17 percent decrease in peak boardings and a 24 percent decrease in off-peak boardings compared to FY 2023/24. This decrease relates to the closure of Mātiu Somes Island to the public from February–November 2024 (which paused school excursions to the island via the Metlink ferry).

On the bus network, factors contributing to the patronage increase specifically for off-peak travel could include:

- Metlink’s 50 percent off-peak fare discount (which changed to a 30 percent off-peak discount from 1 July 2025); and
- flexible working arrangements (with Census 2023 data showing that 19 percent of people in the region primarily worked from home, substantially higher than the 9 percent reported in 2018 Census).<sup>5</sup>

<sup>5</sup> Data collected in the 2025 Public Service Census found 65% of public servants use some form of flexible working arrangement – compressed hours, flexible start and finish times or work from home. The data also shows more than half of all public servants (55%) do not typically work from home, about 42% work one day a week from home, and 22% work from home two days a week (noting the survey provided multi-select options, hence the overlap in percentages). Given that a large proportion of public servants are based in Wellington, it is likely that the flexible working arrangements had resulted in those working from home using buses for off-peak travel, causing an overall shift from peak travel to off-peak across the bus network. It is also likely that the commuters who had the option of flexible working hours may have adjusted their journey to or from work to start their journeys in off-peak to benefit from the discounted travel. [New data released on public servants working from home - Te Kawa Mataaho Public Service Commission](#)

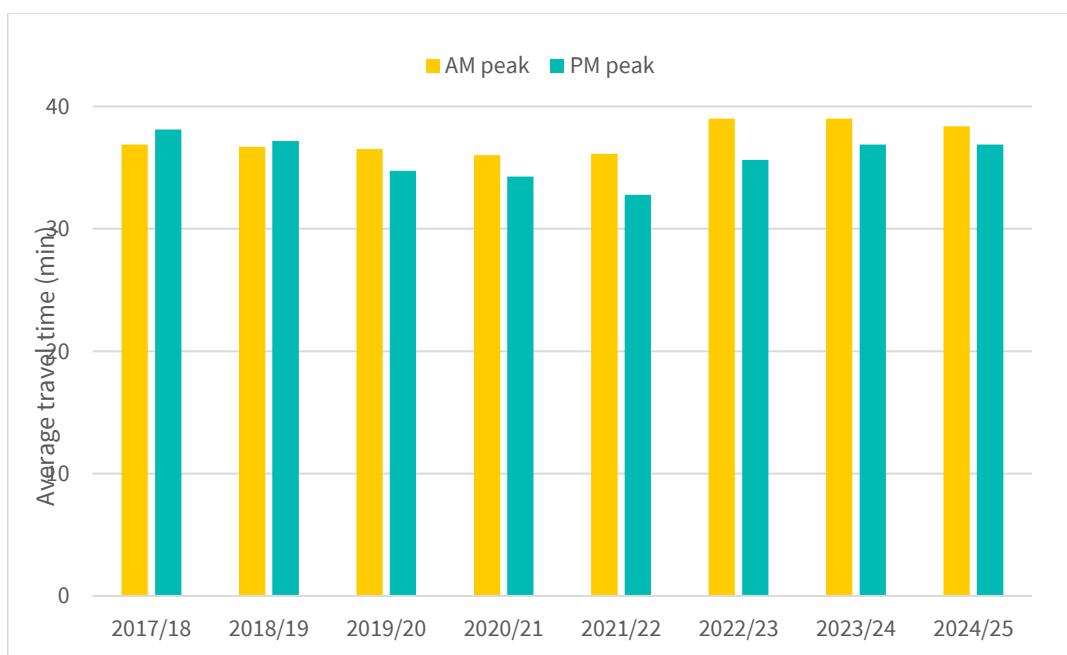
On the rail network, factors contributing to the drop in patronage include:

- Ongoing service disruptions and temporary speed restrictions affecting the punctuality and reliability of rail services. The disruptions could have discouraged passenger uptake of rail services,
- Potentially lower number of longer-distance rail trips likely driven by flexible working arrangements, and
- Lower economic activity specifically driven by changes to key economic indicators including employment, headline price inflation and consumer spending over the last financial year.

### Bus journey times and variability

Reliable journey times are a key factor in making public transport an attractive option for public transport users. Public transport particularly incentivises mode shift away from private vehicles if these journey times are competitive with journey times by car. This indicator measures the average travel times on select core bus routes for both morning and afternoon peaks, on specific core corridors (**Figure 5**). To reflect general commuting patterns, morning averages are recorded for inbound travel (predominantly coming in the direction of Wellington CBD) while afternoon averages are recorded for outbound travel.

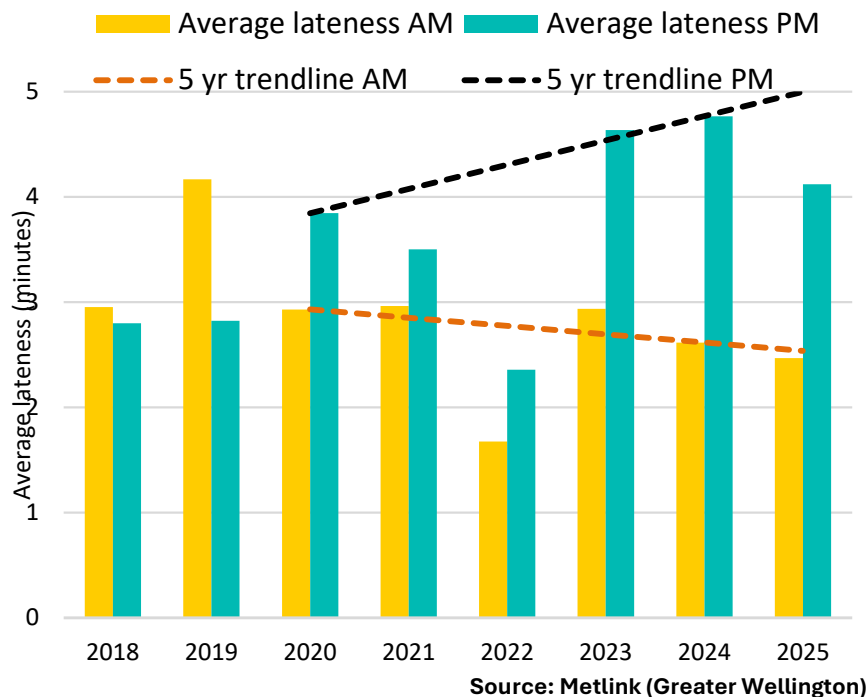
“Core” bus routes are defined in the Wellington Regional Public Transport Plan 2025 as those that “operate at least every 15 minutes during the day, and often more frequently during busy periods.” The core bus routes included in the indicator related to bus journey times and variability are different segments of bus routes 1, 2, 3, 110, 120, 130, and 220 (noting this is not an exhaustive list of core services).



