

If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 14 September 2021, 10.00am

Remotely, via Microsoft Teams

Members

Cr Staples (Chair)

Cr Ponter (Deputy Chair)

Mayor Baker

Mayor Barry

Mayor Beijen

Mayor Foster

David Gordon

Mayor Guppy

Mayor Gurunathan

Mayor Lang

Mayor Patterson

Emma Speight

Greater Wellington Regional Council

Greater Wellington Regional Council

Porirua City Council

Hutt City Council

South Wairarapa District Council

Wellington City Council

KiwiRail

Upper Hutt City Council

Kāpiti Coast District Council

Carterton District Council

Masterton District Council

New Zealand Transport Agency

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

Regional Transport Committee

Tuesday 14 September 2021, 10.00am

Remotely, 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 8 June 2021	21.246	3
5.	Update on actions from previous Regional Transport Committee meetings – September 2021	21.310	8
6.	Proposed Variation to the Wellington RLTP 2021: Legacy Property Acquisition - Wellington	21.365	12
7.	Waka Kotahi NZ Transport update – September 2021	21.404	19
8.	KiwiRail update – September 2021	21.405	52
9.	Let's Get Wellington Moving update – September 2021	21.406	69
10.	Metlink update – September 2021	21.410	83

Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 14 September 2021.

Report 21.246

Public minutes of the Regional Transport Committee meeting on Tuesday 8 June 2021

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 10am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker (Teams, until 10.39am)	Porirua City Council
Mayor Beijen	South Wairarapa District Council
Councillor Cootes (Teams)	Kāpiti Coast District Council
Councillor Dyer	Hutt City Council
Mayor Foster (from 10.03am)	Wellington City Council
David Gordon	KiwiRail
Mayor Lang (Teams)	Carterton District Council
Councillor Leggett (Teams, from 10.39am)	Porirua City Council
Mayor Patterson (Teams)	Masterton District Council
Emma Speight	Waka Kotahi NZ Transport Agency
Deputy Mayor Swales	Upper Hutt City Council

Mayors Baker, Lang and Patterson, and Councillors Cootes and Leggett, participated at this meeting remotely, and counted for the purposes of quorum, in accordance with Clause 25B of Schedule 7 of the Local Government Act 2002.

Public Business

1 Apologies

Moved: Mayor Beijen / Emma Speight

That the Committee accepts the apologies for absence from Mayors Barry and Guppy and early departure from Mayor Baker.

The motion was **carried**.

2 Declarations of conflicts of interest

Emma Speight, declared a conflict of interest with regard to item 8 (Submission to Waka Kotahi on Speed Limit Rule – Report 21.183) and advised she would abstain from voting.

3 Public participation

Felicity Wong, Wellington’s Character, spoke on Waka Kotahi NZ Transport Agency’s One Network Framework Classification and the general role of the Committee regarding section 16 of the Land Transport Management Act 2003

Mayor Foster arrived at the meeting at 10.03am, during public participation.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 9 February 2021 - Report 21.50

Moved: Cr Ponter / Emma Speight

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 9 February 2021 - Report 21.50.

The motion was **carried**.

5 Confirmation of the Public minutes of the Regional Land Transport Plan 2021 Hearing Subcommittee meeting on 13 April 2021 – Report 21.147

Moved: Deputy Mayor Swales / Mayor Beijen

That the Committee confirms the Public minutes of the Regional Land Transport Plan 2021 Hearing Subcommittee meeting on 13 April 2021 – Report 21.147, as corrected.

The motion was **carried**.

6 Report of the Regional Land Transport Plan 2021 Hearing Subcommittee – Report 21.175

Amy Helm, Senior Strategic Advisor, spoke to the report.

Moved: Emma Speight / Deputy Mayor Swales

That the Committee:

- 1 Approves the recommended amendments to the draft Wellington Regional Land Transport Plan 2021 agreed by the Subcommittee as outlined in Attachment 1.
- 2 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.

The motion was **carried**.

7 Approval of the Wellington Regional Land Transport Plan 2021 – Report 21.203

Amy Helm, Senior Strategic Advisor, spoke to the report. An updated attachment and recommendations were tabled.

Moved: Cr Ponter / Mayor Beijen

That the Committee:

- 1 Notes changes advised by Approved Organisations post-hearing as set out in paragraphs 7 to 10.
- 2 Approves the inclusion of the new activities: SH1 Resilience – Ngauranga to Airport activity submitted by Waka Kotahi, and Wellington City Activity Management Plan activity submitted by Wellington City Council.
- 3 Approves the inclusion of the increased walking and cycling programme submitted by Wellington City Council as decided at their meeting of 27 May 2021 and set out in Wellington City Council Updated Walking and Cycling Programme Attachment 1.
- 4 Agrees to Wellington City Cycleway being placed at 38 in the priority order of significant activities and Accelerated Cycleway Programme being placed at 39 in the priority order of significant activities.
- 5 Approves the Wellington Regional Land Transport Plan 2021 (Attachment 2), including post-hearing changes and amendments recommended by the Regional Land Transport Plan Hearing Subcommittee, subject to the incorporation of the updated walking and cycling programme (Attachment 1) and consequential changes.
- 6 Recommends to Greater Wellington Regional Council that it adopts the Wellington Regional Land Transport Plan 2021.
- 7 Delegates to the Chair of the Regional Transport Committee and Chief Executive of Greater Wellington the ability to make minor editorial changes to the Wellington Regional Land Transport Plan 2021 prior to its consideration by Greater Wellington Regional Council to correct errors and improve public understanding.
- 8 Approves the updates to the Regional Land Transport Plan 2021 to reflect the recent government announcement on NZ Upgrade programme, as required.

The motion was **carried**.

8 Submission to Waka Kotahi on Speed Limit Rule – Report 21.183

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

Moved: Deputy Mayor Swales/ Cr Dyer

That the Committee:

- 1 Agrees to the content of the Committee's submission on the Land Transport Rule: Setting of Speed Limits (Attachment 1).

- 2 Delegates to the Committee Chair authority to make any minor amendments to the Committee's submission prior to its lodgement.

The motion was **carried**.

Noted: Emma Speight, having earlier declared a conflict of interest, did not take part in the debate and abstained from voting on the motion.

Mayor Baker left the meeting at 10.39am. Councillor Leggett assumed the seat on Mayor Baker's departure.

9 Waka Kotahi NZ Transport Agency Update – June 2021 – Report 21.237 [For Information]

Emma Speight spoke to the presentation.

Moved: Mayor Patterson / Cr Cootes

That the Committee requests that the Committee Chair write to the Minister of Transport to raise concerns on the level of funding for local territorial authority roads.

The motion was **carried**.

Noted: Emma Speight requested that her abstention on the above motion be recorded.

10 KiwiRail update June 2021 – Oral report

David Gordon spoke to a presentation which included updating the Committee on progress of overhead line replacements for the Kāpiti Line (completed) and the Hutt Valley Line from Petone to Upper Hutt and to Melling (both near completion). Piling on the Johnsonville line has been completed and a ten day shutdown has been scheduled for the October school holidays to undertake wiring.

The work to complete the installation of 9.5km of new overhead lines at Wellington Station junction was completed during the shutdown over the 2020/2021 Christmas holiday period.

Track work is being progressively renewed in Wellington Station with three of the nine tracks completed. The major part of sleeper replacements is being undertaken on the Wairarapa Line with one third completed to date. Forty kilometres of drainage and vegetation clearing on the tracks has been completed.

The laying of the new double track from Trentham to Upper Hutt is completed with the underpass at Trentham due to be completed by mid-June 2021.

An Indicative Business Case for resignalling and automatic train protection will be submitted to Waka Kotahi in July 2021 for consideration for approval for funding.

The Wellington Railway Station Safety Improvements includes track rearrangements and a reduction in numbers of empty (trains) relay movement during peak hours to enable growth in user numbers on commuter trains and provide more efficient services which are currently slowed down by regulator-imposed speed restrictions. The completion of this

work will see the exit of the 1930's current systems and provide future-proofing benefits for all users.

The Capital Connection upgrade of carriages will be undertaken at Woburn and will be in service by the end of 2022 or early 2023. The upgrade will be to the same specifications and quality as the new Te Huia trains from Hamilton to Auckland.

The 3-year Rail Network Investment Programme (RNIP) for the rail network is in the final stages of the development and approval process. KiwiRail has worked with the Technical Advisory Group (TAG) and the Greater Wellington Rail Team related to input into the Wellington Regional Land Transport Plan (RLTP). Work is continuing with Greater Wellington in terms of setting the framework for managing the Wellington network over the next three years with Ministry of Transport and Waka Kotahi involvement related to the operational policy that supports new planning and the funding system.

