

WELLINGTON

In the Wellington region we will continue to work with mana whenua, local councils and central government partners to address regional challenges such as increasing housing supply, transitioning to a low carbon future, improving resilience and multimodal access.

We are committed to the Let's Get Wellington Moving (LGWM) Partnership which aims to develop a transport system that supports the region's aspirations for how our capital city looks, feels and functions. More widely, areas of focus for our activities in the region include:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Wellington to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Providing better travel options** through our active participation in LGWM to deliver transformative public transport, walking and cycling improvements, as well as sustainably responding to the region's wider growth needs by supporting the development of a connected regional cycling network.
- **Improving freight connections** by completing current state highway improvements and optimising the state highway network to reduce congestion on key freight routes. This will complement rail and road capacity improvements to be delivered as part of the New Zealand Upgrade Programme. We will work with partners on planning for improvements to the multi-user ferry terminal to ensure the transport system is safe, accessible, and resilient to future Cook Strait freight and passenger growth.
- **Responding to climate change** by supporting low carbon travel choices, enhancing the resilience of the state highway network, and operating the transport system as effectively as possible to reduce carbon emissions.

The package of LGWM activities Waka Kotahi is co-investing in and working on with partners includes:

INITIATIVE NAME	CURRENT PHASE	FORMS PART OF OR IMPACTS THE STATE HIGHWAY
Regional highway access	Indicative business case	Yes
City Streets	Indicative business case	No
Managing travel demand	Single-stage business case	Yes
Early delivery Golden Mile	Single-stage business case	No
Early delivery Hutt Road and Thorndon Quay	Single-stage business case	Yes
Mass rapid transit	Indicative business case	Yes
Central city walking, cycling and safer speeds	Single-stage business case	No
SH1 walking, cycling and safer speeds	Single-stage business case	Yes
Integrated delivery vehicle joint management costs	Single-stage business case	Yes

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Wellington economy. The 10-year outlook remains largely unchanged. However, changes to the nature of work for professional services may see a reduction in peak trips to the city centre, due to more people working remotely.

Work to ensure the effective integration of land use and transport remains a priority, to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing to employment and essential services.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Wellington's safety record indicates a need to focus on vulnerable users such as cyclists and pedestrians in the Wellington urban areas and inappropriate speeds on high-risk rural roads elsewhere in the region.

Through LGWM we aim to improve pedestrian and cyclist safety along the Golden Mile and Thorndon Quay/Hutt Road. This is proposed to be complemented by a city-wide change to the speed limits on most central city streets to 30km.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Wellington's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Wellington region over the next three years we are looking to invest \$106m to make 141km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 9.5%.

We will be working with our safety partners in Wellington to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better travel options

The region has been growing faster than it has done for many decades and is facing immediate and longer-term housing supply and affordability, urban development and infrastructure challenges. Over the next 30 years, between 52,000 and 66,000 new homes may be needed for between 91,000 and 151,000 more people.

Long-term planning for growth is important to ensure we plan and invest wisely, and in a way that delivers on regional objectives and enables the transport system step-changes we are seeking (such as transforming urban mobility).

Through LGWM, Wellington has an ambitious transport plan that will deliver significant mode shift over the next decade. This mode shift to public transport, walking and cycling is critical to ensuring regional population growth does not translate into more congestion, reduced accessibility and a poorer quality region.

Through the LGWM partnership, we will continue to deliver transport infrastructure to support future growth. We aim to provide appropriate travel choices, so they can develop in ways that are not highly dependent on private vehicles and are well connected to existing urban areas and employment centres. Key areas of focus over the next three years include progressing development of mass rapid transit, improving the Golden Mile for pedestrians, cyclists and public transport, making improvements to the walkability of the city and identifying an optimal solution to Mt Victoria and the Basin Reserve to improve access for all road users.

Our investment through LGWM will be complemented by a wider suite of regional investments, some of which will be delivered through the New Zealand Upgrade Programme. We expect to deliver both Te Ara Tupua (completion of Melling to Petone and commencement of Ngāūranga to Petone) as well as other regional links to enable a connected regional walking and cycling network.

Given the broader interest in rapid transit options in metropolitan areas, we will also be taking a sector leadership role by developing New Zealand specific guidance on mass rapid transit to facilitate consistency across the country.

In addition to infrastructure initiatives, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that can be applied to the Wellington context to support our partners in their efforts to drive mode shift. This includes:

- supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost
- developing sector guidance on mass rapid transit to facilitate consistency across the country
- increased investment in Bikes in Schools
- partnering with other agencies such as Kāinga Ora to deliver urban development projects.

