



If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 13 June 2023, 1.00pm

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

Quorum: *The Chair or Deputy Chair, and 50 percent of the remaining voting members.*

Members

Councillor Adrienne Staples (Chair)	Greater Wellington Regional Council
Councillor Daran Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Anita Baker	Porirua City Council
Mayor Gary Caffell	Masterton District Council
Mayor Martin Connelly	South Wairarapa District Council
Councillor Simon Edwards	Hutt City Council
David Gordon	KiwiRail
Mayor Wayne Guppy	Upper Hutt City Council
Mayor Janet Holborow	Kāpiti Coast District Council
Hon. Mayor Ron Mark	Carterton District Council
Councillor Iona Pannett	Wellington City Council
Emma Speight	Waka Kotahi/New Zealand Transport Agency

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

Regional Transport Committee¹

1 Purpose

Exercise the legislative functions and powers of a regional transport committee under the Land Transport Management Act 2003 (the LTMA).

2 Specific responsibilities

- 2.1 Prepare, for approval by Council, the Wellington Regional Land Transport Plan and any variations to it.
- 2.2 Adopt a policy that determines significance for variations made to, and activities included in, the Wellington Regional Land Transport Plan.
- 2.3 Review the implementation and delivery of the Wellington Regional Land Transport Plan.
- 2.4 Prepare and review speed management plans in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- 2.5 Advocate for investment in the Wellington Region's rail infrastructure.
- 2.6 Provide Council with any advice and assistance it may request in relation to its transport responsibilities.
- 2.7 Approve submissions to external organisations on matters that support contribution to the Wellington Regional Land Transport Plan's strategic objectives and direction.
- 2.8 Work closely with the Wellington Regional Leadership Committee to improve alignment and integration of regional transport and land use planning.

3 Members²

- 3.1 Council shall appoint:
 - a Two persons to represent Council
 - b One person from each territorial authority in the region (to represent that territorial authority)
 - c One person to represent the New Zealand Transport Agency.
- 3.2 KiwiRail must appoint the KiwiRail member³.
- 3.3 To assist the Committee in its decision-making, Council may appoint other non-local government advisors⁴.

¹ Adopted by Council on 24 November 2022 (Report 22.247).

² Section 105(2) of the LTMA.

³ Section 105A(3) of the LTMA.

⁴ Clause 31(3) of Schedule 7 to the Local Government Act 2002.

4 Voting entitlement

- 4.1 The KiwiRail member has full speaking rights, but no voting rights at any meeting of the Committee⁵.
- 4.2 The advisors appointed to the Committee have full speaking rights, but no voting entitlement on any matter.

5 Alternate members

- 5.1 The New Zealand Transport Agency and each territorial authority are each entitled to nominate an alternate member. This alternate may sit at the table, speak and vote at Committee meetings; but only if the appointed member is unable to attend.
- 5.2 KiwiRail may appoint an alternate KiwiRail member. This alternate may sit at the table and speak at Committee meetings, but only if the appointed KiwiRail member is unable to attend.

6 Quorum

The Chair or Deputy Chair, and at least 50 percent of the remaining voting members.

7 Chair and Deputy Chair

- 7.1 Council must appoint, from its representatives, the Chair and Deputy Chair⁶.
- 7.2 The Chair, or any other person presiding at the meeting, has a deliberative vote; and, in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated, and the status quo is preserved)⁷.
- 7.3 The KiwiRail member must not be appointed as the Chair or Deputy Chair (or by any other process preside at any meeting)⁸.

8 Remuneration and expenses

The advisors appointed to the Committee (who are not otherwise being remunerated) may claim Greater Wellington's standard daily meeting fee and mileage allowances and expenses.

⁵ Section 105A(4) of the LTMA.

⁶ Section 105(6) of the LTMA.

⁷ Section 105(7) of the LTMA.

⁸ Section 105A(4) of the LTMA.

Regional Transport Committee

Tuesday 13 June 2023, 1.00pm

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

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Confirmation of the Public minutes of the Regional Transport Committee meeting 7 March 2023	23.87	5
5.	Maritime NZ update June 2023	23.242	8
6.	Regional Vehicles Kilometres Travelled Reduction Programme	23.234	10
7.	Let's Get Wellington Moving update Jun 2023	23.238	30
8.	Metlink update June 2023	23.208	44
9.	KiwiRail update June 2023	23.241	58
10.	Waka Kotahi NZTA update June 2023	23.225	66



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 13 June 2023.

Report 23.87

Public minutes of the Regional Transport Committee meeting on Tuesday 7 March 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 1pm.

Members Present

Councillor Daran Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Anita Baker (remotely, via Teams)	Porirua City Council
Mayor Gary Caffell	Masterton District Council
Councillor Simon Edwards	Hutt City Council
David Gordon (remotely, via Teams)	KiwiRail
Mayor Janet Holborow (from 1.03pm)	Kāpiti Coast District Council
Hon. Mayor Ron Mark	Carterton District Council
Councillor Iona Pannett	Wellington City Council
Emma Speight	Waka Kotahi NZ Transport agency
Deputy Mayor Hellen Swales	Upper Hutt City Council

Councillor Ponter, as the Deputy Chair of the Committee, presided at the meeting in the absence of the Committee Chair.

Karakia timatanga

The Presiding Member opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Deputy Mayor Swales / Emma Speight

That the Committee accepts the apologies for absence from Councillor Staples, and Mayors Connelly and Guppy.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

Max Shierlaw spoke to agenda item 5 – Review of the Wellington Regional Land Transport Plan 2021 (Report 23.44).

Mayor Holborow arrived at the meeting at 1.03pm, during Public Participation.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 6 December 2022 – Report 22.529

Moved: Deputy Mayor Swales / Cr Pannett

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 6 December 2022 – Report 22.529.

The motion was **carried**.

The Presiding Member advised the Committee, that, in accordance with Standing Order 3.5.6, an additional agenda item has been added (agenda item 7 – Waka Kotahi NZ Transport Agency Update – March 2023) for discussion.

5 Review of the Wellington Regional Land Transport Plan 2021 – Report 23.44

Shan Lu, Principal Strategic Advisor, spoke to the report.

Moved: Deputy Mayor Swales / Mayor Holborow

That the Committee approves the scope, timeframes, and key tasks for the mid-term review of the Wellington Regional Land Transport Plan (RLTP) 2021.

The motion was **carried**.

6 Progress Report on the Wellington Regional Land Transport Plan Programme of Activities 2021-24 (July to December 2022) – Report 23.27 [For Information]

Amelia Wilkins, Strategic Advisor, spoke to the report.

7 Waka Kotahi NZ Transport Agency Update – March 2023 - Oral report [For Information]

Emma Speight, Waka Kotahi NZ Transport Agency, spoke to the report and tabled a presentation.

Ms Speight acknowledged the impact of Cyclone Gabrielle on the northern and eastern coast of Wairarapa, and the significant impacts on Auckland, Northland, Tairāwhiti and Hawkes Bay. Ms Speight advised the Committee that the Government is providing funding through to the end of the financial year for the immediate response. The Government will consider the medium to long-term funding of the response, as the National Land Transport Fund does not have the capacity to address an event of this size.

Crews have been redeployed to the immediate response. Waka Kotahi is aiding the response while maintaining activities across the rest of the country.

The Waka Kotahi Board has already undertaken an activities review; no activities were cut, but the capacity for new works will be challenging. Waka Kotahi staff will engage with council staff to maintain the pace and progress of activities.

Karakia whakamutunga

The Presiding Member closed the meeting with a karakia whakamutunga.

The public meeting closed at 1.55pm.

Councillor A Staples

Chair

Date:

Regional Transport Committee
13 June 2023
Report 23.242



For Information

MARITIME NEW ZEALAND UPDATE – JUNE 2023

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on current and future work on the maintenance and safety of the Cook Strait ferries.

Te horopaki

Context

2. Maritime New Zealand has been invited by the Council Chair to update the Regional Transport Committee on the maintenance and safety of the Cook Strait ferries. Kirstie Hewlett, Chief Executive/Director of Maritime New Zealand will present the update.

Ngā tūāoma e whai ake nei

Next steps

3. Kirstie Hewlett will speak to **Attachment 1** at the Committee’s meeting on 13 June 2023.

Ngā āpitihanga

Attachment

Number	Title
1	Maritime New Zealand June 2023 presentation (to come)

Ngā kaiwaitohu

Signatories

Writer	Emma Hope – Kaitohutohu Matua Senior Strategic Advisor, Regional Transport
Approver	Grant Fletcher – Kaiwhakahaere Matua Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki Group 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 Maritime New Zealand update (Attachment 1) provides an update on the safety and maintenance of the Cook Strait ferries.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The Regional Transport Committee has an interest in maritime safety in Wellington harbour and associated coastal shipping routes.
<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
13 June 2023
Report 23.234



For Decision

REGIONAL VEHICLE KILOMETRES TRAVELLED REDUCTION PROGRAMME

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (the Committee) of the approach to developing a Vehicle Kilometres Travelled (VKT) reduction plan for the Wellington Region, as part of an overall Wellington Transport Emissions Reduction Pathway.

He tūtohu

Recommendations

That the Committee:

- 1 **Notes** the requirement for Tier 1 metro areas to produce a Vehicle Kilometres Travelled (VKT) reduction plan by December 2023.
- 2 **Notes** that VKT reduction is one part of an overall approach required to reduce transport generated emissions in the Wellington Region.
- 3 **Notes** that implementation of a VKT reduction plan will require commitment and funding from participating approved organisations in their long-term plans and through the Regional Land Transport Plan commencing in 2024.
- 4 **Agrees** that the plan be developed as part of an overall Wellington Transport Emissions Reduction Pathway.

Te tāhū kōrero

Background

2. In May 2022, as part of the first national Emissions Reduction Plan, Te Manatū Waka Ministry of Transport published its approach for the transport sector to achieve a 41 per cent reduction in emissions by 2035. This plan has three focus areas:
 - a reducing reliance on cars, and supporting people to walk, cycle and use public transport;
 - b rapidly adopting low-emissions vehicles; and
 - c beginning work now to decarbonise heavy transport and freight¹.

¹ Ministry of Transport (2022) Transport and the Emissions Reduction Plan

3. Cabinet formally adopted the Decarbonising Transport Action Plan in November 2022 that requires Waka Kotahi New Zealand Transport Agency (Waka Kotahi) to develop a national VKT reduction plan and to work in collaboration with Tier 1 and 2 metro areas to develop VKT urban reduction plans.
4. These VKT Reduction Plans are expected to include the following measures:
 - a integrating land-use planning, urban development and transport planning and investments to reduce transport emissions;
 - b supporting people to walk, cycle and use public transport;
 - c enabling congestion charging and investigate other pricing and demand management tools to reduce transport emissions;
 - d requiring roadway expansion and investment in new highways to be consistent with transport targets; and
 - e embedding nature-based solutions as part of our response to reducing transport emissions and improving climate adaptation and biodiversity outcomes.
5. The Ministry of Transport is expected to publish regional targets in mid-2023.
6. The Wellington Regional Land Transport Plan (RLTP) 2021 already contains policies and measures aimed at minimising the impact of transport and travel on the environment (Objective 4), supported by a headline target of a 35 per cent reduction in transport-generated emissions by 2035. The latest annual monitoring report published in December 2022 noted that transport emissions had reduced by eight per cent compared to 2021 results and by four per cent over the previous five years with a 10 per cent decrease in per capita emissions. The COVID pandemic has affected these figures thereby making predictions difficult, but it can be assumed that the overall volume of CO₂ emissions will continue to grow over time in line with economic growth, even though the per capita volume has been falling.
7. The statutorily required review of the RLTP reported at the March 2023 Committee meeting (Report 2023.44) is now underway. The Government is expected to confirm climate change (mitigation and adaptation) as an overarching priority in the Government Policy Statement 2024 to which RLTPs must give account.
8. The Wellington Regional Leadership Committee has also commissioned as part of its work programme the production of a Regional Emissions Reduction Strategy. The Transport Emissions Reduction Pathway will in effect be a subset of this overall regional strategy.
9. Waka Kotahi has made funding available for regional councils to assist them develop their VKT urban reduction plan.

Te tātaritanga

Analysis

Emissions Reduction is the Outcome

10. Technical Advisory Group officers have considered the various requirements and believe that the Region will best achieve the overall emissions reduction target if it

adopts a broader focus on emissions reduction aligned with the Ministry of Transport's approach. Initial modelling of VKT reduction within the Wellington Region indicates that VKT reduction by itself will not achieve the level of transport emissions reductions sought within the region. Action is required across all three transport focus areas. Furthermore, results cannot be achieved by the Region alone. Changes in national regulatory settings (such as the ability to introduce congestion charging, tighter regulation of tailpipe emissions and market settings), and international developments (particularly in areas required to decarbonise heavy transport) will be required. This reasoning has been incorporated into Auckland's Transport Emissions Reduction Plan (TERP) (enclosed) in response to the limited environmental targets and impact of the Auckland RLTP. (It should be noted that the Wellington RLTP already contains targets and policies aimed at emissions reduction and mode shift.)

11. Officers therefore assess that an overall Transport Emissions Reduction Pathway that groups activities into the three focus areas and shows the full range of actions required at the regional and national levels will best show what is required and where responsibility would lie for delivering the identified actions.

Optimising Engagement

12. The expected breadth of changes to transport and the impact that these will have on the community require a broad range of views. This will entail partnering and engaging with a wide range of stakeholder groups including mana whenua partners and key industry groups in order to build understanding and ownership of the eventual pathway.
13. Engagement with these groups is already planned through development of the Regional Land Transport Plan, the Regional Emissions Reduction Strategy and through likely engagement on the national plan. Officers will maintain relationships with these groups during the development of the VKT reduction plan to seek their input as necessary.

Iterating Development

14. Officers have commenced development of an overall emission reductions pathway. It is based on the Ministry of Transport focus areas and draws on the Auckland Transport TERP. The initial focus area is on reducing the use of private vehicles as this is the area where investments for inclusion in long-term plans and the Regional Land Transport Plans are required over the next few months.
15. Officers expect to expand development of the Pathway in July 2023 through the Regional Emissions Reduction Strategy prior to moving to wider engagement as part of the RLTP development.

Implementation

16. The pathway will lay out the steps required for the Region to achieve a carbon-neutral transport system by 2050. Implementation will rely on a combination of actions by the Approved Organisations² within the region, central government actions and external

² "Approved organisations" are those organisations able to draw funds from the National Land Transport Fund under s10 of the LTMA.

long-term factors largely outside New Zealand's control such as technology innovations and solutions.

17. Local action will require commitment and investment from each Approved organisation through the RLTP and LTP processes with the first tranche of actions sought in the next triennium FY2024/25-FY2027/28.

Nga kōwhiringa

Options

18. Officers considered three options for development of a Wellington VKT reduction plan:
 - a incorporation of VKT into the RLTP 2024 review with no further specific action;
 - b development of a stand-alone VKT reduction plan; and
 - c incorporation of VKT reduction into a broader Wellington Regional Transport Emissions Reduction Pathway.
19. Option a would not lead to any meaningful reduction in VKT reduction or CO₂ emissions. Modelling indicates a negligible at best decline in CO₂ emissions over time.
20. Modelling around option b indicates that while there would be a decline in resultant CO₂ emissions, this would only be modest and fail to meet either the RLTP 2030 headline target or the target of zero omissions by 2050.
21. Broader action across all three transport focus areas for CO₂ reduction is required. Officers therefore recommend option c above. The Wellington Regional Transport Pathway will also form a part of the broader Regional Emissions Reduction Strategy.

Ngā hua ahumoni

Financial implications

22. Development of a Wellington Transport Emissions Reduction Pathway is expected to require funding additional to that of the RLTP. Funding to support the VKT reduction component of the planning work is available from the Climate Emergency Response Fund through Waka Kotahi with a 100 per cent Financial Assistance Rate. Greater Wellington has made an application to the fund on behalf of the Region to support specific aspects of the work including land use-transport planning, modelling and traffic demand management.
23. Implementation of a VKT reduction plan and broader regional transport emissions reduction pathway will require investment through forthcoming long-term plans and the RLTP 2024 Review.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

24. Sections 18G and 18H of the LTMA outline requirements for authorised organisations to consult with Māori and seek Māori contribution to decision making. Greater Wellington officers are working with Greater Wellington's Te Hunga Whiriwhiri group

to understand how mana whenua groups may wish to partner in the development of the Review.

