

Absolutely Positively  
**Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Te Kaunihera o Pōneke | Council

## Rārangi Take | Agenda

9:30 am Rāpare, 12 Hakihea 2024

9:30 am Thursday, 12 December 2024

Ngake (16.09), Level 16, Tahiwi

113 The Terrace

Pōneke | Wellington



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## **MEMBERSHIP**

Mayor Whanau (Chair)  
Deputy Mayor Foon (Deputy Chair)  
Councillor Abdurahman  
Councillor Apanowicz  
Councillor Brown  
Councillor Calvert  
Councillor Chung  
Councillor Free  
Councillor Matthews  
Councillor McNulty  
Councillor O'Neill  
Councillor Pannett  
Councillor Randle  
Councillor Rogers  
Councillor Wi Neera  
Councillor Young

### **Have your say!**

*You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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# 1. Meeting Conduct

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## 1.1 Karakia

The Chairperson will open the hui with a karakia.

**Whakataka te hau ki te uru,  
Whakataka te hau ki te tonga.  
Kia mākinakina ki uta,  
Kia mātaratara ki tai.  
E hī ake ana te atākura.  
He tio, he huka, he hauhū.  
Tihei Mauri Ora!**

Cease oh winds of the west  
and of the south  
Let the bracing breezes flow,  
over the land and the sea.  
Let the red-tipped dawn come  
with a sharpened edge, a touch of frost,  
a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

**Unuhia, unuhia, unuhia ki te uru tapu nui  
Kia wātea, kia māmā, te ngākau, te tinana,  
te wairua  
I te ara takatū  
Koia rā e Rongo, whakairia ake ki runga  
Kia wātea, kia wātea  
Āe rā, kua wātea!**

Draw on, draw on  
Draw on the supreme sacredness  
To clear, to free the heart, the body  
and the spirit of mankind  
Oh Rongo, above (symbol of peace)  
Let this all be done in unity

## 1.2 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future hui of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

## 1.3 Announcements by the Mayor

## 1.4 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

## 1.5 Confirmation of Minutes

The minutes of the meeting held on 31 October 2024 will be put to the Te Kaunihera o Pōneke | Council for confirmation.

The minutes of the meeting held on 27 November 2024 will be put to the Te Kaunihera o Pōneke | Council for confirmation.

The minutes of the meeting held on 3 December 2024 will be put to the Te Kaunihera o Pōneke | Council for confirmation.

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## **1. 6 Items not on the Agenda**

The Chairperson will give notice of items not on the agenda as follows:

### ***Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council***

The Chairperson shall state to the hui.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

The item may be allowed onto the agenda by resolution of the Wellington City Council.

### ***Minor Matters relating to the General Business of the Wellington City Council***

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Wellington City Council for further discussion.

## **1. 7 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

## 2. General Business

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# WELLINGTON CITY TRANSPORT PLAN

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. The purpose of this report is to:
  - a. respond to a Notice of Motion passed at the Council meeting on 6 June 2024,
  - b. propose the development of a Wellington City Transport Plan which would provide city wide direction and context for the central city transport vision sought in the Notice of Motion, and
  - c. outline the process and high level timeframe to develop a draft strategy for public consultation in early 2026.

#### Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this report include Social Wellbeing - A city of healthy and thriving whānau and communities, Economic Wellbeing - An innovative business friendly city, Urban Form - A liveable and accessible, compact city, Making our city accessible and inclusive for all, Embedding climate action, Engaging our community, Value for money and effective delivery, Transform our transport system to move more people with fewer vehicles, Collaborate with our communities to mitigate and adapt to climate change

#### Relevant previous decisions

3. On 6 June 2024 the Council passed the following Notice of Motion:

*That the Wellington City Council:*

- 1) *Note that officers advise that further contracts for construction of the Golden Mile were not due to be signed before 30 September 2024.*
- 2) *Agree to report back to Council by 30 September on a vision for integrated transport for the central city.*
- 3) *Note that officers will work with Greater Wellington Regional Council to provide bus capacity advice as part of the vision in 2) above.*

Items 1) and 3) were addressed in workshops on 3 and 4 September. In rescheduling, officers made a further commitment that construction contracts for the Golden Mile would not be signed until item 2) was completed.

#### Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. It is unlikely significant new strategic or policy direction or changes in levels of service will be proposed through a transport plan.

### Financial considerations

☐ Nil      ☒ Budgetary provision in Annual Plan / Long-term Plan      ☐ Unbudgeted \$X

5. A budget provision of \$300,000 has been allocated in the current financial year.

### Risk

☒ Low      ☐ Medium      ☐ High      ☐ Extreme

6. The overall level of risk associated with this report is assessed as being low to medium.

Author	Tamsin Evans, Programme Director - Major Projects
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Adopt the following draft vision statement for integrated transport for the central city: Central city streets are a balanced network, where our streets are spaces which support revitalisation, enable access, and move people and goods around. They invite people to spend more time enjoying Wellington's businesses and unique culture.
3. Direct officers to develop a Transport Plan for the city's transport system and networks to support delivering the Long-Term Plan priority to transform our transport system to move more people with fewer vehicles.
4. Note officers will:
  - 4.1. report back with a progress update by 30 June 2025, and
  - 4.2. report on progress in the new Triennium with the aim of presenting a draft plan for public consultation in 2026.

### Whakarāpopoto | Executive Summary

7. Transport plays a crucial role in shaping Wellington's urban form, and enabling the social, cultural, economic, and environmental wellbeing of Wellingtonians. It connects people to essential services, economic opportunities, and each other, fundamentally influencing how we live, work, and play across the city.
8. A well-functioning transport system can drive economic growth, enhance quality of life, and contribute to a healthier and more sustainable urban environment. Conversely, poorly planned transport systems can lead to congestion, inequality, environmental harm, poor public health outcomes and reduced resilience.
9. Currently, Wellington lacks consolidated and comprehensive direction for transport. This undermines our ability to fully realise the benefits of a well-designed transport network.



10. This report sets out a draft vision for integrated transport in the central city as requested by a Notice of Motion passed by the Council in June and recommends the central city vision is included within a comprehensive Wellington City Transport Plan. The proposed timeline would mean a draft Plan would be presented to the Council early in the next Triennium, for public consultation in 2026. The Transport Plan would support the activities the Council submits for inclusion in the 2027 Regional Land Transport Plan, for NZTA consideration in the 2027 National Land Transport Fund allocation.

## **Takenga mai | Background**

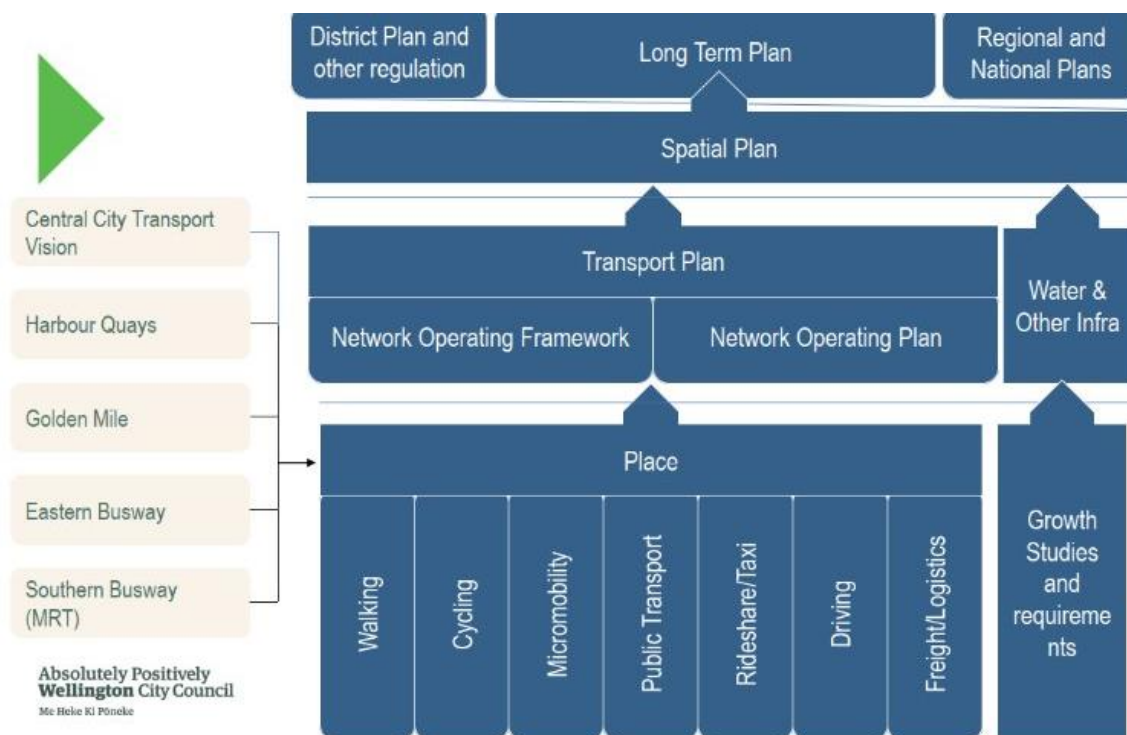
11. Let's Get Wellington Moving (LGWM) was envisioned to improve Wellington's public transport and walking and cycling infrastructure, and deliver mass transit. The programme of work was to be delivered through a partnership of Wellington City Council (WCC), Greater Wellington Regional Council (GWRC), and NZTA Waka Kōtahi (NZTA). The Partnership was formed in May 2019 and subsequently disestablished in early 2024.
12. Disestablishing LGWM left a gap in the city's transport planning activity. The subsequent Government Policy Statement on land transport 2024 reflected the priorities of the new Government, and subsequent funding decisions require a re-evaluation of the city's immediate transport priorities. While LGWM implemented a limited number of infrastructure projects, it also created an extensive body of data, analysis, and planning work.
13. While developing the 2024-2034 Long-Term Plan councillors passed a Notice of Motion on 6 June that asked for officers to '*... report back to Council by 30 September on a vision for integrated transport for the central city.*'
14. On 4 September 2024 this vision statement for the central city was presented:

*Central city streets are a balanced network, where our streets are spaces which support revitalisation, enable access, and move people around. They invite people to spend more time enjoying Wellington's businesses and unique culture.*
15. An integrated transport system supports seamless journeys from origin to destination, combining different modes of transport to maximise ease and efficiency for users. All the city's networks have to be considered as part of an integrated transport system. The Officers' Recommendations in this report propose that transport integration for the city should be considered as a whole and a Wellington City Transport Plan should be developed.
16. Wellington needs to communicate a clear transport vision, investment logic, decision framework, and infrastructure investment pipeline, to provide certainty to Wellingtonians and investors. This relies somewhat on factors the Council cannot influence. A comprehensive plan for the city would enable the Council to develop a whole of network long-term transport plan, while allowing prioritisation of projects that suit local circumstances and maximise current funding opportunities.
17. A strong, integrated, long-term plan for the networks, identifying critical risks and opportunities, would generate robust input to the Regional Land Transport Plan, that stakeholders and funders could have confidence in, ahead of the next National Land Transport Fund allocations in 2027.

## Kōrerorero | Discussion

### Where would a Transport Plan ‘fit’?

18. The diagram below shows how a Wellington City Transport Plan would fit below national, regional, and local statutory plans. Many modal plans already exist as standalone plans and policies. These would be incorporated and consolidated into a single Transport Plan.
19. The Regional Land Transport Plan (RLTP) and the Regional Public Transport Plan set the direction for the Wellington Region’s transport network, with a long-term vision, regional priorities, and transport projects for investment. The RLTP is a legislated collaboration between all councils in the Wellington Region, NZTA and KiwiRail, overseen by the Regional Transport Committee. The plan is set for 10-30 years, and projects for investment are set over a six-year period. The latest RLTP was set in 2021. The RLTP goes through a mid-term review halfway through – every 3 years. The most recent RLTP mid-term review was completed in July 2024. The RLTP also must incorporate the Government Policy Statement on land transport (GPS).



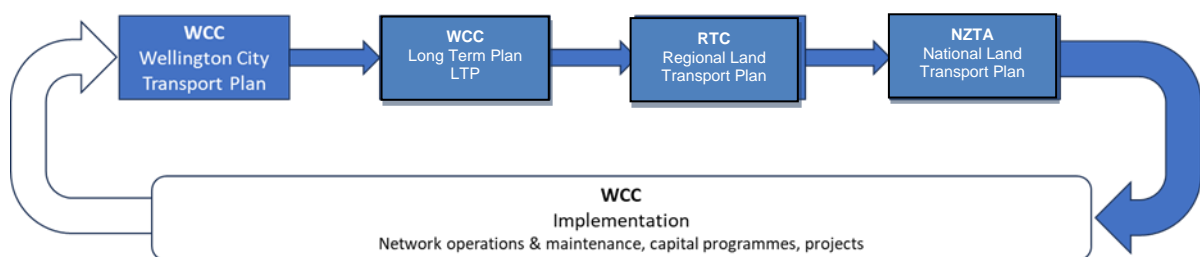
### Who are the stakeholders in the process?

20. To maximise the opportunity to realise Wellington City projects and the benefits to the city, the strategic goals must be embedded in the regional and national planning frameworks. Access to the National Land Transport Fund is through the RLTP. NZTA and GWRC, respectively, are two of the strategic partners who must be engaged from the start of the transport planning process. In addition to existing operational relationships, project based relationships with both agencies are being established for the Transport Plan.

21. A Transport Plan for Wellington in itself is no guarantee any projects will be co-funded by NZTA. However to ensure its success and longevity it needs to be made in collaboration with GWRC and NZTA, so that the city and region can have a clear direction of travel and investment.
22. The Government and Auckland Council have recently announced they will take control of Council-Controlled Organisation (CCO) Auckland Transport's (AT) policy functions. AT will be turned into a service delivery agency and shift the strategy, policy, and planning functions to Auckland Council. Auckland elected representatives will be responsible for key transport decisions including approving the Regional Land Transport Plan, and the Regional Public Transport Plan.
23. Of particular note, a new Auckland Regional Transport Committee will be formed to develop a 30-year Integrated Transport Plan for Auckland – to be agreed upon by both Cabinet and Auckland Council.
24. Our planning work aligns with the approach Auckland is taking. It will be important, as the plan proceeds, that it develops similar integration opportunities with central government.

### **How can we build stakeholder confidence and get value from the Transport Plan?**

25. The Network Operating Framework (NOF) is an NZTA methodology used to demonstrate how the transport network will be used in future. Its purpose is to identify gaps in the existing network that may need to be addressed. Uptake among councils has been inconsistent and NZTA is revising the NOF. The next generation process, likely to be known as the Future Network Planning Process (FNPP), is designed to enable NZTA to build a view of the nationwide future network, its function, integration and operation.
26. On the face of it, the FNPP would seem to deliver outputs that would directly populate a Wellington City Transport Plan. The process proposes to bring together strategies, and plot the integrated future modal networks against future land use.
27. Early indications would suggest that the FNPP would support development of a Transport Plan that enables whole of system thinking and integrated planning, and allows problems and gaps to be addressed project by project to suit local (location, community, political) priorities. Officers will continue to engage with NZTA to inform this work.



28. The diagram above shows a very simple, high level view of the three yearly planning and implementation cycle. Each of the steps in the process informs the next but, in reality, the process is not linear and information flows are much more complex. However, the timing to develop a new Transport Plan would appear to align well with regional processes. GWRC is just embarking on setting up the programme to develop the 2027 – 2030 regional land transport plan, which is the lever to secure the NZTA co-funding for the next Long Term Plan (LTP).

### **Independent Advisory Panel**

29. To progress the early stages of this work an Independent Advisory Panel was established. The Panel comprises four transport planning practitioners whose role is to:
- Provide independent assurance, support, advice, and guidance to WCC, the CPO and the Manager Strategic Planning on the management, development and direction of the Plan.
  - Provide assurance that a good process, analysis, and outputs have been achieved for the successful adoption and implementation of the plan.
  - Test the evidence, assumptions and basis of major decisions. This will include data and evidence to be made available by WCC (including as the Road Controlling Authority) and GWRC (including as the Public Transport Agency.)
30. The Panel's deliverables include a report to Council at the end of the current phase of the work. An extract from the Panel's report, the key conclusions and recommendations follows below. Refer to Appendix Three for the Panel's report in full.

#### **Panel Recommendations**

1. *WCC officers confirm the Councillors expectations for the scope of the integrated transport plan for Phase 2.*
2. *WCC delivers the integrated transport plan within 12 months (or less) to provide clear and urgently needed direction for the city and to support reinvestment.*
3. *WCC reviews the transport elements of the Golden Mile and Harbour Quays projects, and confirms it is confident that the benefits sought from the approved designs will be achieved given the other proposed changes to the network that have been confirmed since the Golden Mile design was adopted.*
4. *WCC actively seeks to rebuild trust and confidence of the community in the delivery of the city's transport projects.*
5. *WCC work with GWRC and NZTA to develop the integrated transport plan to ensure that it ties closely with the future development of the wider network for all modes.*
6. *WCC ask GWRC to develop a long term (10 years+) bus network strategy (potentially as part of the Regional Public Transport Plan) to guide WCC's decision making (as Road Controlling Authority) which can be responsive to future anticipated changes / growth in the central city and its transport network.*

31. Internal project governance will be through an existing steering group of executive level leaders from WCC and GWRC. GWRC will also provide important stakeholder and partner input to the Plan at the project team level. The steering group has oversight of other jointly (GWRC, WCC and NZTA as appropriate) owned transport projects and will monitor progress. GWRC officers will update the Regional Transport Committee as required.
32. There will be regular briefings to councillors to inform them of progress and workshops to seek input and direction. Once a draft Transport Plan is approved by the Council there will be a full community consultation process before the Plan is finalised.