Better freight connections

Wellington has a nationally significant freight logistics function in the distribution of freight between the North Island and South Island. There are also nationally significant freight connections from Palmerston North to Wellington, including state highway and the North Island Main Trunk. Efficient access to CentrePort and the safety and reliability of road and rail corridors north of Wellington are critical to supporting these connections. In addition to progressing development of New Zealand Upgrade Programme funded improvements in the region, our investment focus is on completing existing projects which improve key transport corridors, in particular SH1 (through Transmission Gully, Mackays to Peka Peka and Peka Peka to Ōtaki).

KiwiRail is progressing plans to replace the current fleet of three Interislander ferries with two new, larger ferries from 2024. The current ferries need to be replaced due to their age and expected future growth in passenger numbers and freight volumes. The project represents a transformational investment in critical infrastructure and is expected to generate significant tourism, economic and environmental benefits for the whole of New Zealand. We are working with partners to consider a range of options for accommodating future Cook Strait freight and passenger growth, including how the introduction of larger ships will affect the surrounding transport system and communities.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. We will continue to invest in technology solutions which enable us to optimise the use of the transport system to make journeys more reliable and resilient to incidents.

Climate change

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change. In the longer term, the LGWM programme will support climate change goals through its mode shift aspirations.

As noted, we propose to continue to invest in technology to enable us, with partners, to operate the current transport system effectively to minimise congestion and its harmful emissions.

More widely, we are supporting the government's climate change goals through co-investment in public transport infrastructure and services as well as walking and cycling networks. We are proposing low cost, low risk resilience activities in the Wellington region as well as delivering to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to start a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified nine major and extreme risks within the Wellington area. These relate to rockfall, landslip, erosion, flooding, coastal inundation and earthquake/liquefaction along SH1 and SH2. A large number of the identified risks are projected to increase as a result of climate change.

WORKING TOGETHER

Maintaining strong alignment with our partners on transport and land use matters in the Wellington region is critical. In particular, we will:

- continue to partner with mana whenua, local councils and central government partners, on the development of the Wellington Regional Growth Framework (a 30-year regional spatial plan for the region), and associated implementation plan
- maintain strong alignment with our LGWM partners to successfully implement ambitious mode shift goals in Wellington
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- encourage and support complementary projects to the New Zealand Upgrade Programme (Wellington Package) activities which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- support progress on other regional initiatives identified in the Wellington region mode shift plan, including developing a programme to improve multimodal access to train stations in partnership with other agencies such as Greater Wellington Regional Council, KiwiRail, local councils and Kāinga Ora
- progress the development of a connected regional walking and cycling network, progressing key connections across SH1 including to support Eastern Porirua Regeneration as identified in the Access Porirua programme business case).

