Ngā waka tūmatanui Metlink public transport



Our public transport network, Metlink, supports more than 37 million journeys a year on bus, rail and harbour ferry services. Every day we have thousands of people travelling with Metlink and every one of those journeys matters to us.

We work with our transport operators to deliver a connected, integrated network. We have five rail lines, 90 public bus routes, more than 80 school bus services and a harbour ferry service. This network connects the wider Wellington Region, including Wellington City, Hutt Valley, Porirua, Kāpiti Coast and the Wairarapa. We are also responsible for developing and maintaining public transport infrastructure, including railway stations, train maintenance depot, bus and ferry shelters, signs, and Park & Ride facilities. We are focused on becoming a smarter, cleaner region by encouraging more people to travel by bus, train and ferry.

Metlink's activities comprise public transport service design and delivery, public transport commercial, strategy and investments, and assets and infrastructure management. KiwiRail, a state-owned enterprise, owns and maintains the Wellington Metropolitan Rail Network, and is responsible for providing and maintaining rail network infrastructure such as track, overhead power supply, signals and platforms.

Capital Spending 2024-34 **\$712m**

Operational Spending 2024-34 **\$4.8b** Funding Sources: Rates, fares, government funding and debt

(Passengers, ratepayers and road users all help fund public transport services through fares, rates and a subsidy from the New Zealand Transport Agency). Rates contribution 2024/25 55 percent (\$138m)



Public transport service design and delivery

Across our bus, rail and harbour ferry services we continue to manage contracts and provide oversight of public transport network to ensure fit-for-purpose public transport services within the region.

Through our Te Hunga Whaikaha Total Mobility Services we continue to offer subsidised transport for members of the community with accessibility challenges who cannot use public transport.

We also undertake network planning and reviews where we design, plan, and review our network services and timetables to ensure our customers receive the service they need.

On the horizon

KiwiRail needs to complete a significant amount of work to bring the Wellington Metropolitan Rail Network up to a serviceable standard. The degradation of the network may put Metlink services at risk.

Risks from climate change and natural hazards are likely to increase and present challenges to the resilience of our network, which has impacts for service delivery.

The costs of running our public transport services have increased, along with rising capital and operational costs more broadly.

Constrained funding availability may affect the size and timing of our proposed service design and delivery of accessibility improvements for funding through the Regional Land Transport Plan.

Our response

We are currently engaging with KiwiRail and our train operator Transdev on contingency planning covering several potential scenarios and the resulting service disruptions. Where necessary and practical, services will be maintained by replacing trains with buses and service levels reviewed to accommodate any disruptions. We will continue to work closely with KiwiRail to minimise disruptions on the rail network.

When our control of public transport assets increases through the Strategic Public Transport Asset Control Strategy, we will take a more long term approach to investment and the growth of bus services across the whole region.

We will regularly review the network and the quality and capacity of our services to ensure that we are delivering services where they are needed the most. We will consider the impacts on mana whenua and Māori and opportunities to partner with mana whenua to support rangatiratanga and mana Motuhake within their rohe pōtae.

A review of contracts that begin to expire in 2027 will present opportunities to further improve our public transport service delivery, including driver workforce conditions and sustainability.

Amidst funding uncertainty around the National Land Transport Fund, we will continue to undertake detailed planning and co-design phases for a variety of activities in the Metlink Accessibility Action Plan. This will ensure activities that currently can't be accommodated within our short term operating budgets can be delivered without delay when funding becomes available.

Key Projects		
Network Operations Centre	Establishing a 24/7 Network Operations Centre, focused on the full network (ferry, rail and bus) means we can provide more reliable, timely and accurate information to our customers.	2025-34
New busways programme	There will be staged delivery of bus priority across Wellington City. We will work in collaboration with the relevant road controlling authorities (Wellington City Council and New Zealand Transport Agency). The focus is early delivery of projects considered crucial for reliable bus journeys and progressing towards a future busway solution along the regionally significant eastern and southern corridors.	Ongoing

Things we will be keeping an eye on

Population projections show that an additional 164,000 residents may be living in the region over the next 30 years, with higher rates of growth forecasted for the Wairarapa. To accommodate future growth, we will plan for and monitor public transport use to ensure service frequency and capacity continue to meet demand. The delivery of the Lower North Island Rail Integrated Mobility project and the purchase of new trains, as current rolling stock reach end of life, will also increase frequency and capacity on the Kāpiti and Manawatū lines to meet future growth.