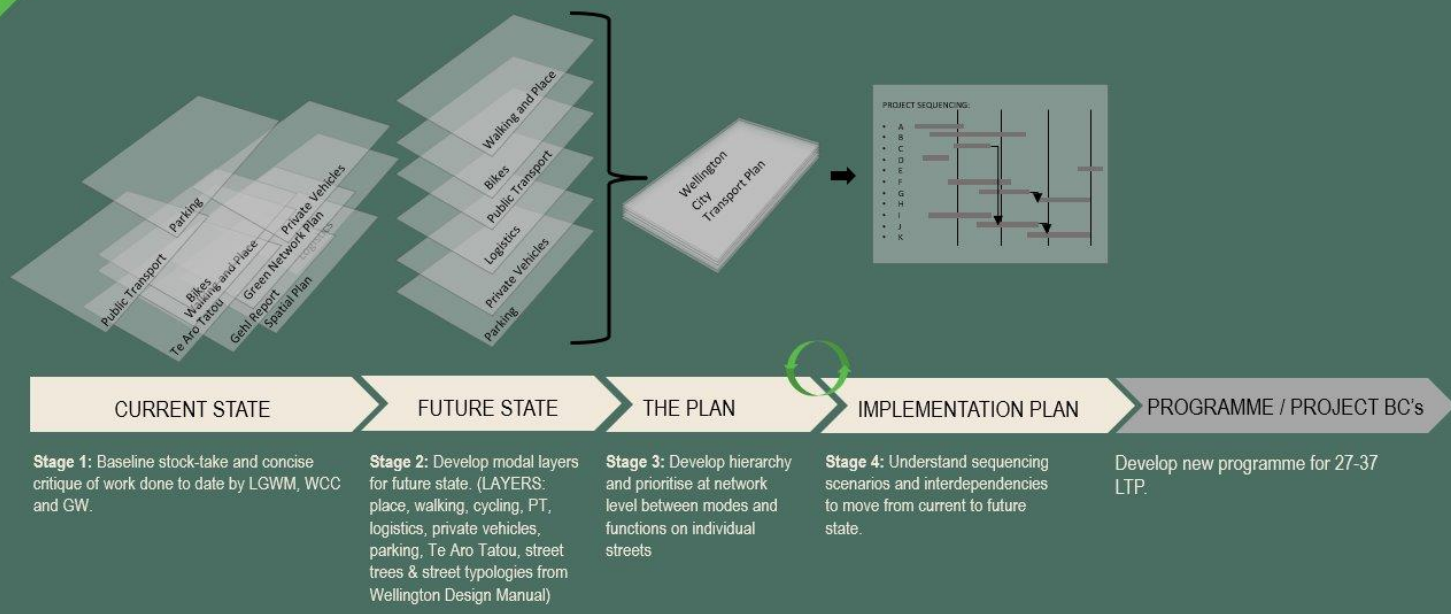
### **What is the Problem Statement the Plan would address?**

33. Transport and transport networks are integral to enabling:
  - A thriving, functional and efficient city
  - Realising urban form, economic, environmental, social, and cultural objectives
  - Successfully accommodating future population growth and changes in land use.
34. WCC currently has no clear, single network plan to successfully deliver these outcomes. This creates risk that:
  - The Council is inefficient and/or ineffective at achieving community outcomes and Long-Term Plan priorities.
  - People and goods are unable to move or be moved efficiently and effectively in areas of population growth.
  - Transport investment is inefficient or ineffective, as investment in individual transport modes and/or corridors is undertaken without clear direction and understanding of how this investment supports and is integrated with a broader transport plan or works at a network level.
  - There is reduced social license as individual transport changes cannot be articulated and justified within the context of a wider network plan.

### **What is the Scope of the Plan?**

35. The diagram below depicts the broad scope of the plan and the key phases of work.

## Wellington City Transport Plan (WCTP)



36. There are four main dimensions to the scope: geographic coverage, movement, transport modes, and timespan.
- Geographic coverage: the Plan would cover the whole city, and recognise inter-regional connectivity. There would be a specific focus on the central city.
  - Movement: Movement around and through the city is complex and has many different purposes. The Plan would consider movement along corridors, to, from, around and through neighbourhoods and local centres – with specific focus on the central city.
  - Transport modes: the Plan would encompass all transport modes and give effect to the Council's Sustainable Transport Hierarchy.
  - Timespan: the Plan would align with the three year planning cycles and be described in general periods of short, medium, and long term.

### What is the Current State?

37. As the diagram above shows, developing the Transport Plan would start by understanding what is the current state. The Plan would be developed primarily by bringing together the significant array of existing plans, policies, data and analysis done to date by LGWM, WCC and GWRC.
38. The appendices to this report document the current state in two parts. Appendix One, *Wellington City Transport Plan, Current state part one: Strategic Context* sets out the problem statement (refer paragraph 27 of this report) and describes the strategic context, authorising environment, transport context, and includes indicative plans of the city's main transport mode networks and journey totals.

39. Appendix Two, *Wellington City Transport Plan, Current State part two: Technical Inputs* is the start of an inventory of evidence and existing material from LGWM, WCC and GWRC. This would be treated as a living document and ultimately form a record of the references, sources and evidence for the final Transport Plan.
40. Both documents have been reviewed by the Independent Advisory Panel and their feedback has been incorporated.

## **Kōwhiringa | Options**

41. The options for the Council to consider are whether to:
  - A) make a definitive step to drive more cohesion into Wellington city transport planning after the dissolution of Let's Get Wellington Moving and position the city to be able to maximise the opportunity to secure targeted, strategic funding through the next National Land Transport Programme in 2027, or
  - B) continue a mode by mode approach, incrementally developing the city's networks as and when opportunities (physical and fiscal) arise.
42. The recommended option is A).
43. An effective and functional transport system, made up of the right combination of travel modes, networks and routes is the approach most likely to deliver the LTP Priority: *Transform our transport system to move more people with fewer vehicles.*
44. The importance of the transport system is apparent in the many and varied community outcomes, strategic approaches, and priorities it can influence:
  - Social Wellbeing - A city of healthy and thriving whānau and communities
  - Economic Wellbeing - An innovative business friendly city
  - Urban Form - A liveable and accessible, compact city
  - Making our city accessible and inclusive for all
  - Embedding climate action
  - Engaging our community
  - Value for money and effective delivery
  - Collaborate with our communities to mitigate and adapt to climate change.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

### **Alignment with Council's strategies and policies**

45. The Wellington City Transport Plan will be aligned with the Council's Sustainable Transport Hierarchy.

### **Engagement and Consultation**

46. A stakeholder engagement plan will be developed for the project. Community consultation on the draft Transport Plan will take place after the Council has approved the draft.



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### **Māori Impact Statement**

47. The recommendations in this report have no specific objectives or impacts for Māori. A plan for engagement with Mana Whenua will be consistent with Tākai Here partnership.

### **Financial implications**

48. There are no financial implications. Project costs will be met from an existing LTP budget in the current financial year.

### **Legal considerations**

49. There are no legal considerations. The actions arising out of this report are compliant with existing local and central government structures and processes.

### **Risks and mitigations**

50. The overall level of risk associated with this report is assessed as being low to medium. Developing a plan or strategy is a low-risk activity but, in this case, the subject matter – transport – is of interest to community and media. The risks are usually associated with the effects of implementing a new initiative or change, or construction of transport infrastructure projects. These present an ongoing medium level of risk to the council's reputation. The risks can be mitigated to some extent through high quality communication and engagement with the community and specific stakeholders.

### **Disability and accessibility impact**

51. There are no disability or accessibility impacts in relation to the report's recommendations, but these are essential considerations of transport network design and operations.

### **Climate Change impact and considerations**

52. A Wellington City Transport Plan will directly support Wellington's zero carbon goal by operationalising the Sustainable Transport Hierarchy adopted by the Council and formalising emissions reduction actions in a strategic transport context. The Plan should take account of the 2024 Second Emissions Reduction Plan and should identify pathways for the city's contribution to achieving emissions reduction goals, including the city's goal of a 57% reduction in emissions between 2020 and 2030, reaching net zero by 2050.

### **Communications Plan**

53. A communications plan is not required currently.

### **Health and Safety Impact considered**

54. There are no health and safety implications.



**Ngā mahinga e whai ake nei | Next actions**

55. The immediate next steps would be to confirm the detailed project scope to identify the components of the Transport Plan, establish the project structure and resources and moving into making the project operational. This includes confirming governance roles, responsibilities, and representatives for the project, identifying and securing the required internal and external specialist and technical resources, continuing discussions with NZTA Waka Kōtahi about the Future Network Planning Process, and completing the project documentation for sign off by the steering group.

**Attachments**

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Attachment 2.	Current State Part Two: Technical Inputs	Page 55
Attachment 3.	Independent Advisory Panel Report on Phase One of Wellington City Transport Plan	Page 71

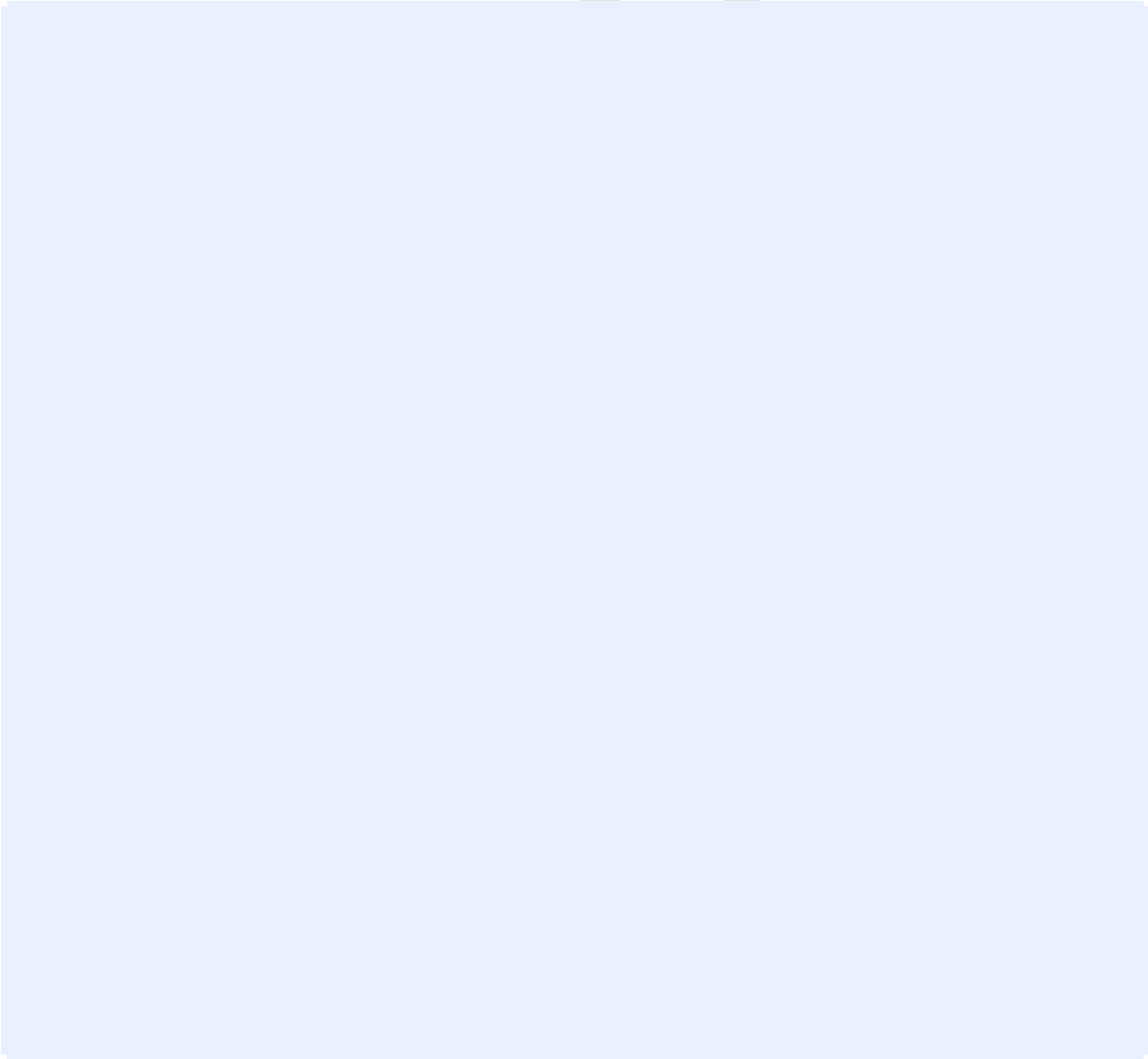
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Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

# Wellington City Transport Plan

Current state part one: strategic context

4 December 2024



**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

Version	Date	Author	Approver
1	15/11/2024	Tamsin Evans	-
2			

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DRAFT

## Executive Summary

1. Transport plays a crucial role in delivering on the City Vision: Pōneke, a creative capital where people and nature thrive and shaping Wellington's social, cultural, economic, and environmental wellbeing. Our street network connects people to essential services, economic opportunities, and each other, fundamentally influencing how we live, work, and play across the city.
2. A well-functioning transport system can drive economic growth, enhance quality of life, and contribute to a healthier, happier, and more sustainable urban environment. Conversely, poorly planned transport systems can lead to congestion, inequality, environmental harm, and reduced resilience.
3. Currently, Wellington has a series of mode specific plans and vision but lacks a clear vision for the central city and a comprehensive, multi modal transport plan to enable this vision to become a reality. This undermines our ability to effectively accommodate population growth and fully realise the benefits of a well-designed transport network.
4. This paper seeks to define the problem and scope of work, as well as endorsement to begin addressing these gaps, with the goal of developing a comprehensive transport vision, network plan, and investment framework.

## Problem Statement

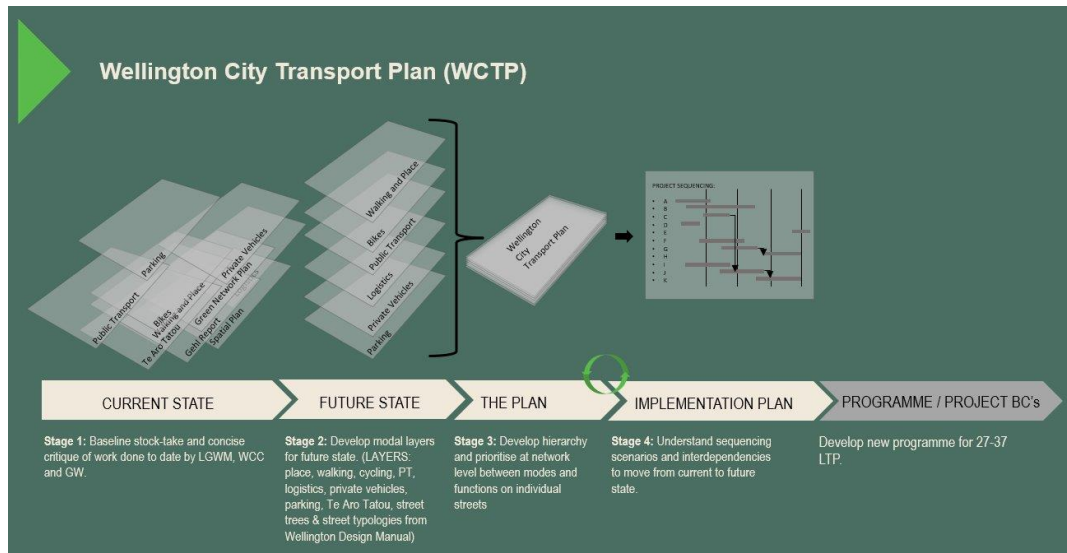
5. Transport and transport networks are integral to enabling:
  - 5.1. A thriving, functional and efficient city
  - 5.2. Realising a larger number of our economic, environmental, social and cultural objectives
  - 5.3. Successfully accommodating future population growth and changes in land use.
6. We currently have no clear, single network plan to successfully deliver the above. This creates the risk that:
  - 6.1. We are inefficient and/or ineffective at achieving our economic, environmental, social and cultural wellbeing and urban form community outcomes and Long Term Plan priorities.
  - 6.2. We are unable to move efficiently and effectively in areas of population growth.
  - 6.3. Inefficient or ineffective transport investment occurs, as investment in individual transport modes and/or corridors is undertaken without clear direction and understanding of how this investment supports and integrates with a broader transport vision and plan or works at a network level.
  - 6.4. Our co-investment transport delivery partners – Greater Wellington, and Waka Kōtahi NZTA, do not have a clear plan within which to make their planning and investment decisions.
  - 6.5. There is reduced social license as individual transport changes cannot be articulated and justified within the context of a wider network plan.
7. Wellington's central business district (CBD) is the 'hub' of the network and faces constraints in terms of space and converging modal networks. In the absence of a plan, prioritisation and corridor allocation decisions create conflicts.
8. Let's Get Wellington Moving (LGWM) was envisioned to improve Wellington's mass transit, public transport, and walking and cycling infrastructure, and state highways. The programme of work was to be delivered over 20 years by a partnership of Wellington City Council, Greater Wellington Regional Council, and NZTA Waka Kōtahi. The Partnership was formed in May 2019 and subsequently disestablished in early 2024. This has created uncertainty in a changed planning and funding context.