25. Individual approved organisations are working through their respective mechanisms to engage with iwi groups as part their long-term plan development.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

26. Transport emissions reduction are considered to be a significant and early lever to be used in reducing the region's overall level of CO₂ emissions. Waka Kotahi has estimated that an initial reduction of 29 per cent VKT in the region is required by 2035 in order to meet the overall emissions reduction target.³ This against the projected level of VKT in that year. The RLTP has recognised the significant change required in the setting of a headline target of a 35 per cent reduction in transport emissions from 2018 levels by 2035.

Ngā tikanga whakataua

Decision-making process

27. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002, and in particular the requirements under section 78 to seek community views in relation to decisions.

Te hiranga

Significance

28. The matters for decision in this report are subject to the legislative requirements of the Land Transport Management Act 2003. Officers assess that this report does not contain any matters that are deemed significant under section 16 of that Act.

Te whakatūtakitaki

Engagement

29. Stakeholder engagement and broader community engagement through development of the Regional Emissions Reduction Strategy and RLTP are planned during the development of the Wellington Transport Emissions Reduction Pathway.

Ngā tūāoma e whai ake nei

Next steps

30. Development of Focus Area 1 (reducing reliance on private vehicles, ie VKT reduction programme) between now and September to allow funding bids into long-term plan and RLTP.
31. Planned stakeholder forum with the Regional Emissions Reduction Strategy planned for late July to confirm an overall approach and specific initiatives for inclusion in the RLTP 2024 Review.

³ Waka Kotahi (2023) Arataki, p 273

**Ngā āpitihanga
Attachment**

Number	Title
1	Auckland Transport Emissions Reduction Pathway Summary

**Ngā kaiwaitohu
Signatories**

Writer	Grant Fletcher – Head of Regional Transport
Approver	Luke Troy – Kaiwhakahaere Matua Rautaki Group 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 section 18CA 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> Initiatives in the wider Wellington Transport Emissions Reduction Pathway will need be included in approved organisations' long-term plans and the RLTP from 2024 in order to be funded.
<i>Internal consultation</i> Members of the Regional Leadership Committee Secretariat, Approved organisations in the region through the Technical Advisory Group, and GW's internal climate change team were engaged in the development of this approach.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks arising from this report

SUMMARY DOCUMENT

Sustainable Access for a Thriving Future

Auckland's transport emissions reduction pathway



How transport in Auckland can give effect to
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan



We're on a journey to make Auckland Accessible for All

Auckland is changing as we all move to more sustainable forms of transport - options that create less congestion and a cleaner, more connected city. The options are exciting. We're on our way to a safer transport network that easily enables more people to connect with more of the places they want to go. More and better walking, cycling and public transport options will unlock a safer, more affordable, and more accessible Auckland for everyone.

Right now, transport isn't working for everyone in Auckland. It works best for those with access to a car. But around 25% of Aucklanders don't have a license. Some parts of our region don't have enough public transport, or don't have the infrastructure that supports more environmentally friendly options of getting around - like a connected cycle network or a frequent bus service. This often leaves people with little option other than to drive. Instead of having plentiful choices, people have to choose cars. Where they don't have access to a car, Aucklanders can find it hard to fully participate in their communities. That's not right.

The transport system is unfortunately also costing us: it's costing us financially, it's costing us time, and it's costing us our health because of the pollution it creates and the traffic accidents that happen. Aucklanders are spending around \$230 on transport costs per week on average which is almost as much as food. And, Aucklanders spend more time on average stuck in congestion than we do on annual leave!

With a little effort and being open to changing how we travel, we can make Auckland safer, fairer, and more productive, while protecting the things we value and the people we love. By valuing te ao Māori, we can infuse the changes we make with a unique, Tāmaki response to climate change that is reflective of where and who we are.

This document summarises Auckland's Transport Emissions Reduction Pathway. See the full document for more detail about the system-change the council and Auckland Transport are committed to.

Together, we can create a more livable Auckland, where:

- more of us have more, and more affordable travel choices to better suit our needs
- we all, including disabled and older people, feel safe and comfortable moving around our communities
- the things we want to travel to are closer to where we live
- walking and cycling to school safely are easy and much more common
- children are safe from pollution and traffic accidents
- getting around Auckland isn't dependent on owning a car or having a licence
- travelling to or for work is less stressful because we can opt out of traffic
- there's less pollution and more fresh air
- those that need to can and do drive
- our town centres and neighbourhoods are places to travel to, not travel through

Together, we can choose a future with more freedom and more control:

Our over-reliance on light vehicles means that many people can't make the travel choices they would like to, and it's having negative effects on our health, the environment and our climate.

Forced reliance on cars leaves us vulnerable to more time spent in traffic and a higher risk of road traffic accidents. Plus, we're at the mercy of outside influences such as rising fuel prices. When they go up, many Aucklanders have no other option than to pay more at the pump. It doesn't have to be this way. We can choose a future where we have more control:

- with more options for how we get around, we can choose the travel that best suits what we need to do e.g., cycling to a catch up with a friend rather than wasting time trying to find somewhere to park
- with more frequent and reliable public transport, we can turn up to a bus stop or a train station knowing that we won't have to wait long for the next service without needing to check the schedule
- with more travel options that are congestion-free, we can have more control of our day because we're less likely to get caught up in traffic
- we can opt-out of sitting in traffic and remove the financial pressure of rising fuel prices by using other ways of getting from A to B.

Transport and Climate

Aucklanders can make a big difference by making and supporting changes to the way we travel.

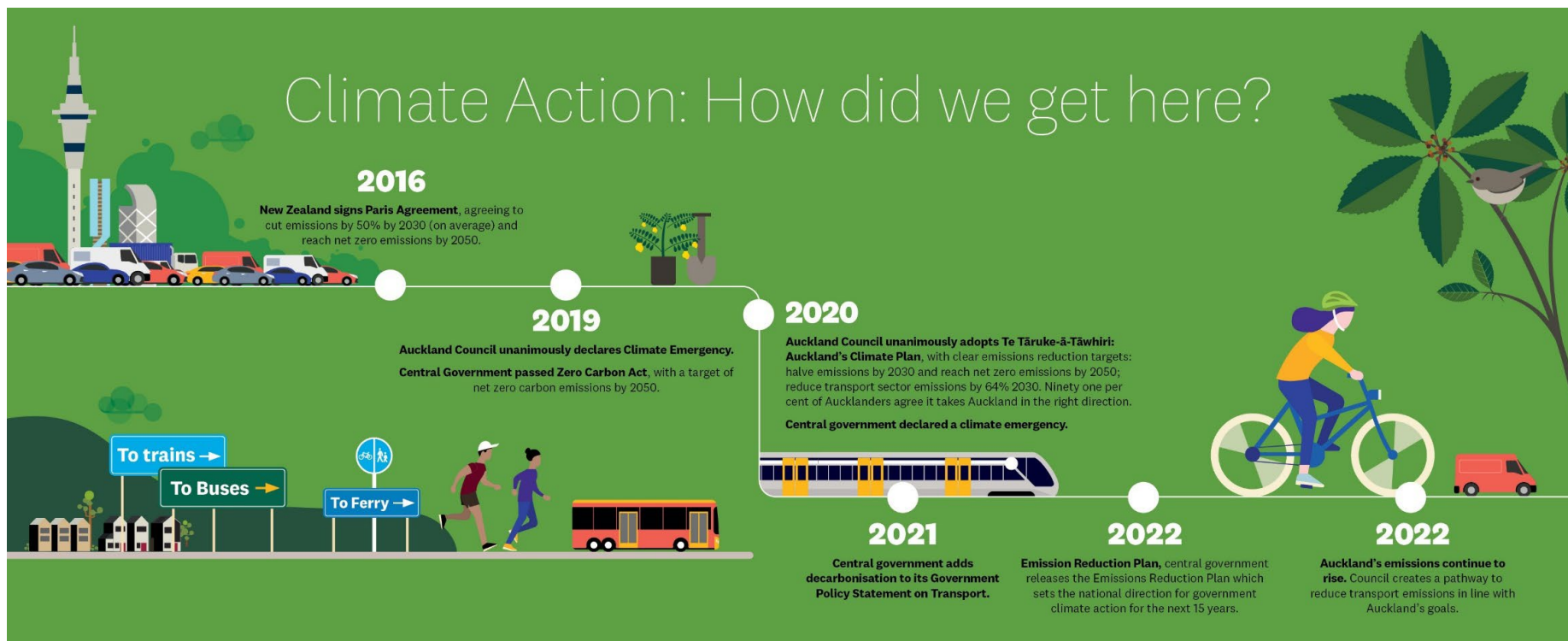
The climate is changing. The world is getting warmer because of rising greenhouse gas emissions. Rising temperatures will affect crops, speed up sea level rise, and cause more frequent and more severe flood events, both here and overseas. We can already see this happening and it is because of our actions and their impact on our climate. To lessen these global risks, we need to reduce our emissions as fast as possible.

Transport is Auckland’s biggest source of climate-changing pollution and accounts for over 40% of Auckland’s emissions. Most transport emissions come from road transport (86%). Reducing transport emissions is a big part of what Auckland must do to take action on climate change. Auckland’s goal is to reduce them by 64% by 2030.

In the 1950s we started building a motorway network (but without the rail upgrade that was also proposed to complement it). Since then, the city has grown further out enabled by these motorways, with many more people living further and further away. This has led to people becoming dependent on private cars to get to the places they want to go. As a result, we now have one of the highest car ownership rates in the world.

Collectively, Aucklanders travel more than 10 billion kms each year - but more than half of these trips are 6km or less. If we make it easier, safer, and more convenient for people to make these trips using ways other than driving, we will not only be a lot closer to achieving our climate action goals, but will also be living healthier, happier lives.

Right now, only 17% of trips are made by walking, cycling or public transport; if we are to reduce our transport emissions by 64% by 2030, this needs to increase to at least 62%.



A Pathway to a Liveable Auckland

The sooner we implement the necessary changes, the better things will be for everyone. Here's how we can get there by 2030:

To reach Auckland's goals, we need a pathway; a roadmap from where we are now to a healthier, more inclusive and more sustainable region.

We need change across Auckland's 500,000+ households, 200,000+ businesses and 1,700,000+ people. Please be patient and support your community, family and friends while these changes are made. Be willing to give new things a go and help us create a great end result by getting involved and being prepared to embrace the changes we'll see in Auckland. Together we can do this.

The transformation itself will be a challenge but the good news is we already have the tools we need to get started right away. The necessary changes to reduce emissions to reach our 2030 goal can save us all money and they come with important safety, equity and air quality benefits.

Making the most of this opportunity is about three things:

1. We need to use cars a lot less and walk, cycle and take public transport more.

Driving is a great way to get around, but it doesn't serve us well when everybody needs to drive, and we all get stuck in traffic. We know that there will always be a need for cars, we'll just be using them a lot less. By making it easy and attractive for people to choose other ways of getting around, we can reduce the number of cars on the road - which works well for people who still need to drive. We also need more neighbourhoods where Aucklanders don't need to travel far to get to the things they need.

2. The vehicles we use need to be powered by electricity.

When we do need to use a vehicle, it's best if that vehicle is powered by renewable electricity. New Zealand has a plan to produce 100% of our electricity from zero-emissions sources by 2030.

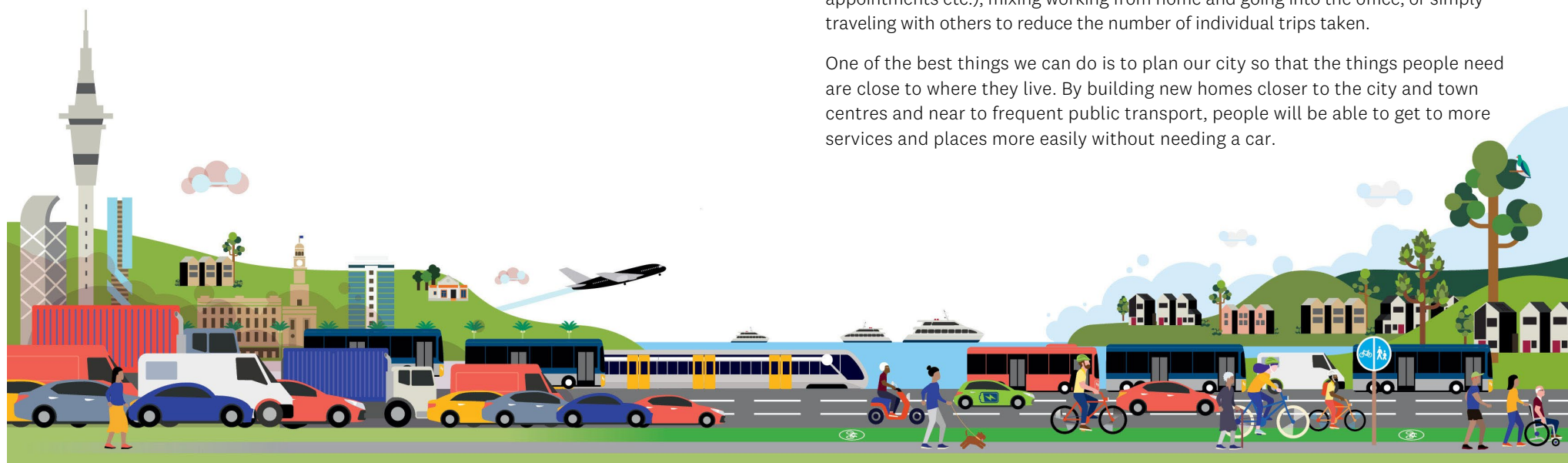
We won't be able to get enough electric cars for everybody who drives to own one by 2030 however, so, it's important that we invest in electric buses, e-bikes and shared cars wherever possible, too.

For those vehicles that aren't electric, we need to make the fuel cleaner and be more efficient when we travel and with the way we move goods around.

3. We need to avoid and shorten trips that create emissions wherever possible.

This can be done a few ways, for example, going online for services (banking, GP appointments etc.), mixing working from home and going into the office, or simply traveling with others to reduce the number of individual trips taken.

One of the best things we can do is to plan our city so that the things people need are close to where they live. By building new homes closer to the city and town centres and near to frequent public transport, people will be able to get to more services and places more easily without needing a car.



The Challenge We Face is Massive.

We've under-invested in efficient and sustainable transport options for decades and as a result Auckland has abnormally high car-use compared to cities of a similar size around the world. Car-dependency and Auckland's projected growth put us on a path to high emissions and widespread congestion and all the problems that come with it. Auckland is seriously behind global cities when it comes to how people choose to travel.

Reaching our goals will take bold action from our infrastructure and service providers so that Aucklanders can make big changes in how they choose to travel. This requires local and central government to act with urgency to implement the systems and infrastructure needed.

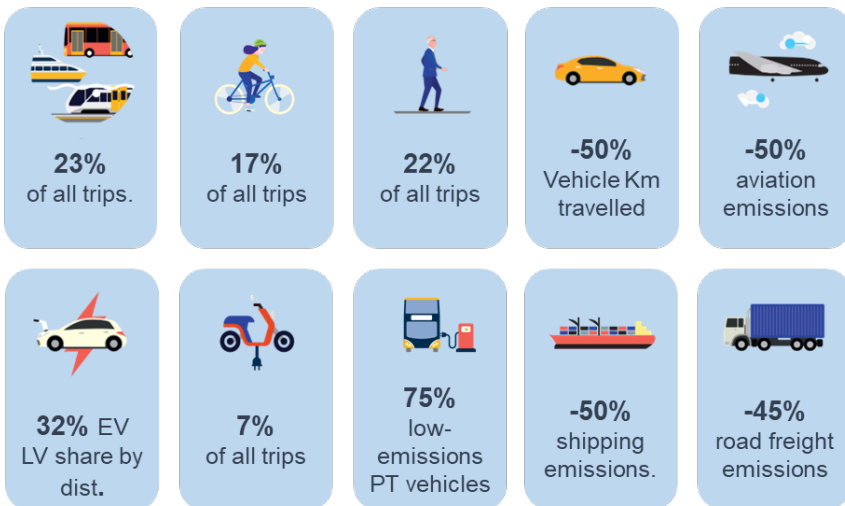
Aucklanders have always changed the way they travel because of transport investment. When Auckland removed its trams and invested in motorways in the 1950s, Aucklanders bought cars; in the 2000s and 2010s when Auckland invested in trains and its bus network, Aucklanders responded by taking public transport. As we make new investments in sustainable travel, we hope to see Aucklanders responding again.