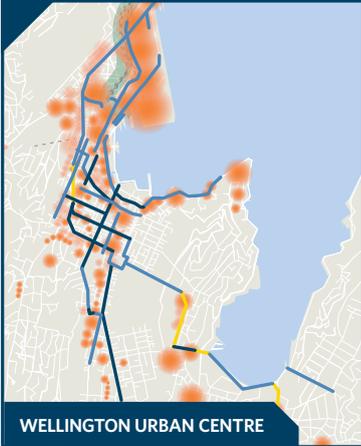
WELLINGTON

444,957
Urban area
population

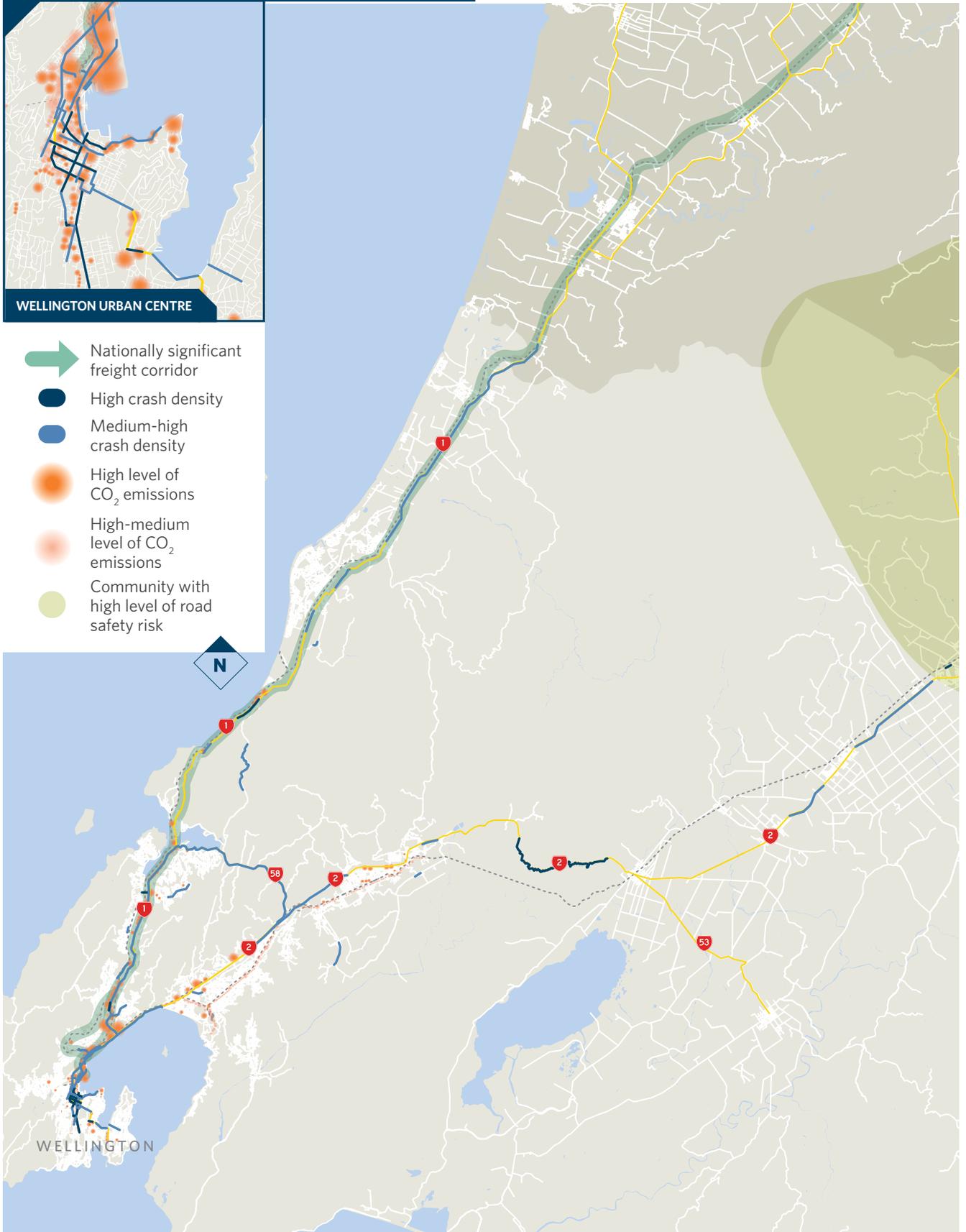
64%
Of journeys to
work by private
motorised
vehicle

31%
Jobs accessible
within 45 mins by
private motorised
vehicle

17%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



-  Nationally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  High-medium level of CO₂ emissions
-  Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Wellington region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
WGNSR1	Continue to operate reliable freight connections along state highways between Wellington and Palmerston North	IFC	Regional maintenance, operations and Renewals
WGNSR2	Improve the reliability of freight interchange at CentrePort, integrated with efficient passenger ferry access	IFC	Assessed through NLTP process
WGNSR3	Reduce speed, increase seat belt use and reduce driver distraction in Masterton and South Wairarapa through road policing and behaviour change activities	Safety	Assessed through NLTP process
WGNSR4	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
WGNSR5	Develop and implement mode shift activities across the region through the Regional Growth Framework, including a focus on: <ul style="list-style-type: none"> ▪ traffic demand management along the SH1 and SH2 corridors into Wellington urban centre ▪ car parking management across key centres in the region, including Wellington urban centre, Porirua, Upper and Lower Hutt ▪ improved active and shared mode access to rail stations and other public transport hubs 	BTO	Assessed through NLTP process
WGNSR6	Let's Get Wellington Moving (LGWM) programme <ul style="list-style-type: none"> ▪ A walkable city ▪ Golden Mile improvements ▪ Public transport (city and north) ▪ Central City Safer speeds and SH1 East of Mt Victoria ▪ Smarter transport network ▪ Connected cycleways ▪ Cobham Drive crossing improvements ▪ Develop the preferred options for: <ul style="list-style-type: none"> ▪ rapid transit ▪ extra Mount Victoria Tunnel and Ruahine Street widening ▪ unblocking the Basin Reserve 	BTO	Assessed through NLTP process

