



If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 20 September 2022, 10.30am

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

Members

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

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

Regional Transport Committee

Tuesday, 20 September 2022, 10.30am

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council,
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Public Business

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Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 20 September 2022.

Report 22.268

Public minutes of the Regional Transport Committee meeting on Tuesday 14 June 2022

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 10.02am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair) (from 10.10am)	Greater Wellington Regional Council
Mayor Beijen	South Wairarapa District Council
Councillor Cootes	Kāpiti Coast District Council
Councillor Dyer	Hutt City Council
Deputy Mayor Free (until 11.20am)	Wellington City Council
David Gordon (from 10.03am)	KiwiRail
Mayor Guppy	Upper Hutt City Council
Councillor Leggett	Porirua City Council
Mayor Patterson	Masterton District Council
Emma Speight	Waka Kotahi NZ Transport Agency
Deputy Mayor Vergunst	Carterton District Council

Mayors Beijen, Guppy and Patterson, Deputy Mayors Free and Vergunst, and Councillor Leggett, participated at this meeting remotely, and counted for the purposes of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2022.

Public Business

1 Apologies

Moved: Cr Dyer / Cr Staples

That the Committee accepts the apology for absence from Mayors Baker, Barry, Foster, and Lang.

The motion was **carried**.

David Gordon arrived at the meeting at 10.03am, during the above item.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

Pete Gent spoke to agenda item 6 – Regional Land Transport Plan Monitoring Dashboard Update – June 2022 – Report 22.257.

Noted: The Committee requested that officers report on the progress made on each of the activities included in the Wellington Regional Land Transport Plan 2021.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 3 March 2022 - Report 22.114

Moved: Mayor Patterson / Deputy Mayor Free

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 3 March 2022 – Report 22.114.

The motion was **carried**.

5 Regional Transport Planning Developments – June 2022– Report 22.254

Grant Fletcher, Manager, Regional Transport, and Amelia Wilkins, Strategic Advisor, spoke to the report.

Moved: Mayor Guppy / Cr Dyer

That the Committee:

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

The motion was **carried**.

Councillor Ponter arrived at the meeting at 10.10am, during the above item.

6 Regional Land Transport Plan Monitoring Dashboard Update – June 2022 – Report 22.257 [For Information]

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

7 Let's Get Wellington Moving Update – June 2022 – Report 22.262 [For Information]

David Dunlop, Acting Programme Manager, and Sarah Gardener, Programme Director, Let's Get Wellington Moving, spoke to the report.

8 Metlink Update – June 2022 – Report 22.211 [For Information]

Samantha Gain, General Manager, Metlink, spoke to the report.

Deputy Mayor Free left the meeting at 11.20am during the above item and did not return.

9 Waka Kotahi NZ Transport Agency Update – June 2022 – Report 22.251[For Information]

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

Karakia whakamutunga

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 12pm.

Councillor A Staples

Chair

Date:

Regional Transport Committee
20 September 2022
Report 22.415



For Decision

WELLINGTON REGIONAL LEADERSHIP COMMITTEE AND REGIONAL TRANSPORT COMMITTEE JOINT WORKSHOP OUTCOMES

Te take mō te pūrongo

Purpose

1. The purpose of this report is to outline the background to the joint workshop held on 22 August 2022 and to provide next steps and recommendations.

He tūtohu

Recommendations

That the Committee:

1. **Agree** to continue to work with the Wellington Regional Leadership Committee through both the Future Development Strategy process and the Regional Land Transport planning process, to identify and agree the key projects, and their sequencing, that best support planned integrated urban development and transport in the region.

Te tāhū kōrero

Background

2. The Wellington Regional Leadership Committee (WLRC) is a Joint Committee established under the Local Government Act (LGA) with its membership consisting of representatives from local government, central government and iwi in the Wairarapa-Wellington-Horowhenua region. It also has an Independent Chair.
3. The Joint Committee has three interdependent spheres of responsibility: the Wellington Regional Growth Framework (WRGF), regional economic development, and regional economic recovery.
4. The Wellington Regional Transport Committee (RTC) comprises two persons who represent the Greater Wellington Regional Council, one person who represents each of the eight territorial authorities of the region and one person who represents the New Zealand Transport Agency, and one person who represents KiwiRail.
5. Horizons Regional Council also has a Regional Transport Committee with a similar makeup of members.

6. The RTCs promote the objectives of the Land Transport Management Act 2003 within the wider Wairarapa-Wellington-Horowhenua region, linking it to other regions of New Zealand and other transport systems.

Te tātaritanga

Analysis

Joint planning

7. A joint WRLC and RTC workshop was held on 22 August 2022 with a purpose of developing a joint understanding and undertaking a joint discussion on:
 - a The expected housing development activity in the next 30 years as outlined in the Wellington Regional Growth Framework;
 - b The current plans for transport in the region, ideal state for the transport network and current issues;
 - c How various transport projects inter-relate;
 - d Emissions reduction activity – at an Aotearoa New Zealand level and a regional level;
 - e The gaps to fully achieving the urban development activity, transport future and emissions reduction targets we want; and
 - f The potential consequences of the current state and not achieving the ideal state including consequences for emissions reduction.
8. Key points made about the current state of urban development, transport and emissions reduction in the Wairarapa-Wellington-Horowhenua region were:
 - a We understand and will continue to evolve our housing/spatial development areas through the region. Recent policy changes have the ability to make this both more and less certain – the uncertainty makes it harder to plan ahead for key infrastructure;
 - b Multiple transport projects have been identified which will maximise our urban development plans but:
 - i We are not as good as we could be at telling a regional story about the projects and their interdependencies with each other and land use; and
 - ii Multiple organisations are involved in the transport system and projects are outlined in a range of plans.
 - c Transport funding is a key challenge at all levels – nationally, regionally, project level;
 - d Emissions reduction requirements are now more prominent: a sizeable reduction in land transport emissions is required by 2035 and urban development can play a key role in this; and
 - e If we want to achieve our urban development, emissions reduction and transport objectives and targets, business as usual is not going to work.

Workshop sessions

9. Two group sessions were held during the workshop and key topics and themes from these sessions are outlined in the points below.
10. Responding to the question, ‘What do you see as the three most significant things regarding land use and transport?’, the most common themes of responses were:
 - a The need for clear joint direction and priorities, with funding certainty;
 - b Integrated planning and long-term thinking including responding to changing preferences;
 - c Investing early - before we need it rather than after when it might be too late, and proper;
 - d Making it easy for people to “do the right thing”. Note this was most often talked about in terms of the right thing for emissions reduction;
 - e Taking a “whole of life” view on urban developments and transport, not just for instance the build cost; and
 - f Understanding the implications of climate change on the urban development and transport in the region and the role emissions reduction can play in this.
11. A range of opportunities and barriers were identified and discussed, and these will be considered when working together on joint urban development and transport going forward.
12. We asked attendees to consider the question, “at your table, what do you see as the vision for joint up land use and transport in our region?”
13. Key themes of the responses included:
 - a Providing options for people, including walkable catchments;
 - b A future where communities see themselves in the solutions and plans;
 - c Sustainable living in communities with great connections between them;
 - d High quality, affordable, sustainable housing; and
 - e Accessible, sustainable, safe, affordable transport connections within communities.

Ngā hua ahumoni Financial implications

14. There are no financial implications from this paper.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

15. Iwi partners were in attendance at the workshop and spoke about the aspirations of their iwi organisations with regards to transport, urban development and emissions reduction.

16. More specific implications for Māori going forward are likely to be examined at the project level, for instance a specific housing development project with public transport links.

Ngā tikanga whakataua

Decision-making process

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

Te hiranga

Significance

18. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that the matters are of low significance given their administrative nature.

Te whakatūtakitaki

Engagement

19. No external engagement has been undertaken on this matter at this time.
20. Feedback from the WRLC Senior Staff Group at their meeting of 31 August 2022 has been incorporated into this report in particular refinement of the recommendation to the WRLC.
21. Feedback from the WRLC CEO Group on 9 September 2022 has been incorporated into this report in particular related to:
 - a Support from the WRLC CEO Group to the recommendation for the WRLC and this work;
 - b The need to ensure that the FDS process and Regional Land Transport Plan process are aligned, noting that the FDS will start from a region wide point of view and the Regional Land Transport Plan requires input at the local level; and
 - c Recognising that developing and agreeing a list of key projects and their sequencing that best support planned integrated urban development and transport in the region, will not be an easy process.

Ngā tūāoma e whai ake nei

Next steps

22. These were identified at the workshop as:
 - a Consistent alignment of urban development and transport work programmes, projects and funding through:
 - i The Future Development Strategy development and workshops being undertaken between now and through to mid-2023; and

- ii The development of the Regional Land Transport Plan. This includes the need to identify a future transport system vision by March 2023.
 - b Future joint workshops as needed;
 - c Development of a list of key projects that best support integrated land use and transport; and
 - d Confirmation of sign-off and approval processes.
23. To support a long-term vision, a number of short and medium term requirements were identified, and these will be taken into account in the next steps.

**Ngā kaiwaitohu
Signatories**

Writers	Emma Hope – Senior Strategic Advisor, Regional Transport Shan Lu – Principal Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy Kim Kelly – Programme Director, Wellington Regional Leadership Committee Secretariat

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The Regional Transport Committee is responsible under the LTMA s18CA for completing a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.</p> <p>Through both the Future Development Strategy process and the Regional Land Transport planning process, to identify and agree the key projects, and their sequencing, that best support planned integrated urban development and transport in the region.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Ongoing engagement with the Wellington Regional Growth Framework to enhance the integrated urban development and transport planning.</p>
<p><i>Internal consultation</i></p> <p>Engagement occurred with the members of the RTC Technical Advisory Group.</p> <p>The content of this paper has been discussed with the WRLC Senior Staff Group and the WRLC CEO Group.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no risks arising from this report.</p>

Regional Transport Committee
20 September 2022
Report 22.413



For Decision

PROPOSED TIMELINE AND APPROACH FOR THE REGIONAL SPEED MANAGEMENT PLAN 2024

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (the Committee) of the timeline and approach for the development of the Regional Speed Management Plan (RSMP) 2024.

He tūtohu

Recommendations

That the Committee:

1. **Notes** that this is the development of the first Regional Speed Management Plan since the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) was signed by the Minister of Transport in April 2022.
2. **Notes** the Wellington Regional Speed Management Plan 2024 is being developed in two parts:
 - a. Committee will agree to the regional strategic “front in” in December 2022; and
 - b. The territorial authorities will then use the regionally agreed approach to form their own speed management plans.
3. **Notes** that funding for implementation of the Wellington Regional Speed Management Plan 2024 is through the Regional Land Transport Plan (RLTP) process.
4. **Notes** that the RLTP programme development is required by the end of September 2023 and has been considered in the Wellington Regional Speed Management Plan timeline and approach.
5. **Agrees** the overall timeline and approach to development of the Wellington Regional Speed Management Plan 2024.

Te tāhū kōrero

Background

2. The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) was signed by the Minister of Transport in April 2022. The Rule seeks to remove the administrative burdens of the bylaw process for territorial authorities to set speed limits and create a

consistent approach across the network where speed management is considered alongside investment in safety infrastructure.

3. Waka Kotahi NZ Transport Agency (Waka Kotahi) is supporting the development of RSMPs and has released the Speed Management Guide (on 29 July 2022). We anticipate deadlines for the RSMP will be announced imminently.
4. Funding for implementation of the RSMP is sought through the National Land Transport Fund. The deadline to submit funding bids through the Regional Land Transport Plan (RLTP) process is September 2023.
5. A RSMP must set out objectives, policies and measures with a 10-year view, and explain how the plan is consistent with any Government road safety strategy and Government Policy Statement (GPS) signals. It also requires a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure. Note, safety cameras will be managed by Waka Kotahi.
6. The Rule requires Road Controlling Authorities (RCA) to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40 per cent of schools by 30 June 2024.

Te tātaritanga Analysis

7. Consideration of RLTP deadlines has been taken into consideration when developing the timelines and approach.
8. The Rule and accompanying Speed Management Guide is light on interpretation of the Rule for regional councils. This has made analysis of requirements and development of options challenging.
9. Under the Rule the Committee does not have any decision-making responsibilities in this process but acts as a facilitator for regional consistency.
10. The proposed timeline gives flexibility to the Region's territorial authorities who have considerable time pressures to produce a speed management plan in time for inclusion in the RLTP programme. It also allows territorial authorities to align consultations with existing work and avoid duplication of effort.
11. It is expected that more time will be available to prepare future plans and subsequently a different approach may be proposed at that time.

Timeline

12. To develop this timeline a series of workshops with the Committee's Technical Advisory Group have taken place. The proposed timeline has been agreed by officers.
13. Proposed timeline for the Wellington Regional Speed Management Plan 2024:
(Committee involvement in shaded rows).

Activity	Timing	Comments
Committee agree timeline and approach	September 2022	
Committee agree regional 'front-end'	December 2022	This includes (vision, principles,) objectives, policies and measures.
State highway interim plan complete	December 2022	
TA approves draft speed management plan for consultation	March 2023	As per TA council requirements and availability, allowing enough time for communications and promotion of consultation. TA confirms consistency with agreed regional front-end and boundary partners.
Consultation (by TAs)	March – June 2023	All promotion of consultation, consideration of submissions, hearings, and any changes made to the TA SMP is at the discretion of the respective TA. Greater Wellington may host TA consultation links on website to allow full regional view for public, in accordance with advice received by Waka Kotahi to meet S3.4 (6).
State highway SMP consultation	Mid-May – June 2023	As currently indicated by Waka Kotahi.
RLTP Programme submission deadline	September 2023	
TA Council adopts local SMP	October/November 2023	Timing is to the TAs discretion when conducting the full consultation as per internal processes and sign off requirements.
Committee confirms consistency ahead of regional plan submission to Director	December 2023	Some TAs may choose to certify earlier than this date.

Ngā hua ahumoni
Financial implications

14. There are no financial implications associated with this decision. Implementation funding is sought through the RLTP process.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

15. With all decisions and implementation undertaken by Road Controlling Authorities, some consideration of appropriate regional level engagement with mana whenua is required. Te Hunga Whiriwhiri is providing advice and support on appropriate ways to partner with mana whenua at a regional level.

Te hiranga
Significance

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

Te whakatūtakitaki
Engagement

17. Robust discussion has occurred with the region’s territorial authorities and Waka Kotahi (both as a road controlling authority and Regulator) to develop this timeline.

Ngā tūāoma e whai ake nei
Next steps

18. A workshop with the Committee follows this meeting to discuss current progress on the regional ‘front-end’.
19. Agreement by the Committee on the regional ‘front-end’ will be requested in the December 2022 meeting.

Ngā kaiwaitohu
Signatories

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Committee has a new responsibility to consolidate information from RCAs into a Regional Speed Management Plan and provide a forum to address regional or boundary consistency issues.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Developing Regional Speed Management Plans contributes to the RLTP 2021-24 target of 40% fewer deaths and serious injuries on our roads.
<i>Internal consultation</i> Internal engagement was not required at this stage as Greater Wellington is not a major road controlling authority in the region.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks with this report.

**Regional Transport Committee
20 September 2022
Report 2022.358**



For Information

WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021 MID-TERM REVIEW APPROACH

Te take mō te pūrongo Purpose

1. This report sets out early thinking on the proposed approach, process, and timeframes for the mid-term review of the Regional Land Transport Plan (RLTP) 2021 - 27.

Te horopaki Context

2. The RLTP is a statutory document that must be prepared every six years as required by the Land Transport Management Act 2003 (LTMA). The current Wellington RLTP was adopted in June 2021.
3. The Wellington RLTP 2021 comprises two key parts:
 - a The strategic framework, which is the longer-term policy framework of the RLTP, focusing on the 10 to 30-year outlook. This includes land transport objectives, policies, and measures, as required by the LTMA.
 - b The regional programme, which sets out a programme of proposed land transport activities over a six-year period, and a ten-year financial forecast.
4. The Regional Transport Committee (RTC) is responsible under the LTMA for the preparation of the Regional Land Transport Plan (RLTP) every six years and a review of that plan during the six-month period immediately before the expiry of the third year of the plan.
5. In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.
6. The three-year review of the Wellington RLTP 2021 (the Review) is due to be completed by 30 April 2024.

**Te tātaritanga
Analysis**

Guidance on scope of the RLTP mid-term review

7. As the process for the three-year review of RLTPs is not prescribed under the LTMA, there is no guidance provided by the Act as to the scale or scope of the review. Officer’s early thinking has been informed by the following considerations:
 - a The strategic policy framework of the RLTP has a long-term outlook (10 – 30 years), which is well aligned with the enduring national direction – the Ministry of Transport’s outcomes Framework. Therefore, it should have some longevity. A full review of the long-term policy framework just two years after adoption would seem inconsistent with this purpose.
 - b The 2013 amendments to the LTMA, in relation to the planning and funding framework, sought to reduce the prescription and duplication of consultation in relation to transport planning and funding.
 - c The LTMA describes a review being completed during the six-month period immediately before the expiry of the third year of the plan. This short timeframe will also limit the scope of the review.
 - d The main value of the mid-term review is in ensuring activities and projects in the second three-year period of the six-year programme are updated as needed to accurately feed into the National Land Transport Plan (NLTP) consideration.
8. Transport Special Interest Group (TSIG) in partnership with Waka Kotahi NZ transport Agency has provided some guidance on the RLTP mid-term review. The current RLTP 2021 remains well aligned with the guidance and is positioned well against emerging areas of focus, including climate change.
9. The guidance states that the size and scale of the review and the process to be used is up to individual regional transport committees to decide within the prescribed form and content of the RLTP, including timelines to be met to enable development of the NLTP.

Proposed approach

10. Officers propose a three-step approach for the RLTP 2021 mid-term review. The table below provides an initial overview of each step. It also sets out some further guidance around the considerations and methods.

Steps	Considerations	Methods
<p>STEP 1: Strategic direction and policy scan</p> <p>Check whether the 30-year strategic framework, vision, and strategic objectives described in the current RLTP are still valid.</p>	<ul style="list-style-type: none"> • Confirm vision, objectives, policies remain fit for purpose – high level check • Identify any new or emerging issues, policy direction and investment signals that should be highlighted and considered – focused check 	Workshops

	<ul style="list-style-type: none"> • Articulate what the future transport network looks like under the vision and updated context above 	
<p>STEP 2: 10- year ‘Transport Investment Priorities’ review</p> <p>Check whether headline targets and priorities within the plan are still enduring to guide and deliver the long-term system outcomes.</p>	<ul style="list-style-type: none"> • Consider any changes to the priorities and targets based on step 1 above. 	Workshops and scenario planning
<p>STEP 3: Programme update</p> <p>Check that the programme of activities included in the plan is up to date and ideally prioritised in a way that reflects the region’s priority objectives.</p>	<ul style="list-style-type: none"> • Review the progress made in the three-year period in terms of our work programme • Identify any new activities to be added to the RLTP • Update the programme based on revised local transport programmes from approved organisations. • Regional programme updated in Transport Investment Online¹ 	Progress review Workshops

Anticipated changes to RLTP

11. At this stage, it is premature to predict what changes may be needed to the RLTP 2021 as part of the mid-term review.
12. Minor updates to the strategic policy front end could either be made through the mid-term review, if more significant, as part of the next RLTP development. Again, this will be determined as we move through the review process.
13. While it is unlikely that there will have been significant changes in the overall strategic context affecting the region’s transport network over the short period of two years since the plan was adopted, the following areas will need to be considered in the review:

Land use, urban development, and transport integration

14. The RTC endorsed the integration of regional land transport planning with regional spatial planning through the Wellington Regional Growth Framework for the mid-term review on 14 June 2022 (Refer Report 2022.254). Officers will take this into account while planning the review.

¹ Transport Investment Online (TIO) is Waka Kotahi NZ Transport Agency’s online project information system and a record of investment decisions made in the National Land Transport Programme (NLTP)

15. A joint WRLC and RTC workshop held on 22 August 2022 agreed to continue to work with the Regional Transport Committee/s through both the Future Development Strategy process and the Regional Land Transport planning process to identify and agree the key projects that best support integrated urban development and transport in the region (Refer Report 22.415).
16. The development of the Future Development Strategy will require a more pro-active approach in the development of the RLTP Review and 2024 Long-Term Plans. Officers will provide advice as the FDS is developed.

Emission reduction

17. Some changes or updates could be required to the emission element within the RLTP due to the Emission Reduction Plan and VKT Reduction plans. This will be clearer around early 2023.

Road to Zero (Speed management plans)

18. The Land Transport Rule: Setting of Speed Limits 2022 seeks to remove the administrative burdens of the bylaw process for territorial authorities to set speed limits and create a consistent approach across the network where speed management is considered alongside investment in safety infrastructure. The new Rule requires development of a Regional Speed Management Plan. (Refer Report 22.413).
19. Funding for implementation is sought through the RLTP/NLTP process. The deadline for submission to the RLTP programme development is September 2023. This has been considered in timeline development.
20. Change is most likely to be to the RLTP programme in years 3-6 (2024-27) as this is where specific transport projects, and their associated timing and funding, may have progressed or changed. An update to the ten-year forecast will also be part of the programme changes.

Process and Timeframes

21. The review must be completed, and changes submitted to the Waka Kotahi by April 2024. This allows Waka Kotahi NZ Transport Agency to consider the regional programme as it develops the NLTP 2024 – 27.
22. Working back from this April 2024 date, the six-month review period signalled in the LTMA would commence November 2023. The review will need to start well before this to ensure that even a relatively minor review can be completed by April 2024.
23. The key indicative timeframes for RTC input summarised below, taking into account key central government dates:

RTC meetings (dates to be determined)	RLTP review aspect
March 2023	<ul style="list-style-type: none"> • Agree the scope/approach/timeline of the review • Consider proposed key areas of the review

RTC meetings (dates to be determined)	RLTP review aspect
June 2023	<ul style="list-style-type: none"> Consider results of emerging issues and strategic context update
September 2023	<ul style="list-style-type: none"> Consider 'progress to date' analysis and indicative draft activities for years 3-6 of RLTP
November 2023	<ul style="list-style-type: none"> Agree final draft regional programme for years 3-6 of RLTP Agree priority of 'significant' projects (if needed) Consider 'significance' of any changes to the RLTP and need for consultation
March 2024	<ul style="list-style-type: none"> Consider feedback from consultation (if needed) Agree final changes to activities in the regional programme following council LTP and Waka Kotahi moderation processes Agree final regional programme for years 3-6 (this could be in the form of a simple RLTP 'variation') Agree, if required, any other changes to the overall RLTP
April 2024	<ul style="list-style-type: none"> RLTP adopted and submitted to Waka Kotahi New Zealand Transport Agency

Engagement

24. A regional officer Technical Advisory Group comprised of representatives from all the territorial authorities in the region, Greater Wellington Regional Council, Waka Kotahi and Kiwirail will assist with the RLTP review over the next 18 months. This will ensure the stakeholders on the RTC are represented and involved at the officer level in the review process. The Technical Advisory Group met on 6 September 2022 to consider the approach to the RLTP review set out in this report.
25. Regional officers also intend to plan an engagement process to ensure that perspectives are included from a diverse range of targeted and special interest groups, such as AA and education providers. The necessary groups will be identified as part of the desktop review process of the RLTP policy and scope.
26. The review process will be guided by Greater Wellington's Te Hunga Whiriwhiri group to ensure mana whenua groups have been given an opportunity to meaningfully engage in the process.
27. Full public engagement on the RLTP review will only be required if any changes made to the plan are considered to be significant. The RLTP significance policy will guide this decision. The review process currently includes a provisional period for public engagement should the need eventuate as our understanding develops about the likely nature of any changes resulting from the review.

Ngā hua ahumoni
Financial implications

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

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

29. Sections 18G and 18H of the LTMA outline requirements for authorised organisations to consult with Māori and seek Māori contribution to decision making. The review will work with Greater Wellington’s Te Hunga Whiriwhiri group to engage with mana whenua groups.

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

30. The Emissions Reduction Plan lays out specific targets and plans for reducing transport-related Greenhouse Gas Emissions. The RTC through the Regional Land Transport Plan mid-term review will position regional policies and investments to give effect to the ERP.

Ngā tūāoma e whai ake nei
Next steps

- 31. Officers will speak to the presentation contained in Attachment 1 at this Committee meeting.
- 32. Officers will commence more detailed planning for the review in early 2023 and will report regularly to RTC at key stages as set out in the indicative timings table in section 17 of this report.

Ngā āpitihanga
Attachment

Number	Title
1	Wellington RLTP 2021 mid-term review approach presentation

Ngā kaiwaitohu
Signatories

Writers	Shan Lu – Principal Strategic Advisor – Regional Transport
Approvers	Grant Fletcher – Manager Regional Transport Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Regional Transport Committee is responsible under the LTMA s18CA for completing a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The draft timeline in this report has taken account to the Long Term Plan draft timetable. Ongoing engagement with the Wellington Regional Growth Framework to enhance the integrated urban development and transport planning.
<i>Internal consultation</i> Engagement occurred with the members of the RTC Technical Advisory Group.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks arising from this report.

Wellington RLTP 2021 mid-term review approach

RTC 20 Sep 2022

Purpose

Attachment 1 to Report 22.358

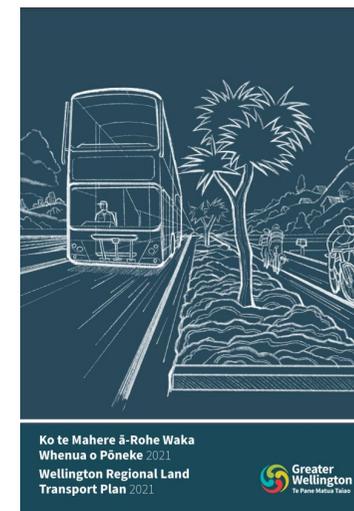
To inform RTC and seek feedback on early thinking for the mid-term review of the Regional Land Transport Plan (RLTP) 2021

- Approach
- Process & Timeframes
- Anticipated changes

Background

Attachment 1 to Report 22.358

- RLTP is a statutory document (LTMA) that RTC must **prepare every 6 years** and **review every 3 years** focused on the 'Programme' section.
- The current RLTP was developed in 2021.
- The review process is due to be completed by April 2024.