11 Let's Get Wellington Moving update – Oral report

David Dunlop, Acting Project Director, spoke to the presentation and outlined the new programme leadership roles. Since the last Let's Get Wellington Moving (LGWM) update councils in the Wellington Region have been visited and briefed on a number of impacts on the programme.

There are four areas of focus – Governance, Programme (Initial focus and Future Delivery Structure), People and Culture, and Systems and Processes. A workshop reviewed existing objectives and amended 'Liveability' to reflect urban amenity and urban development, incorporate carbon emissions and propose objective weightings. Documentation is being prepared for consideration of the amended objectives by Greater Wellington, Wellington City Council and Waka Kotahi.

Mr Dunlop outlined the three-year delivery programme, which will provide opportunities for early signals on mode-shift and carbon reduction, kick-start the central city regeneration and improve safety for all users. The risks identified will range from managing diverse views (e.g. parking removal, impact on private vehicles), to timely approvals from all partners and sector capacity.

The wider programme incorporates, Mass Rapid Transit, Strategic Highway improvements, City Streets and Travel Demand Management with the next steps being funding and affordability discussions, shortlisting technically preferred options, and programme report and public engagement later in 2021. Central city pedestrian improvements and the Cobham crossing/State Highway 1 speeds are both scheduled to commence later in 2021.

The public meeting closed at 11.49am.

Councillor A Staples

Chair

Date:

For Information

UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS REGIONAL TRANSPORT COMMITTEE MEETINGS – SEPTEMBER 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
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**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

The action items are of an administrative nature and support the functioning of the Committee.

Implications for Māori

Implications for Māori are to the extent advised in Attachment 1.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

Action items contribute to the Committee's, Council's, or Greater Wellington's transport responsibilities.

Internal consultation

There was no additional internal consultation in preparing this report and updating the action items.

Risks and impacts - legal / health and safety etc.

There are no known risks or impacts.

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>
8 June 2021	<p>Waka Kotahi NZ Transport Agency Update – June 2021 – Report 21.237</p> <p>Resolution:</p> <p>That the Committee requests that the Committee Chair write to the Minister of Transport to raise concerns on the level of funding for local territorial authority roads.</p>	<p>Status</p> <p>Completed</p> <p>Comment</p> <p>The Committee Chair wrote to the Minister of Transport.</p>

For Decision

PROPOSED VARIATION TO THE WELLINGTON RLTP 2021: LEGACY PROPERTY ACQUISITION - WELLINGTON

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee of the proposed variation to the Wellington Regional Land Transport Plan Programme 2021, to include Legacy Property Acquisition - Wellington.

He tūtohu

Recommendation

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.

Te tāhū kōrero

Background

Wellington Regional Land Transport Plan Programme

2. The Wellington Regional Land Transport Plan 2021 (RLTP) was released on 30 June 2021.
3. The RLTP programme contains all the land transport activities proposed to be undertaken throughout the Wellington Region and the regional priority of significant activities.
4. The activities in the RLTP programme are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and approved organisations¹. These approved organisations include the eight territorial authorities, Department of Conservation, and Greater Wellington Regional Council.

Process for considering a variation

5. Section 18D of the Land Transport Management Act 2003 (the LTMA) states that if a good reason exists to do so, the Regional Transport Committee (the Committee) may prepare a variation to the RLTP during the six years to which the RLTP applies. This

¹ As defined in the Land Transport Management Act 2003.

variation can be at the request of an approved organisation or Waka Kotahi, or on the Committee’s own motion.

6. Section 18D(4) of the LTMA requires the Committee to consider promptly any variation request.
7. Section 18D(5) of the LTMA notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.
8. The Committee determines if a proposed variation is significant in accordance with its significance policy adopted under 106(2) of the LTMA and included in the RLTP (see Appendix F – page 155).

Te tātaritanga Analysis

Proposed variation and significance

9. The details of the proposed variation are set out below, along with an assessment of the significance of this variation.
10. Officers have assessed the significance of the proposed variation, for the purpose of consultation, against the RLTP significance policy.
11. Information on the proposed variation is set out below and in Attachment 1 – Proposed RLTP programme variation – Legacy Property Acquisition – Wellington.

<i>Legacy Property Acquisition - Wellington</i>
Request by: Waka Kotahi
<p>Details of the subject activity:</p> <p>This activity is about the ongoing property acquisition by Waka Kotahi to ensure it meets its statutory and legal obligations for property by gazetting areas properly on the network. It is also ensuring property activity is appropriately managed and delivered throughout its tenure as a Waka Kotahi asset. Waka Kotahi is now looking to be actively responsive in this space; previously this has been funded retrospectively.</p> <p>Two activities currently in negotiations:</p> <ol style="list-style-type: none"> 1. On State Highway 2 at Kaitoke, Waka Kotahi needs to acquire land in order to stabilise the existing roading corridor as there is a significant risk of a slip which will damage the network. There is no active project here as yet. 2. Waka Kotahi is in continued discussions on the long-term ownership of land where the physical road encroaches on Department of Conservation-held land. There is no project here, but is ensuring correct ownership of the lands. <p>This funding request enables Waka Kotahi to deal with these risks and issues as the owner and manager of the State Highway Network.</p>
Description of variation: To add a new, previously unidentified, activity to the six-year programme.

Reason for the variation: The subject activity was incorrectly identified before the RLTP was finalised. As it relates to legally required components of Waka Kotahi’s work programme, Waka Kotahi has requested its inclusion in the RLTP.
Estimated total cost: The total cost of the project is \$6 million.
Proposed timing and cash-flow: The subject activity is expected to relate to property activity throughout the 2021-24 National Land Transport Plan period, with estimated spending of \$2 million per year over three years.
Funding sources: National Land Transport Fund – State Highway Improvements Activity Class

12. The following tables indicate officers’ consideration of the key factors in making determinations about significance and consultation:

1 Key considerations in determining significance – would the proposed variation:		
Materially change the balance of strategic investment?	No	The proposed cost variation of \$6 million associated with this activity is not considered to materially change the overall balance of strategic investment in Wellington on State Highway improvements.
Negatively impact on the contribution to Government or GPS objectives and priorities?	No	The proposed variation relates to an activity that will support ongoing legal requirements of Waka Kotahi in relation to property, thereby contributing to the successful operation of the State Highway network and contribute to the outcomes of the Government Policy Statement.
Affect residents?	No	As this activity relates to non-residential property acquisition it is not expected to adversely affect residents.
Affect the integrity of the RLTP, including its overall affordability?	No	The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.

2 Several types of variations are considered to be generally not significant in their own right. Are the proposed variations:	
An activity in the urgent interests of public safety?	No
A small scope change costing less than 10 percent of estimated total cost, or less than \$20 million	No

Replacement of a project within a group of generic projects by another project?	No
A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme?	No
The addition of an activity previously consulted on in accordance with sections 18 and 18A of the LTMA and which comply with section 20 of that Act?	No
<i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.</i>	

3 Other considerations	
What are the likely impacts, time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation?	Low, given this activity relates to property management and acquisition.
What are the relative costs and benefits of consultation?	As this activity does not directly relate to any project, there are limited benefits to consultation as there are no particular affected communities or individuals to engage with.
To what extent has consultation with the community or relevant stakeholders been undertaken already?	As the activity relates to legacy projects, it can be considered that consultation has already been done on the specific projects this activity relates to where required.
Conclusion: Adding Legacy Property Acquisition - Wellington to the RLTP programme is not significant and does not trigger the significance policy for the purpose of consultation.	

Ngā hua ahumoni

Financial implications

13. The financial implications of the proposed variation is stated in paragraph 12.

Ngā tikanga whakatau

Decision-making process

14. The matters for decision in this report are subject to the legislative requirements of section 18D and 106(2) of the LTMA. The specific requirements are stated in paragraphs 6 to 8 of this report.

15. Section 18D(5) of the LTMA requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Act and as included in the RLTP.

**Te hiranga
Significance**

16. Given the assessment in paragraph 13, officers conclude that making the proposed variation is not significant.

**Te whakatūtakitaki
Engagement**

17. Given the analysis in paragraph 13, officers conclude that consultation is not required.

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

18. If the Committee agrees to the proposed variation (**Attachment 1**). This variation will then be forwarded to Greater Wellington Regional Council for approval at its meeting on 23 September 2021. As is the case with the RLTP itself, Greater Wellington Regional Council must either accept the recommendation or refer the proposed variation back to the Committee, with a request that it be reconsidered.
19. If Greater Wellington Regional Council adopts the variation, the Council Chair will forward it to Waka Kotahi to consider for inclusion in the National Land Transport Programme for funding.
20. There is no obligation on Waka Kotahi to vary the National Land Transport Programme to include the proposed new activity. However, Waka Kotahi must give written reasons for any decision not to do so.