## Proposed Solution

9. It is proposed to develop a multi modal Transport Plan, building on what exists and revising what needs to change post-LGWM, to guide and coordinate planning and investment in the city's transport system and investment pathways.
10. There are multiple WCC strategic and supporting documents as well as the vision, strategy and network plan created by LGWM around the concept of mass rapid transport (MRT). LGWM implemented a limited number of infrastructure projects and created a substantive body of data collection, analysis and planning work.
11. A Wellington City Transport Plan will:
  - 11.1. be a non-statutory document with a XX years timeframe, confirming WCC's strategic objectives in a transport context
  - 11.2. respond to the Government's announcement about SH1 improvements, namely delivering a second tunnel through M Victoria and a duplicate Terrace Tunnel
  - 11.3. provide a clear foundation from which WCC can have input into and work with central government on future investment through the National Land Transport Plan NLTP or other crown funding and infrastructure programmes
  - 11.4. enable planning and programming while being still adaptable to changing external influences, such as population growth, development, land use planning, carbon emissions targets, other infrastructure projects (may or may not be on the transport network)
  - 11.5. create integrated and strategically aligned plans for all the competing priorities for street space including all modal networks, with efficient, effective and integrated long-term investment pathways
  - 11.6. provide certainty of investment to other parties investing in the city
  - 11.7. provide clear and consistent input to Regional Land Transport Plans (RLTP), the Council's Long Term Plan (LTP), infrastructure strategies and other instruments
  - 11.8. co-ordinate and align decision-making internally in WCC and with GWRC in terms of public transport investment
  - 11.9. consider implementation options beyond direct infrastructure investment, including policy decisions, creating an environment for others to invest, travel demand management, using technology for better use of assets, and
  - 11.10. allow co-ordinated infrastructure planning between place, transport and other asset classes that maximises benefits, supports economic activity, and minimises disruption.

## Future Direction

12. The diagram below describes the path proposed to develop a Wellington City Transport Plan.



13. This document is the first of two describing the inputs to understanding the current state. This document focuses on the strategic context, the second will identify the technical and data inputs.

## **Appendices**

### **Appendix A – Strategic context**

A.1 Key national, regional and local strategic documents related to transport

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B.1 Primary authority sources for Wellington city's transport planning

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### **Appendix C – Transport context**

C.1 Wellington City vision for transport

C.2 Wellington City objectives for transport

C.3 Wellington City sustainable transport hierarchy

C.4 Key transport topics for Wellington City

### **Appendix D – Transport Network Plans**



## Appendix A – Strategic context

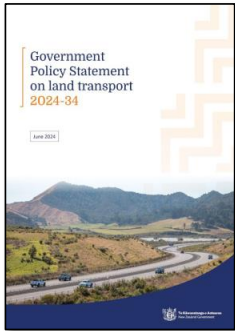


### A.1 Key national, regional and local strategic documents related to transport

Key national, regional and local strategic documents and other documents relevant to transport planning for Wellington city are summarised below:


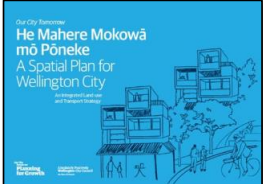
**Table A.1. Key national, regional and local strategic documents related to transport**

	National strategic documents	Regional strategic documents	Wellington City Council strategic documents
<b>Key transport-related documents</b>	<a href="#">Government Policy Statement on Land Transport 2024-34</a> (GPS 2024)  <a href="#">Transport Outcomes Framework</a>	<a href="#">Wellington Regional Land Transport Plan (RLTP) 2021-2031</a>  <a href="#">Wellington Regional Land Transport Plan 2021: Mid-Term review 2024</a>	<a href="#">Long-term plan 2024-34</a>  <a href="#">Our city tomorrow: He Mahere Mōkōwā mō Pōneke - A Spatial Plan for Wellington City</a>  <a href="#">Te Atakura – First to Zero</a>
<b>Other relevant documents</b>	New Zealand's First Emissions Reduction Plan  (Second Emissions Reduction Plan is currently being developed by the government)  National Policy Statement on Urban Development	Wellington Regional Transport Emissions Reduction Pathway (WTERP) 2024  Wellington Regional Growth Framework 2021  Wellington Regional Public Transport Plan (RPTP) 2021–31 (refresh in progress)	30-year Infrastructure Strategy 2024  Walking Policy 2008  Paneke Pōneke: Bike Network Plan 2022  Draft Bus Priority Action Plan 2019  Parking Policy 2020  Green Network Plan  Parks and Open Spaces Network Plan

**Table A.2 Key national and regional transport strategic documents and their priorities**

Key strategic documents	Overview	Identified priorities
<a href="#">Government Policy Statement on Land Transport 2024-34</a> (GPS 2024) 	<p>The Government Policy Statement (GPS) on Land Transport is a statutory document which sets the Government's priorities for land transport investment during the particular 10-year period.</p> <p>This document also sets out how money from the National Land Transport Fund (NLTF) is spent on different activity activities (such as public transport, state highway improvements, local roads, and road safety). NZTA Waka Kotahi and local authorities need to ensure spend on transport reflects Government priorities outlined by the GPS.</p> <p>The GPS is reviewed and updated every three years.</p>	<p>Strategic priorities:</p> <ol style="list-style-type: none"> <li>1. Economic growth and productivity (overarching strategic priority)</li> <li>2. Increased maintenance and resilience</li> <li>3. Safety</li> <li>4. Value for money</li> </ol>
<a href="#">Transport Outcomes Framework</a> 	<p>This framework, developed by the Ministry of Transport in 2018, sets a purpose for the transport system centred around the wellbeing of New Zealanders and the liveability of places.</p> <p>The framework helps the transport sector work together, provides a framework for assessing the effectiveness of policy, and ensures all forms of transport are considered when planning, investment and regulatory decisions are made.</p>	<p>Outcome areas:</p> <ul style="list-style-type: none"> <li>• Inclusive access</li> <li>• Healthy and safe people</li> <li>• Environmental sustainability</li> <li>• Resilience and security</li> <li>• Economic prosperity</li> </ul>
<a href="#">Wellington Regional Land Transport Plan (RLTP) 2021-2031</a> <a href="#">Wellington Regional Land Transport Plan 2021: Mid-Term review 2024</a> 	<p>The Wellington Regional Land Transport Plan (RLTP) is a statutory document which sets the direction for the transport network in the region for the next 10 to 30 years.</p> <p>The RLTP identifies regional priorities, policies, targets, and objectives for the transport sector and sets the direction for investment in land transport projects.</p> <p>The Wellington RLTP is developed by Greater Wellington Regional Council, local councils in the Wellington region, NZTA – Waka Kotahi, KiwiRail, and other approved organisations.</p> <p>The RLTP must be consistent with the national direction set by Ministry of Transport – Te Manatū Waka in the most recent Government Policy Statement (GPS) on Land Transport.</p> <p>The RLTP is prepared every 6 years and reviewed after the first 3 years.</p>	<p>Strategic objectives:</p> <ol style="list-style-type: none"> <li>1. People in the Wellington Region have access to good, affordable travel choices</li> <li>2. Transport and land use are integrated to support compact urban form, livable places and a strong regional economy</li> <li>3. People can move around the Wellington Region safely</li> <li>4. The impact of the transport and travel on the environment is minimised</li> <li>5. Journeys from, to and within the Wellington Region are connected, resilient and reliable</li> </ol>

**Table A.2 Key national and regional transport strategic documents and their priorities**  
[continued]

Key strategic documents	Overview	Key transport-related information
<a href="#">Long-Term Plan 2024-27</a> 	<p>The Long-term Plan (LTP) sets the direction for the Council for the next 10 years, outlines what the Council will be investing in, how much it may cost and how this will be funded.</p> <p>LTP 2024-27 outlines the 30-year vision for the city is: Pōneke, the creative capital where people and nature thrive. This vision is underpinned by five community outcomes, nine strategic priorities and five strategic approaches.</p>	<p>Transport is included under the urban form - “a livable and accessible, compact city” community outcome.</p> <p>“Transform our transport system to move more people with fewer vehicles” is one of the nine strategic priorities to guide investment in the city.</p>
<a href="#">Our city tomorrow: He Mahere Mokowā mō Pōneke - A Spatial Plan for Wellington City</a> 	<p>A spatial plan is a non-statutory document that sets the strategic direction to help guide how a city or district grows, develops, and changes over the next 20–30 years, including how associated infrastructure, services and investment are to be co-ordinated. It provides an overarching framework to help align and inform key council strategies, policies, and plans.</p> <p>Wellington City Council's Spatial Plan 2021 is an integrated land-use and transport strategy.</p>	<p>Transport, connectivity and accessibility discussed as some of the key influences on urban growth.</p> <p>Spatial Plan 2021 outlines the vision for transport in Wellington City.</p> <p>Transport is relevant to three out of six aspirational goals for the city outlined in Spatial Plan 2021:</p> <ul style="list-style-type: none"> <li>• Inclusive and connected.</li> <li>• Resilient.</li> <li>• Vibrant and prosperous</li> </ul>
<a href="#">Te Atakura – First to Zero 2019</a> <a href="#">Te Atakura – First to Zero: 2023 Update</a>	<p>Te Atakura – First to Zero is a blueprint to make Wellington City a zero carbon capital (net zero emissions) by 2050.</p> <p>This blueprint outlines key activities that can help reduce our emissions in four target areas: transport, building energy and urban form, advocacy, and the Council.</p>	<p>Transport related-initiatives outlined in the 2019 report:</p> <ul style="list-style-type: none"> <li>• Let's Get Wellington Moving</li> <li>• Car sharing</li> <li>• Electric vehicle charging</li> <li>• Dynamic shuttles</li> <li>• Bike and scooter sharing</li> <li>• Travel behaviour change</li> <li>• Pedestrianisation</li> <li>• User charges</li> <li>• Parking pricing</li> <li>• Cycleway network</li> </ul>

Appendix B – Authorising environment

B.1 Principal authorities in Wellington city’s transport planning

Wellington City’s transport planning involves collaboration among key authorities at national, regional, and local levels.

Table B.1 Principal authorities in Wellington city’s transport planning

National	Regional	Wellington
New Zealand Transport Association (NTZA)	Greater Wellington Regional Council (GWRC)	Wellington City Council (WCC)
	Regional Transport Committee (RTC)	
	Wellington Regional Leadership Committee (WRLC)	

B.2 Principal legislation and other strategic documents in Wellington City’s Transport Planning

Wellington City’s transport planning is guided by a framework of key legislation and strategic documents.

**Table B.2 Principal legislation and other strategic documents in Wellington City's Transport Planning**

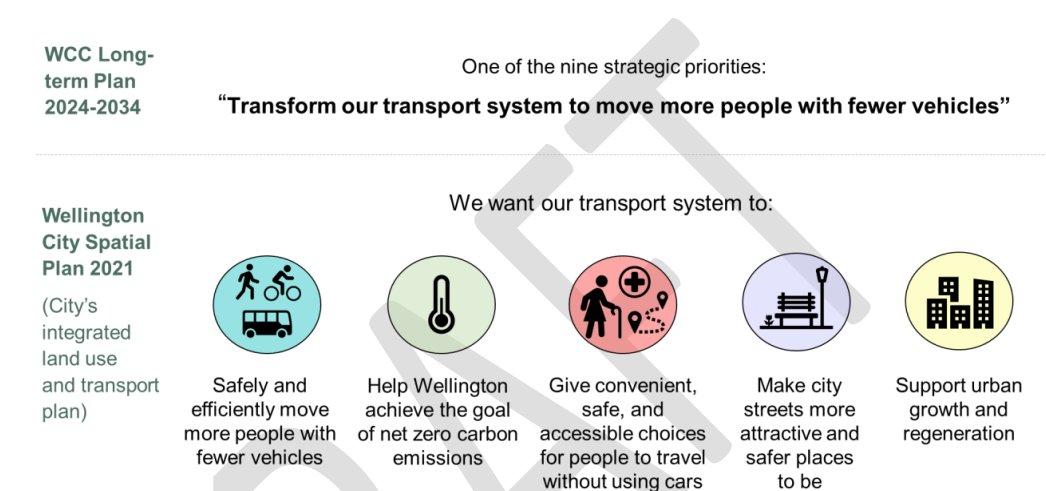
<b>National</b>	<b>Regional</b>	<b>Wellington City</b>
<b>Resource Management Act:</b> Promotes the sustainable management of physical and natural resources.	<b>Regional Policy Statement (RPS):</b> Sets out the framework and priorities for resource management in the region.	<b>District Plan:</b> Sets out the rules and policies for land use and development within Wellington City.
<b>Government Policy Statement (GPS) on Land Transport:</b> Outlines the government's priorities for land transport over a ten-year period.	<b>Regional Land Transport Plan (RLTP):</b> Sets out the direction for the region's transport network.	<b>Long-term Plan:</b> Outlines the vision, priorities, and planned activities of WCC over a ten- year period.
<b>Land Transport Management Act:</b> Provides the legal framework for managing and funding land transport activities.	<b>Regional Public Transport Plan (RLTP):</b> Outlines the long-term goals and objectives for public transport in the region.	<b>Spatial Plan:</b> A long term strategy that guides the future growth and development of Wellington City over a 30-year period.
<b>National Land Transport Programme (NLTP):</b> Outlines national priorities for land transport activities	<b>Future Development Strategy (FDS):</b> Outlines long-term growth and development plans, including transport infrastructure in the region.	
<b>Local Government Act:</b> Establishes the framework for local and regional government.	<b>Regional Spatial Strategy (RSS):</b> A strategic framework that guides long-term spatial development and integrates land use transport planning in the region.	

## Appendix C – Transport context

### C.1 Wellington City vision for transport

Wellington City's vision for transport is outlined in key strategic documents, including the Long-term Plan 2024-2034 and the Spatial Plan 2021.

**Figure C.1 Vision for transport in the Long-term Plan 2024-2034 (2024) and Spatial Plan (2021)**



### C.2 Wellington City objectives for transport

The LGWM programme objectives which constitute liveability; access; carbon emissions and mode shift; safety and resilience were approved by WCC and separately GW in the [Pūrora Āmua | Planning and Environment Committee \(June 2021\)](#).

**Figure C.2 LGWM programme objectives (2021)**

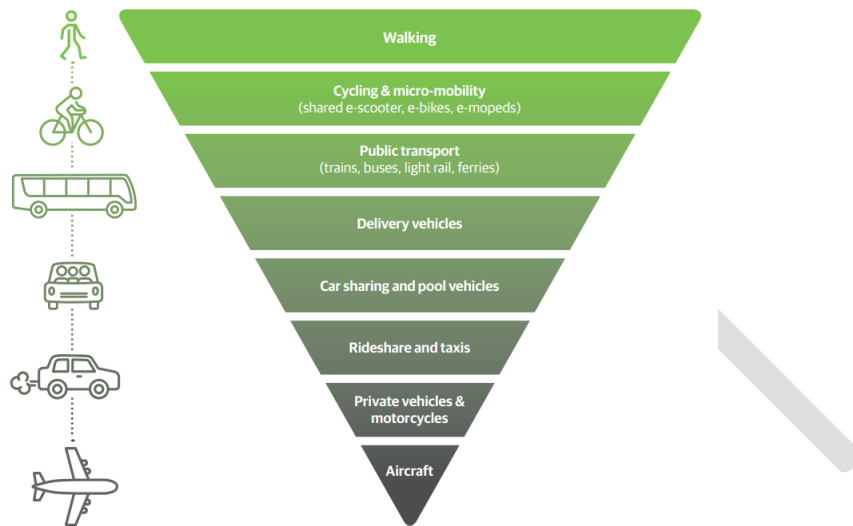
<i>OBJECTIVE HEADING:</i>	Liveability	Access	Carbon emissions and mode shift	Safety	Resilience
<i>OBJECTIVE DESCRIPTOR:</i>  A transport system that ...	Enhances urban amenity and enables urban development outcomes	Provides more efficient and reliable access for users	Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles	Improves safety for all users	Is adaptable to disruptions and future uncertainty

Source: Table extract from Pūrora Āmua | Planning and Environment Committee (24 June 2021)

### C.3 Wellington City Sustainable Transport Hierarchy

The Sustainable Transport Hierarchy, as outlined in Te Atakura First to Zero, emphasises modes of transport that contribute to a sustainable and low-carbon future.

