

Regional Transport Committee Workshop, 10 February 2026

Information considered in the workshop.

Kicking off the development of RLTP 2027

Regional Transport Committee Workshop – 10 February 2026

Regional transport team

Purpose

- **Recap of the evidence papers prepared for RLTP 2027**
- **Initial discussion on the RLTP vision and objectives**



Recap on evidence papers for RLTP 2027

Evidence papers for RLTP 2027

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

Our region's transport system 2050: 'Levers for system change' report

Catherine Knight



- Provides the evidence base to inform the RLTP and advocacy measures
- A system-wide analysis of the current transport system
- Sets out the challenges and barriers to achieving current RLTP goals
- Recommends interventions for long-term transformative change

Summary of challenges and levers for change

⚠️ LONG-TERM CHALLENGES

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

🏠 FAILURE DEMAND

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

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

LEVERS FOR TRANSFORMATIONAL CHANGE



Commitment to long-term infrastructure planning and investment



Funding that provides long-term investment and certainty



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



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



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



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



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

Challenges and barriers to transformative change

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



What does this mean for the RLTP?

Recommend a stronger focus on the following aspects in the objectives and policies:

- Human health impacts (both positive and negative)
- Resilience in the face of climate change, energy constraints and supply chain disruption
- Recognition of transport's potential for climate change mitigation and city-shaping
- Seeking 'better bang for buck' – i.e., maximising available funding by prioritising investment that delivers long-term benefits and avoids downstream costs (eg, financial, climate, environmental, health & safety)

RLTP 2027 - State of Transport Network report

Stephen Christie

State of Transport Network

Purpose

- Evidence base for RLTP 2027.
- Presents current system performance and pressures.
- Highlights key issues and opportunities for the future.



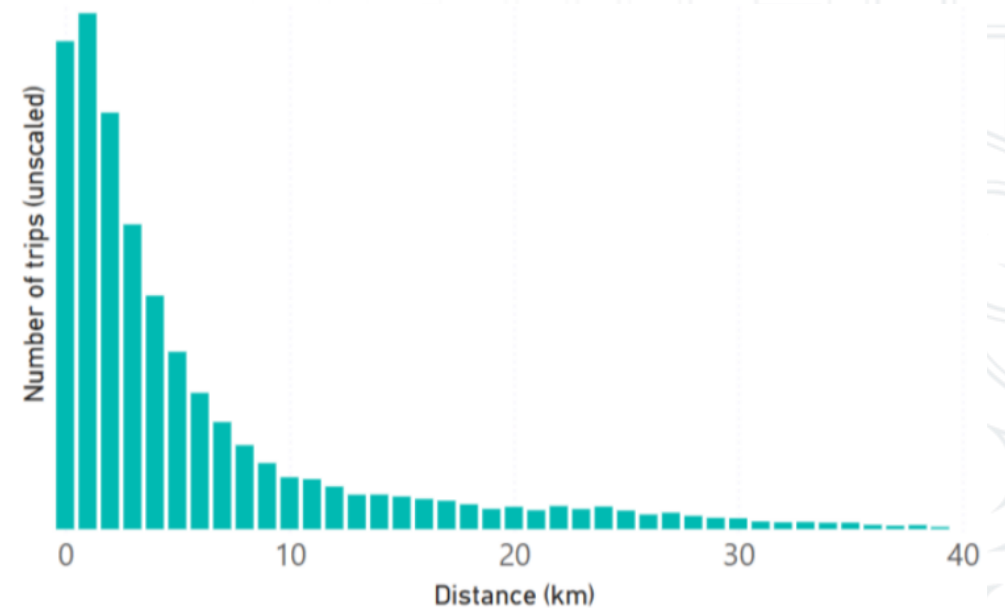
Travel patterns and mode use

What we see

- Car travel dominates: 75% of trips regionwide.
- 30% of car trips are under 2 km.
- Most travel is not commuting to work (80% non-work).
- In Wellington City trips using public transport and active travel are much higher.

Insights

- Mode shift potential exists, but it is more challenging outside of Wellington city.
- There is good potential for mode shift from short car trips, which are feasible distances for active modes.
- More opportunities to improve the travel choices for non-work trips.