Source: Metlink (Greater Wellington)

Figure 5: Travel times on core bus routes, FY2017-2024

In FY 2024/25, average travel times on the core bus routes included in this indicator stayed consistent with FY 2023/24 in the afternoon peak, while morning peak travel times decreased very slightly (from 39 minutes, to 38 minutes 24 seconds). Traffic volumes (which influence travel times) were fairly consistent year over year in the region.



**Figure 6: Travel time variability on core routes**

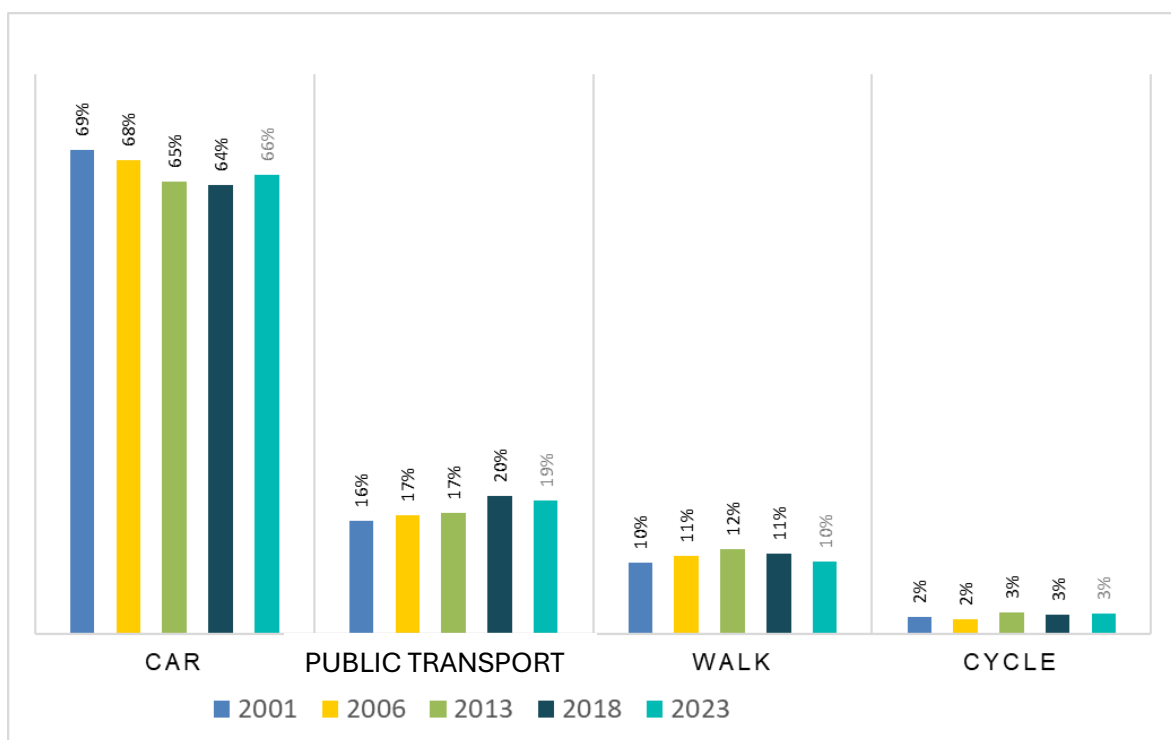
**Figure 6** shows travel time variability (as an average of lateness) on these same core regional bus routes. Compared to FY 2023/24, average lateness decreased on PM trips (by an average of 46 seconds) and decreased very slightly on AM trips (by an average of 6 seconds).

### Combined mode share of travel to work trips by walking, cycling, and public transport

The release of Census 2023 data provided updated insight on how people are travelling to work in the Wellington Region, and how work from home patterns during and after COVID-19 may be affecting mode share results. As noted in the FY 2023/24 Annual Monitoring Report, per **Figure 7**, regional data shows a slight increase in car mode share (rising from 64 percent in Census 2018 to 66 percent) and a very slight 1 percent decrease in public transport and walking mode shares, which statistically would almost be within margins of error. Proportions of car usage increased across all territorial authorities except for Wellington City, where car mode share decreased from 39 percent to 38 percent and mode share

increased for public transport (from 19 to 20 percent) and cycling (from 4 to 5 percent).<sup>6</sup>

However, as noted in the FY 2023/24 Annual Monitoring Report, understanding what trends can be drawn from this data remains to be seen. Figure 7 does not represent the proportion of people working from home. Respondents to the question in the census would have indicated primary mode of travel to work, so if an individual worked from home two days per week and travelled to the office three days per week, they would have indicated mode of travel for their three days in the office and not record information about working from home. Census 2018 results showed that people who mostly worked from home made up approximately 11.9 percent of people employed, which increased to 17.7 percent in Census 2023 (a significant increase of nearly 60 percent).



Source: Stats NZ (Census 2023)

Figure 7: Mode share of regional travel to work

### Healthy and safe people




According to the Ministry of Transport’s Transport Outcomes Framework, the outcome “healthy and safe people” envisions a transport system that protects

<sup>6</sup> More information on journey to work mode share in different territorial authorities can be found in the [State of Transport Network Report](#). The proportion of people walking or cycling to work is overwhelmingly highest in Wellington City—nearly 20 percent of journeys to work in Wellington City in 2023 were made by walking or cycling. In the rest of the region, the proportion of people walking or jogging to work was at or below the New Zealand average of 4 percent.

people from transport-related injuries and harmful pollution, and makes physically active travel an attractive option.