**Figure C.2 – Sustainable Transport Hierarchy**



Source: Te Atakura First to Zero – Sustainable Transport Hierarchy

#### **C.4 Key transport topics for Wellington City**

Summarised below are 18 key topics that provide an overview of Wellington's transport landscape.

##### **C.4.1 Electric Vehicle Charging**

###### **Summary**

- Wellington city is committed to reduce its transport-related carbon emissions.
- The proportion of electric vehicles (EVs) is expected to increase in Aotearoa which will also increase demand for EV charging facilities. Local Government plays an integral part in the provision of EV charging facilities.
- Currently there is no strategic vision for a city-wide EV charge point network in Wellington city. Current investment in EV charge point infrastructure is ad-hoc and limited to places that have available space, power and landowner permission. The current EV charging system is unlikely to meet the future demand for EV charging points in the city.

###### **Context**

It is estimated that the Wellington city area currently has over 5,000 registered battery EVs and 77 publicly available charge points. By 2030, modelling by [Energy Efficiency Conservation Authority \(EECA\)](#) projects 47,582 battery EVs in the city with 892 publicly available charge points required to support the demand for EV charging facilities.

The Council have been a significant contributor to EV charger installation in Wellington, with 48 (out of 77) chargers in Wellington being Council-owned and funded. It is expected that the private sector will lead future investment in EV charge points with support from Central Government.

To enable Wellington to meet its future public EV charging demand in an efficient and effective way, a strategic plan is required. This plan would need to be delivered in partnership with significant stakeholders (including power distribution board, relevant government agencies and private charging providers) to develop a route map to deliver an EV-ready Wellington.

As the Road Controlling Authority and consenting authority, the Council has a critical role to play in enabling the delivery of EV charging infrastructure. The Council currently does not have established processes to enable private EV charger installation on the road corridor which limits the ability of the charge point providers to invest in Wellington city. Potential exists for working in partnership with charge point providers to develop revenue from Licences to Occupy, noting this is a commercial use of public assets.

###### **Key source documents**

- [Energy Efficiency Conservation Authority \(EECA\): Community EV Charger Planner](#)
- [Government Policy Statement on Land Transport 2022 \(GPS 2024\)](#)
- [Ministry of Transport: Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035](#)
- [Ministry of Transport: Charging Our Future: Government EV charging work programme \(2023 – 2026\)](#)
- [Te Atakura – First to Zero - Plans, policies and bylaws - Wellington City Council](#)
- Ministry for the Environment Manatū Mō Te Taiao: [Emissions Reduction Plan \(2022\)](#)



## **C.4.2 Safety of Streets, including approach to speed management**

### **Summary**

- Council's fundamental goal is to deliver a safe street network. The Council provides and maintains road infrastructure and leads road safety education and promotion activities.
- High number of road crashes with injuries on Wellington city streets with a high social cost
- Approximately 80% of Wellington city streets have unsafe speed limits
- Concerns about safety of streets present a barrier to active transport and limit mode choice
- Greater concerns for safety of people on bikes compared to people walking in Wellington city

### **Context**

Road safety concerns and high numbers of injuries from road crashes make Wellington city streets unsafe, have high social costs, present a barrier to active transport, and limit mode choice for Wellingtonians. During the 2013-2022 period, there were 3981 reported injuries from crashes on Wellington City's urban street network (all streets, including State Highways; 32 deaths, 628 serious injuries and 3321 minor injuries) with a social cost of \$2.05 billion. During the same period, crashes with injuries occurred throughout the city (79% of injuries on city streets and 21% on state highways) and 32% of all injuries involved people walking and cycling.

Findings from the [Pōneke / Wellington Transport Survey 2023-2024](#) showed that the majority of Wellington city residents supported lower speed limits on residential and arterial streets and in areas around schools and expressed preference to emphasise road safety over shorter travel time when setting speed limits. Most residents thought that city streets were safe for people walking whereas riding a bike was perceived to be considerably less safe. The majority of residents believed that more road safety-related publicity and advertising is needed in Wellington city. Overall, residents who frequently walked or rode a bike for transport or used public transport placed a greater emphasis on road safety (compared to shorter travel time), supported lower speed limits, perceived greater safety concerns for people walking and people on bikes and anticipated greater benefits from lowering speed limits compared to residents who frequently travelled by private vehicle.

### **Key source documents**

- [Government Policy Statement on Land Transport 2024](#)
- [Land Transport Rule: Setting of Speed Limits 2022](#) (current Rule)
- [Draft Land Transport Rule: Setting of Speed Limits 2024](#)
- [Wellington Regional Land Transport Plan 2021](#)
- [Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review](#)
- [WCC Long-term Plan 2024-2027](#)
- [Pōneke / Wellington Transport Survey: Wellingtonians' Opinions about Road Safety](#)

### **C.4.3 Services and Logistics**

#### **Summary**

- City logistics – including servicing, delivery and pick up of goods and pick-up and drop-off of people – is an essential daily function of cities;
- City logistics needs to be considered throughout the lifecycle of cities, including the periods of change and construction on city streets;
- City logistics also needs to be considered in the long-term planning when planning for population growth, increasing urban density, creating people-friendly streets and need to reduce transport emissions.

#### **Context**

City logistics includes servicing, delivery and pick-up of goods and pick-up and drop-off of people. City logistics functions are competing for street space with other on-street activities including vehicle transport, walking and cycling, public transport infrastructure and parking. Population growth, street transformations to support multimodal transport and making people-friendly streets and public spaces will affect how people, goods and services access the Wellington city centre and other urban centres. City logistics is also affected by increasing urban density, rising use of e-commerce in recent years and the urgent need to reduce carbon emissions from transport.

Solutions for city logistics focus on innovative ideas that disrupt status quo (such as cargo bikes and use of drones for parcel delivery), efficient systems that deliver goods at appropriate times and minimise vehicle trips, and prioritisation of limited parking space for the most important or high-needs activities.

The city logistics solutions can be grouped into mode-shift (i.e., providing services on foot, by cargo bikes or by smaller electric vehicles rather than trucks and vans) and management (controlling where and when services happen). Mode-shifting city logistics solutions include mode-shift for the last-mile delivery, freight consolidation centres, parcel lockers and use of cargo bikes. Managing city logistics solutions include timed loading zones, tradesperson parking spaces, allocated kerb space for pick-up and drop-off and more efficient systems for rubbish and recycling collection. Technology can help optimise city logistics operations. Lessons learned from the city logistics work completed in Auckland include the following: start with the vision, plan holistically, coordinate projects, engage with businesses and city logistics industry early, address current issues and learn from other cities.

#### **Key source documents**

- Wellington City Council. City logistics in Wellington. Recommendations and case study. (2022) Report prepared by MRCagney (NZ) Ltd. ([WCC SharePoint link](#))
- [Parking Policy \(2020\)](#)

#### C.4.4 Walking Network

##### Summary

- The walkability of cities and neighbourhoods has seen a surge of interest in the past decades, and it is aligned with one of nine strategic priorities in 2024–2034 Long-term Plan: “transforming our transport system to move more people with fewer vehicles”. This means enabling more people to choose to move around by **walking**, cycling, and on **buses**.
- Walking is the highest priority in the Council's sustainable transport hierarchy.
- Death and serious injury risk for walking in Wellington city, normalized by population, is well above the national average and above peer group cities in New Zealand.

##### Context

Walking is one of the most common modes of transport in Wellington city. However, walking facilities in Wellington city suffer from various deficiencies, including missing footpaths on many suburban streets, a lack of basic pedestrian facilities such as kerb ramps and safe crossing points near many public transport stops, and safety and hazard issues with some accessways in suburban areas.

The Council is undertaking an ongoing stream of minor projects to close gaps in the footpath network, often in response to service requests for new facilities on residential streets. Highest priority is being given to developing new footpaths in locations where there are reasonable number of people using footpaths, a history of road crashes involving pedestrians, and a high number of service requests. Improving walking accessibility and amenity is very strongly aligned with the Council's strategic directions to improve safety, facilitate mode shift, and reduce carbon emissions.

The [Government Policy Statement \(GPS\) on Land Transport 2024](#) expects investment in walking to make a contribution to economic growth and productivity. The GPS suggests that funding should be directed to reducing congestion and/or improving pedestrian safety. Investment in walking is expected to primarily come from the Walking and Cycling activity class, including investment in maintaining the existing walking network.

##### Key source documents

- [Wellington City Council Walking Policy - November 2008](#)
- [Government Policy Statement on Land Transport 2024](#)
- [Wellington City Council Long-term Plan 2024–34](#)
- [Pōneke / Wellington Transport Survey: Wellingtonians' opinions about road safety](#)

#### **C.4.5 Bike Network**

##### **Summary**

- The 2024–34 Long-term Plan includes a strategic priority to “transform our transport system to move more people with fewer vehicles”. This means enabling more people to choose to move around by walking, **cycling**, and on public transport (buses and trains).
- Strategic plans including Te Atakura – First to Zero 2019, the Wellington Regional Land Transport Plan 2024, and the Wellington Regional Transport Emissions Reduction Pathway 2024 clearly signal the need for rapid and sustained mode shift to support safety, public health, and carbon reduction targets.
- The Council’s Paneke Pōneke: Bike Network Plan 2022 sets out the case for change and the approach for developing a strategic bike network.

##### **Context**

The Council has increased investment in creating bike friendly infrastructure over the last decade.

In March 2022, the Council adopted the Paneke Pōneke: Bike Network Plan. The plan seeks to implement 166km of strategic bike network and deliver uptake, safety, and carbon reduction benefits.

##### **Key source documents**

- [Paneke Pōneke: Bike Network Plan 2022](#)
- [Bike network progress report, December 2023](#)
- [Pōneke / Wellington Transport Survey: Wellingtonians’ opinions about road safety](#)
- [Long-term Plan 2024–34](#)

#### C.4.6 Karori Tunnel Upgrade

##### Summary

- The 2024–34 Long-term Plan includes a strategic priority to “transform our transport system to move more people with fewer vehicles”. This means enabling more people to choose to move around by walking, cycling, and on buses.
- Karori tunnel is a critical link providing the primary access route to the city's largest suburb. However, the 123-year-old tunnel provides poor multi-modal levels of service.
- While upgrading has been deferred for decades, it is needed to support population growth in Karori. The Spatial Plan 2021 signalled such growth would occur in the 20+ year timeframe.

##### Context

The Karori tunnel was built between 1897 and 1901. It is the city's oldest transport tunnel and listed as a heritage structure in the District Plan (DP Ref 6) with Historic Place Category 2 (3601).

The Transport Activity Management Plan 2024 shows Karori tunnel has drainage and seepage issues, but improvement works have been deferred indefinitely as heritage considerations have significantly increased the project's difficulty and cost.

The tunnel is structurally sound. Earthquake resilience was upgraded to modern standards in 2012. The tunnel provides the main access link between Karori (the city's largest suburb) and the central city. Approximately 17,500 vehicles pass through the tunnel each day. Movements include the busy number 2 bus route. While the tunnel is fully serviceable, it does not provide good multi-modal levels of service.

A [2004 report by Beca](#) looked at options for addressing capacity constraints at Karori tunnel. The report considered utilising existing routes, daylighting the tunnel including bridging Raroa Crescent, and constructing a duplicate tunnel immediately north of the current tunnel. Upgrading existing routes or creating new routes was considered impractical due to the extra travel length and very extensive works required to upgrade any existing route. Daylighting was considered practical at a cost of \$9.4 million (equivalent to \$20 million in 2024). A new parallel tunnel was also considered practical and estimated to cost \$31 million (equivalent to \$65 million in 2024).

Tunnel upgrading scenarios were to be considered within the scope of Let's Get Wellington Moving (LGWM) investigations, particularly the Karori to city corridor of the Bus Priority Action Plan/City Streets programme. However, with the cancellation of LGWM there is no current pathway for considering this matter further, so a new approach needs to be developed.

##### Key source documents

- [Karori Tunnel Upgrade Option Report, Beca, 2004](#)
- [Land Transport Activity Management Plan 2024](#) (Internal document)
- [Long-term Plan 2024–34](#)

#### **C.4.7 Public Transport**

##### **Importance / why**

- The 2024–34 Long-term Plan includes a strategic priority to “transform our transport system to move more people with fewer vehicles”. This means enabling more people to choose to move around by walking, cycling, and on **public transport** (buses and trains).
- Strategic plans including Te Atakura – First to Zero 2019, the Wellington Regional Land Transport Plan 2024, the Wellington Regional Public Transport Plan 2024, and the Wellington Regional Transport Emissions Reduction Pathway 2024 clearly signal the need for rapid and sustained mode shift to support safety, public health, and carbon reduction targets.
- Council’s Bus Priority Action Plan 2019 sets out the case for change and the approaches for implementing bus priority on key routes.

##### **Context/background**

[The Spatial Plan](#) (2021) identifies priority areas for growth and redevelopment in the City. The 2024 District Plan supports this with high density mixed-use business and housing zones, including in the City Centre, Johnsonville and Kilbirnie. These areas are hubs for rail and bus services.

Over the past decade, little has been done to improve bus priority infrastructure throughout the city. A number of smaller scale improvements have been implemented over recent years as part of the multi-modal approach being taken to delivering bike network upgrades. This work is continuing.

In 2019, the city and regional councils endorsed the Bus Priority Action Plan with the responsibility for implementation given to the Let’s Get Wellington Moving (LGWM) programme. With the recent disestablishment of LGWM, projects which include bus priority (including Golden Mile and Thorndon Quay/Hutt Road) are now being delivered by the Council.

Greater Wellington Regional Council has recently commissioned a refresh of the Bus Priority Action Plan. This work is expected to be available later in 2024. It will inform the WCTP.

The GPS on Land Transport 2024 includes focus on ‘the acceleration of Wellington’s North/South, East/West and Harbour Quays bus corridors.’

##### **Key source documents**

- [Draft Bus Priority Action Plan, December 2019](#)
- [Long-term Plan 2024–34](#)

#### **C.4.8 Resilience Matters**

##### **Summary**

- New Zealand is susceptible to large natural disasters such as heavy rainfall events and earthquakes. Wellington is no exception. As a local authority, one of the core requirements under the Civil Defence Emergency Management Act 2002, is that the Council must ensure it is fully able to function, albeit at a reduced capacity, during and after an emergency event.
- The Wellington Regional Land Transport Plan 2024 includes a priority to build resilience into the region's transport network by strengthening priority transport lifelines and improving redundancy in the system.
- While the resilience of transport infrastructure does not feature as a strategic priority in the 2024–34 Long-term Plan, it is nevertheless an important aspect of the Land Transport Activity Management Plan which sets out the Council's approach to managing resilience.

##### **Context**

Recent local and national events have shown us that economic prosperity requires a functioning road network. The Government is now recognising the importance of resilience in reducing long term expenditure. Work carried out today with the future in mind will reduce remedial investment in the future. As we respond to climate and seismic events, our infrastructure needs to incorporate a resilience component, and this adds cost and some level of redundancy.

The transport network includes tunnels, bridges, retaining walls, and seawalls. For example, there are a significant number of seawalls which events have shown can be susceptible to increased wave action and high-rainfall events, leading to failure, disruption of traffic, and in some cases isolation. The Council's response to this challenge is a risk-based approach to our investment, combined with a programme of work that sets out to improve the condition of the assets which have deteriorated over time. We are investigating the vulnerability of a number of critical structures (such as the Aotea Quay overbridges) to inform the next long-term plan.

##### **Key source documents**

- [Wellington Resilience Strategy, March 2017](#)
- [Long-term Plan 2024–34](#)

#### **C.4.9 Traffic Circulation**

##### **Summary**

- The 2024–34 Long-term Plan includes a strategic priority to “transform our transport system to move more people with fewer vehicles”. This means enabling more people to choose to move around by walking, cycling and on buses.
- Limited carriageway space, whilst a growing population and economic activity, requires increased efficiency for moving people and goods.
- Providing transportation options in central cities allows for mode shifts towards the most time-, cost-, and environmentally-efficient forms of transport. Increasing additional, more sustainable forms of transportation options has positive effects on the city vibrancy and enjoyment, a reduction of carbon emissions, improved accessibility and economic activity.
- A traffic circulation plan aims to increase the transport efficiency for people moving in and around the central city. Increased efficiency with reduced volumes of private vehicles frees up space in our streets create opportunities for more enjoyable transport experiences as well as more attractive spaces to spend time and money.

##### **Context**

Cities around the world are changing, and Wellington is no different. Shifts in how and where people work, shop and entertain themselves, coupled with climate change and infrastructure needs, requires investment in future-proofing Pōneke as an accessible destination where talented people want to be.

The report Te Aro Tatou - Traffic Circulation Plan Investigation (2022) (also known as “Fuel Free Central City”) outlined a concept for a low traffic Wellington central city achieved by creating a traffic circulation plan. The proposed concept would divide the Wellington central city into ‘traffic cells’ which cars can drive into and out of, but not between, reducing the through traffic in the central city, freeing up space to make our streets more attractive and inviting to spend time and money in. To access each traffic cell, cars would use the boundary roads (Kent and Cambridge Terrace, The Quays and Vivian Street/State Highway 1). In contrast, people walking, people on bikes and public transport would be able to move between and within traffic cells. The benefits of the traffic circulation plan include reduced volume of private vehicles in the central city, increased availability of street space for public space and activities such as outdoor dining, other transport modes and makes it easier, safer, faster and more enjoyable to choose more sustainable transport modes.

