

Public Transport Committee Workshop, 30 April 2026

Information considered in the workshop.

Introducing RLTP 2027

PT Committee Workshop – 30 April 2026

Regional transport team

Purpose

- **Introduce Council to the Regional Land Transport Plan and Council's role**
- **Provide an overview of work to date on RLTP 2027**
- **Introduce the Future Network Plan**



Introducing the RLTP

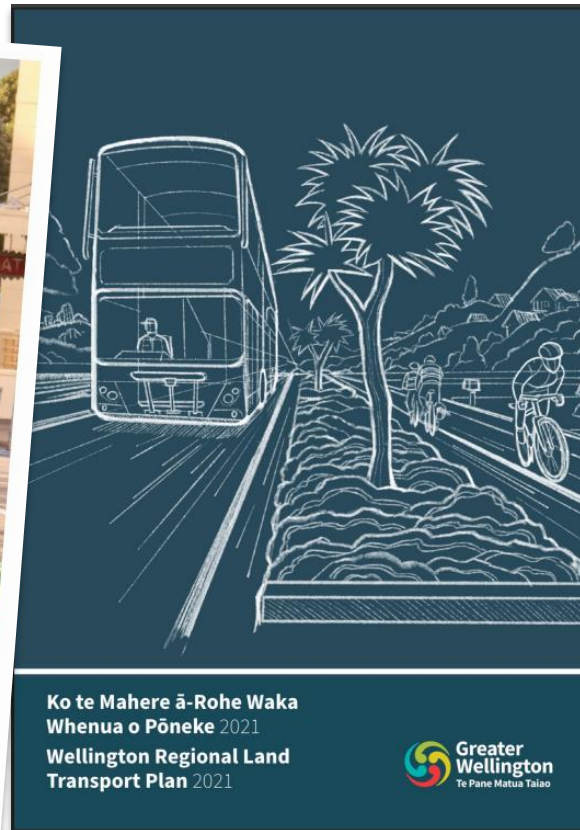


What is the Regional Land Transport Plan?

Every six years under the LTMA, RTCs must prepare a Regional Land Transport Plan that sets out the region's long-term vision for our land transport network, and the region's funding proposal for operations and investment



Ko te Mahere ā-Rohe Waka Whenua o Pōneke 2021:
2024 Arotakenga kaupeka waenga
Wellington Regional Land Transport Plan 2021:
2024 Mid-Term Review



Ko te Mahere ā-Rohe Waka
Whenua o Pōneke 2021
Wellington Regional Land
Transport Plan 2021



Current RLTP 2021 30-year vision:

'A connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them – and where goods are moved efficiently, sustainably and reliably'

Roles and responsibilities

The Regional Land Transport Plan is collectively owned by the region—overseen by the Wellington Regional Transport Committee, with final sign-off from GWRC

Greater Wellington Regional Council

Approves and submits the plan to NZTA Waka Kotahi

Wellington Regional Transport Committee

Mayors or councillors from each Council; KiwiRail and NZTA Waka Kotahi representatives; Greater Wellington councillors (filling the role of RTC Chair and Deputy Chair) – develops the plan

Technical Advisory Group (TAG)

Transport technical experts from all councils, Metlink, NZTA Waka Kotahi, and KiwiRail – these officers are tasked with briefing their RTC members on items of note prior to workshops/meetings

Regional Transport Strategy team

GW Transport Strategy team leads the development of the RLTP on behalf of the RTC, with input from TAG



Community engagement & public consultation



**NEXT RLTP DUE:
1 AUGUST 2027**

RLTP 2027 Work to Date

Foundations



- [Our Region's Transport System 2050: Levers for system change](#)
- [RLTP 2027 – State of Transport Network](#)
- [Lower North Island Freight – A Case for Change](#)

Summary of challenges and levers for change



LEVERS FOR TRANSFORMATIONAL CHANGE

⚠️ LONG-TERM CHALLENGES

- ⚠️ Lack of long-term future-focused investment strategy
- ⚠️ Lack of spatial planning on a regional scale
- ⚠️ Insufficient revenue to cover costs of investment and operation of transport network
- ⚠️ Costs of maintaining the road network not distributed to those who benefit most
- ⚠️ Investment in rail is not proportionate to its full range of benefits to the economy and society

🚧 FAILURE DEMAND

The downstream effects of failures in how the economy functions. In transport includes:

- road wear and tear
- road deaths and injuries
- climate, health and environmental impacts of transport pollution.