**Ngā āpitihanga
Attachment**

Number	Title
1	Proposed RLTP programme variation - Legacy Property Acquisition - Wellington

**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**

Fit with Council's roles or with Committee's terms of reference

Under Section 18D of the LTMA, the Committee is responsible for preparing variations to the RLTP.

Implications for Māori

There are no known impacts for Māori from this variation.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The proposed variation contributes to the Wellington Regional Land Transport Plan 2021.

Internal consultation

No internal consultation took place as this is a procedural report to update the RLTP programme. This report was prepared with input from Waka Kotahi and has been reviewed by the Technical Advisory Group.

Risks and impacts - legal / health and safety etc.

There are no risks related to the matter for decision.

Organisation:		WAKA KOTAHI																	
Programme	Activity	Description	Stage	Funding	Start	End	Strategic objectives					Investment priority		Benefit Cluster		Activity class	Three-year cost	Six-year cost	Ten-year cost
							1	2	3	4	5	Primary	Secondary	Primary	Secondary				
NA	Legacy Property Acquisition - Wellington	To add a new, previously unidentified, activity to the six year programme .	Property	National	21/22	23/24	Low	Low	High	High	High	Strategic Access		10. Changes in access to social and economic opportunities	State Highway Improvements	\$6	\$6	\$6	
2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		2027/28		2028/29		2029/30		2030/31	
Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage	Cost (\$m)	Stage
2	Prop	2	Prop	2	Prop														
Significant activity?	Yes	If Yes, what is the recommended priority ranking: 40																	

Keys

Strategic objectives

1. People in the Wellington region have access to good, affordable travel choices.
2. Transport and land use are well integrated to support compact urban form, liveable places and a strong regional economy.
3. The impact of transport and travel on the environment is minimised.
4. People can move around the Wellington region safely.
5. Journeys to/from and within the Wellington region are connected, resilient and reliable.

Investment priority

- PT capacity
- Travel Choice
- Strategic Access
- Safety
- Resilience
- NA

Benefit Cluster – Waka Kotahi [Benefits framework](#)

Inclusive Access

For Information

WAKA KOTAHI NZ TRANSPORT UPDATE – SEPTEMBER 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 September 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 14 September 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**

Fit with Council's roles or with Committee's terms of reference

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.

Implications for Māori

There are no known implications for Māori.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The update contributes to the delivery of the Wellington Regional Land Transport Plan.

Internal consultation

There was no internal consultation.

Risks and impacts - legal / health and safety etc.

Risks and impacts are described to the extent advised in **Attachment 1**.

Regional Transport Committee

Greater Wellington Region
14 September 2021



National Land Transport Programme

- Our Board adopted the 2021-24 NLTP on 31 August.
- We have faced significant funding constraints with the development of this NLTP – there being concern about the impact of this on:
 - levels of service, and
 - the ability of councils to deliver their Long Term Plans.
- We have worked with central government to address these concerns. This has meant a delay in landing the NLTP but the outcome is good news for New Zealand.
- We expect to be in the position to launch the 2021-24 programme on Tuesday 7 September.



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



Delivering Broader Outcomes

Partnering with Māori and Pasifika businesses

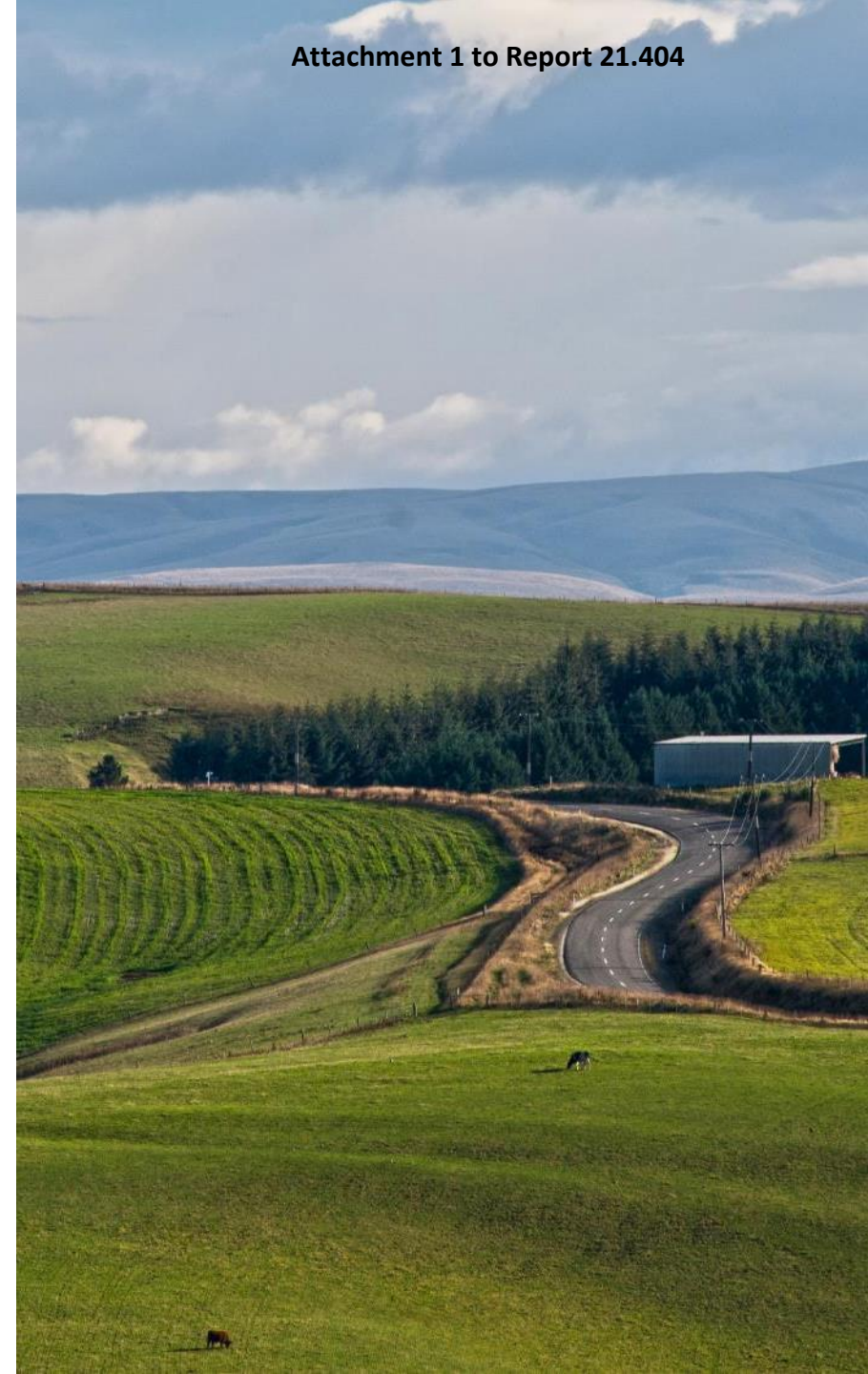
- Our Broader Outcomes strategy looks beyond the immediate outputs of projects and considers:
 - additional outcomes, and
 - positive impacts that can be achieved for communities.
- We are working with Amotai suppliers in the following areas:
 - the New Zealand Upgrade Programme
 - iwi consultancy
 -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



Innovating Streets for People

- Helping councils enable travel options that are better for people's health and the environment.
- 65 projects have been implemented across New Zealand.
- We are currently reviewing all projects and are producing case studies to help improve future initiatives.
- We are now looking at the next steps for several projects to become permanent.



Greater Wellington Regional Update

September 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>Subject to confirmation in NLTP 21/24</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. Outcomes sought:

- Adapt better to network changes
- Embrace modal shifts and improve network optimisation and resilience
- Improve levels of service, asset condition and efficiency
- Develop a stronger environmental and climate change focus
- Take advantage of new and emerging technology; and
- Strong and enduring relationships are developed and enhanced with key stakeholders
- Waka Kotahi led alliance with physical works (contractor) non-owner-participant and professional services consultant
- Currently procuring contractor and consultant with interim alliance phase starting January 2022, fully operational July 2022 .