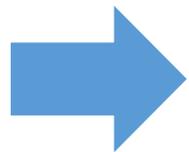
LTMA - 18CA Review of regional land transport plans

- (1) A regional transport committee must complete a review of the regional land transport plan **during the 6-month period** immediately before the expiry of the third year of the plan.
- (2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.

Current RLTP 2021

Attachment 1 to Report 22.358

- Our long-term strategic framework aligns with the MoT Outcome framework
- Current RLTP 2021 well aligned with the TSIG and Waka Kotahi guidance for RLTPs
- Positioned well in the emerging areas of focus e.g. climate change



2024 is a mid-term review process only

- **Focus is to update the Programme of activities for funding**
- **Also an opportunity to identify emerging issues and update context that will shape/influence our investment priorities and packages of activities in the Programme**

RLTP 2021 mid-term review approach

Attachment 1 to Report 22.358

Strategic direction and policy scan

Check whether the 30-year strategic framework, vision, and strategic objectives described in the current RLTP are still valid.



10 year 'Transport Investment Priorities' review

Check whether headline targets and priorities, within the plan are still enduring to guide and deliver the long-term system outcomes.
(Scenario planning)



Programme update

Check that the programme of activities included in the plan is up to date and ideally prioritised in a way that reflects the region's priority objectives.

Level of effort

Attachment 1 to Report 22.358

Ministry of Transport's Outcomes Framework

Outcome 1
Inclusive access

Outcome 2
Healthy and safe people

Outcome 3
Environmental sustainability

Outcome 4
Resilience and security

Outcome 5
Economic prosperity

Thirty-year vision

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

Thirty-year strategic objectives

People in the Wellington Region have access to good, affordable travel choices

Transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy

People can move around the Wellington Region safely

The impact of transport and travel on the environment is minimised

Journeys to, from and within the Wellington Region are connected, resilient and reliable

(30 – year)

Ten-year headline targets

Safety
40 percent reduction in deaths and serious injuries on our roads by 2030

Carbon emissions
35 percent reduction in transport-generated carbon emissions by 2030

Mode share
40 percent increase in active travel and public transport mode share by 2030

Mid to High – Scenarios

- Headline targets
- Priorities

Ten-year transport investment priorities

Public transport capacity
Building capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand
Weighting **40**

Travel choice
Make walking, cycling and public transport a safe, sustainable and attractive option for more trips throughout the region
Weighting **20**

Strategic access
Improve access to key regional destinations, such as ports, airports and hospitals for people and freight
Weighting **15**

Safety
Improve safety, particularly at high-risk intersections and on high-risk rural and urban roads
Weighting **15**

Resilience
Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system
Weighting **10**

(10 – year)

Priority improvement activities 2021–24

- Improve long-distance rail services
- Additional metro rolling stock
- Rail capacity step-change
- Let's Get Wellington Moving

- National ticketing system
- Let's Get Wellington Moving
- Eastern Porirua Regeneration
- Te Ara Tupua

- Resilient port and multi-user ferry terminal services

- Wellington state highway Road to Zero programme

- Wellington Region resilience programme

High – Focus

- Programme activities

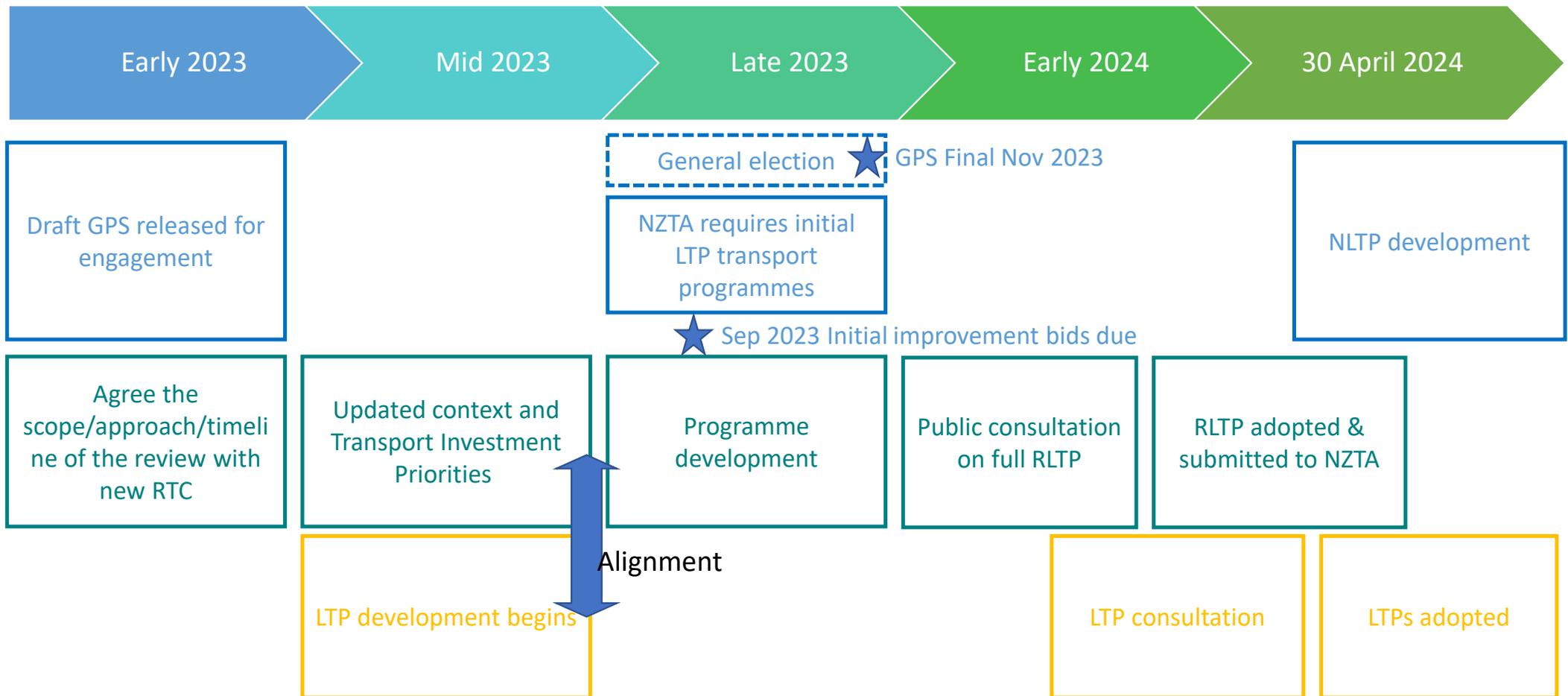
Ongoing stewardship of the transport system

- Committed activities
- Maintenance and operations
- Low-cost, low-risk programmes

- Public transport programmes
- Transport planning activities
- Road safety promotion and travel demand management programmes

(3-6 year)

Indictive RLTP 2021 mid-term review timeline



Engagement approach

Attachment 1 to Report 22.358

- Public consultation?
- Targeted groups
- Iwi engagement
- Technical advisory group (TAG)

Anticipated changes to RLTP

Attachment 1 to Report 22.358

- Unlikely significant changes in the overall strategic context over the short period
- Won't rule this out until finish the desktop review of vision, objectives and policies
- Some of the emerging areas of focus to be considered
 - Land use, urban development and transport integration (NPS - UD, FDS and link to RLTP)
 - Emissions Reduction Plan - VKT plans, Adaptation plan
 - The new Speed Management Rule - Regional Speed Management Plans

Uncertainties

Attachment 1 to Report 22.358

- Central government election result and GPS 2024 direction
- Freight (Emission Reduction, supply chain, land use)
- Funding – NLTF under pressure; other funding e.g. CERF
- Impact of large programme decisions – e.g. Rail package, LGWM

**Regional Transport Committee
20 September 2022
Report 22.416**



For Information

PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN PROGRAMME OF ACTIVITIES 2021-24 (JANUARY TO JUNE 2022)

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on the progress, for the period January to June 2022, of the significant and committed activities in the Wellington Regional Land Transport Plan Programme 2021-24.

Te tāhū kōrero

Background

2. The Wellington Regional Land Transport Plan 2021 (RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). It sets out the policy framework for development of the region's transport network over the next 10 to 30 years. The Wellington RLTP Programme 2021-24 contains all the land transport activities proposed to be undertaken in that period, and the regional priority of significant activities¹.
3. The activities in the RLTP are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and 'approved organisations' under the Act. These include the eight territorial authorities, Department of Conservation, KiwiRail and the Greater Wellington Regional Council.

Monitoring requirements

4. The RLTP requires an annual monitoring report on progress against the regional outcomes and targets. The Technical Advisory Group has also agreed to provide half yearly progress reporting to the Committee on the status of significant projects and other projects of regional interest.
5. This report provides an update for the second six-month period of the Wellington RLTP Programme 2021-24, 1 January to 30 June 2022.
6. [Attachments 1 and 2](#) provide updates on the large new projects included and prioritised in the Wellington RLTP Programme 2021-24 and the committed activities carried over from the Wellington RLTP Programme 2018-21.

Variations to the RLTP

7. No variations have been made to the RLTP 2021 between January and June 2022.

¹ Transport projects or programmes with a cost of over \$2 million.

Te tātaritanga Analysis

Key events

8. Over the six months between January to June 2022, key events included:

Let's Get Wellington Moving

9. A decision was announced in June 2022 on a preferred programme option for the Transformation Programme (Mass Rapid Transit and State Highway Improvements). The preferred programme option report concluded that Option 1 (Light Rail Transit (LRT) from Wellington Station to Island Bay, enhanced bus from Kent / Cambridge Terrace to Miramar and the Airport, a new Mt Victoria Tunnel and grade separated Basin Reserve) is the best performing Transformation Programme option under an intensified land use scenario against the LGWM Programme objectives. Bus Rapid Transit (BRT) modes will continue to be investigated in the next stage (Detailed Business Case) as a contingency.
10. Public engagement commenced on Golden Mile detailed design in July 2022. Construction is expected to begin in the second quarter of 2023.
11. The LGWM Single Stage Business Case for improvements of Thorndon Quay/Hutt Road was approved in March. Construction on Thorndon Quay/Hutt Road is on track to commence in 2023 with related improvements on Aotea Quay set to commence in late 2022.
12. The City Streets Indicative Business Case was approved by all three partners in late 2021. The business case defined and prioritised a number of public transport (bus), and active mode interventions for further development and delivery. A business case focusing on delivering 83 targeted improvements was approved by Councils in May 2022 and these improvements are scheduled to begin in early 2023. A further nine business cases focused on broader corridor level improvements have commenced with four of these at the point of identification of short list technical options.

Rail

13. Increasing engagement with Ministry of Transport officials, and with the Minister of Transport and Minister of Finance on longer-distance rolling stock and service improvement.
14. The Lower North Island Rail Integrated Mobility Detailed Business Case has been completed and formally submitted to Waka Kotahi and Ministry of Transport. Following consideration by Waka Kotahi's Board on 16 December 2021, Waka Kotahi Board agreed to fund its portion of the investment. General feedback has been overwhelmingly positive for the quality of the business case. While Waka Kotahi has agreed to fund 51 percent of this project, it will not be feasible without at least 90 percent funding. Our Budget 2022 bid was unfortunately unsuccessful. We have, however, been asked to re-submit our bid into Budget 2023. Officers are continuing to work with the Ministry of Transport, Waka Kotahi, and the Ministers of Transport and Finance in the lead up to Budget 2023.

15. Cost increases are placing pressure on rail infrastructure and resilience projects. A programme management approach is now in place and funding and scope options are being considered.

State Highways

16. Te Ara Tupua Alliance (Petone-Ngauranga walking and cycling route) has been established, project funding has been approved, and design refinement is being undertaken. Construction is due to start early 2023.
17. Safety improvements have been approved on SH2 Remutaka to proceed to detailed design, and SH2 Hutt Valley to progress on detailed design for Stage 1.
18. The Programme Business Case is yet to start on the SH1 and SH2 Petone to Grenada link road and improving east-west access. With the change in strategic direction, such as the Emissions Reduction Plan, Waka Kotahi will look at the strategic case only before reassessing next steps.
19. Transmission Gully has opened and is now in post-construction phase.

Public Transport

20. Implementation of the National Ticketing System has been delayed at a national level. However, an interim Snapper solution is being rolled out region wide. The Kāpiti line will have Snapper by early November, and Hutt Valley, Melling and Wairarapa by late November. This will not include integrated ticketing at this stage which is expected through the National Ticketing Solution.
21. The Porirua bus hub improvements were not funded through the NLTP. Discussions continue with Waka Kotahi regarding alternative funding sources, with an application going through the Transport Choice Package process. Design continues for quick construction once funding is secured.
22. Phase one, a concept study, of Transit Oriented Development at Waterloo station is complete, linking in with Riverlink and other CBD works. A feasibility study and sourcing of funding and investment will be considered in phase two.
23. Government half price fares continue until 31 January 2023. Community Connect concession, which provides a 50 percent discount for Community Services Card holders will commence on 1 February 2023.
24. Greater Wellington consulted on Future Fare Initiatives; over 1,000 submissions were received. New initiatives will be implemented from 23/24.
25. The new Airport service commenced operation on 1 July 2022. The service operates as Unit 20 and is known as 'AX'. The Airport Service is a targeted express service that provides direct access between Wellington Railway Station and Wellington Airport from 4.50am to 10.30pm, 7 days a week. The Airport Services is currently fully funded by GWRC.

Other events

26. Riverlink - Planning for Beltway connection to the CBD and Riverlink connections is underway. The optimisation business case is about to start.

27. Eastern Porirua Regeneration project - programme business case being led by Kainga Ora is currently underway, due for completion December 2022.
28. Access Kenepuru stage one is complete. The project faces cost escalation, including property costs. Stage three has been brought forward based on additional Infrastructure Accelerated Funding. 10 of the 21 improvement projects have been delivered under the Low Cost, Low Risk programme.
29. The Multi-User Ferry Precinct Steering Committee has agreed to put the business case on hold until three key issues are more certain: KiwiRail's Single User Terminal design, Resource Management Act changes (which will impact on consenting approach), and LGWM - preferred programme development.

Emerging issues and opportunities

30. Supply issues, increasing costs, and uncertainty around funding remain key challenges for the region.
31. The Emissions Reduction Plan was released in May. Four targets have been set for the nation, and initiatives outlined to achieve these. A major undertaking will be the development of Vehicle Kilometres Travelled (VKT) Reduction Plans for Tier 1 and Tier 2 councils. Further updates to follow in the coming months.
32. Reshaping Streets: The Minister of Transport is proposing changes to legislation to make it easier for territorial authorities to make changes that support public transport, active travel and placemaking. A consultation is currently underway.

Regional Speed Management Plan 2021-24

33. The Land Transport Rule: Setting of Speed Limits 2022 is now live. The intent of the Rule is to form a network and region-wide approach to speed management, looking at both speed limits and infrastructure together. Refer to Report 22.413 – Proposed timeline and approach for the Regional Speed Management Plan 2024 - for recent developments.

Regional Land Transport Plan Monitoring Improvement Update

34. Developments continue in the Wellington Transport Analytics Unit on improved monitoring and reporting of the RLTP. This is a three-phased process through to mid-2023, with phase two completion due by December 2022.
35. Historically, monitoring has been undertaken annually at an aggregate, regional level. The new tool will draw on a continuous stream of data in near real-time to provide more granular insights at a local and regional level around public transport patronage, public transport travel times, cycle volumes, crash statistics and transport generated carbon emissions.

Ngā tūāoma e whai ake nei

Next steps

36. The next six-monthly report on the Wellington RLTP Programme 2021-24, for the period 1 July to 31 December 2022, will be presented to the Committee's first meeting in 2023.

Ngā āpitihanga
Attachments

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

Ngā kaiwaitohu
Signatories

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

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

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

Programme Name	Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) (\$m)	Current stage	Overall	Time	Scope	Cost	Note
Improve long distance rail services	End-of-Life rail signal system replacement	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.	KiwiRail	Public transport infrastructure	Planned - Significant - 1	21-31	91.35	Detailed business case	Green	Green	Green	Green	Completion and sign-off of the Indicative Business Case took longer than expected which has delayed the start of the Detailed Business Case. We are working through the implications of this delay on the overall programme.
	Manawatu and Wairarapa line fleet renewal and service increase	Ageing and inefficient Manawatu and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 1	21-28	489.34	Implementation	Amber	Green	Green	Green	Increasing engagement with MoT officials, and with Minister of Transport and Minister of Finance.
	Additional network capacity improvements	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).	KiwiRail	Public transport infrastructure	Planned - Significant - 1	21-24	1.00	Indicative business case	Green	Green	Green	Green	Brought forward into year one of the RLTP/RNIP. Funding approved by the Minister January 2022 and business case now underway.
	National ticketing system	The Wellington Region's implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 2	16-23	44.32	Implementation	Green	Green	Green	Green	Implementation has been delayed at a national level however an interim Snapper solution will ensure contactless ticketing options are available to Wellington rail customers
	Additional metro (electrified) rolling stock to meet future capacity requirements	Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 3	21-24	78.45	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case is in the process of being formally submitted. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted. The funding decision of the more urgent Longer Distance Rolling Stock, is also more critical
	Rail capacity step change (10-minute timetable)	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.	Greater Wellington, KiwiRail	Public Transport Infrastructure	Planned - Significant - 4	21-24	85.42	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case is in the process of being formally submitted. WMUP 7 Network Capacity Study is currently underway, and will provide key option analysis for this Indicative Business Case. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted, and until WMUP 7 is largely completed
Let's Get Wellington Moving early delivery	Let's Get Wellington Moving early delivery – Golden Mile	A project to make it better for people walking and on bikes, and give buses more priority from Lambton Quay to Courtenay Place.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 5	21-24	87.68	Pre-implementation	Amber	Amber	Green	Amber	
	Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.	Waka Kotahi	Road to Zero, Walking and cycling	Planned - Significant - 5	19-21	5.21	Implementation	Amber	Amber	Green	Amber	
	Let's Get Wellington Moving early delivery – Hutt Road and Thomson Quay	Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thomson Quay and Hutt Road.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 5	19-23	55.30*	Implementation	Amber	Amber	Green	Amber	
Let's Get Wellington Moving	Let's Get Wellington Moving managing travel demand	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes and investigating changes to parking charges.	Waka Kotahi	State highway improvements Walking & cycling	Planned - Significant - 6	21-26	37.14	Detailed business case	Red	Red	Green	Green	
	Let's Get Wellington Moving mass rapid transit	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.	Waka Kotahi	Public transport infrastructure	Planned - Significant - 6	19-35	630.21	Detailed business case	Red	Red	Amber	Green	
	Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports livability and urban outcomes.	Waka Kotahi	Walking and cycling, Public transport infrastructure	Planned - Significant - 6	19-30	246.73	Implementation	Amber	Amber	Green	Green	
	Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)	Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.	Waka Kotahi	State highway improvements	Planned - Significant - 6	21-31	376.89	Detailed business case	Red	Red	Amber	Green	
	Resilient port and multi-user ferry terminal access	Improvements to achieve increase regional resilience and improve freight, passenger access and connectors as part of changes to the port and ferry terminal location and layout.	Waka Kotahi	State highway improvements	Planned - Significant - 7	21-26	160.00	Indicative business case	Red	Red	Green	Green	This business case has been put on hold, as agreed by the Multi-User Ferry Precinct Steering Committee, until three key issues are more certain: - KiwiRail's Single User Terminal design - Resource Management Act changes (which will impact on consenting approach) - LGWM - preferred programme development
	Road to Zero LCLR speed management	Reductions of speed limits to a safe and appropriate speed.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-31	2.83	Business case	Amber	Amber	Green	Green	

Wellington State Highway Road to Zero Programme	Road to Zero LCLR infrastructure	A programme of minor safety infrastructure improvements.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-31	5.19	Business case	Green	Green	Green	Green	
	SH2 Remutaka	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-23	28.36	Implementation	Green	Green	Green	Green	
	SH2 Hut Valley	Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-30	16.16	Implementation	Amber	Amber	Green	Green	
	SH2 Masterton to Carterton corridor improvements, Norfolk Road and Ngaumatawa Road	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations. A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection. A Urban roundabout standard safety intervention at the SH2 and Ngaumatawa Road intersection.	Waka Kotahi	Road to Zero	Planned - Significant - 8	21-23	26.15	Implementation	Green	Green	Green	Green	
Eastern Porirua Regeneration	Eastern Porirua Regeneration project	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kainga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of layouts to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	Porirua City Council	Local roads improvements, Walking and cycling	Planned - Significant - 9	21-31	69.92	Programme business case	Green	Green	Green	Green	Programme business case being led by Kainga Ora is currently underway, due to be completed Dec 2022.
	Porirua bus hub improvements	Improvements to address health and safety, security concerns and accessibility challenges.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 9	21-24	5.77	Implementation	Red	Red	Red	Red	We are going through the application process for the Transport Choices Package. In the interim we will be developing the design to the point that if we are successful we can move to construction quickly. If we are not successful we will submit in the next LTP round
	SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.	Waka Kotahi	State highway improvements	Planned - Significant - 9	23-27	31.00	Single-stage business case	Green	Green	Green	Green	*Start year outside 2021-24 NLTP
	New charging and layover areas for electric vehicle fleet	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 10	23-24	4.31	Single-stage business case	Amber	Amber	Green	Green	The POE is complete. We now have to identify the land. Memo has been drafted to go to SLT. The land issue is at risk of delaying the project.
	Riverlink improvements	Local road improvements and a new cycle and pedestrian bridge between the Lower Hut CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.	Hutt City Council	Walking and cycling, Local roads improvements	Planned - Significant - 11	21-30	47.09	Single-stage business case	Green	Green	Green	Green	Planning for Bellway connection to CBD and Riverlink connections underway. Optimisation business case about to start.
	Access Kenepepu	A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepepu Landing.	Porirua City Council	Local roads improvements, Walking and cycling	Planned - Significant - 12	21-24	25.61	Implementation	Amber	Amber	Amber	Red	Project facing cost escalation, including property costs. Stage 3 has been brought forward based on additional Infrastructure Accelerated Funding. Ten (10) of the 21 projects that comprise the Access Kenepepu programme have been delivered.
	Paraparamu Town Centre Connections – single-stage business case and east-west link	Paraparamu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparamu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.	Kāpiti Coast District Council	Local roads improvements	Planned - Significant - 13	21-24	24.88	Single-stage business case	Amber	Amber	Amber	Amber	Funding approved by NZTA is \$500,000 for business case only. Pre implementation and implementation funding is identified as probable. Some minor delays with access to the property, which has been resolved. Geotech studies have commenced with CPT and core drilling commenced on the week of 7 March.

Paraparaumu Town Centre Connections	Paraparaumu Town Centre Connections – accessibility improvements	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.	Kāpiti Coast District Council	Local roads improvements	Planned - Significant -13	22-25	5.92	Single-stage business case	Green	Amber	Green	Green	P15 (Transport Hub) construction planned to commence end of April 2022
	Real-time information systems replacement	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 14	21-30	24.13	Implementation	Green	Amber	Green	Green	RFP Released to public in July 2022. Implementation delayed to Jan 23 due to delay in approval of business case.
	Cross Valley Connections	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wanamona Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.	Hutt City Council	Local roads improvements	Planned - Significant - 15	21-31	27.70	Single-stage business case	Green	Green	Green	Green	Phase 1 design for active mode improvements due to start in May. Phase 1 items have been reported including The Esplanade Optimisation, Woburn and Hutt Rd to CBD Connection, Bus Priority, and Train Station accessibility. We will be looking to bring forward design of the Gracefield Interchange and new link road into the next RLTP
Wellington Region Resilience Programme	SH1 and SH2 improved regional east-west access	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Glenfield) and SH2 (Pirion) in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.	Waka Kotahi	State highway improvements	Planned - Significant - 16	21-34	54.00	Indicative business case	Red	Red	Red	Amber	This PBC is yet to start. Given the change in strategic context, with the Emissions Reduction Plan and other national policy, Waka Kotahi is planning work to look at the strategic case only. Then will reassess next steps.
	Chaytor Street retaining walls earthquake strengthening	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Wellington City Council	Local road improvements	Planned - Significant - 16	21-22	7.00	Implementation	Red	Red	Green	Red	NLTP Unfunded
	Road resilience improvement – Grosvenor Terrace (RW237 and RW243)	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadeston route resilience improvement of a key emergency lifelines route.	Wellington City Council	Local road improvements	Planned - Significant - 16	21-24	5.25	Implementation	Red	Red	Green	Red	NLTP Unfunded
	Eastern Hutt Road retaining wall strengthening project	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.	Hutt City Council	Local roads improvements	Planned - Significant - 16	21-23	5.00	Single-stage business case	Red	Red	Red	Red	This wasn't funded by Waka Kotahi. Hutt City will be progressing with a business case for the whole Eastern Hutt Rd corridor given its critically. Funding will be sought in the next RLTP
	SH1 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.	Waka Kotahi	State highway improvements	Planned - Significant - 16	22-24	21.58	Detailed business case	Red	Red	Green	Red	NLTP Unfunded
	SH2 resilience – Ngauranga to SH58	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.	Waka Kotahi	State highway improvements	Planned - Significant - 16	22-23	25.21	Detailed business case	Red	Red	Green	Red	NLTP Unfunded
	Matakona Road improvements resilience project	Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.	Masteron District Council	Local roads improvements	Planned - Significant - 16	21-24	10.20	Single-stage business case	Green	Green	Green	Green	Single Stage business case underway, Programme on track to baseline
Electric vehicle bus fleet 1	Electric vehicle bus fleet 1 - Electric vehicle growth buses	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 17	21-24	31.47	Single-stage business case	Amber	Amber	Green	Green	Delayed implementation due to COVID impact on patronage, reduce the need for growth buses. COVID is also delay the delivery of the buses.
	Waterloo Station - end-of-life replacement	Replace ageing and unsafe building infrastructure at Waterloo Station	Greater Wellington	Public Transport Infrastructure	Planned - Significant - 18	23-27	15.25	Detailed business case	Green	Green	Green	Green	High level concept Waterloo Precinct study has been undertaken to gain political support. Further studies / investigations to commence in 2022/23 in preparation for a business case to be prepared.
	Level crossing safety upgrades	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.	Greater Wellington	Public transport infrastructure, Local roads improvements	Planned - Significant - 19	21-24	51.39	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case is in the process of being formally submitted. WMUP 7 Network Capacity Study is currently underway, and will provide key option analysis for this Indicative Business Case. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted, and until WMUP 7 is largely completed
	East corridor – Evans Bay stage 2	Create a protected bike lane linking recently upgraded sections of cycleways.	Wellington City Council	Walking and cycling	Planned - Significant - 20	21-23	5.00	DBC / Pre-implementation	Green	Green	Green	Green	Pre-implementation funding approved
	Tapou Horo Nuku Eastern Bays shared path	Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting sewalls providing the road and underground services with increased protection from the effects of climate change.	Hutt City Council	Walking and cycling	Planned - Significant -21	21-27	14.50	Implementation	Amber	Green	Amber	Red	First two bays (of 6) have been redesigned. Construction due to commence in May/June 2022. Cost increases due to redesign, and increased labour and materials costs due to covid. Additional funding will be sought.
	Speed management programme (Wellington City)	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Wellington City Council	Road to Zero	Planned - Significant - 22	22-24	8.00	Single-stage business case	Green	Green	Green	Green	Dependent on new Rule and NLTP approval.