To help paint a picture of just what we need to achieve over the next eight years, we have explored what 2030 could look like and created a pathway to get there. This pathway tells us how much more walking and cycling we'll need to do, and how many more trips on public transport we'll need to take, how much less we will need to drive and how much we will be able to rely on electric vehicles if we are to make the changes needed. It also tells us all the things local and central government need to do to support that.

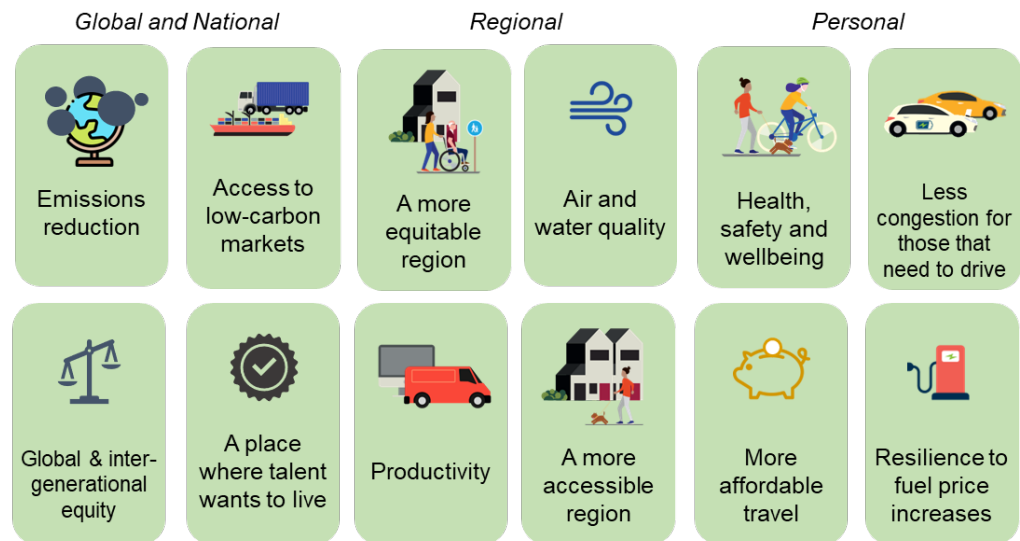


A great thing about the steps we take for climate action is that they have many good outcomes. As we make changes to become a more liveable Auckland, we will reduce emissions, make travelling safer, protect and improve our natural environment, and create a public transport network that is more efficient and productive for everyone.

We'll need to make some big changes to reach our goal:



Those changes have some big benefits:



We can make Auckland a fairer place for all

Investing in lowering transport emissions can improve equity across Auckland

Transport plays an essential part in the daily life of every Aucklander. The transport system determines how easily, safely and affordably people can access the jobs, education, goods, services and other things that are critical to their wellbeing and daily lives.

When the transport system does not serve particular needs, it can be unfair to some groups. We call these inequities. Inequity arises either because of a lack of transport choices or because of the unaffordability of those options that people have to use. Both limit Aucklanders' opportunities to participate in their community.

Right now, some groups have fewer options, are exposed to higher costs, and even much more danger. For example, people walking and cycling are many times more likely to die on our roads than drivers. Māori, Pasifika and low-income households also experience disproportionately higher rates of road trauma and transport-related pollution in addition to affordability challenges.

The changes in the pathway are designed to improve the transport system for all. Benefits across Auckland's diverse groups include:

Children are the largest group of those who cannot drive and therefore miss out in a car-centric city or put unnecessary demand on their caregivers because they need chauffeuring. We can reduce the dominance of traffic on our streets, make them safer and create strong, independent young people with more opportunities for exploration and play.

Low-income households and people living in areas with high socio-economic deprivation tend to be the most negatively impacted by the car-dependent system. We can reduce exposure to rising fuel prices by providing more and better options that mean taking alternatives to the car are possible. And, we can reduce the need for vehicle ownership by better and more frequent PT serving the destinations these groups tend to travel to such as industrial workplaces and/or night shift work .



Disabled people, older people and other mobility impaired people regularly face accessibility challenges because of transport environments that poorly suit their needs. Around one in five Aucklanders identify as disabled. We can improve the transport system by designing it to work for the diversity of needs Aucklanders have and the diversity of journeys they need to make – not every trip is to the city centre or to work: trips to a friend's house, medical appointment and shopping are just as important to our people.

Māori, Pasifika, women and LGBTQI+ people face transport barriers such as harassment, violence, and concerns for personal safety in public spaces. They can also have more complex travel patterns not well served by public transport. We can make transport a safer, more useful experience for everyone by investing in region-wide networks that are designed for all.

Remote or rural communities face unique equity and decarbonisation challenges, including infrequent or non-existent PT services, lower availability of nearby goods, services and jobs, and higher road safety risks.

People on bikes are unfairly forced to use sub-standard (or non-existent) infrastructure that puts them at risk. We can make cycling a safe, family-friendly activity that encourages car-lite living by providing separated cycling infrastructure designed for all skill levels.

People on public transport can get caught up in traffic despite doing the right thing by taking the bus. We can provide on-street priority to buses that recognises the people on buses are removing cars from the road, helping us all get to where we're going faster.

The Transformations we need to make together



Use cars less and walk, cycle and use public transport more

1 Supercharge walking and cycling

We need to make it safe and attractive to walk and cycle everywhere locally.

To do that, we'll need upgraded and expanded walking and cycling networks that serve more people.

2 Use public transport much more

We need to make public transport competitive with driving right across the region.

We'll need lots more services available more often and need to make sure Aucklanders can get to their local public transport easily. We'll also need to make sure our fares are fair.

3 Prioritise and resource sustainable transport

We need to look at how we spend our money and effort and align it to our goal of a safer, cleaner future.

We'll need to change some existing processes so we can go faster.

4 Reduce travel where possible and appropriate

Wherever possible we need to reduce the trips we take by for example going online for services (banking, GP appointments etc.) and mixing working from home and commuting into the office. To make the network efficient, we need to use new tools like congestion charging.

5 Make neighbourhoods safer with less traffic

We need to encourage active travel locally with safer speeds where people live and shop. We'll also need to reduce the traffic that can drive through our neighbourhoods, making them safer.

6 Put things closer to where people live

We need to plan the growth of Auckland carefully. If we don't, new development at the edge of the urban area will create the kinds of trips that will make reaching our goals difficult. Instead, we need good quality development around areas with high accessibility.

Rapidly adopt low-emissions vehicles

7 Electrify private vehicles

We need more people to swap their car for an electrically powered vehicle, like an e-bike, cargo bike or electric car. The government needs to increase subsidy schemes so that everyone who wants to can make the switch.

8 Enable new transport devices

There are exciting new travel devices like e-motos that can be cleaner substitutes for cars. We need to get the right rules in place and encourage their use.



Begin work now to decarbonise heavy transport and freight

9 Make buses, trains and ferries low-emissions

Auckland's trains are already electric, and the last part of the network from Pukekohe to Papakura is being electrified now. Auckland has committed to making all new buses electric and is bringing in electric ferries soon.

10 Make freight and services cleaner and more efficient

Freight and services need cleaner fuels and tools to make their journeys as efficient as they can be. We'll also need low-emissions zones and freight hubs. And we need to cut down on air travel to reach our goals.



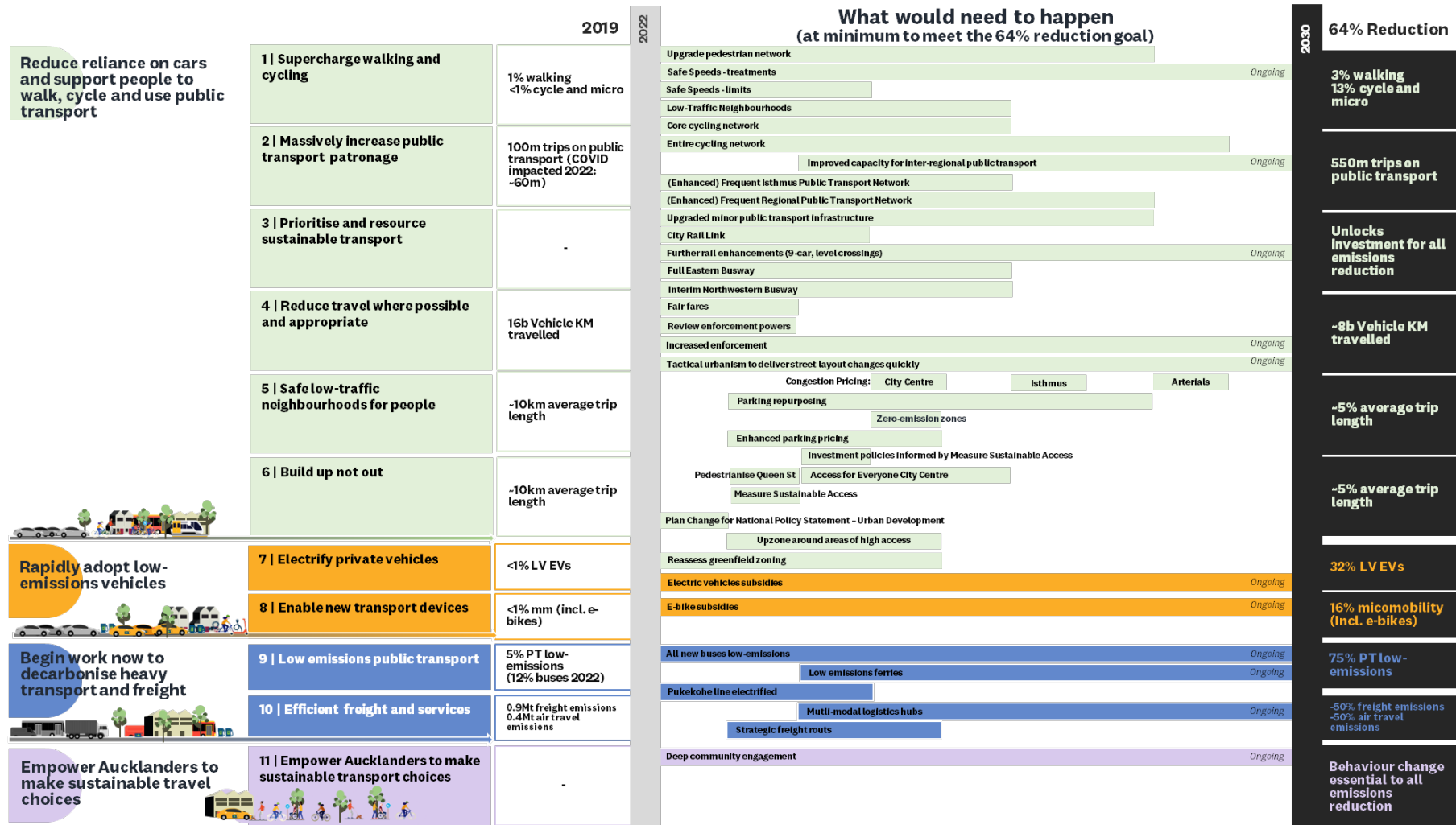
Help Aucklanders to make sustainable travel choices

11. Help Aucklanders to make sustainable transport choices

Reaching our goals will take big changes in the travel choices we make. We'll work with communities to understand what needs to change, what options are available and together developing new initiatives to help them.

Illustrative Pathway to 2030

Reaching Auckland's 2030 emissions goal requires sustained delivery of programmes over time to achieve transformation of the system. The diagram below illustrates the 2022-2030 pathway at a high level. The pathway is not a list of specific projects to be implemented: it is a pathway of systemic change that reflects the enduring transformation that is required. On the left, the performance metrics of the current transport system; on the right, what needs to be achieved by 2030 to meet the 64% goal. Links between programmes are important considerations for how programmes are delivered and in achieving equitable change. For example, a 'fair fares' programme and the City Rail Link should be in place before congestion charging.



How We Live and Travel Is Changing

The time has come to make the next transformation: towards a low-carbon and safe transport system that provides access for all. In the next seven years we must build on recent momentum for public transport, and supercharge walking, cycling and other micro-mobility modes.

Cities around the world are taking climate action and seeing benefits for their residents. There are exciting developments (like electric motorcycles) and tried-and-tested old ones (like bikes) that just need the space to become more popular and give people more choice. **By being open to change, we will take this journey together.**



63% of Aucklanders feel building more cycleways is a long-term strategic priority for Auckland. Bikes have the power to make a big difference for transport costs, safety, and emissions. Studies even show regular cyclists are happier and healthier. People on bikes don't need a license and when kids can use bikes safely, they can free up their caregivers from unnecessary chauffeuring.



London: The proportion of Londoners living within 400m of a safe cycling route grew from 12% in 2019 to 18% by October 2020, showing the massive change that was made possible by adopting a quicker and more resourceful approach to expanding the cycle network.



Government has shown interest in making travel by public transport more affordable and introduced half-price fares in April 2022. Half-price fares have been extended to January 2023. Public transport often offers users congestion free travel as it runs on its own route (trains and ferries) or has priority on the road (bus lanes).



Toronto, a large but not particularly high-density city by global standards, had a public transport mode share of 23% of trips prior to the pandemic, about equal to what the pathway models for Auckland in 2030.



Aucklanders are choosing to live more densely, which can support shorter trips that are more easily taken through active modes, and thereby reduce emissions. Since 2017-18 there has been a consistent and significant increase in consents for multi-unit homes such as townhouses, apartments, and flats, both in absolute terms and as a proportion of all residential consents.



Buenos Aires is closing streets to private vehicles to make space for walking, cycling and recreation in each of the city's 48 neighbourhoods to spread the benefits of the initiative equitably



There is cross-party political commitment to progressively introduce congestion pricing in Auckland (where suitable alternatives are made available). Signalling the real cost of congestion and the resulting mode shift will be important in reducing emissions.



London, Milan and Stockholm implemented city centre cordons and saw traffic reduce between 20% and 30%. Public support for congestion charging increased once the schemes had been implemented and the benefits could be seen.



Auckland: About half of all trips Aucklanders make are under 6km. Right now, the majority are made by car but in the future, with safe cycleways and safer speeds in our neighbourhoods, walking and cycling (especially by e-bike) will be real options for these trips.



London: Support for low-traffic neighbourhoods in South Fulham, London, grew from 6% to 91% within 12 months.



Government is supporting EV adoption. The 'Clean Car Discount' is helping EV and hybrid market share grow - in the year to March 2022 imports of fully electric vehicles tripled. In 2021, 43% of Aucklanders surveyed were considering an electric vehicle for their next vehicle purchase (pre government policy change).

The more cars we replace with EVs, the better for the environment. However, they're not the whole story since we also need to create a safer, more efficient transport system. EVs are expensive which means not everyone can afford one; they use rare-earth materials (so we can't make them forever); and still take up lots of space that could be put to better use.



Have you heard of "car-lite living"? It's a term getting increasing traction as people try to reduce car trips for health reasons, environmental impact and/or because petrol is getting so expensive. 'Car-lite' doesn't mean replacing your car and going everywhere by bus or bike. It's about choosing to take the bus or train to visit friends and family or to hop on your bike to go to the local dairy instead of choosing the car by default. In Auckland we're seeing increased use of shared cars with the likes of MEVO, Zilch and Cityhop that are making car-lite lives easier for more people.



Freight is changing and becoming future-fit. Cleaner fuels, better travel information and last-mile delivery solutions like electric vans and cargo bikes can make how we get our things better for us all. We also need to make areas where there are lots of people, like centres, into low-emissions zones to reduce harmful pollution, noise and heavy traffic. We're experimenting with a zone like this in Queen Street (2022).

What We Can All Do

The Transport Emissions Reduction Pathway focuses on the systemic changes necessary to reduce Auckland's transport emissions and create a more liveable city. Auckland Council and Auckland Transport also support Aucklanders to make changes in their own lives to reduce the emissions they create, and many of the outcomes of the TERP--for example better public transport and more walking and cycling infrastructure--will make this easier.

When it comes to making positive changes for the climate, transport is one of the most significant ways each of us can play our part. The changes we make now don't have to be massive; if we each take a step individually, it will make a huge difference collectively. Here are some things you can try today:



Download the AT journey planner app so you can try some alternative ways to travel. It's updated with new routes when they launch and gives real-time updates on upcoming services.