We will continue to monitor our key performance Indicators, including public transport service reliability and punctuality (through information made publicly available on the Metlink website).

Our operators have successfully restored staff capacity in our bus and rail workforces. We will continue to monitor the situation to ensure that our services can be delivered as planned and maintain public confidence in our network. We will continue to monitor workforce numbers, identify opportunities for the Māori economy to contribute to this activity and proactively identify support we can provide.

The road and rail networks we use for our operations require ongoing maintenance. We will continue to work with road authorities and KiwiRail to minimise the disruption to timetabled services maintenance might cause.

We will closely follow changes to central government's public transport policy, particularly in relation to future funding models and tools. Also, public transport asset control, following the passage of the Land Transport Management (Regulation of Public Transport) Amendment Act 2023 and the release of the latest Government Policy Statement on Land Transport.

There are no significant negative effects of this activity.



Accessibility Action Plan

This plan will deliver wide-ranging benefits in support of our focus area to improve access to services and equity of outcomes for our communities. This sets the way forward to realising our vision of an inclusive public transport network for all. Iwi across the region and Māori health and disability groups are key stakeholders in the activities set out in the Accessibility Action Plan.

This is building on foundations including the new Metlink Accessibility Charter which was adopted in September 2021 by Greater Wellington's Transport Committee and continuation of the Metlink Accessibility Action Plan (visit Metlink's website) which sets out a pathway to planning public transport network improvements for users with accessibility requirements.

Accessibility improvements will include train stations, bus stops, and vehicles, including investigating automatic wheelchair ramps on buses, and audio announcements on trains to indicate which side the exit is on. We will deliver on the vision of a public transport network that is accessible for all with ease and dignity.



Public transport commercial, strategy and investments

Our strategy and planning focuses on future improvements to public transport to meet the needs of our mana whenua partners and communities. Our plans align with, and contribute to, the rollout of regional and national approaches and public transport policy.

We consult on significant policy reviews (including the Wellington Regional Public Transport Plan) to understand the needs and expectations of our mana whenua partners and communities, both in terms of service delivery and funding.

Public transport procurement includes bus, rail and harbour ferry contract services, Total Mobility services, technology services and project resources to provide public transport services within the region.

On the horizon

Changes in government policies and priorities may affect the level of funding available for transport projects through the National Land Transport Fund (NLTF). This is a ring-fenced fund for land transport administered by New Zealand Transport Agency.

We have proposed a significant package of accessibility improvements and asset investment activities for NLTF funding through the Regional Land Transport Plan. Constrained funding availability may affect the size and timing of these initiatives.

Public transport bus operator contracts will begin expiring in 2027. We will consider how we approach procurement of new contracts and how we may enhance these to deliver the best possible outcomes for our Region. Reducing the emissions from our bus fleet involves securing access to strategic longer term bus assets and working with Wellington Electricity to make sure we have access to enough power at our depots. We are also working with bus operators and road controlling authorities on the efficient move from diesel to battery electric buses and the associated charging facilities.

Our response

We will continue to strengthen our links with central government, highlighting the many co-benefits that investments in our public transport network provide in alignment with national and regional priorities. Our investments intend to make our network safer and more environmentally friendly, while also reducing congestion on our roads.

Keeping our communities connected is important to us and we understand that transport users' needs vary. We recognise users require a web of support to connect to education, health services, wider hāpori networks, recreational activities and employment.

Through encouraging public transport uptake, we support the economic prosperity of our Region by keeping our communities connected.

Amidst funding uncertainty around the NLTF, Metlink will continue to undertake detailed planning and co-design phases for a variety of activities including the Metlink Accessibility Action Plan, public transport initiatives, and a variety of investments in strategic assets across the region. This will ensure projects that currently can't be accommodated within our short term operating budgets can be delivered without delay in the future.

Through the review of the Regional Public Transport Plan, we can collaborate with territorial authorities, key partners, community groups, and mana whenua, as well as consulting with the public at large, to receive their views on our bus operating model.

We have budgeted for an additional 100 buses over the next 10 years, as part of our bus growth strategy, to accommodate for future population growth.