Commitment to long-term infrastructure planning and investment



Funding that provides long-term investment and certainty



Road user charges that reflect the true costs incurred and benefits enjoyed by road users



Making the upfront investment to support walkable, transport-integrated, amenity-rich urban form



Catalysing mode shift for better environmental, climate and health and safety outcomes



Development contributions that reflect positive and negative externalities and provide for investment in better transport outcomes



A future transport system that delivers on resilience, affordability and accessibility outcomes, while enabling the region to move towards a low energy, low emissions economy

State of Transport Network



Demographics

- Population growth slower than predicted
- High proportion of residents in professional services
- 80% of trips are for non-work purposes
- 75% of trips start and end in same TA
- Population is aging which is changing travel patterns
- Long-term trends post COVID now evident



Mode Share

- 85-90% of journeys outside Wellington City are by private car
- PT mode share is highest in peak
- Mode share figures are stable



Emissions

- Per capita emissions have decreased since 2000 but absolute emissions have increased
- Diesel is the biggest contributor



Network Performance

- Congestion is increasing off-peak
- Speed and travel times are highly variable at peak



Safety

- DSIs have decreased by 14 % over last 20 years
- Vulnerable road users, urban roads and alcohol are the biggest risk factors.

Insights for RLTP 2027



Expanding the reach and capacity of public transport



Improving travel time efficiency and reliability on state highways, local roads and PT



Supporting housing and economic development



Enhancing road safety, especially for vulnerable users



Providing people with better travel choices, including safe and convenient options for walking & cycling



Strengthening the resilience of the transport system

There are significant opportunities to improve the region's transport network

Our region's transport system 2050: Freight a Case for Change



What we have

FREIGHT CHALLENGES

- ▲ Lack of consistent data
- ▲ Freight operators have a very different view from planners
- ▲ No national strategy or approach
- ▲ Export and import flows highly asymmetric
- ▲ Thin population and geography make resilience hard to achieve
- ▲ On-line shopping is driving significant change in local traffic patterns
- ▲ Unlikely to reach carbon zero by 2050
- ▲ Corridor options in the region are limited

What we're trying to fix...

POOR USE OF INFRASTRUCTURE & INVESTMENT

While New Zealand's freight sector operators are highly competitive, poor use of infrastructure and capital reduces the effectiveness of the sector. We have some of highest per capita investment in infrastructure but lag in return on investment.

Being consistent with

GOVERNMENT DIRECTION

The GPS set Economic Growth and productivity as a strategic priority. It also noted that optimising the use of existing networks and services to deliver an appropriate level of service for users will be critical.

OPPORTUNITIES



New National Freight and Demand Study



Inter-regional direction setting



Opportunity to develop central New Zealand freight strategy and plan



Partner with key industry players in development of a strategic approach



Adopt policies that support most effective and efficient movement of freight



Support best use of exiting infrastructure and investments



The region's economy is supported by an efficient, safe and sustainable freight network

RLTP Strategic Framework - updated

Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing and the liveability of places

Outcome 1
Inclusive Access

Outcome 2
Healthy and safe places

Outcome 3
Environmental sustainability

Outcome 4
Resilience and security

Outcome 5
Economic prosperity

The Ministry of Transport's Outcomes Framework provides the overarching national direction.

Regional Land Transport Plan – 30-year vision

A connected region, with safe accessible and liveable places – where people can safely and sustainably access the things that matter to them – and where goods are moved efficiently, sustainably and reliably

The 30-year vision describes the region's desired long-term future.

