



If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 23 November 2021, 10.00am

Remotely, via Microsoft Teams

Members

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

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

Regional Transport Committee

Tuesday, 23 November 2021, 10.00am

Remote, via Microsoft Teams

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 on 14 September 2021	21.425	3
5.	Update on Progress of Action Items from Previous Regional Transport Committee Meetings - November 2021	21.457	6
6.	Emissions Reduction Plan Submission	21.534	10
7.	Wellington Regional Land Transport Plan Monitoring Report 2020/21	21.510	18
8.	Waka Kotahi NZ Transport Agency Update - November 2021	21.532	42
9.	Metlink Update – November 2021	21.500	79
10.	Climate Assessment tool for investment	21.541	90
11.	Let's Get Wellington Moving Update - November 2021	21.533	101



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 23 November 2021.

Report 21.425

Public minutes of the Regional Transport Committee meeting on Tuesday 14 September 2021

All members participating remotely via Microsoft Teams at 10.03am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Mayor Beijen	South Wairarapa District Council
Councillor Cootes	Kāpiti Coast District Council
Deputy Mayor Free	Wellington City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Emma Speight	Waka Kotahi NZ Transport Agency

All members participated at this meeting remotely via Microsoft Teams and counted for the purpose of quorum as per clause 25B of Schedule 7 to the Local Government Act 2002.

Public Business

1 Apologies

Moved: Mayor Patterson / Deputy Mayor Free

That the Committee accepts the apology for absence from Mayor Foster.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 8 June 2021 - Report 21.246

Moved: Mayor Beijen / Mayor Patterson

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 8 June 2021 - Report 21.246.

The motion was **carried**.

5 Update on progress of action items from previous Regional Transport Committee meetings – September 2021 – Report 21.310 [For Information]

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

The Committee Chair accorded priority to agenda item 9 – Let's Get Wellington Moving update – September 2021, in accordance with Standing Order 3.5.2.

6 Let's Get Wellington Moving Update – September 2021 – Report 21.406 [For Information]

David Dunlop, Programme Director, Let's Get Wellington Moving, spoke to the report.

7 Proposed Variation to the Wellington RLTP 2021: Legacy Property Acquisition - Wellington – Report 21.365

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

Moved: Mayor Guppy / Deputy Mayor Free

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2021 is varied to include Legacy Property Acquisition – Wellington.

The motion was **carried**.

8 Waka Kotahi NZ Transport Agency Update – September 2021 – Report 21.404 [For Information]

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

9 KiwiRail Update – September 2021 – Report 21.405 [For Information]

David Gordon, Chief Operating Officer: Capital Projects and Asset Development, KiwiRail, spoke to the report.

10 Metlink Update – September 2021 – Report 21.410 [For Information]

Scott Gallacher, General Manager Metlink, spoke to the report.

Noted: The Committee requested that officers provide members with a summary of routes cancelled before and after the introduction of the revised bus service timetables, as well as a list of impacted routes.

Noted: The Committee requested that it be provided with examples of feedback received from the public regarding the increase in off-peak bus services.

The public meeting closed at 11.47am.

Councillor A Staples

Chair

Date:

**Regional Transport Committee
23 November 2021
Report 21.457**



For Information

**UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS REGIONAL
TRANSPORT COMMITTEE MEETINGS – NOVEMBER 2021**

**Te take mō te pūrongo
Purpose**

1. To update the Regional Transport Committee (the Committee) on the progress of action items arising from previous Committee meetings.

**Te horopaki
Context**

2. Items raised at the Committee's previous meetings, which require action by officers, are listed in [Attachment 1](#) – Action items from previous Regional Transport Committee meetings. For all action items, the current status and a brief comment is provided on progress to date.

**Ngā hua ahumoni
Financial implications**

3. There are no financial implications from this report, but there may be implications arising from the actions listed.

**Ngā tūāoma e whai ake nei
Next steps**

4. All completed items will be removed from the action items table for the next report. Items not completed will continue to be progressed. Any new items will be added, following this Committee meeting, and circulated to the relevant business group/s for action.

**Ngā āpitihanga
Attachment**

Number	Title
1	Action items from previous Regional Transport Committee meetings

**Ngā kaiwaitohu
Signatory**

Writer	Luke Troy – General Manager Strategy Scott Gallacher – General Manager Metlink
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He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The action items are of an administrative nature and support the functioning of the Committee.</p>
<p><i>Implications for Māori</i></p> <p>Implications for Māori are to the extent advised in Attachment 1.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Action items contribute to the Committee's, Council's, or Greater Wellington's transport responsibilities.</p>
<p><i>Internal consultation</i></p> <p>There was no additional internal consultation in preparing this report and updating the action items.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks or impacts.</p>

Attachment 1 to Report 21.457**Action items from previous Regional Transport Committee meetings**

Meeting date	Action	Status and comment
8 June 2021	<p>Report of the Regional Land Transport Plan 2021 Hearing Subcommittee – Report 21.175</p> <p>Resolution:</p> <p>Requests officers to report back to the 7 September 2021 Regional Transport Committee meeting with options for monitoring and reporting on the implementation of the Wellington Regional Land Transport Plan 2021.</p>	<p>Status</p> <p>Ongoing</p> <p>Comment</p> <p>Monitoring and reporting option will be discussed as a workshop item before the committee meeting.</p>
14 September 2021	<p>Metlink Update – September 2021 – Report 21.410</p> <p>Noted:</p> <p>The Committee requested that officers provide members with a summary of routes cancelled before and after the introduction of the revised bus service timetables, as well as a list of impacted routes.</p>	<p>Status</p> <p>Ongoing</p> <p>Comment</p> <p>Collating information. Officers will email to members when complete.</p>
14 September 2021	<p>Metlink Update – September 2021 – Report 21.410</p> <p>Noted:</p> <p>The Committee requested that it be provided with examples of feedback received from the public regarding the increase in off-peak bus services.</p>	<p>Status</p> <p>Ongoing</p> <p>Comment</p> <p>Collating information. Officers will email to members when complete.</p>

Regional Transport Committee
23 November 2021
Report 21.534



For Decision

EMISSIONS REDUCTION PLAN SUBMISSION

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (the Committee) on the submission to the Ministry for the Environment on its consultation document *Te hau mārohi ki anamata: Transitioning to a low-emissions and climate-resilient future*.

He tūtohu

Recommendation

That the Committee:

1. **Approves** the submission to the Ministry for the Environment on *Te hau mārohi ki anamata: Transitioning to a low-emissions and climate-resilient future*.
2. **Delegates** to the Committee Chair the ability to make minor editorial amendments to the submission.

Te tāhū kōrero

Background

2. The Ministry for the Environment released a consultation document titled *Te hau mārohi ki anamata: Transitioning to a low-emissions and climate-resilient future*, also known as the *Emissions Reduction Plan discussion document*, on 13 October 2021. This is a precursor to the first Emissions Reduction Plan (ERP) due to be delivered by the end of May 2022.
3. The *Emissions Reduction Plan discussion document* outlines what needs to be achieved by 2050 to stay within a 1.5 degrees Celsius increase compared to pre-industrial levels, as per the Paris Agreement. It requests feedback and ideas on ways to further reduce emissions from all major sectors across New Zealand. Submissions close on 24 November 2021.
4. In May 2021, the Ministry of Transport released *Hīkina te Kohupara: Pathways to Net Zero by 2050* which formed the basis of the Transport section of the ERP.

Te tātāritanga Analysis

5. The three focus areas for the transport section in the *Emissions Reduction Plan discussion document* are:
 - a Reducing reliance on cars and supporting people to walk, cycle and use public transport;
 - b Rapidly adopting low-emission vehicles and fuels; and
 - c Beginning work now to decarbonise transport and heavy freight.
6. The Wellington Regional Land Transport Plan 2021 is aligned primarily with focus area (a), reducing reliance on cars, through interventions focused around more public transport options and better walking and cycling provisions. The Committee's submission encourages emphasis on mode shift over the rapid adoption of low-emissions. The benefits not only relate to reducing emissions, but also have equity, health, and safety benefits, while creating more liveable spaces, and more efficiently utilising land and resources. Reducing dependence on the private vehicle enables long-term, sustainable changes for people moving around the Wellington region.
7. The submission highlights the support required from central government to implement programmes and projects, appropriately and consistently measure effectiveness, and to drive social licence for change.

Ngā hua ahumoni Financial implications

8. There are no financial implications with this submission.

Ngā tikanga whakatau Decision-making process

9. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

Part 6 requires Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Te hiranga Significance

10. Officers have considered the significance of the matter, taking the Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-Making Guidelines* into account. Officers recommend that the matter be considered to have low significance, and that a formal record outlining consideration of the decision-making process is not required in this instance, due to the administrative nature of the decision.

**Te whakatūtakitaki
Engagement**

11. Engagement has taken place with the Committee’s Technical Advisory Group in preparing the submission.
12. Engagement on the matters contained in this report aligns with the level of significance assessed. In accordance with the *Significance and Engagement Policy*, no further engagement on the matters for decision is required.

**Ngā tūāoma e whai ake nei
Next steps**

13. Officers will liaise with the Committee Chair and provide the final submission to the Ministry for the Environment before the closing date of 24 November 2021.
14. The first Emissions Reduction Plan is due late May 2022.

**Ngā āpitihanga
Attachment**

Number	Title
1	Submission on Emissions Reduction Plan

**Ngā kaiwaitohu
Signatories**

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>The Committee has responsibility for approving submissions to external organisations on matters pertaining to land transport management.</p>
<p><i>Implications for Māori</i></p> <p>There are no impacts raised for Māori in this submission, however the Ministry for the Environment will consider any impacts on delivery of the first Emissions Reduction Plan to ensure a Just Transition and that the principles of Te Tiriti o Waitangi are recognised.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The Wellington Regional Land Transport Plan 2021 (RLTP) has a target of 35% reduction in carbon emissions, and a target of 40% increase in active modes and public transport by 2030. The direction of this discussion <i>document is consistent with achieving the RLTP targets.</i></p>
<p><i>Internal consultation</i></p> <p>No internal consultation took place.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no risks related to the matter for decision.</p>



By email

24 November 2021

Email to: climateconsultation2021@mfe.govt.nz

Tēnā koutou

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Submission on Te hau mārohi ki anamata: Transitioning to a low-emissions and climate-resilient future discussion document

The Wellington Regional Transport Committee (RTC) thanks the Ministry for the Environment for leading work on the Emissions Reduction Plan discussion document, and for the opportunity to make a submission. We also acknowledge the contribution the Ministry of Transport has made to the Transport section.

We welcome the suite of initiatives proposed to reduce transport emissions. At the regional and local level, we believe reducing demand and enabling the accelerated delivery of mode shift activities is the most significant and beneficial approach. We see improving the fleet as a secondary and longer-term focus where appropriate alternatives are not available or practicable. There are a number of areas however, where we need action from central government to facilitate systems level change to enable this to happen, particularly with the urgency that is required in a crisis. We note for these significant changes to have greatest impact, the current levels of maintenance and operations must be sustained.

Through the recently adopted Wellington Regional Land Transport Plan 2021 (RLTP) the RTC – a partnership of all local councils in the region, Waka Kotahi and KiwiRail – have agreed to target a reduction in the region's land transport emissions of 35%, and a 40% increase of public transport and active modes share by 2030. We have collectively agreed policies to support this direction and have identified and prioritised a programme of activities to implement these targets and other important transport outcomes like safety and resilience.

In the recently released National Land Transport Programme (NLTP), 92% of the region's bid was included. This is much welcomed support for our programme and will go a long way in aiding our emission reduction and mode shift targets. However, significant obstacles remain for us, and our RLTP partners, in playing our part to achieve a just transition to a low-carbon transport sector.

In our view, the priority areas to enable effective action are as follows:

- Establish adequate and sustainable funding sources to support the scale of Government's emission reduction ambitions
- Reform the transport investment decision making and funding approval settings and processes
- Remove regulatory barriers to delivery
- Provide the tools and partnerships needed to re-shape our cities and towns and change the way we travel

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- Develop nationally consistent and robust tools to measure and monitor emission reduction at the national, regional, local and project level
- Build social licence for change.

Expanding on the points above, current issues and recommendations are noted below:

- **Establish adequate and sustainable funding sources to support the scale of Government's emission reduction ambitions**

We need greater certainty of funding to deliver on key public transport and urban development programmes. The National Land Transport Fund is already strained and is inadequate to facilitate the transformation required over the next decade. We understand that the Ministry of Transport has commenced work on medium-term revenue requirements and agree that alternative funding sources must be identified with urgency. We would like to note the importance of the continuation of essential maintenance and renewals work and any future funding initiatives should be in addition to these requirements.

- **Reform the transport investment decision making and funding approval settings and processes**

Current business case and approval processes to unlock transport funding are long, cumbersome and expensive. They are not designed for addressing a climate emergency. There is considerable opportunity for streamlining the processes without compromising on investment assurance and value for money objectives, particularly for climate reduction and mode shift 'no-brainers' like bus priority, and walking and cycling improvements. This activity, plus public transport improvements and active-mode facilities, urgently need processes that accelerate delivery and free up resources for implementation. The acceleration of bus priority improvements in Wellington City has been considerably stalled. Both Greater Wellington Regional Council and Wellington City Council adopted the Bus Priority Action Plan in December 2019 but with a change in business case process and a wider multi-modal lens required, two years later we are just now able to proceed with further detailed corridor planning. This is not supporting the rhetoric that we must act now.

- **Remove regulatory barriers to delivery**

Issues such as overlapping responsibilities between public transport authorities and road controlling authorities and lengthy traffic resolution processes create unnecessary obstacles to getting things done. Repetitive and drawn out consultation requirements also add to delays and cost money that could be better spend on improvements themselves. We would like you to work with us to identify and remedy these barriers.

- **Provide the tools and partnerships needed to re-shape our cities and towns and change the way we travel**

We welcome regional spatial strategies and look forward to working with you on developing these. However, we recognise the difference between metropolitan centres, provincial centres, towns, and rural areas. Different solutions will be required if all are to reduce their carbon emissions beyond those being deployed in the metropolitan areas. We would welcome the opportunity to work with you further on these tools and partnerships, for example Resource Management Act reform, congestion charging and other pricing options.



- **Develop nationally consistent and robust tools to measure and monitor emission reduction at the national, regional, local and project level**

Assessing the carbon emission reduction benefits of regional programmes, transport projects, and urban intensification has been a major challenge in Wellington, nationally, and internationally. A nationally consistent approach would reduce churn and give assurance to government around progress towards reducing our transport emissions. While the factors applied might be at different levels, the framework for analysing major transport and urban transformation projects should align.

- **Build social licence for change**

Lack of community support can be a significant barrier for us. We need support at the national level to give people confidence in a just transition, show the benefits of change, and inspire communities to embrace both systems change and individual actions, noting the different approaches and demands that will be placed on urban and rural residents to reduce emissions. Smaller scale 'quick wins' are an opportunity to demonstrate action and build trust locally. Pilots and trials are a good way to introduce changes; they invite more direct community feedback and provide a better opportunity to take them with us. An added benefit is the quicker, less bureaucratic access to funding. Better funding and support for behaviour change programmes at the local and regional level are critical for enabling behaviour change within communities.

In the Emissions Reduction Plan, we would like to see primary emphasis be given to achieving better travel demand management, including reducing the need for people and goods to travel, and a shift to more sustainable transport modes, over rapid adoption of low-emissions vehicles and fuels in the short and intermediate term, while we continue to progress the urban form changes to our cities and regions that will deliver reductions for the long term. Reducing the need to travel and a shift to more sustainable modes of transport has benefits over a sole focus on emissions reduction and decarbonising the vehicle fleet. These benefits include equity, safety and health benefits, creating more liveable places, and land and resource efficiency. Mode shift also delivers on other government priorities such as those set out in the Government Policy Statement on Housing and Urban Development and Road to Zero Strategy.

Further considerations for the Emissions Reduction Plan include:

- Regarding the proposal to **implement Mode Shift Plans**. The Wellington Region Mode Shift Plan, developed by Waka Kotahi, sits outside the legislative framework and applied a mode-shift lens to collate projects that were already identified through other planning processes. With regional mode shift targets, policies and activities included in our recently adopted RLTP 2021, updating the Mode Shift Plan in its current form would only duplicate this. However, if the Mode Shift Plan was re-shaped as an action plan, focused on co-ordinated implementation and facilitated fast-tracking of funding allocation and approval, there is potential for it to be a useful tool in accelerating delivery. We would expect the Plan to identify the optimisation of current infrastructure and targeted delivery of 'quick wins', with an integrated view of the long-term significant changes that are underway. We would welcome the opportunity to work with Waka Kotahi on refreshing Wellington Region's Mode Shift Plan.
- We support **advancement of the National Freight Strategy**. The road freight industry offers significant potential for carbon reduction and greater resilience through mode shift away from road and decarbonisation. Acceleration of the Rail Plan and early adoption of coastal shipping are essential to provide cost effective and attractive alternatives to long-haul freight. Market and regulatory reform is



required, however, to provide certainty for operators and to incentivise change. In local and regional markets, emphasis should be given to decarbonising the local delivery fleets and where appropriate changing delivery patterns and modes to ensure greater overall energy efficiency.

- The move away from fossil fuels is underpinned by **renewable energy supplies**. Significant investment in generating and transmission capability will be required to support this shift. Evidence of the current market's ability to deliver this step change is equivocal. We support work to better estimate the requirements through to 2050 and ensure that the market is incentivised to invest in long-term capacity.

The RTC welcomes further discussion on any point raised in this submission and looks forward to seeing this progress to New Zealand's first Emissions Reduction Plan.

Yours sincerely

Adrienne Staples

Chair

Wellington Regional Transport Committee

For further discussion on the specifics of this submission, please contact Grant.Fletcher@gw.govt.nz.

Regional Transport Committee
23 November 2021
Report 21.510



For Information

WELLINGTON REGIONAL LAND TRANSPORT PLAN MONITORING REPORT 2020/21

Te take mō te pūrongo **Purpose**

1. To inform the Regional Transport Committee (the Committee) on the progress made in the 2020/21 financial year (FY) towards implementing the Wellington Regional Land Transport Plan 2021 (the Plan).

Te tāhū kōrero **Background**

Monitoring requirements

2. The Land Transport Management Act 2003 (amended in 2013) requires the Committee to prepare a regional land transport plan. This plan sets the strategic direction for a region's land transport network. The monitoring requirements for the Plan are set out in Appendix E of the Plan.
3. This is the first year of monitoring for the Plan adopted in June 2021. The Annual Monitoring Report (the Report) comprises three headline targets, our main performance indicators and their progress in relation to the targets. A total of 19 indicators make up the monitoring framework and provide information on the progress of the five Regional Land Transport Plan outcomes.

Data sources and availability

4. The Report presents the latest data and information on the Plan's measures and indicators. For most indicators, this covers the year to 30 June 2021 financial year (FY) and other indicators calendar year (CY). The information referenced in the Report is sourced from Greater Wellington Regional Council (Greater Wellington), local councils, Waka Kotahi, Ministry of Transport and Statistics New Zealand. Greater Wellington data on public transport is collected as part of operational reporting requirements.
5. Not all indicators have data available yet. Some measures with new reporting indicators have no data or only one or two years of data at this stage.

Measuring progress

6. The Plan has five 30-year strategic objectives and three headline targets for 2030. By monitoring progress towards the headline targets, together with the measures and

indicators we can determine the level of overall progress towards achieving the Plan's strategic objectives.

Te tātāritanga Analysis

7. The COVID-19 emergency during FY2020/21 continues to have a recognisable impact on the transport sector and consequently the measures we monitor. The latest data shows that the levels of deaths and serious injuries (DSI) on our roads was significantly less during COVID Alert Levels 3 and 4 in 2020. However, public transport patronage had rebounded to 86 percent of pre-Covid numbers under Alert Level 1. Traffic volumes are largely back to pre-Covid levels and this is evident in the transport-generated CO₂ emissions for the region.
8. The headline target for active travel and public transport mode share has increased by four percentage points to 34 percent in FY2020. The combined mode share of active travel and Public Transport is the proportion of all household trips by these modes from the Household Travel Survey. Walking trips have increased by three percentage points to 26 percent, cycling up by 1 to 2 percent and public transport is unchanged at 6 percent (since 2019).
9. The long-term trend for the headline target on transport-generated CO₂ emissions (derived from fuel consumption data) shifted from increasing emissions to a decrease in FY2019/20 due to the impact of reduced travel during the COVID-19 emergency. In the last year (FY2020/21), transport generated CO₂ emissions have returned to a level only 0.6 percent below 2019 emission levels, however per capita emissions have decreased by 3 percent over the last five years.
10. The third headline target, deaths and serious injuries on regional roads has increased, with 212 fatal or serious injuries in CY2020, using a five year rolling average. However, annual deaths and serious injuries have decreased for the last three years since their peak in CY2017. Should this trend continue the rolling average will start to decrease.
11. Whilst the five-year average of deaths and serious injuries for pedestrians and cyclists has not changed in the last two years, in the last few years deaths and serious injuries are trending upward.
12. For an overview on the progress of all the Plan's indicators, please refer to the Executive summary, [Attachment 1](#) (Annual Monitoring Report on the Wellington Regional Land Transport Plan, 2020-21).

Ngā hua ahumoni Financial implications

13. There are no financial implications.

Ngā tūāoma e whai ake nei Next steps

14. The Report will be published on Greater Wellington's website.

**Ngā āpitihanga
Attachment**

Number	Title
1	Annual Monitoring Report on the Wellington Regional Land Transport Plan, 2020-21

**Ngā kaiwaitohu
Signatories**

Writer	Jill Corrin – Senior Data Analyst, Wellington Transport Analytics Unit
Approvers	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Committee is responsible for reviewing and monitoring the implementation and delivery of the Plan.
<i>Implications for Māori</i> There are no known impacts for mana whenua.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> There are no implications.
<i>Internal consultation</i> Consultation occurred on the content of Attachment 1, this was undertaken with key staff in the Public Transport group.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks.

Attachment 1 to Report 21.510



**Wellington Regional
Land Transport Plan –
Annual Monitoring Report**
2021



Attachment 1 to Report 21.510

Contents

1.	Executive summary	1
2.	Introduction	3
3.	Headline targets	4
3.1	Active travel and public transport mode share	4
3.2	Road deaths and serious injuries	5
3.3	Land transport-generated carbon emissions	6
4.	Inclusive Access	7
4.1	Access to public transport	7
4.2	Bus service travel times and reliability	8
4.3	Mode share for travel – Cordon Survey	9
5.	Healthy and safe people	10
5.1	Death and serious injuries when speed is a contributing factor	10
5.2	Pedestrian & cyclist deaths and serious injuries	11
5.3	Participation in active travel to school	11
6.	Resilience and security indicators	12
6.1	A resilient road network	12
7.	Economic prosperity indicators	13
7.1	An efficient road network	13
7.2	Regional freight moved by rail	14
8.	Environmental sustainability	15
8.1	Air quality – Nitrogen dioxide	15
8.2	Changes to the vehicle fleet	16
8.3	Electric bus fleet	16
9.	Reporting on the RLTP Programme 2021-24	16

Attachment 1 to Report 21.510

1. Executive summary

This is the first annual monitoring report (AMR) for the Wellington Region Land Transport Plan 2021 (RLTP). The RLTP sets the direction for transport in the region for the next 10-30 years. It identifies regional priorities, policies, targets and objectives and sets out the transport projects we intend to invest in.

The monitoring framework (for the RLTP) consists of the headline targets which are the main performance indicators. Together with the measures and indicators in the framework, these will track our progress toward the regional programme objectives and outcomes.