RiverLink / Melling Transport Improvements – Consents and NOR lodged



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

Consents and NOR were lodged with GW/HCC on 30 July. Public submissions opened on 25 August and close on 22 September.

<https://haveyoursay.gw.govt.nz/riverlink-consent>



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

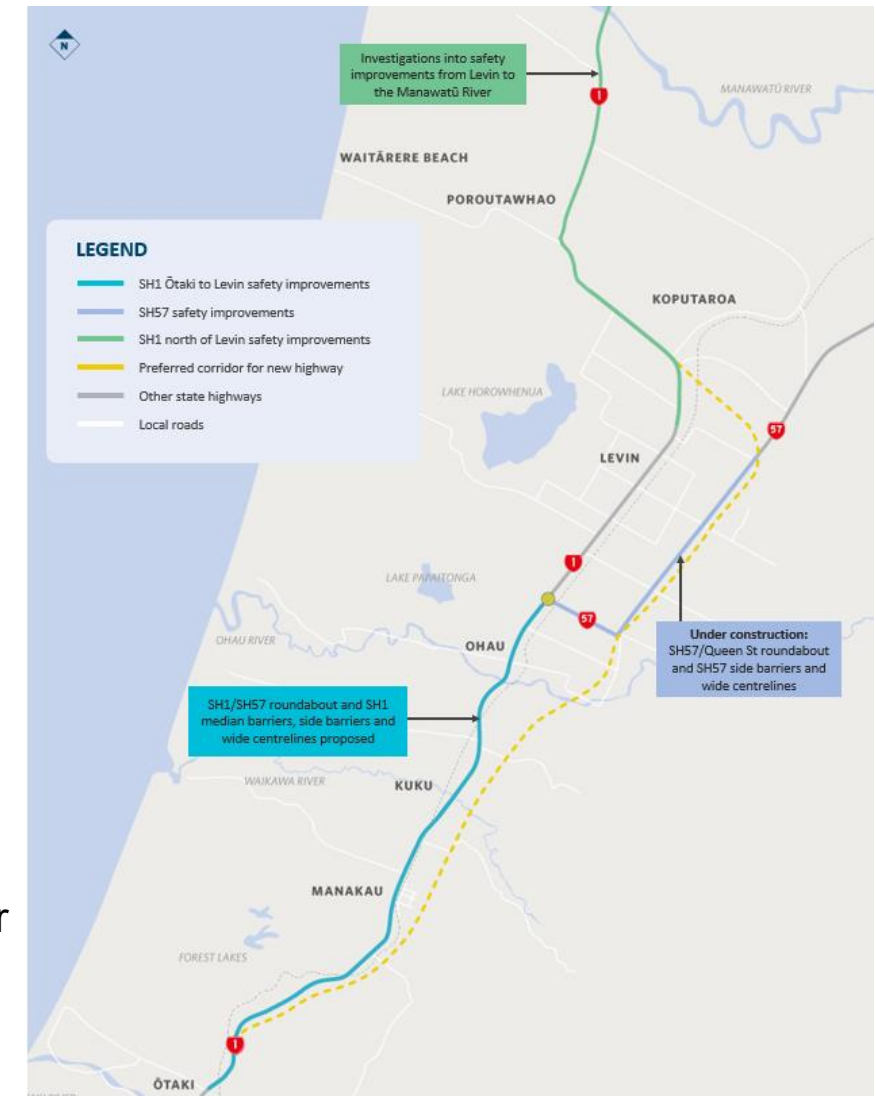
Waka Kotahi is seeking funding options for the Kiwirail side cycle way connection. This is an additional \$12 million investment.

PROJECT	SH / LOCAL RD / RAIL	DELIVERABLE	RECENT PROGRESS	KEY DATE
Consent	SH/Local Road/PT	Consent lodged	Integrated consent with RiverLink	30 July 2021
Tender	SH/Local Road/PT	Construction contract tendered	Procurement of the Technical Advisor has commenced	Mid 2022
Contract	SH/Local Road/PT	Construction contract awarded		Late 2022
Construction	SH/Local Road/PT	Construction start		Early 2023
Completion	SH/Local Road/PT	Melling interchange and bridge open		Late 2027

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
 - Work started in May on SH57/Queens St roundabout; seal widening beginning in September. Works expected to be complete by mid 2022
 - Formal consultation on speed due to start late August. Implementation of speed changes to align with the delivery of the safety infrastructure
- **SH1 Ōtaki to Levin:** Stretches of median barrier and wide centrelines, plus SH1 / SH57 roundabout, and speed review engagement
 - Community engagement completed 11 August. Circa 250 attendees at 9 public drop-in sessions, 450+ comments received. Analysis underway prior to finalisation of design and funding application submission
- **SH1 from Levin to Manawatū River:** Safety improvements north of Levin being investigated, and speed review
 - Concept level discussions underway with community groups since late 2020.



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

Ō2NL new highway - NZUP

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

- **Refinements to draft preferred alignment advised in March**
 - Technical investigations helped us make refinements to the draft alignment, along with stakeholder, property owner and community feedback
 - Property owners advised, and wider community updated
- **NZ Upgrade Programme baselining completed in June**
 - Confirmed funding of \$1.5b (including contingencies) - costs will continue to be refined
- Site investigation work is continuing to help us further understand environmental and social effects of the new highway
- Ongoing stakeholder and property owner conversations



Greater Wellington Large Capital Project Updates PP20 site



View from Te Horo overbridge – Bridge 8




Wetland planting around Bridge 8



View flying south - looking towards Te Horo

Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Peka Peka to Ōtaki (PP20)	\$410m	Underway	Amber 	<p>In June 2021 Waka Kotahi announced an expected opening timeframe of late 2022 for the expressway and shared path.</p> <p>Key construction activities prior to the Level 4 lockdown included:</p> <ul style="list-style-type: none"> • Completion of the shared path section between Te Hapua and Te Kowhai Roads, which was expected to open by the end of August. This is now likely to be delayed. • A temporary diversion of SH1 at the northern end of the project opened in early August for southbound traffic. This will allow for tie-in works to commence. Northbound traffic was expected to be switched shortly after that – this is on hold during Level 4. • Te Horo Beach Road/SH1 intersection is fully open and School Road/SH1 (level crossing) intersection is permanently closed to allow expressway construction to continue at this location. • New Taylors Road intersection and link road is open. • Construction is well underway on the final bridge structure (Bridge 9 – rail overbridge) at Marycrest and will be accepting construction traffic in the very near future. • Final earthworks trimming and subbase construction are planned to continue 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 comprising around 110,000T of asphalt.

Transmission Gully: southbound from Kāpiti



Transmission Gully: SH58 interchange at Pāuatahanui



Transmission Gully: Kenepuru interchange




Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Transmission Gully	c.\$500m	Scheduled to open to traffic September 2021 Project completion March 2022	Amber 	<ul style="list-style-type: none"> We expect that the lockdown and Alert Level 3 restrictions will have an impact on the opening date for Transmission Gully, however it is still too early to say exactly what that impact will be. Waka Kotahi continues to work closely with Wellington Gateway Partnership and the Builder of Transmission Gully to understand the full impacts. Under Alert Level 4 'lockdown', the immediate focus was on getting essential workers in place to ensure safety, security and environmental protection on site. Under the Alert Level 3, a decision to recommence any activity on site must consider NZ Government Covid directions, Covid hygiene, physical distancing and operational H&S requirements. Prior to lockdown, the Builder was reporting that construction was 98% complete. Before the new motorway can be safely and legally opened for public use, the construction team also need to ensure that safety, quality and environmental requirements have been checked and met. These checks are an important part of protecting people using the road and the environment surrounding it. Once the new motorway opens to traffic, there will be another six months of work to fully complete the project. This work is not on the motorway and includes finishing landscaping, completing the integration of the Intelligent Transport System (ITS) with the wider State Highway network, and some work on the sections of SH1 at Paekākāriki and between Porirua (Mungavin) and Linden.