Strategic Objectives

All people in the Wellington Region have access to reliable and affordable travel choices

Transport and urban form are integrated to support compact urban form, liveable places and a resilient regional economy

People can move around the Wellington Region safely

The impact of transport people and goods on human health, the environment and climate is minimised

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

The strategic objectives describe what we want to accomplish in achieving the vision

Ten-year headline targets

Safety
62 per cent reduction in deaths and serious injuries on our roads by 2050

Carbon emissions
45 per cent reduction in transport related emission by 2037

Mode Share
40 per cent active travel and public transport share by 2037

Journey Time Reduction
NEW
Under consideration

The 10-year headline targets are indicators of the scale of change sought in the short- to medium-term to move towards our vision and strategic objectives

Future Network Plan



Future Network Plan



Purpose statement

We will have a clear, long-term plan for the region's strategic transport network, and a pathway with flexibility to meet changing demands and trigger points will help us to demonstrate an iterative approach to investment over time.

The output we are working towards is:

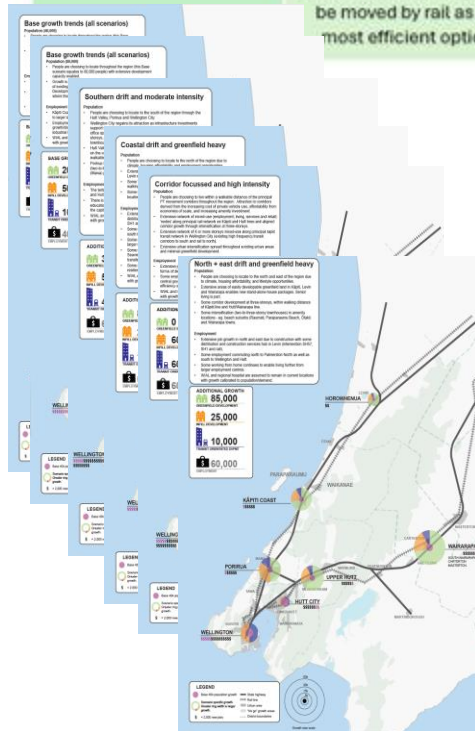
- A long term (30 year+) spatial representation of a strategic transport network that will best deliver on the RLTP strategic objectives/outcomes.
- A pathway approach which identifies how our transport investment approach/sequencing might adapt to key demand triggers and different distribution of future growth.
- A valuable input for the Regional Spatial Plan.
- A realistic plan that takes into account the affordability challenge and ensures that the current network remains fit for purpose.

Future Network Plan – work to date

Future Transport Network – Outcome Principles

These describe the key characteristics that the region's land transport network (and its integration with land use) will seek to support in 30+ years, providing additional explanation to the RLTP vision and strategic objectives.