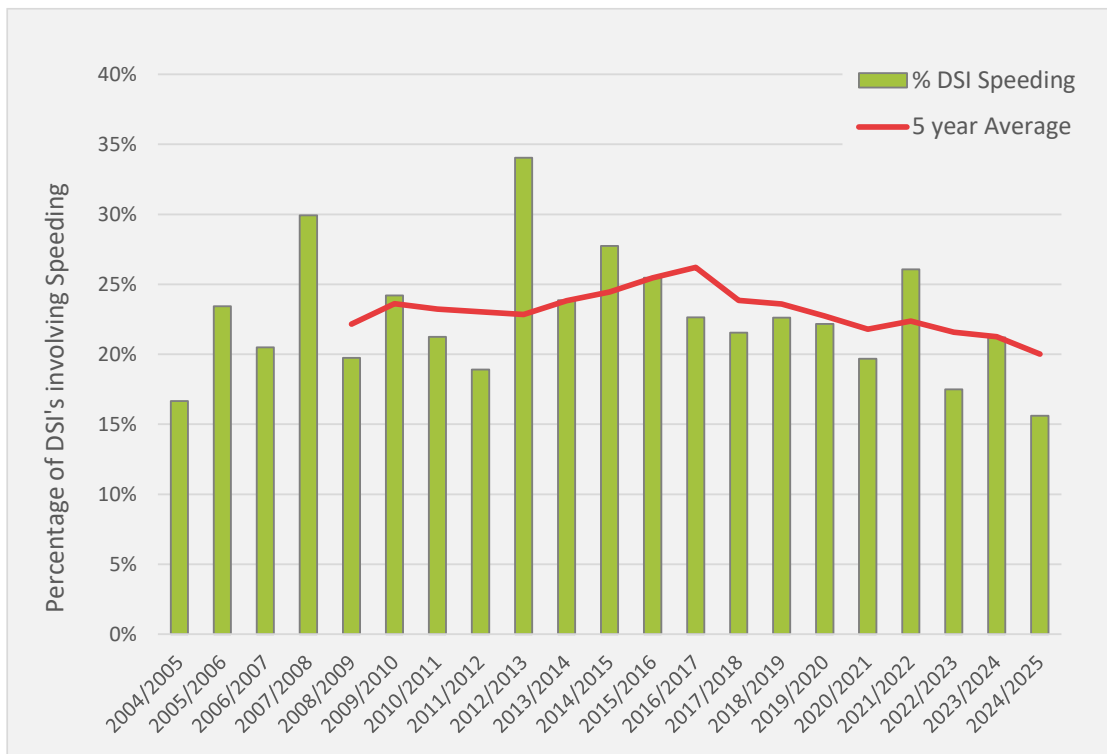
 **Measures for healthy and safe people:**  
*Deaths and serious injuries from road transport, participation in active travel to school*

### Updated indicators on healthy and safe people

Indicator	Latest Result	Trend	Comment
 <b>Percentage of crashes involving DSIs where inappropriate speed is a contributing factor</b>	<b>16% of DSIs for FY 2024/25</b>	5-year change shows DSIs are trending downwards (1% decrease)	One-year change decreased by 5% (from 21% of DSIs in FY 2023/24)
 <b>Percentage of students cycling, scooting, and walking to school by school sector</b>	<b>29% active travel for ages 5–9 years, and 29% for ages 10–14 (Census 2018)</b>	5-year change shows 2% decrease in active travel for 5-9 year olds, and 4% decrease for 10-14 year olds	
 <b>Number of deaths and serious injuries for pedestrians and cyclists</b>	<b>55 DSIs (5-year average), 62 DSIs (FY 2024/25)</b>	5-year change indicates DSIs are trending downwards (3% decrease); however 17 more annual DSIs than FY 2023/24	Annual DSIs increased particularly for cyclists (from 8 to 18 in FY 2024/25)

### Deaths and serious injuries when speed is a contributing factor

The RLTP sets a headline target to reduce the 2018 five-year rolling average of 204 DSIs by 40 percent (or to below 122 DSIs) by 2030. Driving at unsafe speeds risks seriously endangering drivers, passengers, cyclists, and pedestrians on the road.



Source: NZTA Crash Analysis System

**Figure 8: Proportion of deaths & serious injuries when speed is a contributing factor**

Infrastructure improvements and lowering speed limits are interventions that discourage driving at unsafe speeds and make the roads safer for all users.

Per **Figure 8**, in FY 2024/25, the proportion of DSI with speed as a contributing factor dropped to 16 percent—the lowest proportion recorded since FY 2004/05. The five-year average decreased from 21 percent to 20 percent. However, this data comes from the Crash Analysis System as reported by New Zealand Police: there are significant limitations to this dataset<sup>7</sup> (discussed further in the footnote below) given that posted speed limits do not always reflect the speeds that, by global safety standards, would be safe and appropriate for the road.

In terms of speed management planning, the Land Transport Rule: Setting of Speed Limits 2024 that came into force on 30 October 2024 also signalled a reversal in direction from the previous Government’s approach to reducing speed limits, removing the process for developing Regional Speed Management Plans set out under the previous Rule 2022 and requiring RCAs to reverse (where practicable) speed limits introduced in the region since 1 January 2020. Road Controlling Authorities were also required to re-consult on some roads where speed limit reductions had been proposed.

In January 2025, the Government announced that 38 sections of the state highway network would have speed limits reversed in response to the Rule 2024. The first reversal occurred in the Wellington Region on State Highway 2 on 30 January 2025, where the speed limit between Featherston and Masterton increased from 80 km/h to 100 km/h.

Long-term effects of the Rule 2024 and the reversal of previously implemented safer speed limits on DSI in the region, and on DSIs where speed is a contributing factor, are yet to be understood. Future AMRs will better be able to monitor the impacts. On the stretch of SH2 from Featherston to Masterton, total crashes that resulted in deaths or serious injuries did show variance in the years where speed limits were 80 km/h versus 100 km/h.