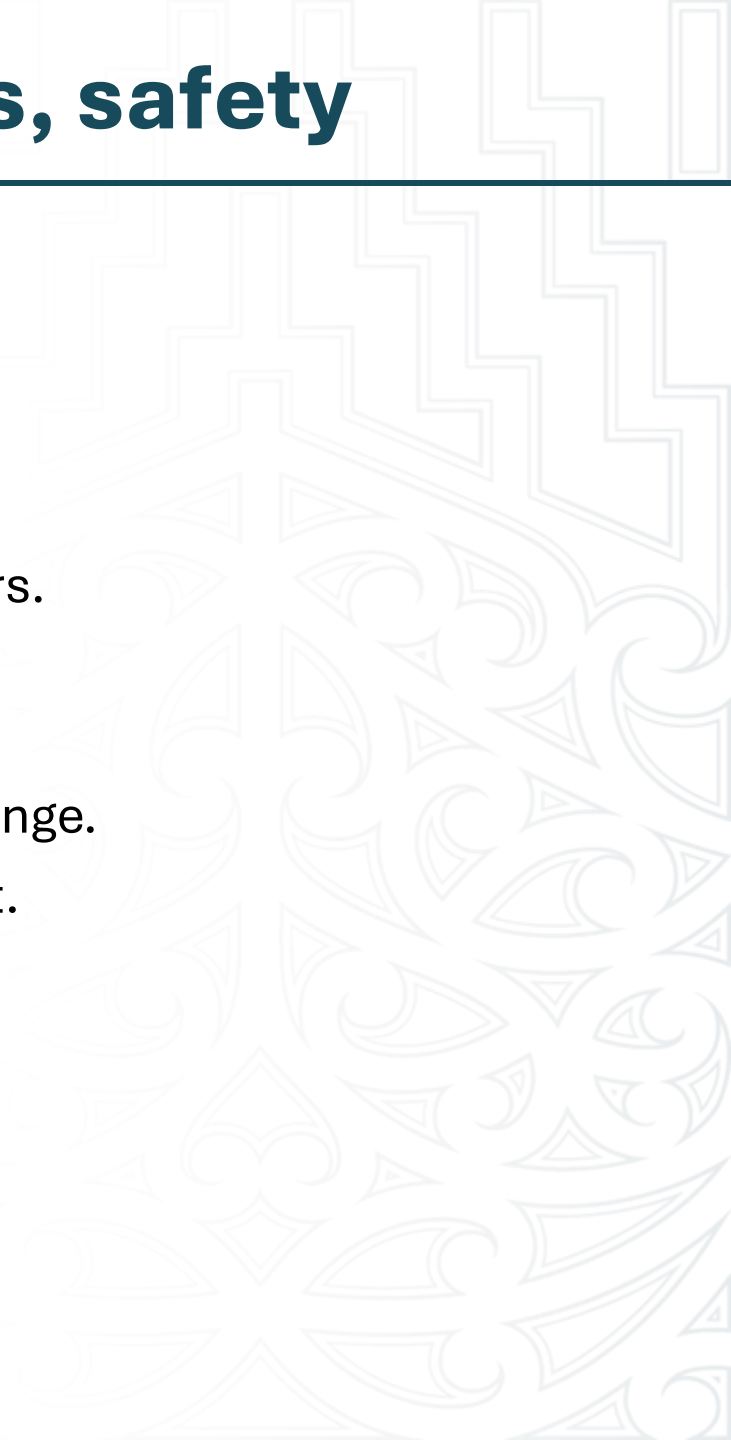
Network performance, emissions, safety

What we see

- Congestion is no longer just a peak-time issue.
- PT recovery is uneven (bus up, rail down).
- Emissions are falling through fleet change, not mode shift.
- Safety improvements are uneven across communities and users.

Insights

- Behaviour change is lagging infrastructure and technology change.
- There is a good opportunity for emission reduction from freight.
- Road safety needs local, corridor-specific interventions.