TABLE 1 (continued)

Our strategic responses to GPS priorities in the Wellington region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Capital Connection Rail Upgrades ▪ SH58 Safety Improvements ▪ Wairarapa Rail Upgrades ▪ Melling Interchange ▪ Wellington Train Station Safety Improvements 	All	New Zealand Upgrade Programme Regional Investment Opportunities

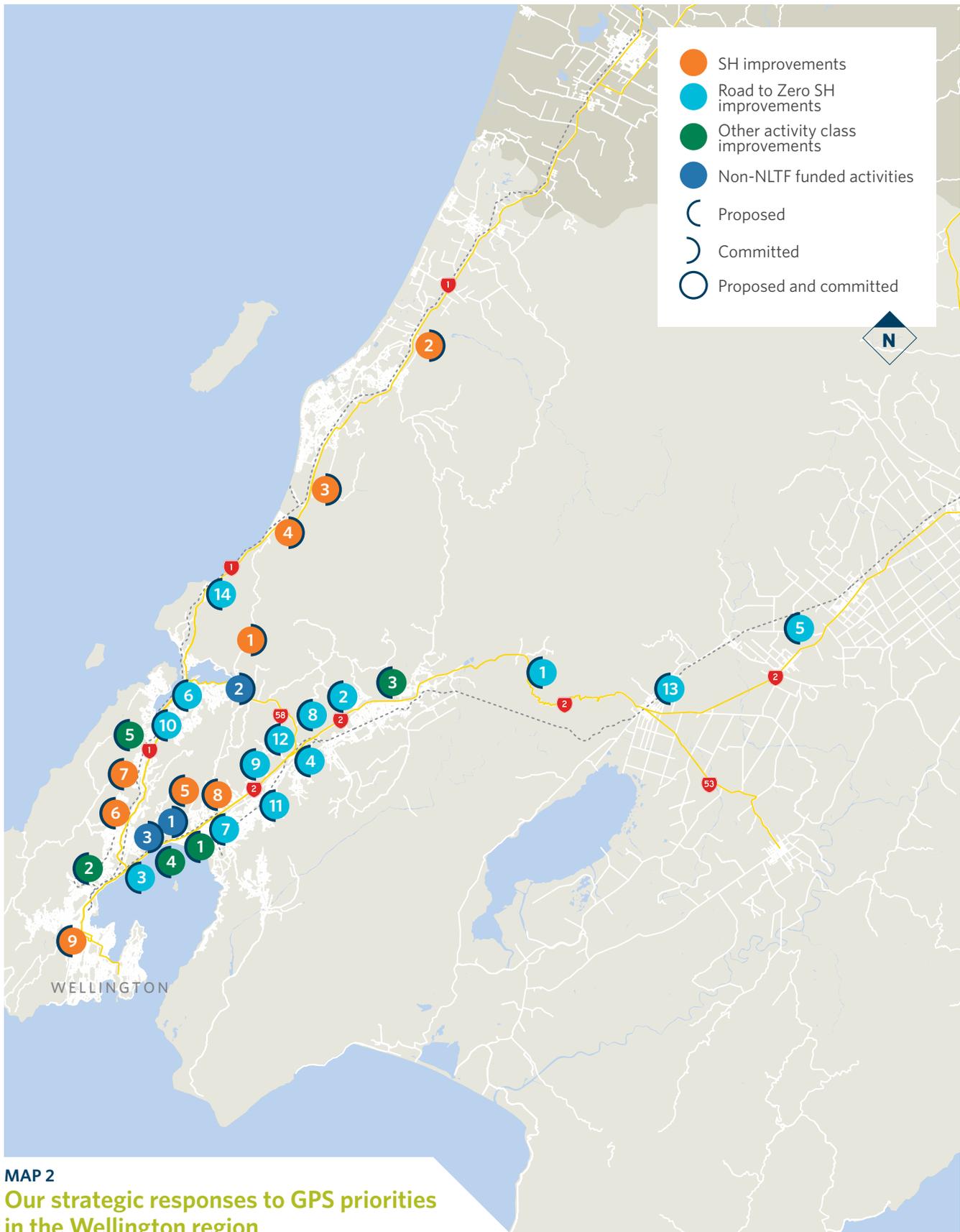


TABLE 2

Proposed state highway programme for Wellington region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$\$
1	SH1 Transmission Gully	SHI	NLTF	All	IMP			\$\$\$
-	SH1 Transmission Gully (debt repayment)	SHI	NLTF	All	DBT	DBT	DBT	\$\$\$
2	SH1 Peka Peka to Ōtaki Expressway	SHI	NLTF	BTO	IMP			\$\$\$
3	SH1 Mackays to Peka Peka Expressway	SHI	NLTF	BTO	IMP			\$
4	Weigh Right Mackays	SHI	NLTF	IFC	IMP			\$
-	LGWM Regional Highway Access	SHI	NLTF	BTO	DBC			\$
-	LGWM Managing Travel Demand	SHI	NLTF	BTO		IMP	IMP	\$\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

* Commitments made under the 2018 GPS, contributions as shown.

Proposed state highway improvement activities

5	SH1/SH2 Petone to Grenada Link Road/Improved regional East West access	SHI	NLTF	All	DBC	PTY	IMP	\$\$\$
6	SH1 Tawa through to CBD – Interim Optimisation measures	SHI	NLTF	BTO	IMP	IMP		\$\$
7	SH1 Resilience – Ngāūranga to SH58	SHI	NLTF	All		DBC	IMP	\$\$
8	SH2 Resilience – Ngāūranga to SH58	SHI	NLTF	All		DBC	IMP	\$\$
9	SH1 Resilience – Ngāūranga to Airport	SHI	NLTF	All		DBC	IMP	\$\$
-	Resilient Port Access	SHI	NLTF	IFC		PTY, IMP	IMP	\$\$
-	Wellington Transport Network System Resilience (supporting NZUP)	SHI	NLTF	All		IMP		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH2 Marchant Road to Featherston	R2Z	NLTF	Safety	IMP			\$\$
2	SH2 Moonshine to Maymorn	R2Z	NLTF	Safety	IMP			\$