##### **Key source documents**

- Te Aro Tātou - Traffic Circulation Plan Investigation (2021)
- Wellington Public Space Public Life Study (2021)



#### **C.4.10 Mass Rapid Transit**

##### **Summary**

- Wellington's Regional Future Development Strategy and Our City Tomorrow: Spatial Plan prioritise enabling growth for 50,000–80,000 new residents and related businesses in Wellington city, particularly along key public transport corridors. A MRT service would both encourage development near the MRT line and will service travel needs through medium and high density city suburbs.
- A Wellington city MRT project does not have financing or commitments over the next ten years. However, as the city develops and intensifies over time, upgrades to public transport levels of service to rapid transit quality will be needed.
- The [NZ Infrastructure Commission's report on protecting land for infrastructure](#) highlights the importance of long-term route protection so projects like MRT can be built in the future with lower costs, lower disruption and relatively higher service levels.

##### **Context**

The joint WCC-GWRC-NZTA programme Let's Get Wellington Moving (LGWM) had a MRT route from Wellington Railway Station to Island Bay, and associated bus priority from the Basin Reserve to Miramar Local Centre and Airport, as key parts of its transformational programme. The first stage of construction to Wellington Hospital was planned during the 2028–2032 period, with an Island Bay extension after this<sup>1</sup>. The programme was disestablished before the detailed business case was presented to the partners.

The next ten years of public transport work will focus on bus priority connecting Johnsonville to Island Bay, Karori to Seatoun, and a second spine through the City Centre from the Railway Station to Cambridge Terrace. The Council has asked staff to report on steps to protect a route for mass rapid transit, building on the work done through LGWM.

##### **Key source documents**

- [Adelaide Road Framework](#)
- [Our City Tomorrow: Spatial Plan for Wellington City](#)

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<sup>1</sup> These dates were highly uncertain, and varied during 2000–2003. LGWM scheduled in project dependencies, but was not able to confirm start and end dates for MRT construction.

#### **C.4.11 Road Pricing Congestion**

##### **Summary**

- Wellington City Council has a strategic priority to transform our transport system to move more people with fewer vehicles.
- The primary aim of congestion pricing should be to encourage some road users to avoid travelling in peak periods, thereby easing congestion for people that choose to continue to travel at peak times. By encouraging trip retiming, trip avoidance, and mode shift, network efficiency can be improved leading to improved accessibility and reduced harmful emissions.

##### **Context**

Traffic congestion occurs when demand for the road network exceeds the capacity. Congestion leads to increased and less reliable travel times; increased fuel and vehicle maintenance costs; and limits efficient access to economic, educational, health, and social opportunities.

Congestion pricing (one type of travel demand management tool) involves charging road users a fee to access certain parts of the road network at specific times of day. Congestion pricing encourages road users to think about travelling at different times, by different transport modes, or not at all.

Indicative modelling as part of the Let's Get Wellington Moving programme suggested congestion pricing in the form of a cordon charge would result in an approximate 10% reduction in vehicle kilometres travelled within the city centre, a 15-20% increase in bus patronage on key public transport corridors, and an 8% increase in rail patronage.

Congestion pricing should be part of a broad set of transport and land use interventions and policies to improve access to active and public transport, connectivity, and support travel behaviour change. Parking charges are another tool that may disincentivise driving and parking in the central city.

In June 2024 Cabinet agreed to introduce legislation in 2024 to enable councils and the New Zealand Transport Agency to move ahead on congestion charging.

##### **Key source documents**

- [Wellington City Council Te Atakura – First to Zero climate action plan](#) (2019).
- [The Congestion Question: Main findings report](#) (2020).
- [Council submission on the 'Inquiry into Congestion Pricing in Auckland'](#) (May 2021).
- [Report of the Transport and Infrastructure Committee: Inquiry into congestion pricing in Auckland](#) (2021).
- [Government Response to Report of Transport and Infrastructure Committee on the Inquiry into Congestion Pricing in Auckland](#) (2021).
- [Wellington Regional Transport Emissions Reduction Pathway](#) (2024).

#### **C.4.12 WCC's response to the region's Transport Emissions Reduction Pathway (2024)**

##### **Summary**

- In 2019, Wellington City Council declared a climate and ecological emergency.
- The 2024–34 Long-term Plan includes strategic priorities to:
  - collaborate with our communities to mitigate and adapt to climate change, and
  - transform our transport system to move more people with fewer vehicles, meaning enabling more people to choose to move around by walking, cycling, and on public transport.

##### **Context**

The [Wellington Regional Transport Emissions Reduction Pathway \(WTERP\) 2024](#) has three focus areas: (i) make it easier to access the things people need without a car (reducing light vehicle kilometres travelled); (ii) support the shift to zero emissions vehicles (cleaner fleet); and (iii) encourage low emissions freight and heavy transport options (smarter freight).

The WTERP is an initiative for the Wellington region to play its part in response to the urgent need of achieving New Zealand's national emission reduction goals – net zero greenhouse gas emissions by 2050<sup>2</sup>. The interventions outlined in the WTERP are essential to make the necessary changes but are not able to be achieved by local government alone. Achieving our national emission reduction targets will require partnering with central government who can make the necessary legislative and regulatory changes, as well as infrastructure investment decisions, to incentivise the shifts needed to reduce transport emissions.

The consultation document on [New Zealand's Second Emissions Reduction Plan \(ERP\)](#) emphasises the reduction of transport-related emissions by encouraging electric vehicles and required infrastructure, which aligns with WTERP's signals of shifting to a cleaner fleet and smarter freight. Even with this focus we will not reach our national target or meet existing timeframes.

If the WTERP is fully implemented, it will contribute towards achieving emissions reduction goals and offer a wide range of co-benefits including safer, healthier, and connected communities. It will also promote a fairer society by improving walkability, bikeability, and affordability and accessibility of public transport services, benefiting those currently disadvantaged in the city's transport system. These improvements will make the city more liveable.

##### **Key source documents**

- [Wellington Regional Transport Emissions Reduction Pathway \(WTERP\) 2024](#)
- [New Zealand's second emissions reduction plan \(2026–30\) – Discussion document](#)
- [Te Atakura - First to Zero climate action plan](#)
- [Wellington City Council 2024–34 Long-term Plan](#)
- [Government Policy Statement on Land Transport 2024](#)
- [Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review](#)

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<sup>2</sup> New Zealand has committed to limit warming to 1.5°C above pre-industrial levels under the Paris Agreement on Climate Change. The Government has set an emissions reduction target for New Zealand to be net zero carbon by 2050 through the Climate Change Response (Zero Carbon) Amendment Act 2019.

#### **C.4.13 Freight**

##### **Summary**

- Wellington is a nationally significant freight hub, with CentrePort (national and international shipping and inter-island ferry services), Wellington International Airport, Wellington Rail yards and depot, and State Highway 1 connections all located within the Wellington city.
- Cross-city freight and logistics requirements impact the design of key routes and central city streets and ability to prioritise sustainable modes of transport.
- Congestion impacts the efficiency of freight movements and logistics, which can in-turn impact amenity along freight routes.
- On most streets, truck traffic typically makes up approximately three percent of daily traffic. On Ohiro Road (the route to the Southern Landfill), trucks account for 13 percent of weekday traffic.

##### **Context**

Wellington is a nationally significant freight hub with connections via road, rail, sea, and air. With most of the country's imports arriving to the upper North Island, there is a significant freight task, involving the state highway network, rail, and coastal shipping, to move imported products to consumers in the lower North Island and South Island.

Wellington's port, which includes CentrePort and the northern terminus for Cook Strait ferry services, is a key strategic hub for the movement of people (including tourists), and goods between the North and South Islands, as well as international trade. CentrePort's freight task is growing with connections to inland hubs in Palmerston North, Whanganui, and Waingawa in the Wairarapa.

The highways enable port access for industry based in the region which do not have rail access, as freight services do not use any sidings outside of Waingawa and Palmerston North. For the region, this means industrial areas such as Naenae, Seaview, Gracefield and Grenada are reliant on highway access to access the port. Furthermore, the highway connects warehousing and freight services to the airport and central city areas, it also has a key role in enabling deliveries to CBD businesses.

Greenhouse gas emissions from moving freight are among the fastest growing in the transport sector. Nationally, trucks now contribute to nearly 50 percent of road emissions. An integrated and multi-modal freight system is key to delivering on the Emission Reduction targets for freight transport. One of the actions in the Emissions Reduction Plan (ERP) is to develop a national freight and supply chain strategy. With increasing numbers of heavy commercial vehicles travelling through the Wellington region, a strategic approach is needed to deliver on the regionally agreed transport outcomes and support current and future movement of freight in the region.

##### **Key source documents**

- [Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review](#)
- Ministry for the Environment Manatū Mō Te Taiao: [Emissions Reduction Plan \(2022\)](#)
- [Te Manatū Waka National Freight and Supply Chain Strategy](#)
- New Zealand Transport Agency - Waka Kotahi: [Arataki – Our 30-year Plan](#)
- [Government Policy Statement on Land Transport 2024](#)

#### **C.4.14 Parking Policy**

##### **Summary**

- Wellington City Council has a strategic priority to move more people with fewer vehicles. Good parking management is a tool to achieve other transport outcomes, such as modal shift and bus priority. To enable this, street space must be reallocated, especially on key corridors, and this will impact the availability of on-street parking on those routes.
- Revenue from parking provision is required to fund Council's projects and programmes.

##### **Context**

Council's [Parking Policy](#) adopted in 2020 outlines Council's role and how Council manages parking supply. The policy has been designed to manage parking pressures as the city grows and as the city's transport infrastructure is improved to support the city's development. The Parking Policy sets out objectives, high level principles, a parking space hierarchy (that prioritises the types of parking in different areas), area-based parking management guidance (that prioritises how we manage supply and demand). It also provides a new approach to setting parking fees and developing area-based parking management plans.

There are perceptions about the lack of parking in certain parts of the city, its cost and availability although the Parking Policy has been generally well received and where it is being implemented there have been few issues. Parking management schemes are being delivered in Berhampore and Newtown, are being consulted on in Wadestown, and will be investigated for central city motorcycle parking, the city's six coupon parking zones, and most of the city's suburban centres. Poor parking management can impede access for both the emergency services and buses. In June 2024, Parking Programme Board determined that the fire access routes and the bus access routes should be advanced as part of the WCTP.

As parking management schemes are completed, there is an increasing need to document where schemes have departed from the Parking Policy's approach to see if there are commonalities and any needs for a minor near-term review of the Parking Policy. If there is a near-term review of the Parking Policy this should include policy settings around the approach to bicycles, micro-mobility, electric vehicles, car clubs and time limits for short-stay parking.

##### **Key source documents**

- [Parking Policy](#)
- [National parking management guidance](#)

#### **C.4.15 Place Aspects**

##### **Summary**

- Integrating place aspects into transport planning helps create transportation systems that do more than just move people—they contribute to the overall health, well-being, and sustainability of the places they serve.
- Place aspects can enhance the liveability of a neighbourhood by prioritising the human experience of travel to create safer, more enjoyable environments that encourage community interaction and outdoor activities.
- Well-designed transport systems that respect and enhance place aspects can boost local economies. By improving access to commercial areas and making them more attractive to both locals and visitors, transport planning can help sustain local businesses and create vibrant, economically prosperous communities.
- Connection to place through the preservation of cultural and historical identity of an area instead of imposing generic infrastructure, will enhance the unique character of a place and respect the strong cultural significance of key sites.

##### **Context**

Streets and public spaces make up about 50% of all the land in the Wellington central city and are the major gathering spaces of the community. Overall spend from consumers is down 14% in the central city and 6% in the suburbs in 2024 from 2023 levels. Using streets and public spaces as key places to visit and linger increases liveability and boosts the economy.

In the next 30 years Wellington will be home to 50,000 to 80,000 more people, and 30% of this growth will be focused around Wellington's central city and inner suburbs. There are ever increasing demands of our streets to create places for people. Key findings from survey in 2021 Public Life Study found that car traffic and parking create an unsafe and unattractive environment for pedestrians and cyclists and occupy valuable land in the central city. In addition, public spaces are poorly connected with these connections often framed by buildings with inactive and dull ground floors.

The Covid-19 pandemic has dramatically changed the way people behave in public space all over the world. In Wellington, fewer people have reason to visit the central city with an increase in hybrid work. Trends in our public space use is changing to include more recreational purposes, as well as outdoor, work-related meetings. The importance of local community spaces is also profound, with use of spaces oriented to local communities increasing by 15-20%. Conversely, pedestrian flows in city centres have dropped by 30% compared to the pre-pandemic levels and an absence of tourists is, as expected, noticeable.

- [Our City Tomorrow: A Spatial Plan for Wellington City \(2021\)](#)
- Wellington Public Space, Public Life Study, 2021
- Central City Spatial Vision
- Central City Framework 2011
- [Green Network Plan 2022](#)
- [Bridging the Gap](#) (2013) (NZTA / Waka Kotahi)
- [Aotearoa urban street planning and design guide](#) (NZTA/Waka Kotahi 2024)

#### **C.4.16 Place & Movement**

##### **Summary**

- Considering place and movement requirements collectively ensures that the role roads and streets play as places and destinations in their own right, is considered and balanced alongside movement and level of service requirements;
- Identifying areas that have high place value or an amenity service level gap can ensure that network design and modal prioritisation supports city aspirations;
- Spatial Plan Action Plan 2.3.19 states that the Council should ‘develop a policy framework that determines place and movement and transport mode priorities for each street in the Central City and ensure alignment with the new One Network Framework.’
- NZTA/Waka Kotahi One Network Classification for ‘current state’ has been established for Wellington streets. ‘Future state’ classification is required to plan an integrated system view of what we want from our future network for the next 10 years.

##### **Context**

It is important that place and movement aspirations for the city are considered together to support the expected population growth and enhance the unique identity of Wellington. Taking a place and movement approach promotes holistic planning of our transport network, levels of service and prioritisation of transport modes alongside place or amenity needs to enable greater transport choice and meet the city’s goal to be a zero carbon capital by 2050.

Consideration of both place and movement requirements is critical to inform development of a robust multi-modal Transport Plan and to allow integrated delivery of city projects. The approach can assist in articulating where trade-offs may be required (adjusting balance between place aspirations and efficiency of movement) and planning for mitigation of impacts. It is an important component in furthering the vision established by Te Ara Tātou and ensuring access to service businesses is maintained.

##### **Key source documents**

- [One Network Framework \(NZTA/Waka Kotahi\)](#)
- [Bridging the Gap](#) (2013) (NZTA/Waka Kotahi)
- [Aotearoa urban street planning and design guide](#) (NZTA/Waka Kotahi 2024)
- [Te Ara Tātou/Fossil Free Central City plan](#) (2021)
- [Public Space Public Life Study \(2021\)](#)

#### **C.4.17 Underground Renewals**

##### **Summary**

- Underground infrastructure is both a critical enabler and disrupter of Wellington's transport network function.
- Planning for safe, smooth traffic flow through the city is difficult because of unplanned delays on roadworks projects due in part to inaccurate records of utilities' buried pipes and cables.
- Lengthy traffic disruption caused by time overruns on roadworks projects causes community perception of council's incompetence.
- The new map-based Underground Asset Register being developed by Council will record all utility and other organisations' underground data in one place and make it easier to update and improve data accuracy - thus making roadworks and transport planning more efficient.
- As Corridor Manager and RCA custodian of the road corridor space, the council is uniquely placed to deliver significant transport improvements through applying the Register to roadworks management.
- Knowing where underground utility assets are improves knowledge of capacity/space under the ground for transport planning for growth.

##### **Context**

A recent WCC survey of the infrastructure sector projects that annual additional costs on projects in Wellington are likely to be in excess of \$50 million and that issues with underground data result in thousands of days of unplanned or avoidable delays as well as asset strikes, near misses or health and safety incidents. The introduction of the Underground Asset Register represents a significant change across the sector with regards to how the council discharges its responsibilities as Corridor Manager and custodian of the corridor space.

Wellington is the first city in New Zealand to undertake the development of an updateable map-based register of underground assets. The major infrastructure construction planned in the coming decade and beyond, especially in relation to our aging three waters assets, provides us with a once in a lifetime opportunity – while the ground is open – to update the records on what is where underground. The Underground Asset Register will become a key tool in reducing the risks and uncertainty of project delivery and provide greater confidence for transport planning. The long-term economic benefit is estimated at 12 times the cost of investment for Wellington city and developers – largely realised through maintenance, repair and development efficiencies and therefore reduced project costs. [Councillor briefing note Underground Asset Register April 2024.docx](#)

##### **Key source documents**

- [Councillor briefing note Underground Asset Register April 2024.docx](#)



#### C.4.18 Safe and Sustainable Travel Initiatives

##### Summary

- Safe and sustainable travel initiatives contributes to the WCC Community outcome of Urban Form: A liveable and accessible, compact city. Growth in numbers of people entering the CBD by car will negatively impact liveability. This will risk undermining the Council vision for moving more people with fewer vehicles.
- Heavy traffic impacts the amenity and safety of pedestrians, people on bikes and micromobility users. Safe and sustainable travel initiatives allow us to take advantage of the opportunity presented by construction-related disruption and encourage on-going use of active travel modes to meet the emission-related and road safety targets set by the Regional Land Transport Plan.
- Active travel initiatives play a crucial role in optimizing new walking and cycling infrastructure, leading to a greater return on investment and value for money and has been reflected in GPS 2024.