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<sup>7</sup> As noted in last year’s AMR, this data is drawn from NZTA’s Crash Analysis System (CAS). For DSIs to be recorded as having speed as a contributing factor, a traffic report must be filed by the New Zealand Police that reports speed as a ‘causative or contributory factor,’ which would be based on the legally posted speed limit on the road. However, legally posted speed limits are not the same as a ‘safe and appropriate speed’: NZTA’s Setting of Speed Limits Framework accompanying the NZTA Speed Management Guide 2022 estimated that only 15 percent of New Zealand’s roads had limits set to safe and appropriate speeds (as at July 2022).

New Zealand-based research using multiple data sources showed that the proportion of injuries from crashes where the speed is contributing factor is much higher than CAS reports: Job and Brodie (2022) estimated that speeding was involved in approximately 60% of fatal road crashes in New Zealand, and speeds above New Zealand’s limits for safe and appropriate speeds were present in approximately 71% of injury crashes. *Job RFS, Brodie C. Understanding the role of speeding and speed in serious crash trauma: A case study of New Zealand. Journal of Road Safety 2022. 33(1), 5-25 DOI: <https://doi.org/10.33492/JRS-D-21-00069>.*

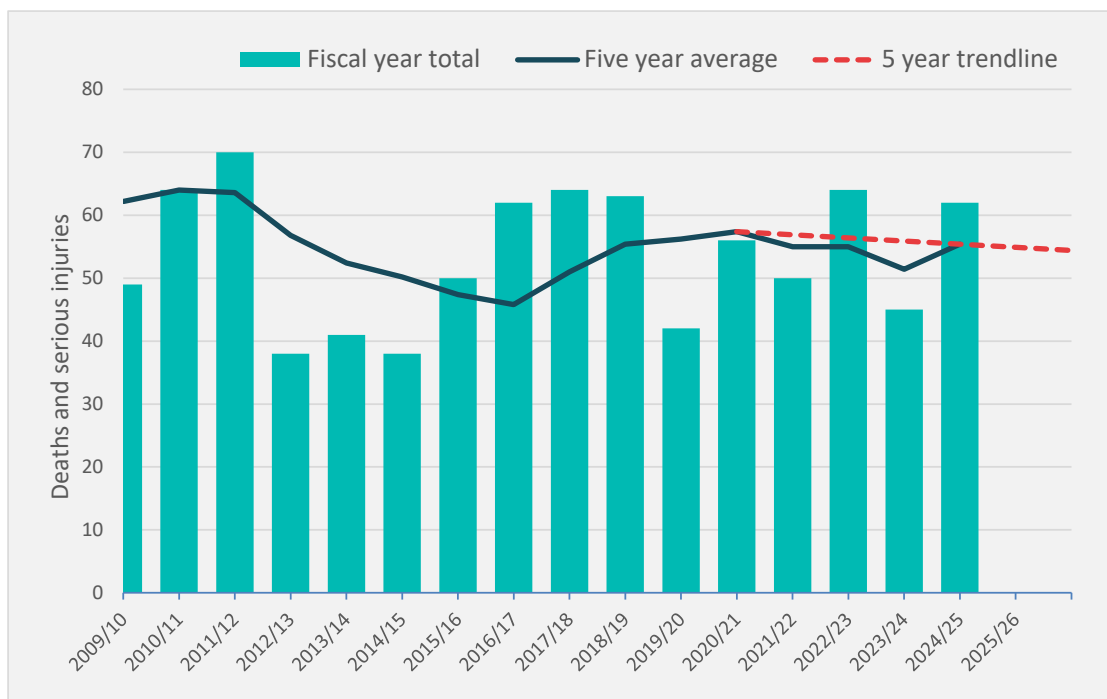
2021 (100 km/h)	2022 (100 km/h)	2023 (100 km/h)	2023 (80 km/h)	2024 (80 km/h)	2025 (to date) (100 km/h)
1 crash	1 crash	3 crashes	1 crash	0 crashes	3 crashes

As preparations begin on the development of the next RLTP 2027, this AMR indicator will be subject to further analysis as to its value in understanding the full picture of where unsafe speeds are contributing to DSI, and where improvements to safety indicators could be made in the future.

### Pedestrian and cyclist deaths and serious injuries

To ensure our transport network contributes to health and safety outcomes for our region, our roads must be safe for all users and particularly those who are more vulnerable to the risk of transport-related injuries, such as cyclists and pedestrians. Infrastructure improvements play a key role in ensuring that all road users are given adequate space and protection to minimise the risk from other road users. Wellington Region projects such as Te Ara Tupua seek to deliver safer, connected and resilient routes for cyclists and pedestrians, which in turn encourages mode shift away from private vehicle use.

The overall number of DSIs for pedestrians and cyclists increased from 45 in FY 2023/24 to 62 in FY 2024/25 (**Figure 9**). Annual DSIs increased for both pedestrians and cyclists, rising from 8 to 18 for cyclists and 37 to 44 for pedestrians.



Source: NZTA Crash Analysis System

**Figure 9: Deaths & serious injuries of pedestrians and cyclists on the road**

## Participation in active travel to school


The New Zealand Census measured what percentage of children aged 5-9 years and 10-14 years travel to school by active transport. Census 2023 results showed a decrease in the proportion of students walking or cycling to school. Compared to Census 2018, the proportion of 5-9 year olds using active travel to get to school decreased by 2 percent, and the proportion of 10-14 year olds decreased by 4 percent. The proportion of 10-14 year olds using public transport to get to school increased from 29 percent in 2018 to 31 percent in 2023, while the proportion who were driven increased from 36 percent to 38 percent. For both age groups, being driven to school was the main mode of transportation in both 2018 and 2023.

In FY 2023/24, Greater Wellington, in collaboration with Te Herenga Waka Victoria University of Wellington, began an active travel behaviour change pilot in 10 primary schools across the region. Kia mura te ara kura ('Cool way to school') encouraged new primary students in years 1-4 and their families to use active modes to get to school. The 10 schools were split into two groups, with one group receiving the intervention and one acting as a control. Baseline data from the first week of counts in May 2025 showed that 64% of year 0-4 students at the control schools and 66% at intervention schools were dropped to school by private vehicle.