Rail infrastructure resilience upgrades	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	Greater Wellington	Public transport infrastructure	Planned - Significant - 23	21-24	45.39	Indicative business case	Green	Amber	Green	Green	Wellington Rail Programme Business Case is in the process of being formally submitted. WMUP 7 Network Capacity Study is currently underway, and will provide key option analysis for this Indicative Business Case. Have delayed start of this Indicative Business Case until this Programme Business Case was submitted, and until WMUP 7 is largely completed
Newtown – Behampore cycleways	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Wellington City Council	Walking and cycling improvements	Planned - Significant - 24	21-27	24.80	Implementation	Amber	Amber	Amber	Amber	Will be a LGWM responsibility. Timeframe is not clear as it's subject to the MRT decision.
Porirua CBD to Titahi Bay shared path	Construct a shared cycling and pedestrian pathway, improve coastal resilience improvements, and restore more natural harbour margin, enhancing landscape, natural character and ecological values along Titahi Bay Road.	Porirua City Council	Walking and cycling	Planned - Significant - 25	21-23	10.62 16.4	Implementation	Red	Red	Green	Red	Historical land ownership issues have been identified on Titahi Bay Road. This has required a change to the consenting strategy, with resource consent for coastal resilience improvements to be sought with resource consent for the shared pathway to be sought once the matter of land ownership is resolved. Pre-implementation is delayed and will now be completed by end of 2023/24 with implementation now scheduled within the NLT 2024-27 funding period. The total estimated cost is now \$16.4m.
Tawa to Johnsonville Connection cycleway	Create protected bike lanes on regionally significant routes.	Wellington City Council	Walking and cycling	Planned - Significant - 26	23-24	12.36	Indicative business case	Red	Red	Red	Red	NLTP Unfunded
Ferguson Drive arterial link improvements	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	Upper Hutt City Council	Local road improvements	Planned - Significant - 27	21-29	11.47	Single-stage business case	Green	Green	Green	Green	NLTP Probable funding
Wellington Regional Hospital travel demand management initiative	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor).	Greater Wellington	Public transport services	Planned - Significant - 28	21-30	5.44	Implementation	Amber	Amber	Amber	Green	Capital & Coast DHB became Te Whata Ora - Health NZ Capital, Coast and Hutt Valley on 1 July 2022. The programme charter was signed by GW and Te Whata Ora - Health NZ Capital, Coast and Hutt Valley in May 2022. The programme continues with some delays due to resourcing, covid-19 and seasonal illness, both impacting delivery and also staff availability to participate. The HK Hospital Express bus service continues to have regular patronage.
SH1 Ngauranga Gorge improvements (walking and cycling)	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.	Waka Kotahi	Walking and cycling	Planned - Significant - 29	21-22	4.23	Implementation	Green	Green	Green	Green	NLTP Unfunded
Cycling micro-mobility	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014-19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the bellway cycleway.	Hutt City Council	Walking and cycling	Planned - Significant - 30	21-26	15.35	Single-stage business case	Green	Green	Green	Green	The quick wins program which includes the key connections to schools, train stations and suburban centres will be delivered through the LCLR W&C below.
Totara Park Road and SH2 intersection capacity increase	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection.	Upper Hutt City Council	Local road improvements	Planned - Significant - 31	21-22	2.42	Implementation	Red	Red	Red	Red	NLTP Unfunded
SH1 Tawa through CBD – Interim optimisation measures	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let's Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD.	Waka Kotahi	State highway improvements	Planned - Significant - 32	21-25	34.22	Pre-implementation	Green	Green	Green	Green	NLTP Unfunded
Silverstream pipe bridge	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City.	Hutt City Council	Walking and cycling	Planned - Significant - 33	22-23	11.00	Implementation	Red	Amber	Amber	Red	No funding from Waka Kotahi. Pre-construction of the pipeline bridge has commenced without a shared path.
Electric vehicle bus fleet 2	Convert seven of Transz's large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	Greater Wellington	Public transport infrastructure	Planned - Significant - 34	21-24	2.88	Single-stage business case	Red	Red	Red	Red	According to the Option analysis, the funding request is exceed the LCLR funding threshold. Alternative funding scheme as a individual project funding application is being looked into
Accelerated rollout of street lighting LEDs and CMS	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard ASNZS 1158.	Wellington City Council	Local road improvements	Planned - Significant - 35	21-31	3.72	Implementation	Amber	Red	Green	Amber	NLTP Unfunded - Fully Council funded. Slow progress due to resource and rates increase
Wellington city council cycleway	Long - term permanent solutions to implement the Wellington Cycling Master Plan.	Wellington City Council	Walking and cycling	Planned - Significant - 36	21-23	65.57	Implementation	Green	Green	Green	Green	Bike Network Plan being considered for approval by Committee 10 March 2022
Accelerated cycleway programme	Deliver low cost, tactical solutions across the strategic cycling network.	Wellington City Council	Walking and cycling	Planned - Significant - 37	21-23	24.31	Implementation	Amber	Amber	Green	Green	Delays to Newtown to the City project due to court injunction. Rest of programme on track.
Smarter connections	Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	Greater Wellington	Public transport infrastructure	Planned - Significant - 38	23-24	6.10	Single-stage business case	Green	Green	Green	Green	Wellington Rail Programme Business Case is in the process of being formally submitted. Point of Entry and then Single Stage Business Case can now commence.
Wellington Cable Car structures strengthening	Strengthen structures that support the Wellington Cable Car.	Wellington City Council	Local road improvements	Planned - Significant - 39	21-23	6.90	Single-stage business case	Red	Red	Red	Red	NLTP Unfunded

Legacy Property Acquisition - Wellington	This activity is about the ongoing property acquisition by Waka Kotahi to ensure it meets its statutory and legal obligations for property by gazetting areas properly on the network. It is also ensuring property activity is appropriately managed and delivered throughout its tenure as a Waka Kotahi asset. Waka Kotahi is now looking to be actively responsive in this space; previously this has been funded retrospectively.	Waka Kotahi	State highway improvements	Planned - Significant - 40	21-24	6.30	Implementation	Green	Green	Green	Green	Included by way of variation 7 Sept 2021.
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Health Indicator Definition	Green	Amber	Red
Overall Project Status The project overall status is determined by a top down assessment and a combinations of the 3 individual health indicators.	Successful delivery appears probable or highly likely. There are no major outstanding risks or issues that at this stage appear to significantly threaten delivery.	Successful delivery appears feasible but major risks or issues are apparent in a number of key areas requiring management attention. These appear resolvable at this stage and, if addressed promptly, should not present a cost/schedule overrun or loss/delay of benefits.	Successful delivery of the project is in doubt, and changes are required to ensure successful completion. There are major issues which do not appear to be manageable or resolvable without significant changes being made.
Time Work and schedule planned and tracked.	Current phase will be completed as the baseline schedule completion date OR Overall project will be completed as the baseline schedule completion date.	Current phase will be completed between 5% and 10% after the baseline schedule completion date OR Overall project will be completed between 5% and 10% after the baseline schedule completion date. (Note: 5-10% is equivalent to around a 1 month time overrun, on a 1 year project)	Current phase will be completed in excess of 10% after the baseline schedule completion date OR Overall project will be completed in excess of 10% after the baseline schedule completion date.
Scope Project deliverables are planned and tracked.	Scope will be delivered as agreed in the Business Case (including any approved Change Requests). Note: for projects BC is under development or to be developed, the scope rate as Green.	Scope change(s) may be required, but they do not change the overall outcomes of the project. However, these changes may put the delivery date at risk.	Significant scope change(s) may be required that change the overall outcomes of the project. These changes mean: the projects scope and benefits need to be re-examined OR the project will not meet approved delivery date (scope creep).
Cost Financials are planned and tracked.	Current phase forecast is on or below approved allocation OR Overall project cost forecast is on or below official project estimate.	Current phase forecast is no greater than 5% above approved allocation OR Overall project cost forecast is no greater than 5% above official project estimate.	Current phase forecast is greater than 5% above approved allocation; OR Overall project cost forecast is greater than 5% above official project estimate.

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

Project Name	Description	Lead Agency	Activity class	RLTP Status	RLTP expected timing	6 Year Cost (2021 to 2027) (\$m)	Current stage	Overall	Time	Scope	Cost	Note
Matangi 1 trains and rail upgrades - debt servicing (\$23m)	The Crown's commitment to fund the debt servicing costs on \$23 million of residual costs for the Matangi Trains project and the Wellington Area Rail Upgrade projects. This project now also includes an extension to the approval for an additional capital cost of \$11.22 million, which is the cost of upgrading the 48 two-car Matangi units to essentially the same standard as the newer Matangi-2 units. This was approved by the NZ Transport Agency on 13 June 2013.	Greater Wellington	Public transport infrastructure	Committed	21-32	20.12	Implementation	Green	Green	Green	Green	
Matangi 2 trains - debt servicing	Procurement of 35 additional Matangi units from Hyundai Rotem.	Greater Wellington	Public transport infrastructure	Committed	21-40	86.71	Implementation	Green	Green	Green	Green	
Longer distance-rolling stock and service improvement	Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawatu lines with a fleet of 15 four-car units, with supporting improvements to maintenance facilities, stations and network infrastructure.	Greater Wellington	Public transport infrastructure	Committed	20-28	4.25	Detailed business case	Green	Green	Green	Green	Increasing engagement with MoT officials, and with Minister of Transport and Minister of Finance.
Unlocking capacity and improving resilience infrastructure	Infrastructure network capacity improvements on the Wellington metro railway network (over the next four years) to remove key network constraints and to improve peak service frequency and capacity and provide a higher quality passenger rail service.	Greater Wellington	Public transport infrastructure	Committed	18-23	69.40	Implementation	Green	Green	Green	Green	Cost over runs are placing pressure on the project. Memo's to seek approval to manage VMUP III and IV together, release P95 funding, and remove Substation Renewal / Improvements from scope are currently being prepared
Wellington metro rail track infrastructure - catch-up renewal	A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.	Greater Wellington	Public transport infrastructure	Committed	18-24	147.18	Implementation	Green	Green	Green	Green	Cost over runs are placing pressure on the project. Memo's to seek approval to manage VMUP III and IV together, release P95 funding, and remove Substation Renewal / Improvements from scope are currently being prepared
Transport analytics (across the Wellington Region) - Model build - Greater Wellington share	The regional strategic transport model is over 15 years old. Normally, transport models of this size are updated every 5-10 years. Updating the model will ensure behavioural assumptions are up-to-date, improve confidence in the modelling system and provide more efficient information to decision makers.	Greater Wellington	Investment management (incl. T	Committed	19-26	1.00	Implementation	Green	Green	Green	Green	
Hutt City Cycling & Micromobility Connectivity Assessment	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014-19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.	Hutt City Council	Walking and cycling	Committed	19-21	0.37	Single-Stage Business Case	Green	Green	Green	Green	Completed and endorsed by Waka Kotahi for funding.
NZ Upgrade Programme SH2 Melling - RiverLink	Transport improvements at Melling will provide for a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley. The Melling Transport Improvements are part of RiverLink - a partnership between Hutt City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency working together with our Mana Whenua partners - Ngāi Toa Rangitira and Taranaki Whānui ki te Upoko o te Ika - to deliver three separate but interdependent projects: Flood protection, the Making Places Urban Development Plan, and Melling Transport Improvements.	Waka Kotahi	External Funding	Committed	20-26	420.00	Implementation	Green	Green	Green	Red	
NZ Upgrade programme SH58 safety improvements - Stage 2	Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradey Road in Paustahanui. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.	Waka Kotahi	External Funding	Committed	20-23	105.00	Implementation	Red	Red	Green	Green	
Weigh Right Mackays Crossing	Replacement weigh station for Pimlerton.	Waka Kotahi	State highway improvements	Committed	17-23	1.54	Implementation	Red	Red	Green	Green	
Wellington RoNS (5) - Transmission Gully	A new 27km long motorway between Mackays crossing (Paekakariki) and Linden, with grade separated interchanges at Mackays, SH58, James Cook, Keneperu and Linden.	Waka Kotahi	State highway improvements	Committed	09-21	902.63	Construction	Red	Red	Green	Amber	Transmission Gully is now open, acknowledging the delay, and is now in post construction phase
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway - Revocation	The old state highway between Mackays Crossing and Peka Peka is currently being revoked. The process of revocation removes the status of state highway and its management under the NZ Transport Agency, transferring it to the Kāpiti Coast District Council as a local road.	Waka Kotahi	State highway improvements	Committed	10-21	17.21	Construction	Amber	Amber	Green	Green	
Wellington RoNS (7) - SH1 Peka Peka to Ōtaki Expressway	A new expressway between Peka Peka Road and north of Ōtaki.	Waka Kotahi	State highway improvements	Committed	15-26	124.00	Construction	Amber	Green	Green	Green	

Te Ara Tupua Ngā Oranga – Pito-one	Walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	Waka Kotahi	Walking & cycling, State highway improvements	Committed	20-23	197.00	Implementation	Green	Green	Green	Green	
Te Ara Tupua Pito-one to Melling	Cycle path that will improve safety and connectivity for cycling between Petone and Melling.	Waka Kotahi	Walking & cycling, State highway improvements	Committed	19-24	40.80	Implementation	Amber	Green	Green	Amber	General cost increases as a result of Covid are placing pressure on project budget.
Wellington cycle network – Evans Bay Stg1 (Eastern package)	Package of cycling improvements associated with the eastern suburbs UCP package.	Wellington City Council	Walking and cycling	Committed	18-21	2.25	Implementation	Amber	Amber	Green	Amber	RLTP completion date 2023
Emergency works, July/August 2017	Slip clearance, sealing, geotechnical investigation, engineering consultancy, barrier placements and design and build of solutions to mitigate risk at two significant slip sites on Ngaio Gorge Road.	Wellington City Council	Local road maintenance	Committed	17-22	7.79	Construction	Green	Green	Green	Green	RLTP completion date 2023

Health Indicator Definition Green Amber Red	Green	Amber	Red
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**Regional Transport Committee
20 September 2022
Report 22.392**



For Information

WELLINGTON RAIL PROGRAMME BUSINESS CASE - WELLINGTON STRATEGIC RAIL PLAN

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (Committee) of the Wellington Rail Programme Business Case – Wellington Strategic Rail Plan (Wellington Rail PBC) He tūtohu

Te tāhū kōrero

Background

2. In August 2022, Council approved the Wellington Rail PBC (a redacted full document is available on our website available¹). A copy of the Executive Summary of the Wellington Rail PBC is attached as **Attachment 1**.
3. The Wellington Rail PBC has been developed to explore and determine how the rail network needs to evolve in order to deliver strategic outcomes being sought both regionally and nationally.
4. The Wellington Rail PBC provides detail of how the Wellington Regional Rail Strategic Direction, contained within the current Regional Public Transport Plan, will be delivered and achieved.

Projected population growth

5. The region's rail system will need to respond to significant population growth over the coming decades.
6. Population growth scenarios used within the 2021 Wellington Regional Growth Framework (RGF) anticipates the Wellington-Horowhenua area will need to accommodate an additional 200,000 people and 100,000 jobs in the next 30 years.
7. Three quarters of this growth is expected to occur to the north, along the eastern and western growth corridors that follow the primary rail corridors.
8. A large proportion of this growth is expected to occur in areas of the region with longer rail journey times.

¹ <https://www.gw.govt.nz/document/19937/wellington-rail-programme-business-case-wellingtons-strategic-rail-plan-july-2022>

9. The Regional Growth Framework identifies the Metlink rail service as a key enabler of the growth to the north and recognises that rail capacity upgrades will be necessary to enable and meet this demand.

Mode shift targets

10. There are significant mode shift requirements over the coming decades, reflecting regional and national targets.
11. The 2022 Emission Reductions Plan (Te Hau Mārohi Ki Anamata) sets a target of a 20 percent reduction in total vehicles kilometres travelled by 2035.
12. The 2020 Wellington Regional Mode Shift Plan (developed by Waka Kotahi NZ Transport Agency (Waka Kotahi) and endorsed by this Committee), and the national net zero emissions by 2050 target set by the 2019 Climate Change Response (Zero Carbon) Amendment Act also seek to increase mode share and reduce carbon emissions.
13. At the regional level, the Wellington Regional Land Transport Plan (RLTP) 2021 seeks to increase active and public transport mode share by 40 per cent and reduce carbon emissions by 35 per cent by 2030.

Wellington Regional Rail Strategic Direction

14. On 29 June 2021, following significant consultation, Greater Wellington Regional Council adopted Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 (RPTP).
15. The RPTP outlines the Wellington Regional Rail Strategic Direction.
16. The Wellington Regional Rail Strategic Direction outlines a programme of work required to be undertaken in order to achieve mode shift targets set out in the Wellington Regional Land Transport Plan 2021.
17. The Wellington Regional Rail Strategic Direction sets out improvements, and steps to get there, that are required to provide the needed capacity and make rail the preferred choice of travel:

Improvements	Steps to improvements
Improvements to peak and off-peak frequency to make rail more convenient and accessible	Renew behind-the-scenes rail network infrastructure to enable more frequent services
Improvements to rail capacity to make rail more comfortable	Buy more trains to operate at higher frequencies and provide longer trains at peak times
Improvements to rail reliability to make it more dependable	Reduce the probability of disruptions and cancellations
Improvements to overall access and station facilities to make the end-to-end experience more enjoyable	Station improvements that include easier access by a range of modes, such as better access for those less able and expanded shelter to protect against poor weather

18. The Wellington Regional Rail Strategic Direction aims to make rail the main way for people to move between communities north of Wellington CBD by providing:
 - a Highly connected stations in communities where people work, live, play and learn
 - b An accommodating environment in which to wait for services
 - c Frequent services that are faster and more convenient to use than private vehicle
 - d A reliable service that recovers quickly from disruption
 - e Easy payment options make for a seamless travel experience
 - f Infrastructure and safety systems in place to enable reliable services.

Te tātaritanga Analysis

Overview of the Wellington Rail Programme Business Case

19. The Wellington Rail PBC is a 30-year customer driven investment plan for the development of the Wellington Region's rail service within the Region and linking into the neighbouring Horizons Region.
20. The Wellington Rail PBC replaces the current Wellington Regional Rail Plan (Regional Rail Plan 2013).
21. Officers prepared this PBC with Stantec New Zealand and in collaboration with KiwiRail, Transdev New Zealand (Greater Wellington's current rail service operator), and Waka Kotahi.
22. The Wellington Rail PBC meets the Waka Kotahi requirements for a Programme Business Case and has been peer reviewed by WSP.
23. The Wellington Rail PBC provides detail of how the Wellington Regional Rail Strategic Direction, contained within the current Regional Public Transport Plan, will be delivered and achieved.
24. The Wellington Rail PBC outlines the investment required (beyond current investment) to help drive the Region's economic development and social wellbeing in an environmentally and socially sustainable and resilient manner. It covers the passenger services and infrastructure (including network infrastructure and assets) needed to deliver a modern transit system whilst also enabling a growing freight operation, mapping the investment pathway needed to achieve the long-term vision of the New Zealand Rail Plan in the Region.
25. The scope of the Wellington Rail PBC complements the Let's Get Wellington Moving (LGWM) programme. LGWM will provide mass rapid transit to the south and east of Wellington City, which will complement the rail system that makes up the rapid transit system to the north, and interface with it at Wellington Station to enhance cross-region travel options and support mode shift. The success of two programmes is consequently interlinked.
26. The mode-shift targets require substantial increases in rail patronage on top of population-related patronage growth.

27. The rail system will need to be attractive and convenient to use and have sufficient capacity to encourage residents to switch their journeys from private vehicles to public transport.

Problems to resolve

28. The following problems need to be resolved for Greater Wellington to achieve the strategic outcomes being sought both regionally and nationally:
 - a Inconsistent customer journey experience and limited rail system capacity resulting in the network being unable to meet mode share targets, which prevent achievement of growth and environmental obligations
 - b Inability of current infrastructure to safely accommodate additional trains resulting in restricted options for accommodating future demand
 - c Vulnerability of the rail network to service interruptions because of its poor condition and constrained configuration which has a flow on impact onto the wider transport system.

Investment objectives

29. Given the problems identified above, the Wellington Rail PBC seeks to deliver the following investment objectives:
 - a Capacity that supports access and growth (20 per cent of the overall objective)
 - b An attractive and easy to use service (25 per cent overall objective)
 - c A safe service for all (20 per cent overall objective)
 - d A service adaptable to disruptions (20 per cent overall objective)
 - e A sustainable service for the future (15 per cent overall objective).
30. These investment objectives align with the enduring outcomes within the Ministry of Transport's Transport Outcomes Framework: inclusive access; economic prosperity; healthy and safe people; resilience and security; and environmental sustainability.
31. Each objective is supported by specific and timebound benefit Key Performance Indicators, and success will be measured by increased patronage and freight.

Development of Preferred Programme

32. Initially we developed, with stakeholders, eight programmes of interventions. These were evaluated using a two-stage process: a stakeholder assessment against the five investment objectives and five other criteria using multi-criteria analysis (MCA), with the Do-Minimum option as the baseline for comparison; then a sensitivity test using eleven weighting systems.
33. The eight programmes were shortlisted to the following three:
 - a Drive Mode Shift - Remove all barriers to a high frequency, reliable, and comfortable passenger rail experience, and accelerate network capacity improvements, to drive mode shift within the required horizon. Supported by a wide range of safety, resilience, and customer-focused improvements

- b Mixed Focus - Balance train size and frequency, by pragmatically increasing train size first where frequency is difficult to enable, and frequency first where it is easier to implement. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements.
 - c Moderate Improvements - Demand management with a focus on improvements to reliability, safety, and resilience, moderate capacity uplift, and station improvements.
34. The Do-Minimum programme, which is to maintain a basic rail system while focusing investment on other modes, was carried forward for comparison purposes only.
 35. The three shortlisted programmes were further developed once identified to a degree that enabled the value and relative value of each programme to be determined. The Drive Mode Shift programme offered the best potential value, despite having the highest cost and higher deliverability risks.
 36. The short list assessment reconfirmed the findings of previous assessment; the Drive Mode Shift programme was the preferred option.
 37. Table 1 below shows that all three programmes (over a 60-year period) would have a positive return on investment, with the Drive Mode Shift programme offering the best potential value, despite having the highest cost.

	Benefit (\$m)	Cost (\$m)	BCR	NPV (\$m)	Programme Summary
Moderate Improvements	\$1,780 - \$2,200	\$1,000	1.8 - 2.2	\$780 - \$1,200	Moderate direct cost but still sizeable transport system and environmental cost.
Mixed Focus	\$2,450 - \$3,360	\$2,080	1.2 - 1.6	\$370 - \$1,280	Higher direct cost but lower transport system and environmental cost.
Drive Mode Shift	\$4,080 - \$5,890	\$3,820	1.1 - 1.5	\$260 - \$2,070	Highest direct cost but lowest transport system and environmental cost.

Table 1: Shortlisted programme value (60 year evaluation period)

Preferred Programme – Drive Mode Shift

38. The Drive Mode Shift programme was selected as the best programme to take forward as the preferred programme based on the detailed assessments. This option is the basis of the Strategic, Financial, Management, and Commercial elements of the Wellington Rail PBC.
39. The preferred programme provides:
 - a Highly connected stations in communities where people work, live, play and learn
 - b Accommodating stations that make any wait both pleasant and productive
 - c Frequent services that are faster and more convenient than by car
 - d Reliable services that recover quickly from disruption

- e Links that facilitate convenient connections for national freight customers
 - f Infrastructure and safety systems that enable transport without undue conflict.
40. The preferred programme delivers the biggest outcome and hence also requires the largest transformation of the network – which will involve considerable disruption. It is considered that by having a consolidated strategic plan, this will enable improved planning and enable the improvements to be undertaken to the network in more staged and managed way to minimise the disruptions as much as possible.

Implementation of the Rail Programme Business Case

41. The current activities and business cases that are already approved and underway, are the foundation for the work described in Wellington Rail PBC. Therefore, it is critical these projects continue:
- a WMUP III - Catch-Up track renewals
 - b WMUP IV - Unlock Capacity to enable RS1 Service Improvements
 - c WMUP V – Resignalling
 - d WMUP 6a – Wellington Station safety improvements (Signal and track layout)
 - e WMUP 6B – Wairarapa Capacity Improvements
 - f WMUP 7 – Wellington Network Capacity Improvements Study
 - g Lower North Island Rail Integrated Mobility (long distance trains & associated infrastructure)
 - h Other catchup renewal works not covered by the above projects or the RNIP
 - i Ongoing renewals covered under the WNA
42. Most of the programmes within this Wellington Rail PBC, have already been included within the National Land Transport Programme.
43. Following Waka Kotahi approval of the Wellington Rail PBC, funding approval will need to be sought in the next long term plan, National Land Transport Programme and National Rail Investment Programme.