Greater Wellington Project Updates – TG related

1 of 2

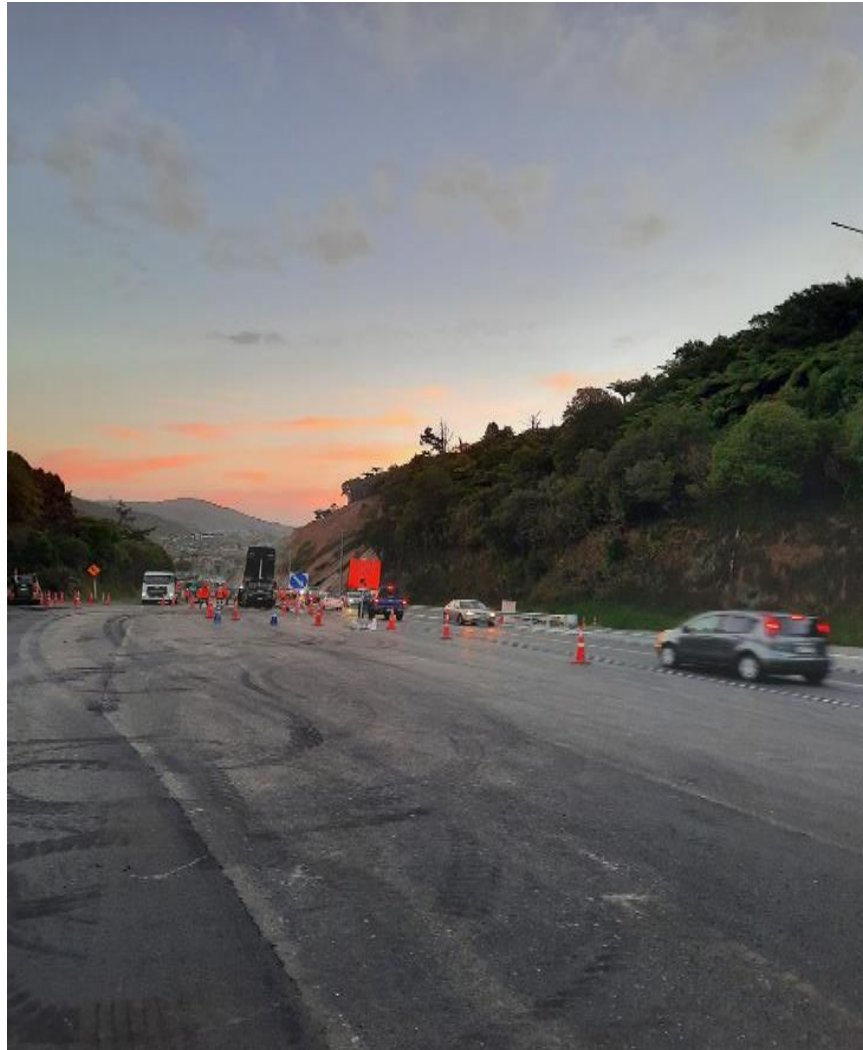
Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Wellington Network Operational Readiness for Transmission Gully	\$20.4m	Sep 2021 (TG opening)	Green 	<ul style="list-style-type: none"> • New on-ramp merge line markings between Newlands and Porirua to improve merging were delivered early December. Accompanied by ongoing communications, these have reduced journey times in those locations by up to 20%. It is taking longer to reach peak volume, and less time to recover from it. • Ongoing communications to improve driver behaviour around merging, tail-gating and lane-switching. These are having an observable effect on driver behaviour • Work to renumber SH1 between Linden and Mackays Crossing as SH59 is underway. This switch will happen at the time of TG opening. • 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. • Speed limit consultation on VSL extension, on and off-ramps and local roads related to TG in June 2021

Greater Wellington Project Updates – TG related

2 of 2

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
TG Revocation	\$0.6m	Jun 2021 Porirua future function agreed	Green 	<ul style="list-style-type: none"> • Waka Kotahi continues discussions on a proposal to retain SH1 Linden to Mackays, 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 • Future function of these roads has been agreed through Porirua NOF • 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 (Paremata – Pauatahanui)

SH58 Safety Improvements



Surfacing works east to Hutt Valley



Place

Street lighting and landscaping



Surfacing preparation works

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	Awaiting wearing course completion. (Weather and Covid dependent)	Completion October 2021
Stage 2a (NZUP \$16m)		
Construction	Procurement delays for switchgear for utility diversions (Covid-dependent)	Completion early 2022
Stage 2b (NZUP \$89m)		
Consenting	Awaiting approval of scope and funding.	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. Public engagement on SHI/MRT planned for late 2021. <p>City Streets package</p> <ul style="list-style-type: none"> Indicative Business Case released in August and approved by WCC on 25 August 2021. Going to GWRC for approval on 9 September 2021, then Waka Kotahi Board 23 September 2021. It is expected that, subject to funding approval, the next phase of business case planning will commence in October/November 2021. <p>Travel Demand Management</p> <ul style="list-style-type: none"> Parking and charging mechanisms continue to be investigated.

Greater Wellington Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
<p>Let's Get Wellington Moving (LGWM)</p> <p>Three year programme</p>	\$30.8m	Underway	Amber 	<p>Thorndon Quay - Hutt Road</p> <ul style="list-style-type: none"> • Engagement in May/June on proposals. • Single Stage Business Case (SSBC) is expected to be submitted for reviews and approvals in September 2021. <p>Golden Mile</p> <ul style="list-style-type: none"> • 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. • The SSBC is still to be approved to unlock implementation funding.

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 	\$50m approx.		Amber 	<ul style="list-style-type: none"> Piling works underway at Normandale underpass southern ramp. Reduced speed on SH2 for the next few months. Retaining walls, kerb and channel partially complete on main alignment. Challenges with underground services and complexity of working in the rail corridor have contributed to delay in the project completion date to March 2023.
<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. Investigative work (e.g. wildlife surveys, site visits) have begun. Project construction start expected summer 2021/22 (December – March).

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 (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 nearing completion. • Works at Paraparaumu Town centre commenced in mid-2021. • Engagement on safer speed limits took place in April/May 2021. Preparations for formal consultation 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 will assist detailed design. • Engagement on safer speed limits in April/May 2021. • The target is to be ready for implementation by completion of the PP2Ō Expressway project.

Greater Wellington Project Updates – Safety

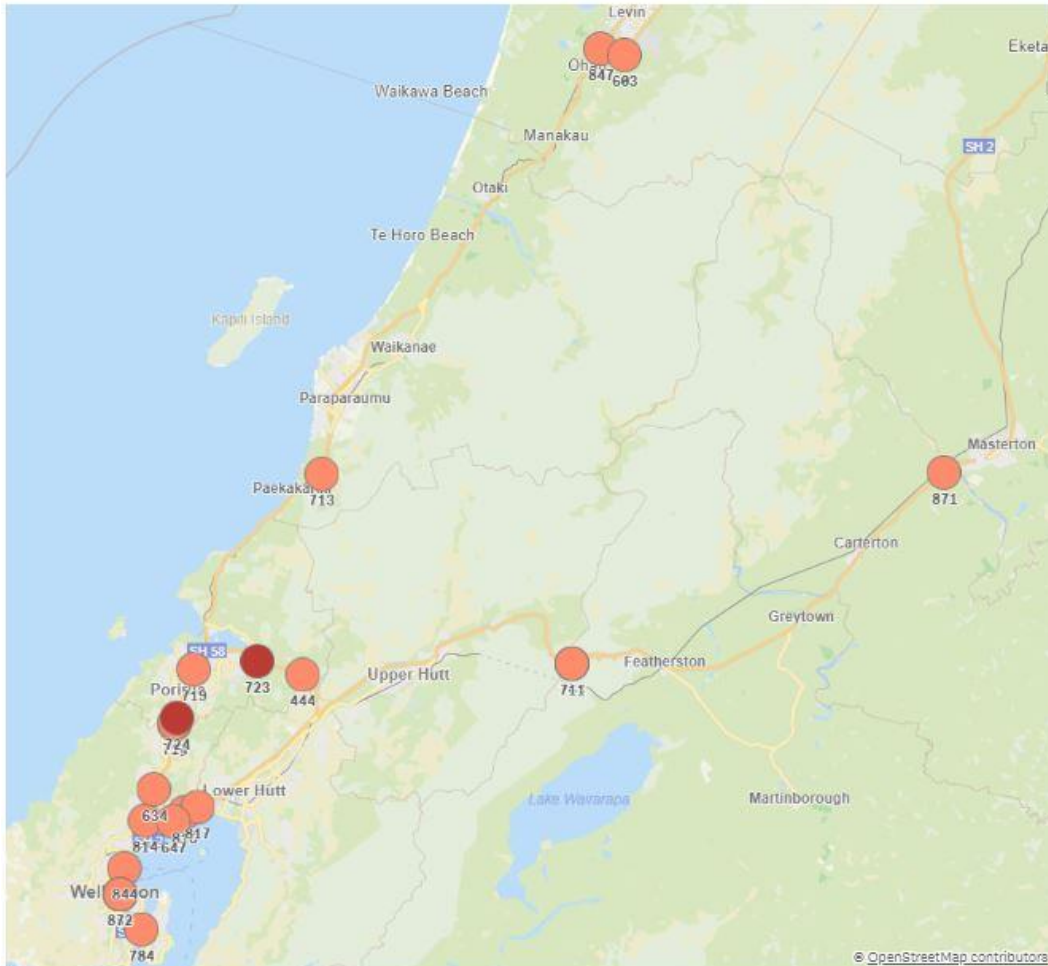
Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Speed Management	\$1.5m for Wellington region over multiple corridors	Technical assessments complete	Green	<ul style="list-style-type: none"> We are in technical assessment phase on the current speed limits for the following corridors. After the assessments are completed, if they determine the current speed limits are not safe and appropriate, further steps will need to be completed before changing any speed limits, including engagement and consultation with the community: <ul style="list-style-type: none"> SH2 Ngauranga to Featherston SH58 Paremata Road (SH1 to Pauatahanui) SH2 Masterton to Pahiatua
Speed management with infrastructure projects		Speed management being considered in conjunction with infrastructure projects	Green	<ul style="list-style-type: none"> Speed management is also being investigated in conjunction with infrastructure for the following projects: <ul style="list-style-type: none"> SH2 Featherston to Masterton – consultation underway SH1 Ōtaki to North of Levin – engagement to be completed as part of the online safety improvements Mackays to Peka Peka corridor improvements – engagement May 2021 Peka Peka to Ōtaki corridor improvements – engagement May 2021 SH1 Cobham Drive (LGWM) – consultation completed SH1 Kent, Vivian and Karo Streets (LGWM) – no changes proposed