Join a local group - there are lots of groups around Auckland supporting people to try active travel and it's a great way to get more involved with your local community.

Push for change in your area - make your voice heard in decision making processes, write to your elected members and submit on changes in your area.

Support friends and family to make small changes - maybe you are the person who knows the most and can point people to the tools and information they need to make a change.

Drive friendly - we all benefit if more of us walk and cycle. Drivers have a real responsibility to create a safer environment. If you see a cyclist on the road or someone waiting to cross when you're driving, slow down and make room for them.

Take time to plan before you take a trip and see if you can bundle trips together to minimise unnecessary travel and save money and time while you're at it. Can you attend your appointments or meetings online, instead of travelling?

Get a low-emissions car if possible - electric vehicles are getting cheaper and the government is helping out with a subsidy scheme.

Take a walk - it's cheap and easy, builds a healthy body and calms the mind. People who regularly walk say they feel happier, healthier, and more balanced.

Get the bike out - check out your local cycle-path - there are more and more opening all the time. Cycling is good for your health, has very consistent travel times, and 'parking is a breeze'. Even better, why not have a go on an e-bike? Their motors make hills flat and get you where you're going faster with less effort.

Leave the car at home when you can - if you travel to work the same way every day, check out local public transport options in your area.

Consider your consumption habits - some recent developments like same-day-delivery are having an out-sized impact on the number of trips made on the transport network, adding to congestion and emissions. Consider opting out of same-day-delivery to reduce unnecessary trips (because companies can bundle trips better).

What's Next for Council and Auckland Transport

(See the full Transport Emissions Reduction Plan for more detail)

Auckland Transport and Auckland Council share a goal to halve Tāmaki Makaurau's emissions by 2030, as set out in **Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan**.

The time to act is now - we must start putting climate change at the centre of our planning and decision making. It can no longer be tomorrow's problem. Now we have a pathway, Auckland needs to get and stay on it.

We are not starting from zero. For example, we have a solid foundation for public transport. We have made considerable improvements in the last decade or two. Britomart Transport Centre, the Northern Busway, rail electrification, integrated ticketing across the network, Manukau train and bus stations, New-Lynn, Panmure, Puhinui interchanges, an upgraded Downtown ferry terminal and New Zealand's first underground urban rail route the City Rail Link are just some of the major infrastructure and service changes that are connecting the region and giving Aucklanders more choice.

The **Climate Action Targeted Rate** approved in 2022 unlocks about \$1billion (by accessing government money) to deliver

- faster replacement of diesel buses and ferries with low-carbon versions, many more frequent services
- more walking and cycling routes across Auckland
- planting trees where they can make the most difference.

These changes are the start of the whole-scale change we need to make together to create a liveable Auckland for the future.

Auckland has committed to low-emissions public transport.

Low-emissions public transport is quieter and makes our spaces more pleasant because there are no fumes.

Auckland's trains are already electric, and the last part of the network from Pukekohe to Papakura is being electrified now. Auckland has committed to making any new bus electric and is bringing in its first electric ferries in 2024.



To make progress towards our emissions, safety and accessibility goals we'll need to build on this momentum and accelerate it. We will need to:

- rapidly reallocate resources (space in the network, funding and expertise) towards the changes outlined in the pathway
- fund expanded walking, cycling and public transport programmes across Auckland
- rethink planned programmes where they encourage light vehicle travel that undermines our collective emissions reduction goals.

While we make the transport system fairer, Aucklanders will see changes in their local areas and as they travel around. Auckland Transport and the council are committed to engaging Aucklanders in that change and empowering everyone to shape the travel choices in their area as we make the changes Auckland needs for the future.

The council and Auckland Transport are committed to promoting the pathway to government and working collaboratively to achieve it. The government has recently issued its Emissions Reduction Plan, which has national targets for transport emissions reduction. The national-level targets are different to the numbers in the Auckland pathway but the direction and actions are well aligned.

Auckland is better placed than other regions to contribute to government's transport goals through accelerated mode shift. Auckland can more easily develop housing and jobs around good public transport nodes, crucial to helping people drive less. The Auckland pathway provides the government with Auckland-specific ambition so that close partnership is possible.

The next step is the council and Auckland Transport collaborating to develop an investment programme for the next 10 years that aligns to the pathway (Auckland's Regional Land Transport Plan).

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Regional Transport Committee
13 June 2023
Report 23.238



For Information

LET'S GET WELLINGTON MOVING UPDATE – JUNE 2023

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on Let's Get Wellington Moving's initiatives, current work, and work being undertaken in the Wellington Region.

Te horopaki

Context

2. Let's Get Wellington Moving regularly updates the Committee on the programmes and initiatives included in the Wellington Regional Land Transport Plan. The update ([Attachment 1](#) – Let's Get Wellington Moving June 2023 presentation) is presented to the Committee by Sarah Gardner, Program Director, Let's Get Wellington Moving.

Ngā tūāoma e whai ake nei

Next steps

3. Sarah Gardner, Program Director, Let's Get Wellington Moving will speak to [Attachment 1](#) at the Committee's meeting on 13 June 2023.

Ngā āpitihanga

Attachment

Number	Title
1	Let's Get Wellington Moving June 2023 presentation

Ngā kaiwaitohu

Signatories

Writer	Emma Hope – Kaitohutohu Matua Senior Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Kaiwhakahaere Matua Head of Regional Transport Luke Troy – Kaiwhakahaere Matua Rautaki Group 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 Let's Get Wellington Moving 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 .



Attachment 1 to Report 23.238

UPDATE FOR REGIONAL TRANSPORT COMMITTEE

Sarah Gardner
Programme Director

13 June 2022



Agenda

- Recap
- Transitional programme update
- Transformational programme update

RECAP: Our plan, a multi-decade \$7.4 billion investment

Transitional Programme

3-year projects

Early improvements to start moving more people with fewer vehicles and improve travel options ahead of larger projects to come.

- ✓ Safer speeds in central city
- ✓ Cobham Drive crossing and safer speeds on SH1 east of Mt Victoria
- Central city walking improvements (being built)
- Golden Mile transformation
- Thorndon Quay/Hutt Road

People-Friendly City Streets

Improvements to bus reliability, and for people walking and on bikes, providing options between suburban centres and the central city for people to get around without relying on a car.

- Targeted improvements
- Johnsonville/Ngā Ūranga
- South-west CBD
- Taranaki/Wallace/John Streets
- Featherston Street
- CBD to Miramar
- Tranche 2 projects

Transformational Programme

Larger projects to help shape future growth, and transform our city, substantially change how we get around, and move more people with fewer vehicles.

- Mass Rapid Transit (MRT) from the railway station to Island Bay aligned with urban development plus continuous bus priority to Miramar
- Basin Reserve transformation by extending the Arras Tunnel to the east
- An extra Mt Victoria Tunnel with lanes dedicated for public transport and a high-quality walking and cycling facility
- Smarter transport network including travel demand management

Key

- ✓ Project complete

Attachment 1 to Report 23.238

TRANSITIONAL PROGRAMME UPDATE



Artist's impression:
Courtenay Place looking west

Regional benefits

Transitional programme

— Thorndon Quay and Hutt Road improvements

- Bus lanes on Thorndon Quay and Hutt Road improve reliability for bus connections with Hutt and Porirua
- Cycling and walking connection with Te Ara Tupua (Ngā Ūranga to Petone shared path):
 - Joins Wellington cycle network with Hutt
 - Provides walking and scooter link to Hutt Valley
- New roundabout on Aotea Quay improves regional access to ferries, port and railway for freight and traffic – vehicles can use the motorway instead of Hutt Rd

- **Golden Mile Revitalisation** improves bus reliability on Wellington bus spine – supports bus connections with Hutt and Porirua



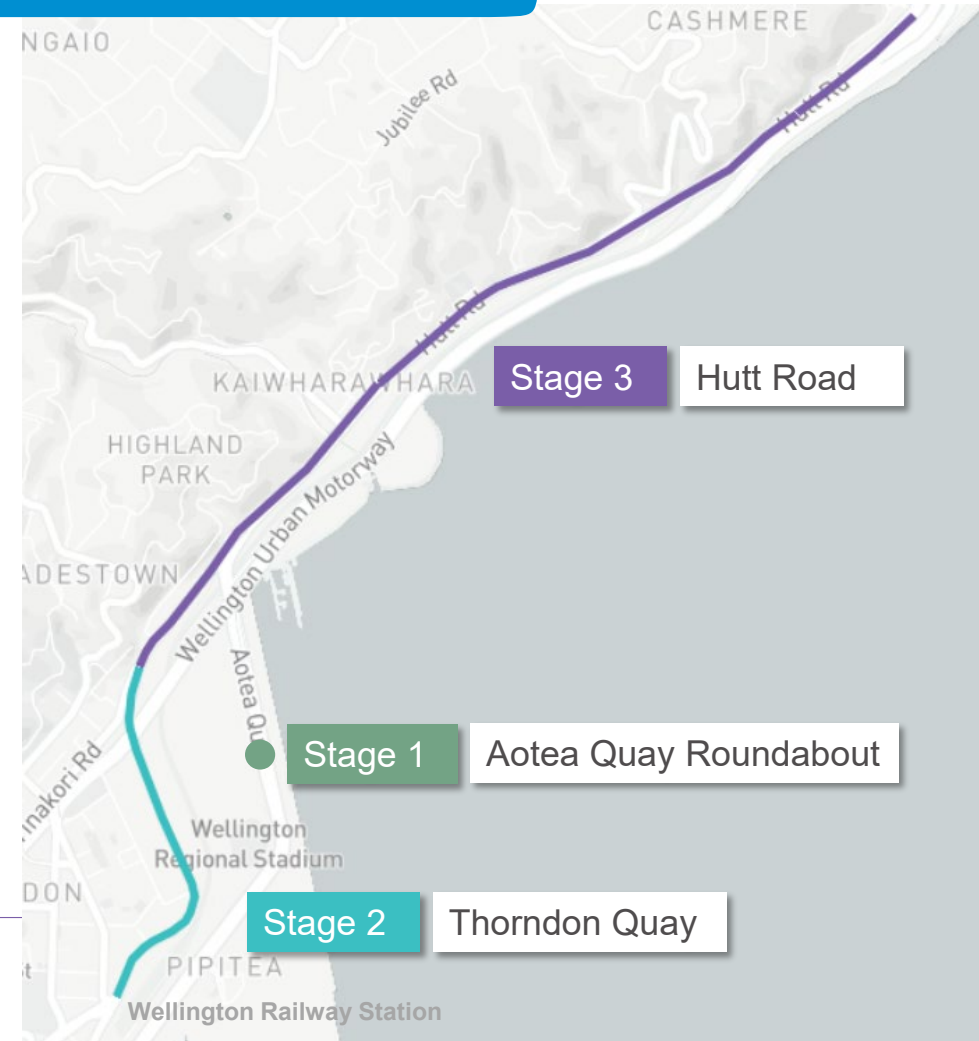
Thorndon Quay & Hutt Road improvements

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

Status

- Stage 1** Construction underway, complete Q2 2024
- Stage 2**
 - Completing detailed design
 - Construction start in Sept, complete Q2 2025
- Stage 3**
 - Preparing detailed design for consultation
 - Construction start Q2 2024, complete 2025

Timeline is subject to approvals, funding and consents



Golden Mile revitalisation

Revitalising the Golden Mile (Lambton Quay to Willis St, Manners St and Courtenay Place) to move more people with fewer vehicles and create space for thriving and attractive streets

Status

- Traffic resolutions consultation complete, design details being finalised
- 29 June – WCC councillors to consider funding, proposed traffic resolutions and design, followed by Waka Kotahi approval
- Sept – Enabling works start
- Q2 2024 – Main construction starts
- 2026 – Construction complete

Timeline is subject to approvals, funding and consents



Attachment 1 to Report 23.238

TRANSFORMATIONAL PROGRAMME UPDATE



Regional benefits – Transformational Programme

Features	Benefits for the region
Commuter rail and MRT integration at Wellington Railway Station	Seamless transfer makes onwards journeys via PT more attractive – improving regional access to CBD, jobs, education, and attractions, hospital and airport, and improving access for the Wellington population to the wider region
MRT from Wellington Station to Island Bay + continuous bus priority to Miramar/airport	Quicker, more reliable, more attractive public transport journeys to hospital and airport
Intensified land use along MRT corridor	Supports lower carbon emissions (VKT per person) and creates efficiencies in infrastructure costs
Mode shift away from private vehicles to public transport and active modes	Helps meet regional targets for mode share and carbon reduction, frees up state highway space for freight and regional journeys
Combined regional and city travel behaviour change programme	Coherent and consistent initiatives and messages across the region
Construction programme integrated with Wellington Water and regional projects	Greater continuity of construction jobs supports regional workforce and economy

Transformational programme

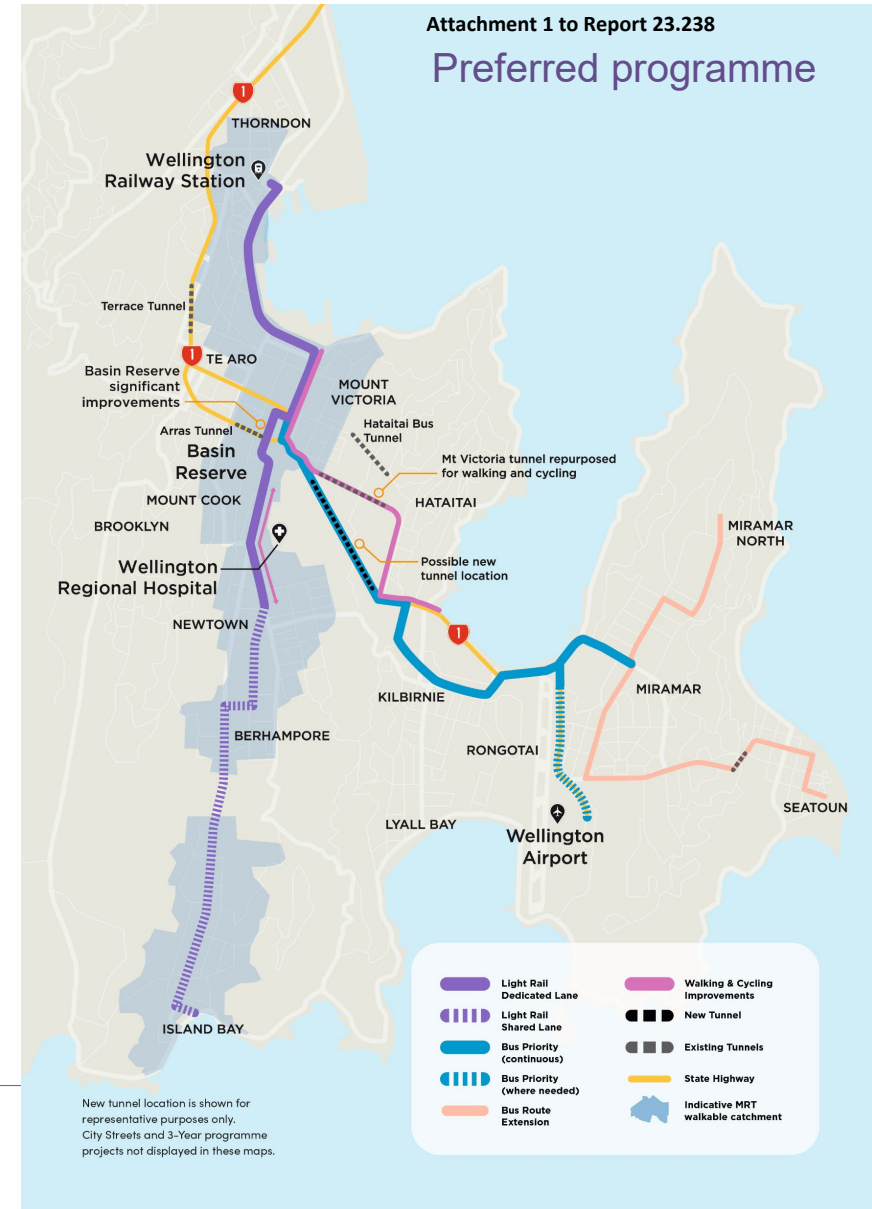
\$4.6 billion of capital works including:

- Mass rapid transit from Wellington Station to Island Bay
- Continuous bus priority to Miramar/airport
- Improvements at the Basin Reserve
- An extra Mt Victoria Tunnel

Status

- Completed the Indicative Business Case, demonstrating the economic case at a high level
- Started detailed investigation (e.g. confirming the type of MRT, details of the route, station locations etc) – to be complete by the end of 2024
- Followed by design and then construction starting in 2028

Timeline is subject to approvals, funding and consents



Discussion

Do you have any questions?