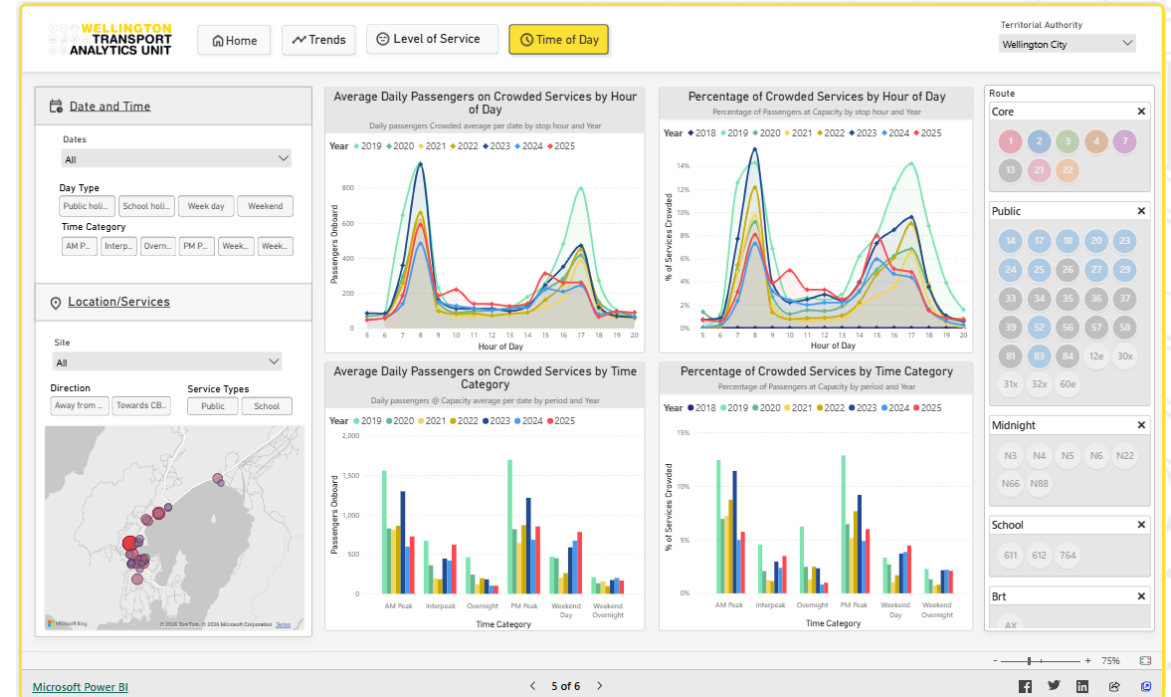


Implications and what comes next

Next steps already underway

- Continuous monitoring dashboards.
- Spatial analysis expanding evidence base, especially at local level.
- Ongoing analysis and insights informing RLTP.