Schools carried out two further weeks of mode counts in July and November 2024. Results pre- and post- intervention showed a difference between the intervention and control schools: from May to November, active travel increased by 5 percent for the intervention group (with more uptake of active travel for students in Years 3-4 compared to 1 and 2), and a decrease of 2 percentage points for the control group.



## Resilience and security

Per the Ministry of Transport's Transport Outcomes framework, "resilience and security" signifies a transport system that minimises and manages the risks from natural and human-made hazards; anticipates and adapts to emerging threats; and recovers effectively from disruptive events.



**Measures on resilience and security:**  
*Road network resilience*

### Updated indicators on resilience & security

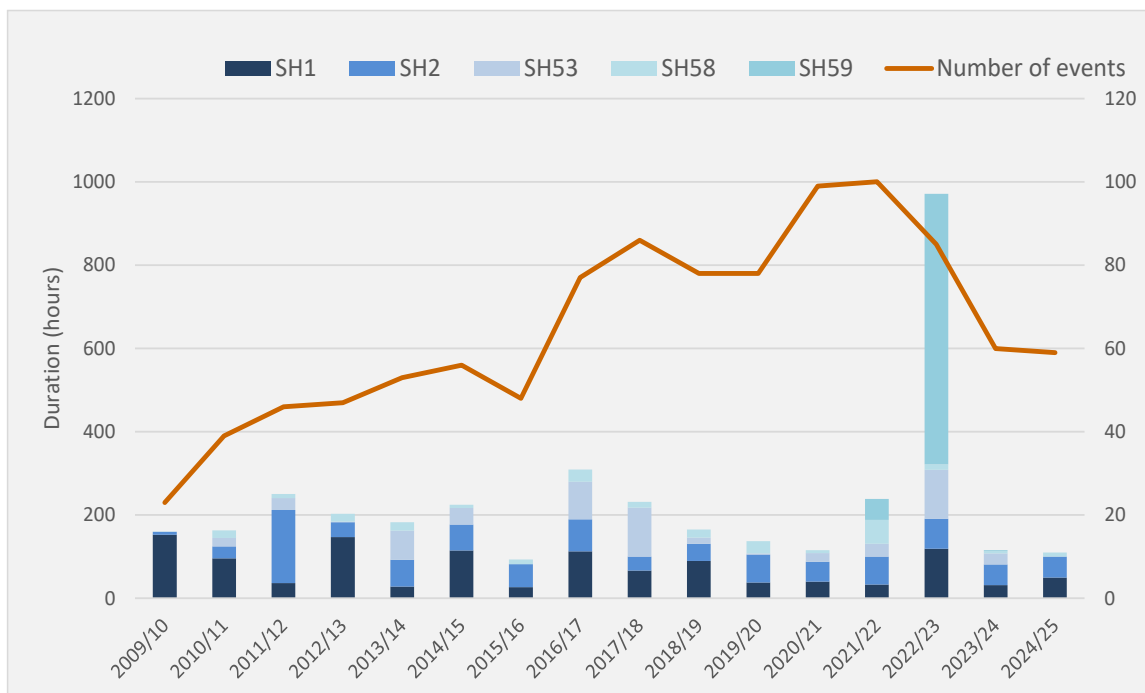
Indicator	Latest Result	Trend	Comment
 <p>The availability of a viable alternative to high-risk and high-impact routes</p>	No result		An indicator to measure this regionally has not yet been identified.
 <p>The frequency and duration of resolved road closures on major roads</p>	59 events and 110 hours of road closures in FY 2024/25	Five-year change is a 40% decrease in frequency, and a 29% decrease in duration	FY 2024/25 events remained fairly consistent year over year (60 events and 115 hours in FY 2023/24)

## A resilient road network

A key objective in the RLTP is to ensure journeys to, from and within the Wellington Region are connected, resilient and reliable. At this time, there is no suitable data source for the availability of alternatives to high-risk routes across the region—NZTA Waka Kotahi is working to identify a measurement for the percentage of high-risk, high-impact routes with a viable alternative.

For FY 2024/25, **Figure 10** shows a significant reduction in the duration and frequency of state highway closures compared to FY 2022/23, and slight reduction compared to FY 2023/24. The longest closures (totalling 50 hours) occurred on State Highways 1 and 2. Fewer extreme weather events resulted in fewer unplanned state highway closures, with the spike observed in FY 2022/23 due to the slip-related closure of SH 59 (for which Transmission Gully provided an alternative route for commuters during slip remediation).

Planned state highway closures also occurred to allow for essential planned maintenance work and safety improvements, including routine annual maintenance work on State Highway 2 over the Remutaka Hill on evenings between January and November.



Source: NZTA Waka Kotahi

**Figure 10: The duration and frequency of unplanned road closures on state highways**

## Economic prosperity




Per the Ministry of Transport’s Transport Outcomes Framework, “economic prosperity” describes a transport system that supports economic activity via local, regional, and international connections, with efficient movements of people and products.



### Measures on economic prosperity:

*The efficiency of the road network on strategic routes, and regional freight moved by rail*

## Updated indicators on economic prosperity

Indicator	Latest Result	Trend	Comment
 Average travel speeds on selected strategic routes	<b>34 km/h (three-year average to Feb 2025)</b>	Decreased by 7% from FY 2023/24 results	Year over year, travel times were faster across three of the routes measured and slower across the other three – the most significant increase was from Seaview to CentrePort (from 27 km/h to 36 km/h)
 Average travel time variability on selected strategic routes	<b>8.8 mins (three-year rolling average)</b>	Increase of 15% from last year's rolling average (7.6 min rolling ave in FY 2023/24)	This metric reflects inbound peak results coming into Wellington City
 Annual freight volumes moved by rail	<b>812,000 tonnes</b>	One-year change is a 28% decrease from FY 2023/24; 5-year average shows decrease of 45%	This metric reflects freight moving both in and out of the Wellington Region

### An efficient road network

A key investment priority of the Wellington RLTP is to improve strategic access to key regional destinations for people and freight, including the port, airport, and hospitals. Strategic routes comprise state highways and regional roads with high traffic volumes that are essential to regional productivity, in connecting people and goods with regional hubs.