Network Activity

There are many high impact activities planned in the Wellington Network – Potential Projects and events shown below – as at 23/8/2021

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

Map Location



Approximate dates for planning purposes

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

Impact Rating	ProjectID	Proj_Name/Description	StartDate	FinishDate	Confidence in StartDate
4	603	SIP - SH57 Seal Widening with one lane closure 24/7 with one way system introduced	15/08/2021	15/10/2021	sure
4	719	PCC - Wellington Water - SH1 Whitford Brown Area - Urgent Sewer Pipe Renewal - Potential High impact	23/08/2021	01/01/2022	+/- a week
4	634	SH1 SB Full Night Closures for Gantry Installation - Stage 1	01/09/2021	27/09/2021	+/- Month
4	647	Te Aru Tupua - Ngauranga to Petone cycleway	01/09/2021	01/01/2025	+/- Month
4	711	Remutaka Hill Closures (5 nights - Sunday to Friday) - Sept 2021	05/09/2021	10/09/2021	sure
4	714	Transmission Gully - Linden Gantry Over all lanes a nighttime detour through Tawa	06/09/2021	12/09/2021	+/- Month
4	713	Transmission Gully - Mackays Crossing Gantry Over all lanes with nighttime detour down ramps 1 night	06/09/2021	12/09/2021	+/- Month
5	724	Transmission Gully - Opening Day SH1 - Stage 1 Opening	27/09/2021	28/09/2021	+/- 3 months
5	723	Transmission Gully - Opening Day SH58 - Stage 1 Opening	27/09/2021	28/09/2021	+/- 3 months
4	748	Remutaka Hill Closures (1 night - Sunday to Monday) - Oct 2021	10/10/2021	11/10/2021	sure
4	759	Wellington - Labour Day 2021 - Long Weekend	23/10/2021	26/10/2021	sure
4	767	Remutaka Hill Closures (5 nights - Sunday to Friday) - Nov 2021	07/11/2021	12/11/2021	sure
4	784	LGWM - Cobham drive Crossing	01/12/2021	01/02/2022	+/- Month
4	782	SH1 SB Full Night Closures for Gantry Installation - Stage 2 - TBC once TG Opened	01/12/2021	01/01/2022	+/- 3 months
4	811	DRAFT DATES Wellington Christmas / New Year Holiday (Moratorium)	18/12/2021	10/01/2022	+/- a week
4	814	LCLR Resilience Ngauranga Rockfall Hazard	25/12/2021	25/01/2022	+/- 12 months
4	816	LCLR Resilience Petone to Ngauranga Rockfall Hazard	25/12/2021	25/01/2022	+/- 12 months
4	844	LGWM - Aotea Quay Roundabout (TQHR Project)	01/01/2022	01/01/2024	+/- 6 months
4	817	SH2 - LIKELY - Concrete barrier Replacement under Petone Bridge	01/01/2022	01/02/2022	+/- a week
4	847	SIP - SH1 / 57 Roundabout for Safe Networks Programme	01/01/2022	20/12/2022	+/- Month
4	871	SIP - M2C Norfolk Road RBT 2	01/02/2022	01/10/2022	+/- 6 months
4	872	Wellington - Waitangi Day 2022	04/02/2022	07/02/2022	sure

Hei konā mai

For Information

KIWIRAIL UPDATE – SEPTEMBER 2021

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

2. KiwiRail regularly updates the Committee on the KiwiRail’s programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update (**Attachment 1** – KiwiRail September 2021 presentation) is presented to the Committee by the KiwiRail member (or alternate).

Ngā tūāoma e whai ake nei

Next steps

3. The KiwiRail member will speak to **Attachment 1** at the Committee’s meeting 14 September 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	David Gordon – Chief Operating Officer: Capital Projects and Asset Development

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

The KiwiRail update (**Attachment 1**) reviews the implementation and delivery of KiwiRail's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.

Implications for Māori

There are no known implications for Māori.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The update contributes to the delivery of the Wellington Regional Land Transport Plan.

Internal consultation

There was no internal consultation.

Risks and impacts - legal / health and safety etc.

Risks and impacts are described to the extent advised in **Attachment 1**.



Attachment 1 to Report 21.405

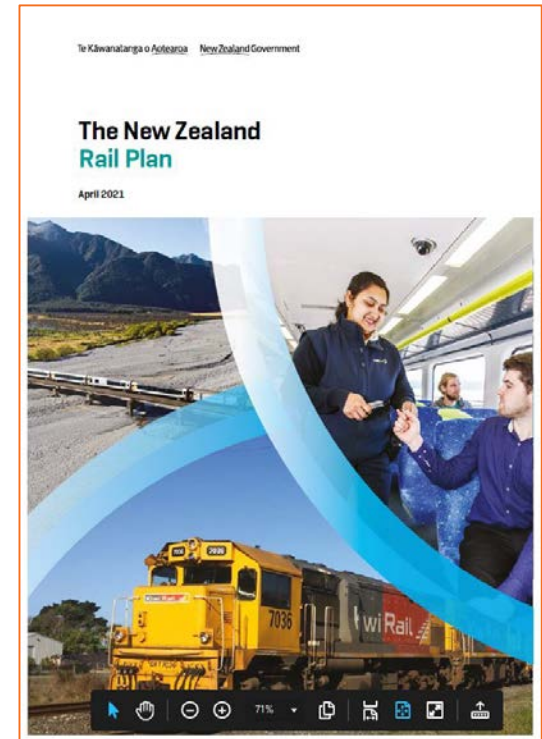
Regional Transport Committee Update



9 September 2021

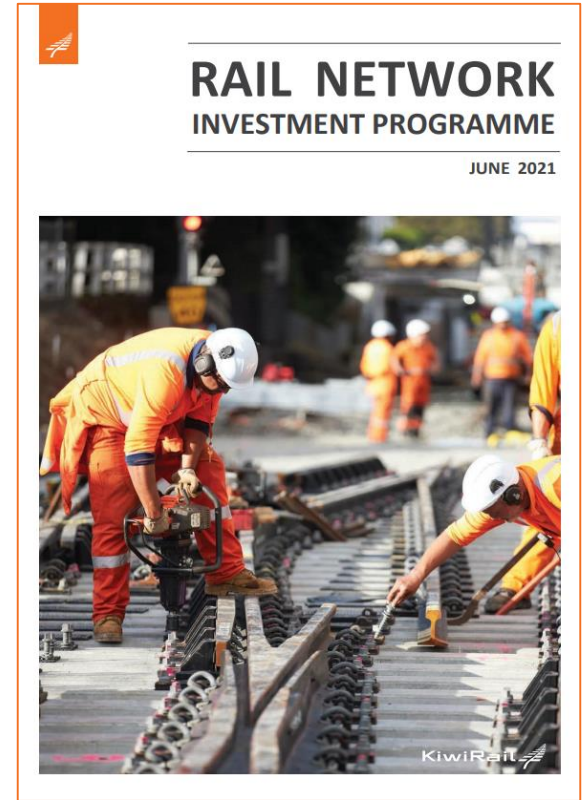
Policy Framework - New Zealand Rail Plan