Regional Transport Committee
13 June 2023
Report 23.208



For Information

METLINK UPDATE – JUNE 2023

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

2. Metlink regularly updates the Committee on its network performance, initiatives and current work programme. The update is provided as [Attachment 1](#) – Metlink Update presentation June 2023.

Ngā tūāoma e whai ake nei

Next steps

3. A Metlink officer will speak to [Attachment 1](#) at the Committee’s meeting on 13 June 2023.

Ngā āpitihanga

Attachment

Number	Title
1	Metlink Update presentation June 2023

Ngā kaiwaitohu

Signatories

Writer	Emmet McElhatton – Manager, Policy, Metlink
Approver	Tim Shackleton – Senior Manager, Commercial, Strategy and Investments, Metlink Fiona Abbott – Group Manager, Metlink (Acting)

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

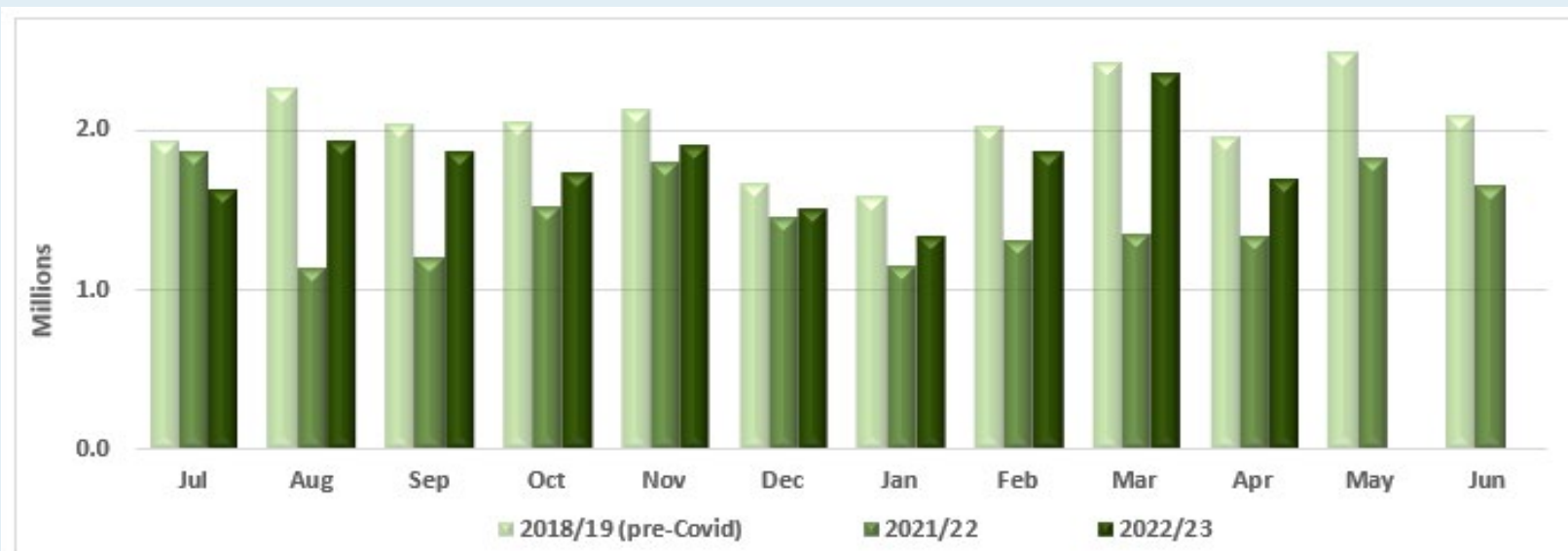
Regional Transport Committee

13 June 2023

Fiona Abbott – Group Manager, Metlink (Acting)



PATRONAGE UPDATE – BUS



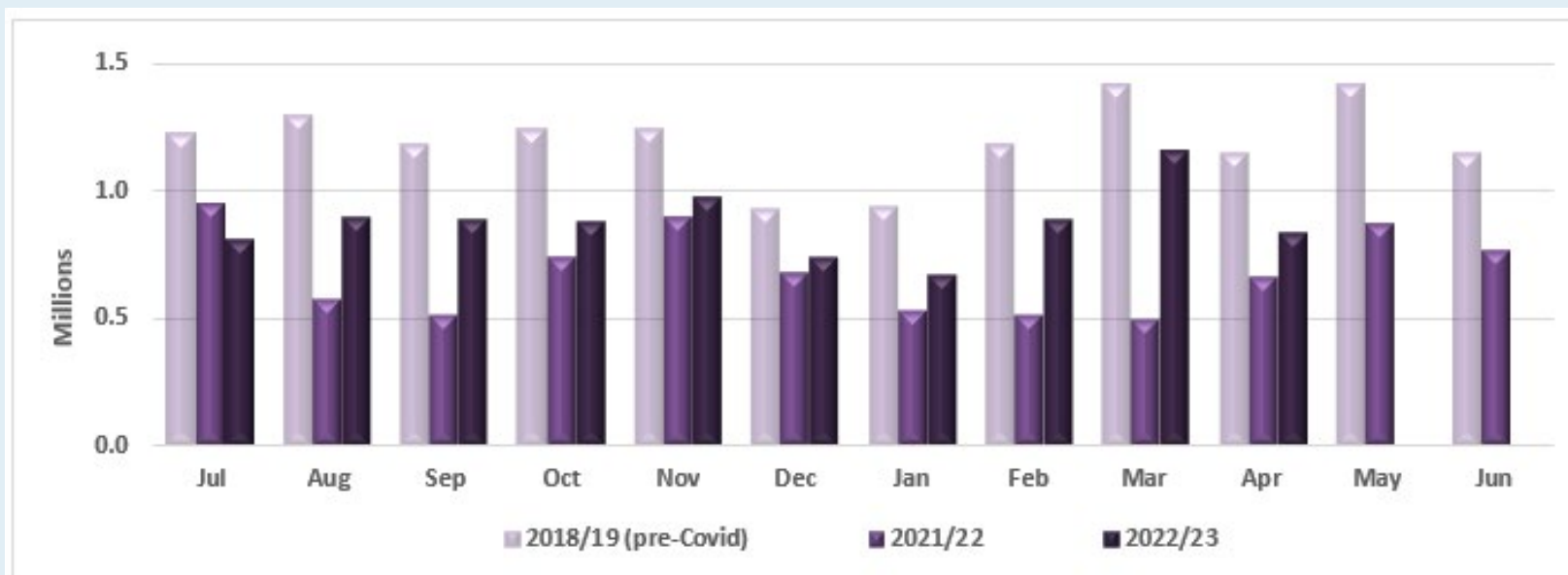
Boardings by area - current month

	Apr-23	Apr-22	% Change
Wellington	1,284,474	967,519	32.8%
Hutt Valley	313,426	270,866	15.7%
Porirua	56,427	54,593	3.4%
Kapiti	40,169	34,845	15.3%
Wairarapa	10,017	9,734	2.9%
Total	1,704,513	1,337,557	27.4%

Boardings by area - year to date (Jul - Apr)

	2022/23	2021/22	% Change
Wellington	13,232,623	10,284,184	28.7%
Hutt Valley	3,423,363	2,828,385	21.0%
Porirua	648,332	577,583	12.2%
Kapiti	471,404	372,307	26.6%
Wairarapa	125,186	101,274	23.6%
Total	17,900,908	14,163,733	26.4%

PATRONAGE UPDATE – RAIL



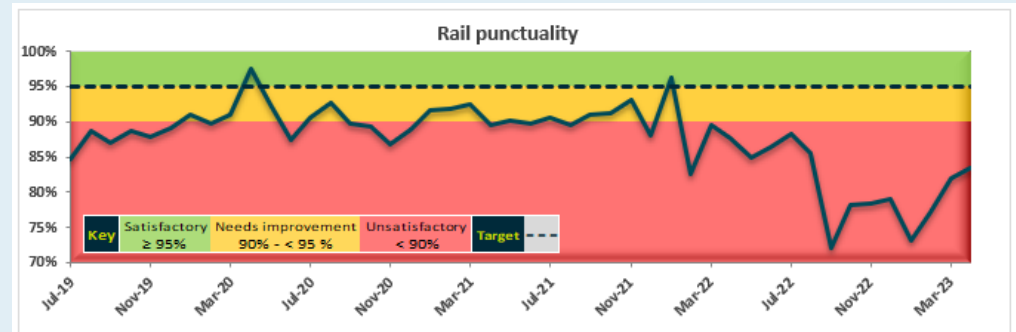
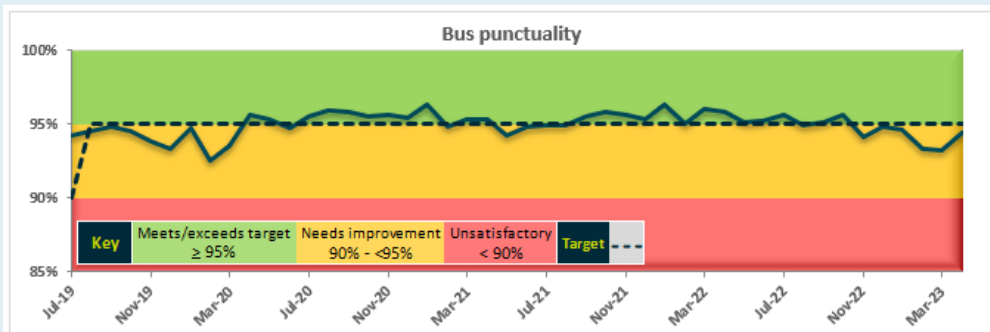
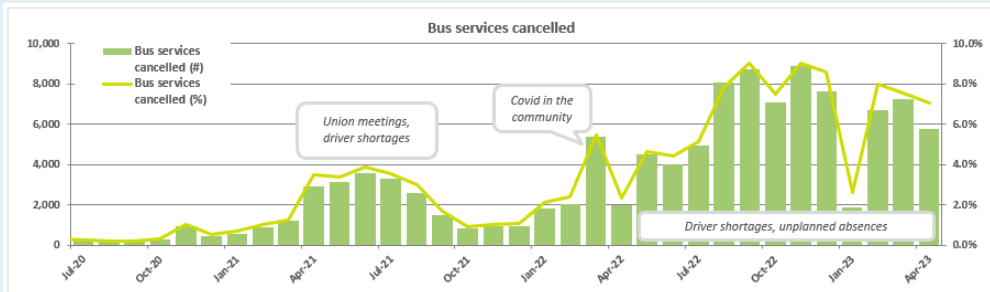
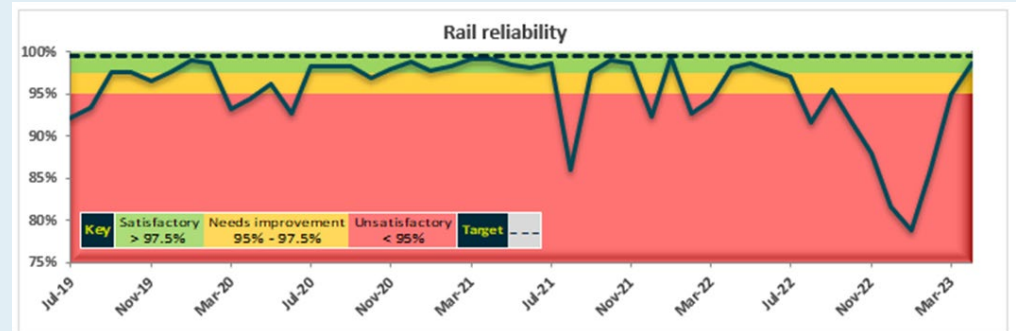
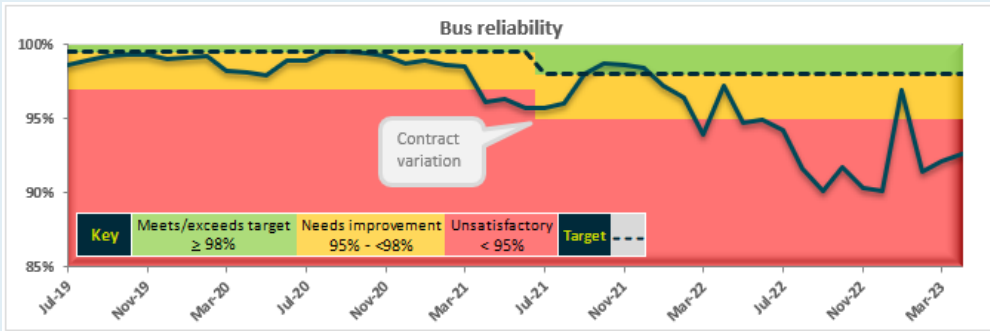
Boardings by line - current month

	Apr-23	Apr-22	% Change
Hutt Valley	357,943	274,241	30.5%
Kapiti	331,715	256,032	29.6%
Johnsonville	97,241	90,702	7.2%
Wairarapa	41,398	31,558	31.2%
Total	828,297	652,533	26.9%

Boardings by line - year to date (Jul - Apr)

	2022/23	2021/22	% Change
Hutt Valley	3,729,621	2,814,065	32.5%
Kapiti	3,466,532	2,614,519	32.6%
Johnsonville	1,010,435	722,334	39.9%
Wairarapa	472,932	352,839	34.0%
Total	8,679,520	6,503,757	33.5%

PT PERFORMANCE – APRIL 2023



BUDGET 2023: LNIRIM FUNDING

Rollingstock

- A new fleet of **18** four-car tri-mode units
- Tri-mode operations feature 1600V DC + combustion ignition generator + battery



Simulator

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



Station upgrades

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



Stabling facilities

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



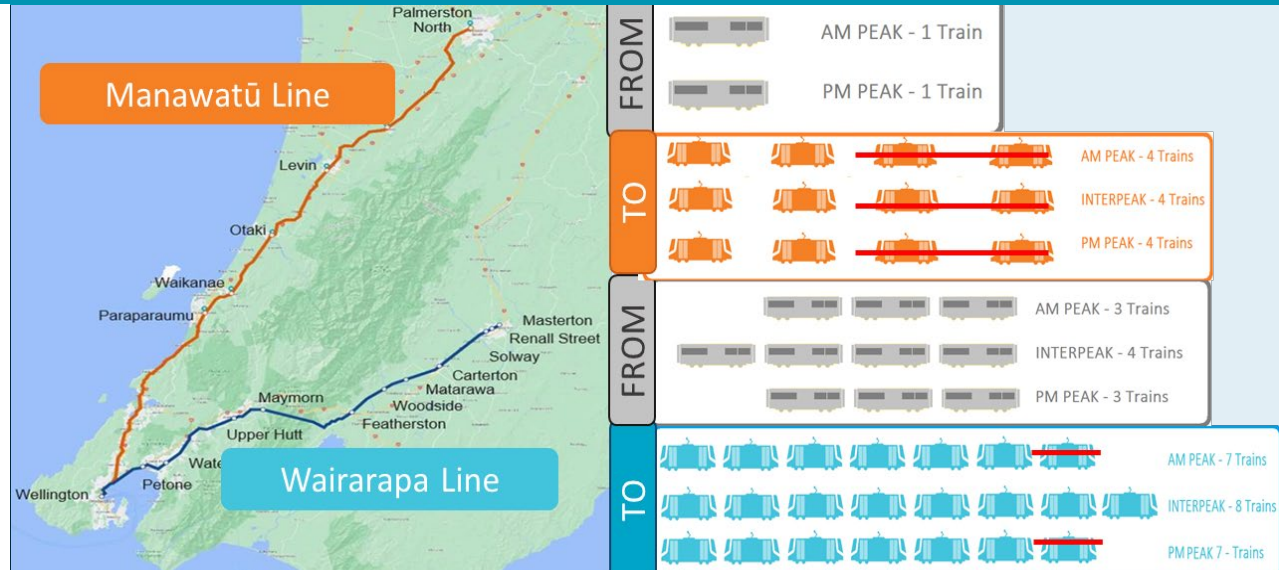
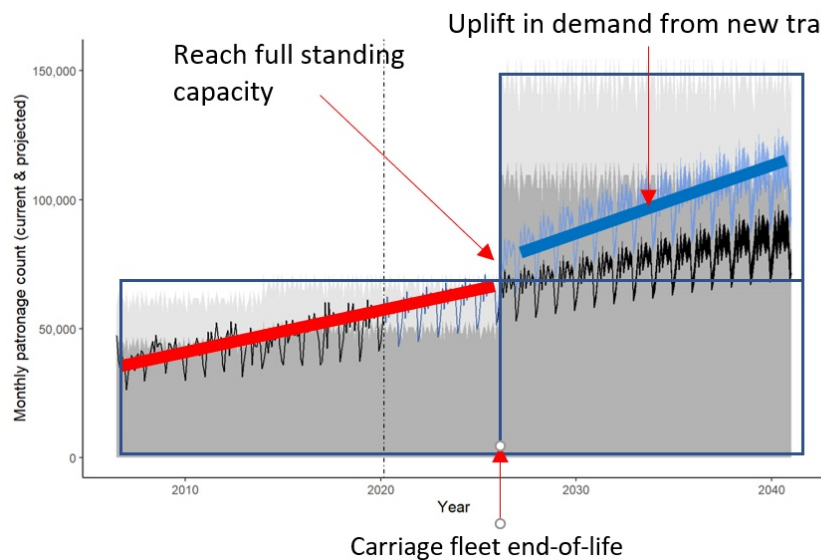
Maintenance