Ngā hua ahumoni

Financial implications

44. Funding arrangements within the Wellington Rail PBC have not been confirmed.
45. It is anticipated that funding to implement the Wellington Rail PBC will come from passenger fares, regional council rates and debt funding, the National Land Transport Fund through Waka Kotahi, Crown funding (including the Climate Emergency Response Fund), new policy and regulatory approaches such as congestion charging, and potentially public private partnerships.
46. The cost of KiwiRail rail network infrastructure improvements are substantial. The Wellington Rail PBC anticipates that these are fully funded by Waka Kotahi and/or the Crown, as those assets are owned by KiwiRail (and therefore ultimately by the Crown).

The North Island Main Trunk, where most rail network infrastructure improvements are required, is a strategic freight corridor of national significance.

47. Greater Wellington will need to fund a significant share of the remaining costs (for train fleet and station improvements, and service operations); this presents a material affordability challenge for Greater Wellington through current standard funding arrangements. As such, the contribution of each funding source will be determined by the business cases that will be required to execute each project within the programme.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

48. Māori will be positively impacted by the outcomes of the Wellington Rail PBC providing more rail Public Transport options. The outcomes will make Public Transport more accessible for all communities including Māori.
49. This contributes to the principles behind Te Tiriti o Waitangi: Partnership, Protection, and Participation. Public Transport allows Māori to travel to places such as employment, social services, education, and culturally significant events.
50. Public Transport also aims to decrease the amount of greenhouse gas emissions in the environment which appeals to the protection of the environment which is important in te ao Māori given a special connection to the whenua (land).

Te whakatūtakitaki Engagement

51. The Wellington Rail PBC aligns with, and builds on, Section 5.3 - Wellington Regional Rail Strategic Direction the RPTP, which was adopted by Council in June 2021 following public consultation.
52. We prepared Wellington Rail PBC in collaboration with KiwiRail, Transdev New Zealand (Greater Wellington's current rail service operator), and Waka Kotahi.
53. The Wellington Rail PBC has been peer reviewed by WSP.

Ngā tūāoma e whai ake nei Next steps

54. The Wellington Rail Programme Business Case – Wellington Strategic Rail Plan has been submitted to Waka Kotahi for review and approval.
55. Commence the more detailed investigations, studies and business cases.
56. Continue to build stronger working relationships with Territorial Authorities / Roding Controlling Authorities, and KiwiRail Network with an endeavour to creating safe, accessible and active-mode connections between stations and communities, where people live, work, play and learn; and providing fit-for-purpose, safe and efficient integration between the road and rail network (level crossings).
57. Officers will speak to a presentation ([Attachment 2](#)) at the Committee meeting on 20 September 2022.

**Ngā āpitihanga
Attachment**

Number	Title
1	Wellington Rail Programme Business Case - Wellington Strategic Rail Plan (Executive Summary)
2	Wellington Rail Programme Business Case presentation

**Ngā kaiwaitohu
Signatories**

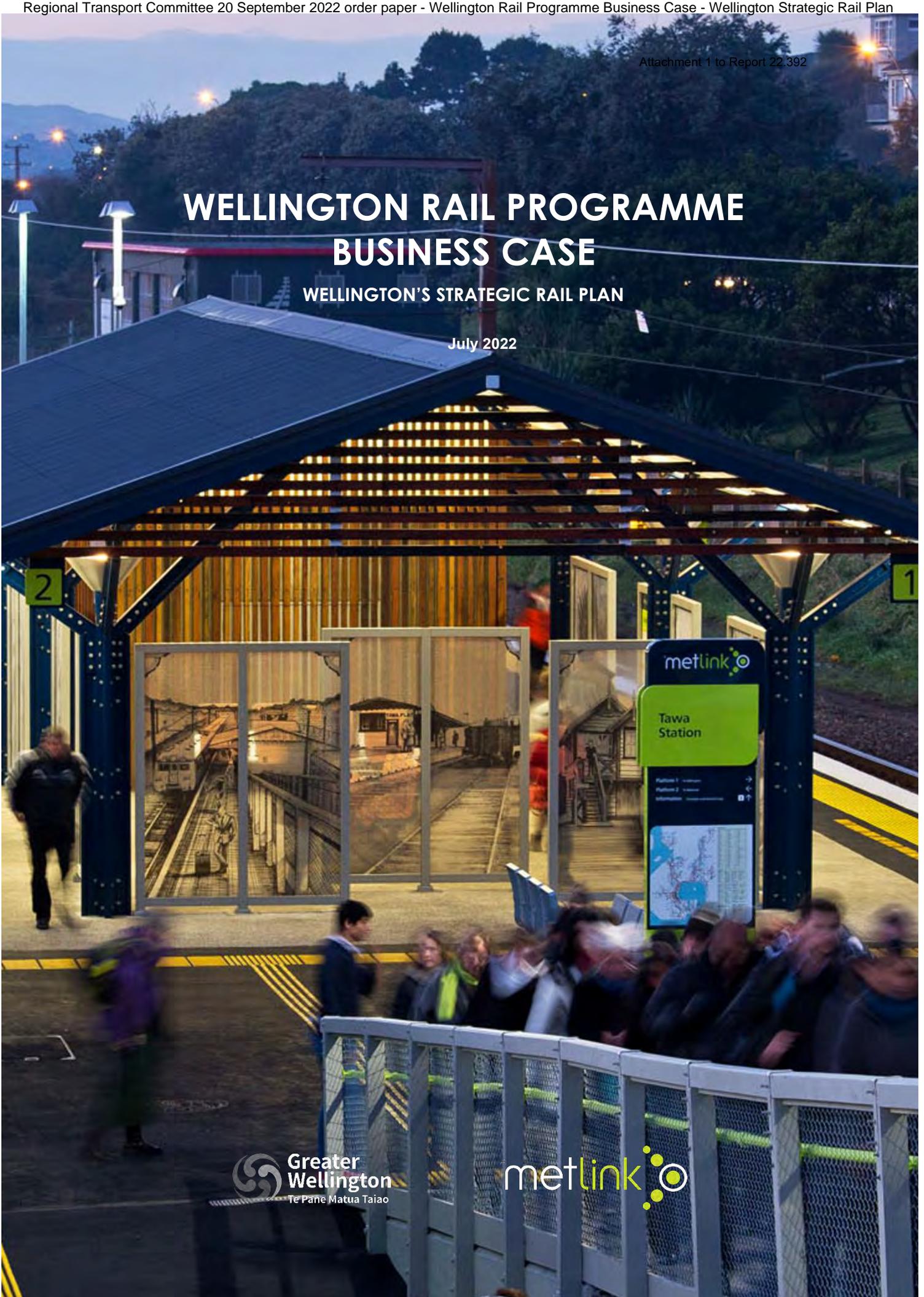
Writer	Barry Fryer – Manager, Rail Assets, Metlink
Approvers	Fiona Abbott – Manager, Infrastructure and Assets, Metlink Samantha Gain – General Manager, Metlink

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>This report informs the Committee of a significant mode shift initiative previously endorsed by Council.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The Wellington Rail PBC provides a mechanism to achieve mode-shift targets in the Regional Land Transport Plan, Regional Public Transport Plan; it also aligns with, and builds on - Wellington Regional Rail Strategic Direction in the Regional Public Transport Plan.</p>
<p><i>Internal consultation</i></p> <p>The Finance and Regional Transport departments, and the Wellington Regional Leadership Committee Secretariat were consulted during the development of the Wellington Rail PBC.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>The Wellington Rail PBC proposes to improve network resilience (risk) and safety. The preferred programme delivers the biggest outcome and hence also requires the largest transformation of the network – which will involve considerable disruption.</p> <p>It is considered that by having a consolidated strategic plan, this will enable improved planning and enable the improvements to be undertaken to the network in more staged and managed way to minimise the disruptions as much as possible</p>

WELLINGTON RAIL PROGRAMME BUSINESS CASE

WELLINGTON'S STRATEGIC RAIL PLAN

July 2022



Executive Summary

This Wellington Rail Programme Business Case (PBC) has been prepared by Stantec New Zealand and Greater Wellington Regional Council (GWRC) in collaboration with KiwiRail, Transdev New Zealand (GWRC's current rail service operator), and Waka Kotahi New Zealand Transport Agency (Waka Kotahi). It replaces the Wellington Regional Rail Plan and sets out a new customer-driven strategic plan for the region's rail system for the next 30 years, outlining what is required beyond current investment to help drive the region's economic development and social wellbeing in an environmentally and socially sustainable and resilient manner. It covers the passenger services and infrastructure needed to deliver a modern transit system, and the network infrastructure required to support this system while also enabling a growing freight operation, both within the region and linking into the neighbouring Horizons Region. The PBC thus provides the investment pathway needed to achieve the long-term vision of the New Zealand Rail Plan in the region.

Background

Rail is a critical component of Wellington's transport system. It forms the backbone of GWRC's extensive Metlink network of public transport services north of the Wellington CBD, where three quarters of region's population lives, and it provides a crucial link to the region and between the North and South islands, which is strategically important to the national transport system.

Metlink rail services radiate out over four key lines – the Johnsonville, Kāpiti, Wairarapa and Hutt lines – as well as the short Melling branch, which are collectively known as the Wellington metro rail network. The network has been electrified and emission-free since 1955 (aside from Wairarapa services), contributing strongly to the region's position as the least carbon-emitting. The 400,000 residents of the rail service area have access to 2,250 Metlink rail services in a typical week, and customers made 14.32 million trips in the year prior to the COVID-19 pandemic, when peak services were close to capacity. This patronage was more than 20 per cent higher than a decade earlier, a growth rate double that of population, with the extra growth reflecting a strong customer response to improvements to infrastructure, rolling stock, and services. The 42,000 daily peak trips accounted for over 40 per cent of peak trips from the north and around 20 per cent of all peak trips into the Wellington CBD.

KiwiRail's freight and passenger services also use the network – more than one hundred freight trains and sixteen inter-regional passenger trains in a typical week. The Kāpiti Line has a prominent role as the southern end of the North Island Main Trunk (NIMT) railway from Auckland, with freight services connecting most parts of the North Island to local industry, international shipping, and the South Island via the interisland ferry connection. The tourist-focused Northern Explorer from Auckland and the weekday peak Capital Connection (Manawatū Line) commuter service from Palmerston North also use that line. The Hutt and Wairarapa lines connect forestry-related freight traffic from Wairarapa to the port and provide access to KiwiRail's primary engineering facility at Gracefield.

Rail sits outside of the Let's Get Wellington Moving (LGWM) programme, as do all other transport system elements north of Ngauranga Gorge, which lies just to the north of the Wellington CBD. LGWM will provide mass transit to the south and east of Wellington City, which will complement the rail system that makes up the rapid transit system to the north, and interface with it at Wellington Station to enhance cross-region travel options and support mode shift. The success of the two programmes is consequently interlinked.

Growth Context

The region's rail system will need to respond to significant population growth over the coming decades. The 2021 Wellington Regional Growth Framework (RGF), a spatial plan developed by central government, local government, and iwi stakeholders, anticipates that the Wellington-Horowhenua region will need to accommodate an additional 200,000 people, a 35 per cent increase, and 100,000 jobs in the next 30 years. Three quarters of this growth is expected to occur to the north, along the eastern and western growth corridors that follow the primary rail corridors as shown in Figure 1. A substantial proportion of this growth is expected to occur in areas of the region with longer rail journey times, reflecting land cost and availability and recent improvements to the road link between Wellington and the Kāpiti and Horowhenua districts.

The RGF identifies the Metlink rail service as a key enabler of the growth to the north. It envisages intensification around railway stations and improved connections to stations to enable much of the additional transport demand associated with the expected growth to be borne by rail. Intensification around railway stations (as rapid transit stops) is required by the National Policy Statement on Urban Development (NPS-UD). The RGF recognises that rail capacity upgrades will be necessary to enable and meet this demand.

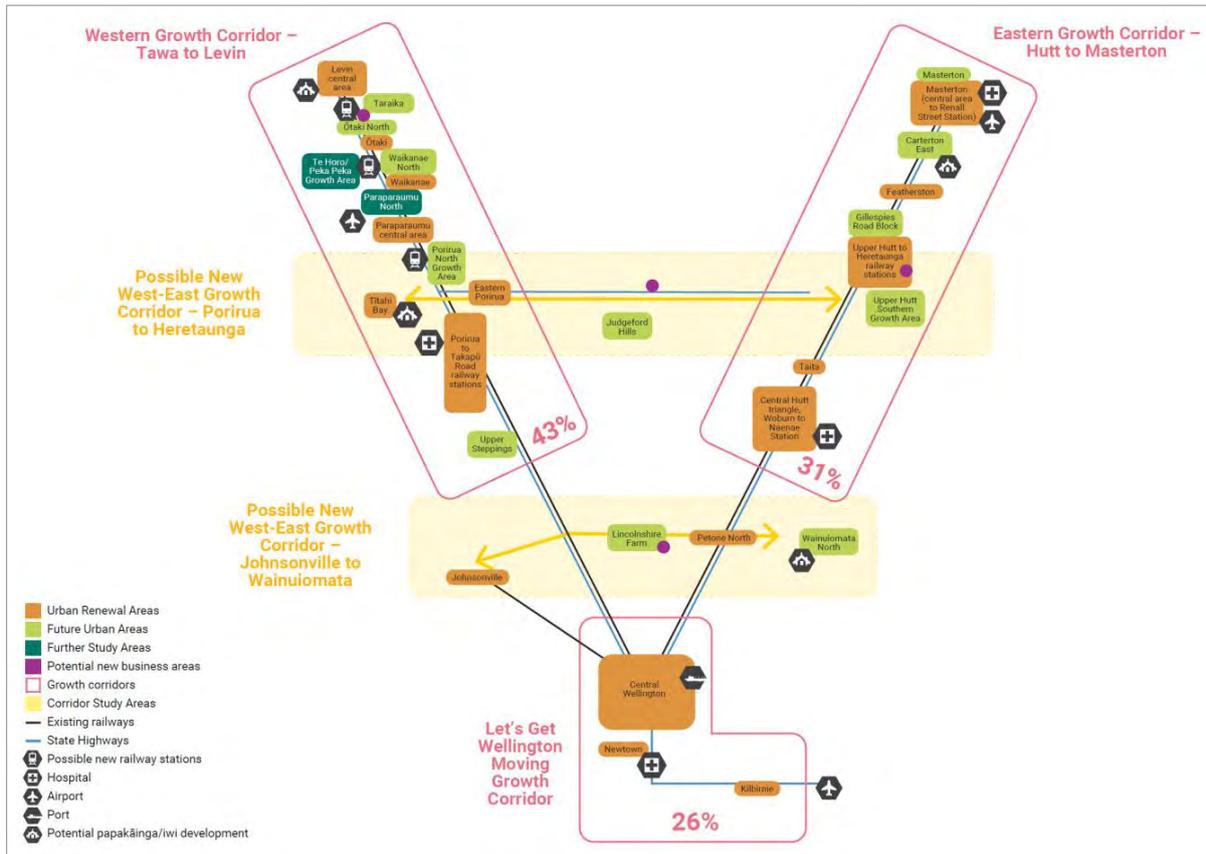


Figure 1: RGF growth corridors

Environmental Context

The region’s rail system will need to respond to significant mode shift requirements over the coming decades, reflecting regional and national targets. At the regional level, the 2021 Wellington Regional Land Transport Plan (RLTP) seeks to increase active and public transport mode share by 40 per cent and reduce carbon emissions by 35 per cent by 2030. At the national level, the Climate Change Commission’s 2021 Ināia Tonu Nei demonstration path requires an even greater level of uptake, assuming a 60 per cent increase in the distance travelled by public transport in Wellington by 2030. The 2022 Emission Reductions Plan, Te Hau Mārohi Ki Anamata, includes a key action to reduce reliance on cars by improving the reach, frequency, and quality of public transport, including service and infrastructure improvements in Wellington. An associated target aims to reduce total kilometres travelled by the light vehicle fleet by 20 per cent by 2035 through improved urban form and providing better travel options in the largest cities. These targets reflect the national net zero emissions by 2050 target set by the 2019 Climate Change Response (Zero Carbon) Amendment Act.

Rail is the rapid transit option for most of the region’s residents. The above mode shift targets require substantial increases in rail patronage on top of population-related patronage growth. The rail system will consequently need to be attractive and convenient to use and have sufficient capacity to both encourage residents to forego private vehicle for most of their trips and comfortably accommodate them when they switch modes. The 2020 Wellington Regional Mode Shift Plan, developed by Waka Kotahi and endorsed by the Regional Transport Committee, therefore supports increased development density near railway stations and improved rail safety, capacity, infrastructure, and service levels to meet the regional targets. The RLTP also includes an investment priority to build rail capacity and reliability, and it prioritises five significant rail projects within the current investment programme, which are included in most programme options within this PBC.

Need for Investment

Stakeholders have identified three fundamental problems that need to be addressed through investment in the region's rail system. These are:

1. Inconsistent customer journey experience and limited rail system capacity result in the network being unable to meet mode share targets, which prevent achievement of growth and environmental obligations
2. Current infrastructure is not capable of safely accommodating additional trains, restricting the options available to accommodate future demand
3. The condition and configuration of the rail network makes it vulnerable to service disruptions, which has a flow on impact onto the wider transport system.

The supporting evidence for Problem 1 confirms that declining levels of service linked to constrained capacity and strong patronage growth, along with variable and often poor station connectivity and amenity, will deter many potential customers and in turn limit the mode share that can be achieved. Capacity in this situation relates to both on-train capacity and rail network infrastructure capacity. It includes major physical bottlenecks at several key locations, and network-wide limitations such as traction power supply, which restrict the number and size of trains that can operate through the network to just above the current level.

Problem 2 evidence confirms that the antiquated signalling system that governs train movement, and the risk of collisions at multiple pedestrian and vehicle level crossings, limits the effective frequency that can be safely provided to customers to relatively low levels. It also recognises the potentially major safety impact of the failure of infrastructure such as track and slopes. Any of these elements could result in a crash or derailment, which could cause significant casualties and lead to a reduction or complete suspension of passenger services by the rail regulator.

Problem 3 evidence confirms that service reliability is (and increasingly will be) inhibited by the failure of aging network infrastructure and its proximity to natural hazards that are susceptible to weather-related failure and climate impacts. It also demonstrates that the network lacks operational resilience and is consequently vulnerable to operational events that hinder operations, such as freight train derailments. Service delay and suspension deter customers, and major rail disruptions have compounded to cause significant and wide-ranging delay across the region's road network over the last decade.

The problems are weighted equally since they are interdependent. Fixing only one or two problems would have limited impact and prevent the rail system from achieving the benefits sought and the expanded role required by regional and national policies. The short timeframes associated with the mode share targets and the long lead times associated with rail infrastructure place considerable urgency on any response to the problems.

Investment Benefits and Objectives

Stakeholders have identified the following benefits of addressing the problems:

- Improved environmental outcomes (15 per cent of the overall benefit), supported by carbon emission and mode share measures
- Enable regional growth through improved access to economic and social opportunities (30 per cent of the overall benefit), supported by passenger capacity and freight path measures
- Improved customer experience (15 per cent of the overall benefit), supported by frequency, customer satisfaction, and punctuality measures
- Improved transport system resilience (20 per cent of the overall benefit), supported by system impact-related measures
- A safer rail system (20 per cent of the overall benefit), supported by safety incident and perception measures.

The investment objectives for this PBC were derived from the problems and benefits. They seek to deliver a rail system that:

- Provides capacity that supports access and growth (20 per cent of the overall objective)
- Is attractive and easy to use (25 per cent overall objective)
- Improves safety for all (20 per cent overall objective)
- Is adaptable to disruptions (20 per cent overall objective)
- Supports a sustainable future (15 per cent overall objective).

The investment objectives align strongly with all five of the enduring outcomes within the Ministry of Transport's (MOT) Transport Outcomes Framework: inclusive access, economic prosperity, healthy and safe people, resilience and security, and environmental sustainability. Each objective is supported by specific and timebound benefit KPIs. Overall success will be measured using an overarching success factor of increased rail passenger and freight use.

Option Development

A long list of nearly two hundred potential interventions expected to respond to the problems and help to achieve the investment objectives was developed with stakeholders in an 'all ideas welcome' environment through a series of meetings and workshops early in the option development phase of the PBC. Duplicates, specific minor works, business-as-usual, interventions considered not to contribute to an investment objective or enable an objective, and those that were out of scope were excluded at the early assessment stage. Interventions that remained following the early assessment were organised into the eight rail system investment programmes outlined in Table 1. All, other than the Do-Nothing and Do-Minimum programmes, sought to address all key problem areas, although each had a different focus and addressed each problem area to a greater or lesser extent or over a shorter or longer timeframe.

Table 1: Programme long list

Programme	Summary
Do-Nothing	Manage rail system decline while prioritising other modes. Lowest direct cost, but highest transport system and environmental cost.
Do-Minimum	Maintain a basic rail system while focusing investment on other modes. Low direct cost but high transport system and environmental cost.
Minor Improvements	Demand management with a focus on low-cost improvements to reliability, safety, and resilience. Lower direct cost but high transport system and environmental cost.
Moderate Improvements	Demand management with a focus on improvements to reliability, safety, and resilience, moderate capacity uplift, and station improvements. Moderate direct cost but still sizeable transport system and environmental cost.
Train Size Focus	Focus on maximising train size while holding frequency in the medium term to boost capacity while delaying the need to invest in below rail infrastructure. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements. Higher direct cost but lower transport system and environmental cost.
Frequency Focus	Focus on maximising frequency, particularly during peak periods, before later increasing train size as needed. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements. Higher direct cost but lower transport system and environmental cost.
Mixed Focus	Balance train size and frequency, by pragmatically increasing train size first where frequency is difficult to enable, and frequency first where it is easier to implement. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements. Higher direct cost but lower transport system and environmental cost.
Drive Mode Shift	Remove all barriers to a high frequency, reliable, and comfortable passenger rail experience, and accelerate network capacity improvements, to drive mode shift within the required horizon. Supported by a wide range of safety, resilience, and customer-focused improvements. Highest direct cost but lowest transport system and environmental cost.

Long List Assessment

The programmes were evaluated using a two-stage process. Long list programmes were firstly outlined at a high-level, then assessed by stakeholders against the five investment objectives and five other criteria using multi-criteria analysis (MCA), with the Do-Minimum option as the baseline for comparison. The results were sensitivity tested using eleven weighting systems.

The long list assessment showed that the Drive Mode Shift programme consistently ranked as the best programme, with the best or equal-best score across most criteria (including all investment objectives) and most sensitivity tests, although it was the poorest scoring option against the deliverability and affordability criteria and sensitivity tests. The Mixed Focus programme scored similarly and generally in second place behind the Drive Mode Shift programme but was much better performing against the deliverability and affordability criteria and sensitivity tests. These programmes were taken forward to the short list as the best scoring programmes.

The Moderate Improvements programme was selected to take forward to the short list as a more deliverable and affordable alternative. It provided the best balance between deliverability and affordability criteria, and the investment objective, outcome, and policy-focused criteria. It can be regarded as a 'middling' option with neither significant advantages nor disadvantages, although it would only partially realise the investment objectives.

The Train Size Focus and Frequency Focus programmes scored well, but did not offer the same investment objective, outcome, and policy-focused advantages as the Drive Mode Shift and Mixed Focus programmes, or the deliverability and affordability advantages of the Moderate Improvements programme. These were consequently discounted, along

with the Do-Nothing, Do-Minimum, and Minor Improvements programmes, which scored poorly against the investment objective, outcome, and policy-focused criteria. The Do-Minimum programme was carried forward for comparison purposes only.

Short List Assessment

The three shortlisted programmes were further developed to define critical aspects, identify next steps and bundling, better define cost estimates, better understand timeframes, better understand operational issues, undertake more detailed patronage forecasting, and undertake initial economic analyses based on early-estimate benefits and costs. Table 2 provides the results of the initial economic analyses, showing that all three programmes would provide a positive return on investment, with the Drive Mode Shift programme offering the best potential value in terms of its positive mid and upper range incremental benefit cost ratio (BCR) and net present value (NPV), despite having the highest cost.

Table 2: Shortlisted programme value (60-year evaluation period)

	Benefit (\$m)	Cost (\$m)	Inc Benefit (\$m)	Inc Cost (\$m)	BCR	Inc BCR	NPV (\$m)
Moderate Improvements	\$1,780 - \$2,200	\$1,000	-	-	1.8 - 2.2	-	\$780 - \$1,200
Mixed Focus	\$2,450 - \$3,360	\$2,080	\$670 - \$1,160	\$1,080	1.2 - 1.6	0.6 - 1.1	\$370 - \$1,280
Drive Mode Shift	\$4,080 - \$5,890	\$3,820	\$1,630 - \$2,530	\$1,740	1.1 - 1.5	0.9 - 1.5	\$260 - \$2,070

The developed short list programmes were then reassessed by stakeholders through a second MCA process using an expanded scoring framework and the following wider set of criteria:

- The five investment objectives and overarching success factor (increased rail usage)
- Two policy alignment criteria: national policies, and regional policies and investment
- Six deliverability and wider outcomes criteria: funding availability, construction/engineering difficulty, consenting degree of difficulty, programme impacts from delays, economic impacts, and impacts to services during construction.

The status quo situation was used as the baseline for comparison. Results were sensitivity tested using three workshop and eleven other weightings, which emphasised specific criteria or criteria groupings, with the highest workshop priorities being given to the overarching success factor, economic outcomes, and improved safety.

The short list assessment reconfirmed the findings of previous assessment, finding the Drive Mode Shift programme to be the best programme, having the best or equal-best score across most criteria, including all investment objectives, the critical success factor, and the policy alignment criteria. Other than the Do-Minimum, it was the poorest scoring option against the deliverability and wider outcomes criteria, except for economic outcomes, reflecting the challenge of delivering a large programme of works quickly to meet mode shift requirements. It ranked as the first-choice option in most sensitivity tests, including all workshop tests.