##### Context

Wellington City Council has delivered a programme of interventions to address safety concerns and mode shift through non-infrastructure-based solutions for over 30 years; being one of the first Councils to have a dedicated Road Safety Coordinator. This has included social marketing campaigns, public events, educational workshops, and school-based initiatives such as bikes in schools, park and stride and walking school buses. Furthermore, kaimahi in these roles manage relationships with advocacy and stakeholder groups as well as providers of services such as public-share micromobility and car share providers.

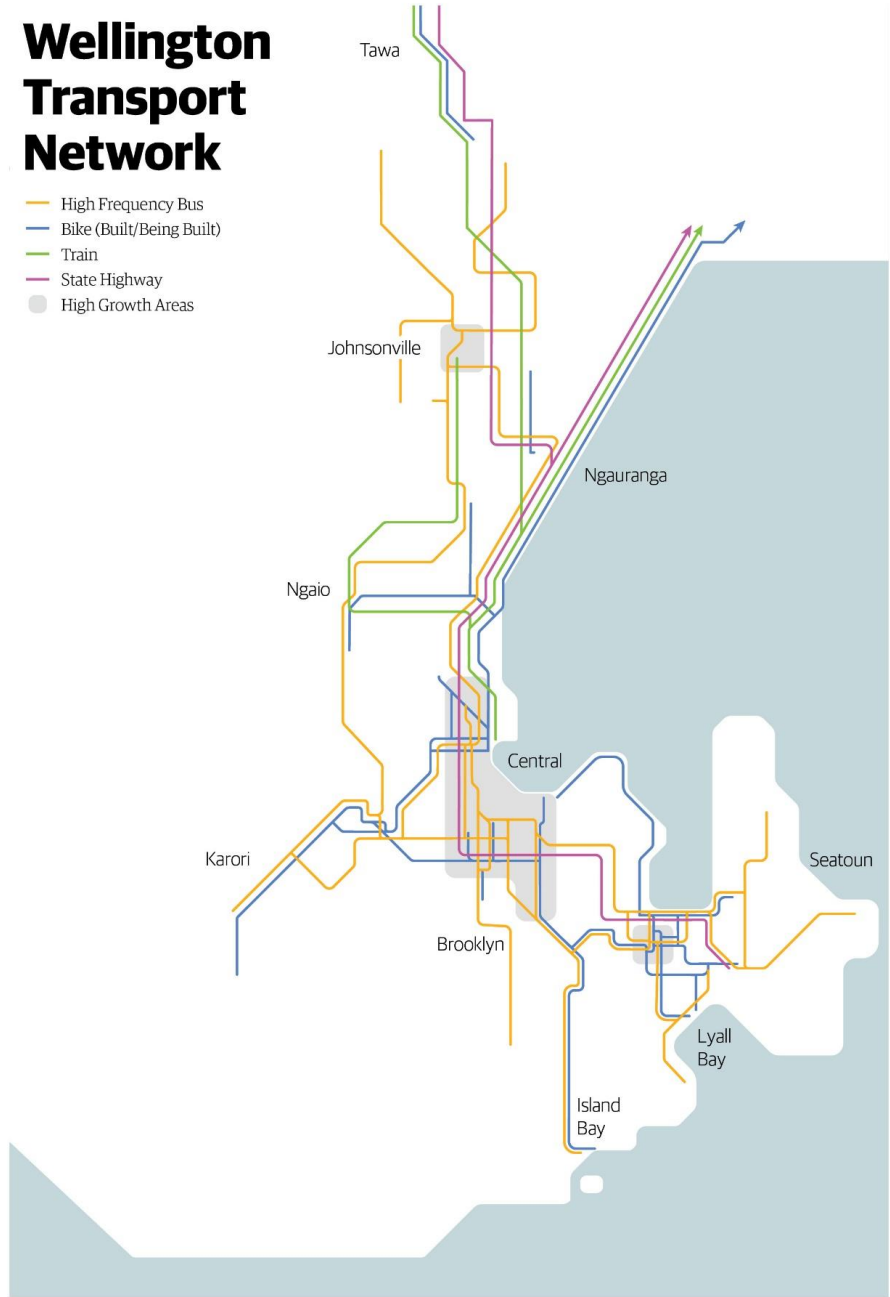
Over time this programme of works has evolved to focus more on “wrap around” services accompanying network changes helping to achieve Wellington’s mode shift and road safety targets and provide greater return on investment. Utilising behavioural insights to identify barriers and motivations, this mahi designs initiatives to improve access to walking, cycling and public transport. Kaimahi work with other teams to conduct research into issues, observing current state and can design initiatives or make recommendations to improve infrastructure usage.

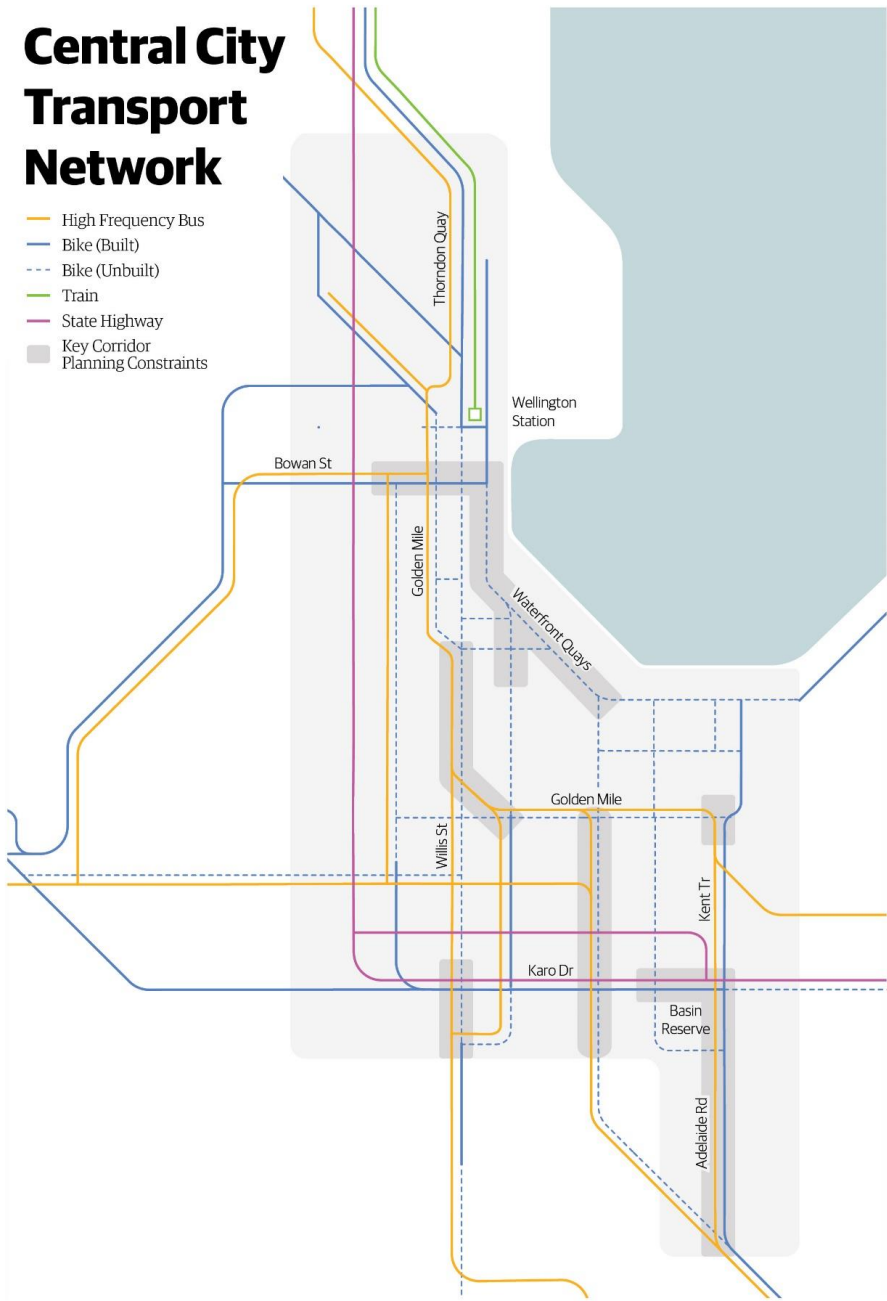
Additionally, this work leverages information, marketing and communication, advocacy for regulatory and policy changes, and technology to promote sustainable travel and encourage mode shift. Support for this mahi is shown in the Wellington Transport Survey with half of respondents agreeing that more publicity and advertising about road safety was needed in Wellington city.

- [Government-Policy-Statement-on-land-transport-2024-FINAL.pdf](#)
- [Long-term Plan 2024-34 - Plans, policies and bylaws - Wellington City Council](#)
- [Greater Wellington — Wellington Regional Land Transport Plan 2021 \(gw.govt.nz\)](#)
- [Te Atakura – First to Zero - Plans, policies and bylaws - Wellington City Council](#)
- [Wellingtonians’ opinions about road safety: Full report](#)

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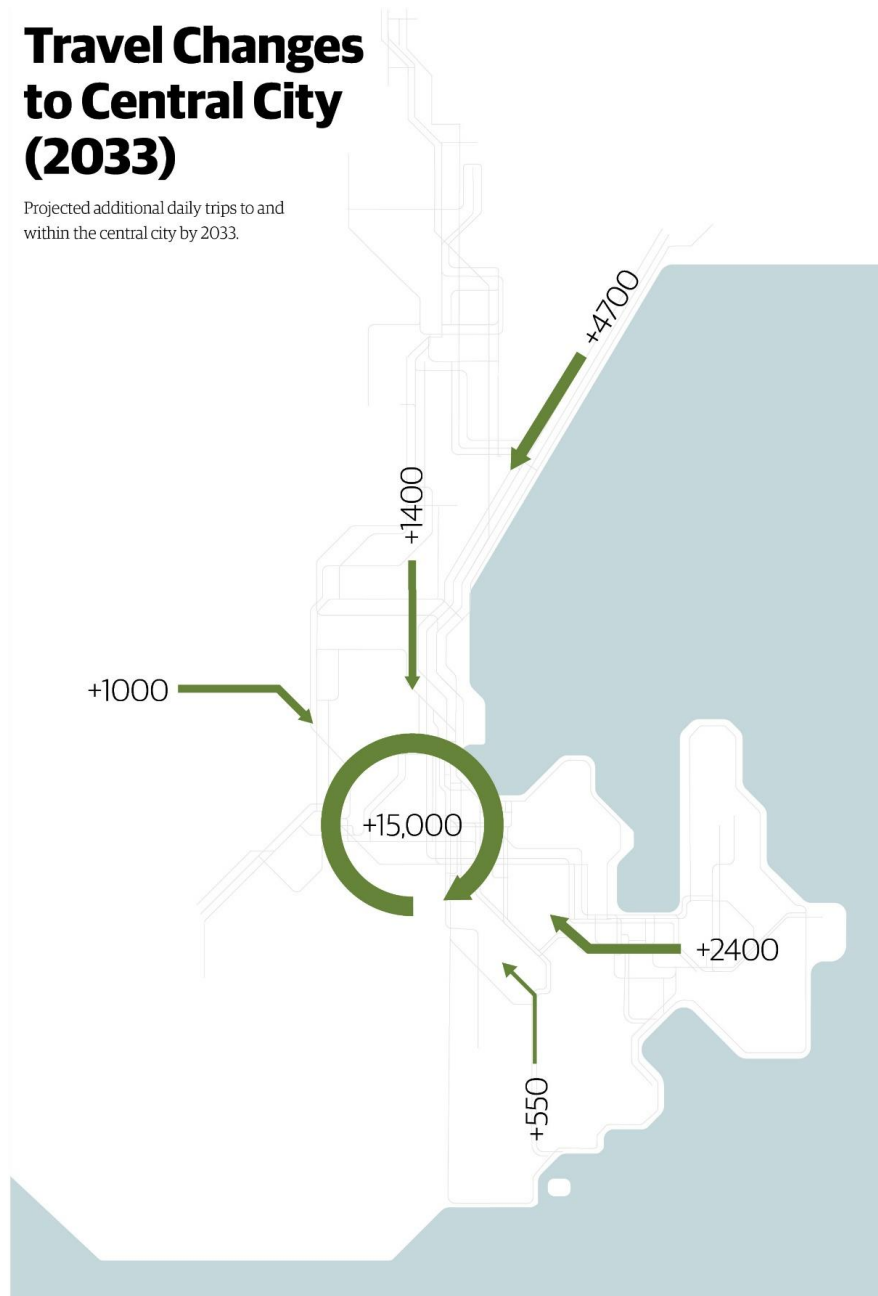
# Appendix D Transport Network Plans





## Travel Changes to Central City (2033)

Projected additional daily trips to and within the central city by 2033.



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**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

# Wellington City Transport Plan

Current State Part Two: Technical Inputs

4 December 2024

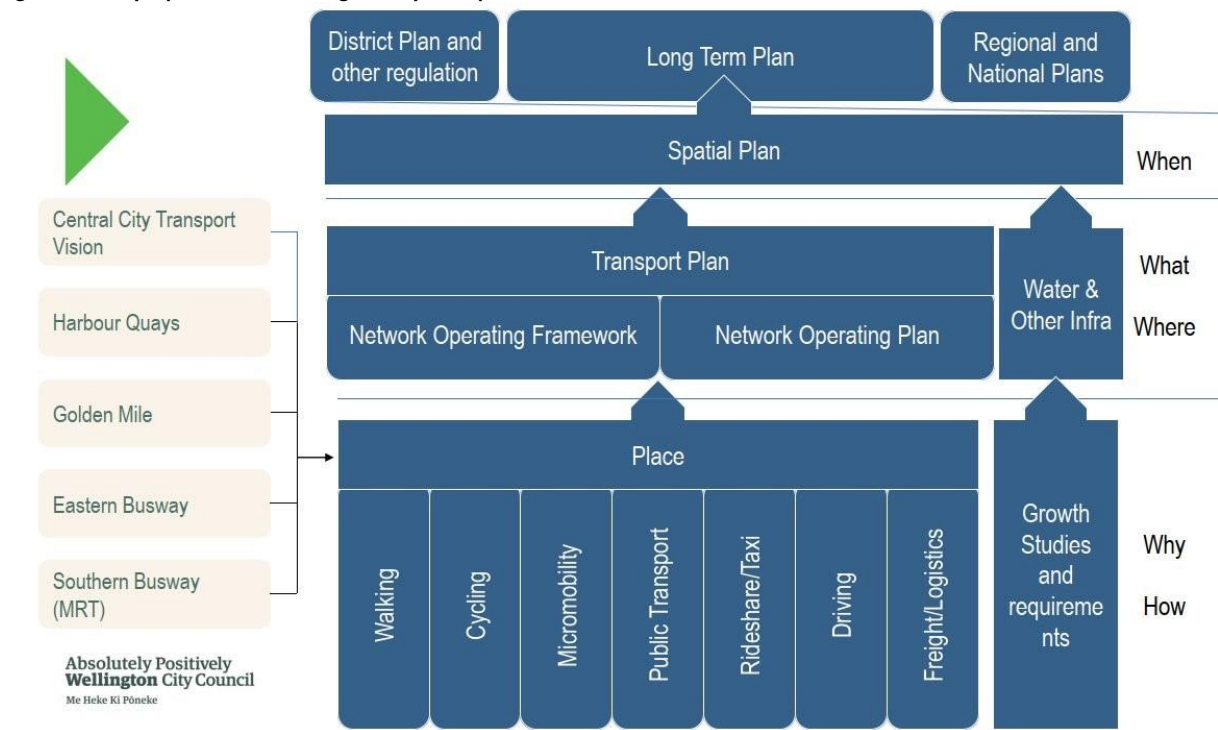
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Version	Date	Author	Approver
1	26/11/2024	Tamsin Evans	Liam Hodgetts
This is intended to be a record of the technical inputs and source data supporting the development of a Wellington City Transport Plan. As such, new items will be added to the following pages from time to time.			