- Released April 2021
- Outlines Governments' long-term commitment to rail and the significant investment needed to achieve a resilient, reliable and safe rail network.
- Two strategic priorities
 1. Establishing a new long-term planning and funding framework under the LTMA 2003
 2. Investment priorities for a resilient and reliable rail network



Rail Network Investment Programme (RNIP)

- 3-year programme with a ten-year outlook
- Approved by the Minister of Transport 29 June 2021
- In consultation with the shareholding Ministers and after advice from Waka Kotahi
- Funded from the Rail Network Activity Class, Public Transport Infrastructure and Services Activity Classes
- Metro components consulted on as a part of the Auckland and Wellington Regional Land Transport Plans



3 Year Programme – Rail Network Activity Class

The focus in this first 3 year RNIP is on foundational infrastructure – maintaining and renewing the existing network to a resilient and reliable level

NLTF – RAIL NETWORK ACTIVITY CLASS (NATIONAL FREIGHT AND TOURISM RAIL NETWORK)

Category	(3-year total)	Components	Benefits
Network Maintenance, Operations and management	\$361m	<ul style="list-style-type: none"> Network operations Maintenance Track inspections Asset management 	<ul style="list-style-type: none"> Enabling services to run on-time, reliably and safely Improved asset management maturity
Network Renewals	\$790m	<ul style="list-style-type: none"> Replacing rail, sleepers and ballast; drainage works, civil works to strengthen slopes and prevent coastal erosion, replacing bridges, signalling systems etc. across the national network New apprentices, trainees and plant to support programme delivery 	<ul style="list-style-type: none"> Reduction in Temporary Speed Restrictions (TSRs), heat restrictions, derailments Reduced outages (e.g. signal failures) Improved safety Enables increased volumes on rail Provides capability/employment opportunities
Network Improvements	\$50m	<ul style="list-style-type: none"> Develop a 30-year network plan Yard improvements Otira Tunnel business case Resilience projects Level crossings 	<ul style="list-style-type: none"> Improved safety performance Improved service levels

Investing in the national rail network to restore rail freight and provide a platform for future investments for growth, meaning:

- a primary focus (and majority of spend) on the continuous programmes of maintenance, management and renewal
- a modest allowance for improvement projects to support resilience and reliability

This is a historic change for rail – it will enable us to address areas of decline and ensure that the national rail network operates to the levels required to deliver a reliable service for our customers



3 Year Programme – Public Transport Activity Class

NLTF – PUBLIC TRANSPORT INFRASTRUCTURE ACTIVITY CLASS (METRO RAIL NETWORK)			
Category	(3-year total)	Components	Benefits
Auckland Metro – Improvements	\$130m	<ul style="list-style-type: none"> Fencing and security Strategic network planning Integrated rail management centre Infill signalling Additional traction feed European Train Control System (ETCS) level 2 business case 	<ul style="list-style-type: none"> Critical to enable full benefits of City Rail Link (CRL) to be realised
Wellington Metro – Improvements	\$22m	<ul style="list-style-type: none"> Re-signalling and train protection Capacity improvements business case 	<ul style="list-style-type: none"> Improved safety Enables increased metro capacity

Significant additional investment is planned in the next three years in metro areas through:

- Renewals and Maintenance programmes delivered through contracts with AT and GWRC.
- Delivering the New Zealand Upgrade Programme (NZUP) (over \$1b) in metro areas and completing Transitional Rail projects (Rail Network Growth Impact Management (RNGIM), Auckland Metro Remediation (AMR), Wellington Metro Upgrade Programme (WMUP)).

Investing in metropolitan rail to support productivity and growth in New Zealand's largest cities; meaning:

- a focus on completing the programmes which align with ATAP and the RLTPs



Progress on projects in the Wellington Region



Traction Overhead Line Replacement

- All 1224 mast foundations, to replace old wooden masts with steel, complete across the network
- Final structures in Petone – Upper Hutt mainline section replaced on Bridge 30 (Silverstream)
- Piling works for relocating overhead at Plimmerton almost complete (for upgrade) – 30 of 32 drilled (photo following page) – part of WMUP IV scope
- Second (of 4) wiring runs in Kaiwharawhara to Ngauranga completed
- Design complete for SH2 lighting modification to remove conflict with Ngauranga to Petone OHLE SP8



OHLE wiring run at Queens Birthday BOL



Traction Overhead Line Replacement

- 10-day Block of Line network shutdown planned for October school holidays on Johnsonville Line to complete 5kms of wiring. Risk full scope will not be completed due to loss of enabling works due to COVID19.
- Final overhead wiring Kaiwharawhara – Ngauranga and two wire runs for Ngauranga – Petone SP8 to be replanned after missed BOL August due to COVID19
- Upper Hutt yard rewire and pole removal to be completed before December (dependency with T2UH commissioning)
- Final outstanding scope (3km of 4km) Ngauranga to Petone SP8 being assessed. Lighting modifications must also be funded to allow standing new masts and wire. OHLE provisional schedule early 2022.



Concreting new pile at Plimmerton to allow OHLE to be realigned

WUMP III - Track and Civil Infrastructure Catch Up Renewals

- Interpeak BOLs began on the Wairarapa Line June enabling full-time weekday re-sleepering
- 1,590 sleepers were installed on the Wairarapa Line in July, taking the total to 6,500 of 58,000
- Tunnel 7 NIMT rock-dowel installation; preferred contractor selected, to begin August.
- 300m of new track and ballast installed in Tunnel 1 NIMT on Queens Birthday BOL with a further 100m on a Super Sunday BOL in July and continued fortnightly BOL.



WUMP III - Track and Civil Infrastructure Catch Up Renewals



Tunnel 1 NIMT relay - Ballast removal using the YL ballast wagons (L) and relaying new track in panels for 100m section of Tunnel 1 Up Main on "Super Sunday" BOL on 18th July

WMUP IV - Unlocking Network Capacity and Improving Resilience

Trentham to Upper Hutt

- Finished majority of track works at Queens Birthday weekend, including pedestrian level crossings, rail de-stress, tamping.
- Carparking, platforms and landscaping completed with final touches on underpass due when Alert Level allows.
- Covid19 driven new date for signals commissioning, was planned for 4/5th September. Aiming for early November – dependent on Alert Level changes and inter-regional travel of 35 people (half from Auckland).

Plimmerton Station upgrade (PACE)

- Foundations for the traction masts to enable shifting the current overhead alignment for the new platform underway
- Civil works contract awarded and enabling works underway

Substations

- Significant upstream investment being signalled by WE to deal with capacity constraints
- Delays KiwiRail ability to contract with substation supplier



WMUP IV - Unlocking Network Capacity and Improving Resilience



Final construction works on Trentham to Upper Hutt

WMUP IV - Unlocking Network Capacity and Improving Resilience



Trentham and Wallaceville being tidied up and ready for use

WMUP 5 and 6

WMUP 5 Resignalling and Automatic Train Protection

- Waka Kotahi have completed their Investment Quality Assurance of the Indicative Business Case (IBC) and all conditions have been closed out.
- We are currently transitioning from the IBC to the Detailed Business Case.

WMUP 6A Wellington Railway Station Safety Improvements (and)

WMUP 6B Wairarapa Rail Upgrades

- Funding for both under NZUP formally confirmed by Crown
- Market engagement started with a GETS advertised webinar presentation to over 80 attendees. Follow up with one-on-one supplier engagements and feedback on the proposed approach for procurement and delivery.
- Preparation of requirements documents that will form part of the main procurements commenced.
- Identifying synergies with WMUP III to optimise Wairarapa Line works and minimise disruption.





Don't let this be your **WAKE-UP CALL**

Always cross with care
at level crossings

**Rail
Safety
Week**

For Information

LET'S GET WELLINGTON MOVING UPDATE – SEPTEMBER 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 September 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 14 September 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**

Fit with Council's roles or with Committee's terms of reference

The LGWM update (**Attachment 1**) supports the Committee's role in reviewing the implementation and delivery of the Regional Land Transport Plan.

Implications for Māori

There are no known implications for Māori.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The update contributes to the delivery of the Regional Land Transport Plan.

Internal consultation

There was no internal consultation.

Risks and impacts - legal / health and safety etc.

Risks and impacts are described to the extent in **Attachment 1**.