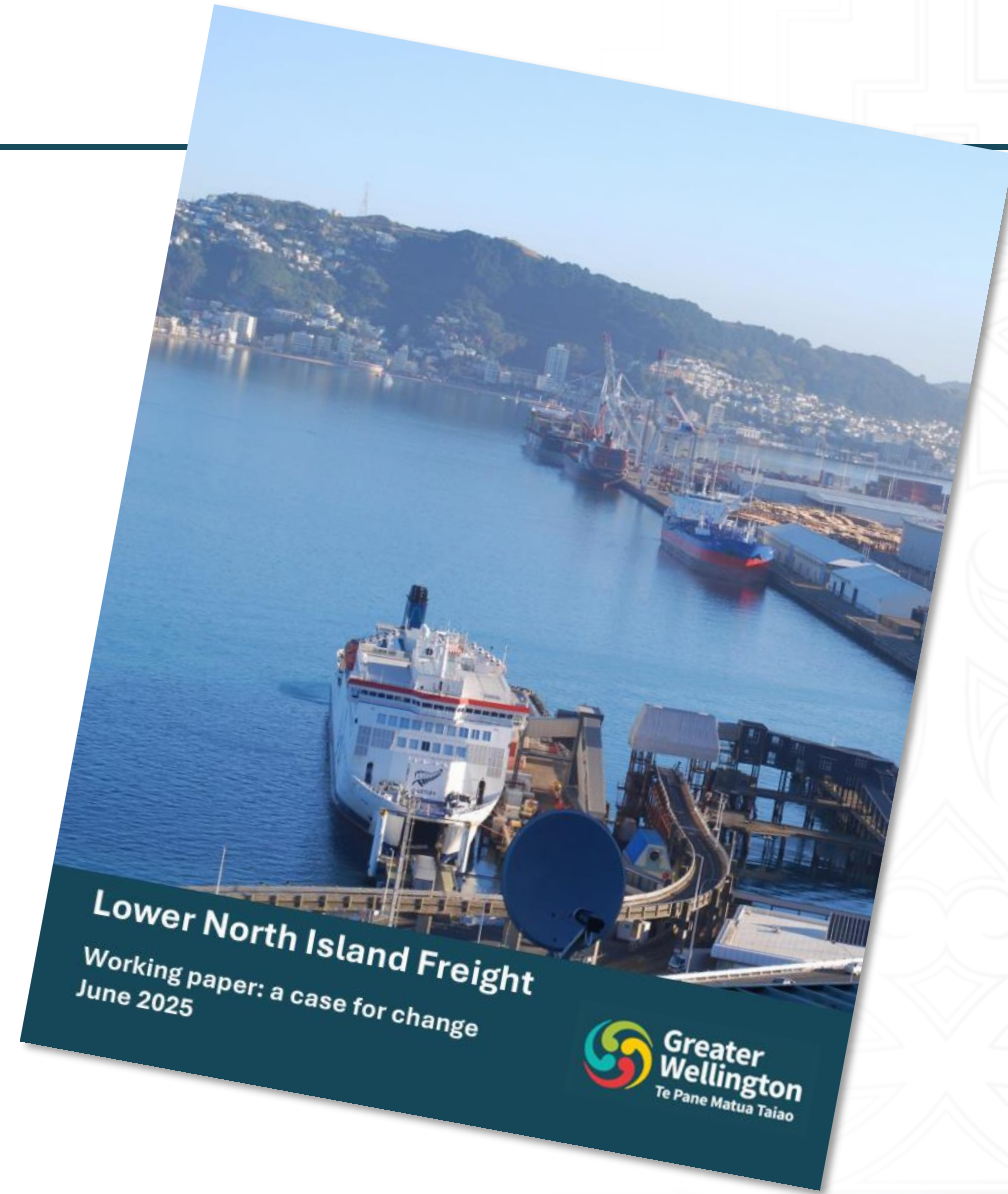
Crowding dashboard



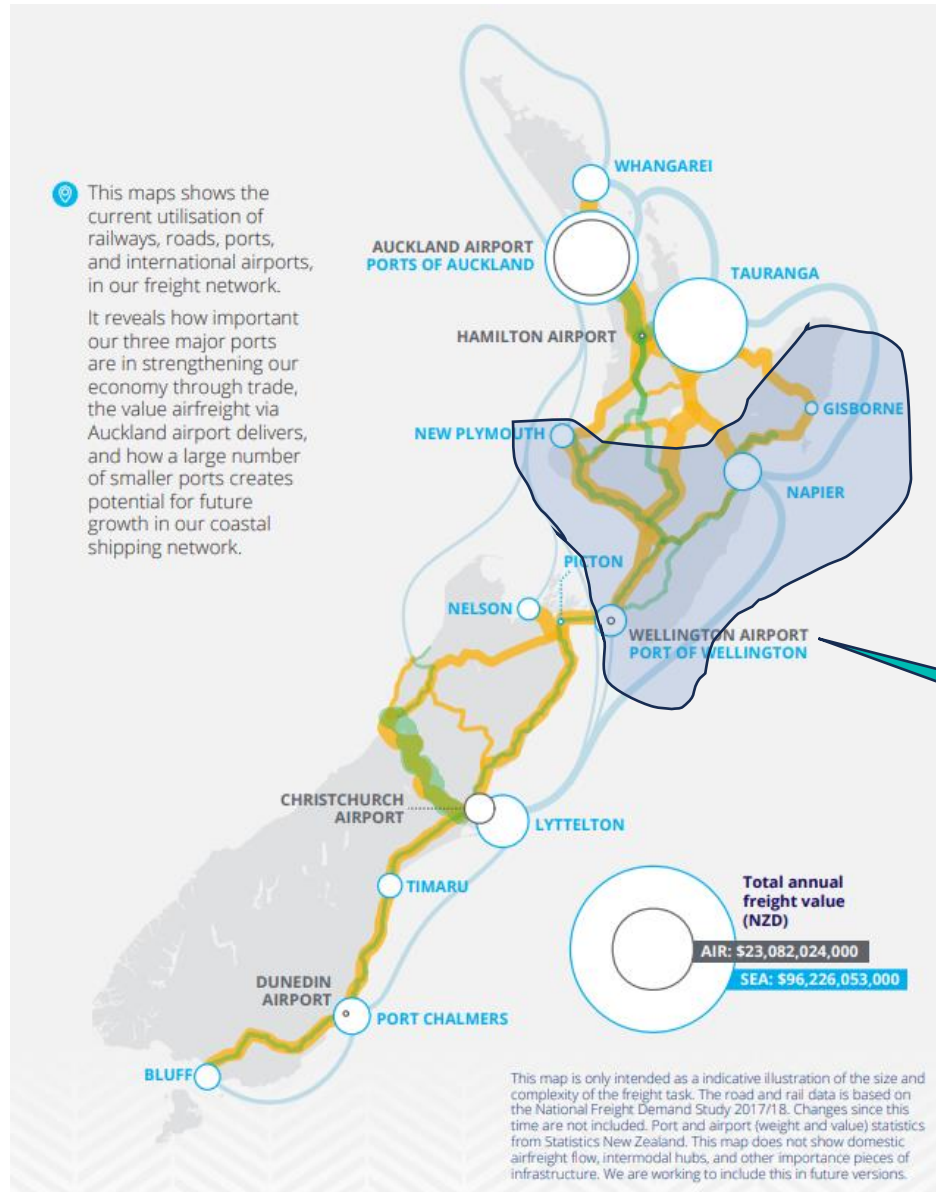
<https://wellingtontransportanalytics.co.nz/project/continuous-monitoring-dashboards>

Lower North Island Freight Working Paper - A Case for Change

Grant Fletcher



Overview: What does our network look like?



- Gisborne
- Hawkes Bay
- Horizons
- Greater Wellington
- Taranaki

- Marlborough District (for cross-Strait)

Councils have a stake in freight through port ownership (proportion of Council ownership varies across regions – Wellington port is 76% GWRC owned)

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

What we have

FREIGHT CHALLENGES

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

What we're trying to fix...

POOR USE OF INFRASTRUCTURE & INVESTMENT

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

Being consistent with

GOVERNMENT DIRECTION

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



OPPORTUNITIES



New National Freight and Demand Study



Inter-regional direction setting



Opportunity to develop central New Zealand freight strategy and plan



Partner with key industry players in development of a strategic approach



Adopt policies that support most effective and efficient movement of freight



Support best use of exiting infrastructure and investments



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

Implications and What Comes Next?

What this means for RLTP 2027

- Recognise the role of freight in the region's economy
- Recognise freight as a key user of the region's transport network with particular needs
- Support an inter-modal approach to freight
- Continue inter-regional cooperation on developing common approaches
- The National Freight Demand study is required to inform long-term strategy

Steps underway

- Updating the National Freight Demand Study
- Development of shared policy positions between lower North Island RTCs
- Engagement with freight sector operators
- Engagement with NZTA to coordinate input to Arataki and State Highway Investment Proposals and on the Freight Demand Study

Initial discussion on the vision and objectives



RLTP2021 strategic framework

Ministry of Transport's Outcomes Framework

Outcome 1
Inclusive access

Outcome 2
Healthy and safe people

Outcome 3
Environmental sustainability

Outcome 4
Resilience and security

Outcome 5
Economic prosperity

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

Thirty-year vision

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

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

Thirty-year strategic objectives

People in the Wellington Region have access to good, affordable travel choices

Transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy

People can move around the Wellington Region safely

The impact of transport and travel on the environment is minimised

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

The 30-year strategic objectives describe what we want to accomplish in achieving the vision.