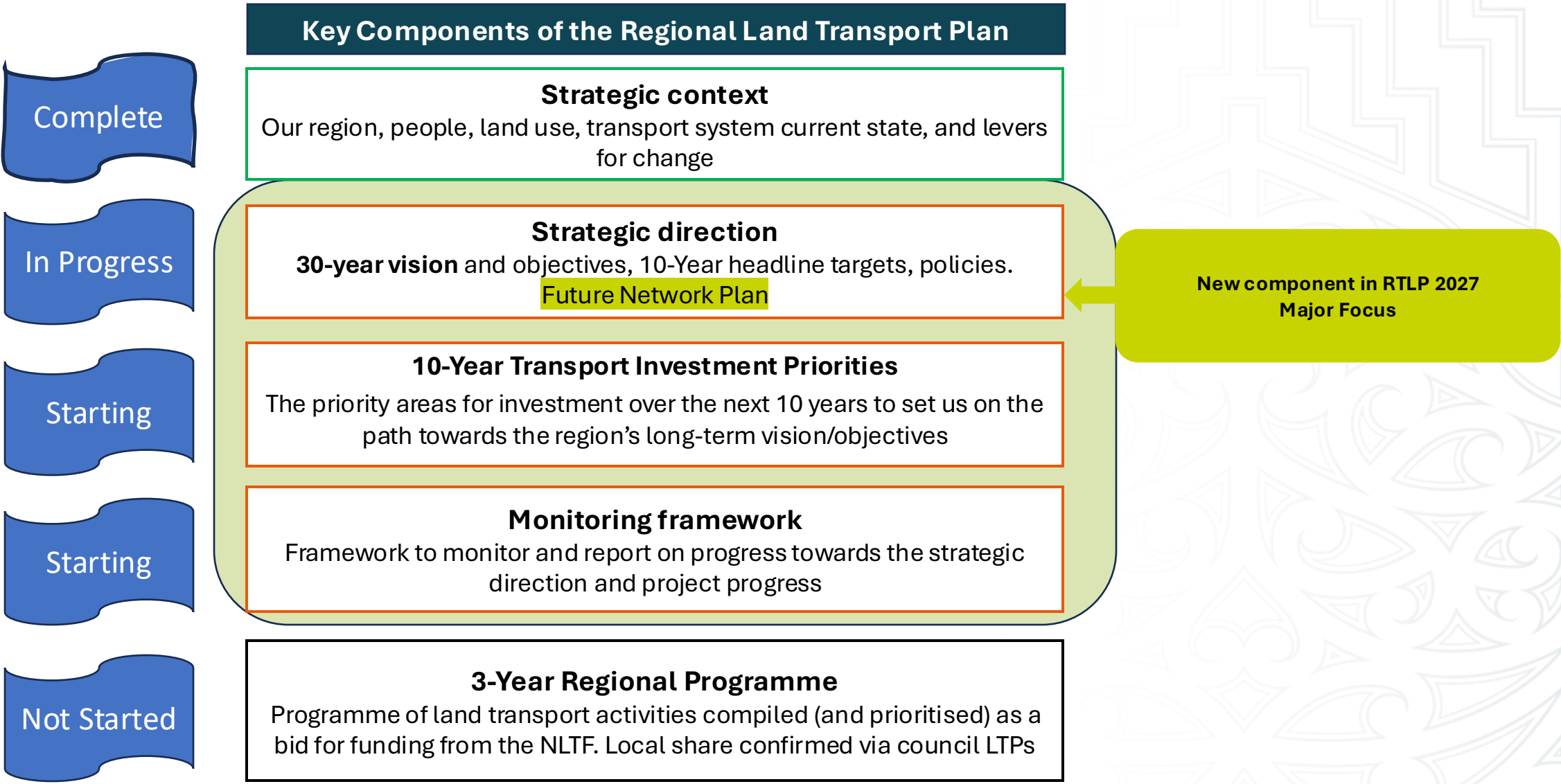
<p>Compact urban form</p> <p>More new housing will be provided in higher-density developments located in or near local and city centres and close to public transport nodes.</p> <p>Many more people in the region will live and work within a safe and easy walk of frequent public transport.</p>	<p>Low carbon</p> <p>People in the region will need to travel shorter distances on average to access the things they need daily.</p> <p>Better access to a range of quality low carbon transport choices will enable people to be less reliant on private vehicles.</p> <p>A larger proportion of long distance, heavy freight will be moved by rail as the most efficient option.</p>	<p>Connected and reliable</p> <p>The regions centres and key facilities will be well connected with a range of safe and reliable transport options for most trips.</p> <p>People will find it easy to connect between different transport services and modes.</p> <p>Our region is connected to other parts of the country through reliable inter-regional transport corridors.</p>	<p>Healthy Economy</p> <p>Reliable freight corridors will support economic productivity.</p> <p>Well-connected labour markets and employment hubs will provide people with access to a range of job opportunities.</p>	<p>Equitable and inclusive</p> <p>People living in high deprivation areas of the region will have better travel choices to access jobs, education and services.</p> <p>The transport network provides for people with a range of mobility needs.</p>	<p>Safe</p> <p>People will feel safe and secure when travelling by any mode of transport around the region.</p> <p>Transport-related injuries and deaths are rare.</p>	<p>Resilient</p> <p>Communities will be less likely to be cut off or isolated following an unplanned event.</p> <p>Disruption following transport network incidents will be minimised through alternative access options and quicker network recovery.</p>	<p>Affordable</p> <p>The transport network is economically sustainable and represents value for money.</p> <p>Affordability of maintaining existing transport infrastructure will be considered before expanding it.</p> <p>The co-benefits of transport investment will be maximised.</p>
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Scenario	Population	Employment	Household Vehicles	Public Transport	Freight
Scenario 1	1,200,000	1,500,000	1,500,000	1,500,000	1,500,000
Scenario 2	1,500,000	1,800,000	1,800,000	1,800,000	1,800,000
Scenario 3	1,800,000	2,200,000	2,200,000	2,200,000	2,200,000
Scenario 4	2,200,000	2,800,000	2,800,000	2,800,000	2,800,000
Scenario 5	2,800,000	3,500,000	3,500,000	3,500,000	3,500,000