# Key reference documents

Figure AE.1 Key inputs for the Wellington City Transport



**Table AE.1 Categories for the key reference documents and topic coverage**

Category	Topic coverage
Local modal plans	Central City Transport Vision, Harbour Quays, Golden Mile, Eastern Busway, Southern Busway (MRT)
Place	Material related to place
Modes	Walking, cycling, micromobility, public transport, rideshare/taxi, freight/logistics
Other	Other relevant material

**Table AE.2 Key reference documents**

Title	Doc Nam	Date	Location	Type	Description
<b>Central City Transport Vision</b>					
Central City Spatial Vision	Central-City-Spatial-Vision-final-2020	Feb 2020	<a href="#">Central City Spatial Vision</a>	Study	A place-based vision for the central city, developed to inform the development of Wellington's Spatial Plan (Our City Tomorrow).
A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">MMNP Report DRAFT.docx</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the "Te Aro Tātou – Traffic Circulation Plan Investigation". The work advance the development of a multi-modal network plan, including relevant transport analysis.
Wellington Place and Movement Framework – Central City	Confidential – Draft Place_&_Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
Development Concept Plans	Folder with six development concept plans	Oct 2020	<a href="#">Development Concept Plans</a>	Technical Report	Exploration of the potential for urban renewal that may be required to support and to benefit from development of mass rapid transit
Thordon Quay Hutt Road Strategic Case Report	Strategic Case Report	Oct 2020	<a href="#">Thordon Quay Hutt Road Strategic Case Report</a>	Business Case	The Strategic Case forms the platform which supports the whole Single Stage Business Case (SSBC). The Strategic Case must demonstrate that there are well understood problems and opportunities that have substantial enough consequences to justify investment

Te Aro Tātou	MRC_Te_Aro_Tatou_Report_final	Nov 2021	<a href="#">Te Aro Tātou</a>	Technical Report	Outlines a concept for a low traffic central city in Wellington
Accessible Wellington The Accessible Journey Action Plan	accessible-wellington-actionplan	Jun 2019	<a href="#">Accessible Wellington The Accessible Journey Action Plan</a>	Plan	Action plan for delivering accessibility in Wellington. The plan sets out specific actions, measurable criteria, timeframes and action owners.
MRT Urban Design Framework (Draft)	Folder (UDF updated draft issued 27072023) with four draft documents	Jul 2023	<a href="#">MRT Urban Design Framework</a>	Technical Report	Draft Status - Guiding framework for the Mass Rapid Transit (MRT) Corridor Transformation project. It has been prepared as part of the Detailed Business Case and sets out urban design principles that are intended to guide the options assessment, future design and development of the MRT corridor.
<b>Harbour Quays</b>					
WCC Harbour Quays Options Assessment	WCC Harbour Quays Options Assessment	Aug 2024	TBC	Technical Report	Options assessment for Harbour Quays.
Wellington City Bus Review Network Recommendations	R Att 3 WCBR Network Recommendations report	Nov 2011	<a href="#">Wellington City Bus Review Network Recommendations</a>	Study	Sets out a review of the design of the network.
MRT Urban Design Framework (Draft)	Folder (UDF updated draft issued 27072023) with four draft documents	Jul 2023	<a href="#">MRT Urban Design Framework</a>	Technical Report	Draft Status - Guiding framework for the Mass Rapid Transit (MRT) Corridor Transformation project. It has been prepared as part of the Detailed Business Case and sets out urban design principles that are intended to guide the options assessment, future design and development of the MRT corridor.
<b>Golden Mile</b>					
Golden Mile Retail Impact Assessment	LGWM-Retail-Impact-Assessment-Report	Dec 2020	<a href="#">Golden Mile Retail Impact Assessment</a>	Technical Report	Analysis of the retail impacts on the Golden Mile improvements
Golden Mile: Single Stage Business Case (SSBC)	2021-Lgwm-Golden-mile-ssbc	Oct 2021	<a href="#">Golden Mile: Single Stage Business Case (SSBC)</a>	Technical Report	Sets out the Single Stage Business Case for the Golden Mile

Appendix E -Golden Mile Economics Assessment Report	2021-Lgwm-Golden-mile-ssbc_appendixE-economics-report	Oct 2021	<a href="#">Appendix E -Golden Mile Economics Assessment Report</a>	Technical Report	Considers the benefits for private vehicle users, public transport passengers and pedestrians from the Gold Mile SSBC
Golden Mile Bus Corridor Analysis	WCC-GW Busways update_050924	Aug 2024	<a href="#">Golden Mile Bus Corridor Analysis</a>	Technical Report	Bus capacity and performance analysis of the final Golden Mile design.
Bus Priority Action Plan (draft)	wellington-bus-priority-action-plan-draft	Dec 2019	<a href="#">Bus Priority Action Plan (draft)</a>	Study	Identification of bus priority measures
Wellington City Bus Review Network Recommendations	R Att 3 WCBR Network Recommendations report	Nov 2011	<a href="#">Wellington City Bus Review Netowrk Recommendations</a>	Study	Sets out a review of the design of the network.
Development Concept Plans	Folder with six development concept plans	Oct 2020	<a href="#">Development Concept Plans</a>	Technical Report	Exploration of the potential for urban renewal that may be required to support and to benefit from development of mass rapid transit
MRT Urban Design Framework (Draft)	Folder (UDF updated draft issued 27072023) with four draft documents	Jul 2023	<a href="#">MRT Urban Design Framework</a>	Technical Report	Draft Status - Guiding framework for the Mass Rapid Transit (MRT) Corridor Transformation project. It has been prepared as part of the Detailed Business Case and sets out urban design principles that are intended to guide the options assessment, future design and development of the MRT corridor.
<b>Eastern Busway</b>					
Bus Priority Action Plan (draft)	wellington-bus-priority-action-plan-draft	Dec 2019	<a href="#">Bus Priority Action Plan (draft)</a>	Study	Identification of bus priority measures
Ngauranga to Airport - Travel Demand Management	LGWM_TDM_Stage_Two	Nov 2017	<a href="#">Ngauranga to Airport - Travel Demand Management</a>	Technical Report	A short list of TDM measures identified as being appropriate to Wellington, along with key considerations for each measure.
MRT Urban Design Framework (Draft)	Folder (UDF updated draft issued 27072023) with four draft documents	Jul 2023	<a href="#">MRT Urban Design Framework - Introduction</a>	Technical Report	Draft Status - Guiding framework for the Mass Rapid Transit (MRT) Corridor Transformation project. It has been prepared as part of the Detailed Business Case and sets out urban design principles that are intended to guide the options

					assessment, future design and development of the MRT corridor.
Development Concept Plans	Folder with six development concept plans	Oct 2020	<a href="#">Development Concept Plans</a>	Technical Report	Exploration of the potential for urban renewal that may be required to support and to benefit from development of mass rapid transit
<b>Southern Busway (MRT)</b>					
MRT & SH1 Indicative Business Case	2022-LGWM-2022 10 17 MRT-SHI Draft Final IBC Main Report Part A-C + Appendix E-R	Sep 2022	<a href="#">MRT and SH Improvements Indicative Business Case</a> <a href="#">Indicative Business Case Folder</a>	Indicative Business Case	Indicative case for LGWM long term programme for MRT and State Highway 1
Preferred Option Report – Modelling Appendix	Preferred Option Report - Modelling Appendix 220302	Mar 2022	<a href="#">Preferred Option Report – Modelling Appendix</a>	Technical Report	Summarises the modelling work undertaken to support the Let's Get Wellington Moving MRT preferred option report.
Bus Priority Action Plan (draft)	wellington-bus-priority-action-plan-draft	Dec 2019	<a href="#">Bus Priority Action Plan (draft)</a>	Study	Identification of bus priority measures
Development Concept Plans	Folder with six development concept plans	Oct 2020	<a href="#">Development Concept Plans</a>	Technical Report	Exploration of the potential for urban renewal that may be required to support and to benefit from development of mass rapid transit
MRT Urban Design Framework (Draft)	Folder (UDF updated draft issued 27072023) with four draft documents	Jul 2023	<a href="#">MRT Urban Design Framework</a>	Technical Report	Draft Status - Guiding framework for the Mass Rapid Transit (MRT) Corridor Transformation project. It has been prepared as part of the Detailed Business Case and sets out urban design principles that are intended to guide the options assessment, future design and development of the MRT corridor.
<b>Place</b>					
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.
Wellington Design Manual	Wellington Design Manual	TBC	<a href="#">Wellington Design Manual</a>	Guidance	Design guidance and standards for Wellington City Council streets and public spaces.

Gehl Public Life Public Space 2021 study	131021_Wellington_report_web 131021_Wellington_appendix_web	2021	<a href="#">Gehl Public Life Public Space 2021 study</a>	Study	Context Analysis + Place Outcome Recommendations
LGWM Central City Spatial Integration Plans	Attachment 1 - BM191067D_Spatial_Integration_Plan.pdf	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plans</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Tūpiki Ora Māori Strategy	Tūpiki Ora Māori Strategy	Apr 2022	<a href="#">Tūpiki Ora Māori Strategy</a>	Strategy	Wellington City Council Māori strategy and action plan, and Tākai Here mana whenua partnership agreement
Te Taihū – te reo Māori Policy	Te Taihū – te reo Māori Policy	2017	<a href="#">Te Taihū – te reo Māori Policy</a>	Policy	Framework to help guide the actions of the Council – to celebrate te reo Māori and support the revitalisation of the language within Council activities and Wellington City
MRT Urban Design Framework (Draft)	Folder (UDF updated draft issued 27072023) with four draft documents	Jul 2023	<a href="#">MRT Urban Design Framework</a>	Technical Report	Draft Status - Guiding framework for the Mass Rapid Transit (MRT) Corridor Transformation project. It has been prepared as part of the Detailed Business Case and sets out urban design principles that are intended to guide the options assessment, future design and development of the MRT corridor.
Wellington Place and Movement Framework – Central City	Confidential – Draft Place_&_Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
Heritage Landscape Assessment	HLA Document Transformational Programme PDF 20230724	Jul 2023	<a href="#">Heritage Landscape Assessment</a>	Technical Report	Identifies and details heritage and archaeological sites within the indicative area of interest around both the SH1 and MRT route.
Māori Cultural Heritage and Values Report	210611Māori cultural heritage assessment	Jul 2021	<a href="#">Māori Cultural Heritage and Values Report</a>	Technical Report	Mana Whenua Cultural Heritage Assessment to inform development a transport corridor between Ngā Ūranga and Wellington Airport.
Thorndon Quay & Hutt Road Preliminary	LGWM Heritage Assessment FINAL 20210722	Jul 2012	<a href="#">Thorndon Quay &amp; Hutt Road Preliminary Heritage Assessment</a>	Technical Report	Preliminary assessment of potential heritage impacts for Thorndon Quay, Hutt Road and Aotea Roundabout.

Heritage Assessment					
Archaeological Assessment Thorndon/Hutt Road, Wellington	2 Archaeological Assessment Report	Apr 2023	<a href="#">Archaeological Assessment Thorndon/Hutt Road, Wellington</a>	Technical Report	Archaeological assessment of proposed upgrade works along the Thorndon Quay to Hutt Road corridor (TQHR).
Green Network Plan	wellington-city-council-green-network-plan	May 2022	<a href="#">Green Network Plan</a>	Plan	Urban greening plan for the Wellington central city.
<b>Walking</b>					
City Streets Indicative Business Case	City Streets Indicative Business Case Final V4.0	Jul 2021	<a href="#">City Streets Indicative Business Case</a>	Indicative Business Case	IBC for the PT/Cycling/Walking/Amenity investment to be delivered alongside LGWM MRT and Strategic Highways components
City Streets Project Plans	Folder of project plans	Jul 2022	<a href="#">City Streets Project Plans</a>	Project Plans	Project plans for each of the City Streets projects. The plans detail objectives, scope, deliverables & budgets.
Gehl Public Life Public Space 2021 study	131021_Wellington_report_web 131021_Wellington_appendix_web	2021	<a href="#">Gehl Public Life Public Space 2021 study</a>	Study	Context Analysis + Place Outcome Recommendations
Walking Policy	2008-WCC-Walking-policy	Nov 2008	<a href="#">Walking Policy</a>	Policy	Promotes improvement in the pedestrian walking environment in Wellington.
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.
LGWM Central City Spatial Integration Plans	Attachment 1 - BM191067D_Spatial_Integration_Plan.pdf	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plans</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Confidential - Draft Place_& Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
A Multi-Modal Network for Central Wellington	MMNP Report DRAFT.docx	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the “Te Aro Tātou – Traffic Circulation Plan Investigation”. The work advance the development of a multi-modal network

					plan, including relevant transport analysis.
Accessible Wellington The Accessible Journey Action Plan	accessible-wellington-actionplan	June 2019	<a href="#">Accessible Wellington The Accessible Journey Action Plan</a>	Plan	Action plan for delivering accessibility in Wellington. The plan sets out specific actions, measurable criteria, timeframes and action owners.
RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians	rts-14	May 2015	<a href="#">RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians</a>	Technical Standards	Technical standards for providing blind and low vision pedestrian infrastructure.
<b>Cycling</b>					
City Streets Indicative Business Case	City Streets Indicative Business Case Final V4.0	Jul 2021	<a href="#">City Streets Indicative Business Case</a>	Indicative Business Case	IBC for the PT/Cycling/Walking/Amenity investment to be delivered alongside LGWM MRT and Strategic Highways components
City Streets Project Plans	Folder of project plans	2022	<a href="#">City Streets Project Plans</a>	Project Plans	Project plans for each of the City Streets projects. The plans detail objectives, scope, deliverables & budgets.
Gehl Public Life Public Space 2021 study	131021_Wellington_report_web 131021_Wellington_appendix_web	2021	<a href="#">Gehl Public Life Public Space 2021 study</a>	Study	Context Analysis + Place Outcome Recommendations
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.
LGWM Central City Spatial Integration Plans	Attachment 1 - BM191067D_Spatial_Integration_Plan.pdf	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plans</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Wellington Place and Movement Framework – Central City	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the “Te Aro Tātou – Traffic Circulation Plan Investigation”. The work advance the



					development of a multi-modal network plan, including relevant transport analysis.
Paneke Pōneke Bike Network Plan	Bike-Network-Plan-Final-June-2022	Mar 2022	<a href="#">Paneke Pōneke Bike Network Plan</a>	Policy	Sets out the Council's approach to creating a safe, connected and high-quality network of routes for biking and scooting
<b>Micromobility</b>					
City Streets Project Plans	Folder of project plans	Jul 2022	<a href="#">City Streets Project Plans</a>	Project Plans	Project plans for each of the City Streets projects. The plans detail objectives, scope, deliverables & budgets.
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.
LGWM Central City Spatial Integration Plans	Attachment 1 - BM191067D_Spatial_Integration_Plan.pdf	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plans</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Confidential - Draft Place_&_Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the “Te Aro Tātou – Traffic Circulation Plan Investigation”. The work advance the development of a multi-modal network plan, including relevant transport analysis.
<b>Public Transport</b>					
City Streets Project Plans	Folder of project plans	Jul 2022	<a href="#">City Streets Project Plans</a>	Project Plans	Project plans for each of the City Streets projects. The plans detail objectives, scope, deliverables & budgets.
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.

LGWM Central City Spatial Integration Plan	Attachment 1 - BM191067D_Spatial_Integration_Plan.pdf	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plan</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Confidential - Draft Place_&_Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the “Te Aro Tātou – Traffic Circulation Plan Investigation”. The work advance the development of a multi-modal network plan, including relevant transport analysis.
Bus Priority Action Plan (draft)	wellington-bus-priority-action-plan-draft	Dec 2019	<a href="#">Bus Priority Action Plan (draft)</a>	Study	Identification of bus priority measures
Wellington City Bus Review Network Recommendations	R Att 3 WCBR Network Recommendations report	Nov 2011	<a href="#">Wellington City Bus Review Network Recommendations</a>	Study	Sets out a review of the design of the network.
<b>Rideshare / Taxi</b>					
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.
LGWM Central City Spatial Integration Plans	Attachment 1 - BM191067D_Spatial_Integration_Plan	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plans</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Confidential – Draft Place_&_Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).

A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the "Te Aro Tātou – Traffic Circulation Plan Investigation". The work advance the development of a multi-modal network plan, including relevant transport analysis.
<b>Driving</b>					
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.
Parking Policy	Parking Policy	Aug 2020	<a href="#">Parking Policy</a>	Policy	Sets the objectives and principles for the management of Council-controlled on-street and off-street parking
LGWM Central City Spatial Integration Plans	Attachment 1 - BM191067D_Spatial_Integration_Plan	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plans</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Confidential – Draft Place_& Movement_Framework 2019	Dec 2019	<a href="#">Confidential - Draft Place &amp; Movement Framework 2019</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the "Te Aro Tātou – Traffic Circulation Plan Investigation". The work advance the development of a multi-modal network plan, including relevant transport analysis.
<b>Freight / Logistics</b>					
City Logistics in Wellington	2022-CityLogisticsin Wellington	Jul 2022	<a href="#">City Logistics in Wellington</a>	Study	
Aotearoa urban street planning and design guide	aotearoa-urban-street-planning-and-design-guide	Dec 2022	<a href="#">Aotearoa urban street planning and design guide</a>	Guidance	Guidance to the policy context and criteria for planning, designing and evaluating streets.