The Mixed Focus programme generally ranked second to the Drive Mode Shift programme, again with a similar pattern to the previous assessment. Critically, it was well behind against the capacity and attractiveness investment objectives since it would deliver on these much later than the Drive Mode Shift programme. In contrast, it performed much better against the deliverability and wider outcomes criteria, mostly due to this delayed delivery. It ranked as the second-choice option in most sensitivity tests.

The Moderate Improvements programme again provided the best balance between the objective and policy focused criteria and the deliverability-focused criteria. It again offered neither significant advantages nor disadvantages, although it would only partially realise the investment objectives and would not support significant growth or mode shift in the short or medium term. It ranked as the third-choice option in most sensitivity tests, only coming first in the consenting focus test, reflecting its minimal infrastructure investment in the short and medium terms.

The Drive Mode Shift programme was selected as the best programme to take forward as the preferred programme based on the above assessments and conclusions.

Preferred Programme

The preferred programme delivers a 'fit for purpose', resilient, and safe rail system, enhances customer experience to encourage mode shift, and supports this with the capacity needed to meet and drive high patronage growth, providing:

- Highly connected stations in communities where people work, live, play and learn
- Accommodating stations that make any wait both pleasant and productive
- Frequent services that are faster and more convenient than by car
- Reliable services that recover quickly from disruption
- Links that facilitate convenient connections for national freight customers
- Infrastructure and safety systems that enable transport without undue conflict.

The programme includes a wide range of improvements, key elements of which are summarised in Figure 2, including:

- **Station access improvements** to make active and public transport more attractive as access modes, which will support first and last mile accessibility, reduce the reliance on private vehicle and park and ride in line with zero carbon objectives, and support intensification near stations as envisaged by the RGF and NPS-UD.
- **Improvements to all aspects of station amenity** across the network, including to accessibility, shelter, and information, which will ensure that accessibility obligations to disabled customers are met, that the waiting and overall customer journey experience is first-class, and that it is attractive to new customers for mode shift. These improvements will support increased at-station transit-oriented development where feasible.
- Progressive **service frequency improvements**, from the current 20-minute peak frequency to a 15-minute, then 10-minute, and finally 6-minute peak (turn up and go) frequency at most stations on the Hutt and Kāpiti lines, along with an improved 15-minute off-peak frequency within the electrified area and significantly improved service levels on long-distance services, which will provide better travel options for customers, support the region's growth, and deliver the capacity needed to drive and accommodate the required mode shift.
- Supporting **electric multiple unit (EMU) fleet expansion** to enable the higher frequencies, and replacement and expansion of the mixed and obsolete long-distance Wairarapa and Manawatū train fleets with new low emission trains to reduce rail emissions and provide system bridging capacity in first decade.
- **Network resilience and operational flexibility upgrades**, including improvements to slopes, bridges, culverts, track infrastructure, areas subject to sea level rise and storm surge, and operational patterns and maintenance, which will make the Wellington rail system safer and more resilient, particularly in the face of climate change, and ensure that it can recover quickly when events occur to minimise customer impact.
- **Wellington throat capacity improvements**, including a fourth main to enable the operational separation of Hutt and Kāpiti services, northern access to EMU stabling, and separated access to the Wellington freight terminal, which will significantly reduce conflict between passenger and freight services and improve network and service resilience and reliability.
- **Full duplication between Pukerua Bay and Paekakariki** (North-South Junction), a key single-track constraint with several tunnels, and addition of a third main in the Porirua-Tawa area, which will enable higher passenger frequencies and improve service resilience and reliability on the Kāpiti Line. This will make rail a more attractive travel option on that line, where population growth is expected to be highest, and ensure continued freight access to the network as passenger frequencies increase.
- **Duplicated approach to the Waikanae Station**, including a bridge and second platform, which will reduce conflict between passenger and freight services, improve service resilience and reliability, and enable higher passenger frequencies on the Kāpiti and Manawatū lines.
- **Network resigalling**, which will remove restrictions on the number of peak hour services, safely enable future frequency improvements, and improve operational flexibility, resilience, and reliability.
- **Traction power upgrades**, including additional substations and wider enabling power network upgrades, which will overcome current limitations and enable higher future train frequencies.
- **Rail network segregation** at all places where reasonably practicable, including improved fencing and grade separation of pedestrian and vehicle level crossings, which will significantly improve safety and the experience of surrounding communities as frequencies increase.
- **Continuous improvement of systems, processes, and capability**, including improved asset management.



Figure 2: Key improvements

Table 3 shows the strong alignment of the preferred programme with the five investment objectives.

Table 3: Alignment with the investment objectives

Objective	Preferred Programme	Alignment
Support a sustainable future	<ul style="list-style-type: none"> 34 per cent increase in peak hour passenger arrivals by 2032, and 82 per cent by 2052 (excluding long-distance), relative to 2019 Expected mode shift to rail of between 14.2 per cent and 20.5 per cent by 2031, with a similar reduction in vehicle kilometres travelled (11.8 million km per annum in the latter case) Mode shift related emission reductions of approximately 3 per cent (3,435 tonnes) per annum by 2031. 	High
Provide capacity that supports access and growth	<ul style="list-style-type: none"> EMU fleet expansion from 166 to 366 cars by 2048 Long distance rolling stock fleet replacement and expansion from 32 to 88 carriage equivalents by 2028 Continued access and increased reliability for freight services. 	High
Attractive and easy to use	<ul style="list-style-type: none"> Progressive increases in frequency from 3 trains per hour (tph) to 10 tph at most stations in peak periods by 2042 Increase from 3 to 4 tph at most stations in off-peak periods Station accessibility and customer experience improvements, including improved shelter at all stations, improved cycle facilities at 38 stations, improved disabled access at 21 stations, community hubs/facilities at 13 stations, improved bus connection facilities at 10 stations, active modes change facilities at 10 stations, and maintenance to prevent flooding and improve attractiveness. 	High
Adaptable to disruptions	<ul style="list-style-type: none"> Improved network infrastructure and operations to minimise the likelihood and effect of disruption and mitigate climate change impacts Removal of bottlenecks, track changes, and a new signalling system to reduce conflict between trains, improve flexibility and reliability, and aid recovery from events Annual resilience benefits of \$9.1m by 2032 and \$17.9m by 2052. 	High
Improve safety for all	<ul style="list-style-type: none"> New signalling system to provide modern engineering control and significantly reduce the likelihood of train collisions Grade separation of 15 road level crossings to remove the risk of collision between trains and vehicles Grade separation of 6 pedestrian level crossings to remove the risk of collision between trains and pedestrians Improved fencing to reduce risk of accidental track access. 	High

The final programme has a BCR range of 1.1 to 1.5 (with a sensitivity range of 0.9 to 1.8), based on discounted economic benefits of between \$4,430m (lower patronage) and \$5,760m (higher patronage), and discounted economic costs of \$3,880m, over the 60-year evaluation period. Benefits are split across wider economic (24 per cent), road user (20 per cent), public transport user (19 per cent), land use (18 per cent), rail freight (14 per cent), and other benefits (6 per cent). The programme has a recommended National Land Transport Programme priority order rating of 2, based on the BCR range, a very high Government Policy Statement on Land Transport Alignment rating, and a high Scheduling rating.

Financial Case

The expected (P50) preferred programme cost and revenue estimates are shown in Table 4, for the initial four three-year planning cycles of the programme, the remaining period, and the overall programme. Around 69 per cent of capital costs relate to below rail infrastructure (rail network infrastructure and network segregation), and 25 per cent to rolling stock (train fleet expansion and replacement). The balance relates to above rail infrastructure (station, station precinct, and station access improvements). The 95th percentile (P95) cost is 57 per cent higher at \$15,629.7m reflecting a similar increase in the capital cost P95 estimate.

Table 4: Expected programme cost and revenue estimates (2022 \$m)

Category	2021-24	2024-27	2027-30	2030-33	2033-52	Total
Capital	\$27.6	\$504.1	\$1,269.7	\$1,380.5	\$4,164.2	\$7,346.1
Network Maintenance	\$89.6	\$147.5	\$137.3	\$153.3	\$1,031.6	\$1,559.3
Service Operating	\$174.0	\$261.7	\$279.7	\$308.2	\$2,383.8	\$3,407.4
Fare Revenue	(\$113.1)	(\$179.3)	(\$192.9)	(\$210.6)	(\$1,686.8)	(\$2,382.7)
Total Net Cost	\$178.1	\$734.0	\$1,493.8	\$1,631.4	\$5,892.8	\$9,930.1

Figure 3 outlines the annual and accumulating P50 capital costs of the programme, showing the large amount of up-front investment in enabling infrastructure that is required in the first half of the programme, particularly between 2027-28 and 2035-36. The timing and scale of service level improvements and associated train fleet requirements will be able to be accelerated or decelerated depending on government priorities and the level of demand once this infrastructure is in place, taking account of relevant lead times, providing some flexibility.

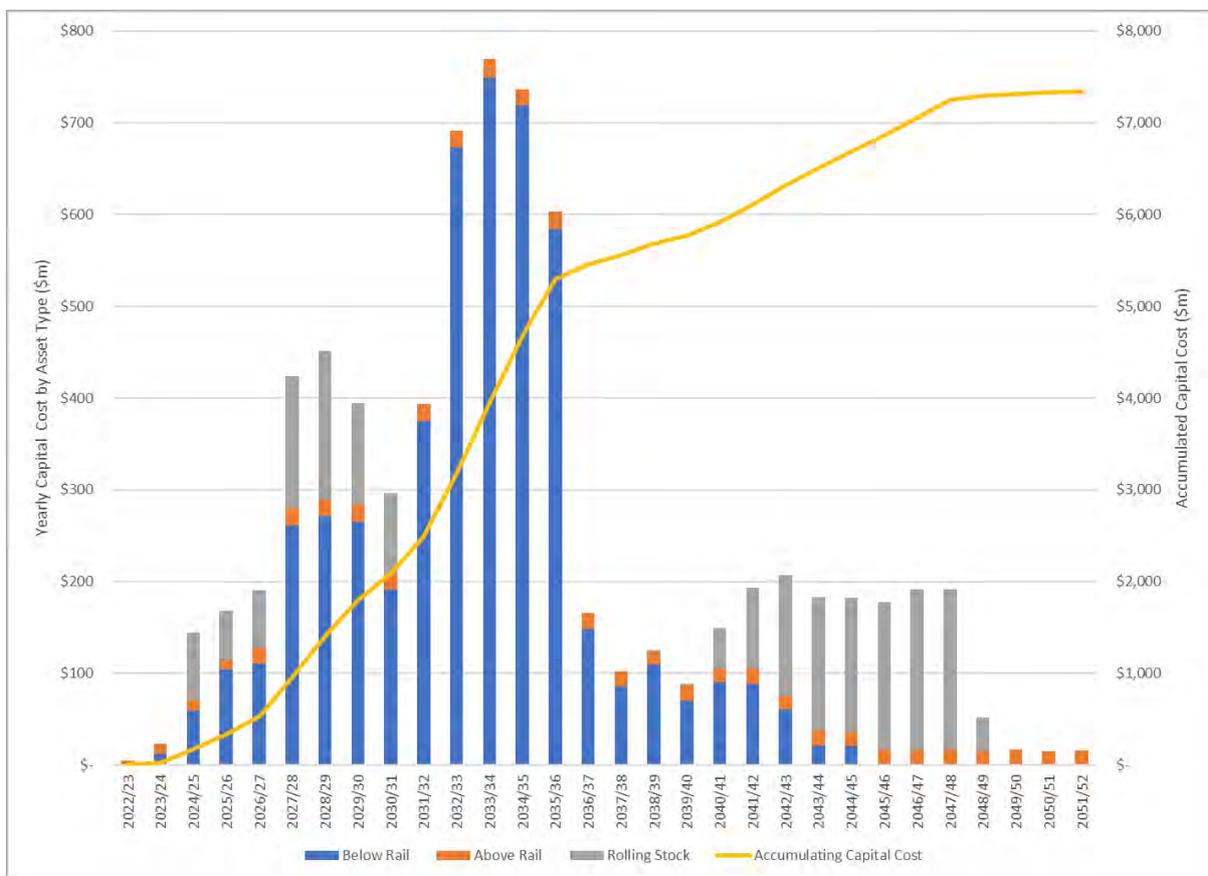


Figure 3: Annual and accumulating capital costs by asset type (2022 \$m)¹

Funding arrangements have not been confirmed, but it is expected that contributions will come from passenger fares, regional council and territorial council rates and debt funding, the National Land Transport Fund through Waka Kotahi, Crown funding, the Climate Emergency Response Fund, new policy and regulatory approaches such as congestion

¹ Below rail capital costs relate to KiwiRail network infrastructure. Above rail capital costs relate passenger-focused fixed infrastructure. Rolling stock capital costs relate to the trains that operate on the network.

charging, and potentially public private partnerships. Below rail capital improvement costs are substantial, and it is recommended that these are fully funded by Waka Kotahi and/or the Crown, as those assets are owned by KiwiRail (and therefore ultimately by the Crown), and the North Island Main Trunk railway, where most network infrastructure improvements are required, is a strategic freight corridor of national significance. GWRC will need to bear a significant share of the remaining costs (for train fleet and station improvements, and service operations), which are unaffordable for that council through current standard funding arrangements. The contribution of each funding source will be determined by subsequent business cases and depend on the type of activity and funding body.

Commercial Case

Projects within the preferred programme range significantly in scale. Large investments will likely progress to indicative followed by detailed business cases, allowing a range of alternatives to be explored before determining the most appropriate investment. Relatively simple programme elements will be assessed through single stage business cases. Single specific investments, such as the train replacement will be progressed through detailed business cases. Each future business case will detail the procurement approach for the programme element that it is delivering, and, as appropriate, the approach to consenting (which will primarily apply to below rail capital projects) and risk sharing.

Management Case

It is proposed that a new Wellington Rail Programme Governance Group will oversee delivery of the overall programme on an ongoing basis. This group will be responsible for delivering the programme in accordance with the timelines outlined in Figure 4, ensuring coordination between programme components (e.g. network infrastructure, rolling stock, stations), managing programme risks, and achieving the benefits and outcomes outlined in this PBC. It will consist of GWRC (Chair and member), KiwiRail (member), Waka Kotahi (member), Metlink rail service operator (observer), and Ministry of Transport (observer). Regular reporting to the Wellington Regional Leadership Committee and Regional Transport Committee will ensure that iwi, territorial councils, and road controlling authorities are kept informed, and provide the means for determining the degree of their involvement at the programme and individual project levels.

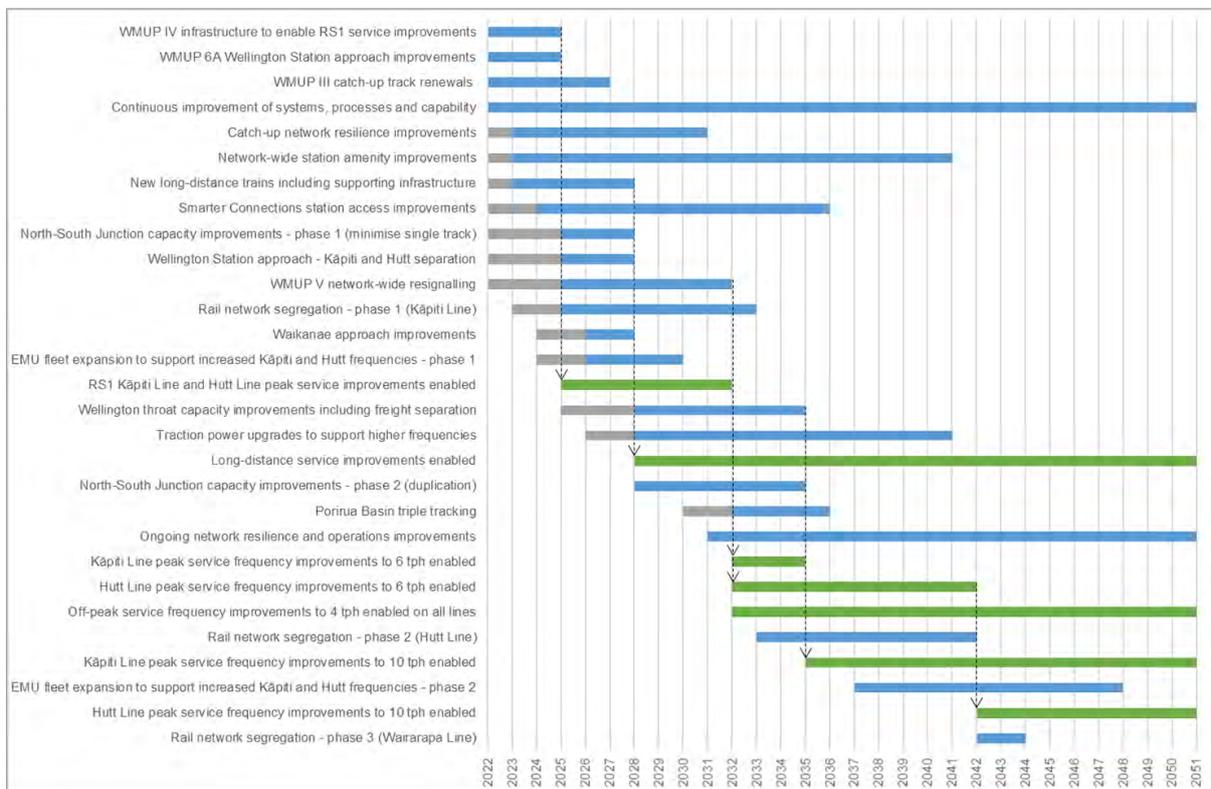


Figure 4: Outline programme plan²

Particular programme risks that will need to be managed relate to demand (and the location and scale of growth), financial elements (funding availability and cost variability), planning requirements for improvements to physical

² Grey relates to planning and business case timelines, blue to implementation timelines, and green to service improvements. Key dependencies are denoted by arrows.

infrastructure, delivery (lead times and programme interdependencies), and other risks such as policy priority (particularly in relation to the degree of emphasis given to road investment).

Next Steps

This PBC provides a clear investment pathway for the region's rail system over the next 30 years, which will enable achievement of important regional and national growth and environmental policy objectives and provide significant value for investors. It is therefore recommended that decision-makers:

- Approve the overall investment programme as outlined in this business case, and commit to the associated investment requirements and timeframes, subject to the outcome of further business cases and other investigations
- Approve funding of the first three-year stage of the programme, which includes a series of further business cases and other investigations that will determine the optimal solution for and timing of key elements of the programme, particularly the below rail capital components on which the remainder of the programme is dependent
- Approve funding for implementation of the investment proposal outlined in the Lower North Island Rail Integrated Mobility Detailed Business Case, which is a key first decade element of this programme that reduces rail emissions and provides essential system bridging capacity to support growth and mode shift in the short term
- Confirm governance arrangements for delivery of the programme through a new Wellington Rail Programme Governance Group.

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WELLINGTON RAIL PROGRAMME BUSINESS CASE

20 SEPTEMBER 2022 – REGIONAL TRANSPORT COMMITTEE

Barry Fryer – Manager, Rail Assets, Metlink



WHAT, WHERE & WHO

Attachment 2 to Report 22.392

- PBC providing a new 30-year investment pathway for rail
- Wellington Region plus links into the Horizons Region
- Greater Wellington Regional Council, KiwiRail, Transdev, Waka Kotahi
- Outside of the Let's Get Wellington Moving programme



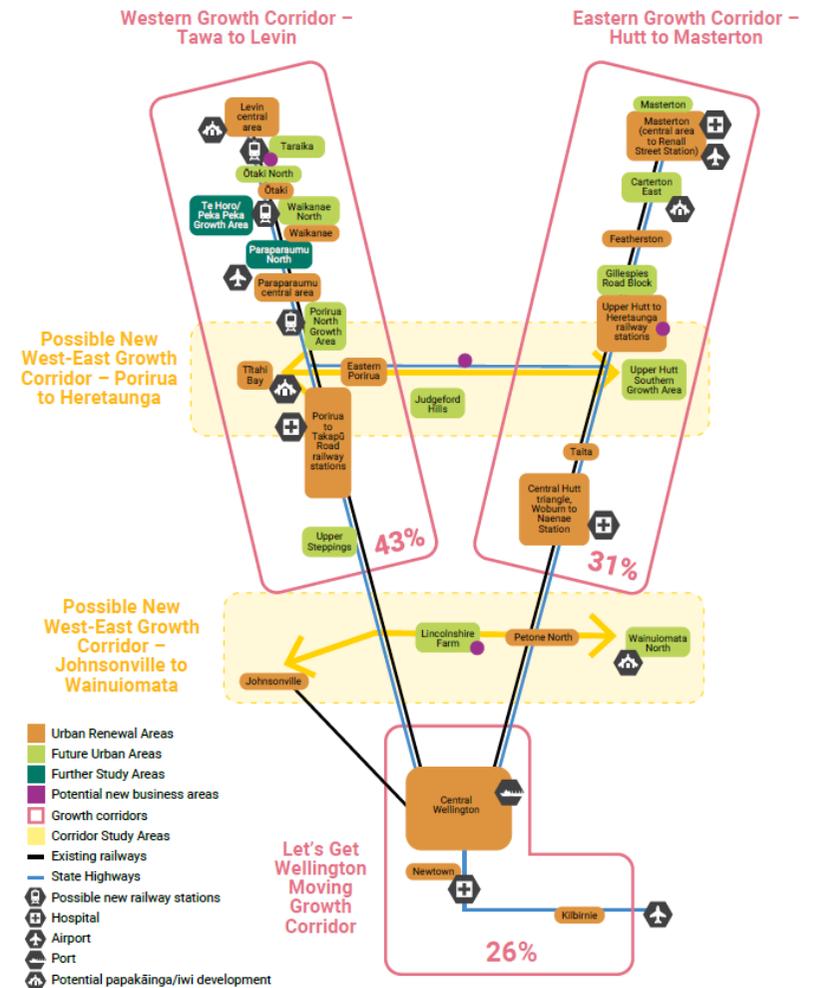
ISSUES

Attachment 2 to Report 22.392

- Strong population growth on the rail corridors – where the Regional Growth Framework proposes most regional growth
- The RLTP targets to increase PT mode share by 40% & reduce carbon emissions by 35% by 2030:
 - peak rail trips must move from 9.7m to 13.6m pa
 - LGWM assumed 14.2m peak trips pa by 2035
- The Climate Change Commission demonstration path assumes that the PT share of travel distance would grow by 60% in Wellington by 2030

BUT

- Inconsistent customer journey experience and limited spare capacity is reducing uptake
- Current infrastructure is not capable of safely accommodating additional trains
- The condition and configuration of the rail network makes it vulnerable to disruption making rail more unattractive



PROGRAMME OPTIONS

Attachment 2 to Report 22.392



- Towards 200 interventions in 8 long list programmes, providing:
 - Peak and off-peak frequency (requires infrastructure)
 - Capacity (more and bigger trains)
 - Improved Environmental Resilience
 - Improved Operational Resilience
 - Station access and facilities
- Most interventions have long lead times
- Doing nothing is unrealistic
- Covid has bought some time – maybe a couple of years

DO MINIMUM

Attachment 2 to Report 22.392

The 'do-minimum' would maintain a minimum LOS but would not maintain current mode share. It includes :

- Complete catch up renewals programmes
- New 'RS1' timetable frequencies
- Improved whole-of-life asset management practices to avoid future repetition - Catch Up Renewals programme and associated disruption
- EMU capacity increases during heavy maintenance
- EMU replacement with minor fleet increase in the mid 2040s
- Timetable changes to Waikanae services following fleet replacement
- Power supply upgrades and maintenance works to enable these services
- Fleet storage in Kapiti to enable 12-minute peak intervals into Wellington
- Fleet expansion to 108 EMUs by 2050
- Kapiti capacity investigation from circa 2050
- Roll out electronic ticketing



SHORT LIST

Attachment 2 to Report 22.392



Three shortlisted programmes from MCA process:

MODERATE IMPROVEMENT

- Affordable, but limited capacity improvement, increasing standing to seating ratio.
- Does not meet all investment objectives

MIXED FOCUS

- Pragmatic frequency and train size improvement
- Provides required capacity, but maintains pre-Covid standing to seating ratio

DRIVE MODE SHIFT

- Accelerates improvements
- Increases per-passenger capacity to reduce standing to seating ratio.
- Better meets sustainability objective

SELECTION OF PREFERRED OPTION

Attachment 2 to Report 22.392

Shortlisted Programme Value Against Do Minimum (60-Year Evaluation Period);

	BENEFIT (\$b)	COST (\$b)	INC BENEFIT (\$b)	INC COST (\$b)	BCR	INC BCR	NPV (\$M)
MODERATE IMPROVEMENTS	\$1.8 - 2.2	\$1.0			1.8 - 2.2		\$0.8 - 1.2
MIXED FOCUS	\$2.4 - 3.4	\$2.0	\$0.7 - 1.2	\$1.1	1.2 - 1.6	0.6 – 1.1	\$0.4 - 1.3
DRIVE MODE SHIFT	\$4.0 - 5.9	\$3.8	\$1.6 - 2.5	\$1.8	1.1 - 1.5	0.9 – 1.5	\$0.3 - 2.1