The COVID-19 emergency during 2020 and 2021 continues to have a recognisable impact on the transport sector and consequently the measures we monitor. The latest data on deaths and serious injuries (DSI) on our roads shows that serious injuries were significantly less during COVID alert levels 3 & 4 in 2020, the long term trend shows DSI continues to increase.

More recently, public transport patronage has rebounded to 86% of pre-COVID numbers under level 1. Traffic volumes are largely back to pre-COVID levels and this trend is evident in the transport-generated CO₂ emissions for the region.

Table 1 is a summary of the latest results for each headline target and indicator, for most indicators this refers to the 2020/21 financial year. If not, the year will be stated with either calendar year (CY) or financial year (FY). Indicator progress is shown according to short-term and five-year trends.

Attachment 1 to Report 21.510

Table 1: Headline targets and indicator summary

Headline indicator	2030 Target	Result FY2020/21	2019 vs Latest result	5 year trend
Combined mode share for public transport & active travel	39%	34% (FY2020)	↑ 4%	Only 3 yrs of data
Deaths and serious injuries on region's roads	122 DSI	212 DSI (CY2020)	↑ 2%	↑
Land transport generated carbon emissions	770 kilotonnes	1,242 kilotonnes	↓ 0.6%	↑
Measure	Indicator	Result FY2020/21	2019 vs Latest result	5 year trend
Public transport patronage	Bus and rail boardings (peak times)	19.5 million	↓ 14.6%	↓
Public transport journey times and variability	Average travel times on core bus routes	36 mins	↓ 5%	↓
Active travel and public transport (PT) journeys to work & education	Combined mode share (Cordon survey)	54%	↓ 1.4%	↑
Deaths and serious injuries on regions roads	Percentage of DSI with speed as a factor	21% (CY2020)	↓ 1%	↓
Participation in active travel to school	% of students using active travel to journey to school	32% (CY2018)	no trend data	
Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (CY2020)	no change	↑
Road network resilience	Frequency of unplanned road closures	99 events	↑ 24%	↑
	Duration of unplanned road closures	116 hours	↓ 16%	↓
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	37 km/hr	no trend data	
Regional freight moved by rail	Annual freight volumes moved by rail	1.45 million tonnes	↑ 4%	↑
Transport generated emissions	Transport CO2 emissions (per capita)	2.25 tonnes	↓ 5%	↓
	Ambient air quality - Nitrogen dioxide	16.1 µg/m3 (CY2020)	↓ 5%	↓
Vehicle fleet composition	% of the private car fleet that are EV and hybrid vehicles	18% of new registrations	↑ 11 % points	↑
	% of the bus fleet that are EV and hybrid vehicles	2.4% of vehicles	↑ 0.2 % points	↑

2. Introduction

The AMR reports on the measures used to monitor the performance of activities in the regional programme and how successful they are in delivering the desired regional outcomes. The reporting covers the 2020/21 financial year (FY) for most indicators, with remaining indicators based on the calendar year (CY).

The monitoring framework follows a nationally consistent structure based on the five Ministry of Transport Outcomes (briefly outlined below):

- **Inclusive access** – enabling all people to participate in society with affordable and reliable transport choices
- **Healthy and safe people** – protect people from transport related injuries and make active travel an attractive option
- **Environmental sustainability** – transition to zero carbon emissions with improvements to air and water quality
- **Resilience and security** – to minimise risks from natural and man-made hazards, adapt and recover from disruptive events
- **Economic prosperity** – the efficient movement of people and products

The measures and indicators within the monitoring framework consist of eleven measures and 19 indicators for the Wellington region discussed in section 4. The main performance indicators are the headline targets, they are ambitious and indicate the scale of change we want to make in the ten years to 2030. The targets are based on 2018 results for each indicator.

The headline targets are:

- Increase public transport and active mode share by 40 percent
- Reduce transport-generated emissions by 35 percent
- Reduce road deaths and serious injuries by 40 percent

3. Headline targets

3.1 Active travel and public transport mode share

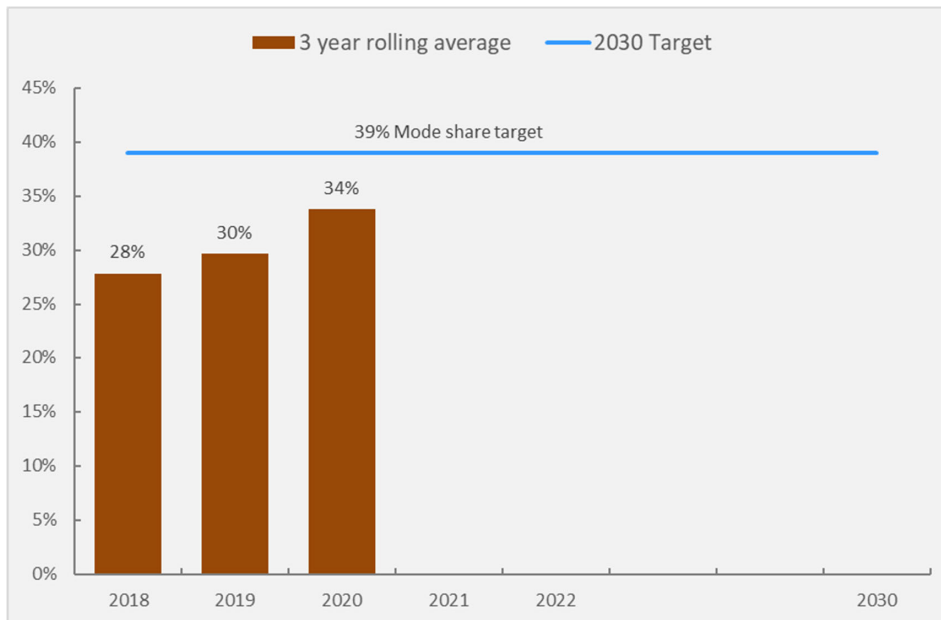
Target: To increase mode share¹ by 40 percent by 2030

An investment priority for the RLTP is to make walking, cycling and public transport a safe, sustainable and attractive option for more trips throughout the region. By monitoring how often we travel by active travel and public transport, we can determine if we are meeting this headline target. Mode share is monitored using the Statistics New Zealand Household Travel Survey (HTS) results, which measures all types of household travel (travel to work and education, shopping, leisure) by travel mode.

The FY2019/20 results² in **Figure 1** below, show:

- combined active and public transport mode share is 34%
- an increase of 4 percentage points since 2019 but no change to public transport mode share
- walking trips have increased by 3 percentage points to 26% and cycling trips increased by 1 to 2%
- it is likely that the 2020 mode share results were affected by COVID-19 (i.e. people travelling less by car and PT for work and leisure).

Figure 1: Combined mode share for public transport and active travel



Data source: Household Travel survey, Ministry of Transport

¹ Mode share refers to the proportion of trips taken by each transport mode for all household trips e.g. leisure, work, shopping and entertainment. The 2018 HTS result (28%) is the baseline for mode share and 39% is the 2030 target.

² The Household travel survey results are reported annually but are a three year rolling average from consecutive surveys. The survey methodology was changed in 2018 from a 7 day to 2 day survey therefore caution should be used in interpreting change from 2018 to 2019. Changes may be due to changes in methodology.

3.2 Road deaths and serious injuries

Target: To reduce deaths and serious injuries (DSI) by 40 percent

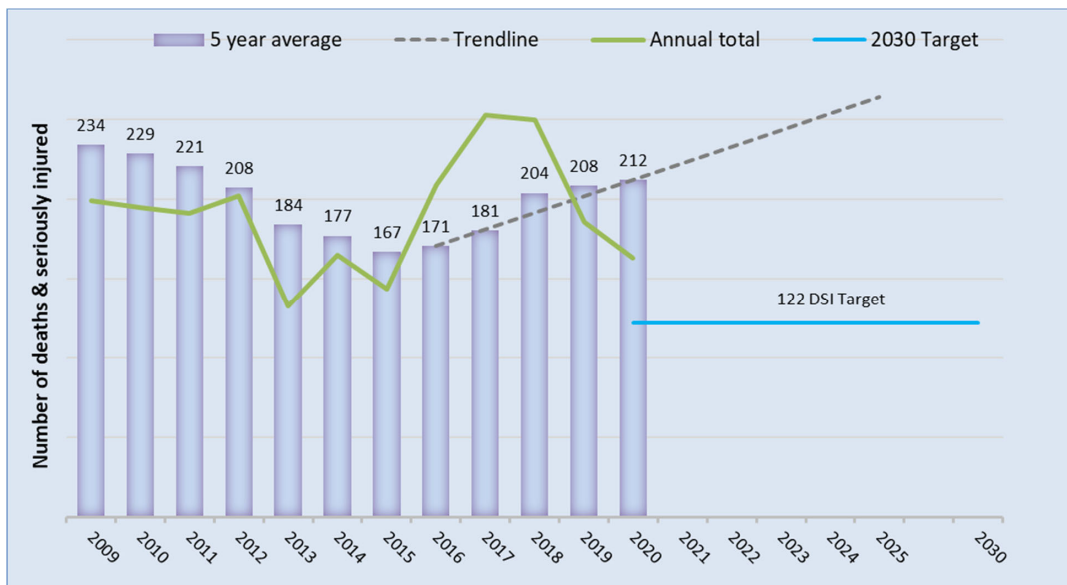
Strategic objective: People can move around the Wellington Region safely.

The second headline target is to reduce deaths and serious injuries (DSI) by 40 percent. There were 204 DSIs in the region in 2018 (results are all CY). The target is reduce this to below 122 DSIs by 2030. The five-year average is used to report on serious road accidents because it smooths out annual fluctuations and reveals long-term trends. This accident data is reported by calendar year.

In **Figure 2**, the CY2020 DSI data shows:

- 212 deaths and serious injuries, an increase of 2% compared to CY2019 (derived from a five-year rolling average)
- The rolling average result remains high due to the high number of DSIs in CY2017 & 2018
- Annual DSI has dropped for the third consecutive year (green line)
- 2020 annual results were lower than previous years, likely due to COVID-19 restrictions (the lower DSI occurred during April and May 2020).

Figure 2: Deaths and serious injuries on region's roads



Source: CAS, Waka Kotahi

3.3 Land transport-generated carbon emissions

Target: A 35 percent reduction in transport-generated emissions by 2030

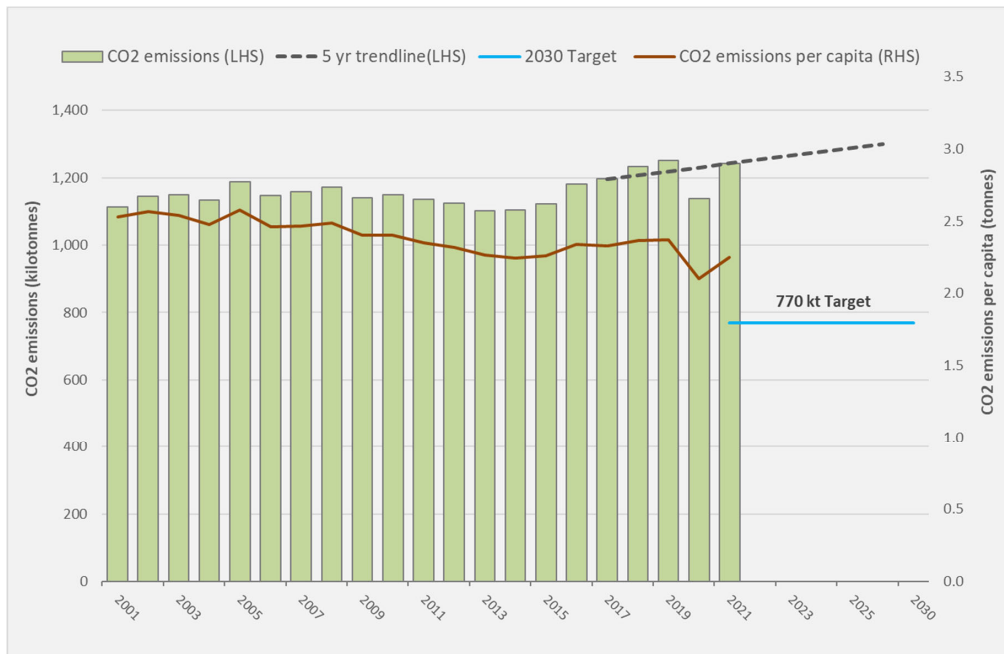
Strategic objective: The impact of transport and travel on the environment is minimised.

Carbon dioxide (CO₂) accounts for the bulk of transport-generated emissions, and is therefore a suitable proxy for overall transport-generated greenhouse gas emissions. By converting the annual regional fuel consumption data (litres of petrol & diesel consumed) to CO₂ emissions³ we will be able to track our progress toward reducing emissions. The 2030 target is a 35% reduction of the FY2018 result of 1,232 Kilotonnes (kt).

In **Figure 3**, transport generated emission for FY2020/21 show:

- Carbon dioxide emissions were estimated to be 1,242 kilotonnes
- Emissions have decreased by 0.6% compared to FY2019 results
- Emissions have increased by 4% over the last five years – general trend shown by the 5-year trend-line (black dotted line in Figure 3)
- The red line shows emissions per capita. In FY2020/21 these were 2.25 CO₂ tonnes per capita. This a decrease of 3% over five years.

Figure 3: Transport-generated carbon dioxide emissions absolute and per capita



Data source: Fuel supply data from WCC & MCDC

³ Petrol and diesel litres consumed are converted to kilotonnes of Carbon dioxide emissions. Conversion factor: 2.45 for petrol, 2.69 for diesel. MFE: Measuring emissions: a guide for organisations 2020.

4. Inclusive Access

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

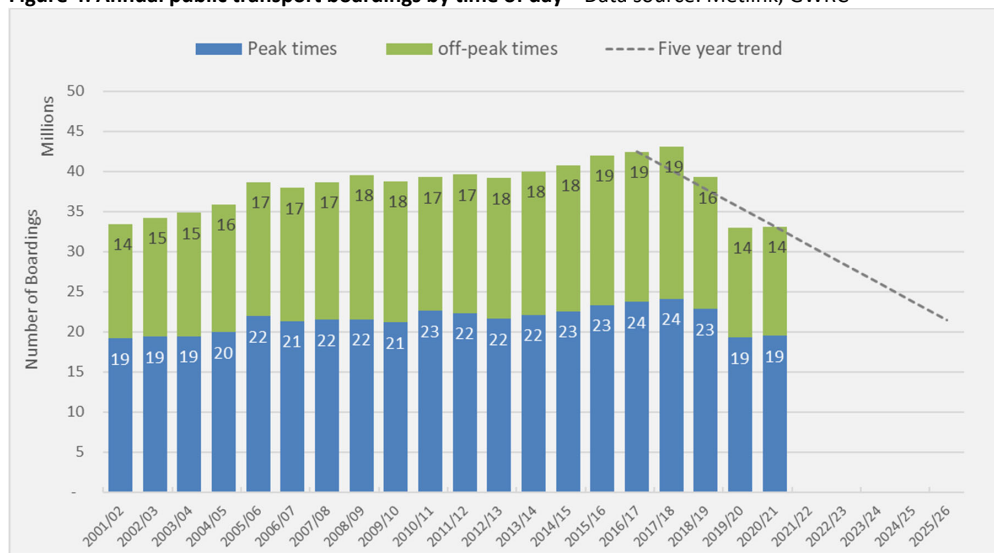
Indicator	2021 results	Trend	Comment
The number of people boarding bus, train and ferry services during peak and off-peak times	Peak times: 19.5 million boardings Off-peak: 13.6 million boardings	Patronage at peak times is 18% below and for off-peak 27% below 2017 boarding levels.	COVID-19 has had a negative impact on PT patronage
Average travel times on core regional bus routes	AM: 36.0 mins PM: 33.5 mins	Travel times have slowly improved.	
Travel time variability on core regional bus routes	AM: 3.0 mins PM: 3.5 mins	Lateness is slightly more likely in the PM.	
Combined mode share of travel to work trips by walking, cycling & public transport. (Cordon survey)	54% mode share for Wellington City	Slight tilt upward showing mode share is increasing slowly.	COVID-19 had an impact on PT travel

4.1 Access to public transport

Another strategic objective is that people have access to good affordable travel choices and to increase the attractiveness of public transport and services so more people will board our trains, buses and ferries. This indicator monitors annual public transport boardings during peak and off-peak times.

Figure 4 shows the number of people boarding rail, bus and ferry services during the peak and off-peak. Peak time boardings have decreased in the last five years by 18% but have increased by 1.2% in the last year. COVID-19 has had a significant impact on patronage; just prior to the COVID emergency, PT boardings showed 3.6% growth compared to the previous year. The five-year trend line for boardings at peak-times now shows a downward trend, a direct result of the COVID emergency. However, data for FY2020/21 is showing a recovery.

Figure 4: Annual public transport boardings by time of day Data source: Metlink, GWRC



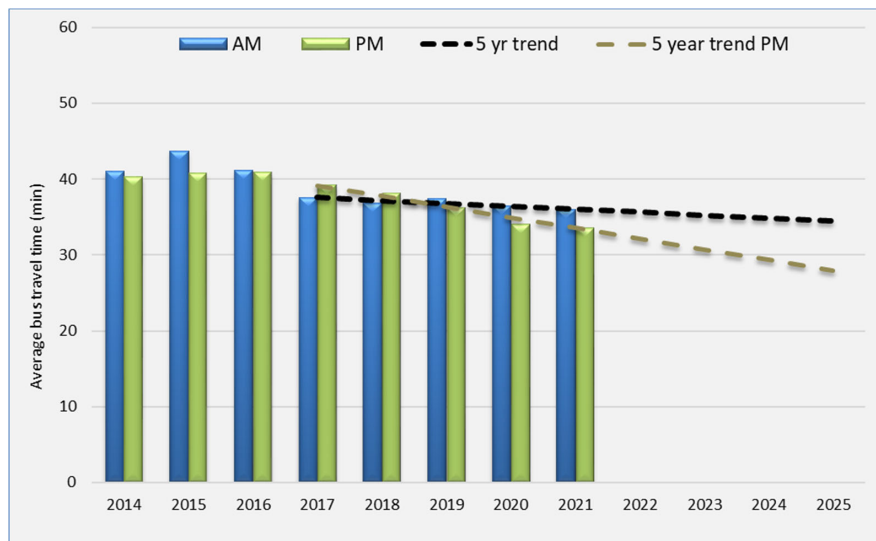
4.2 Bus service travel times and reliability

Improving service reliability by having consistent and competitive journey times makes public transport more attractive and improves accessibility for daily trips. By tracking travel times we can monitor if the services on core routes are reliable and quicker over time.

Figure 5 shows average travel times for journeys on Metlink’s core bus routes⁴ for morning and afternoon peak times up to FY2021. Results show that:

- Average travel time for AM peak is 36 minutes, an improvement of 1.5 minutes since 2017
- Average travel time for PM peak is 33.5 minutes, an improvement of 5 minutes since 2017
- There is a slight downward trend or reduction in average travel time for morning peak trips and more pronounced downward trend for PM peak times (over the last five years).

Figure 5: Travel times on core bus routes (FY2014 – 2021)

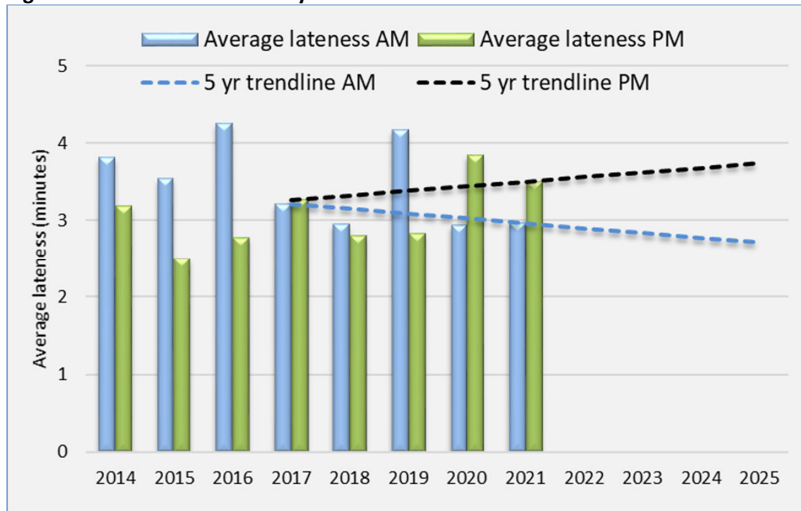


Data source: Metlink, GWRC

The second measure, average lateness, shows the variability of bus travel times and indicates how reliable our bus services are during peak times (on core routes). Figure 6 shows average lateness during AM peak is 3 minutes and PM 3.5 minutes in FY2021. The AM trend line indicates travel time lateness is overall decreasing and during PM peak, slowly increasing with both showing fluctuating results.

⁴ Core bus routes include routes # 1, 2, 3, 11, 110, 120, 130, 220. Travel times are averaged over one month each year,

Figure 6: Travel time variability on core routes



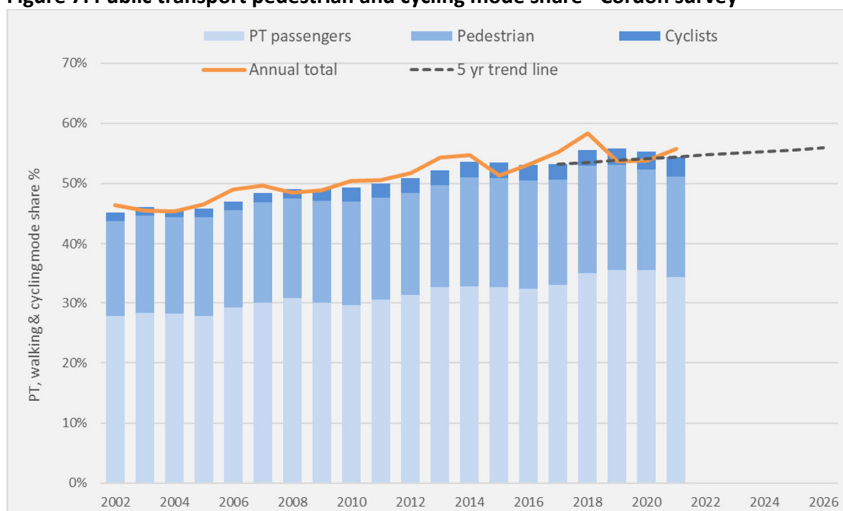
4.3 Mode share for travel – Cordon Survey

The Wellington City CBD cordon survey counts all people by transport mode as they travel inbound into the Wellington CBD during morning peak time (7-9AM). This annual survey takes place over one week in March. A three-year rolling average has been applied to the results to smooth the variability caused by day-to-day fluctuations and the impact of weather.

For the last two years, the survey results have been affected by COVID-19 restrictions which has reduced the number of people travelling to work and in turn the 5-year trendlines.

In **Figure 7** the annual total for combined mode share is shown by the orange line. Blue bars show the three-year rolling average result. The combined mode share in 2021 is 54.4% (rolling average). This is a drop of 1.4% points compared to 2019. The five year trend line indicates the combined mode share is slowly increasing despite the recent drop in mode share.

Figure 7: Public transport pedestrian and cycling mode share - Cordon survey



5. Healthy and safe people

Measuring: Deaths and serious injuries from road transport and participation in active travel to school.