LGWM Central City Spatial Integration Plan	Attachment 1 - BM191067D_Spatial_Integration_Plan	Feb 2022	<a href="#">LGWM Central City Spatial Integration Plan</a>	Study	Study identifying integration issues, opportunities, gaps, conflicts and interdependencies that exist between various aspects of the LGWM Programme and other current and planned projects within the central city.
Wellington Place and Movement Framework – Central City	Confidential – Draft Place_&_Movement_Framework 2019	Dec 2019	<a href="#">Wellington Place and Movement Framework – Central City</a>	Technical Report	Place and Movement Framework for the city centre. Prepared to guide the Early Delivery programme of Lets Get Wellington Moving (LGWM).
A Multi-Modal Network for Central Wellington	MMNP Report Draft	Aug 2022	<a href="#">A Multi-Modal Network for Central Wellington</a>	Technical Report	Preliminary exploration of changes to the central city that were first promoted within the “Te Aro Tātou – Traffic Circulation Plan Investigation”. The work advance the development of a multi-modal network plan, including relevant transport analysis.
<b>Other</b>					
Tūpiki Ora Māori Strategy	Tūpiki Ora Māori Strategy	2022	<a href="#">Tūpiki Ora Māori Strategy</a>	Strategy	Wellington City Council Māori strategy and action plan, and Tākai Here mana whenua partnership agreement
Tō mātou mahere ngahuru tau Our 10-year Plan	2024-34-longtermplan-volume-one	2024	<a href="#">Tō mātou mahere ngahuru tau Our 10-year Plan</a>	Policy	States the priorities of WCC for the next 10 years
Our City Tomorrow He Mahere Mokowā mō Pōneke A Spatial Plan for Wellington City	full-spatial-plan	2021	<a href="#">Our City Tomorrow He Mahere Mokowā mō Pōneke A Spatial Plan for Wellington City</a>	Strategy	Sets out a long-term integrated framework for managing Wellington city's growth and development
Te Atakura First to Zero	zero-carbon-plan-final-web	Jun 2019	<a href="#">Te Atakura First to Zero</a>	Policy	Outlines key activities that can help reduce our emissions in four target areas, including transport
Wellington Regional Transport Emissions Reduction Pathway	WTERP-2024_LR	2024	<a href="#">Wellington Regional Transport Emissions Reduction Pathway</a>	Policy	A comprehensive strategy aimed at reducing transport-related carbon emissions in the Wellington region.
Planning for Growth	Planning for Growth Issues and Options Report	Apr 2019	<a href="#">Planning for Growth</a>	Technical Report	Identification of challenges and opportunities for future growth

LGWM Residential Capacity Scenario Assessments	LGWM Residential Capacity Scenario Assessments	Jan 2023	<a href="#">LGWM Residential Capacity Scenario Assessments</a>	Technical Report	Assessment of the additional feasible and realisable residential capacity that is enabled within a Walkable Catchment of MRT under 3 different scenarios.
Wellington Rail Programme Business Case	GWRC-Wellington-Rail-pbc_final_220725	Jul 2022	<a href="#">Wellington Rail Programme Business Case</a>	Business Case	Sets out the Wellington Rail Programme Business Case
One Network Framework (NZTA)	One Network Framework (NZTA)	2022	Information on the NZTA website <a href="#">One Network Framework</a>	Website resources	One Network Framework is a tool to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type.
Population forecast for the Horowhenua-Wellington Region (Sense Partners)	Population forecast for the Horowhenua-Wellington Region	2021	<a href="#">Population forecast 2021 to 2054</a>	Website resources	Forecasts on population from 2021 to 2054 undertaken by Sense Partners
LGWM System Plan Stage 1 Report	LGWM-7.1 220511 PLT System Plan - Attachment 1 - Stage 1 System Plan Report.pdf	Apr 2022	<a href="#">LGWM System Plan Stage 1 Report</a>		Sets out the sequencing of the LGWM programme, known as the System Plan
Mana Whenua Aspirations Plan	2022-LGWM-7.7.1 Mana Whenua Aspirations Plan	Nov 2022	<a href="#">Mana Whenua Aspirations Plan</a>	Guide	Sets out Mana Whenua values and aspirations in transport and place-making projects in Wellington City.

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Contact details and any other department information here.  
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## Phase One Progress Report

Wellington City Council (WCC), Greater Wellington Regional Council (GWRC), and the New Zealand Transport Agency (NZTA) were until recently, partners in the Let's Get Wellington Moving (LGWM) transport and city regeneration programme. The programme was cancelled by the Minister of Transport for the incoming Government on 17 December 2023.

The LGWM programme was to include new mass rapid transport services (e.g. light rail), state highway improvements, and amenity investments in city streets. A sizeable multibillion-dollar budget commitment across all three partners underpinned the programme. It was cancelled in part, because progress was perceived as limited.

Currently, there is no integrated transport plan for the Wellington central business district (CBD). WCC have now taken back its planning functions from LGWM, and have pressed on with a number of programmes, such as cycleway implementation on major corridors.

The Golden Mile project (also proposed by LGWM) involves a complete re-design of the main street of Wellington's CBD to deliver changes to public transport and improve street level amenity. WCC plans to start building these changes in the near future.

To ensure the Golden Mile project remains a well-considered investment, WCC passed a resolution (called a 'Notice of Motion') requiring officers to prepare "a vision for integrated transport for the central city" (NOM passed 6 June 2024). The intention is to give Councillors confidence that the Golden Mile project will be delivered within the scope of a defined and agreed integrated transport plan. This should identify how the major transport projects in the central city will fit together to deliver benefits for the future of the city. Officers have termed this early vision work 'Phase 1'.

Following Phase 1, WCC officers will prepare a comprehensive Integrated Transport Plan, in collaboration with GWRC which runs the city's public transport network. They will also engage with NZTA. This is Phase 2.

WCC engaged an Independent Panel to guide, assess, and provide assurance on the process officers have followed to deliver the Phases 1 and 2 outputs. This is the Panel's Phase 1 report. The report has been authored by the Panel Chair, Greg Pollock. The Panel members are Alan Kerr, Tim Wedmaier, and Terry Rawnsley. Panel members have reviewed the officers report, and the scope of work for Phase 2, and agree with its conclusions and recommendations.

### Key conclusions

Progress is being made by officers on Phase 1, and there is now a clear scope for Phase 2. However, officers have, to date, not been able to complete the work either they or the panel believe was required to meet the brief for Phase 1.

The task to replace the LGWM programme with a renewed vision, integrated transport plan, and programme of works is large and complex. It has proven challenging to do so in a few months of effort.

Furthermore, many of the projects that are being delivered now have their origins in LGWM, this is unlikely to change until the integrated transport plan can be produced.

Officers are aware of the changed circumstances – including changes to the State Highway network, cancellation of mass rapid transport (MRT), and the rightsizing of the Harbour Quays project - and now need to respond.

Officers will need to provide clear and consistent advice to Council as it embarks on preparing the integrated transport plan.

At this time, the Panel concludes that:

- The underlying outcomes that LGWM was seeking to deliver still appear to be guiding WCC. The LGWM programme did produce a lot of relevant content and evidence. Therefore, it may be appropriate to use this evidence to underpin the integrated transport plan in Phase 2, acknowledging that the plan itself may reach different conclusions.
- Replacing a well-resourced and long-term programme like LGWM, which had a large team of consultants at its core, within a few months has been an unreasonable and impossible task for WCC officers.
- Notwithstanding the challenges of replacing LGWM, WCC are building capacity in-house to lead and deliver the transport planning task.
- WCC officers are clear on the resources required to deliver Phase 2 of this process, and we agree that aiming to do so 'in-house' is the right approach, albeit one that could take longer than an out-sourced approach. This should be core capability for Council.
- There is no completed integrated transport plan, vision, or other narrative that the Panel has been able to review. However, we are satisfied that the scope for Phase 2 will allow this to be delivered and we are confident that officers are focussed on developing an evidence-based approach.

We note that evidence is required to give WCC assurance as it makes decisions on the integrated transport plan.

- If WCC proceeds with the full Golden Mile project, the impacts on and consequence for the wider central city network are not fully understood across all transport modes. This is particularly relevant given the changes to the State Highway network and the recent rightsizing of the Harbour Quays project.
- Officers should confirm that the benefits originally sought from the Golden Mile project can still be delivered now that other changes are known. If questions about benefits or funding availability emerge, Council could consider short-term and low-cost trials to prove concepts.
- It appears from modelling provided by GWRC that the Golden Mile reconfiguration will not create any further meaningful capacity for public transport in isolation. This necessitates the addition of a long proposed 'second spine' along the Harbour Quays. We have not had the opportunity to review the impacts of this proposal, either on the Harbour Quays corridor, the CBD network, or the bus network.



- We have not seen any evidence that the Golden Mile design assumptions have been reviewed in the context of these significant network changes. This would be helpful given the significantly different public transport network / configuration it will be supporting.
- A central city integrated transport plan is urgently required, to provide confidence to those making decisions on the future of the central city. Progressing major projects in the current context presents a risk to WCC, but one that we believe can be managed with clear communication and alignment with other delivery partners (GWRC and NZTA) and the community.

## Recommendations

At the end of Phase 1, the Panel recommends that:

1. WCC officers confirm the Councillors expectations for the scope of the integrated transport plan for Phase 2.
2. WCC delivers the integrated transport plan within 12 months (or less) to provide clear and urgently needed direction for the city and to support reinvestment.
3. WCC reviews the transport elements of the Golden Mile and Harbour Quays projects, and confirms it is confident that the benefits sought from the approved designs will be achieved given the other proposed changes to the network that have been confirmed since the Golden Mile design was adopted.
4. WCC actively seeks to rebuild trust and confidence of the community in the delivery of the city's transport projects.
5. WCC work with GWRC and NZTA to develop the integrated transport plan to ensure that it ties closely with the future development of the wider network for all modes.
6. WCC ask GWRC to develop a long term (10 years+) bus network strategy (potentially as part of the Regional Public Transport Plan) to guide WCC's decision making (as Road Controlling Authority) which can be responsive to future anticipated changes / growth in the central city and its transport network.

Greg Pollock

2 December 2024

### About the Independent Panel

After WCC passed the NOM, the Chief Planning Officer appointed an independent Panel to work with officers to:

- Provide independent assurance, support, advice and guidance on the plan's management, development, and direction;
- Ensure effective process, analysis, and outcomes for the plan's adoption and implementation; and,
- Test evidence, assumptions, and major decisions with data provided by WCC and GWRC.

# DECISION REGISTER UPDATES AND UPCOMING REPORTS

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered at the next two meetings (hui).

### Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future meetings.

## Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Author	Alisi Folaumoetu'i, Senior Democracy Advisor
Authoriser	Sean Johnson, Democracy Team Leader Andrea Reeves, Chief Strategy and Finance Officer

## Whakarāpopoto | Executive Summary

### Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the [Council website](https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=Te+Kaunihera+o+P%C5%8Dneke+%7C+Council&UpdatedSinceLastMeeting=true). Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link:  
<https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=Te+Kaunihera+o+P%C5%8Dneke+%7C+Council&UpdatedSinceLastMeeting=true>
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 11 resolutions at the last meeting:
  - 10 are complete and 1 is still in progress.
6. 70 in progress resolutions were carried forward from previous reports:
  - 17 are now complete and 53 are still in progress.

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### **Upcoming reports**

7. The following items are scheduled to go to the next two hui:

Rāpare, 13 Poutū-te-rangi (Thursday, 13 March 2025)

- Future Options – Band Rotunda (Chief Infrastructure Officer)

Rāpare, 1 Haratua (Thursday, 1 May 2025)

There are currently no agenda items scheduled for this hui.

### **Takenga mai | Background**

8. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
9. Resolutions from relevant decision-making bodies in previous trienniums are also included.
10. Elected members are able to view public excluded clauses on the Council website: <https://meetings.wellington.govt.nz/your-council/decision-register>.
11. The upcoming reports list is subject to change on a regular basis.

### **Attachments**

Nil

### 3. Committee Reports

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## REPORT OF THE KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE MEETING OF 3 OCTOBER 2024

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**Members:** Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Councillor McNulty (Deputy Chair), Councillor Rogers.

### The Koata Hātepe | Regulatory Processes Committee recommends:

That Te Kaunihera o Pōneke | Council

1. Approve the new licence for Island Bay and Berhampore Community Orchard Trust as required under the Wellington Town Belt Act 2016.

The full report can be accessed in the agenda for the Koata Hātepe | Regulatory Processes Committee meeting of 3 October 2024 here: [wellington.govt.nz/-/media/Your-council/meetings/Committees/Regulatory-Processes-Committee/2024/08/2024-10-03-Agenda-RPC](https://wellington.govt.nz/-/media/Your-council/meetings/Committees/Regulatory-Processes-Committee/2024/08/2024-10-03-Agenda-RPC)

The minutes of the Koata Hātepe | Regulatory Processes Committee meeting of 3 October 2024 can be accessed here: [Minutes of Koata Hātepe | Regulatory Processes Committee - Thursday, 3 October 2024](#)

### Attachments

Nil

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# REPORT OF THE KŌRAU TŌTŌPŪ | LONG-TERM PLAN, FINANCE, AND PERFORMANCE COMMITTEE MEETING OF 7 NOVEMBER 2024

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**Members:** Councillor Matthews (Chair), Councillor Apanowicz (Deputy Chair), Councillor McNulty, Councillor Calvert, Councillor Rogers, Pouwi Hohaia, Councillor Pannett, Deputy Mayor Foon, Pouwi Kelly, Councillor Young, Councillor Abdurahman, Councillor Wi Neera, Councillor Chung, Councillor Free, Councillor O'Neill, Councillor Brown, Councillor Randle, Mayor Whanau.

**The Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee recommends:**

That Te Kaunihera o Pōneke | Council:

1. Approve the following capital expenditure budgets be brought forward from LTP budget outyears into the 2024/25 Financial Year Budget:
  - a) Bring forward budget for activity 2.1.1 – Parks and Reserves to 2024/25 from 2025/26 and 2026/27 LTP budget by \$0.6m for the balance of the land purchase and subdivision costs of Otari Farms parcel of land.
  - b) Bring forward budget for activity 2.1.6 – Waterfront Development to 2024/25 from 2027/28 LTP budget by \$0.7m for progression of the earlier delivery of Waterfront Lighting and Edge Protection.
  - c) Bring forward budget for activity 5.1.7 – Marinas to 2024/25 from 2027/28 LTP budget by \$0.7m to facilitate the earlier delivery of Evans Bay Marina – Renewals.
  - d) Bring forward budget for activity 2.1.1 – Parks and Reserves to 2024/25 from 2025/26 LTP budget by \$1.4m for Huntleigh Guides Land Purchase (a Sale and Purchase Agreement has been completed). (March 2023 Council approval for Officers to negotiate with the landowner to acquire the land.).
2. Approve reallocating underspent capital expenditure from the 2023/24 Financial Year to the 2024/25 year and approval for an increase in Capital budget:
  - a) Carry forward budget for activity 5.1.5 – Recreation Partnerships by \$0.5m and increase Capital budget by \$0.1m for the progression of upgrade of sight screen and Don Neely Scoreboard at Basin Reserve.
  - b) Carry forward budget for activity 5.2.5 – Community Centres and Halls by \$0.3m for the Youth Spaces capital project, a delayed completion later than June 2024 for operational reasons.

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The agenda for the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting of 7 November 2024 can be accessed here: <https://wellington.govt.nz/-/media/Your-council/meetings/Committees/Long-Term-Plan-Finance-and-Performance-Committee/2024/11/2024-11-07-Public-Agenda-LTPFPC>

The minutes for the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting of 7 November 2024 can be accessed here: <https://wellington.govt.nz/-/media/Your-council/meetings/Committees/Long-Term-Plan-Finance-and-Performance-Committee/2024/11/2024-11-07-Public-Minutes-LTPFPC>

**Attachments**

Nil



# REPORT OF THE KōRAU TŌTŌPŪ | LONG-TERM PLAN, FINANCE, AND PERFORMANCE COMMITTEE MEETING OF 11 DECEMBER 2024

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**Members:** Mayor Whanau, Deputy Mayor Foon, Councillor Abdurahman, Councillor Apanowicz (Deputy Chair), Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Pouwi Hohaia, Pouwi Kelly, Councillor Matthews (Chair), Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Randle, Councillor Rogers, Councillor Wi Neera, Councillor Young.

## **The Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee recommends:**

The Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee is expected to make recommendations to Te Kaunihera o Pōneke | Council at the meeting on 11 December 2024 regarding the draft 2022/23 and 2023/24 Greenhouse Gas Inventory Reports

As the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting had not taken place when the agenda for Te Kaunihera o Pōneke | Council meeting was published, the recommendations are not yet known. The Committee's recommendations will be tabled at the meeting.

The full report can be accessed in the agenda for the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting of 11 December 2024 here: [Agenda of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee - Wednesday, 11 December 2024](#)

The minutes of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting of 11 December 2024 will be available following the meeting here: <https://meetings.wellington.govt.nz/your-council/meetings-calendar?MeetingId=493>

## **Attachments**

Nil



## 4. Public Excluded

### Recommendation

That the Te Kaunihera o Pōneke | Council:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Re-appointment of an existing member of the Wellington District Licensing Committee	7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
2.	Direct officers to consider the release of publicly excluded information following the appointment process.	

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