PREFERRED PROGRAMME – DRIVE MODE SHIFT

Attachment 2 to Report 22.392

Key Improvements

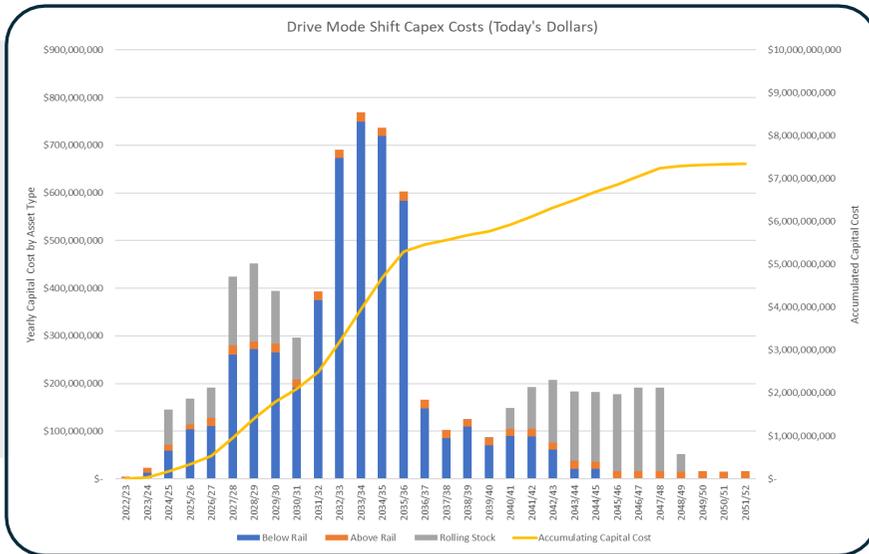


1. Provide ‘fit for purpose’, resilient and safe rail network and remove capacity constraints as a priority
2. Enhance customer experience to encourage mode shift
3. Provide capacity to meet and drive highest rail patronage growth
4. Enable 6 trains per hour by 2030 (train every 10min)
5. Enable 10 trains per hour by 2040 (train every 6 min)

- Network Environmental Resilience Improvements (more and faster)
- Improved Long Distance Services (LNIRIM)
- Signalling Upgrades
- Operational Resilience Improvements
- Station facility and access improvements
- Expanded train fleet to enable capacity and frequency
- Reduce network constraints;
 - Wellington Station and approach
 - North of Waikanae
 - North / South Junction
 - Petone / Melling Junction
 - Waikanae
 - Tawa Basin
- Level cross safety and grade separation improvements
- Traction Power Upgrades
- Transit Oriented Developments around railway stations
- Continuous Improvement of asset management systems, processes and capability

DRIVE MODE SHIFT – COST AND BENEFITS

Attachment 2 to Report 22.392



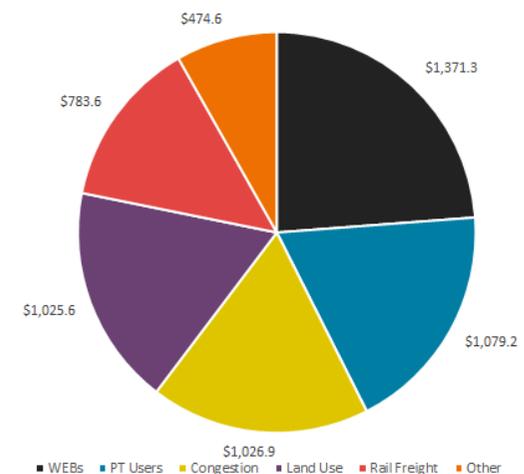
COST

- Base BCR of 1.1 to 1.5
- \$7.3b – \$11.5b of Capital Investment over 30 years

BENEFITS

- PT Users (Improved Service) – 19%
- Road Congestion reduction - 18%
- Rail Freight (Improved Service) – 14%
- Land Use - 18%
- Wider Economic Benefits - 24%
- Other - 8%

Drive Mode Shift High Scenario Benefits (\$m)



DRIVE MODE SHIFT – RISKS

Attachment 2 to Report 22.392

- Most ambitious programme
- Significant level of funding required from both GW and Central Government
- Significant level of disruption to transform the network

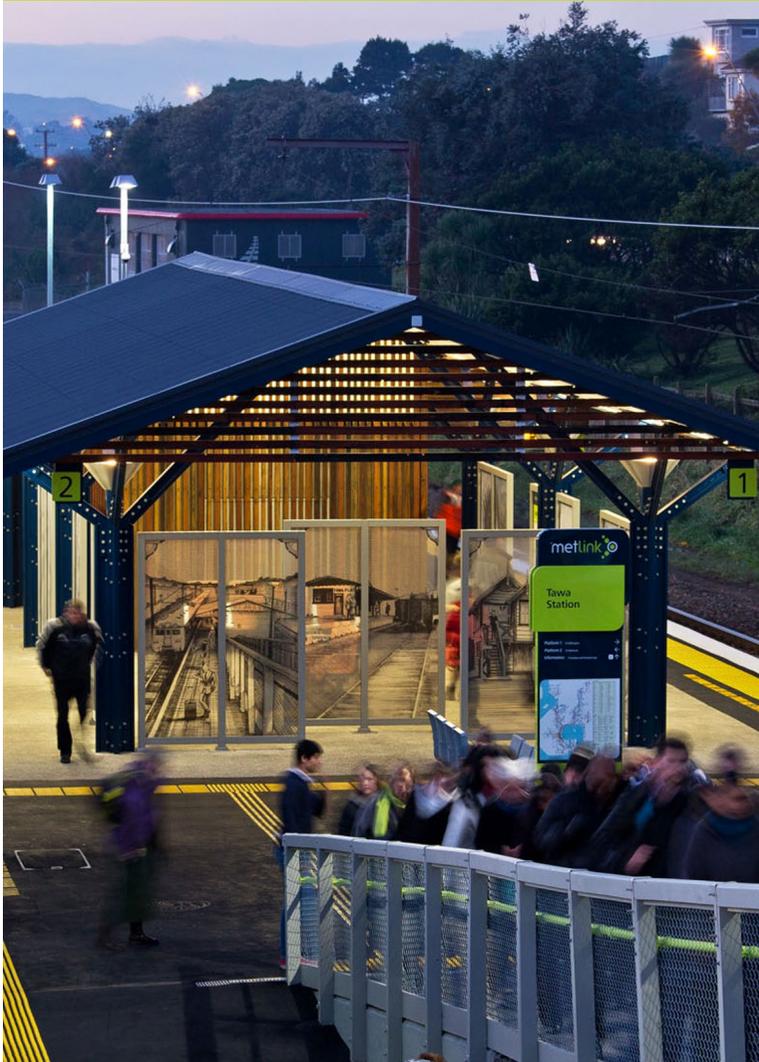


BUT COUNTER FACTUAL:

- Fail to deliver mode shift and decarbonisation targets
- Fail to enable planned regional growth
- Fail to reduce impact of climate change

NEXT STEPS

Attachment 2 to Report 22.392



**SEEK ENDORSEMENT AND SUPPORT FROM
KEY FUNDING PARTNERS**



**SEEK SUPPORT FROM
KEY STAKEHOLDERS**



**COMMENCE A NUMBER OF
INVESTIGATIONS / BUSINESS CASES**



IMPLEMENT STRATEGY

Regional Transport Committee
20 September 2022
Report 22.423



For Information

LET'S GET WELLINGTON MOVING UPDATE – SEPTEMBER 2022

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

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

Ngā tūāoma e whai ake nei

Next steps

3. The LGWM Programme Director will speak to **Attachment 1** at the Committee meeting on 20 September 2022.

Ngā āpitihanga

Attachment

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

Ngā kaiwaitohu

Signatories

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

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



Attachment 1 to Report 22.423

UPDATE FOR REGIONAL TRANSPORT COMMITTEE

Sarah Gardner
Programme director

20 Sept 2022



3-YEAR PROGRAMME UPDATE



Central City Walking

Upgrading 14 intersections, creating a better environment for walking, to make the central city easier and safer to get around.

Construction

- 7 intersections complete
- Upgrading Vivian/Taranaki and Vivian/Tory St intersections
- Starting shortly on 7 intersections along the waterfront quays
- Complete by March 2023

Cobham Crossing

A safe crossing on Cobham Drive

Construction

Expected completion in late October

Monitoring

Monitoring will begin following construction to determine crossing use trends and help consider future options.



Thorndon Quay/Hutt Road

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

Design underway

- Cycle lanes, bus priority, street improvements
- New roundabout on Aotea Quay
 - Raised median needed on Hutt Road so roundabout required on Aotea Quay for turnaround options
 - Regional benefits: vehicles travelling to and from the Interislander can use motorway instead of Hutt Road

Next steps

- Public engagement on Thorndon Quay/Hutt Rd design
- Aotea Quay roundabout construction starts late 2022
- Thorndon Quay/Hutt Rd construction starts Q2 2023

Attachment 1 to Report 22.423



Thorndon Quay – view towards city



Aotea Quay – new roundabout

Artist impressions – conceptual only

Golden Mile

Transforming the Golden Mile from Lambton Quay to Courtenay Place to move more people with fewer vehicles, creating space for thriving and attractive streets in the heart of Wellington

Now

- Completing design to remove private vehicles, install dedicated bus lanes, close ends of 10 side streets, expand public spaces and make these more attractive.
- Reviewing feedback from July/August public engagement – over 2500 comments
- Working with WCC, GWRC and Wellington Water to plan construction in the city.

Next steps

- Construction in stages from 2023 to 2026



Artist impressions – conceptual only



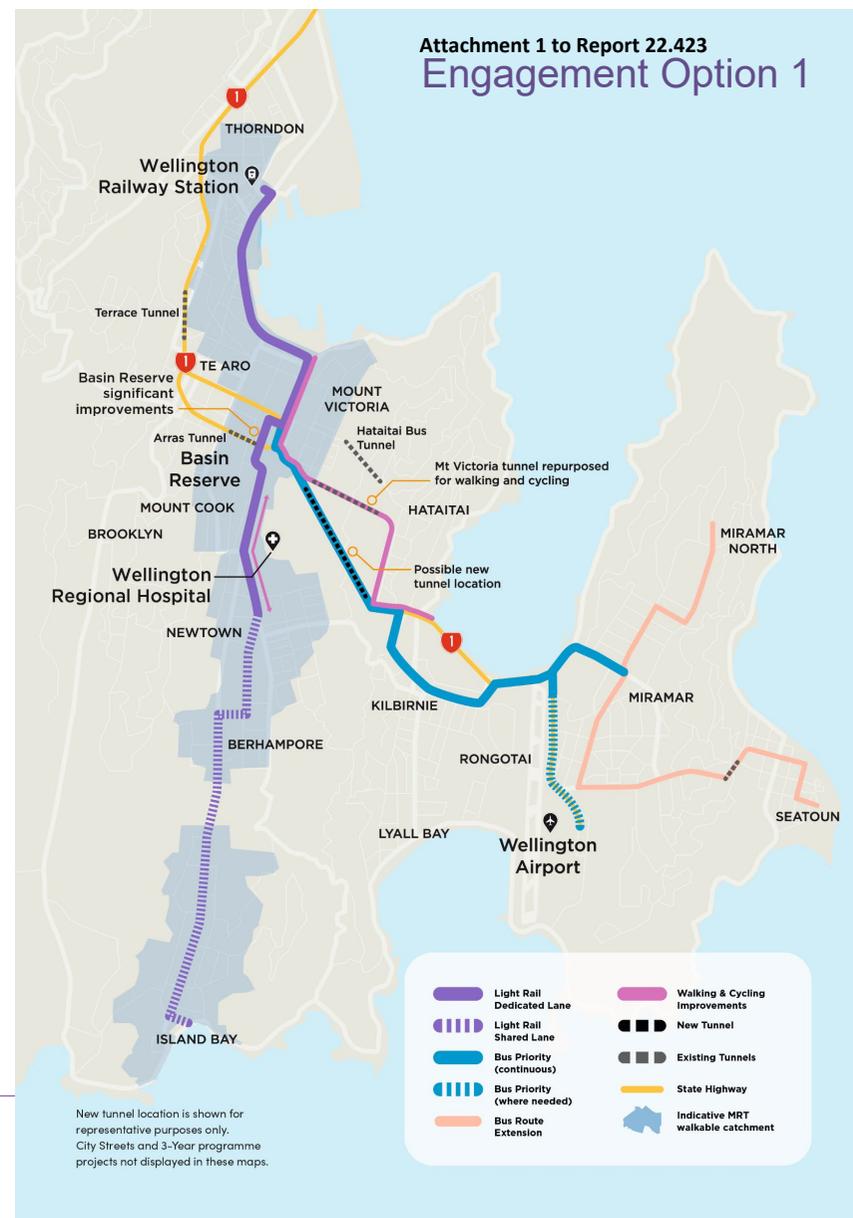
TRANSFORMATIONAL PROGRAMME UPDATE



Agreed programme

Announced by the Minister in June and endorsed by WCC and GWTC, is based on engagement Option 1 and includes:

- ① High-quality, high-capacity **mass rapid transit** to Island Bay along with continuous bus priority to Miramar
 - *Substantially improve the quality and reliability of public transport and enable more housing especially from the central city to the southern suburbs*
- ② **Basin Reserve transformation**
 - *Improve all ways people travel around and to the Basin and make the area more attractive*
- ③ An **extra Mt Victoria Tunnel**
 - *Improve public transport, walking and cycling to and from the eastern suburbs.*



AGREED PROGRAMME

1 Mass rapid transit

- Light rail preferred from Railway Station via the waterfront quays, Basin, hospital and Berhampore to Island Bay
- Bus priority from the Basin Reserve to Miramar and the airport
- Bus Rapid Transit (BRT) retained for detailed investigation
- Further work needed on urban development



Artist impression – conceptual only

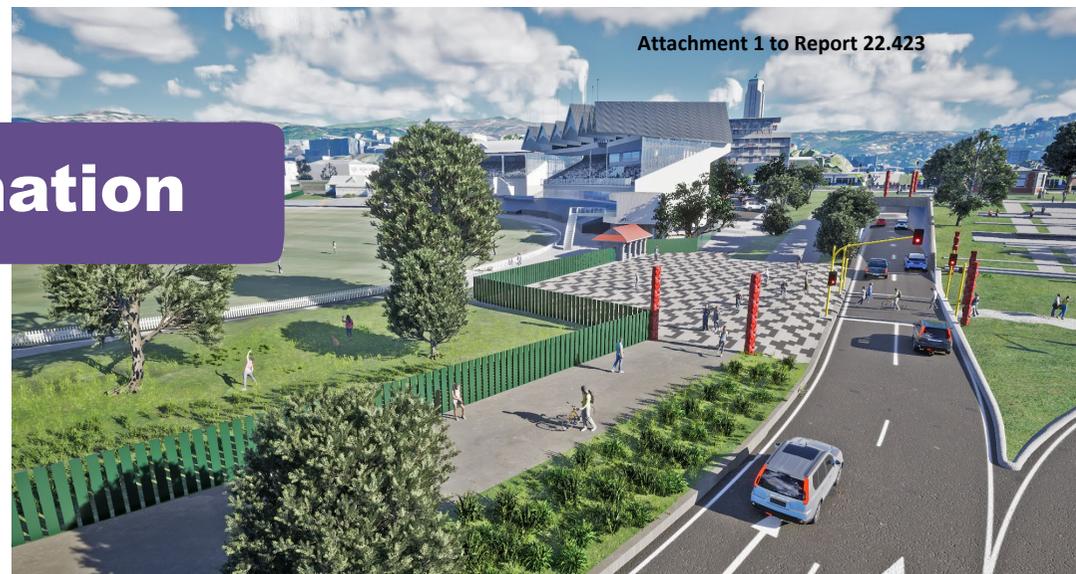
AGREED PROGRAMME

2 Basin Reserve transformation

Grade separation

- Transform the Basin Reserve area by extending the Arras Tunnel towards Mt Victoria
- Separate two major traffic flows :
 - Over Arras tunnel (on Sussex St side) for light rail, buses, vehicles and people
 - Around the north side of the Basin and through Arras Tunnel for highway traffic heading towards the motorway
- Place improvements and improved walking and cycling

Artist impressions – conceptual only



AGREED PROGRAMME

3 Extra Mt Victoria Tunnel

A new tunnel

- One extra lane each way dedicated for public transport to and from the eastern suburbs
- High-quality space for walking and cycling
- Retain one lane each way for general traffic

Form of new tunnel to be investigated

This could be:

- A diagonal tunnel from the Basin to Wellington Road. The existing tunnel would be converted to walking and cycling (see illustration)
- A new tunnel parallel to the existing tunnel.



Artist impression – conceptual only

Next steps

Indicative timeline



Detailed investigation scope

- Confirm MRT mode, route, cross sections, stop locations etc
- Form of Basin Reserve improvements and Mt Vic Tunnel (diagonal or parallel)
- Detailed surveying & impact assessments
- Community feedback
- Project investment decision

Artist impression – conceptual only



Regional outcomes

The Transformational Programme

MRT and public transport integration at the railway station

Better access to regional hospital and airport especially via public transport

Intensified urban development

Mode shift and carbon reductions contributing to regional targets

Smarter transport network tools

Continuity of construction jobs and economic impacts

Smarter transport network

Changing the way we travel

- LGWM will provide high-quality alternatives to private vehicle travel.
- Alongside this we also want to encourage people to use other ways of getting around, to help reduce emissions, and make travel more reliable for those who need to drive.

Travel Behaviour Change package

- A 10-year, \$52 million package to support mode shift across the region (see table)
- WCC and GWRC currently considering the first steps of this package (A+B).
- Once approved work will get underway.

Scope	Example initiatives TBC
A. Scales up current behaviour change efforts	<ul style="list-style-type: none"> • Workplace travel plans • Safe routes to schools campaign • Bicycle/e-bike rescue/repair service • Social media outreach campaign
B. Adds 'first-last leg' travel, improving options to railway stations	<ul style="list-style-type: none"> • Bike share • Carpooling app • Safe routes • Support for on-demand shuttles
C. Adds measures that reduce appeal of driving	<ul style="list-style-type: none"> • Measures to support potential future pricing mechanisms
D+E. Adds focus on achieving long-term culture change	<ul style="list-style-type: none"> • Smart trips (Mobility as a Service) • Integrated event planning • Bike and walking networks • Transport for new homes initiative

Discussion

Do you have any questions?



**Regional Transport Committee
20 September 2022
Report 22.380**



For Information

METLINK UPDATE – SEPTEMBER 2022

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

2. Metlink regularly updates the Committee on its network performance, initiatives and current work programme. The update is provided as **Attachment 1** – Metlink Update presentation September 2022.

Ngā tūāoma e whai ake nei

Next steps

3. A Metlink officer will speak to **Attachment 1** at the Committee’s meeting on 22 September 2022.

Ngā āpitihanga

Attachment

Number	Title
1	Metlink Update presentation September 2022

Ngā kaiwaitohu

Signatories

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

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

METLINK UPDATE

Regional Transport Committee

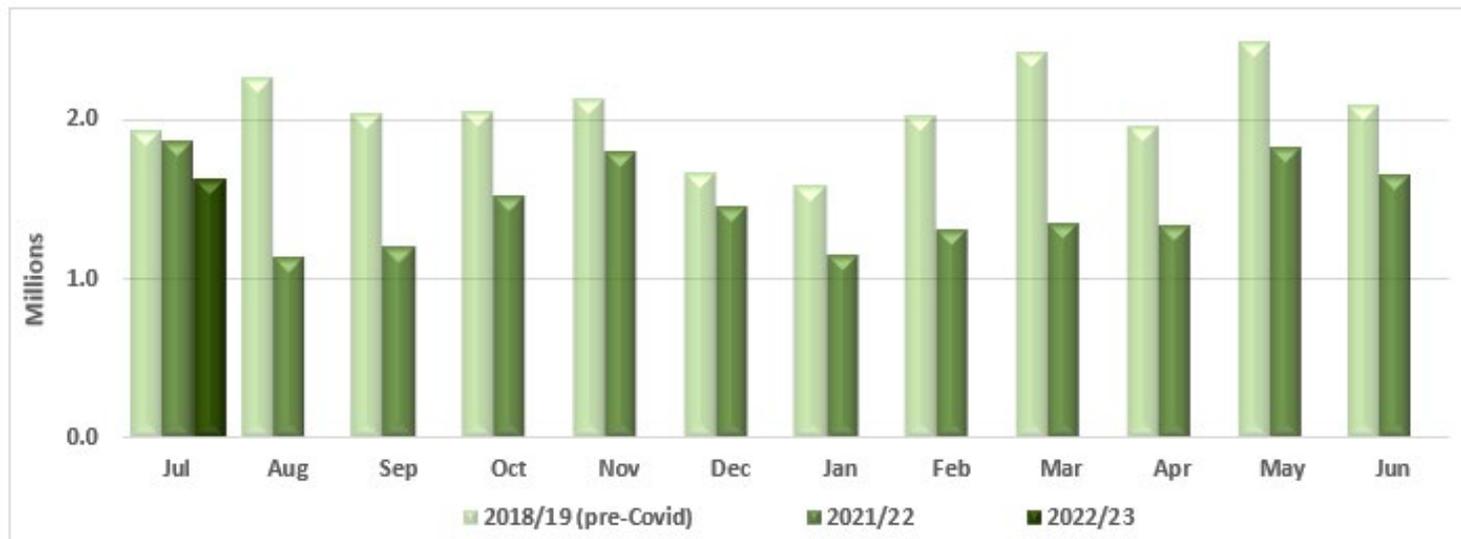
22 September 2022

Samantha Gain – General Manager, Metlink



PATRONAGE UPDATE – BUS

Attachment 1 to Report 22.380



Bus boardings by area - year to date Jul

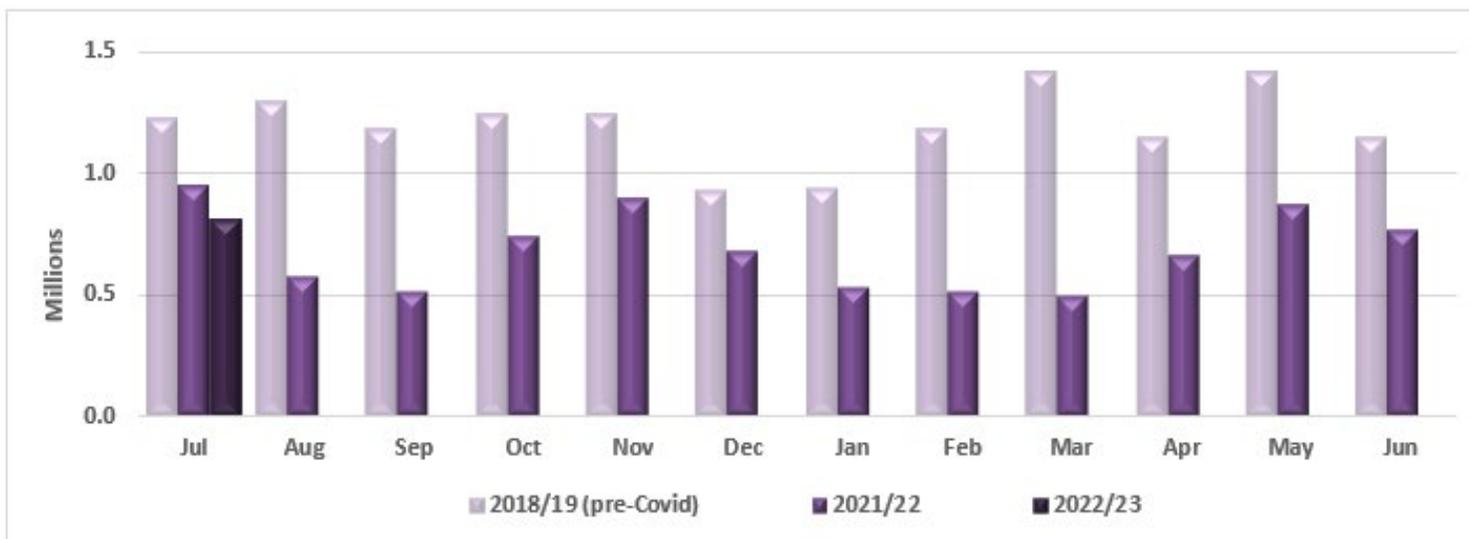
	2022/23	2021/22	% Change
Wellington	1,222,589	1,401,838	-12.8%
Hutt Valley	303,868	341,151	-10.9%
Porirua	59,207	69,847	-15.2%
Kapiti	39,617	42,470	-6.7%
Wairarapa	10,268	12,349	-16.9%
Total	1,635,549	1,867,655	-12.4%

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

Travel period	2022/23	2021/22	% Change
Peak	51.5%	54.6%	-3.1%
Off-peak	48.5%	45.4%	3.1%