RTC BRIEFING

7 September 2021



Agenda

1. 3-year programme update
2. City Streets
3. TDM
4. Programme Integration Update (MRT/TDM/SHI) – preparing for consultation

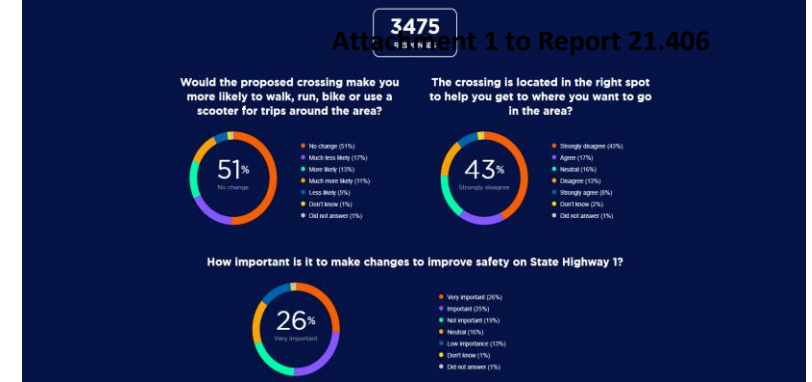
4. THREE-YEAR PROGRAMME UPDATE

For information



Cobham Drive – next steps

- Engagement report summarising consultation now completed
- Business Case will be submitted to LGWM Board for endorsement and Waka Kotahi for approval in September
- Local road speed changes submitted for approval to Council Planning and Environment Committee in October
- Should at grade crossing be endorsed and approved as preferred option, construction could start in December



ALL DATES ARE SUBJECT TO COMD RESTRICTIONS

TQHR and Golden Mile Update

Engagement

- Developing detailed design engagement plan for both projects

Business Case Approvals

- Business Cases Endorsed by PLT and Board in Sep/ October
- WCC and GWRC Approval- October / November
- Waka Kotahi Board Approval – November/ December

Design and Procurement

- Detailed design currently being scoped
- Procurement plan for physical construction due by end September 2021
- Construction start date targeting Q3/Q4 2022



ALL DATES ARE SUBJECT TO COMD RESTRICTIONS

Central City Pedestrian Improvements Update

Detailed design

- Underway for all intersections

Project schedule

- Delivery of first two pedestrian improvements by the end of 2021
- All improvements targeting delivery within 12 months

Delivery

- WCC maintenance contract being used for implementation



ALL DATES ARE SUBJECT TO COMD RESTRICTIONS

City Streets - \$350m investment in 19 corridors



WALK



RIDE

Opening our city streets - creating real choice for more people
An essential step towards a zero-carbon transport system



BUS



PLACE

City Streets Indicative business case (IBC)

Fundamental questions
**Where should we
start this work and
why?**

**How does it
complement MRT?**

Our expectation
All delivered by 2030

Travel Demand Management

Three pieces of work

- 1) Travel behaviour change through **'soft' measures**, not involving pricing.
- 2) Investigation of a **levy on commuter parking** in the central city.
- 3) Overview study into possible **pricing** options in Wellington. This will also be used during engagement.

1 & 2 have combined into a draft SSBC ready for engagement.



Integrated Programme Engagement (MRT/TDM/SHI)

OUR AIM

Deliver a regionwide consultation that encourages participation of everyone with a stake in Wellington's transport network and urban development future.

- Programme options showing MRT and the urban development this enables
- Inform the draft IBC(s) with quality community and stakeholder feedback
- Explain how the programme has shifted and demonstrate progress since the 2017 engagement



Timeline

Pre-consultation engagement (indicative – subject to approvals)

JULY		AUGUST		SEPT		OCT	
<ul style="list-style-type: none"> • Agree SHI MRT Framework Approach 	<ul style="list-style-type: none"> • Draft C&E Action Plan and schedule 	<ul style="list-style-type: none"> • Confirm consultation options and story 	<ul style="list-style-type: none"> • Other inputs – urban development & TDM base material 	<ul style="list-style-type: none"> • Councillor briefing(s) • Minister briefing • C&E materials drafted 	<ul style="list-style-type: none"> • Early engagement conversations 	<ul style="list-style-type: none"> • Final materials into approvals process – 2 weeks 	<ul style="list-style-type: none"> • Councillor briefing • Pre-engagement conversations

Timeline

Consultation (indicative – subject to approvals)

OCT		NOV		DEC		JAN 22		Feb 22	
<ul style="list-style-type: none"> • Consultation materials approved • Channels loaded for distribution 	<ul style="list-style-type: none"> • Launch event • Media release • Distribution 	<ul style="list-style-type: none"> • Query response • Events schedule • Channels management 	<ul style="list-style-type: none"> • Campaign close • Analyse data 	<ul style="list-style-type: none"> • Early data insights shared 	<ul style="list-style-type: none"> • Draft engagement report 	<ul style="list-style-type: none"> • Approvals process for engagement report 	<ul style="list-style-type: none"> • Engagement report informs IBC and website update 		



For Information

METLINK UPDATE – SEPTEMBER 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 September 2021.

Ngā tūāoma e whai ake nei

Next steps

3. A Metlink officer will speak to **Attachment 1** at the Committee's meeting on 14 September 2021.

Ngā āpitihanga

Attachment

Number	Title
1	Metlink Update presentation September 2021

Ngā kaiwaitohu

Signatories

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

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

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.

Implications for Māori

There are no known implications for Māori.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The update contributes to the delivery of the Wellington Regional Land Transport Plan.

Internal consultation

There was no internal consultation.

Risks and impacts - legal / health and safety etc.

There are no known risks or impacts.

METLINK UPDATE

Regional Transport Committee

14 September 2021

Emmet McElhatton – Principal Advisor Policy, Metlink



Bus

- Reliability for June 2021 was 95.7 % and punctuality 94.8% (May 2021 results of 96.3% and 94.2%)
- Reliability has been affected by multiple factors including driver shortages
- Officers working with Operators to address cancellations and ensure far greater certainty to our communities
- A new timetable for one of the Operators was introduced on Sunday 25 July 2021
- Early data is already showing a significant improvement in reliability
- Timetable changes for another Operator will be implemented in Sept. 2021, when we get back to Alert Level 2

Rail

- Reliability in June 2021 was 98.1% (98.5% May 2021); punctuality was 89.8% (90.1% May 2021)
- The Wairarapa Line remains a focus for service improvements – upgrade work has now started

Bus boardings by area - % of total boardings

Area	2020/21	2018/19	% Change
Wellington	72.9%	73.9%	-0.9%
Hutt Valley	19.7%	18.9%	0.7%
Porirua	4.1%	4.0%	0.2%
Kapiti	2.5%	2.5%	0.0%
Wairarapa	0.7%	0.7%	0.0%

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

Travel period	2020/21	2018/19	% Change
Peak	54.8%	53.3%	1.5%
Off-peak	45.2%	46.7%	-1.5%

Rail boardings by line - % of total boardings

Line	2020/21	2018/19	% Change
Hutt Valley	42.4%	42.4%	-0.1%
Kapiti	41.8%	41.9%	-0.1%
Johnsonville	10.3%	10.2%	0.1%
Wairarapa	5.5%	5.4%	0.1%

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

Travel period	2020/21	2018/19	% Change
Peak	66.9%	66.6%	0.3%
Off-peak	33.1%	33.4%	-0.3%



LOWER NORTH ISLAND RAIL INTEGRATED MOBILITY (LNIRIM)

- Business case development nearing completion
- Review and approvals process through to 2022
- New trains will offer strengthened, safer, reliable services for the Wairarapa and Hutt communities
- Providing up to 7 peak time services at 15 min frequency from Masterton, the investment will enable the doubling of patronage by 2040.
- The new trains will enable a step-change for the Manawatu line
- LNIRIM will provide true connectivity to growing communities, both ways
- With 4 Peak services from Palmerston North every morning, the investment will provide a robust commuting solution



- Preferred Supplier identified
- Detailed analysis of an 'off-the-shelf' (product-based) solution underway
- Dedicated project team formed at Greater Wellington
- Snapper trials - November 2021. Important learning opportunity:
 - Test Ease of Use: Infrastructure placement / commercial network design (*e.g top up*)
 - Review effectiveness of fare products and behavioural change initiatives
 - Operating Model. Refine on-train roles and functions
 - General Insights, including integrated journeys
- Fares public consultation likely first half 2022
- Launch Summer 22/23

- New Regional Public Transport Plan adopted
- Public Transport Workforce Strategy
- Wellington Regional Hospital Express
- Airport Service
- Hutt Valley Line Double Tracking
- On Demand Public Transport trial in Tawa – other locations being investigated
- Transit Oriented Development
- Metlink accessibility charter