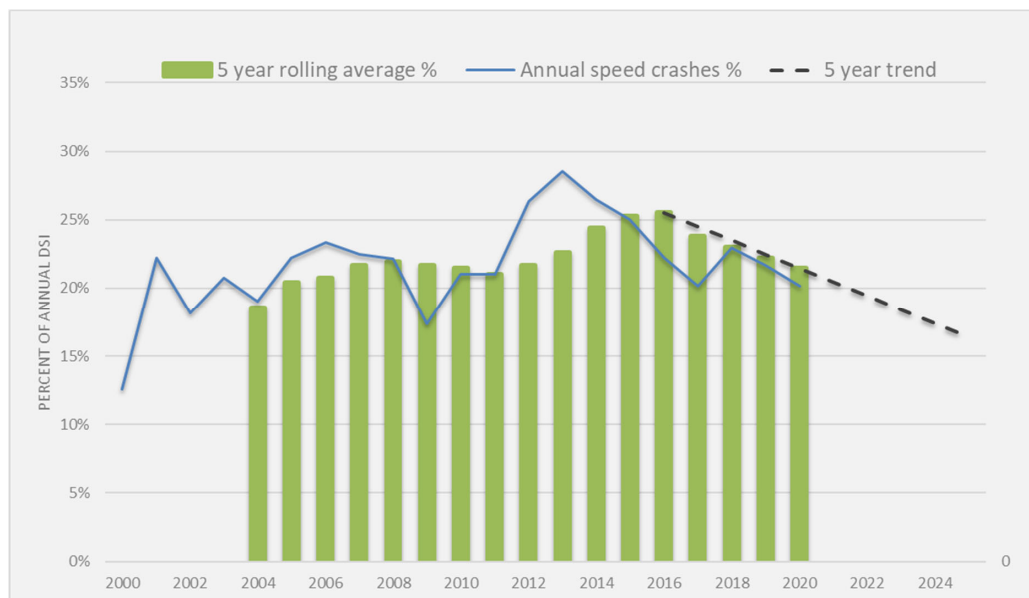
Indicator	Latest results	Trend	Comment
Percentage of crashes involving death and serious injury when inappropriate speed is a contributing factor	21% of serious or fatal crashes (2020)	The proportion of speed-related accidents is decreasing.	
Percentage of students cycling, scooting & walking to school by school sector	32% of travel to school is active travel (2018 Census).	No trend yet.	The methodology changed for travel to education in the 2018 Census, so no time series yet.
Number of deaths and serious injuries for pedestrians and cyclists	55 DSI (5 year rolling average, 2020)	5 year trend-line shows DSI increasing.	

5.1 Death and serious injuries when speed is a contributing factor

Improving road safety through the region’s investment programme is expected to have a particular emphasis on infrastructure and speed management. Addressing these issues will be critical if the region is to improve its safety performance and contribute to Road to Zero.

Figure 8 shows that speed (travelling too fast for the conditions) contributed to approximately 22-25% of crashes involving death or serious injury in the region over the five years 2016–20. The proportion of speed-related accidents is trending downward (shown by the green bars) meaning less accidents involving speed. Other major causes of serious accidents include use of drugs and alcohol, fatigue and lack of attention.

Figure 8: Proportion of deaths & serious injuries when speed is a contributing factor (2004-2020)



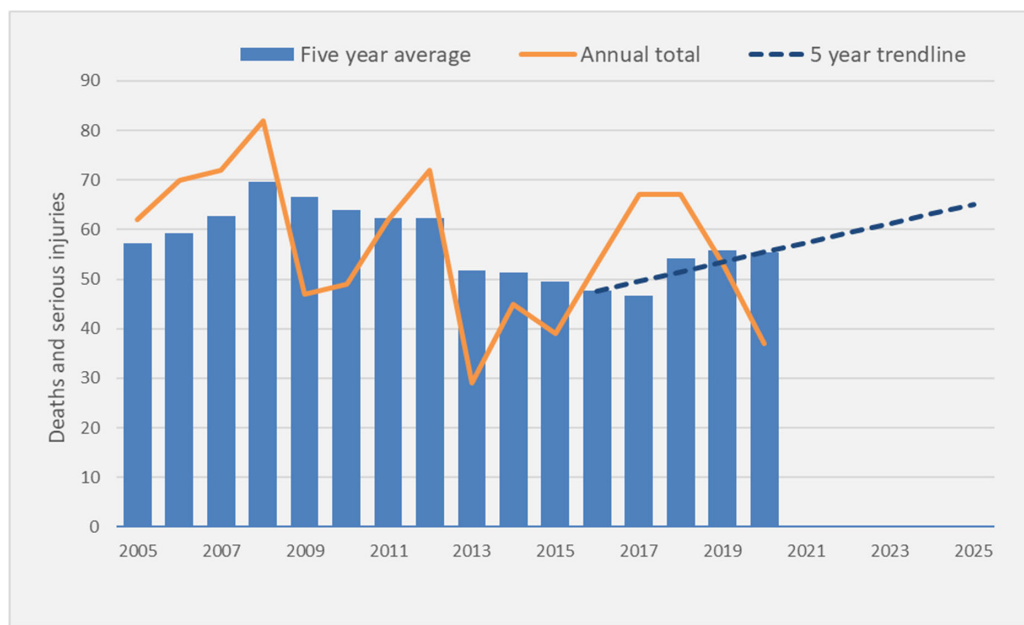
Data source: CAS, Waka Kotahi

5.2 Pedestrian & cyclist deaths and serious injuries

This indicator assesses the safety of the road network for pedestrians and cyclists by monitoring deaths and serious injuries over time. A five-year rolling average is applied to the data to even out fluctuations in the annual results (based on the calendar year).

Figure 9 shows the number of pedestrian and cyclist deaths and serious injuries each year. The five year average (blue bars) for CY2020 is 55 DSI – this is similar to the previous year. The annual results (orange line) have decreased for the second year running. The 5 year trend line shows an upward trend due to the high rates in 2017 and 2018. This trend will reverse if annual results continue to fall as they have done in 2019 and 2020.

Figure 9: Deaths and serious injuries of pedestrians and cyclists on roads



Data source: CAS, Waka Kotahi

5.3 Participation in active travel to school

In March 2022, Waka Kotahi is launching *Te Haerenga o Ngā Tamariki*, a prototype tool to record how students travel to school. This will be timed to coincide with Greater Wellington’s Movin’March campaign. Using the regional results from this tool we will monitor how students travel to school, in particular active travel.

This tool will help us understand how students currently travel to school across the region and New Zealand. This initiative aims to help schools develop a picture of issues at the school gate, give students the chance to think more about their mode of travel, and to help promote conversations in the classroom about mode choice, health and sustainability.

6. Resilience and security indicators

Measuring: Road network resilience

Indicator	2021 results	Trend	Comment
The availability of a viable alternative to high-risk and high-impact routes	No results this year.		
The frequency and duration of resolved road closures on major roads	99 road closures, 116 hours of unplanned road closures	Annual increase in unplanned road closures over the last ten years. Decrease in average duration of road closures.	

6.1 A resilient road network

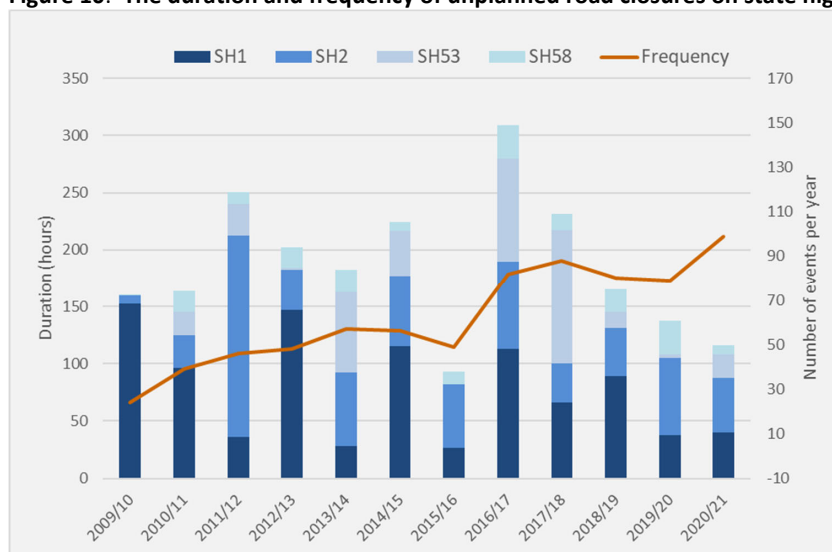
Resilience is a priority area for investment in the RLTP. A key objective is to ensure journeys to, from and within the Wellington Region are connected, resilient and reliable. There is no data at this time for the first indicator – availability of alternative routes. The second indicator, monitors unplanned road closures.

Figure 10 shows the duration and frequency of unplanned events on the region’s state highways that lead to road closure. These events disrupt the flow of commuter traffic and freight causing delays and test the resilience of the network. The main cause of unplanned road closures are vehicle accidents, flooding and other weather conditions (e.g. strong wind, ice, snow).

The frequency of events has increased since 2010, from 60 to 99 per year, likely due to increased traffic volumes. However the length of time to resolve these events has reduced since 2010. In FY2020/21 the average duration of a road closure was 1.2 hours against an average of 5.4 hours per event in FY2009/10.

The type of road closure event that has a high impact in the region is flooding. Flooding events are the main reason for road closures on State Highway 53 in the Wairarapa; a road closure lasts on average 20 hours (for events from 2010 to 2021).

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



Data source: Waka Kotahi

7. Economic prosperity indicators

Measuring: The efficiency of the road network on strategic routes and regional freight moved by rail.

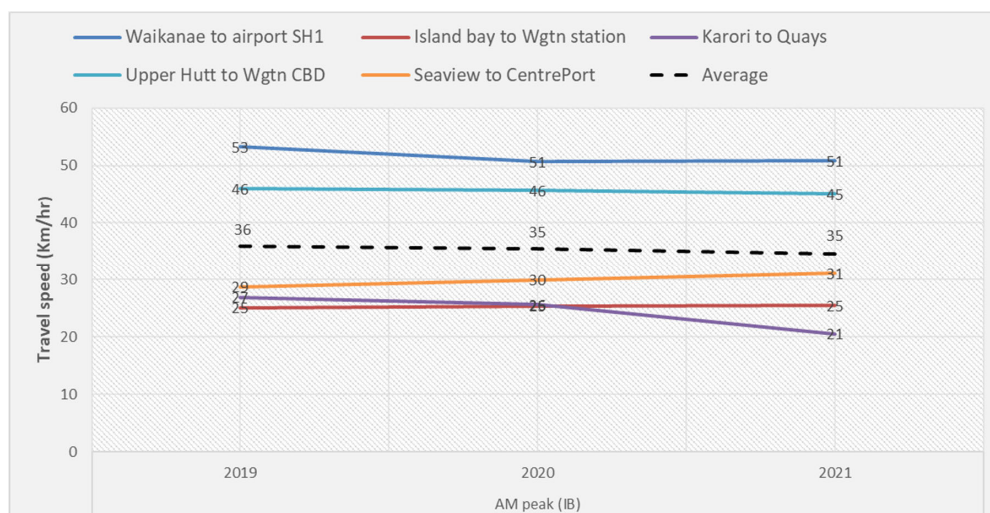
Indicator	2021 results	Trend	Comment
Average travel speeds on selected strategic routes	36.5 km/hr peak times 37 km/hr inter-peak	This is a new data series so no trend.	
Average travel time variability on selected strategic routes.	7 minute variability inbound.	This is a new data series so no trend.	
Annual freight volumes moved by rail	1.47 million tonnes	The movement of freight has increased by 21% over last five years.	

7.1 An efficient road network

A key investment priority is to improve access to key regional destinations, including the port, airport and hospitals for people and freight. Strategic routes comprise state highways and high volume regional roads. These key routes provide access and connectivity for people and goods to key regional destinations.

The efficiency of the road network can be estimated by trends in travel speed at peak travel times. **Figure 11** shows average travel speed for inbound traffic on core routes⁵ over three years (2019-2021). In future, with more data, this indicator will use a three year rolling average to monitor travel speeds. The dotted line in **Figure 11** shows the average speed over all routes⁶ at AM peak from 2019 to 2021. The three-year rolling average is 35.3km/h for AM (inbound) and for PM (outbound), slightly faster average speed of 36.4 km/h.

Figure 11: Average travel speed on core routes for inbound at peak time travel



Data source: Traffic Watcher

⁵ Core routes are: SH1 Waikanae to airport, Island bay to Wellington station, Paremata to Seaview via SH58, Karori to Quays, Upper Hutt to Wellington CBD, Seaview to Centreport.

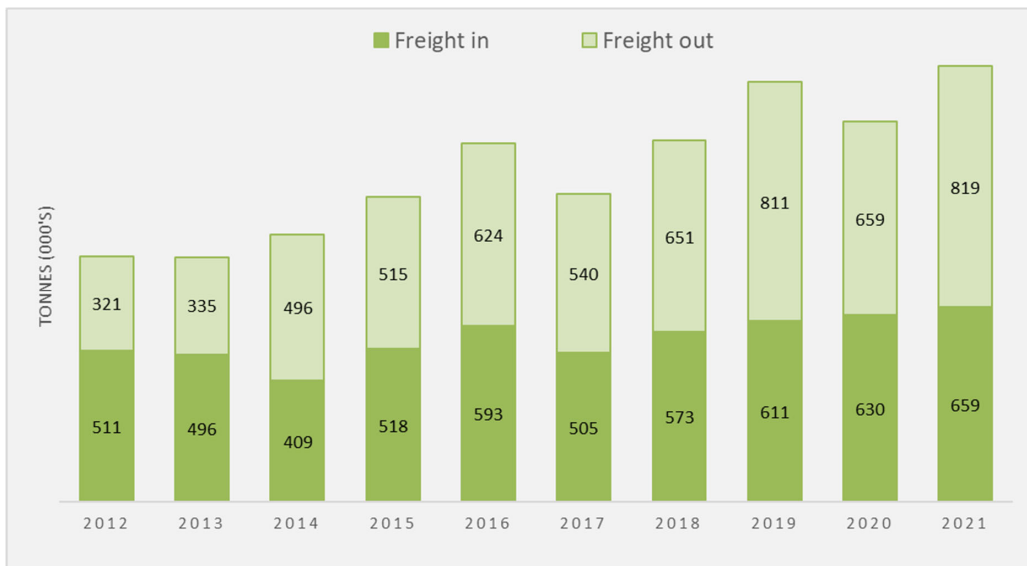
⁶ Except for results for Paremata to Seaview via SH58 due to inconsistencies in the data.

7.2 Regional freight moved by rail

The region relies on road, rail and coastal shipping networks to move freight efficiently. Developing the rail network to increase the volume of freight moved by rail will benefit the regional economy.

The Freight Information Gathering System (FIGS) data provides annual estimates of rail freight volume nationwide. The combined movement of freight by rail inbound and outbound was 1.5 million tonnes in 2020/21 for the Wellington region, shown in **Figure 12**. Compared to 2019, freight volume has increased by 4%, mainly driven by an increase in the volume of freight moved out of the region.

Figure 12: Freight moved by rail in and out of the region



Data source: FIGS, Ministry of Transport

8. Environmental sustainability

Measuring: Transport generated emissions and vehicle fleet composition

Indicator	2021 results	Trend	Comment
Transport CO ₂ emissions (per capita) – see page 3	2.25 tonnes of CO ₂ per capita	Current result is 3% below 2017 levels.	COVID-19 has had an impact on household travel.
Ambient air quality - Nitrogen dioxide & black carbon matter	Nitrogen dioxide is 16.1 µg/m ³	Nitrogen dioxide has decreased on average by 2.5% each year for the last 5 years.	
Percentage of the private car fleet that are EV and hybrid vehicles	18% of new registrations are hybrid or electric	Registrations have increased from 4% to 18% in the last 5 years.	Refers to light private vehicles.
Percentage of the bus fleet that are EV and hybrid vehicles	2.4% electric or 11 buses up to June 2021	EV buses first introduced in 2018, a small increase since then.	Additional electric buses to join the fleet in 2022.

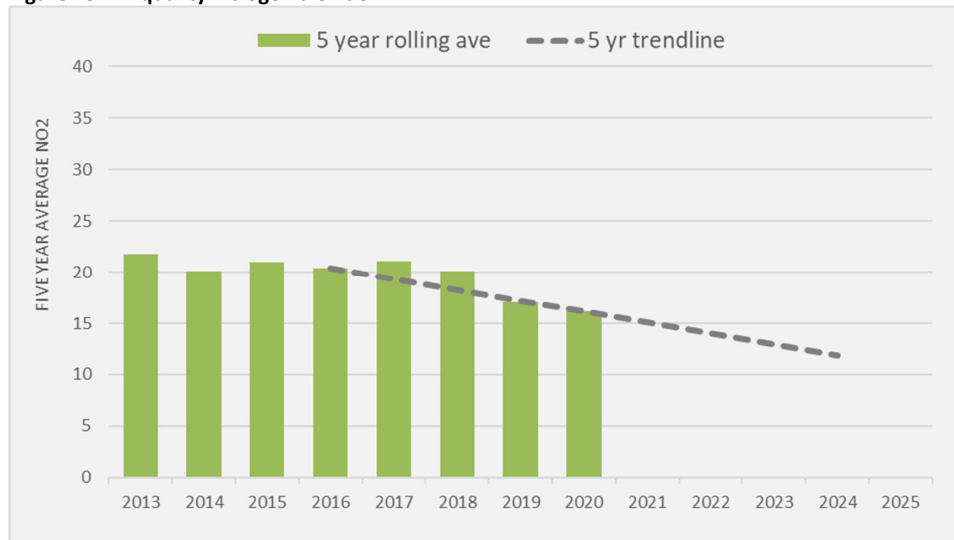
8.1 Air quality – Nitrogen dioxide

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

Air quality is monitored based on levels of nitrogen dioxide (NO₂), a harmful pollutant arising from vehicle emissions. The data is from Waka Kotahi’s national NO₂ monitoring network at multiple sites across the region (except the Wairarapa). The Waka Kotahi sites are mostly along the state highways, but include a small number of local roads.

Figure 13 shows the results from NO₂ monitoring sites. In 2020, NO₂ was on average 16.1 µg/m³, calculated using a five-year moving average (calendar years). Since 2017, levels of NO₂ have decreased, overall there has been a 9% reduction in NO₂ during this time.

Figure 13: Air quality nitrogen dioxide



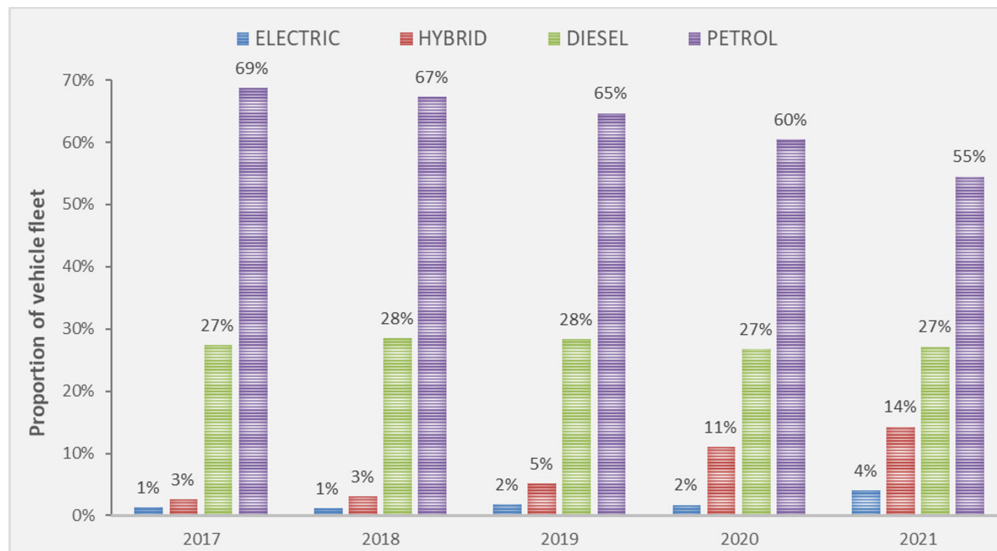
(Data source: GWRC/Waka Kotahi)

8.2 Changes to the vehicle fleet

This indicator monitors the transition from fossil fuel based engines to low-emission vehicles such as electric (EV) and hybrid vehicles.

The uptake in electric and hybrid cars had been gradual to 2019 then uptake doubled in 2020. New registrations of electric and hybrid cars have increased from 4% to 18% in the five years to 2021. Light electric vehicles are approximately 1.4% of the total light vehicle fleet in the region (all registered vehicles).

Figure 14: New registrations for private vehicle fleet by engine type



Data source: Waka Kotahi

8.3 Electric bus fleet

In 2021 the regional bus fleet consisted of 11 electric buses, this is 2.4% of the fleet. An additional 111 electric buses will join the fleet by the end of 2023, increasing the proportion of EVs to approximately 24%. The new buses will progressively replace diesel buses in the fleet, reducing the fleet’s total carbon emissions.

9. Reporting on the RLTP Programme 2021-24

Going forward, quarterly reports will summarise progress on the RLTP programme. Reporting will present project highlights, risks and issues, and mitigations. The programme/project status information - time, scope and cost will also be captured in the quarterly reports. This information will be publicly available via the GWRC website.

**Regional Transport Committee
23 November 2021
Report 21.532**



For Information

WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – NOVEMBER 2021

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on Waka Kotahi NZ Transport Agency’s initiatives, current work, and work to be 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 November 2021 presentation) is presented to the Committee by the Waka Kotahi member (or alternate).

Ngā tūāoma e whai ake nei

Next steps

3. The Waka Kotahi member will speak to **Attachment 1** at the Committee’s meeting 23 November 2021.

Ngā āpitihanga

Attachment

Number	Title
1	Waka Kotahi NZ Transport Agency September 2021 presentation

Ngā kaiwaitohu

Signatories

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>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.</p>
<p><i>Implications for Māori</i></p> <p>There are no known implications for Māori.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>Risks and impacts are described to the extent advised in Attachment 1.</p>

Regional Transport Committee

Greater Wellington Region
23 November 2021



New Zealand Government

Road to Zero

Annual Monitoring Report 2020

- Highlights over the past year include:
 - 16% decrease in rate of deaths and serious injuries in 2020 compared to 2018
 - Introduction of the Land Transport (Drug Driving) Amendment Bill
 - Public consultation on the Accessible Streets package of rule changes
 - The Land Transport Amendment Act 2020, which enables the Setting of Speed Limits Rule
 - Launch of the Safe Vehicles programme
 - Delivering national road safety advertising programmes and training



Standard Safety Intervention toolkit

Part of Road to Zero

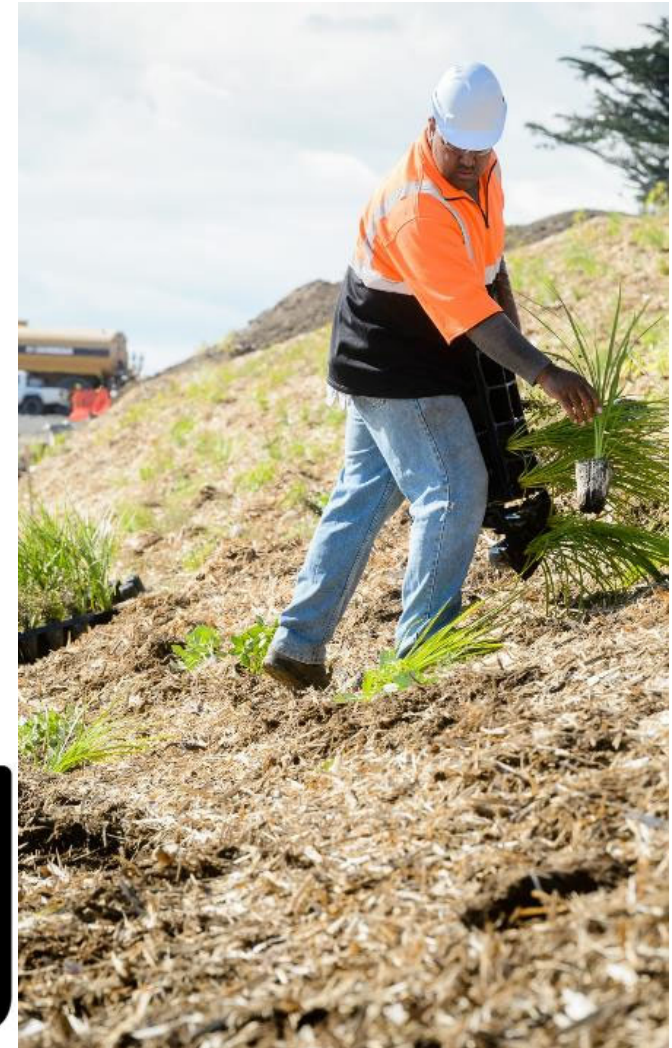
- We've updated the toolkit, which provides guidance on:
 - the effectiveness, and
 - value-for-money cost range of proven safety interventions.
- The toolkit is a 'living' document and updated regularly so new interventions can be included.
- It provides examples of individual standard safety interventions and technical references, with external links to more information.
- The toolkit is designed for both state highway and local authorities.