PATRONAGE UPDATE – RAIL

Attachment 1 to Report 22.380



Rail boardings by line - year to date Jul

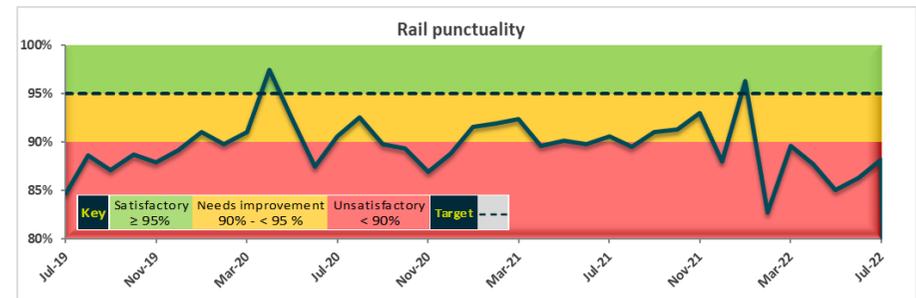
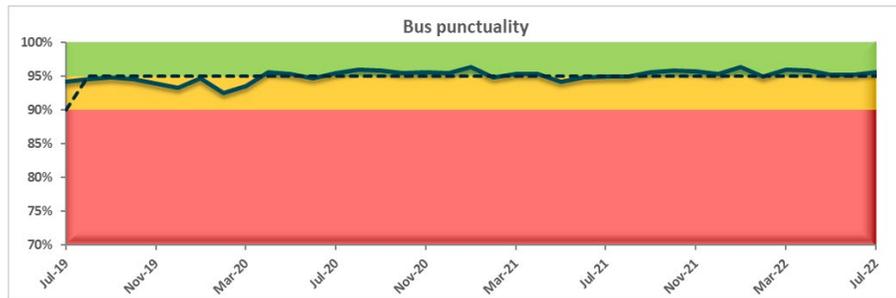
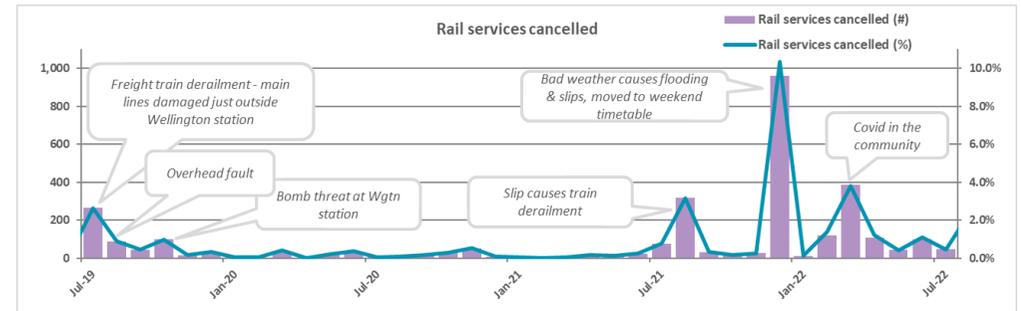
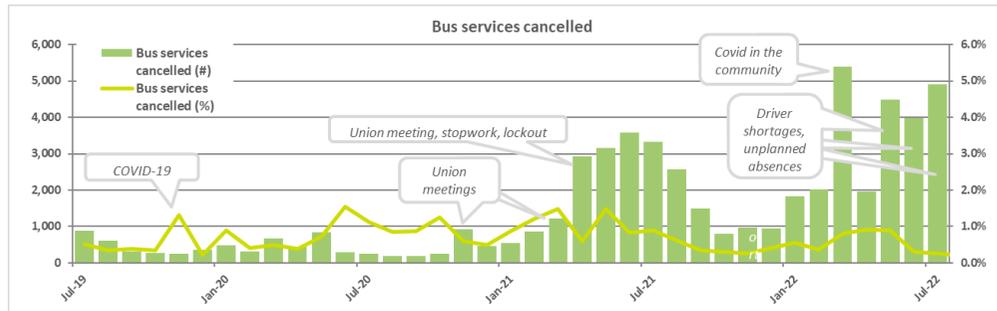
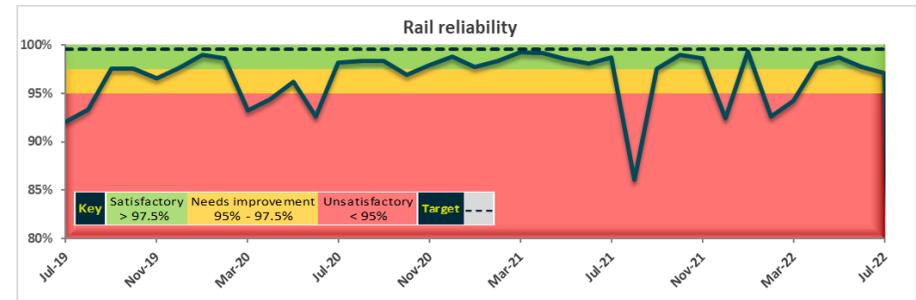
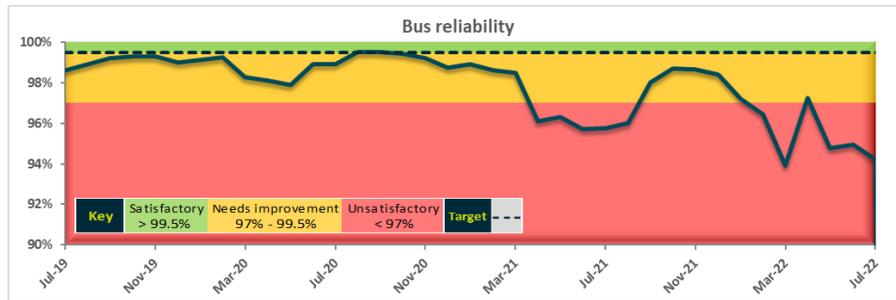
	2022/23	2021/22	% Change
Hutt Valley	338,907	434,700	-22.0%
Kapiti	336,110	356,998	-5.9%
Johnsonville	88,865	95,178	-6.6%
Wairarapa	43,641	56,945	-23.4%
Total	807,523	943,821	-14.4%

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

	2022/23	2021/22	% Change
Peak	61.5%	68.4%	-6.9%
Off-peak	38.5%	31.6%	6.9%

PT PERFORMANCE – JULY 2022

Attachment 1 to Report 22.380



PT PERFORMANCE – CHALLENGES

Attachment 1 to Report 22.380

- Driver Shortages impacting service delivery
 - Seasonal illnesses
 - Underlying driver shortages (bus)
- Network improvement works (rail)
 - Contributing to delays on Wairarapa Line
- Weather disruption
- Slips, slips, slips (impacting bus and rail)

WATERLOO STATION: TRANSIT ORIENTED DEVELOPMENT

Attachment 1 to Report 22-380



FUTURE FARES DIRECTION INITIATIVES

Attachment 1 to Report 22.380

- 1,164 submissions received on Future Fares Direction Initiatives
- Hearings held 3-4 August 2022
- Council adopted initiatives at its meeting on 25 August 2022
- Implementation timing varies

SNAPPER ON RAIL – ROLL OUT ACROSS ENTIRE NETWORK

Attachment 1 to Report 22.380

- Metlink to roll out payment by Snapper across the region's rail network (interim solution as part of transitioning to the National Ticketing Solution)
- Timing:
 - Kāpiti Line in early November 2022
 - Hutt Valley, Melling and Wairarapa lines in late November 2022.

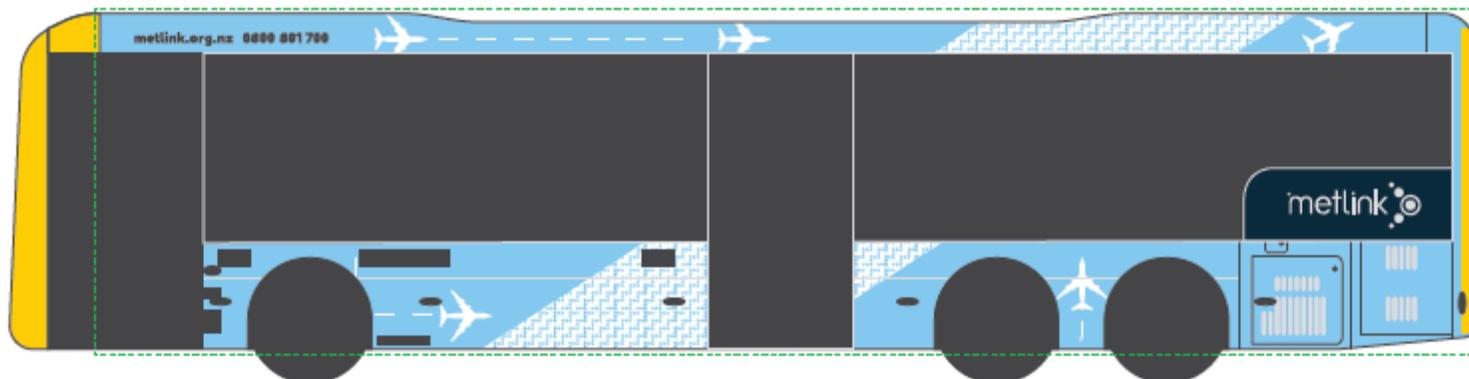


AIRPORT SERVICE – IT'S LIVE

Attachment 1 to Report 22.380

What we're seeing so far:

- Patronage exceeding expectations @ 49,832 July Aug
- Sept - 3 days over 1000 passengers
- Contactless payment method popular (over 25% tickets)
- Still lots of capacity for Growth
- Exceeding revenue forecast (note 50% fare reduction)



Attachment 1 to Report 22.380



Regional Transport Committee
20 September 2022
Report 22.421



For Information

KIWIRAIL UPDATE – SEPTEMBER 2022

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

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

Ngā tūāoma e whai ake nei

Next steps

3. The KiwiRail member will speak to **Attachment 1** at the Committee’s meeting 20 September 2022.

Ngā āpitihanga

Attachment

Number	Title
1	KiwiRail September 2022 presentation

Ngā kaiwaitohu

Signatories

Writer	Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services
Approver	David Gordon – Chief Operating Officer: Capital Projects and Asset Development

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



Presentation Outline

- Introduce the Wellington Metro Programme (WMUP) components
- Update progress since our last update (RTC March 2022)
 - WMUP 2, 3 and 4
 - WMUP 6A and 6B
 - WMUP 5 and 7
- Programme challenges
- Future work
- Questions



Wellington Metro Upgrade Programme (WMUP) Components Attachment 1 to Report 22.421

Wellington Metro Programme Delivery Team

- WMUP 2 - Traction Overhead Line Replacement
- WMUP 3 - Catch Up Renewals
- WMUP 4 - Network Capacity and Resilience Upgrades
- WMUP 6a - Wellington Railway Station Safety Improvements
- WMUP 6b - Wairarapa Rail Upgrades

Future Rail Team

- WMUP 5 - Resignalling and Automatic Train Protection
- WMUP 7 - Further Capacity Improvements



Update since last RLTC - WMUP 2, 3 and 4

Attachment 1 to Report 22.421

WMUP 2 - Traction Overhead Line Replacement

- Johnsonville Line now completed
- Ngauranga to Petone underway (final segment)
 - Traction component on-track for completion by the end of the year
 - Combined Services Route completed mid 2023

WMUP 3 - Catch Up Renewals

- Wairarapa Line permanent way refurbishment
- Tunnel track renewals
- Bridge renewals
- Slope remediation.

WMUP 4 - Network Capacity and Resilience Upgrades

- Trentham to Upper Hutt – complete
- Plimmerton Area Capacity Enhancements – due completion 2024
- Metro substations



WMUP 6a and 6b

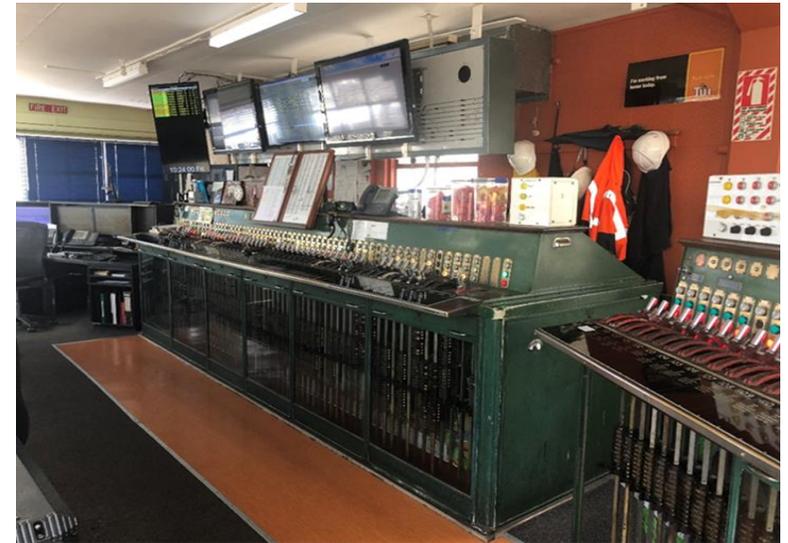
Managed by WMUP Delivery Team

WMUP 6A - Wellington Railway Station Safety Improvements

- Scheme development
- Detailed design and procurement including engagement sessions for the Early Contractor Involvement (ECI) process.
- Planning for enabling works (underground services) BOL

WMUP 6B - Wairarapa Rail Upgrades

- Scheme development
- Level crossing risk surveys
- Stakeholder engagement and consultation sessions
- Design and procurement



A box at Wellington Station



WMUP 5 and 7

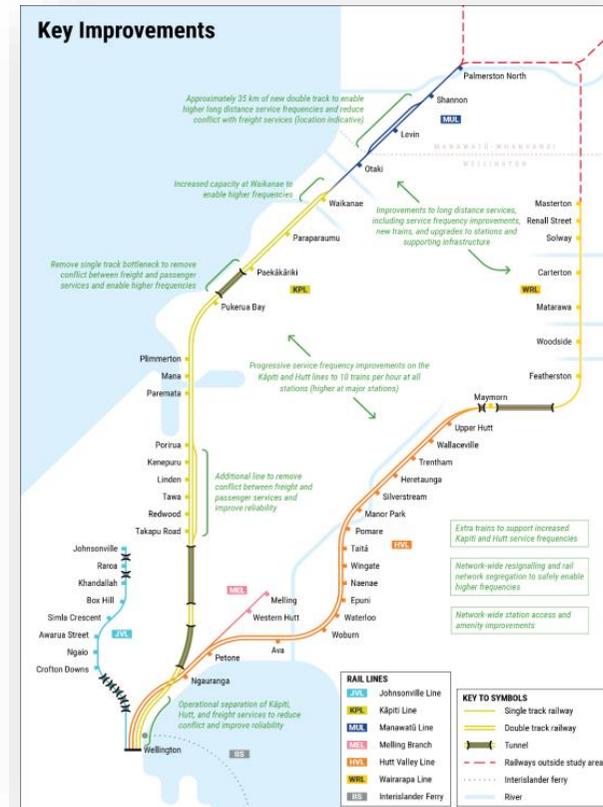
Managed by our Future Rail Team

WMUP 5 - Resignalling and Automatic Train Protection

- Transition from Indicative to Detailed Business Case took longer than expected – working thorough implications for milestones and cashflow.

WMUP 7 – Investigate Further Capacity Improvements

- Engagement of key consultancy and support resources underway.

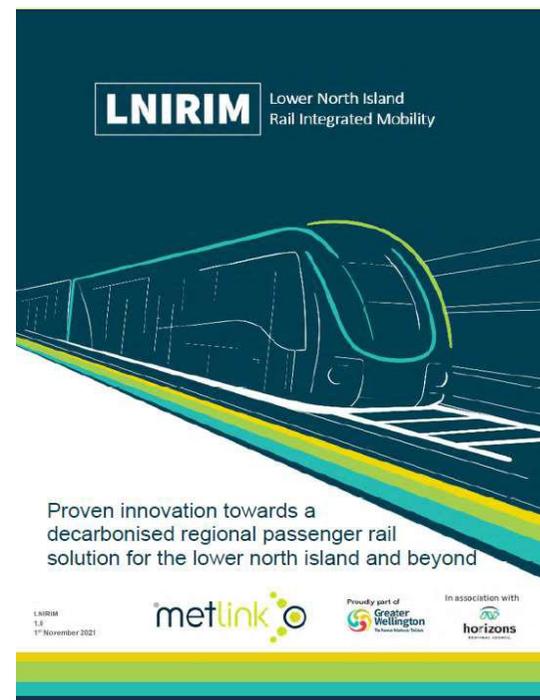


LNRIM Alignment

Attachment 1 to Report 22.421

Managed by our Future Rail Team

- Working to GWRC direction - assist GWRC team identify the network requirements (Inter-Operability)
- Align WMUP 7 work with LNIRM



7

WMUP 7

Programme Challenges

- Increased costs have created pressures across WMUP 2, 3, and 4.
 - An approach to address this issue has been developed and endorsed by the Programme Governance Board
 - we are working with GWRC and Waka Kotahi to deploy that approach now.
- Resources constrains have slowed progress on WMUP 5 and 7
 - The Future Rail Team prioritised establishing WMUP 6A and 6B over WMUP 5 and 7 which slowed these projects.
 - Good progress has been made on 6A and 6B and they have now been moved to the WMUP Delivery Team
 - The Future Rail Team is refocusing on WMUP 5 and 7, assessing the delays on their programmes and milestones.

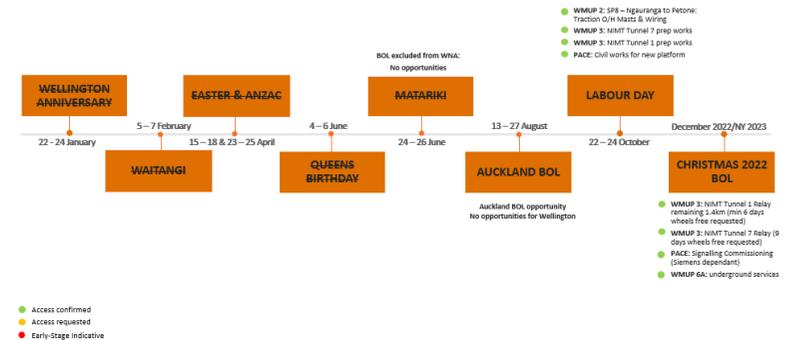


Looking ahead - Delivery

- Project planning and development
- Continuation of components delivered on a weekly basis – ie Wairarapa Line rail replacement
- Planning for the Labour Day and Christmas Block of Line (BOL)
 - WMUP 2: Ngauranga to Petone wiring
 - WMUP 3: NIMT Tunnel 1 relay
 - WMUP 3: NIMT Tunnel 7 relay
 - PACE: Civil works for new platform, Signal commissioning
 - WMUP 6A: underground services

Wellington Metro Upgrade Programme - WMUP

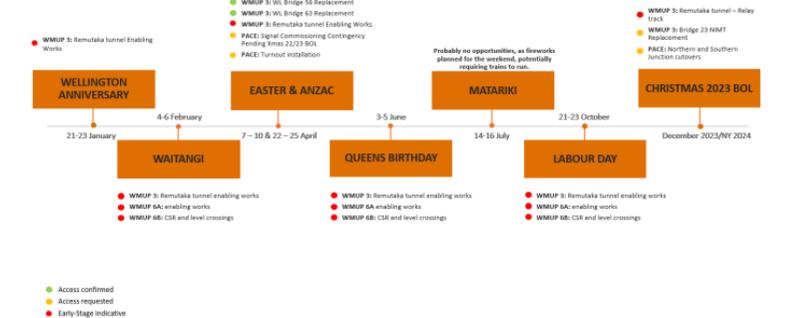
Block of Line 2022 – Current Programme



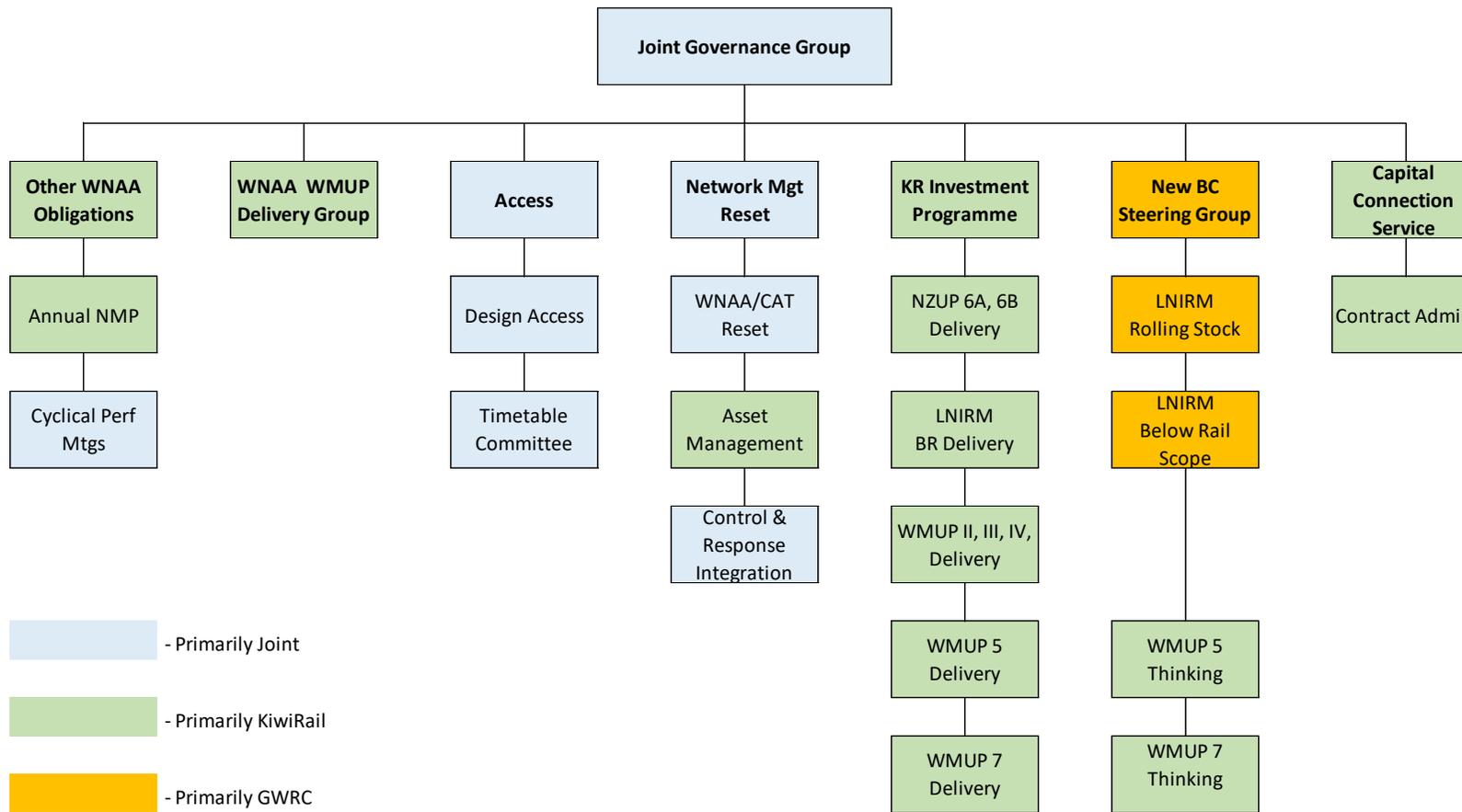
Wellington Metro Upgrade Programme - WMUP

Block of Line 2023 – Draft Outline Programme*

* Subject to completion of the revised WMUP 3 delivery methodology

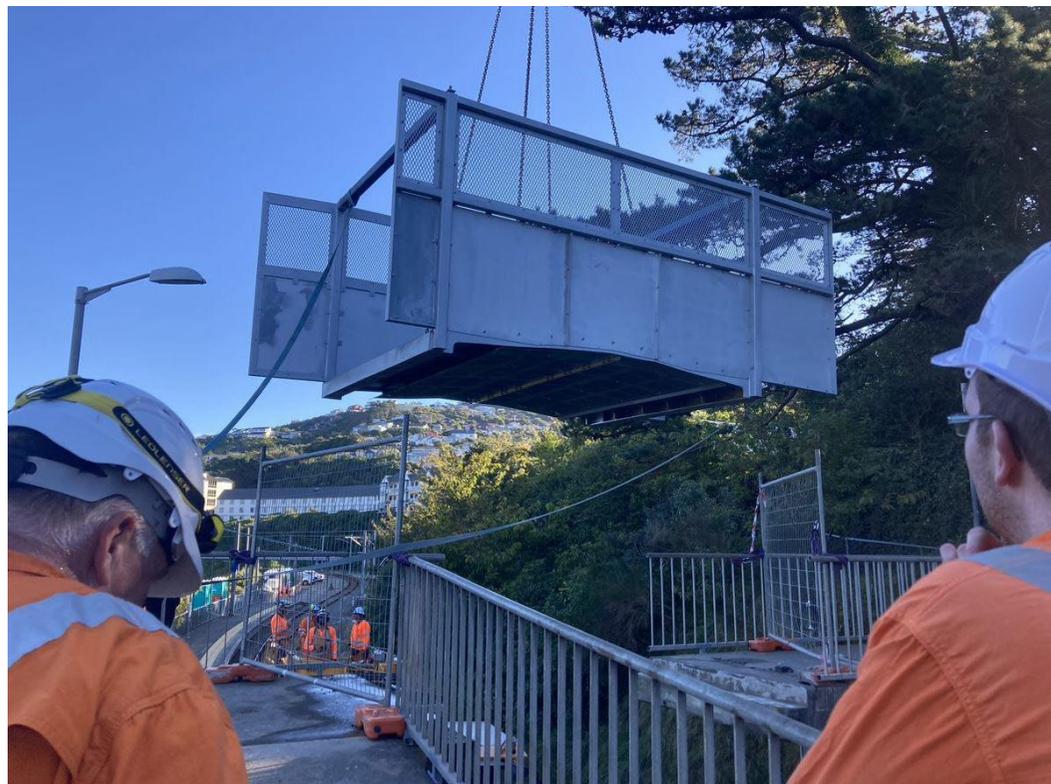


Looking ahead – Governance – under discussion



WMUP 2 – Johnsonville Line

Attachment 1 to Report 22.421



Easter Block of Line Activity- Raroa Station pedestrian bridge and ongoing removal of redundant traction masts and defect remediation



WMUP 2 – Johnsonville Line

Attachment 1 to Report 22.421

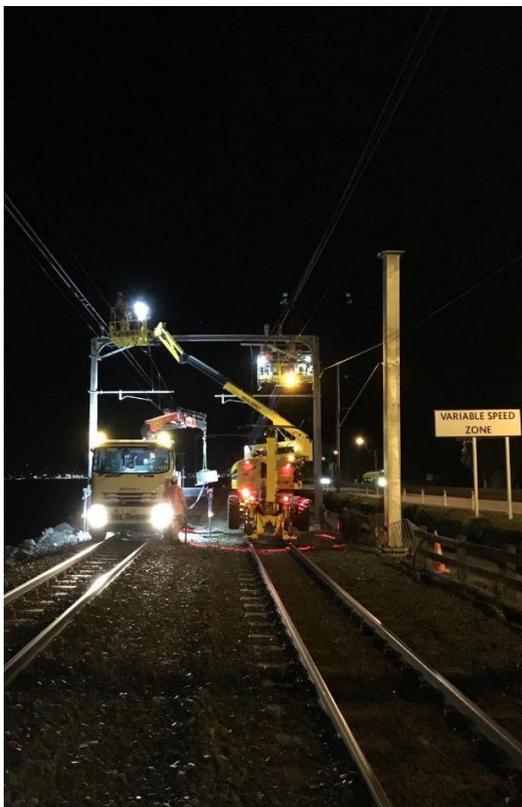


Easter Block of Line Activity- Raroa Station pedestrian bridge and ongoing removal of redundant traction masts and defect remediation



WMUP 2 - Ngauranga to Petone

Attachment 1 to Report 22.421



Gantry and Mast installation



WMUP 2 - Ngauranga to Petone

Attachment 1 to Report 22.421



New (Catenary and Contact) wire installation on the UP Main replacing the existing old ones



WMUP 3 – NIMT Tunnel 2 - Complete

Attachment 1 to Report 22.421



*Top left photos: cutting of rails
Bottom left photo: panel lifter crew*

Right photo: panel lifters removing tracks in preparation for locomotive to pick up



WMUP 3 – NIMT Tunnel 2 - Complete

Attachment 1 to Report 22.421



New bottom ballast layer dumped ready for excavators to initially spread, and Posi-Track and surveyors to bring to design level



WMUP 3 – Slope Mitigation

Attachment 1 to Report 22.421



WMUP 3 - Kent /Anderson St in Carterton

Attachment 1 to Report 22.421



18 *Track renewal work underway with removing track and digging old spoil ready for bottom ballast to be placed*

WMUP 3 - Kent /Anderson St in Carterton

Attachment 1 to Report 22.421



Left: Bottom ballast layer Right: Result of full track renewal



WMUP 4 – PACE

Attachment 1 to Report 22.421



Easter Block of Line Activity - Central Platform at Plimmerton Station



WMUP 4 – PACE

Attachment 1 to Report 22.421



Platform one: **left** - Continuing construction using Machine Avoidance under the watchful eyes of an ESO **Right** – taking shape



Questions?