The efficiency of the road network can be estimated by trends in travel speed at peak travel times, which for the purposes of this indicator is measured in February 2025 on select strategic routes (Waikanae to the Wellington Airport; Island Bay to Wellington Station; SH58 Paremata to Seaview; Karori to Quays; Upper Hutt to Wellington CBD; and Seaview to CentrePort).

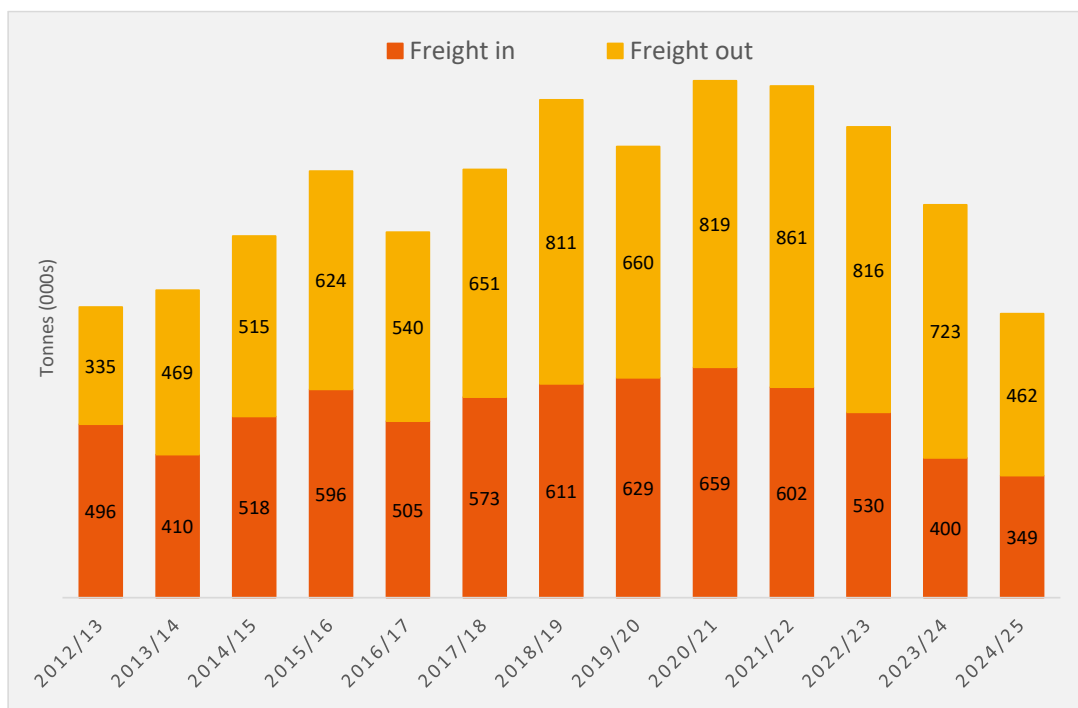
As measured in February 2025, the latest three-year rolling average is 34 km/h for AM peak (down from 36 km/h in February 2024, and 37 km/h in February 2023). While average speeds varied across corridors (with slight decreases on Transmission Gully, Island Bay to Wellington Station, and Karori to Quays, and increases on the other three routes), the most significant increase in travel speed occurred from Seaview to CentrePort, where average travel speeds increased from 27 km/h in FY 2023/24 to 36 km/h in FY 2024/25. One influencing factor for the faster travel speeds could be the decrease in heavy logging trucks travelling along that corridor. In FY 2024/25, CentrePort reported moving more logs via rail from the Waingawa logging hub in the Wairarapa, meaning 20,000 fewer logging trucks were on the road between Masterton and CentrePort during that financial year.<sup>8</sup>

<sup>8</sup> [CentrePort Annual Report 2025.](#)

Average travel time variability (as a measure of lateness) on these same corridors increased from 7.6 minutes to 8.8 minutes (as a three-year rolling average) in February 2025. This increase in lateness is likely influenced the most by increased traffic volumes on some strategic routes compared to FY 2023/24.

### Regional freight moved by rail

The Wellington region relies on our road, rail, and coastal shipping networks to move freight efficiently. Developing the rail network to increase the volume of freight moved by rail will not only benefit the regional economy, but also contribute to emissions reduction objectives by transporting freight via a more carbon-efficient mode compared to trucking. Transporting freight via rail instead of trucking also reduces the wear and tear caused by heavy vehicles on the region’s roads and highways.



Source: Freight Information Gathering System (Ministry of Transport)

**Figure 11: Freight moved by rail in and out of the region**

The Ministry of Transport’s Freight Information Gathering System provides annual estimates of rail freight volume nationwide and within each region. In FY 2024/25, freight travelling in and out of the region by rail dropped by 28 percent compared to FY 2023/24. This is a significant decrease marking the lowest volume observed in the region since prior to FY 2012/13. Freight either exiting the region or moving within the region decreased more significantly than freight moving into the region, dropping from 723 thousand freight-tonnes in FY 2023/24 to 462 thousand in FY 2024/25 (36 percent decrease).

Factors influencing this decrease include the overall economic downturn in FY 2024/25, which affects supply and demand for both international and domestic goods and services. A contributor to the decrease in freight moving within the

region was the volume of logs transported by rail from the Wairarapa to Wellington City: logging rail freight from Waingawa to CentrePort decreased by 13 percent in FY 2024/25.





## Environmental sustainability

In the Ministry of Transport’s Transport Outcomes Framework, “environmental sustainability” involves a transport system that transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality, and air quality.