Key Projects		
Planning for the delivery of the National Ticketing Solution	National Ticketing Solution is a convenient, reliable and cost-effective solution aimed at providing more ways for customers to pay for public transport.	Implementation 2025-2026
Delivering the Strategic Public Transport Asset Control Strategy	This strategy is our long term framework and direction for Public Transport Authority control of strategic public transport assets. The objective is for us to play a more active and strategic role in the planning and management of public transport infrastructure through a range of potential commercial arrangements.	Ongoing
Delivering the bus growth strategy	Budgeting for an additional 100 buses, which will create new bus routes and increase the frequency and capacity of our services. This will allow us to cater for the expected population growth of the region.	Ongoing
Bus fleet decarbonisation	We will continue reducing emissions from our bus fleet, through the staged replacement of diesel buses. This will support the reduction of CO ₂ and other harmful emissions.	2025-2035

Things we will be keeping an eye on

As part of our bus growth strategy, we will continue to use some existing diesel buses until all core service routes become decarbonised by 2030. This results in a slower than originally planned fleet decarbonisation when compared to our last Long Term Plan. However, we are confident we can achieve decarbonisation of our main routes by 2030. We have moderated some of our investments and we believe this is an appropriate balance between continued, sustainable growth and rates affordability.

To accommodate for future population growth, we have budgeted for an additional 100 buses over the next 10 years as part of our bus growth strategy.

The evolution of central government's public transport policy, particularly in relation to future funding models and tools and public transport asset control, following the passage of the Land Transport Management (Regulation of Public Transport) Amendment Act 2023 and the release of the latest Government Policy Statement on Land Transport.

Ministry of Transport's review of the Metropolitan Rail Operating Model, which may impact on the funding and contractual arrangements for the two key metro rail operators (Wellington and Auckland).

Bus contract review

Our current bus partnering contracts started in 2018 and most expire in either 2027 or 2030. We will need to consider how we approach procurement of new contracts and how we may enhance these to deliver the best possible outcomes for our Region's public transport users.



Public transport assets and infrastructure management

Our asset and infrastructure management activities ensure that all public transport assets and infrastructure, including data and transport technology systems, are well planned for and delivered to the right standard, for the right cost at the right time. We also work to improve the accessibility and quality standard of assets.

We continue to use well-established project management techniques to deliver timely and costeffective improvements to our network operations and infrastructure.

On the horizon

The costs of maintaining and renewing our assets have increased, and pressures on the National Land Transport Fund (NLTF) are significant. New transport improvement projects in the region, including public transport asset ownership activities that would be guided by our Strategic Public Transport Asset Control Strategy, may be impacted by limited funding availability in the NLTF.

A changing climate is resulting in more frequent and severe weather events, and seismic disruption is an ever-present reality in our Region. Investment is needed in infrastructure improvements, particularly rail infrastructure, to build resilience and mitigate the effect of these events on our network.

On rail network performance and funding, KiwiRail needs to complete a significant amount of work to bring the Wellington Metropolitan Rail Network up to a serviceable standard. The degradation of the network raises concerns about risks posed to our ability to maintain existing services.

Our response

We will continue to advocate to central government to emphasise the importance of investing in our public transport infrastructure, to enable strategic access across the region and provide a safe, resilient environment for our public transport users and our public transport assets.

We will continue to work with KiwiRail, the Government, and key partners on identifying a way forward to meet current and future challenges across the rail network.

We will continue to invest in activities that will decrease our carbon footprint emissions, such as continuing the decarbonisation of the bus fleet, implementing the Lower North Island Rail Integrated Mobility project, and investing in bus charging infrastructure (as enabled by the Strategic Public Transport Asset Control Strategy).

We will continue to work alongside our mana whenua partners and Māori communities to understand their public transport requirements, transport requirements, and design and delivery of solutions.

Key Projects		
Asset Control – Southern Depot Development	Delivering a long term option for a southern bus depot, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.	2024-2029
Asset Control – Northern Depot Opportunity	Identifying and evaluating long term options for bus depots in the north of the region, with location dependent on land availability and/or opportunities.	2024-2028
Waterloo Station Transit Oriented Development	Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development.	2024-2029
Johnsonville Transport Hub/Interchange	As part of the redevelopment of the land currently owned by Stride Property Group, it is proposed to build a public transport hub, including a layover/driver break facility.	2025-2032
BRT (buses that replace trains) infrastructure improvements	Provide consistent and accessible levels of service for buses that replace trains, including Metlink buses, electronic payment and fully accessible stops.	Ongoing

Things we will be keeping an eye on

We will watch central government's plan to develop a National Infrastructure Agency, and what avenues this may provide to support investment in public transport assets and infrastructure.