Delivering Broader Outcomes

Partnering with Māori and Pasifika businesses

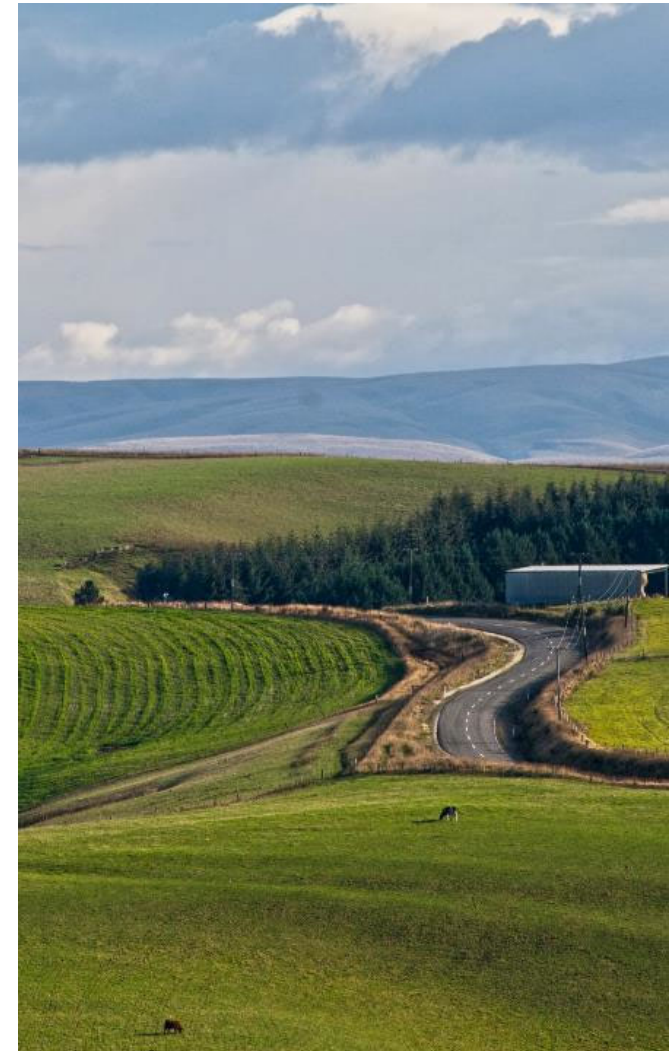
- Our Broader Outcomes strategy looks beyond the immediate outputs of projects and considers:
 - additional outcomes, and
 - positive impacts that can be achieved for communities.
- We are working with Amotai suppliers in the following areas:
 - the New Zealand Upgrade Programme
 - iwi consultancy
 - traffic control
 - publishing, and
 - marketing and media.



Te Hiringa o te Taiao

Our resource efficiency strategy

- We want to:
 - lower our energy usage and emissions
 - increase our use of recycled materials
 - cut the amount of waste we produce, and
 - reduce the use of virgin materials.
- Te Hiringa o Te Taiao includes:
 - actions and milestones for the short to medium term to deliver on objectives, and
 - developing and implementing a policy to embed resource efficiency in all our construction and maintenance activities.



Tohu huarahi

Māori bilingual traffic signs update

- We have a multi-disciplinary team on this project:
 - We are working closely with Te Mātāwai and Te Taura Whiri i te Reo Māori.
 - We have also sought advice from colleagues involved in bilingual signage in Wales and Scotland.
- We expect the signs will be introduced in a phased approach.
- We will work with our partners to:
 - establish a selection criteria, and
 - prioritise which signs will be enabled first.
- To enable the signs, consultation and legislative amendments are required.



Emissions Reduction Plan

Out for public consultation

- Supporting development of the country's first Emissions Reduction Plan (ERP)
- Key opportunity to progress a low-carbon, safe and healthy land transport system
- Draft transport focus is on:
 - encouraging uptake of shared and active modes to reduce reliance on cars
 - increasing EVs and low-emission fuels
 - decarbonising heavy transport
- Based on an 'Avoid-Shift-Improve' framework.



Regulatory Funding and Fees

Review

- Spent 18 months reviewing our regulatory funding and fees.
- First comprehensive review of Waka Kotahi funding and fees since 2008
- Review was prompted by the release of two independent reports in 2019 which found gaps and weaknesses our regulatory contributed to death of passenger travelling in a vehicle that had received a WoF.
- Our review confirmed that our current funding situation is unsustainable.
- Most of our fees and charges don't reflect current cost to provide our regulatory services.



Regulatory Funding and Fees

New funding model

- We've developed a new regulatory funding model so Waka Kotahi can deliver improved compliance and safety outcomes.
- The new model will mean:
 - our regulatory functions are appropriately funded.
 - New Zealanders will meet the cost of regulation fairly, with the right people paying for the right things.
- We're proposing a number of changes to our fees and funding for our regulatory services in the new model.



Greater Wellington Regional Update

November 2021



Greater Wellington Regional Update

Activity	2021 – 24 NLTP 2021/22 Allocation	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	<i>36 Million Yr1 106 Million 3Yrs</i>	Ongoing	Green	<ul style="list-style-type: none"> Waka Kotahi has put together another annual programme for our maintenance and operations for 2020/21. The Interim Alliance Agreement (IAA) costs are separate and yet to be quantified.
Low Cost / Low Risk	<i>8.7 Million</i>	On-going	Green	<ul style="list-style-type: none"> The annual programme funding has not yet been allocated.
Emergency Works	<i>1.3 Million</i>	On-going	Amber	<ul style="list-style-type: none"> Emergency Works sites planning/design ongoing. There was a 1 in 20 year rainfall event on 17 July 2021

Wellington Transport Alliance update

A new alliance is being set up to deliver maintenance and operations activities across Greater Wellington's highway corridors in 2022, commencing 1 July 2022.

- Proposal to embed a number of Waka Kotahi staff, along with Non-Owner Participants (NOP's ie consultant & contractors) into this new entity to deliver 'transport as a service'.
- Consultant preferred NOP is WSP & in final stages of procurement evaluation for preferred contractor(s).
- 30% of activities will be procured outside core NOP's, to ensure health of the supplier market.
- Next phase is to establish Interim Alliance (Jan-June 2022) and develop the KRA's, team shape/size and the Target Outturn Cost.
- An 11-year contract, with reviews at regular intervals (2+3+3+3).
- Will allow flex to cater for changing transport environment across Wellington region.



RiverLink / Melling Transport Improvements



Looking south at the new Melling bridge (draft impression, subject to change)



Heading southbound on SH2 towards new grade separated Melling interchange (draft impression, subject to change)



NZ Upgrade Programme – Melling

Grade separated Melling interchange and new river bridge, with improved active mode links, including relocated Melling station

GHD has been appointed Principal Technical Advisor for the RiverLink project.

Direct referral to the Environment Court has been approved by the RiverLink Board and regulators due to the risk of appeal. Date of court hearing to be confirmed, likely April 2022 with a decision in July. The RiverLink team are working through the procurement programme implications and the dates below are indicative.

PHASE	SH / LOCAL RD / RAIL	DELIVERABLE	RECENT PROGRESS	KEY DATE
Tender	SH/Local Road/PT	Construction contract tendered	Principal Technical Advisor appointed 7 Oct 2021	Mid 2022
Contract	SH/Local Road/PT	Construction contract awarded		Late 2022-early 2023
Construction	SH/Local Road/PT	Construction start		Mid-late 2023
Completion	SH/Local Road/PT	Melling interchange and bridge open		Late 2027



Aerial view of the new Melling bridge and pedestrian/cycle bridge connecting to the relocated Melling train station (*draft impression, subject to change*).

Ō2NL safety improvements

Safety improvements and speed reviews on existing highways are progressing in parallel with the Ō2NL programme and are funded from the NLTF

- **SH57:** Stretches of edge barrier and wide centre lines on SH57, plus SH57 / Queen St roundabout and speed review
 - Construction of the SH57/Queens St roundabout is progressing, after some delays we are on target to open the roundabout to traffic in early 2022; construction will pause to allow for holiday traffic: 22 December-8 January; work on widening shoulders and installing safety barriers will begin in early 2022.
 - Formal consultation on speed closed on 27 September with a total of 327 submissions received. Submissions are now being considered.
- **SH1 Ōtaki to Levin:** Stretches of median barrier and wide centrelines, plus SH1 / SH57 roundabout, and speed review engagement
 - Community engagement report published early November; we are exploring the possibility of bringing some or all this work forward, or putting temporary measures in place
 - We have publicly committed to having safety improvements of some kind underway before Christmas.
- **SH1 from Levin to Manawatū River:** Safety improvements north of Levin being investigated, and speed review
 - Community engagement scheduled for early 2022.



Ō2NL new highway - NZUP

Continuing to progress 24km four-lane new highway to improve safety and resilience in the Ōtaki to north of Levin transport corridor

- **Conversations with property owners in November**
- Site investigation work is continuing to help us further understand environmental and social effects of the new highway
 - As a result of this work and the refinement of the alignment we have started conversations with property owners about potential effects on access to their property or their water bores.
 - Property owners will be informed of the preferred alignment in early December, with further meetings taking place in the new year.
 - In early 2022, we will be engaging with the wider community about the new highway.
- **NZ Upgrade Programme baselining completed in June**
 - Confirmed funding of \$1.5b (including contingencies) - costs will continue to be refined



Refinements to draft preferred alignment released in March 2021. The preferred alignment will be announced in December.

Greater Wellington Large Capital Project Updates - PP20



Our people on site



Pavement works on southbound lanes, near Te Horo

Greater Wellington Large Capital Project Updates - PP20




Our people on site



Northern diversion on SH1, allowing tie-in works to commence

Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP2O)	\$410m	Underway	Amber 	<p>Key construction activities following a return to site after Level 4 lockdown include:</p> <ul style="list-style-type: none"> • Completion of the shared path section between Te Hapua and Te Kowhai Roads, in late October. • A temporary diversion of SH1 at the northern end of the project opened in early August for southbound traffic, with northbound traffic switched in early October after a short delay due to COVID-19. This will allow for tie-in works to commence. • Works on Bridge 9 (Makahuri Rail Overbridge) are complete, including the last concrete pour and barrier installations. This will allow construction access over the entire 13km alignment. • Demolition and removal of the old Ōtaki Gorge Road Railway Bridge is complete, and earthworks for the construction of the new off-ramp are progressing well. • Final earthworks, trimming and subbase construction are continuing through the southern area, followed by the laying of pavement aggregates and asphalt. • The mobile asphalt plant has been fully commissioned and in full production to allow for construction of the structural asphaltic pavement and surfacing, comprising around 130,000T of asphalt.






Transmission Gully: Wainui Saddle



Transmission Gully:
Paekākāriki Interchange





Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.\$500m	Road opening tbc Project completion six months after road opening	Amber 	<ul style="list-style-type: none"> • We want the road open before the Christmas holidays. Achieving this depends on the ability of the PPP Contractor Wellington Gateway Partnership and CPB HEB JV, the Builder of Transmission Gully, to finish construction, meet the safety and quality checks and comply with consent conditions for road opening. • Because of the scale and complexity of the road construction and the PPP contract, there are more tests required than usual to ensure that when the road is finished and open it has been built to the agreed standards. • This is crucial to ensure safety and quality and also so that there are no major issues that need to be repaired or redone after it's opened, which could lead to frustrating closures for road users. • It is ultimately the responsibility of WGP and CPB HEB to deliver a road that meets the safety, quality and environmental standards agreed in the project. • There are 100 safety and quality assurance tests that the contract stipulates must be met before the road can open. Around a quarter of these have been met. • There are also 47 consent tasks that WGP and CPB HEB need to complete in order for the road to meet the contractual requirements for road opening. Only three had been fully completed as of 29 October 2021. • Commercial negotiations continue on compensation for delays as a result of the Covid-19 lockdown and Alert Level restrictions.



Greater Wellington Project Updates – TG

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness for Transmission Gully	\$20.4m	TBC	Green 	<ul style="list-style-type: none"> • New on-ramp merge line markings between Newlands and Porirua to improve merging were delivered December 2020. • Ongoing communications to improve driver behaviour around merging and tail-gating are having an observable effect on driver behaviour. • Work to renumber SH1 between Linden and Mackays Crossing as SH59 is underway, with a date for the switch yet to be confirmed. The switch will be supported by extensive communications. • Installation of Intelligent Transport Systems, between Porirua and Johnsonville, is underway. These will improve safety and efficiency, and include new variable message signs, CCTV and an extension of the southbound Ngauranga Gorge variable speed system.
TG Revocation	\$0.6m	Jun 2021 Porirua future function agreed	Green 	<ul style="list-style-type: none"> • Waka Kotahi continues discussions on proposals to retain SH59 Linden to Mackays as a state highway, and revoke the state highway status of SH58 Paremata to Pāuatahanui • The work includes consultation with Porirua City Council, Kāpiti Coast District Council, Greater Wellington Regional Council, Wellington City Council, iwi, communities and stakeholders • TG BOI requires that consultation on the future of these roads must begin no earlier than six months after TG opening. This will include speed reviews of SH59 and SH58. Feedback will be sought from the wider community. • Future function of these roads has been agreed through Porirua NOF

SH58 Safety Improvements



Drone image of culvert installation, near Hugh Duncan St



Surfacing works – looking east towards Hutt Valley



NZ Upgrade Programme – SH58 Safety Improvements

Work is nearing completion on Stages 1 and 2a


Project / deliverables	Progress	Key dates
Stage 1 (NLTF \$55m)		
Construction	Culvert installation has been completed Installing final asphalt layers.	Completion late 2021
Stage 2a (NZUP \$16m)		
Construction	Surfacing underway Culvert and retaining wall construction begins shortly	Completion mid 2022
Stage 2b (NZUP \$89m)		
Consenting	Confirming design and programme and works	Early 2022





Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM)	\$30.8m	Underway	Amber	<p>Mass Rapid Transit, Strategic Highway Improvements</p> <ul style="list-style-type: none"> • Indicative Business Case technical work and programme integration continuing • Four options for MRT options and routes unveiled on Nov 1 • Public engagement on SHI/MRT from Nov 2 – Dec 10 <p>City Streets package</p> <ul style="list-style-type: none"> • Indicative business case approved by all three funding partners and we are working through the release of funding • New roles in the city streets team have been approved and recruitment is underway however current market conditions are providing a challenge • Procurement for the two consortia that will deliver the majority of the city streets business cases is close to completion, business cases are expected to commence from early 2022 once procurement is complete and city streets team members have been hired • A targeted improvements project is planned to commence in November <p>Travel Demand Management</p> <ul style="list-style-type: none"> • A draft Single Stage Business Case on travel behaviour change has been developed • Initial investigation of congestion pricing and a commuter parking levy has been carried out • These have been publicly released as part of the current public engagement.

Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Let's Get Wellington Moving (LGWM) Three year programme	\$30.8m	Underway	Amber 	<p>Thorndon Quay - Hutt Road</p> <ul style="list-style-type: none"> Engagement completed May/June on proposals. Single Stage Business Case (SSBC) was submitted for reviews in September 2021. Approval path expected early 2022. <p>Golden Mile</p> <ul style="list-style-type: none"> The Golden Mile business case has been endorsed by the LGWM Board and approved by WCC & GWRC in October. The final approval is sought from Waka Kotahi Board on 25th November. The Pre-Implementation phase has commenced with preferred professional services supplier confirmed as Future Group consortia. Preferred option confirmed. <p>Cobham Drive Crossing & SH1 Safer Speeds</p> <ul style="list-style-type: none"> Consultation in June/July on speed and crossing proposals. Feedback from consultation being analysed, and the design refined. An announcement will be made once final design, cost and timeframe is confirmed.

Greater Wellington Project Updates – Active Modes

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
<ul style="list-style-type: none"> Te Ara Tupua - Petone to Melling 	\$38m	Completion early-mid 2023	Amber 	<ul style="list-style-type: none"> Construction is ~60% complete with project completion now in early-mid 2023. Challenges of COVID, underground services and complexity of working in the rail corridor contributed to delay in the project completion date. Recent milestones are the completion of all piling works – nearly 1km of piles to support 8 ramp walls for the cycleway underpasses. And completion of all retaining walls.
<ul style="list-style-type: none"> Te Ara Tupua – Ngauranga to Petone 	\$178 - \$197 m		Green 	<ul style="list-style-type: none"> Interim Project Alliance Agreement (iPAA) signed between Waka Kotahi, Downer NZ, HEB Construction and Tonkin + Taylor on 2 July. Alliance team mobilised to project office at 180 Taranaki Street and working through design development and planning of construction logistics. This work is now well into the 'estimating' phase to develop the agreed Target Outturn Cost (TOC). Work on site now expected to start in 2022. Investigative work (e.g. wildlife surveys, site visits) have begun. Collaboration between Waka Kotahi, Alliance, and Hutt City Council means Alliance is also developing a price for the first portion of Eastern Bays Shared Path.

Te Ara Tupua – Petone to Melling





Kerb and Channel – main alignment



Ramp at Petone underpass taking shape



Greater Wellington Project Updates – Corridor Improvements

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Mackays to Peka Peka Revocation (M2PP)	\$17.5m	Underway	Green 	<ul style="list-style-type: none"> • 13km of corridor improvement works. • Construction of northernmost 4km has been completed. • Work on southernmost 2km, including construction of Raumati Rd roundabout is expected to be complete by mid-December. • Works at Paraparaumu Town centre underway. • Engagement on safer speed limits took place in April/May 2021. Preparations for formal consultation in early 2022 now underway.
Peka Peka to Ōtaki (PP2Ō)	\$13m	Underway	Green 	<ul style="list-style-type: none"> • Community and stakeholder engagement on preliminary designs took place in April/May 2021. Feedback from this engagement is assisting detailed design. Final designs will be presented to the community in 2022. • Engagement on safer speed limits took place in April/May 2021. Preparations for formal consultation in early 2022 now underway. • The target is to be ready for implementation by completion of the PP2Ō Expressway project.

SC1

Greater Wellington Project Updates – Safety

Corridor	Speed Review Status	Infrastructure Interface
SH2 Masterton to Featherston	Consultation complete and summary report is being completed	Yes – SH2 Masterton to Carterton safety improvements
SH2 Featherston to Ngauranga	Engagement finished and engagement summary report is being completed	Yes – SH2 Remutaka Hill and SH2 Upper Hutt safety improvements
SH2 Pahiatua to Masterton	Engagement to begin in 2022	No
SH58 Paremata Rd (SH1 to Pauatahanui)	Engagement to begin with Transmission Gully Revocation team undertake speed limit review	Yes – Transmission Gully Revocation

Slide 32

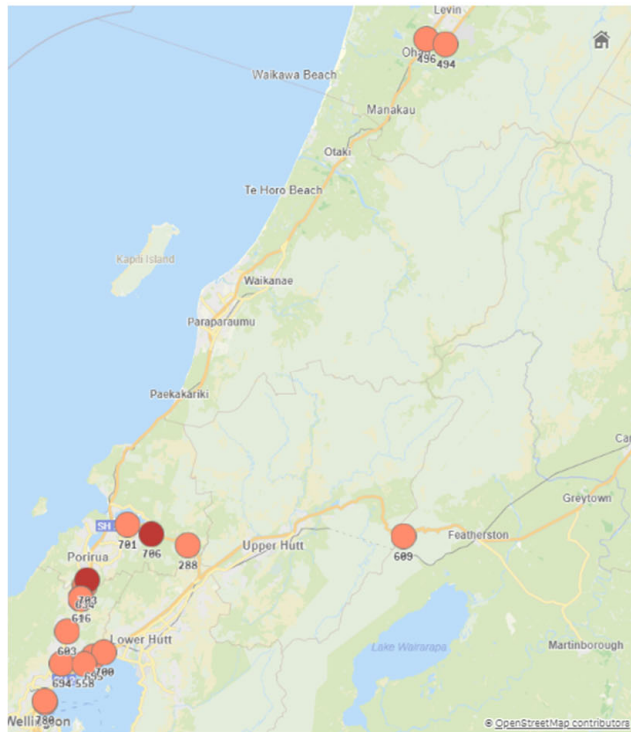
SC1

[@Andrew Burdett] can you integrate this info you sent through with the previous slide. thanks
Samantha Callen, 5/11/2021

Network Activity

There are many high impact activities (not Public Events) planned in the Wellington Region as at 2/11/2021

Approximate dates for planning purposes



Project Details (Dates are approximate and are susceptible to change)

Impact Rating	ProjectID	Proj_Name/Description	StartDate	FinishDate
4	288	SH58 Safety Improvements Stage 2A - Occasional OFF PEAK Stop/Go activity 7 Days when weather permits	03/05/2021	01/11/2021
4	558	Te Aru Tupua - Ngauranga to Petone cycleway	01/10/2021	01/01/2025
4	603	P2J Porirua to Johnsonville - POTENTIAL regular SB closures TG Operational Readiness -	03/11/2021	01/01/2022
4	605	Transmission Gully - SH1 Linden Pavement Works Extended Contraflow (Friday 6pm to Sat 10am) - 1 of 2	05/11/2021	06/11/2021
4	607	Transmission Gully - WEATHER BACKUP SH1 Linden Pavement Works Extended Contraflow (Sat 6pm to Sun 10am)	06/11/2021	07/11/2021
4	609	Remutaka Hill Closures (5 nights - Sunday to Friday) - Nov 2021	07/11/2021	11/11/2021
4	616	Transmission Gully - SH1 Linden Pavement Works Extended Contraflow (Friday 6pm to Sat 10am) - 2 of 2	12/11/2021	13/11/2021
4	617	Transmission Gully - WEATHER BACKUP SH1 Linden Pavement Works Extended Contraflow (Sat 6pm to Sun 10am)	13/11/2021	14/11/2021
4	634	SH1 SB Full Night Closures for Gantry Installation - Stage 2 - TBC once TG Opened	01/12/2021	01/01/2022
4	694	LCLR Resilience Ngauranga Rockfall Hazard	25/12/2021	25/01/2022
4	695	LCLR Resilience Petone to Ngauranga Rockfall Hazard	25/12/2021	25/01/2022
4	701	NOC Barrier - SH2 Petone - Ngauranga (NJB) - Slip form CJR-B6024 (awaiting approval)	27/12/2021	14/01/2022
4	700	NOC Barrier - SH2 under Petone Overbridge - Slip form CJR-B6012 (awaiting approval)	27/12/2021	14/01/2022
4	779	LGWM - Aotea Quay Roundabout (TQHR Project)	01/01/2022	01/01/2024
4	780	LGWM - Thorndon Quay & Hutt Road (TQHR) Improvements	01/01/2022	01/01/2024
4	496	SH1 SIP - SH1 / 57 Roundabout	01/01/2022	20/12/2022
4	494	SH1 SIP - SH57 POSSIBLE 24/7 with one way system	01/01/2022	01/09/2022
5	783	Transmission Gully - Opening Day SH1 - Stage 1 REVISED OPENING TBC	01/01/2022	01/02/2022
5	786	Transmission Gully - Opening Day SH58 - Stage 1 REVISED OPENING TBC	01/01/2022	01/02/2022





**Regional Transport Committee
23 November 2021
Report 21.500**



For Information

METLINK UPDATE – NOVEMBER 2021

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 November 2021.