**Measures on environmental sustainability:**  
*Transport-generated emissions and vehicle fleet composition*

### Updated indicators on environmental sustainability

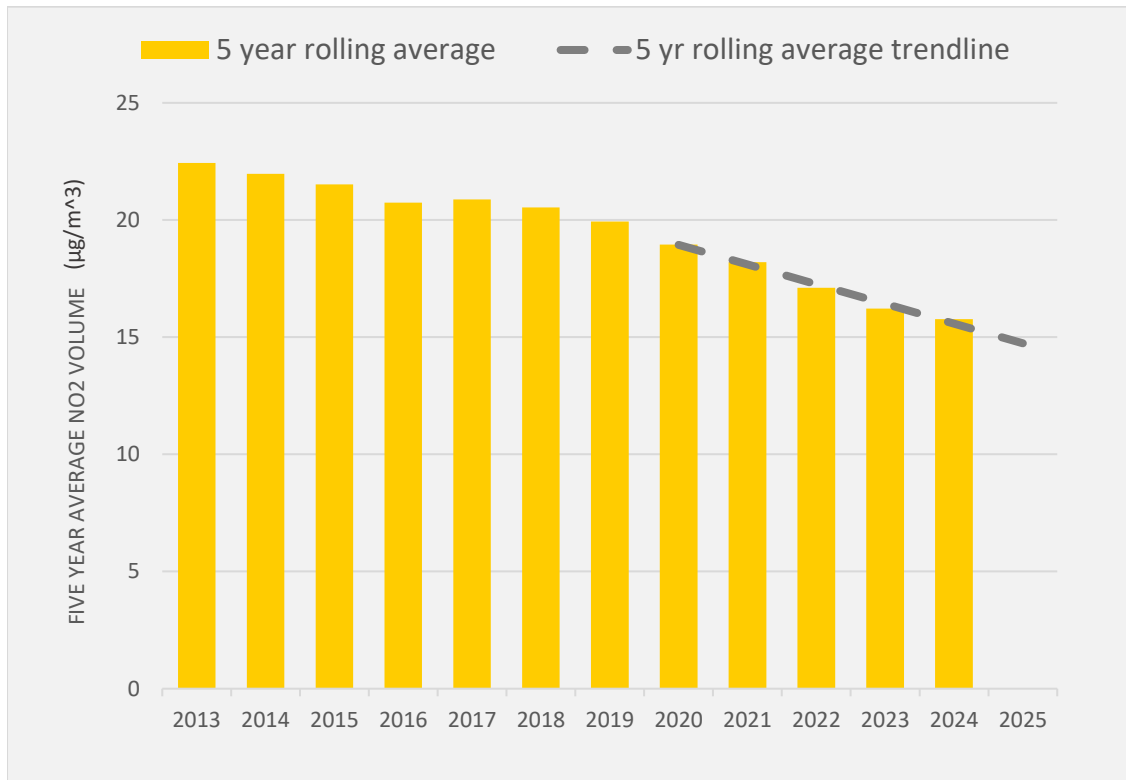
Indicator	Latest Result	Trend	Comment
 <b>Transport CO<sub>2</sub> emissions</b>	<b>1,117 kilotonnes of total CO<sub>2</sub> (2.07 tonnes per capita)</b>	5-year change indicates an 10% decrease, and one-year change indicates a 5% decrease (for total CO <sub>2</sub> )	
 <b>Ambient air quality (nitrogen dioxide and black carbon matter)</b>	<b>Nitrogen dioxide is 15.8 µg/m<sup>3</sup> (5-year average to Dec 2023)</b>	One-year change went from 16.2 in FY 2023/24 to 15.8 µg/m <sup>3</sup> in FY 2024/25	Based on the rate of reduction, the 5-year nitrogen dioxide (NO <sub>2</sub> ) reduction target in the Greater Wellington LTP was met
 <b>Percentage of new vehicle registrations that are EV and hybrid vehicles</b>	<b>60% of new registrations are hybrid or electric</b>	Five-year change indicates a 45% increase; however, one-year change indicated a 3 percent decrease	
 <b>Percentage of the bus fleet that are EV and hybrid vehicles</b>	<b>26% of the bus fleet are EVs (as at June 2025)</b>	Increased by 4% compared to FY 2023/24	Five-year absolute change is 23%

### Air quality – nitrogen dioxide

The RLTP supports initiatives that contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality, including uptake of electric vehicles, alternative fuel options, and improved fuel efficiency.

For the purpose of this report, air quality is monitored based on levels of nitrogen dioxide (NO<sub>2</sub>), a harmful pollutant arising from vehicle emissions that has significant health impacts from long-term exposure. The data is gathered from NZTA Waka Kotahi’s national air quality (NO<sub>2</sub>) monitoring network including 15 sites across the region (except the Wairarapa). The NZTA sites are mostly located along the state highways, but include a small number of local roads.

Figure 12 (which is a calendar year indicator) shows the results from NO<sub>2</sub> monitoring sites: The 2024 five-year rolling average was 15.8 µg/m<sup>3</sup>. This result also exceeded the long-term reduction target of 16.5 µg/m<sup>3</sup> set in Greater Wellington Regional Council’s Long-Term Plan. The regional improvement is consistent with the national trend, with lower NO<sub>2</sub> emissions per vehicle km in the national fleet as vehicle emission standards have become more stringent over time (despite increasing traffic volumes).