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

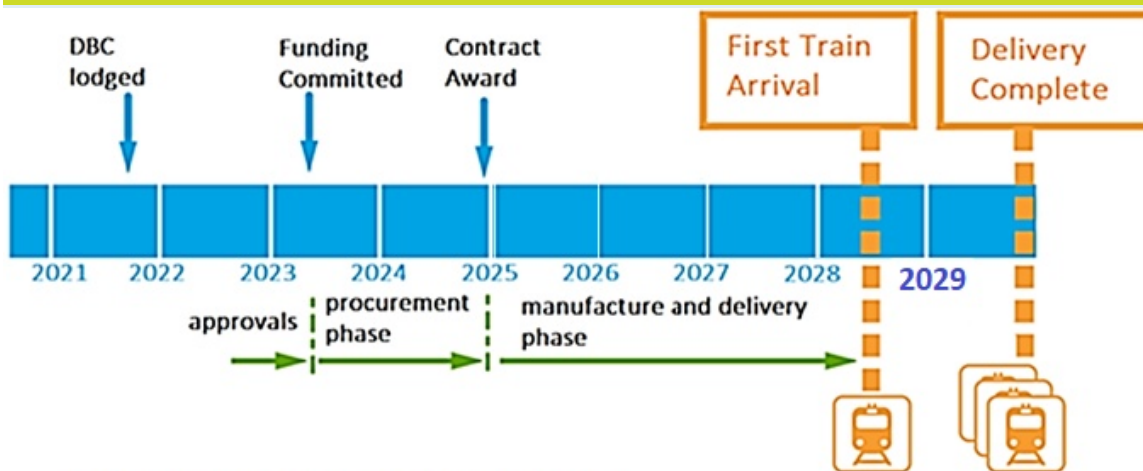


Track Improvements

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



BUDGET 2023: LNIRIM NEXT STEPS

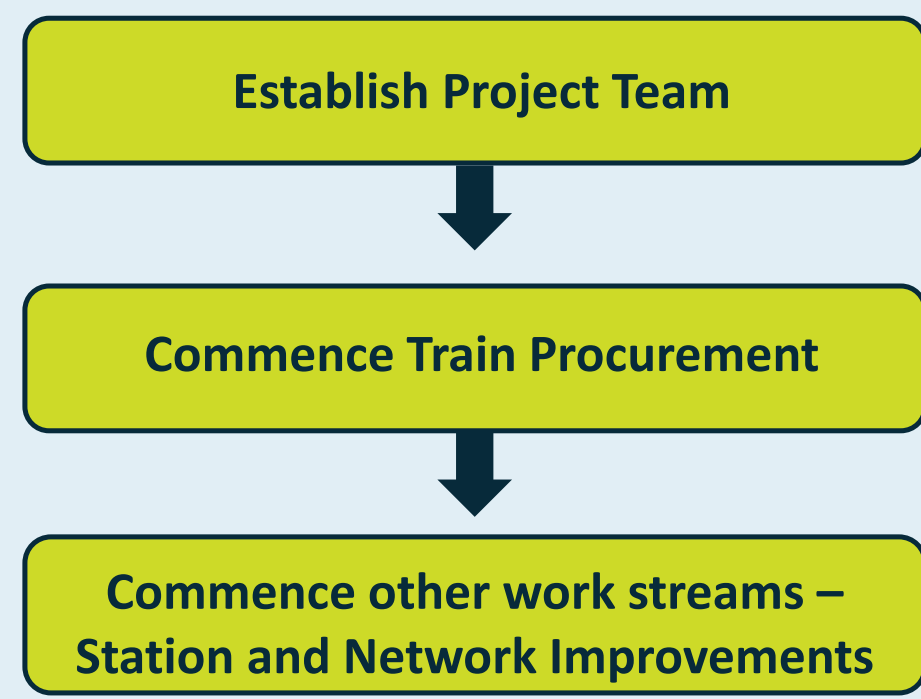


Lead times (average times shown as vertical lines)

Supplier	YR 1				YR 2				YR 3				YR 4				YR 5				YR 6			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Alstom	[Delivery bars]																							
CAF	[Delivery bars]																							
CRRC	[Delivery bars]																							
Hitachi Group	[Delivery bars]																							
Hyundai-Rotem	[Delivery bars]																							
Talgo	[Delivery bars]																							
UGL	[Delivery bars]																							
Stadler	[Delivery bars]																							

Key:

- [Yellow bar] 1st unit delivery time frame from contract being awarded
- [Orange bar] Subsequent unit delivery based on a total of 20 units
- [Shaded area] Shaded time frame shows tolerance ranges where given



BUDGET 2023: FARES

- Under Budget 2023, the Community Connect scheme has been extended – govt funding is now available for:
 - Half-price public transport for Community Service Card holders (from 1 July)
 - Free public transport for 5-12 year olds
 - Half-price public transport for 13-24 year olds
 - Half price for Total Mobility Customers
- Concessions will be accessed via Snapper
- Execution of free fares <13 and half-price fares and under 25 year olds will take some time to develop a system to register / check validity of customers (age-based registration)
- Transitional arrangements likely for implementation

Apply for a Community Connect concession

Complete the form to apply for 50% off your travel.
[Learn more about this concession.](#)

Snapper card number

Enter the 16-digit number located on the back of your Snapper card

CVV [What is this?](#)

Enter the 3-digit number located on the back of your Snapper card

MSD client number

Enter the 9-digit client number located on your Community Service Card

Date of birth

Day Month Year


Enter your date of birth (example: 05 08 1964)

I agree to the [Terms and Conditions](#) and the [Privacy Policy](#)


I agree to have my Community Services Card physically with me when travelling on Public Transport

SUBMIT FORM

Register your



with your



for 50% off public transport.

REVIEW OF WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN

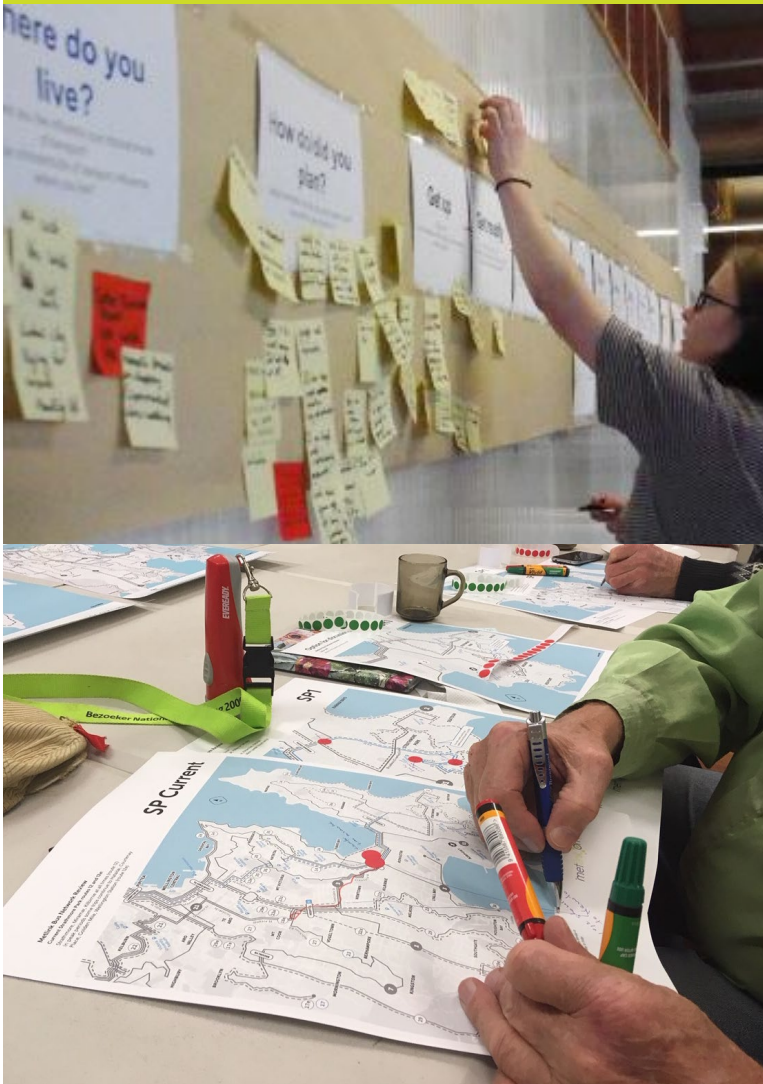
- A Regional Public Transport Plan (RPTP) is a statutory instrument under the Land Transport Management Act (LTMA) 2003.
- Councils who provide or fund public transport must adopt and keep current an RPTP.
- Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke, the Wellington RPTP 2021-2031, was adopted by Council in June 2021.
- Greater Wellington has commenced a review to:
 - Confirm the next network 'unit' structure in anticipation of procurement of new operation contracts (commencing early 2025)
 - Address any PT planning requirements and opportunities arising from the LTMA Amendment Bill 2023 including establishment of the Sustainable Public Transport Framework (SPTF)
 - Review our RPTP policy framework to facilitate future decisions
 - 'Signal' significant capital and operational projects to support business cases
 - Anticipate future PT provision from housing and economic growth across the region.



Te Mahere Waka Whenua
Tūmatanui o te Rohe o Pōneke
Wellington Regional Public Transport Plan
2021-2031



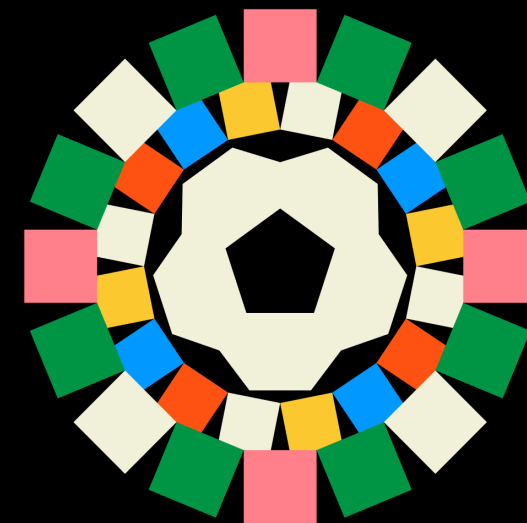
REVIEW APPROACH: ENGAGEMENT



- The LTMA Amendment Bill encourages a ‘collaborative’ approach to RPTP development with key stakeholders, including RTC, Territorial Authorities, Crown agencies and passenger representative groups.
- Greater Wellington will be delivering the RPTP 2024 review in a collaborative manner through a series of co-design workshops across the region from July 2023.
- This will provide a richer, more representative view of community needs and ensure PT provision for housing and economic growth across the region is planned for.
- Key milestones are:
 - Key partner and stakeholder collaborative engagement: June 2023-April 2024
 - Finalisation of consultation draft RPTP: June 2024
 - Public statutory consultation: July 2024
 - Adoption of new RPTP: September 2024.

FIFA WOMEN'S WORLD CUP

- The FIFA Women's World Cup will be jointly hosted by New Zealand and Australia (20 July – 20 August 2023).
- Nine matches will take place at the Wellington Regional Stadium (7 group matches, a round of 16 match, and a quarterfinal).
- Wellington's major group matches are Sweden v South Africa (23 July); New Zealand v Philippines (25 July); and USA v Netherlands (27 July).
- The role of Metlink is to ensure that the host city requirements around public transport are fulfilled. These requirements are to:
 - ensure free public transport for 14 calendar days prior to the first match played in the host city until 5 days after the last match hosted, for Accreditation Pass holders; and
 - enable match ticket holders to have an integrated public transport ticket to use public transport on match days free of charge.
- Additional rail capacity on all match days will be provided with additional services or extending the operational time of peak consists
- Additional bus capacity on all match days will be provided, with operators planning to use the largest capacity vehicle available for Wellington city routes



FIFA
WOMEN'S
WORLD CUP



AU
NZ

20
23

OTHER PROJECTS TO NOTE



Driver workforce initiatives

Hourly rate increase for bus drivers effective 1 April 2023 (\$30/hr urban, \$28/hr rural)



Bus on-board announcements

On-board announcements rolled out from 1 May 2023



Accessibility Action Plan

Worked with the disability sector, operators and key stakeholders to co-design an Accessibility Action Plan (AAP) to plan and prioritise improvements to the public transport network.



Public Transport Advisory Group

Re-established by Council – first meeting on 24 May 2023



Waterloo Complex Development Opportunity (CDO)

Progressing according to plan



Regional Transport Committee
13 June 2023
Report 23.241



For Information

KIWIRAIL UPDATE – JUNE 2023

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

2. KiwiRail regularly updates the Committee on the programmes and initiatives included in the Wellington Regional Land Transport Plan. The update (**Attachment 1** – KiwiRail June 2023 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 on 13 June 2023.

Ngā āpitihanga

Attachment

Number	Title
1	KiwiRail June 2023 presentation

Ngā kaiwaitohu

Signatories

Writer	Emma Hope – Kaitohutohu Mātua Senior Strategic Advisor, Regional Transport
Approver	Grant Fletcher, Head of Regional Transport Luke Troy – Group 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 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 .



Wellington Metro Upgrade Programme (WMUP)

WMUP 2 - Traction Overhead Line Replacement

- Substantively complete – project closeout phase

WMUP 3 - Catch Up Renewals

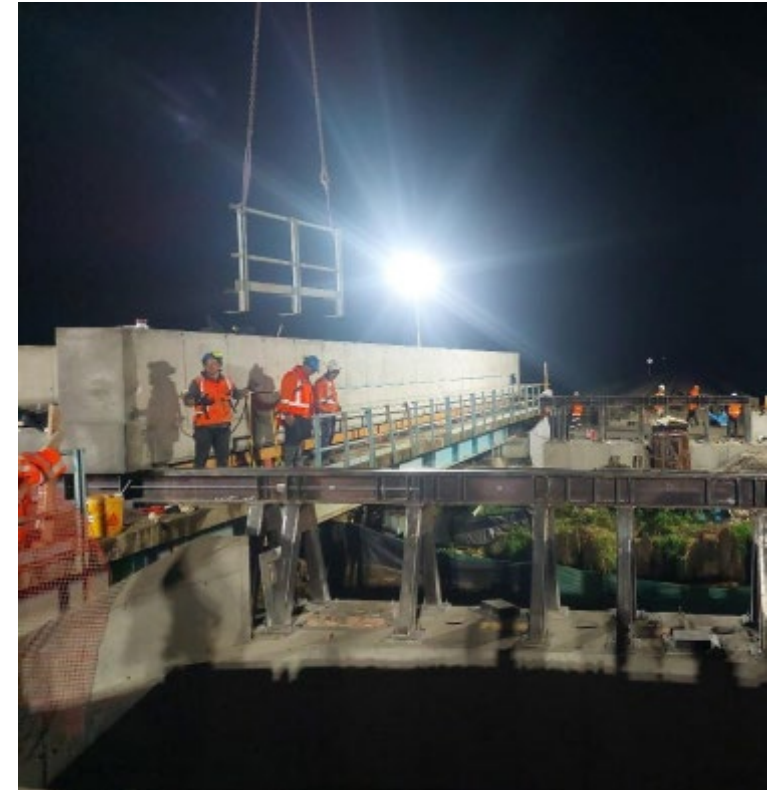
- Tunnels 1 and 2 NIMT now complete
- Wairarapa Line Bridge (BR63) replaced over Easter
- Rerailing and resleepering (excluding tunnels) complete from Upper Hutt to Featherston
- Trying to accelerate completion of the Featherston to Masterton section
- Focus on planning for Christmas Block of Line - Remutaka Tunnels

WMUP 4 - Network Capacity and Resilience Upgrades

- Trentham to Upper Hutt – complete
- Plimmerton Area Capacity Enhancements – planning for completion during Christmas Block of Line
- Metro substations business case drafted

WMUP 5 - Resignalling and Automatic Train Protection

- Building Team to deliver this substantive project.