We will also closely watch the Ministry of Transport's review of the Metropolitan Rail Operating Model, which may impact on the funding and contractual arrangements for the two key metro rail operators (Wellington and Auckland). We have expressed our concern about the state of rail infrastructure.

Executing our capital projects requires significant lead time to consult, per local government consultation requirements. We will continue to proactively manage our timeframes to ensure that we are delivering assets and infrastructure as planned.

The evolution of central government's public transport policy, particularly in relation to future funding models and tools and public transport asset control.

Across our work, there is the potential for public transport projects and ongoing operations to have negative effects on environmental wellbeing. Public transport has an overall positive effect on emissions in the region. To mitigate possible negative effects, we will work to minimise the impact of public transport projects and operations e.g. by taking steps to further decarbonise the bus network, and appropriately managing the storm water run-off from sealed car parks.



Lower North Island rail integrated mobility

In 2023, the Government approved funding for the Lower North Island Rail Integrated Mobility (LNIRIM) project, which will deliver 18 new hybridelectric trains to replace current rail stock that reaches end of life in 2027.

This is significant collaboration between Greater Wellington, Horizons Regional Council, and KiwiRail will unlock greater service capacity and frequency in the Lower North Island. Peak-time services doubling on the Wairarapa Line and quadrupling on the Kāpiti (Manawatū) Line.

Infrastructure upgrades, including substations and passing loops, will ensure that the Wellington metro network is fit for purpose to deliver the LNIRIM project.

This hybrid-electric fleet will contribute to the reduction of transport-generated carbon emissions, improve service efficiency, and support economic prosperity by providing enhanced strategic access across the region. Our mana whenua partners have told us of the importance public transport can have in enabling them to travel to work and access services at neighbouring towns and cities.

Ngā Hapū o Ōtaki have commented on the extension of rail and bus services proposed to Ōtaki and they see the advantages of easier access services in Levin, Palmerston North and Wellington via public transport. This will help to resolve their long-standing concerns about the lack of connectivity to and from their town.

Reference	Community	Levels of		Baseline	2024/25	2025/26	2026/27	2027-34
Number	outcome	Service	Performance Measures	2022/23	target	target	target	target
			(1) Passengers' overall satisfaction with the	Bus 92%	Bus 93%	Bus 94%	Bus 95%	Bus >95%
			Metlink public transport ¹⁰	Rail 94%	Rail 95%	Rail 96%	Rail 96%	Rail >96%
				Ferry 97%	Ferry 98%	Ferry 98%	Ferry 98%	Ferry 98%
			(2) Passenger satisfaction with convenience of paying for Metlink public transport ^{11}	87%	87%	87%	89%	⁰⁄₀06 =</td
		Provide a consistent	(3) Passenger satisfaction with Metlink information currently available ¹²	75%	85%	87%	89%	>00%
	Connected	and high quality customer	(4) Passenger satisfaction with Metlink public transport being on time ¹³	69%	>80%	>82%	>85%	>00%
	Communities	experience across the public	(5) Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes ¹⁴	94.4%	95%	95%	95%	95%
		transport network	(6) Percentage of scheduled bus services delivered (reliability) ¹⁵	92.4%	98%	98%	98%	98%
			(7) Percentage of scheduled rail service delivered on-time (punctuality) – to 5 minutes ¹⁶	80%	95%	95%	95%	95%
			(8) Percentage of scheduled rail services delivered (reliability) ¹⁷	91.1%	99.5%	99.5%	99.5%	99.5%

¹⁰The Metlink Public Transport Passenger Satisfaction Survey, which is run twice yearly, is used to determine Customer Satisfaction. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: Thinking about the vehicle you are on now, how satisfied or dissatisfied are you with this trip overall?

¹¹The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: Thinking about your experience of public transport (including trains, buses and harbour ferries) in the Wellington Region over the last three months, how satisfied or dissatisfied are you with how convenient it is to pay for public transport?

 12 The Metlink Public Transport Passenger Satisfied are you with the information a scale of 0-10 on a scale of 0-10. The question used to determine this measure is: Overall, how satisfied are you with the information about public transport services that is currently available?