Next Steps For Developing the RLTP

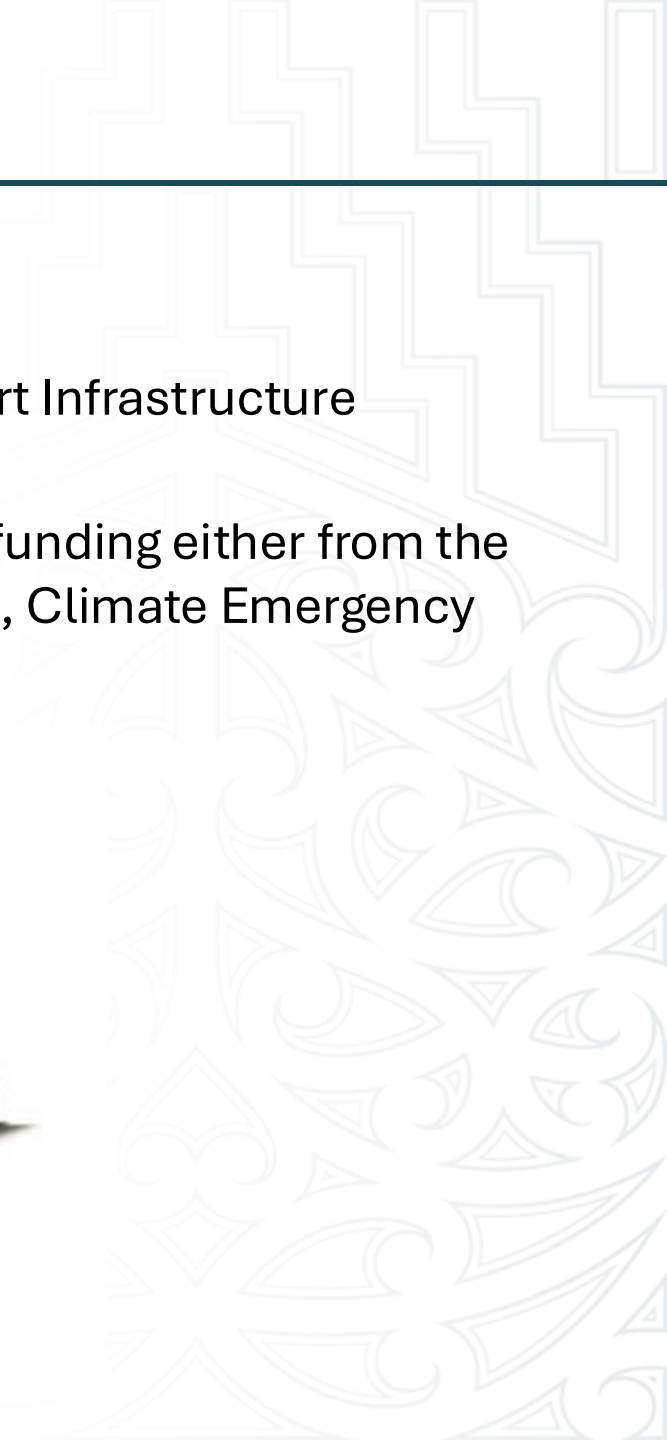


Links to PT



Links to PT

- RLTP sets the overall strategic direction for the region
- RLTPs contain the Public Transport Services and Public Transport Infrastructure **activities** Metlink will seek funding for from NZTA
- RLTPs must contain **all proposed investments** seeking Crown funding either from the National Land Transport Fund or other mechanisms e.g. Budget, Climate Emergency Response Fund, Provincial Growth Fund



Question?