Other key points

- LNIRM budget 2023 outcome - working with GWRC to develop the rail network components of this project (funded from Budget 2023)
- New control center in Upper Hutt – official opening and operational change over
- Development of the Wellington rail network programme for the RLTP / RNIP



EM80 Failure

- KiwiRail mistake - clear failure of process, and escalation was far too late.
- Network was safe – subsequent EM80 runs proved that.
- However, our codes required the steps we took



Questions?



Regional Transport Committee
13 June 2023
Report 23.225



For Information

WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – JUNE 2023

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on Waka Kotahi New Zealand 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 June 2023 presentation) is presented to the Committee by the Waka Kotahi member.

Ngā tūāoma e whai ake nei

Next steps

3. The Waka Kotahi member will speak to **Attachment 1** at the Committee’s meeting on 13 June 2023.

Ngā āpitihanga

Attachment

Number	Title
1	Waka Kotahi New Zealand Transport Agency June 2023 presentation

Ngā kaiwaitohu

Signatories

Writer	Lucas Stevenson – Kaitohutohu Advisor, Democratic Services
Approver	Emma Speight – Director, Regional Relationships, Waka Kotahi New Zealand 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

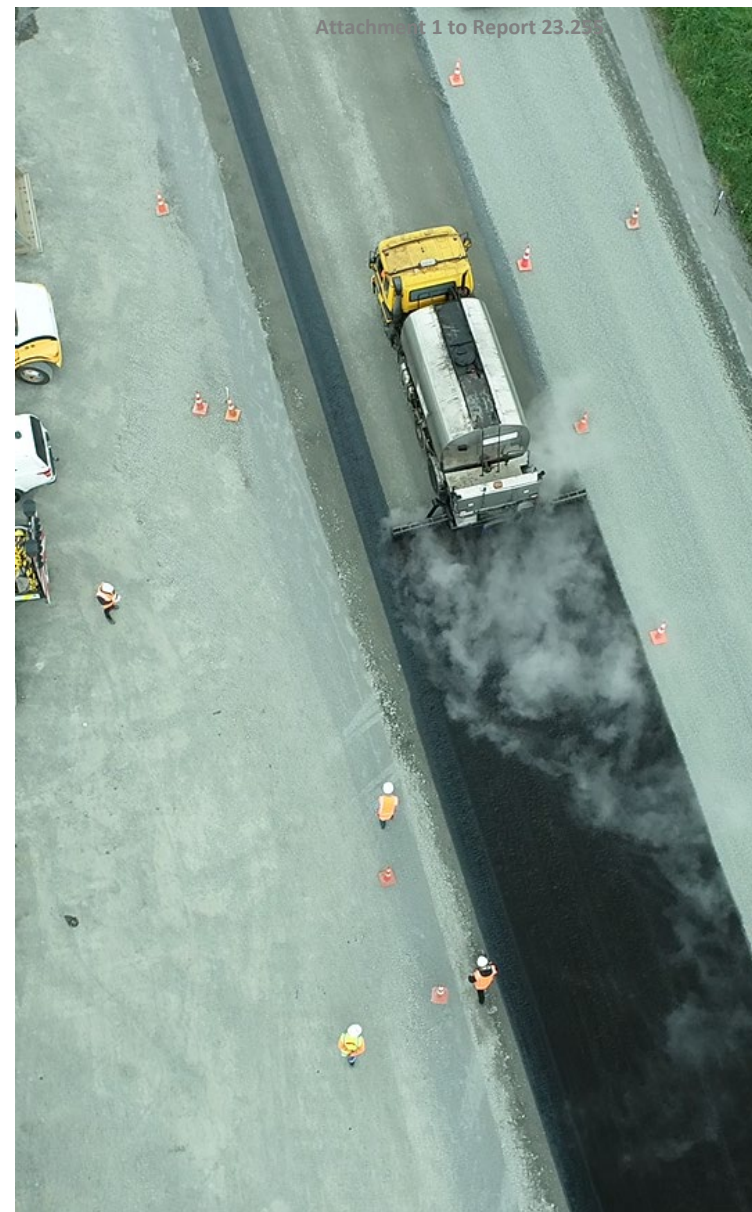
13 June 2023



Additional Budget 23 funding

In Budget 23, Waka Kotahi received the following additional funding:

- The Crown has provided Waka Kotahi with an additional \$1.3 billion in Budget 23.
- Much of the funding will be used to fund shortfalls and initiatives for public transport services, emergency works and resilience projects on state highways and local roads, and to top-up the Clean Car Discount scheme.
- The \$1.3 billion has been approved in eight areas, through to 2029/30.



Speed Management Planning

Waka Kotahi has set deadlines for full speed management plan (SMP) activities as per the Rule. Please note that these are **default** dates.

The new deadlines or full speed management plans:

- 5 Oct 2023 – Final date for the publication of any consultation draft SMP
- 29 Mar 2024 – Final date for submitting the final draft SMPs for certification

What do these deadlines mean for RCAs?

- Earliest default date RCAs could publish a consultation draft territorial authority SMP was 5 April 2023.
- RCAs and RCs planning to consult outside these default dates can ask for a 'specific' date that better suits their needs.

The default dates are based on the Rule assumption that consultation on regional SMPs would be completed before consultation on RLTPs begins to avoid the need for public hearings. **We expect these deadlines will suit most RCAs and RCs.**



State Highway Speed Management Plans

- We continue to work through what impact the Government's reprioritisation announcement has on the certification of the Interim State Highway Speed Management Plan 2023-2024 and the development of the State Highway Speed Management Plan 2024-2027.
- Waka Kotahi remains committed to ongoing engagement with councils, and sharing information as early as possible.
- When the Interim Plan has been certified by the Director of Land Transport, we'll provide an update. We anticipate this taking place mid-2023.



Regulatory Funding and Fees

- Consultation on proposed changes to regulatory funding, fees and charges closed in May 2022.
- Feedback was analysed, and used to inform recommendations to Ministers and Cabinet.
- Proposal 1 in the consultation document recommended allocation of land transport revenue to fund some regulatory functions.
- The Minister of Finance and Minister of Transport approved this allocation in accordance with section 9(1A) of the Land Transport Management Act 2003.
- Other changes to fees and charges, including charging councils per access of the MVR, were approved by Cabinet in early April, and will be implemented from October 2023.



Bitumen supply chain review

- Waka Kotahi recently completed the review of the bitumen supply chain
- The review indicates the import market is operating well
- Findings suggest it will continue to operate well following Z Energy's exit from the market later this year
- Waka Kotahi is working to finalise the pricing adjustment mechanism, which needs to move from the Z Energy price list to another international index
- Further engagement with the industry is underway to finalise details of its updated pricing adjustment mechanism.



Arataki: 30-Year Plan

- Arataki is live
- It's being developed as a shared sector view of how we need to plan, develop, and invest in the land transport system during the next 30 years
- This version provides a strong foundation for ongoing conversations with our partners and others to co-create the plan
- Arataki provides the direction that guides how we work together during the next 30 years to deliver the future land transport system needed to keep Aotearoa New Zealand moving
- Moving forward, the plan will be developed further with our partners, iwi/Māori, local government, and the wider transport sector. The next version is expected to be released in October 2024
- You're encouraged to get in contact with the Arataki team to discuss – in particular your regional direction - arataki@nzta.govt.nz



VKT Reduction Programme

Focus on Tier 1 Councils in 2023

- Government has announced changes to initially focus sub-national targets for reducing light vehicle use on just Tier 1 urban areas.
- This is where 85% of VKT reduction will come from to achieve the national target.
- Waka Kotahi is focused on working with the five main Tier 1 cities: Auckland, Hamilton, Tauranga, Wellington, and Christchurch – to develop VKT plans.
- This does not mean future public transport improvements will only occur in Tier 1 areas (as per some media reports). VKT reduction targets and programmes are currently being prioritised in Tier 1 areas for now.
- *Waka Kotahi will continue to work with all Tier 1 and 2 councils to include VKT reduction programmes and activities into the next round of RLTPs, to enable councils to attract funding from multiple sources from mid 2024.*
- *Waka Kotahi will provide a recommendation on targeted activities for inclusion in RLTPs by August 2023.*

VKT Reduction Programme

Key Milestones

June 2023

- Expressions of Interest (EOI) funding approved
- Regional partnership teams in place to work with Tier 1 councils
- New monthly VKT reduction newsletter and webinar series launched
- VKT reduction sub-national targets confirmed (Te Manatū Waka Ministry of Transport)

Jun-Jul 2023

- MoT leading council engagement on draft GPS on land transport 2024-34 (GPS 24), including VKT reduction

Mid-2023

- Endorsement and publication of draft National VKT reduction plan

August 2023

- Waka Kotahi recommendation on targeted activities for inclusion in RLTPs by August 2023

December 2023/24

- Urban VKT Reduction Programmes (2023 - Tier 1)
- Urban VKT Reduction Programmes (2024 - Tier 2)

He Tohu Huarahi Māori consultation

- Consultation open on 94 bilingual traffic signs grouped by type:
 - Destination
 - Public and active transport
 - Walking and cycling wayfinding
 - General advisory and permanent warning
 - Motorway and expressway
 - Temporary warning
- Bilingual signs support language revitalisation by making te reo Māori more visible
- Signs that need to be replaced, particularly signs damaged in cyclone hit regions, will be rolled out first
- Low cost implementation by rolling out when new signs or replacements needed
- International evidence considered and best design practice followed to ensure safety




Greater Wellington Regional Update

June 2023

Greater Wellington Maintenance & Operations 2022/23

Progress update

- Waka Kotahi Wellington Transport Alliance are close to closing out the 2022/23 season.
- We are now busy planning the 2023/24 programme.






Attachment 1 to Report 23.255

Maintenance update

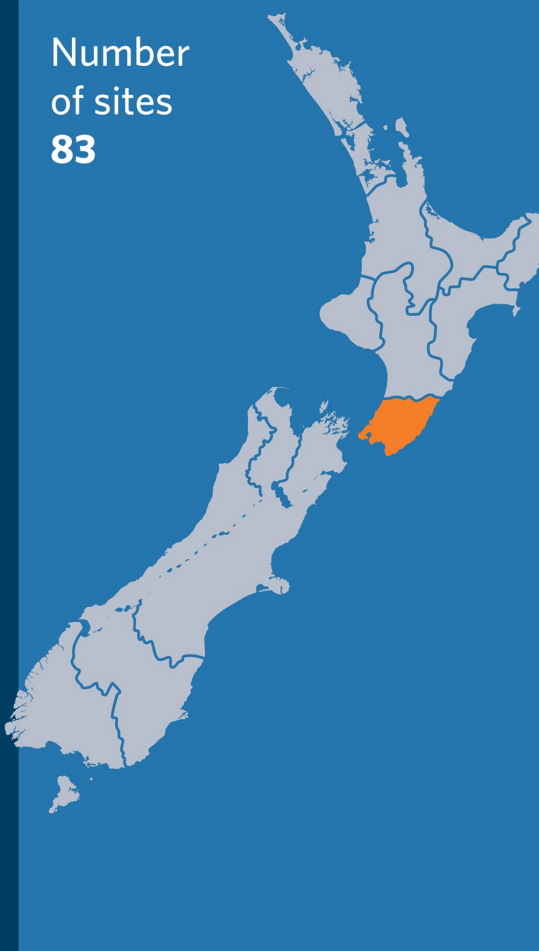
Te Upoko o Te Ika a Māui




Greater Wellington

2022-23 planned






Number of sites
83



 <p>Rehabilitation (completely rebuilding the road)</p>	2.83km
 <p>Resurfacing (replacing asphalt)</p>	17.74km
 <p>Resealing (adding new layer of chipseal)</p>	24.53km

<p>SH59 Renewals Programme</p> <ul style="list-style-type: none"> Resealing 6.26 lane km Resurfacing 2.20 lane km 	<p>SH1/SH2 Greater Wellington Urban Area</p> <ul style="list-style-type: none"> Resurfacing 10.73 lane km
<p>SH2 North of Remutaka Hill</p> <ul style="list-style-type: none"> Resealing 6.80 lane km Resurfacing 3.22 lane km Rehabilitation 1.51 lane km 	<p>SH53 Renewal Programme</p> <ul style="list-style-type: none"> Resealing 3.87 lane km Resurfacing 0.94 lane km



Wellington Transport Alliance

Early look at the 2023/24 renewal programme

- 28 lane kms of Chipseal
- 145,000m² of Asphalt Paving
- 12 Rehabilitation Sites
- 13 Drainage Renewal sites
- 9 Structural Bridge Component Sites
- 19 Barrier Renewal Sites
- 5 minor Tunnel Component replacement works & Terrace Tunnel LED Upgrade
- 1 Hazardous Tree, 4 Landscape sites & 15 Rest Area sites
- 14 Large Signs
- 12 VMS Upgrades & 56 LCS Upgrades
- 20 Street Light Renewals and the Network LED Upgrade
- 40km ATP & 27km CAP

LED Light upgrade

Wairarapa LED Installation 83% complete

- The yellow high pressure (HPS) sodium lights along the State Highway network with long-lasting, energy efficient 'white' light emitting diode (LED) lights.
- The upgrade to the new LED's will allow us to introduce a central management system (CMS) in the future, enabling us to identify faulty lights and control lighting and brightness remotely.
- This simple but important change is not only contributing to the health of the environment, people and animals, it's also supporting the Wairarapa's new Dark Sky Reserve certification.
- All of the LED lights in Masterton have been installed, and we are now working our way through Carterton, Greytown and Featherston – 262 streetlights remaining by June 2023.
- The Wellington Region wide LED Upgrade Programme is currently being designed and this is programmed to be implemented over the next 3 years.



Before and after: Pictured left is the old HPS light and to the right is the new LED light on the SH2 Waipoua River Bridge.

SH1: Ō2NL safety improvements and speed


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

- **SH57: SH57/ Queen St roundabout, stretches of edge barrier and wide centre lines, speed review**
 - Safety improvement work from SH1 to a new round roundabout at Queen St East are completed
 - New speed limits implemented in December: 80km/h from SH1 to Heatherlea East Rd; 60km/h at southern entrance to Shannon. Further portion of SH57 in November's Interim Speed Management Plan
- **SH1 Ōtaki to Ohau: Stretches of side and median barrier, wide centrelines and turnarounds, and speed review**
 - Work is now underway between Ōtaki and Manakau:
 - Three new turnaround areas – southern turnaround complete, another under construction
 - Stretches of median and side barrier to come
 - Existing right turn lanes at Forest Lakes Rd and South Manakau Rd retained; new right turn lane to be constructed at Atkins Rd
 - New speed limits implemented in December: 80km/h from Pukehou rail overbridge to Ohau.
- **SH1 Levin to Foxton: Stretches of wide centrelines, side and median barriers, turnaround plus a new roundabout at Waitarere Beach Rd, and speed review**
 - Landowner engagement is ongoing, expect to announce design by August 2023.