¹³ the Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied a score of 6-10 on a scale of 0-10. The question used to determine this measure is: Thinking about the vehicle you are on now, how satisfied are you with the service being on time (keeping to the timetable)?

^{IM}This measure is based on services that depart from origin, departing between one minute early and five minutes late.

15 The bus reliability measure shows the percentage of scheduled services that ran, as tracked by Real Time Information and Snapper systems; targets are daily.

is This is a contractual measure; rail services delivered by rail replacement services) are deemed to have met the punctuality measure.

¹⁷ Rail reliability is a contractual measure which shows the percentage of scheduled services that depart from origin and key stations no earlier than 30 seconds before the scheduled time, meet the consist size for the scheduled service, and stop at all stations timetabled for the service. Rail replacement services are deemed to have met the reliability measure. Note that information on the number of rail concellations and rail replacement services is reported on monthly and is available at: https://www.metlink.org.nz/news-and-updates/surveys-andreports/performance-of-our-network/#DataAndReports.

Reference	Community	Levels of Service	Performance Measures	Baseline	2024/25	2025/26	2026/27	2027/34
Number	outcome			2022/23	target	target	target	target
7	Resilient Future	Promote and encourage people to move from private vehicles to public transport	Annual Public Transport boardings per capita	61.9	64.2	66	67.8	75.4
(Resilient Future	Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high	(1) Percentage of passengers who are satisfied with the condition of the station/stop/ wharf ¹⁸	91%	88%	89%	%06	>92%
n		quality core network that meets ongoing demand	(2) Percentage of passengers who are satisfied with the condition of the vehicles (fleet) ¹⁹	94%	94%	>94%	>94%	>96%
4	Resilient Future	Gross emissions for Metlink's public transport fleet will be minimised, reducing the offsets	Tonnes of CO ₂ emitted per year on Metlink Public Transport Services	21,019 tonnes	19,300 tonnes	17,900 tonnes	17,800 tonnes	16,300 tonnes
		required to reach net carbon neutrality		*2021/22 verified result				
ى 	Connected Communities	Maintain and improve access to public transport for all	Percent of people within 500m of an all day, 7 day a week public transport service with minimum 60 minute daytime frequency ²⁰	74.4%	Increase on baseline	Increase on baseline	Increase on previous	Increase on previous
<u>ں</u>	Connected Communities	Increased patronage of Public Transport by disabled people (people with an activity limitation)	Increased boardings by people that use the Accessible Concession ²¹ (as a percent of total boardings)	New measure Current baseline (Dec22 – June 23)	>1%	1.5%	2%	=/>4%
				%6.0				
)	II)	



Central Government has agreed to contribute funding for 18 four-car, tri-mode trains (which will be operated by Metlink) for the Wairarapa and Manawatū rail lines as part of the Lower North Island Rail Integrated Mobility project. However, there is uncertainty due to there being no signed agreement in place for the funding. If we don't receive Central Government funding, the rail programme will have to be significantly revised.

¹⁸ The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: How satisfied or dissatisfied are you with the condition of the stop/station/wharf?

¹⁹ The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: How satisfied or dissatisfied are you with the condition of this vehicle?

²⁰ This figure represents the projected emissions for the 2003-31 financial year, the midpoint of the 2027-34 period. ²¹ This is a new Level of Service for the 2024-34 Long Term Plan.