Attachment 1 to Report 22.421



**Regional Transport Committee
20 September 2022
Report 22.417**



For Information

WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – SEPTEMBER 2022

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

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

Ngā tūāoma e whai ake nei

Next steps

3. The Waka Kotahi member will speak to **Attachment 1** at the Committee’s meeting on 14 June 2022.

Ngā āpitihanga

Attachment

Number	Title
1	Waka Kotahi NZ Transport Agency September 2022 presentation

Ngā kaiwaitohu

Signatories

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

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

Regional Transport Committee

20 September 2022



Asset Management Data Standard

- We've started rolling out the new Asset Management data Standard.
- It's a small piece of a much larger programme to improve asset data quality – and ultimately save millions of dollars.
- The Wellington Councils are first of the 68 RCAs using the new standard within the next 12 months – and everyone within five years.
- It will help to better manage and plan the development of roading infrastructure, from drains and culverts to bridges and footpaths.



Taumata Taiao

We're doing our part to be more environmentally and socially responsible

- We've updated our environmental and sustainability standard – now known as Z/19 Taumata Taiao.
- It will help to better protect the environment in our work – from our capital projects to our maintenance operations
- The updates reflect our new strategies and frameworks – and the Government's Broader Outcomes framework for procurement.
- <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-social-responsibility/national-standards-guidelines-and-specifications/z19-taumata-taiao/>



One Network Framework

Links with Road to Zero

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

Safety camera expansion and transfer

Part of Road to Zero

- We're implementing a new approach to safety cameras, which includes:
 - expanding the network and targeting high-risk roads
 - adopting best-practice operations, including signed and unsigned cameras
 - transferring safety cameras from NZ Police and incorporating safety cameras in speed management planning.
- Planning to engage with relevant RCA staff and NZ Police in June/July to review initial list of potential camera sites.
- For the 2024-27 NLTP periods and beyond, safety cameras will be integrated into processes for developing speed management plans.



Driver Licensing Improvement Programme

- The ability to drive legally and safely opens doors to personal, social, economic and employment benefits.
- For people in remote communities the benefits of driver licensing are significant, but the barriers can be very high.
- DLIP is a cross agency initiative to improve access to driver licensing for those who want or need it.
- DLIP comprises a number of workstreams:
 - Mapping all elements of GDLS and identifying issues and opportunities.
 - Workshops with stakeholders to develop options to address issues and improve access.
 - Community-based trials underway to increase practical testing access and capacity.
- Draft options and roadmap to Ministers end 2022, with final decisions in 2023



Coastal Shipping investment

- We've worked with the wider freight industry to select four applicants for co-investment in new and enhanced coastal shipping services through the 2021-24 NLTP.
- Four preferred suppliers have been announced:
 - Coastal Bulk Shipping Ltd
 - Move International Ltd
 - Swire Shipping NZ Ltd
 - Aotearoa Shipping Alliance
- We're now working collaboratively with each preferred supplier on proposal development.



Greater Wellington Regional Update

September 2022

Greater Wellington Maintenance & Operations update

- Delivered, during a challenging year with:
 - Covid impacts
 - Programme changes due to March opening of Te Ara Nui o Te Rangihāeta / Transmission Gully
 - Weather



Greater Wellington Regional Update

Activity	2021 – 24 NLTP 2022/23 Allocation	Key date(s)	Progress	
State highway maintenance, operations and renewals	\$52M (Yr 2)	Ongoing	Green	<ul style="list-style-type: none"> • Good progress being made on programming 2022/23 summer renewals programme • With the Wellington Transport Alliance now established, aiming for more seamless delivery
Low Cost / Low Risk	\$2.7M	On-going	Amber	<ul style="list-style-type: none"> • In progress. Five projects in this NLTP year, with two projects in Design, three in construction 2022/23.
Emergency Works	\$1.2M	On-going	Amber	<ul style="list-style-type: none"> • In progress. Four projects in Design/optioneering stage. <p>Funding application in progress for 3 projects (SH58, SH59 Pukerua Bay – 3 sites). Slips caused by rainfall events in Jul and Aug 2022.</p>

Wellington Transport Alliance update

- The WTA became operational on 1 July. Network resilience and reliability, along with operational efficiency, are key drivers.
- Initial contact made with each of the TLA's in June to ensure we're well-connected and remain so.
- Team was well tested by weather events in July/August and performed well. Notable network outages in August:
 - SH58: Slip at Haywards cleared in 16 hours (see photos)
 - SH59: Large slip in Pukerua Bay (~4,500 truckloads of material removed). Target opening mid-September, with improved resilience for the future.



Slip on Haywards Hill



Clearing the slip overnight

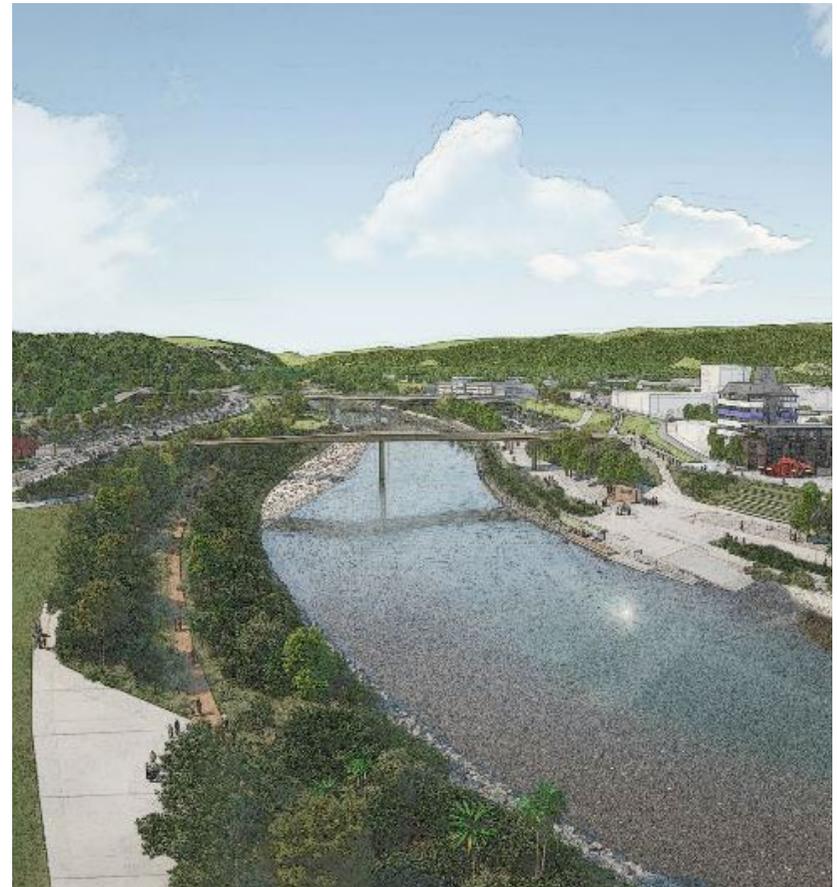


Road clear for traffic!

NZ Upgrade Programme – Te Awa Kairangi / RiverLink

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

- Environment Court issued an interim decision on 25 Aug. Subject to some condition changes, it will confirm the notices of requirement and grant the resource consents.
- Court raised issues of noise, vibration, and cycling and walking matters. Further work will be done on these conditions, and report back to the Court on 30 Sept.
- Work has continued in parallel to consenting with most properties purchased in the construction zone, initial demolition works and ground investigations.
- Started process for selecting an alliance to deliver the project. Early release docs sent 2 Sept in advance of RFP. Preferred proponent announced end of 2022/early 2023.
- **Advance works package 2023:**
 - Replacing Mill Street stopbank, widening river, assoc. works
 - Hutt City local connector roads, city centre streetscape works
 - Relocating Skate Park to Govind Bhula Park.



Ō2NL safety improvements and speed

Attachment 1 to Report 22.417

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

- **SH57:** SH57 / Queen Street roundabout, wide centrelines and stretches of side barrier, plus speed review
 - SH57/Queen St roundabout is fully operational; final surfacing work in spring
 - Wide centrelines, side barriers and other work is ongoing; traffic restrictions remain in place.
 - Speed consultation held in late 2021, next steps under consideration.
- **SH1 Ōtaki to Levin:** wide centrelines and shoulders, stretches of median barrier, plus speed review
 - Early safety improvements completed at Kuku. Construction of remainder of work expected to start summer 2022/23.
 - Speed consultation completed in June, next steps under consideration. Speed limit of 80km/h currently in place from Manakau to Ohau.
- **SH1 Levin to Foxton:** roundabout at Waitarere Beach Road / SH1, stretches of wide centrelines and side/median barriers, plus speed review
 - Community engagement on proposed safety improvements and speed carried out in June / July.



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

Ō2NL new highway

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

- In April / May engagement preliminary concept designs for the new highway and connections were shared, as well as effects identified and approaches to address adverse effects.
- During this engagement feedback was sought on two different options for the Queen Street East connection.
 - Work on Option B (the straightest connection) is continuing, as the preferred option.
 - This option provides a better fit with the transport network and HDC growth plans.
- 30 people attended a project office open day in late August, to talk with team about the new highway
- Consent documentation developed for lodgement later this year.
- Ministers' approvals are currently being sought on the highway Detailed Business Case.



Queen St East reconnection – Option B



25 August project office open day

Greater Wellington Large Capital Project Updates - PP2Ō

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP2Ō) Expressway	\$410m	Nearing completion	Amber 	<ul style="list-style-type: none"> Laying of the bottom two layers of asphalt (AC20 and AC14) is nearing completion, including recent remedial works. Application of the top layer of asphalt (EMOGPA) is progressing well with innovations to the method being implemented to provide both quality and Health & Safety benefits. Smaller teams are working on surrounding areas to complete connections between the current SH1 and the Expressway's on/off ramps. Engagement with local iwi, schools and businesses is taking place to find out how they would like to be involved in the road opening – this is still on track to take place pre-Christmas but is dependent on weather and the impacts of COVID-19.

Greater Wellington Large Capital Project Updates - PP20



Laying of EMOGPA at the southern end of the Expressway.



Aerial photo of the northern end of the Expressway, looking south towards the Ōtaki township and on/off ramps.



Central area – School Road to Makahuri.

Te Ara nui o Te Rangihaeata - Transmission Gully

Attachment 1 to Report 22.417



Greater Wellington Large Capital Project Updates - TG

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.\$1.25b	Road opening: completed Project completion tbc	Amber 	<ul style="list-style-type: none"> • There are an average of 23,000 vehicles using Transmission Gully daily. • More than 3 million vehicles have used Transmission Gully since opening. • Two of the tasks linked to road opening have now been closed by the project. • One further consent has been granted by Greater Wellington Regional Council, which will facilitate Stage 2 works requirements.

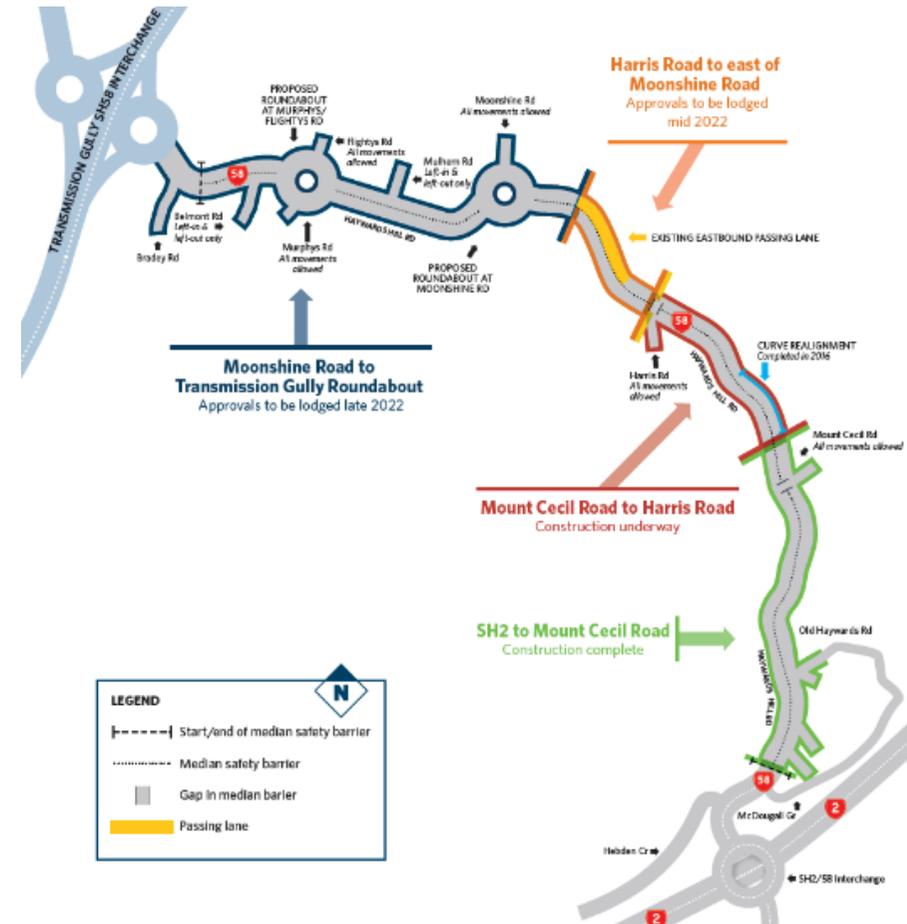
Greater Wellington Project Updates – TG

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness for Transmission Gully	\$20.4m	TBC	Green 	<ul style="list-style-type: none"> • There are no significant issues on the transport network as a result of Transmission Gully opening. • Installation of Intelligent Transport Systems stages 3 and 4 procurement process underway. These will improve safety and efficiency, and include new variable message signs, CCTV and an extension of the southbound Ngauranga Gorge variable speed system.
TG Revocation	\$0.6m	Jun 2021 Porirua future function agreed	Green 	<ul style="list-style-type: none"> • Waka Kotahi continues discussions on proposals to retain SH59 Linden to Mackays as a state highway and revoke the state highway status of SH58 Paremata to Pāuatahanui. • TG BOI requires that consultation on the future of these roads must begin no earlier than six months after TG opening. This will include speed reviews of SH59 and SH58. Feedback will be sought from the wider community. • Future function of these roads has been agreed through Porirua Network Operating Framework.

NZ Upgrade Programme – SH58 Safety Improvements

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

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



SH58 Safety

Roundabout designs – schematic

These designs to be further consulted with residents who have raised concerns about the proposed arrangement of bus stops. These stops are exclusively used by school buses with no public bus services currently using SH58



SH58 Safety

Passing lane to Harris Road designs – schematic

Retention of passing lane and safety of Harris Road intersection key concerns of community.



SH58 - Harris Road to Passing Lane

Greater Wellington Large Capital Project Updates

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$407.8m	Underway	Amber 	<p>Mass Rapid Transit, Strategic Highway Improvements</p> <ul style="list-style-type: none"> Following the confirmation of the Preferred Programme Option with our Partners, current effort is focussed on completion of the IBC by late 2022 <p>City Streets package</p> <ul style="list-style-type: none"> Planning for pilots for Southwest CBD, Featherston Street and Targeted Improvements projects has commenced. Public engagement planning and preparation the Southwest CBD, Featherston Street, Johnsonville/ Ngā Ūranga and Taranaki/ Wallace/ John Streets projects is progressing. <p>Travel Demand Management</p> <ul style="list-style-type: none"> A travel behaviour change Single Stage Business Case and Management Plan has progressed through the Partnership Board and will be considered by Councils in September 2022 (WCC, TBC). Delivery of the travel behaviour change activities is likely to sit with Wellington City Council and Greater Wellington Regional Council.

Greater Wellington Large Capital Project Updates

Activity	2021-24 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$407.8m	Underway	Amber 	<p>Thorndon Quay - Hutt Road</p> <ul style="list-style-type: none"> Engagement continues with pre-schools and a ballet school on Thorndon Quay/Hutt Road to codesign a kids-zone to ensure safe crossing of the planned cycle path on Hutt Road. <p>Golden Mile</p> <ul style="list-style-type: none"> The Golden Mile team is analysing the data from the consultation that ended in August. The information will be considered in the next design phase <p>Cobham Drive Crossing & SH1 Safer Speeds</p> <ul style="list-style-type: none"> Construction continues on Cobham Drive crossing and linkage to Tacy Street walkway <p>Central City Pedestrian Improvements</p> <ul style="list-style-type: none"> Construction is complete on pedestrian improvements to the first two of the five intersections along the Vivian St corridor (Vivian/Willis and Vivian/Victoria). Work on the third intersection at Vivian/Cuba is underway, with the remaining two intersections (Taranaki and Tory) to be completed in the coming months. Similar work will follow on the Waterfront corridor once work in Vivian St is completed. .

Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ara Tupua - Petone to Melling	\$63m	Completion early-mid 2023	Green 	<ul style="list-style-type: none"> The compensation car park opened at Petone Station and changes to existing platform park and ride has commenced. Progressing well and good collaboration with Metlink team. Recent work includes: <ul style="list-style-type: none"> Ongoing work at both underpasses Stormwater work is nearing completion Light pole and fence foundations Asphalting along rail corridor
Te Ara Tupua – Ngauranga to Petone	\$311m	Works start late 2022	Amber 	<ul style="list-style-type: none"> Project Alliance Agreement signed July – milestone event with Minister, Mayors of WCC and HCC, Chair of GWRC. Alliance confirmed made up of Waka Kotahi, Downer NZ, HEB and Tonkin+Taylor Tupua Horo Nuku Eastern Bays Shared Path (HCC-led) incorporated in Alliance delivery, and huringa-nuku (turning earth) ceremony held. Construction to begin with enabling works September, seawalls construction October. Ngā Ūranga ki Pito-One Section construction to begin late 2022 with works at Honiana Te Puni Reserve, and at Ngā Ūranga site access.

Greater Wellington Project Updates – corridor improvements

Attachment 1 to Report 22-117

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka revocation (M2PP Revocation)	\$17.5m	Underway	Green 	<ul style="list-style-type: none"> Physical revocation works overall 80% complete. Work between Poplar Ave and Ihakara St substantially completed. Work from Ihakara St to Kāpiti Rd expected to be completed in September. Work now expected to be completed in February 2023 with final work resealing of Zone 6 (Otaihanga roundabout to Waikanae Bridge). Waikanae River bridge clip-on expected to be completed in October 2022. Bridge abutment earthworks started in mid-August. Engagement on safer speed limits took place in April/May 2021. Currently working on the speed proposal for public consultation.
Peka Peka to Ōtaki revocation (PP2Ō revocation)	\$12.3m	Underway	Green 	<ul style="list-style-type: none"> With the preliminary design now approved by Waka Kotahi and KCDC, the detailed design phase is progressing well. Some site investigations and testing will be carried out soon. This work will help us determine the condition of existing underground assets like culverts and pipes, location of underground services, the depth of the existing pavement layers and ground strength to accommodate the minor structures planned for footpath extensions. It will ensure we can design the right solution, avoid surprises and re-work or delays, and minimise risk. In November Waka Kotahi planned road surface maintenance renewal activities will be undertaken on the road. The revocation project will integrate with these planned works by installing lane markings, designed as part of the revocation, once the new surface is laid south of Otaki River. This will mean the revocation project doesn't have to come back and do the work later, so we can deliver works more efficiently and cost effectively. We plan to start procurement of a physical works contractor from mid-2023 and we expect the works will take two years to complete.

Greater Wellington Project Updates – Safety

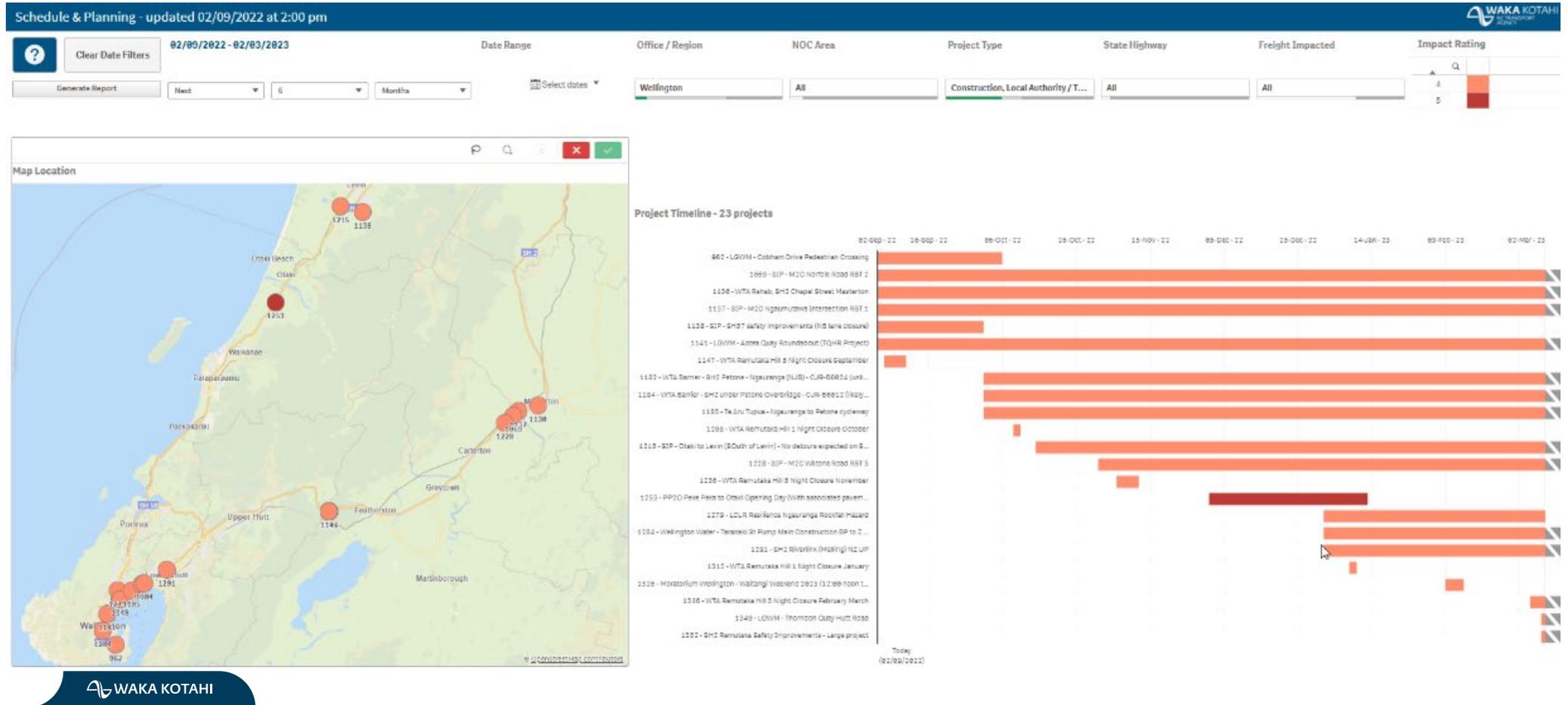
Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	Authorisation has been received (August) to progress this corridor to implementation, with the timeline still to be confirmed.	Yes – SH2 Masterton to Carterton safety improvements moving to construction
SH2 Featherston to Ngauranga	Authorisation has been received (August) to progress this corridor to consultation by way of the interim speed management plan (SMP). The plan is for this corridor to be split in two, reflecting the different environment north of the Upper Hutt urban area. The extents are currently being determined.	Yes – SH2 Remutaka Hill and SH2 Ngauranga to Upper Hutt safety improvements
SH2 Pahiatua to Masterton	Work is ongoing to support the negotiations regarding the Summerset development. If possible, this section will appear in the interim SMP. If not, a secondary process will be followed to enable this.	No
SH58 Paremata Rd (SH1 to Pauatahanui)	Engagement to begin when Transmission Gully Revocation team undertake speed limit review	Yes – Transmission Gully Revocation

Network Activity 1 of 2

Approximate dates for planning purposes

There are many high impact activities (not Public Events) planned in the Wellington Region in next 6 months

as at 2/9/2022



Network Activity 2 of 2

There are many high impact **Public Events** planned in the Wellington Region in the next 12 months

as at 2/9/2022

Schedule & Planning - updated 02/09/2022 at 2:15 pm



21/10/2022 - 15/08/2023
Date Range
Office / Region: Wellington
NOC Area: All
Project Type: Public Events / Holidays
State Highway: All
Freight Impacted: All
Impact Rating: 4

Next
12
Months
Select dates

Note: the export functionality is available for specific users only. Please contact

Map Location



Project Timeline - 14 projects



Hei konā mai