Ten-year headline targets

Safety

40 percent reduction in deaths and serious injuries on our roads by 2030

Carbon emissions

35 percent reduction in transport-generated carbon emissions by 2030

Mode share

40 percent increase in active travel and public transport mode share by 2030

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

Ten-year transport investment priorities

Public transport capacity

Building capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand

Weighting

30

Travel choice

Make walking, cycling and public transport a safe, sustainable and attractive option for more trips throughout the region

Weighting

20

Strategic access

Improve access to key regional destinations, such as ports, airports and hospitals for people and freight

Weighting

15

Safety

Improve safety, particularly at high-risk intersections and on high-risk rural and urban roads

Weighting

15

Resilience

Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system

Weighting

20

The 10-year transport investment priorities are the most urgent and significant areas requiring investment in the short- to medium-term.

Thirty- year vision and strategic objectives

Thirty-year vision

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Confirming the 30-year vision and objectives

Regional Transport Committee
24 June 2025
Report 25.237



For Decision

AGREEING THE SCOPE, TIMEFRAMES, AND NEXT STEPS FOR THE REGIONAL LAND TRANSPORT PLAN 2027 DEVELOPMENT

- 3 **Agrees** to use the enduring thirty-year strategic objectives from the current RLTP 2021 as a starting point for development of the RLTP 2027 strategic framework, including a future network plan.

Thirty- year vision and strategic objectives

Initial officer suggestions for strengthening and refining

- Support current RLTP 2021 vision and objectives

Strengthen 'resilience' in the vision statement



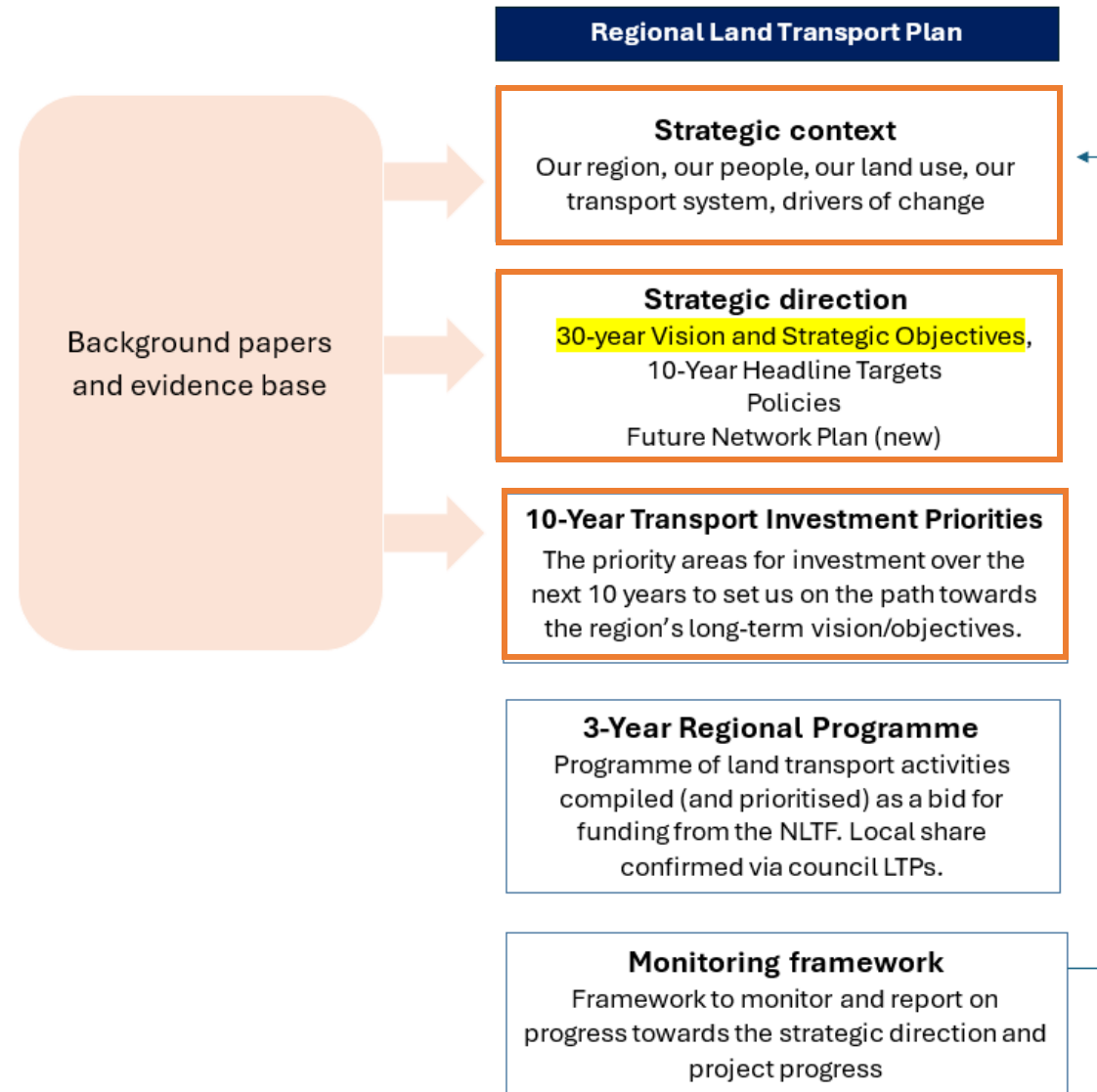
Strengthen concept of inclusive access/different mobility needs