First stage of Ōtaki to Ohau safety improvements is now underway



SH1: Peka Peka to Ōtaki Expressway project update

Activity	2018 – 21 NLT P	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP2 Ō) Expressway	\$410m	Road open; other project tasks now being completed	Green 	<ul style="list-style-type: none"> •The Peka Peka to Ōtaki expressway shared path opened to the public on 13 May. Site monitoring indicates close to 550 journeys (north and southbound) took place on opening weekend. •Since the opening of the Expressway in December we've been finishing up the remaining project tasks including: <ul style="list-style-type: none"> •The shared path •Local road tie-ins •Contract documentation (including asset owner's manual, as-built drawings, and Road Asset Maintenance Management data) •Working with the Wellington Transport Alliance in preparation for M&O handover. •Closing out consents and other completion requirements in order to issue contract completion to the contractor in late May. •Ongoing heritage restoration work for the Smíšek Kilns and Clifden Cottage. •Following contract completion, the contractor will be working to close out any remaining snagging items and completion of the heritage works detailed above.

SH1: Peka Peka to Ōtaki Expressway shared path

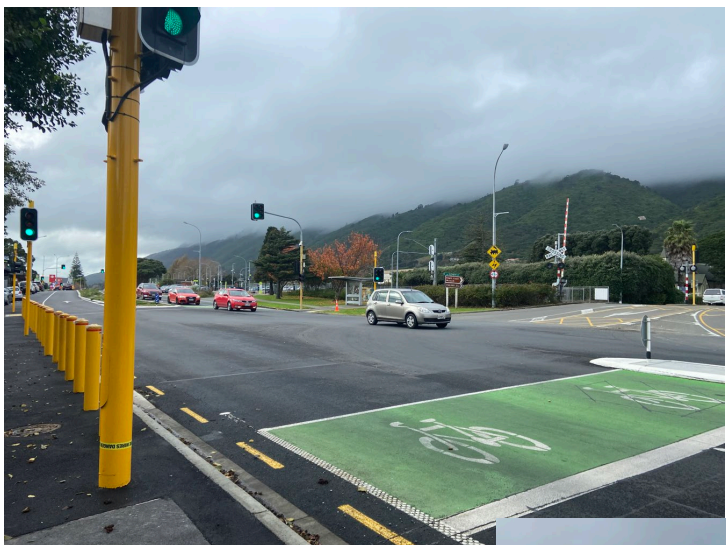


Greater Wellington Project Updates – corridor improvements

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka revocation	\$17.5m	Complete – in defects	Green 	<ul style="list-style-type: none"> • Contract works are complete, and the contractor is now working through a list of defects identified by both KCDC and Waka Kotahi. • Both organizations are now working on the formal handover process with support from MoT. • Waikanae Bridge clip-on - The truss attachment brackets have been installed to the old bridge piers. The truss elements are all assembled in Kāpiti. There have been delays in getting these installed with changes required to an abutment to span the existing water supply pipe. The contractor has been working to address a remaining service clash with the Electra cable tray attached to the existing bridge.
Peka Peka to Ōtaki revocation	\$12.3m	Underway	Green 	<ul style="list-style-type: none"> • We've been carrying out further geotechnical ground investigations, along with road surface and site utility surveys. • Findings from these investigations and surveys will be used to finalise detailed designs later this year. • An invitation to tender for the physical works will be released later this year, with contractor selection taking place in late 2023 or early 2024. • Physical works are likely to commence in the first quarter of 2024 and expected to take about two years to complete.



Mackays to Peka Peka revocation – completed Waikanae intersection improvements



Elizabeth Street



Ngaio Road

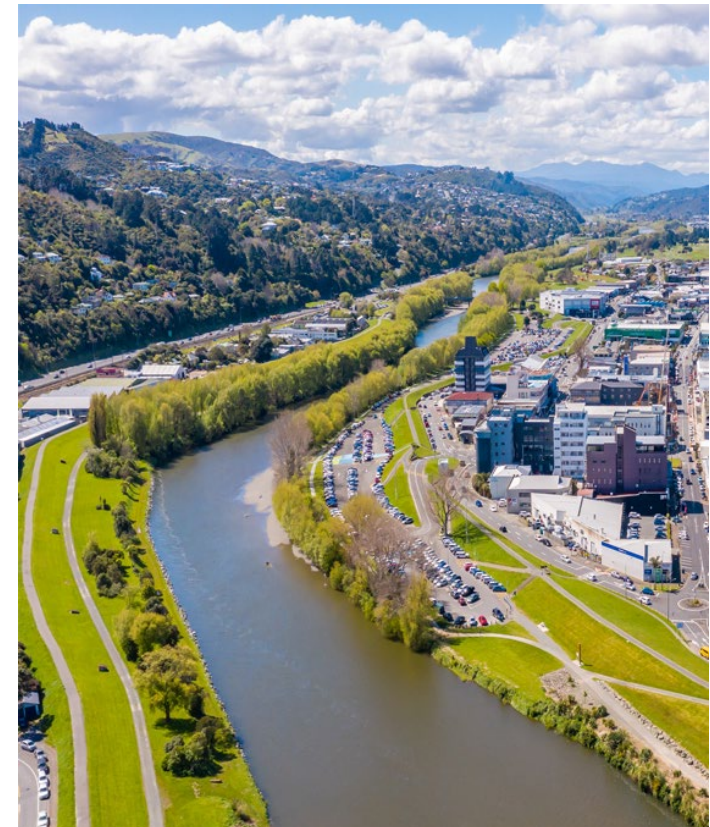


Te Moana Road

NZUP– SH2: Melling Transport Improvements (Component of wider Te Awa Kairangi/RiverLink programme)

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

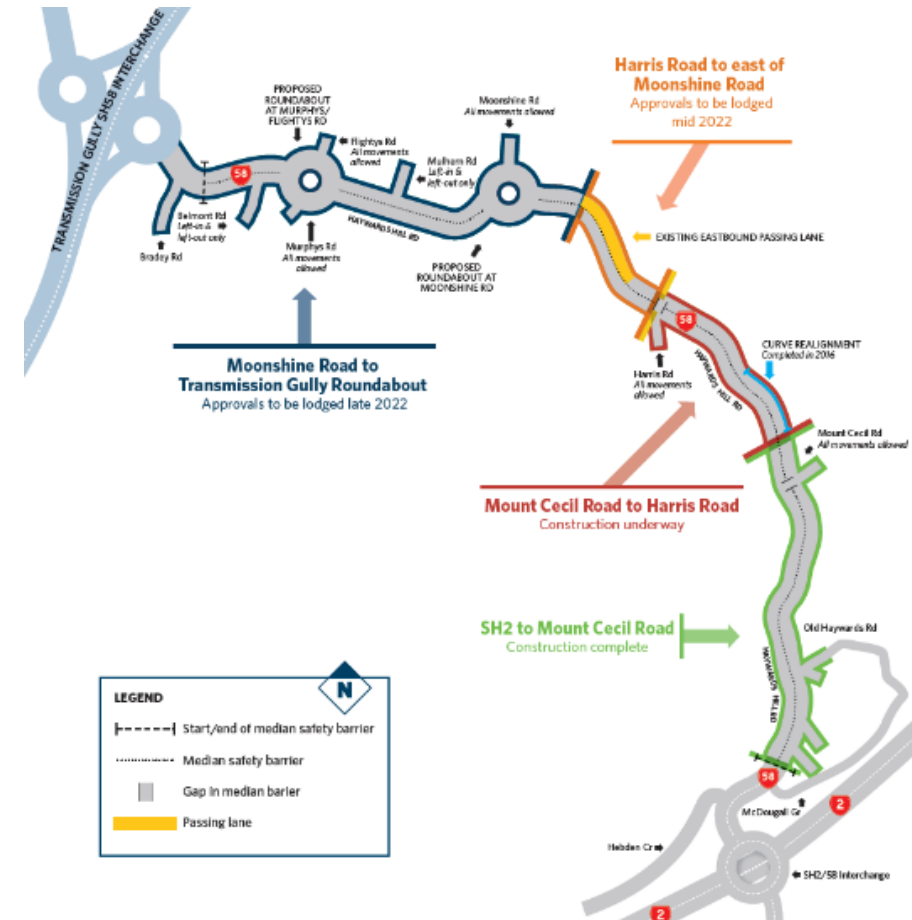
- In early May, programme partners celebrated the signing of an Interim Project Alliance Agreement (IPAA) that saw AECOM-Fletcher become RiverLink’s delivery alliance.
- Some early work preparations have begun along Pharazyn and Marsden streets, with the relocation of up to 15 properties starting early June.
- Staged demolition of other properties purchased by the programme in the Pharazyn, Marsden, and Daly Street areas will also begin to happen over coming months.
- Geotech surveying also continues around the Lower Hutt area around key future structure locations.
- The RiverLink programme continues to build real momentum towards delivery, with main construction works on track to begin in late 2023.



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	
Stage 2a (NZUP \$16m)		
Construction	Surfacing underway Culvert and retaining wall construction	Barrier installation completed in February 2023
Stage 2b (NZUP \$89m)		
Consenting	Construction on Harris to Moonshine Road section. Major works on this section carried out during full weekend closure late April. Consenting for Moonshine to TG interchange (including two roundabouts) this consent application has been lodged.	Construction underway now on Harris Rd to East of Moonshine Road. Consents lodged with PCC and GWRC for remaining section to TG late November 2022.



NZ Upgrade Programme – SH58 Safety Improvements



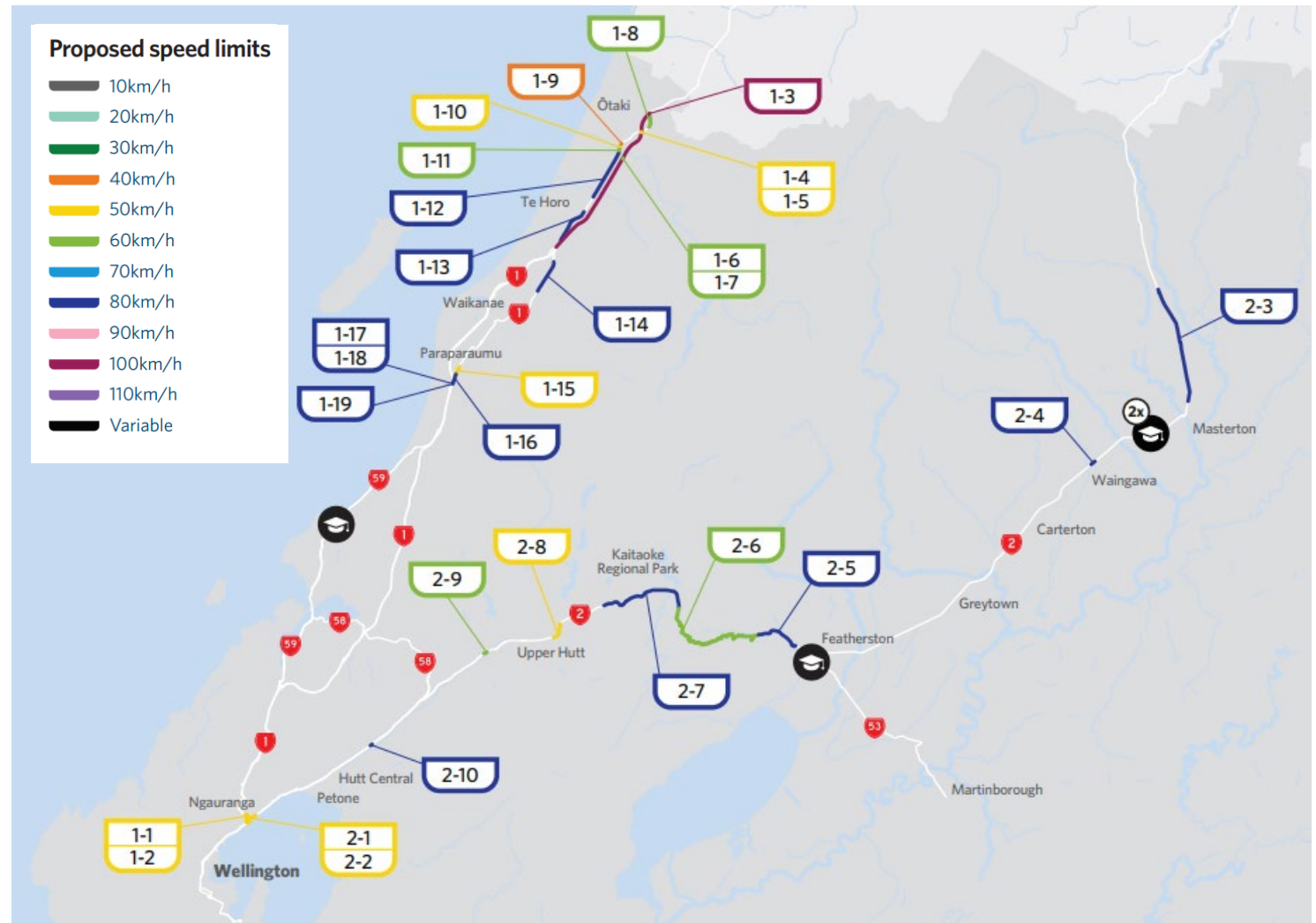
Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ara Tupua - Petone to Melling	\$63m	Completion mid 2023	Green 	<ul style="list-style-type: none"> • Work is nearing completion, with asphaltting and finishing works, opening is scheduled in the coming months. • Work at Petone station park & ride car park is complete, with line marking along the shared path and cycleway set to be completed in late June. • Main cycleway route has been progressing well, with most of the cycleway having received its final surface. The remaining sections will be worked on throughout June. • Construction of the pump stations on Parliament Street and Hutt Road is ongoing. • Parliament Street is now open to two-way traffic, as of Friday 2 June.
Te Ara Tupua – Ngauranga to Petone	\$311m	Works from late 2022 – 2026	Green 	<ul style="list-style-type: none"> • Te Ara Tupua Alliance has relocated to site-based offices at Honiana Te Puni Reserve for the delivery phase. • On the Reserve the Tāwharau Pods were completed and opened at a Ministerial Event in March marking the start of the project, and the shared Clubs building is well underway with foundations in place. The first offshore habitat structure has been completed. • Work has commenced on the revetments alongside the rail corridor with 'digital shield' technology in place. • The first temporary wharf to allow barge movements to the central area of the project is nearing completion, while the second temporary wharf at the Ngā Ūranga yard area has begun. • The project liaison group is operating including council staff representatives and key stakeholders (e.g. cycling, walking groups, Forest & Bird).

Greater Wellington Project Updates – Safety

Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	Speed limits were announced and implemented in January 2022. New limits are now in force.	SH2 Masterton to Carterton Safety Improvements under construction.
SH2 Ngauranga to Featherston	The first tranche of proposed speed changes for this corridor were consulted upon in the Interim Speed Management Plan (ISMP). The feedback closed on 12 December and is under consideration.	<p>The speed changes proposed for the ISMP are integrated with the intersection changes at Moonshine Hill Road and Owen Street.</p> <p>We are closing right-turns at Hebden Crescent (near Liverton Road) to eliminate this dangerous right-turn as part of the next stage. Intersection changes now planned in summer works season.</p> <p>Median barrier extension on River Road section now underway.</p>
SH2 Pahiatua to Masterton	A proposed speed change from Cashmere Oaks Drive to Paierau Road was consulted upon in the Interim Speed Management Plan (ISMP). The feedback closed on 12 December and is under consideration.	No
SH58 Paremata Rd (SH1 to Pauatahanui)	Engagement to begin when Transmission Gully Revocation team undertake speed limit review	Yes – Transmission Gully Revocation

Interim Speed Management Plan proposals



High Impact Activity on the Calendar (updated 29/5/23)

The following is a selection of some activities to keep an eye on over the next 6 months

Region Wide

- FIFA Football Womens World Cup – Wellington games 20 July - 8 August
- Gearing up for a busy 2023/24 maintenance season, particularly in the Wairarapa

SH1

- Safety Improvement Project (SIP)
- Ngauranga Gorge paving works
- Let's Get Wellington moving Activity (see previous update)
- Wellington Marathon 18th June
- Thorndon Fair 3 December

SH58

- SH58 safety improvements project is ongoing
- Transmission Gully project team 'super weekend' full closure at Lanes Flat

SH2

- Masterton to Carterton safety improvements project (SIP) is ongoing
- Construction starting on 5x raised platform pedestrian crossings between Featherston and Masterton
- (SIP) Safety improvements at several intersections between Whakatiki St and Fergusson Drive
- Te Aru Tupua – Ngauranga to Petone Cycleway construction has started
- Wings Over Wairarapa 24 November

SH53

- Toast Martinborough 19 November

Hei konā mai