3	SH2 Horokiwi Road to SH1N Interchange	R2Z	NLTF	Safety	IMP			\$
4	SH2 Moonshine Road to Hebden Crescent	R2Z	NLTF	Safety		IMP		\$\$
5	SH2 Carterton to Greytown	R2Z	NLTF	Safety	IMP			\$\$
6	SH58 Postgate Drive to Paremata (Hayward Road)	R2Z	NLTF	Safety	IMP			\$
7	SH2 and Melling Link intersection	R2Z	NLTF	Safety	IMP			\$
8	SH2 Moonshine Hill Road intersection	R2Z	NLTF	Safety	IMP			\$
9	SH2 and Owen Street intersection	R2Z	NLTF	Safety	IMP			\$
10	SH1 and Whitford Brown Avenue intersection	R2Z	NLTF	Safety	IMP			\$
11	SH2 Fairway Drive and Western Hutt Road intersection	R2Z	NLTF	Safety	IMP			\$
12	SH2 Moonshine Hill Road to Western Hutt Road	R2Z	NLTF	Safety	IMP			\$\$
13	SH2 Renall Street to Marchant Road	R2Z	NLTF	Safety			IMP	\$
14	SH1N Toenga Road to Teihana Road West	R2Z	NLTF	Safety			IMP	\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		SBC	SBC	\$\$
Proposed public transport infrastructure activities								
-	LGWM Mass Rapid Transit	PTI	NLTF	BTO	DBC			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed walking and cycling activities								
-	LGWM Walking and Cycling	WC	NLTF	BTO	IMP			\$\$
1	Petone to Melling Walking and Cycling Link	WC	NLTF	BTO	IMP			\$\$
2	SH1 Ngāūranga Gorge upgrade	WC	NLTF	BTO	IMP			\$
3	SH2 Totorā Park Road improvements	WC	NLTF	BTO	IMP	IMP		\$
4	Te Ara Tupua – Ngāūranga to Hutt Valley Cycleway and Resilience	WC	NLTF	CC	PRE, IMP			\$\$\$
5	SH1 City Centre to East Porirua Severance project	WC	NLTF	BTO	SSBC	IMP		\$\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$\$
Committed non-NLTF funded activities								
1	SH2 Melling Efficiency and Safety improvements	-	NZUP	Safety		PRE	IMP	\$\$
2	SH58 Safety improvements	-	NZUP	Safety	IMP, PTY			\$\$
3	SH2 Melling Interchange	-	NZUP	BTO		IMP		\$\$