A broader scope, include reference to climate and people's health

New freight objective

Next steps for RLTP 2027 development

Focus of the next 6 months is developing the strategic 'front end' of the RLTP 2027



Introduction of the Future Network Plan

Regional Transport Committee Workshop – 10 February 2026

Christoph Gerds
Shan Lu

Where a future network plan sits in RLTP 2027

Key Components of the Regional Land Transport Plan

Strategic context

Our region, people, land use, transport system current state, and levers for change

Strategic direction

30-year vision and objectives, 10-Year headline targets, policies.
Future Network Plan

10-Year Transport Investment Priorities

The priority areas for investment over the next 10 years to set us on the path towards the region's long-term vision/objectives

3-Year Regional Programme

Programme of land transport activities compiled (and prioritised) as a bid for funding from the NLTF. Local share confirmed via council LTPs

Monitoring framework

Framework to monitor and report on progress towards the strategic direction and project progress

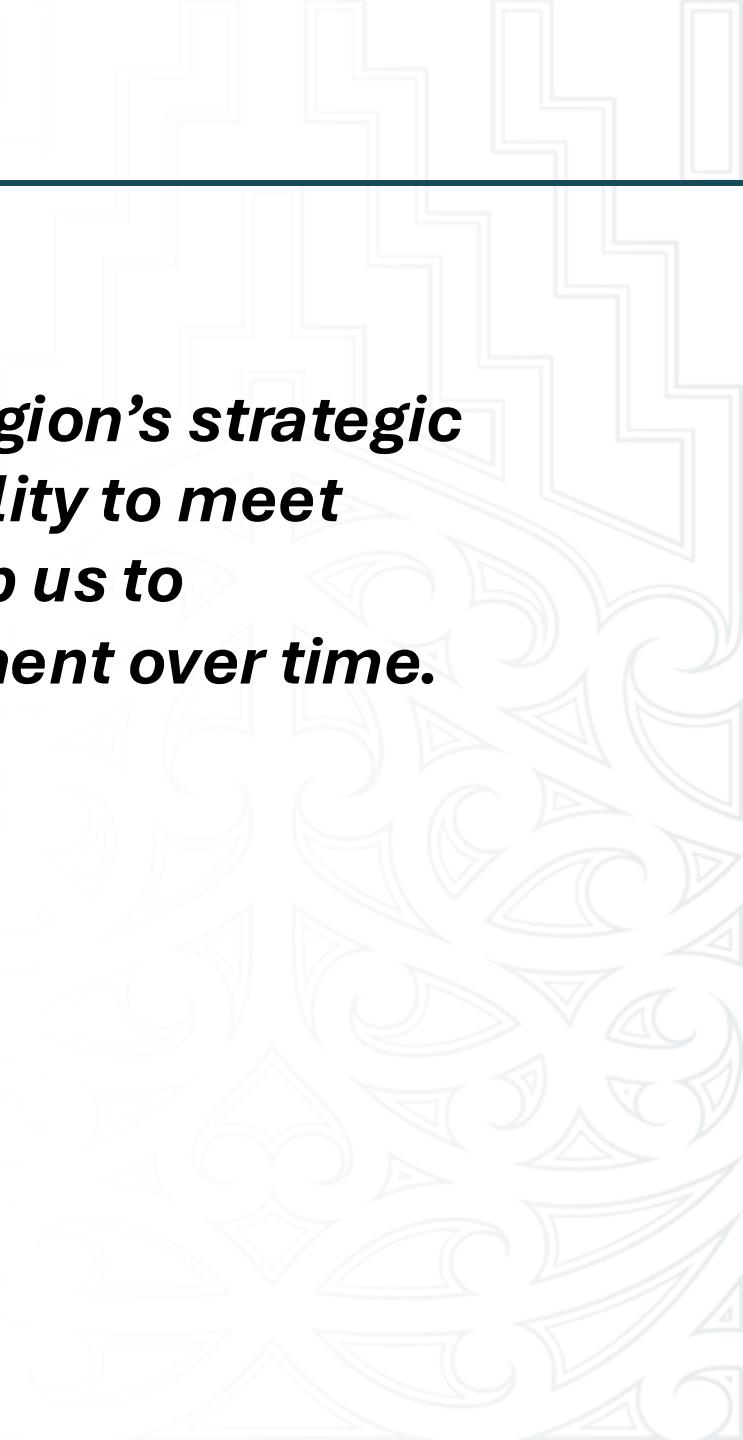
New component in RLTP 2027



Future Network Plan

Purpose statement

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



What will the Future Network Plan cover?

The output we are working towards is:

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

It will:

- be strategic, regional, system-wide developed top down and bottom up.
- indicate investment in broad solutions and levels of service, rather than detailed projects, programming, funding.