Ngā tūāoma e whai ake nei

Next steps

3. A Metlink officer will speak to **Attachment 1** at the Committee’s meeting on 23 November 2021.

Ngā āpitihanga

Attachment

Number	Title
1	Metlink Update presentation November 2021

Ngā kaiwaitohu

Signatories

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>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.</p>
<p><i>Implications for Māori</i></p> <p>There are no known implications for Māori.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks or impacts.</p>

METLINK UPDATE

Regional Transport Committee

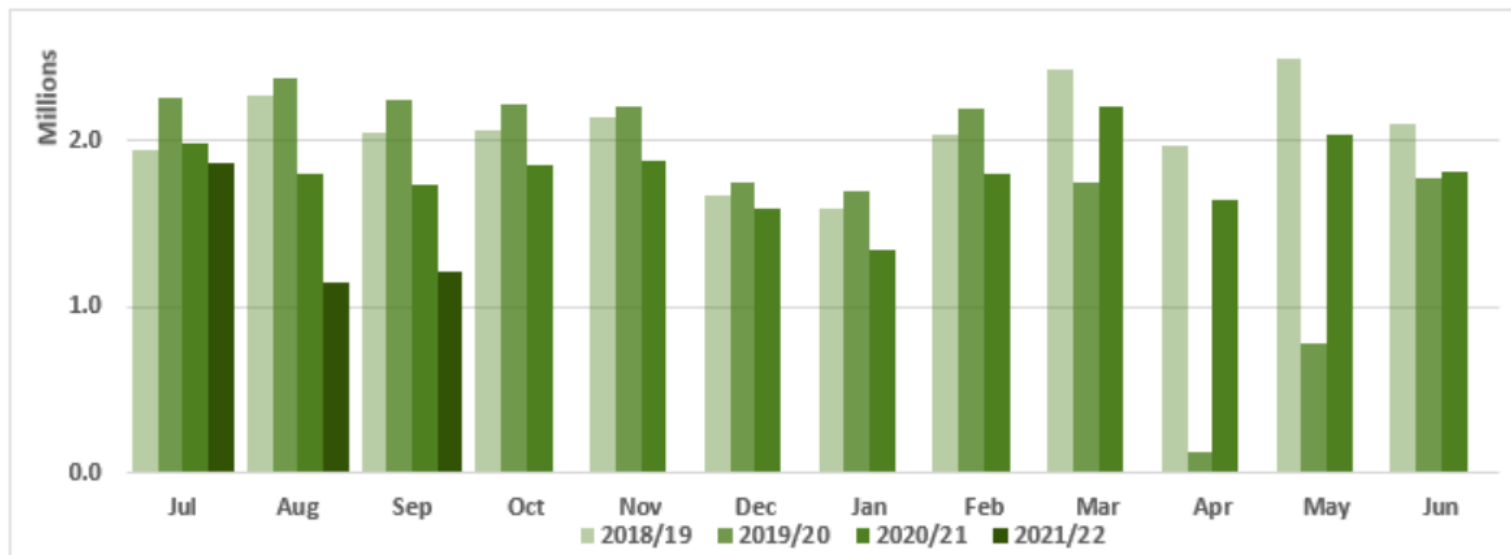
23 November 2021

Scott Gallacher – General Manager, Metlink



PATRONAGE UPDATE – BUS

Attachment 1 to Report 21.500



Bus boardings by area - year to date Sep

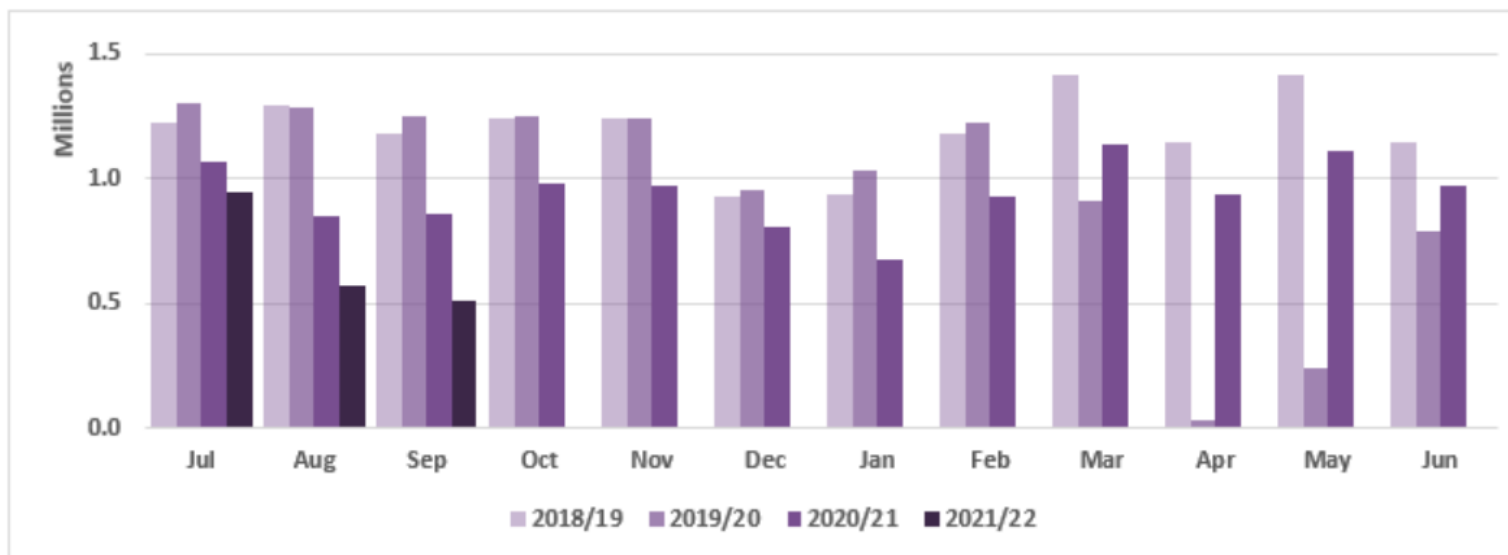
	2021/22	2018/19	% Change
Wellington	3,092,423	4,667,428	-33.7%
Hutt Valley	816,977	1,137,835	-28.2%
Porirua	170,286	253,067	-32.7%
Kapiti	107,950	158,899	-32.1%
Wairarapa	29,581	43,180	-31.5%
Total	4,217,217	6,260,409	-32.6%

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

Travel period	2021/22	2018/19	% Change
Peak	56.1%	54.0%	2.1%
Off-peak	43.9%	46.0%	-2.1%

PATRONAGE UPDATE – RAIL

Attachment 1 to Report 21.500



Rail boardings by line - year to date Sep

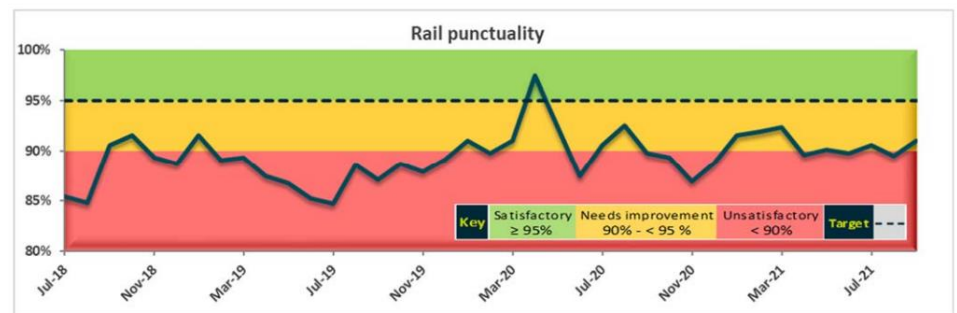
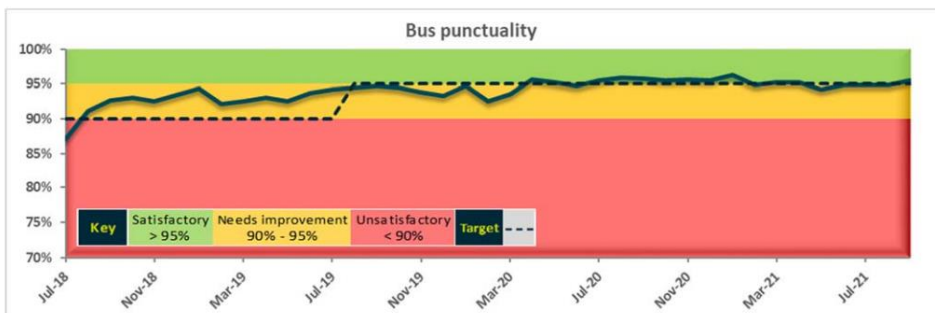
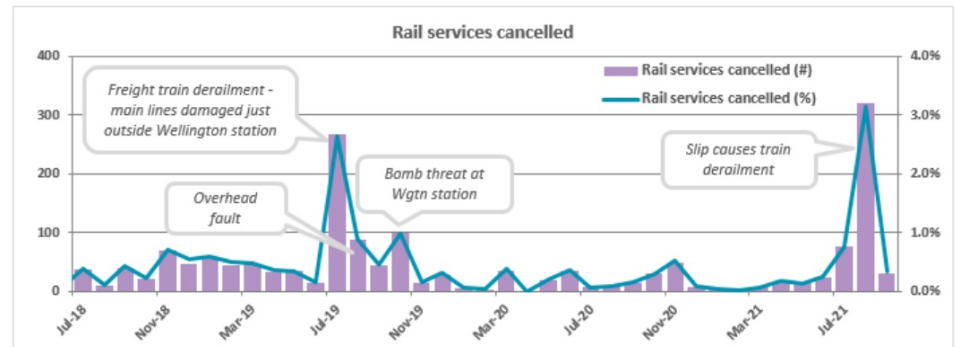
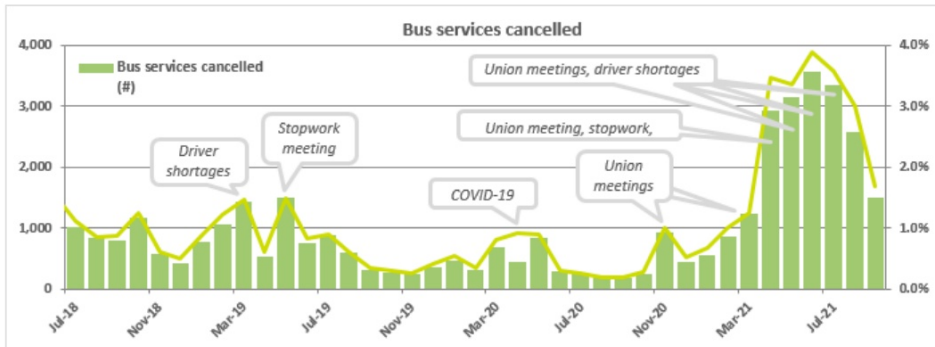
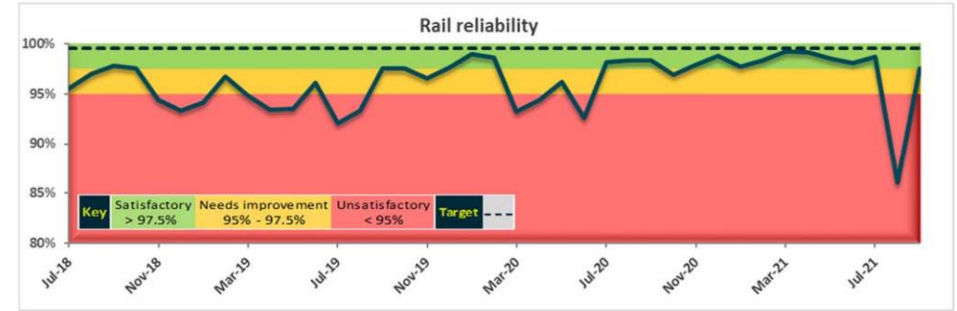
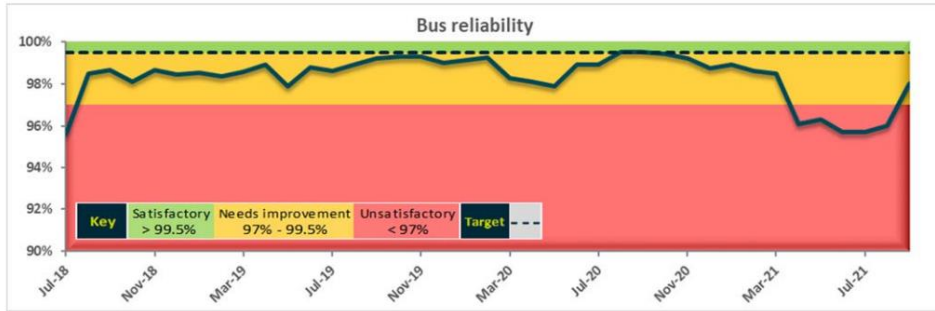
	2021/22	2018/19	% Change
Hutt Valley	898,550	1,564,712	-42.6%
Kapiti	795,409	1,529,306	-48.0%
Johnsonville	209,235	398,113	-47.4%
Wairarapa	112,410	200,454	-43.9%
Total	2,015,604	3,692,585	-45.4%

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

	2021/22	2018/19	% Change
Peak	67.7%	67.5%	0.2%
Off-peak	32.3%	32.5%	-0.2%

PT PERFORMANCE – SEPTEMBER 2021

Attachment 1 to Report 21.500



SNAPPER ON RAIL PILOT – IT'S LIVE

Attachment 1 to Report 21.500



LOWER NORTH ISLAND RAIL INTEGRATED MOBILITY

Attachment 1 to Report 21.500

- Detailed Business Case submitted to Waka Kotahi Board for consideration
- Decarbonisation and mode shift targets;
 - The preferred rolling stock option: tri-mode multiple unit
 - Will result in a regional CO2 reduction of approximately 1.7 mega tonnes of CO2 over 30 years
 - Providing an inter-regional rail public transport service with increased frequency and capacity will contribute to GW's mode shift targets by ensuring communities have low-carbon transport choices.

Rollingstock

- A new fleet of 22 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 Manawatū 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



PUBLIC TRANSPORT ON DEMAND TRIAL IN TAWA Attachment 1 to Report 21.500



- To start early next year
- Likely to encourage a number of non-PT users
- Great social services (all vehicles wheelchair accessible)
- \$2.50 for a local journey

VEHICLE

Uses smaller, more efficient vehicles to service either lower patronage areas or urban areas which conventionally-sized buses struggle to access

TECHNOLOGY

Uses technology platforms (similar to UBER) to make bookings, takes payments and schedule pickup and drop-offs. The app also optimises and directs the driver on best route of travel.

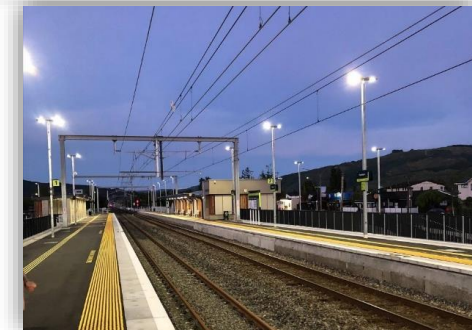
INFRASTRUCTURE

Will have dedicated pick-up and drop off location and train stations. Relies on limited existing PT infrastructure due to non permanent pick-up / drop off points.

OTHER PROJECTS TO NOTE

Attachment 1 to Report 21.500

- COVID-19 Initiatives
 - “Delta buster” bus
 - Free travel on Metlink PT to vaccinations
- Electric Harbour Ferry
- Trentham Double Tracking/New Platform/Station
- Electric buses (25 arrived; 25 diesel removed)
- Airport Service – imminent contract award
- Metlink Accessibility Charter – launch on 25 November
- Metlink exploring Transit Oriented Development options



Attachment 1 to Report 21.500



Regional Transport Committee
23 November 2021
Report 21.541



For Information

CLIMATE ASSESSMENT TOOL FOR INVESTMENT

Te take mō te pūrongo

Purpose

1. To inform the Regional Transport Committee (the Committee) of the development of a climate assessment tool for investment.

Te tāhū kōrero

Background

2. The climate assessment tool was developed to help decision makers understand and compare the extent of emission reductions offered by different interventions and option included in an investment programme.

Ngā tūāoma e whai ake nei

Next steps

3. Officers from Waka Kotahi will speak to the presentation ([Attachment 1](#)).

Ngā āpitihanga

Attachment

Number	Title
1	Climate Tool for Investment presentation

Ngā kaiwaitohu

Signatories

Writer	Shan Lu – Senior Strategic Advisor
Approvers	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The Committee has responsibility to review the implementation and delivery of the Regional Land Transport Plan 2021 and the climate assessment tool will help the Committee to assess the climate impacts of projects.</p>
<p><i>Implications for Māori</i></p> <p>There are no known implications for Māori arising from this report, however, Māori have an intrinsic interest in climate adaptation and mitigation.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This report contributes to the Regional Land Transport Plan 2021.</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks or impacts.</p>

Climate Assessment Tool for Investment (CATI)

Enabling informed early investment decision making at the programme-level is critical

Problem

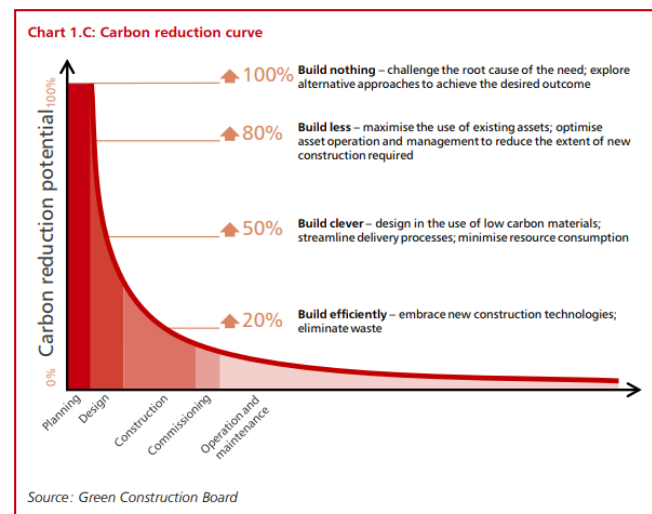
There is currently no simple method, that can be applied quickly, to comprehensively and robustly understand how investment programmes might positively or negatively impact land transport emissions.

Opportunity

How can we provide decision-makers with the ability to make informed early decisions about investment programmes so that they positively contribute to reducing land transport emissions?

Climate Negative **Climate Neutral** **Climate Positive**

Tackle carbon early



https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/260710/infrastructure_carbon_review_251113.pdf

CATI

Concept Design

Climate Category	Activities [Activity class/work category/TIO information]	Influencing factors	Rating
Climate +ve Carbon reduction potential	Public Transport; Walking and cycling; Demand management (incl. Intelligent Transport Systems; High occupancy vehicle (HOV) lanes)	Population density Land use	6-7: H-VH
			4-5: M-MH
			2-3: L-LM
Climate neutral	Road maintenance, resilience, safety	Scale of impact Pace of impact Existing or new	1 Low-Neutral
Climate -ve Carbon increase potential	Road improvements (primarily road capacity improvements and responding to growth)		0 Negative

MITIGATION STRATEGIES and ACCOUNTING METHODS for

Greenhouse Gas Emissions

from TRANSPORTATION



<https://publications.iadb.org/en/publication/16402/mitigation-strategies-and-accounting-methods-greenhouse-gas-emissions>

CATI

Scope and limitations

- Generates a qualitative assessment of the relative potential to reduce enabled (vehicle tailpipe) emissions of interventions included in land transport investment programmes.
- Multi-modal projects require investments to be appropriately apportioned across climate (emission reduction) categories.
- Current version does not assess the following programme aspects (other tools and approaches are needed):
 - Tonnes/year of GHG emissions / carbon dioxide (up or down)
 - GHG emission monetised costs and benefits
 - Implications of broader system policy settings, e.g. implementation of vehicle emission standards, local government parking policy, spatial planning commitments, etc
 - Construction, operation and end-of-life GHG emissions



CATI

Using the tool

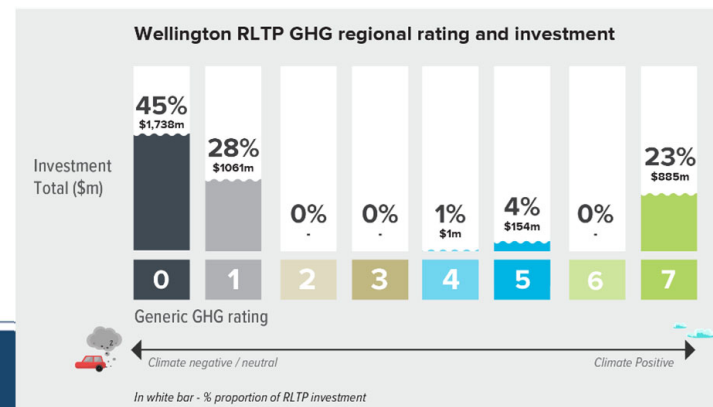
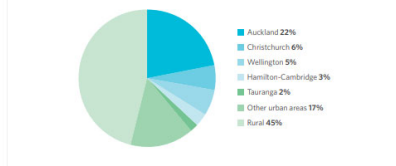
Table 4. Transport GHG reduction strategies: Implementation challenges and impacts

TRANSPORT GHG REDUCTION STRATEGY	IMPLEMENTATION DIFFICULTY	IMPLEMENTATION COSTS	VMT REDUCTION	GHG EMISSIONS REDUCTIONS
PUBLIC TRANSPORTATION IMPROVEMENTS				
Operational improvements	Medium	Low	Medium – High	Medium – High
Fare system improvements	Medium	Low	Low – Medium	Low – Medium
System integration in priority corridors	Medium – High	Low – Medium	Medium	Medium
Bus rapid transit	Medium	Medium – High	Medium – High	Medium – High
Light rail, metro rail, and commuter rail systems	High	High	Medium – High	Medium – High
Bus useful life regulation and vehicle phase-out, scrappage programs	Low – Medium	Low – Medium	Medium	Medium