Source: Greater Wellington

**Figure 12: Air quality – nitrogen dioxide**

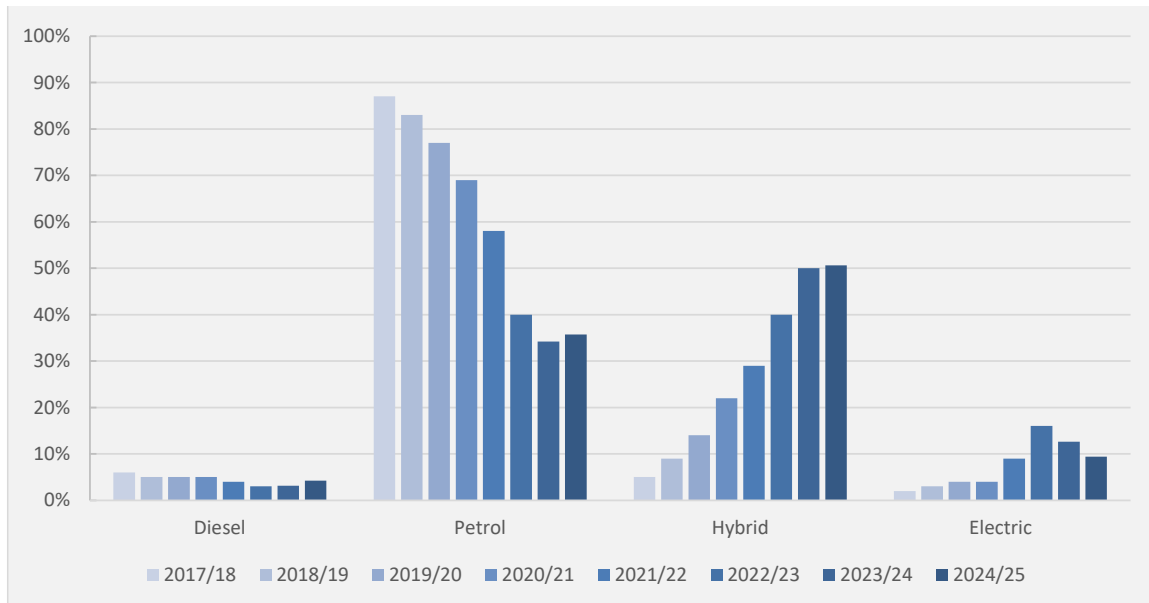
### Changes to the vehicle fleet

Changes to the vehicle fleet to reduce the prevalence of pollutants and emissions are essential to improving air quality. This indicator monitors the transition from fuel-powered internal combustion engine (ICE) vehicles to low-emissions vehicles such as EV or hybrid cars and vans in the Wellington region.

In FY 2024/25, the proportion of new vehicle registrations for plug-in hybrid vehicles (PHEVs) increased as per previous years, but only slightly (rising from 50 percent of new registrations in FY 2023/24 to 51% in FY 2024/25). The proportion of new electric vehicle (EV) registrations dropped from 13 percent to 9 percent, while the proportion of both diesel and petrol registrations increased (by 1 percent and 2 percent respectively).

While PHEV and EV comprise 60 percent of new vehicle registrations (**Figure 13**), the direction of change has reversed for some vehicle types over the last few years. Influencing factors for the decrease in PHEV and EV sales in FY 2024/25 include the removal of the Clean Car Discount (which ended on 31 December

2023) and the introduction of road user charges (RUC) for EV and PHEV, which had previously been exempt from RUC if they could charge their batteries from an external source. RUC came into effect for PHEV and EV on 1 April 2024.



Source: NZTA Waka Kotahi

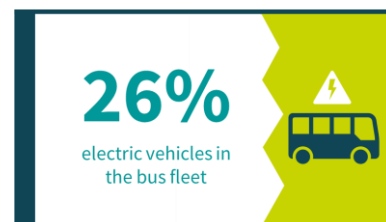
**Figure 13: New registrations for private vehicle fleet by engine type**

### Electric bus fleet

From 2021 onwards, per Greater Wellington policy, all new buses purchased for Metlink public transport operations must be electric vehicles with the goal of having an emissions-free fleet by 2035.

While the transition of the Metlink bus fleet from diesel to electric vehicles (EVs) will continue to progress per Greater Wellington’s commitment in its LTP to reduce emissions, capacity pressures on the network meant that Greater Wellington Regional Council had agreed to allow some diesel buses back on the network temporarily, in order to run the full reinstated timetable without service disruptions. In June 2024, the EV fleet composition had therefore decreased slightly from 23 percent in FY 2022/23 to 22 percent in FY 2023/24.

This direction of travel reversed in FY 2024/25, with the introduction of 22 electric buses into the fleet and the removal of 11 diesel buses—making 26 percent of the Metlink bus fleet electric vehicles, with positive benefits for emissions and NO<sub>2</sub> reduction in the region.



## Conclusion

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Overall, FY 2024/25 showed the Wellington Region experienced the ongoing effects of the economic downturn observed nationally in New Zealand. The significant reduction in volumes of freight transported by rail and decreases in public transport patronage may have been influenced by cost-of-living and inflation pressures that affect both international and domestic markets.

Fewer extreme weather events challenged the resilience of the state highway network, with road users benefitting from fewer disruptions and fewer unplanned road closures. Road user, pedestrian, and cyclist DSIs all increased in FY 2024/25 year over year. More analysis is needed to understand the full picture of speed as a contributing factor to these DSIs, in light of dataset limitations and speed limit reversals on key corridors. Future AMRs will better be able to analyse the long-term effects of speed limit reversals in the region.

While modest gains in patronage occurred on the bus network, public transport patronage decreased on the rail network by 11 percent in FY 2024/25 year over year. The delivery of a reliable rail service continues to experience challenges in the face of significant work required to improve the resilience of the rail network, resulting in ongoing temporary speed restrictions and blockages of line that resulted in train services being replaced by bus services (or cancelled).

Significant Government policy changes resulted in a higher-risk approach to speed management, and the introduction of a bill to enable time of use charging schemes in eligible areas. The release of the National Land Transport Fund investment outcomes presented a challenging picture for the region's approved organisations being able to afford new significant transport investments in the 2024-2027 triennium. Changes in central government transport policy (e.g. the discontinuation of the Clean Car Discount from December 2023 onwards) have also presented challenges to delivering on some of the strategic objectives of the RLTP. While some of these changes appear to have affected AMR indicators already, future reports will better be able to analyse the longer-term effects of Government policy changes on AMR indicators.

Current trends show that all three of the RLTP headline targets are unlikely to be achieved by 2030. Future AMRs will provide helpful insight into the scale of the change necessary in the Wellington Region to achieve the outcomes set out under the Ministry of Transport's Transport Outcomes Framework, and will inform the development of the next Wellington RLTP 2027.

## Reporting on the RLTP Programme 2024-27

To provide more regular monitoring on key transport indicators in the Wellington Region, the Wellington Transport Analytics Unit have launched a set of continuous monitoring dashboards that make insights readily available to the public. These can be explored at the link below.



[Explore the Wellington Transport Analytics Unit continuous monitoring dashboards](#)



The next Annual Monitoring Report on FY 2025/26 (July 2025–June 2026) will be presented to the Wellington RTC in the final RTC meeting of 2026. It will cover the second year of the RLTP triennium 2024-27 included in the Mid-Term Review of the Wellington RLTP 2021.



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December 2025

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