For the year ending 30 June	Annual Plan					Long Teri	m Plan				
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Sources of operating funding											
Targeted rates	113,009	137,937	154,311	170,508	192,581	202,568	210,186	220,293	226,059	224,278	228,586
Subsidies and grants for operating purposes	126,746	163,864	166,644	162,705	182,399	181,017	183,474	186,440	181,724	177,492	178,144
Fees and charges	108,265	96,577	103,617	109,823	116,689	123,884	131,456	138,554	147,188	153,625	158,977
Local authorities fines, infringement fees, and	6,844	7,793	7,947	8,120	8,297	8,470	8,638	8,809	8,984	9,154	9,326
other receipts											
Total operating funding	354,864	406,171	432,519	451,156	499,966	515,939	533,754	554,096	563,955	564,549	575,033
Applications of operating funding											
Payments to staff and suppliers	302,926	369,669	394,962	385,721	427,308	427,311	442,323	457,923	453,768	448,677	456,474
Finance costs	13,332	18,937	20,359	22,793	26,102	29,621	33,344	36,894	40,269	42,013	42,452
Internal charges and overheads applied	18,768	21,680	22,276	22,927	23,496	24,163	24,942	24,729	25,134	25,391	25,926
Total applications of operating funding	335,026	410,286	437,597	431,441	476,906	481,095	500,609	519,546	519,171	516,081	524,852
Surplus/(deficit) of operating funding	19,838	(4,115)	(5,078)	19,715	23,060	34,844	33,145	34,550	44,784	48,468	50,181
Sources of capital funding											
Subsidies and grants for capital expenditure	21,065	90,034	113,520	140,225	216,162	209,750	99,730	96,311	79,714	46,434	21,870
Increase (decrease) in debt	17,198	40,551	67,251	54,303	69,153	48,470	47,676	60,316	35,845	(513)	(26,034)
Total sources of capital funding	38,263	130,585	180,771	194,528	285,315	258,220	147,406	156,627	115,559	45,921	(4,164)
Application of capital funding											
Capital expenditure—											
to meet additional demand	224	27,020	38,945	47,598		ı	ı	ı	ı		ı
to improve the level of service	7,383	17,745	27,551	20,515	118,002	89,634	50,112	75,739	51,085	52,053	2,952
to replace existing assets	20,467	5,897	6,347	21,918	12,144	12,398	6,567	6,755	6,948	7,079	7,214
Increase (decrease) in reserves	4,000	(2,507)	918	1,739	784	4,602	2,602	2,600	4,501	4,001	4,001
Increase (decrease) of investments	26,027	78,315	101,932	122,473	177,445	186,430	121,270	106,083	97,809	31,256	31,850
Total application of capital funding	58,101	126,470	175,693	214,243	308,375	293,064	180,551	191,177	160,343	94,389	46,017
Surplus/(deficit) of capital funding	(19,838)	4,115	5,078	(19,715)	(23,060)	(34,844)	(33,145)	(34,550)	(44,784)	(48,468)	(50,181)
Surplus/(deficit) of funding	•	•	•	•		1	1				'
Deprecation on council assets	4,907	5,509	7,549	9,638	13,204	18,380	23,482	25,789	28,918	32,674	34,597

Metlink Public Transport Prospective Funding Impact Statement

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	Annual Plan					Long Teri	n Plan				
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Sources of operating funding											
Public transport commercial, strategy and investments	9,529	22,477	20,847	12,045	13,979	14,018	14,132	14,071	14,205	14,333	14,484
Public Transport service design and delivery	222,849	241,708	252,996	260,428	257,458	265,349	268,290	272,357	279,971	283,667	287,422
Public Transport assets and infrastructure management	122,486	141,986	158,676	178,683	228,529	236,572	251,332	267,668	269,779	266,549	273,127
Total operating funding	354,864	406,171	432,519	451,156	499,966	515,939	533,754	554,096	563,955	564,549	575,033
Applications of operating funding											
Public transport commercial, strategy and investments	8,443	34,722	28,443	8,327	8,957	8,919	8,943	8,778	8,656	8,506	8,368
Public Transport service design and delivery	217,841	238,865	246,198	251,201	248,200	252,454	257,033	261,226	266,797	273,070	279,359
Public Transport assets and infrastructure management	108,742	136,699	162,956	171,913	219,749	219,722	234,633	249,542	243,718	234,505	237,125
Total operating funding	335,026	410,286	437,597	431,441	476,906	481,095	500,609	519,546	519,171	516,081	524,852
Investment in Greater Wellington Rail Limited											
Rail operations and asset management	26,027	78,315	101,932	122,473	177,445	186,430	121,270	106,083	97,809	31,256	31,850
Total investment expenditure	26,027	78,315	101,932	122,473	177,445	186,430	121,270	106,083	97,809	31,256	31,850
Capital expenditure											
Public transport network and infrastructure	28,074	50,662	72,843	90,031	130,146	102,032	56,679	82,494	58,033	59,132	10,166
Total capital project expenditure	28,074	50,662	72,843	90,031	130,146	102,032	56,679	82,494	58,033	59,132	10,166
Total Investment in Public Transport Infrastructure	54,101	128,977	174,775	212,504	307,591	288,462	177,949	188,577	155,842	90,388	42,016

Our direction and delivery