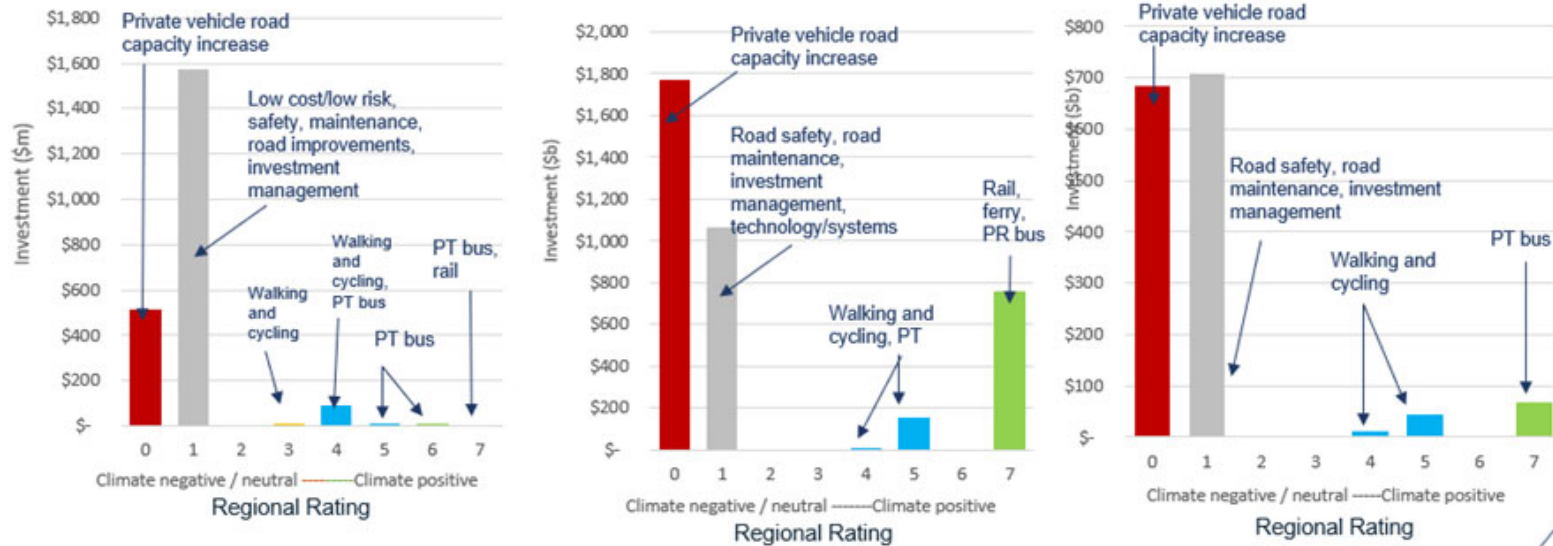
InfFact: Scale	Infrastru: cure	InfFact: Yes to Openin	InfFact: Density	Avg InfFact	Regional Rating	Rounded Regional Rating
1.25	1	1	1	1.0625	0	0
1.25	1	1	1	1.0625	2.125	2
1.25	1	1	1	1.0625	3.1875	3



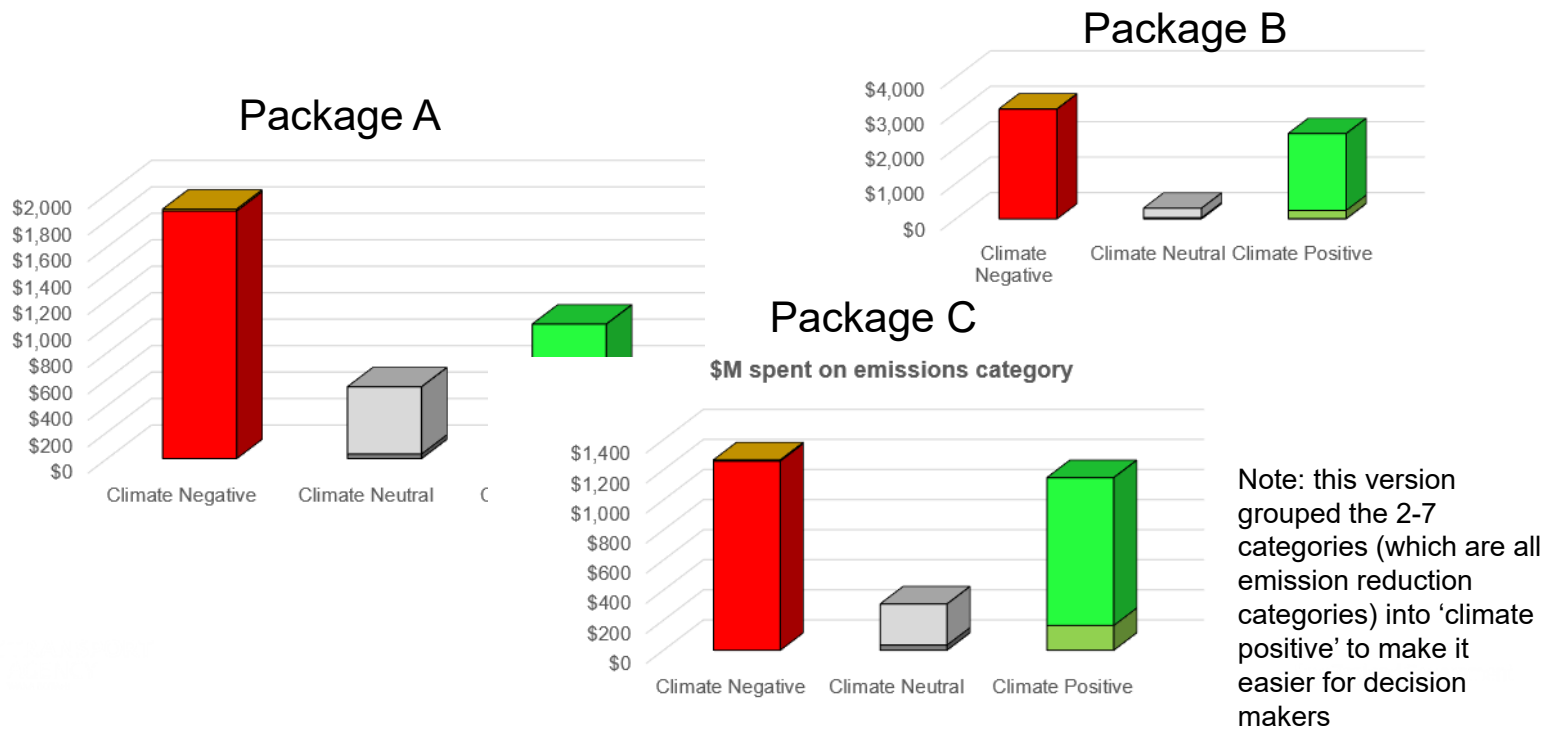
Figure 1: Source of road transport related CO₂ emissions in Aotearoa New Zealand (source: Waka Kotahi)



Some experimental reviews of historic 2015 RLTPs using CATi – 3 region profiles analysed at prototype stage

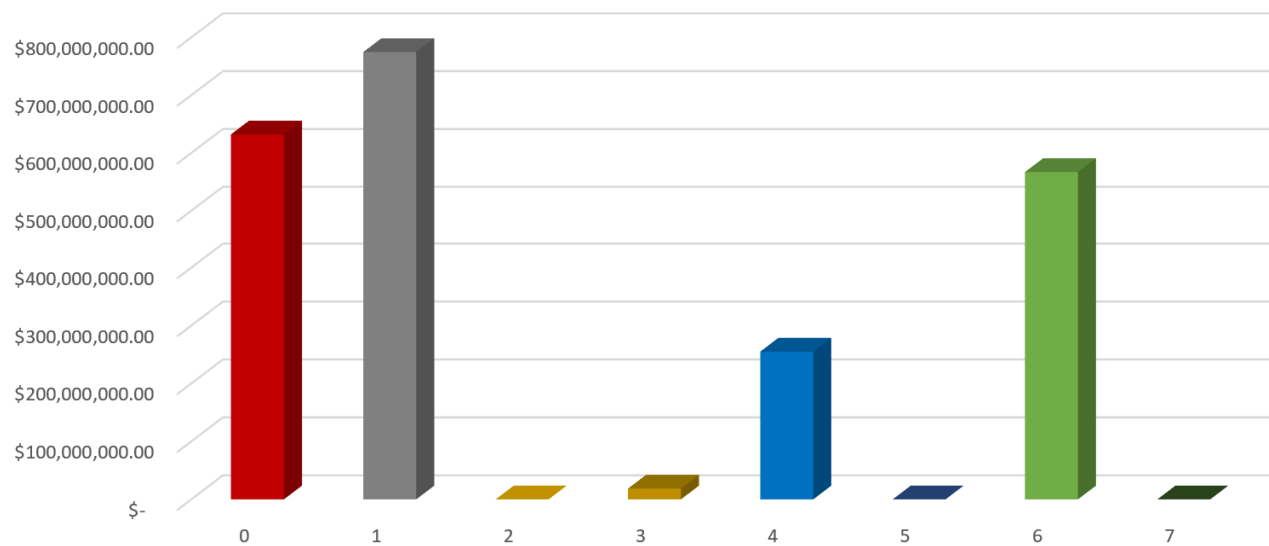


CATi is ideal for optioneering (once a programme is coded, can look at different variants quickly)



Recent assessment of 2021-24 3 year NZTA share of NLTP costs approved as at 27 Oct 2021

2021-24 NLTP (as at 27 Oct) - 3 year costs



[Note this is based on an analysis of NZTA share only for the 3 year costs – approx. \$2.25bn, and is based on approved projects as at 27 Oct 2021]

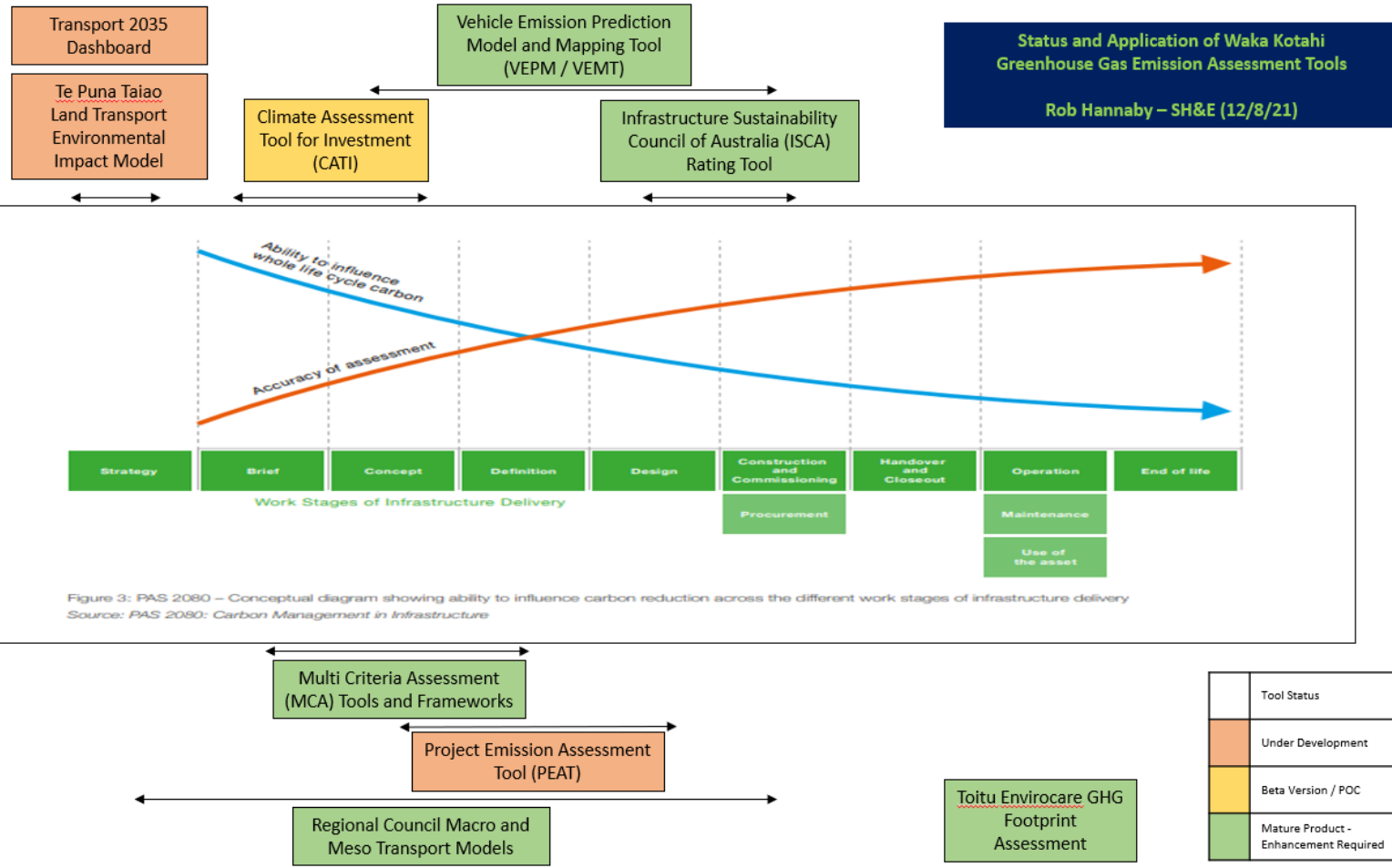
CATI Work Programme

Current focus

1. Finalise beta version
2. Establish 2018 and 2021 RLTP and NLTP baselines
3. Enhance robustness of tool
 - QA/QC
 - Influencing factors
 - Investment categorisation
4. Improve functionality and user experience
5. Develop in-house capability
6. Engage with stakeholders and partners – especially local government
7. Integrate CATI within broader Waka Kotahi investment decision making requirements



CATi needs to be used alongside a wider range of other tools



Regional Transport Committee
23 November 2021
Report 21.533



For Information

LET'S GET WELLINGTON MOVING UPDATE – NOVEMBER 2021

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

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

Ngā tūāoma e whai ake nei

Next steps

3. The LGWM Programme Director will speak to **Attachment 1** at the Committee meeting on 23 November 2021.

Ngā āpitihanga

Attachment

Number	Title
1	Let's Get Wellington Moving September 2021 update

Ngā kaiwaitohu

Signatories

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

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

Attachment 1 to Report 21.533

HALO

To the future of Wellington

Saying hello to a brighter future

A world-class capital with beautiful streets and green places

Where new housing and businesses will flourish and grow

Public transport will move more of us around more comfortably and quickly

People enjoy walking or cycling because they feel safe

We won't need our cars so fewer carbon emissions

Attachment 1 to Report 21.533



The big picture

Our vision

Established 2018



A great harbour city, accessible to all, with attractive places, shared streets and efficient local and regional journeys.

To realise our vision we need to move more people with fewer vehicles.

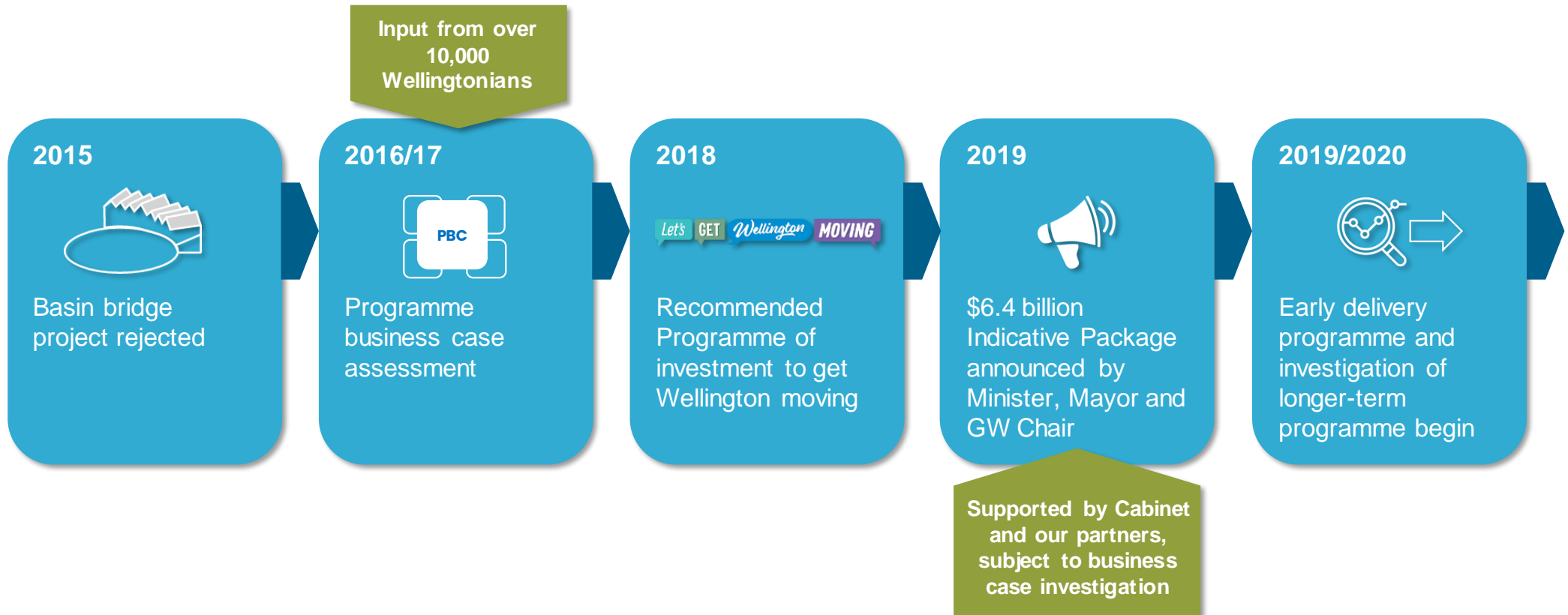
Our objectives

A transport system that...

Weightings

	Enhances urban amenity and enables urban development outcomes	20%
	Provides more efficient and reliable access for users	15%
	Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles	40%
	Improves safety for all users	15%
	Is adaptable to disruption and future uncertainty	10%

The journey to date



Our plan – a large and complex programme

3-year programme

Early improvements ahead of larger construction projects.

- Safer speeds in the central city
- Central city pedestrian improvements
- Golden mile transformation
- Thorndon Quay/Hutt Road improvements
- Cobham Drive crossing and SH1 safer speeds east of Mt Victoria

City Streets

Improvements to bus reliability, people walking and cycling, options for people to get around without relying on their car, to support construction of the transformational programme.

- Key routes between the suburbs and central city
- 10-12 year programme of works
- Targeted improvements included in 3-year programme

Transformational Programme

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

- **Mass Rapid Transit**
- **Basin Reserve** and an extra **Mt Victoria Tunnel**
- **Travel Demand Management**

+ INTEGRATION with partner projects

Transforming Wellington

Transforming Wellington (insert Build media video)

Mass Rapid Transit

Mass rapid transit for Wellington

- Our City Streets programme will improve the reliability of our bus services.
- However, further investment will be needed for the growing population
- Mass rapid transit is a step-change in public transport aligned with planned urban development
- Mass rapid transit will be street-based, running on the existing road and will extend the reach of the rail network

Overseas examples

Attachment 1 to Report 21.533

Bus Rapid Transit in France



Light rail in Newcastle



Mass Rapid Transit (insert LRT.mp4)

Light rail

The 'light rail system' (LRT) can move the most people - up to 300 people per vehicle. Light rail runs on steel tracks so they take longer to install.

Snapshot

- Moves up to 300 people comfortably and quickly
- Level boarding and priority seating for people with mobility challenges
- Enables the most housing along the Island Bay route
- Future proofs the corridor as can provide extra capacity beyond 30 years
- Can be noisier outside the vehicle due to steel wheels
- Challenging to extend to other suburbs in the future
- Longer recovery time after a natural disaster

Future Wellington

Light rail at the hospital



Engagement presentation 09/11/2021



Artist impression only

Mass Rapid Transit (insert BRT.mp4)

Bus Rapid Transit

Bus Rapid Transit vehicles are spacious elongated buses.

They don't move as many people as light rail but are more flexible because they don't need tracks.

Snapshot

- Moves up to 110 people comfortably and quickly
- Level boarding and priority seating for people with mobility challenges
- Enables housing on the southern and eastern routes
- Quieter than light rail
- Could be extended to other suburbs in the future
- Shorter construction time than light rail
- Quicker recovery time from a natural disaster

Future Wellington

Bus Rapid Transit on the waterfront Quays

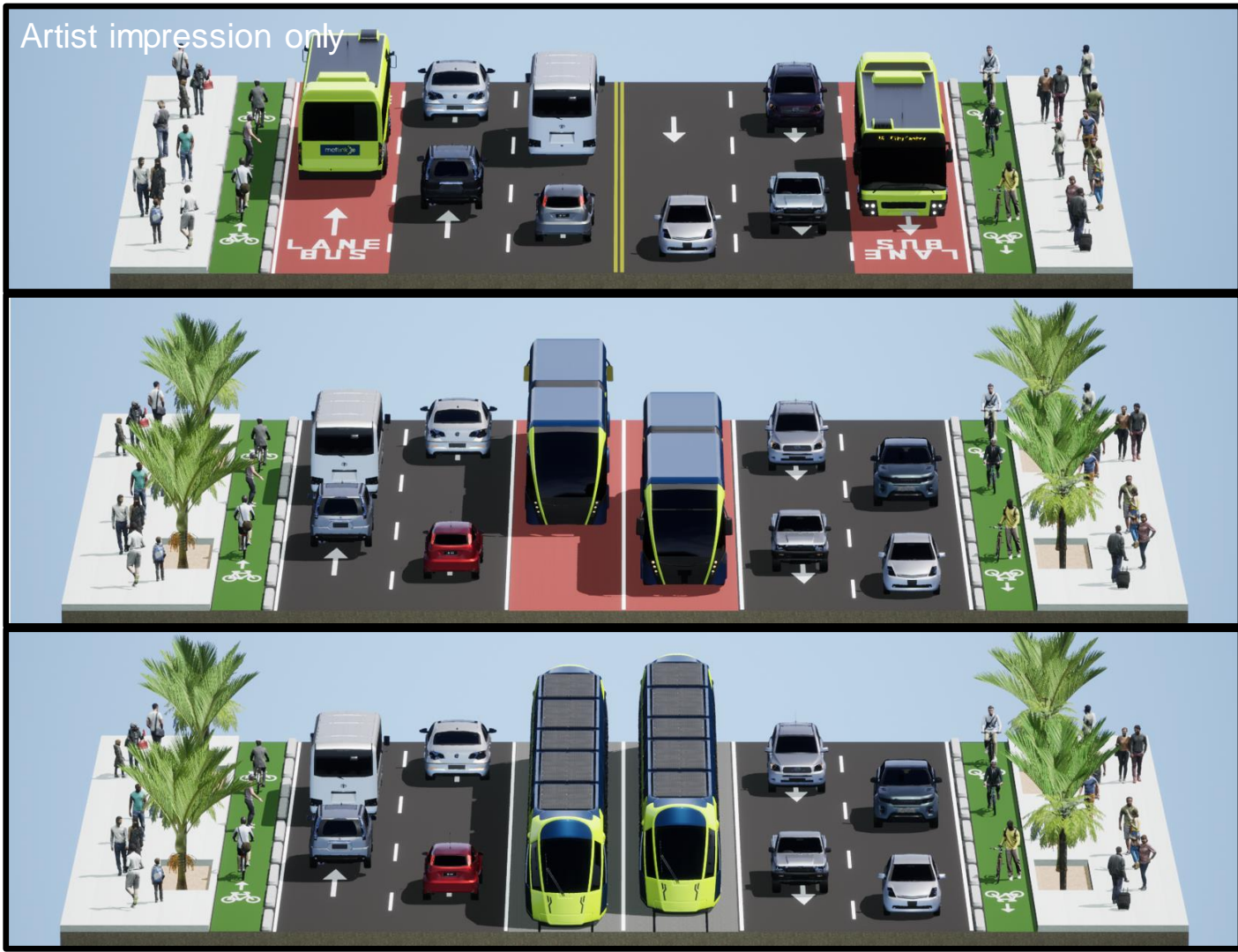


Engagement presentation 09/11/2021





The difference between Enhanced Bus, Bus Rapid Transit and Light Rail Attachment 1 to Report 21.533



Enhanced Bus

Bus Rapid Transit

Light Rail

Mass rapid transit – the catalyst for urban transformation

Mass rapid transit and urban development

A catalyst to support Wellington's growth

- Enables higher density development with a lower environmental footprint
- Makes it easier for a growing population to get around and connect with regional rail and the wider bus network
- Provides significant economic stimulus for the central city



Future Wellington

Urban development enabled by **Bus priority**



Attachment 1 to Report 21.533
Artist impression for illustrative purposes only



Attachment 1 to Report 21.533
Artist impression
for illustrative purposes only

Future Wellington

Urban development enabled by **Bus rapid transit**



Future Wellington

Urban development enabled by **Light rail**



Attachment 1 to Report 21.533
Artist impression for illustrative purposes only

Mass rapid transit – the catalyst for urban transformation

(insert urban-regen-final.mp4)

The four options we are considering

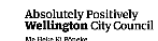
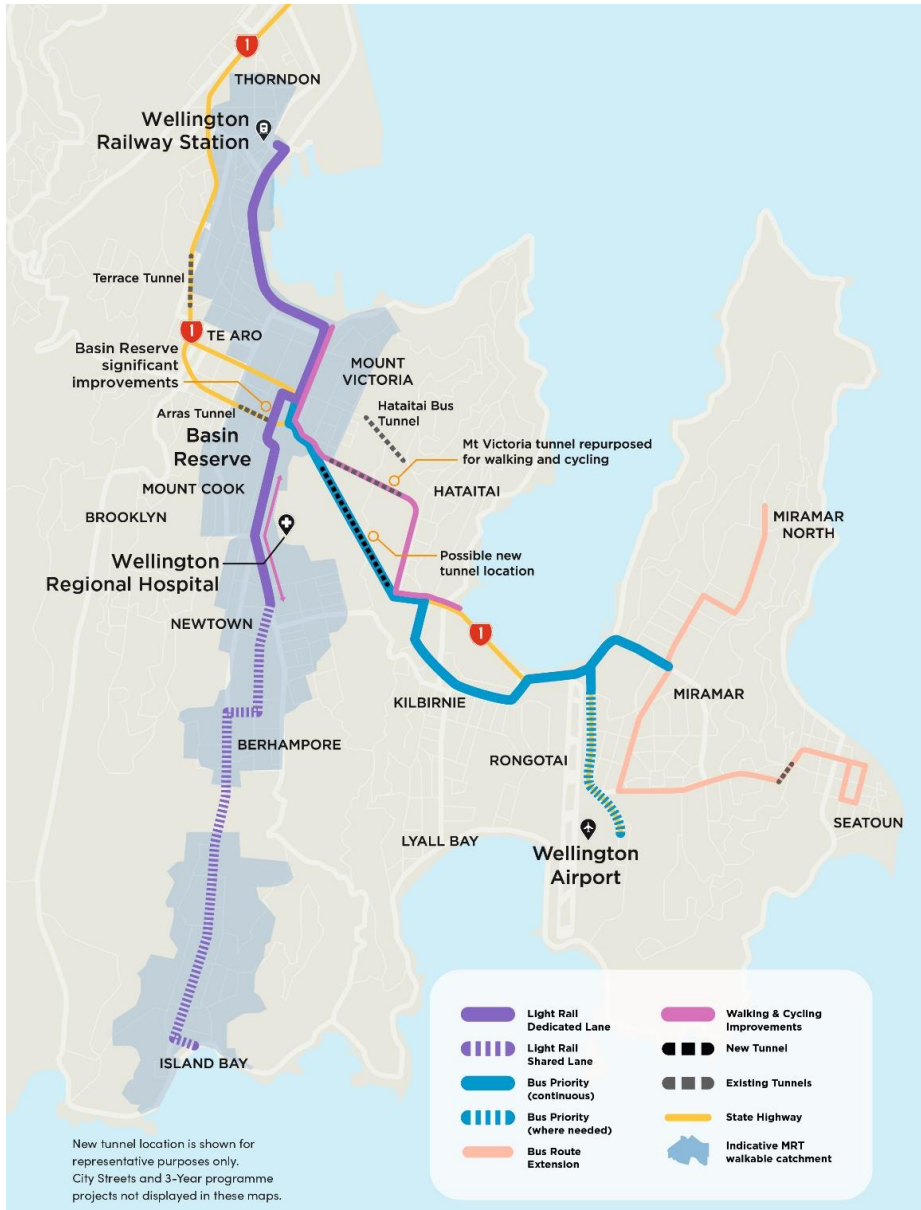
The four options

All the options will transform our city by:

- Moving more people, more quickly and comfortably
- Reducing our carbon emissions
- Making it easier to get to key destinations
- Supporting more housing and urban development
- Reducing the need to travel by car
- Providing faster, more reliable commutes
- Delivering safer and better experiences for people walking and cycling

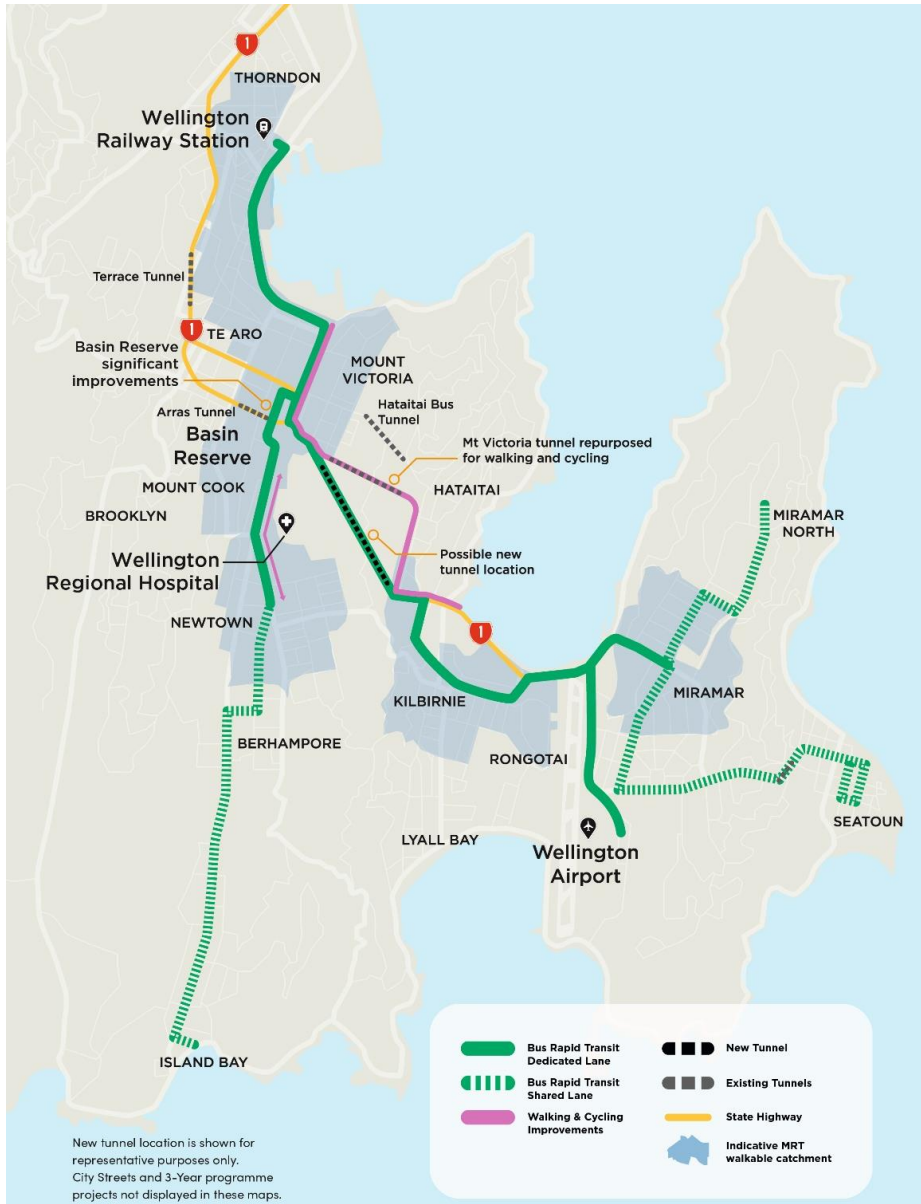
Option 1

South coast light rail + new public transport tunnel



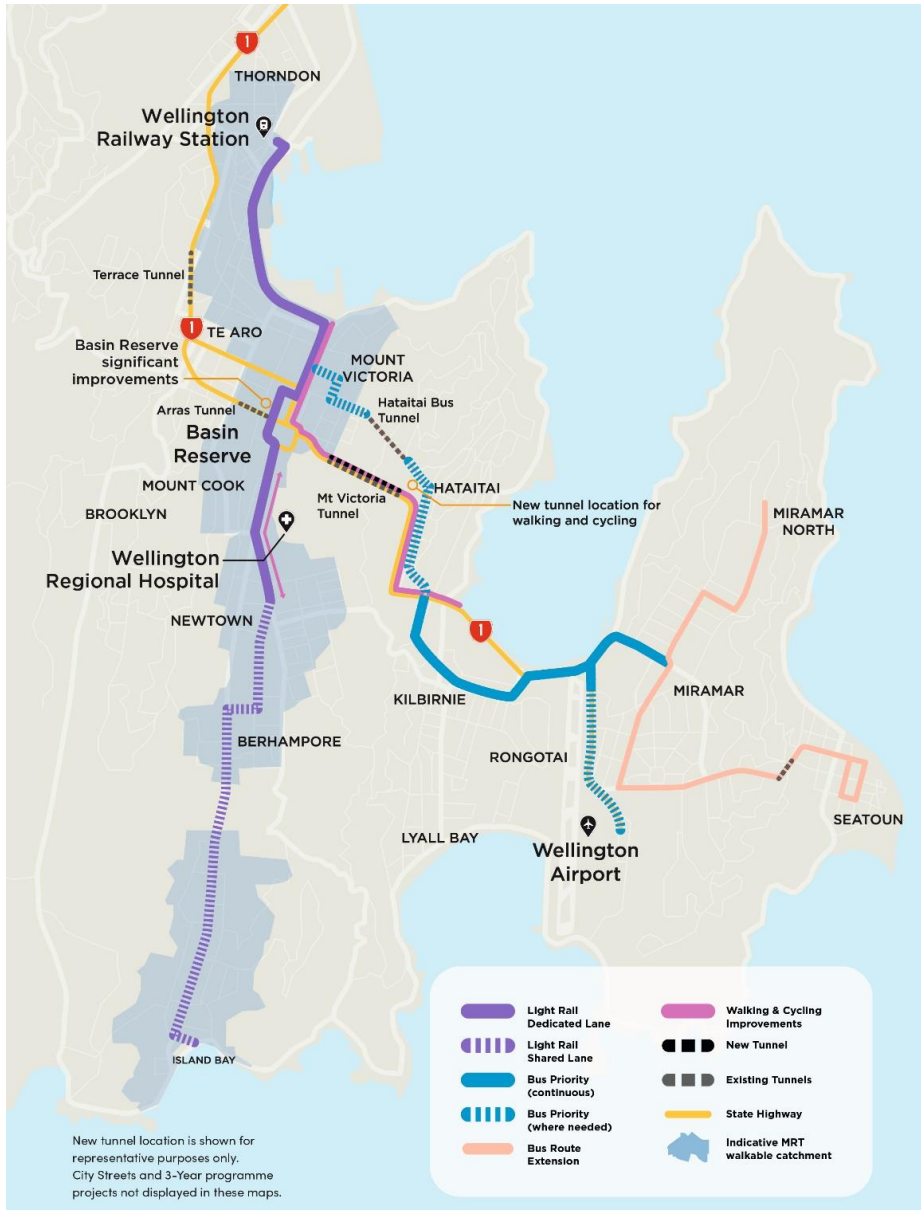
Option 2

Bus rapid transit to the sea and skies



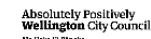
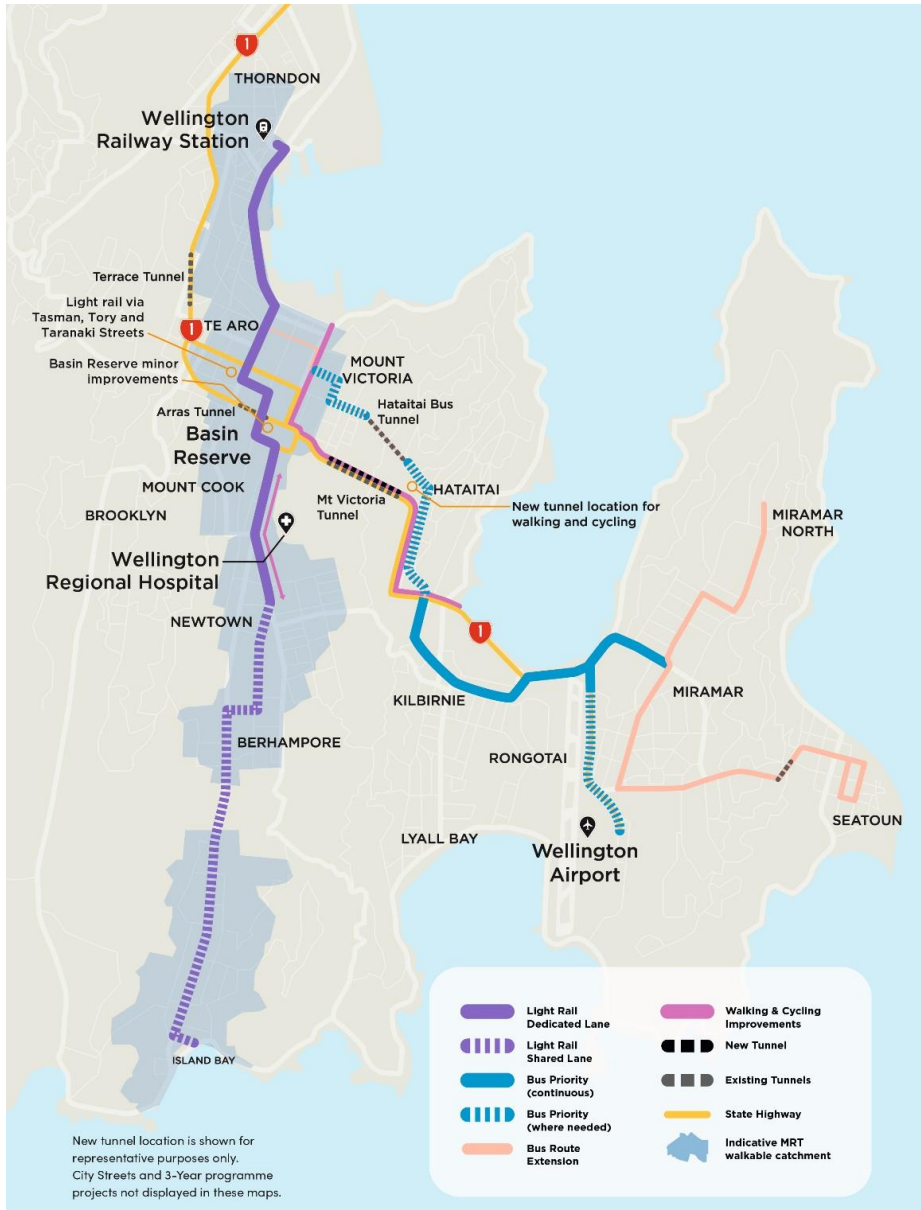
Option 3

South coast light rail



Option 4

South coast light rail via Taranaki Street



The Basin Reserve and Mt Victoria Tunnel

Improvements at the Basin Reserve

Options 1, 2 and 3

The Basin Reserve completely transformed to make it easier for everyone to get around by making Arras tunnel longer, extending it towards Mt Victoria.

No longer a roundabout

The two major traffic flows would be separated as follows:

- **over Arras tunnel for light rail or Bus Rapid Transit and local travel**
- **through Arras tunnel for highway traffic heading north towards the motorway**

Walking and cycling

New walking and cycling paths around and to the Basin Reserve



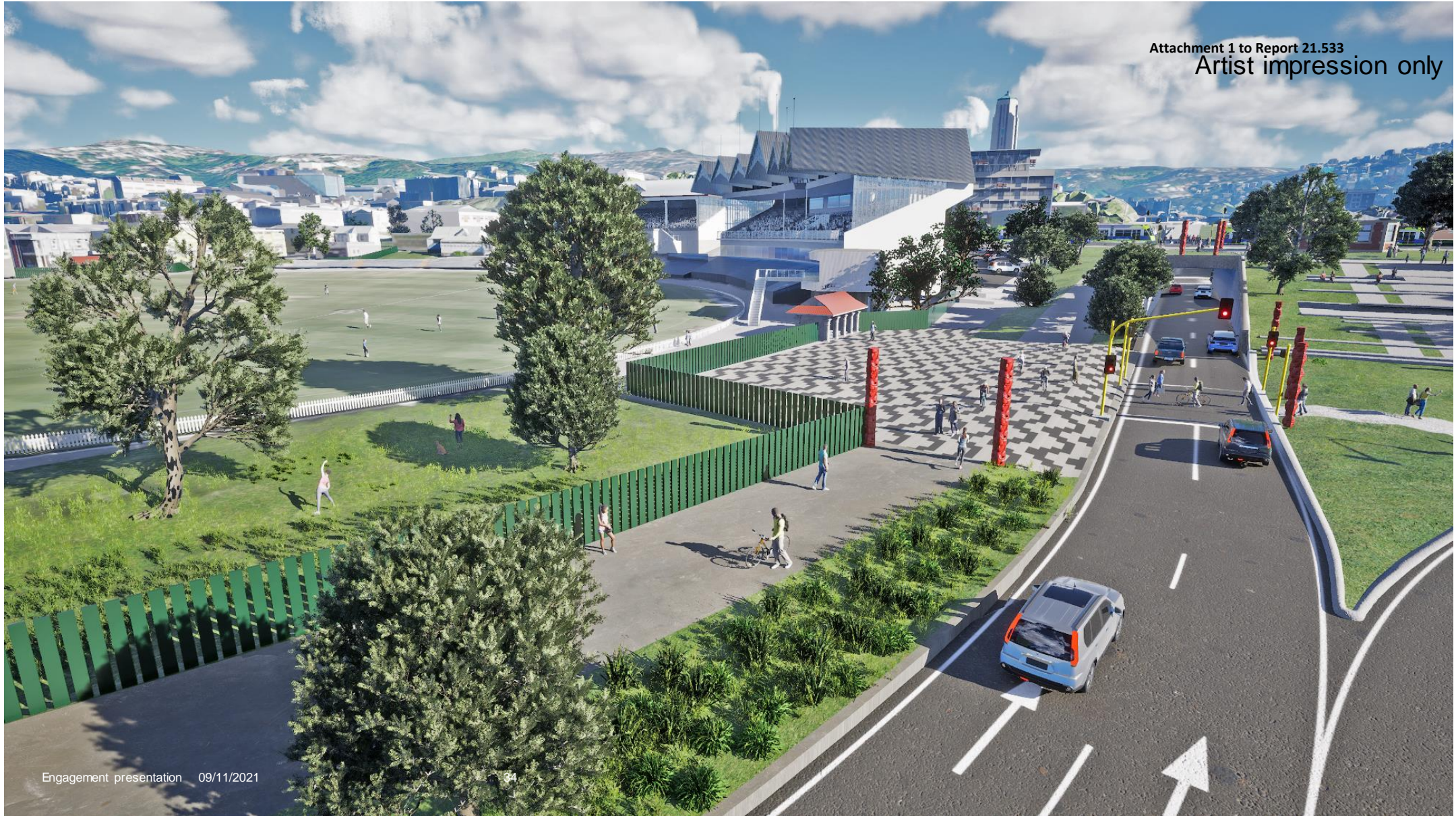
Artist impression
for illustrative purposes only

Attachment 1 to Report 21-533

State highway traffic heading north towards the motorway from Mt Victoria Tunnel would pass around the northern side of the Basin Reserve and into an extended Arras tunnel.

Local north-south traffic, including public transport, would be physically separated passing over northbound state highway traffic.

Attachment 1 to Report 21.533
Artist impression only

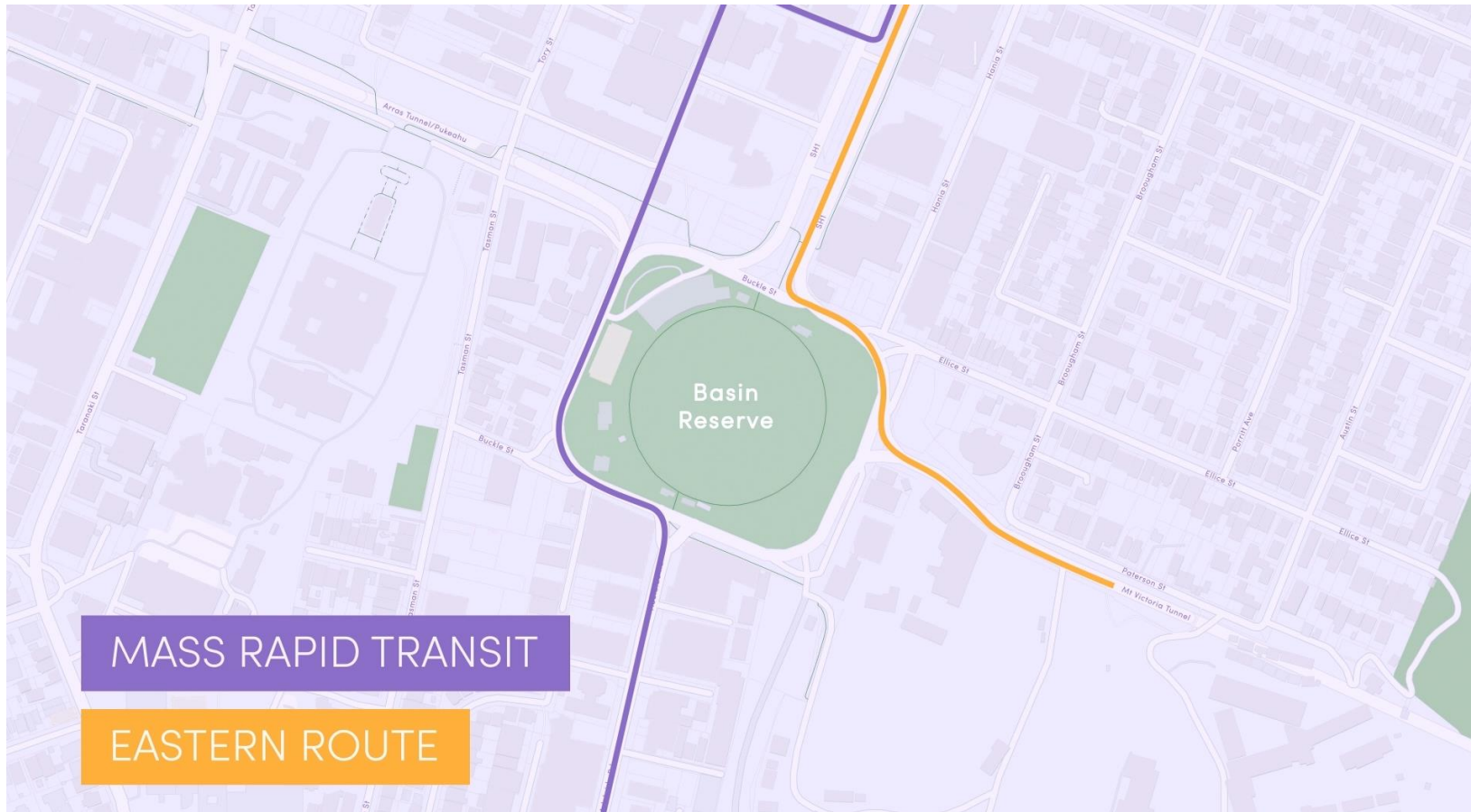


Engagement presentation 09/11/2021

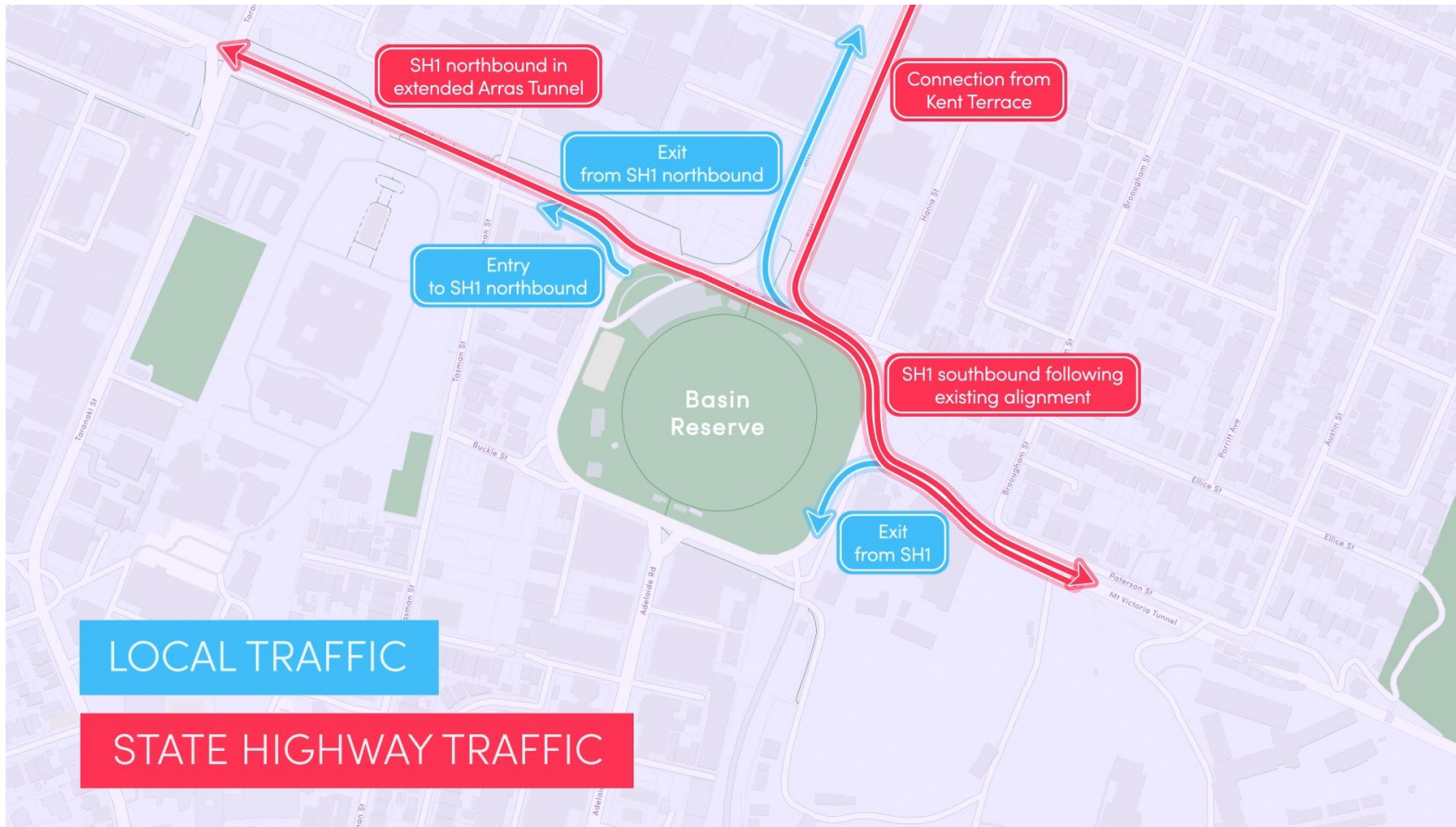
34

MRT through the Basin

Attachment 1 to Report 21.533

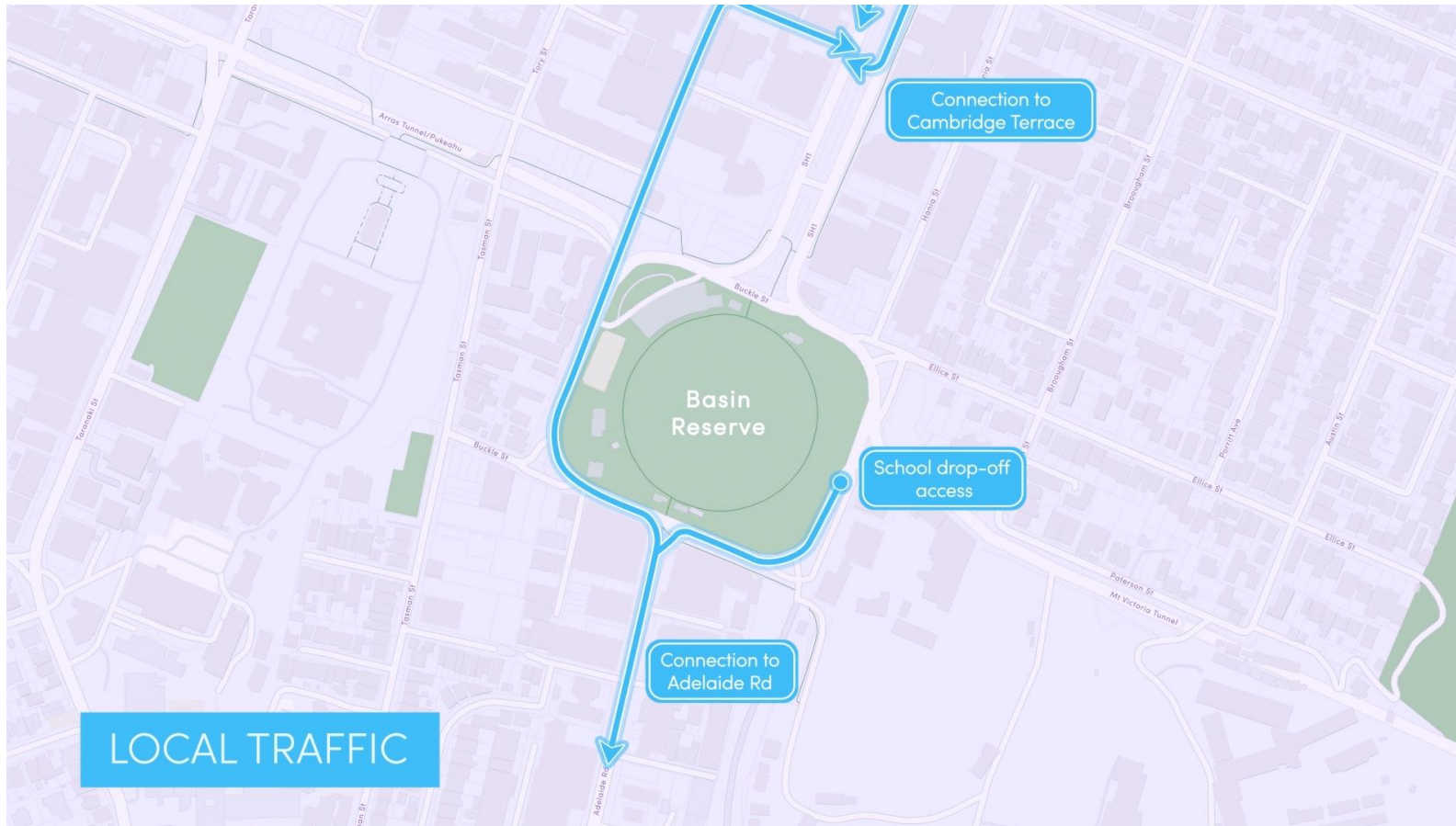


East to West – State Highway journeys



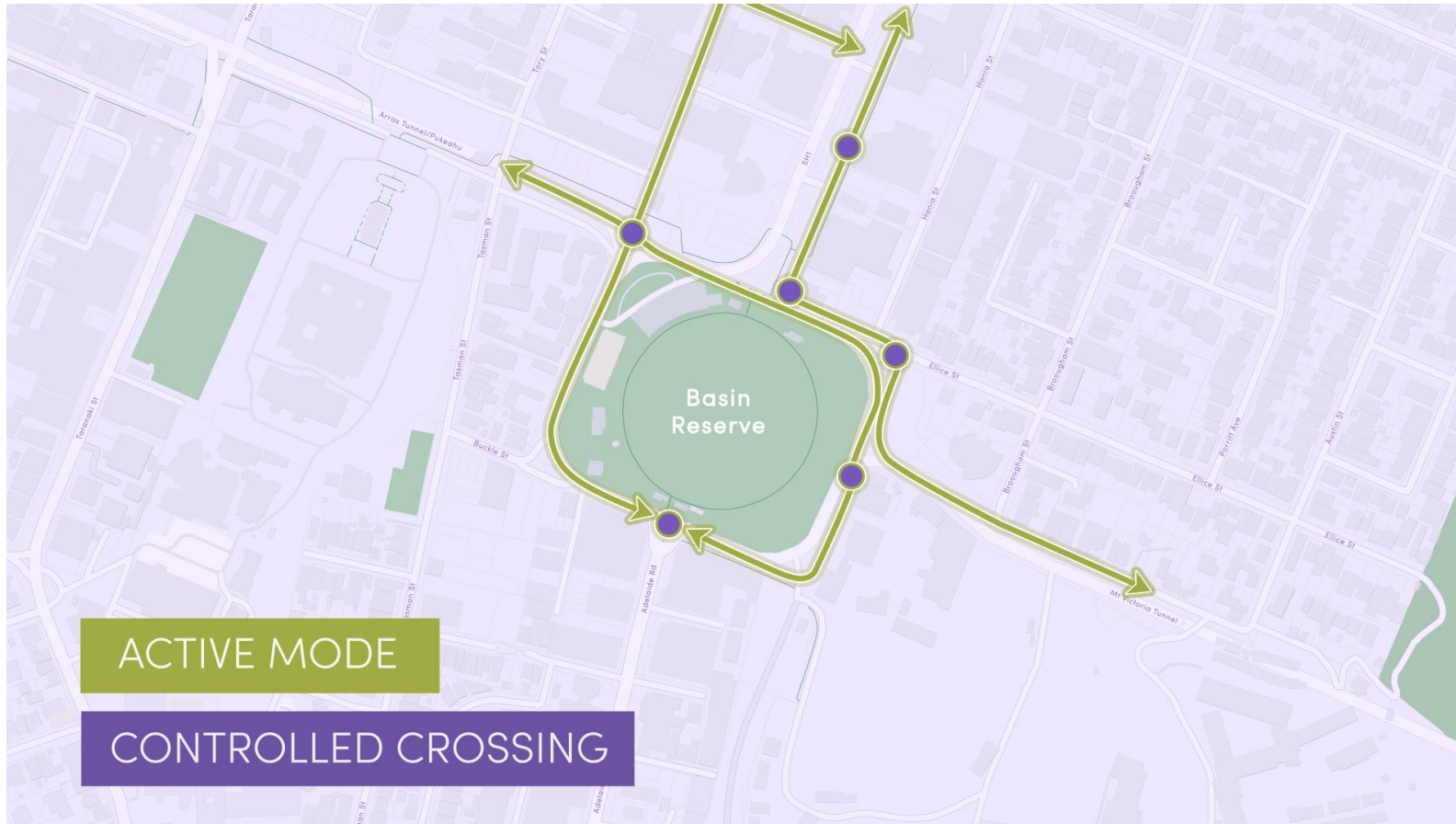
North to South – Local journeys

Attachment 1 to Report 21.533



Walking and cycling

Attachment 1 to Report 21.533



Improvements at the Basin Reserve

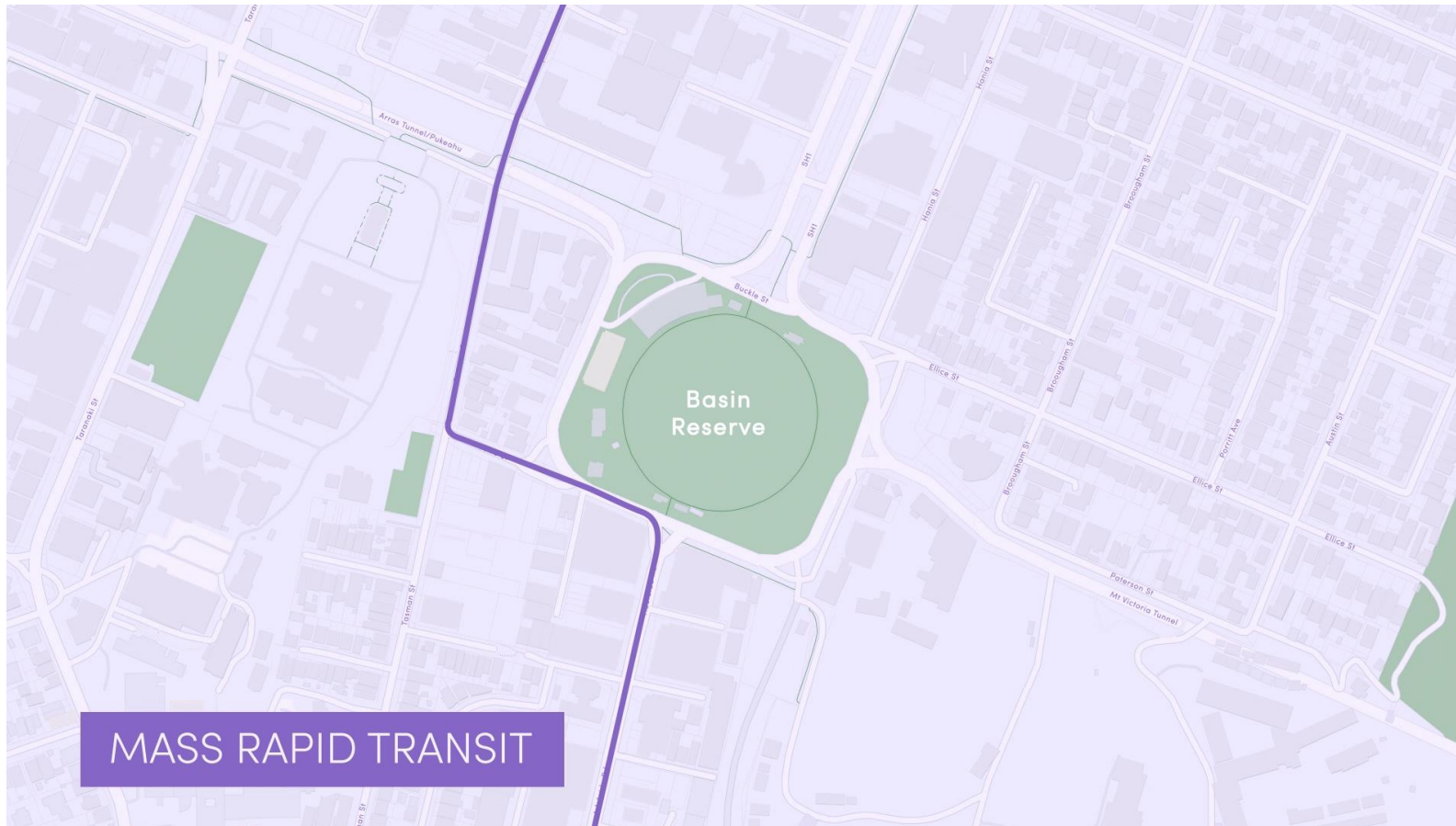
Option 4 – Basin Reserve stays as a roundabout

Improvements would be made to:

- the layout such as extra lanes;
- the intersection at Adelaide Road; and
- ways for people walking and cycling to link up with the extra Mt Victoria Tunnel.

MRT around the basin

Attachment 1 to Report 21.533



East to West – State Highway journeys



An extra Mt Victoria Tunnel

New tunnel – options 1 and 2

The new tunnel and existing tunnel combined would provide:

- A dedicated walking and cycle lane
- One dedicated public transport lane in each direction
- One lane in each direction for all other vehicles

The Hataitai Bus tunnel would remain for the use of local Hataitai buses.

Possible approaches include:

- A new diagonal tunnel connecting the Basin Reserve with Wellington Road / Ruahine Street.
- A new parallel tunnel alongside the existing Mt Victoria Tunnel.

An extra Mt Victoria Tunnel

New tunnel – options 3 and 4

- A new tunnel would be for walking and cycling only.
- The configuration is yet to be determined but would likely be a parallel tunnel to the north of the existing tunnel.
- The existing Mt Victoria Tunnel would remain for vehicles.
- The Hataitai Bus tunnel would remain for the use of all buses.




Attachment 1 to Report 21.533
Artist impression only

Depending on the configuration of a new Mt Victoria Tunnel, the existing tunnel could be converted to walking and cycling.

How the options perform

How the options perform

Measure	Option 1	Option 2	Option 3	Option 4
Urban development (extra housing)	Up to 21,000 dwellings	Up to 16,000 dwellings	Up to 21,000 dwellings	Up to 21,000 dwellings
Increase in walking and cycling (travel to the central city)	 60% increase		 14% increase	
Transport network resilience	✓✓	✓✓✓	✓	✓

How the options perform

Measure	Option 1	Option 2	Option 3	Option 4
Transport network reliability (all modes)	✓ ✓	✓ ✓ ✓	✓ ✓	✓
Public transport travel times in the morning peak				
Island Bay → Wellington Railway Station	12 minutes less (35 → 23 min)			
Miramar Town Centre → Wellington Railway Station	14 mins less* (32 → 18 min)		10 mins less (32 → 22 min)	
Airport → Wellington Railway Station	8 mins less* (25 → 17 min)		5 mins less (25 → 20 min)	

* Depending on the configuration of the Mt Victoria tunnel. These results assume a diagonal tunnel.

How the options perform

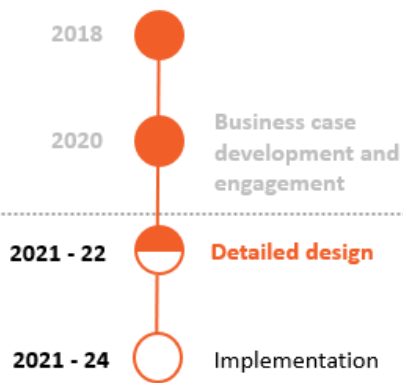
Measure	Option 1	Option 2	Option 3	Option 4
State Highway journey times – Airport to Terrace Tunnel in morning peak	Up to 3 min* less		little change	
Vehicles removed from local streets in the morning (per hour)	500 fewer vehicles		350 fewer vehicles	200 fewer vehicles
30-year Cost	\$7.4 billion	\$7.0 billion	\$6.6 billion	\$5.8 billion
Construction duration	10-15 years (assuming concurrent construction of some aspects)		8-12 years (assuming concurrent construction of some aspects)	

* Depending on the configuration of the Mt Victoria tunnel. This result assumes a diagonal tunnel.

The path forward

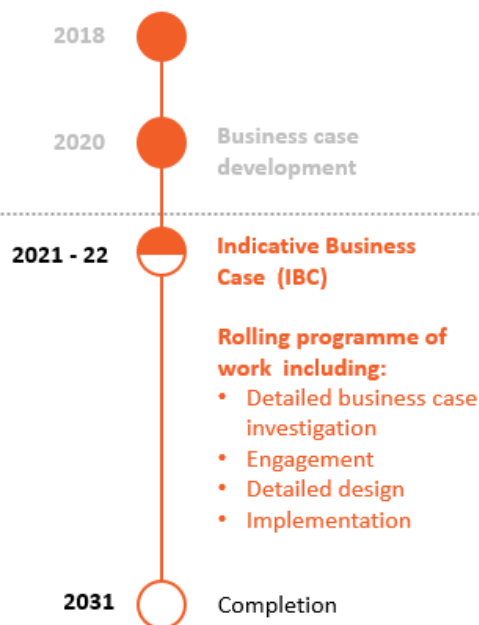
3-year programme

- Transforming the Golden Mile
- Thorndon Quay and Hutt Road improvements
- Central city pedestrian improvements
- Cobham Drive Crossing and SH1 speeds east



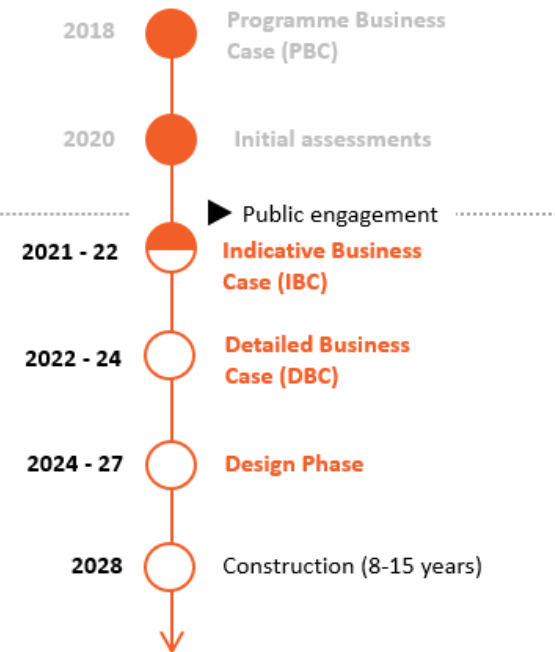
City Streets

Walking, cycling and bus priority improvements on 19 corridors between the suburbs and the central city



Transformational programme

- Mass rapid transit
- Basin Reserve improvements
- Extra Mt Victoria Tunnel
- Smarter transport network



Getting feedback from all Wellingtonians

This engagement



Focused on mass rapid transit



Some information on Basin Reserve and extra Mt Victoria tunnel



We need you to tell us how you want to move through the city, and the routes you want

We welcome your feedback



Visit lgwm.nz/hello and give us your feedback



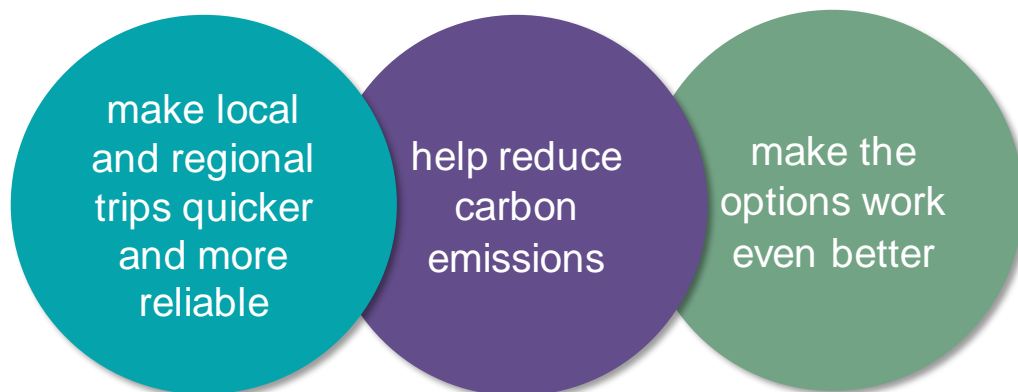
Come along to a LGWM event

- Open days
- Pop up events
- Online webinar
- WCC “Our City Tomorrow” roadshow

Changing the way we travel

- We're looking at a range of things to encourage people to consider other ways of getting around.
- The sort of things we're looking at include working with schools and workplaces to provide other options, and 'pricing' options such as a parking levy or congestion charge.
- We will be consulting further on these as we move into future phases of the programme.

These positive changes in travel behaviour would:



Covid-19 has shown:



Questions