- assist RTC to identify investment priorities for the first ten years and rank significant activities in the 3-year programme – by providing a longer-term context.

Proposed timeframes for development

- **June 2025:** RTC confirmed use of RLTP 2021 strategic objectives
- **July 2025 – December 2025:**
Workshops with TAG officers to:
 - Scope the future network plan
 - Discuss guiding network principles
 - Discuss and confirm a range of future land use scenarios to test
 - Develop and refine a long list of interventions to inform network options
- **Jan 2026 – June 2026**
Workshops with TAG officers to:
 - Develop network options for 80K population increase land-use scenarios
 - Recommend 30-year baseline future network
 - Understand trigger points for different growth land-use scenarios
 - Recommend a Future Network with Triggers
- Supporting the elements of strategic framework to be released for public engagement in later 2026



Work in progress



Why develop network principles?

- Build on existing high-level RLTP vision and strategic objectives
- More detailed direction on trade-offs/emphasis
- Spatial flavour, mode neutral
- Articulate what good looks like – in terms of the outcomes a Future Transport Network should support
- Framework for assessing different network options or approaches
- Likely to involve both quantitative (modelling and analytics) and qualitative 'indicators'

Future Transport Network – Outcome Principles

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

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

Land-use scenarios

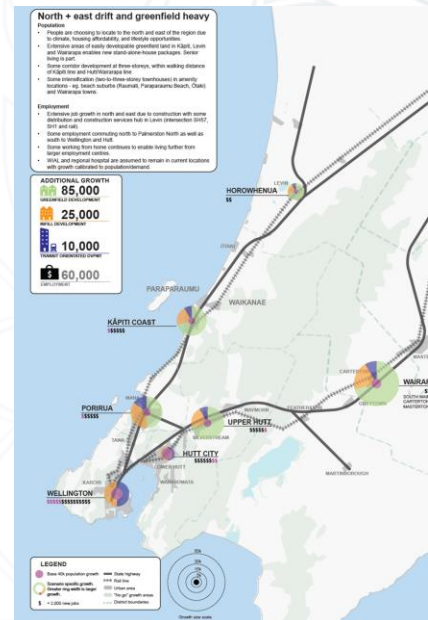
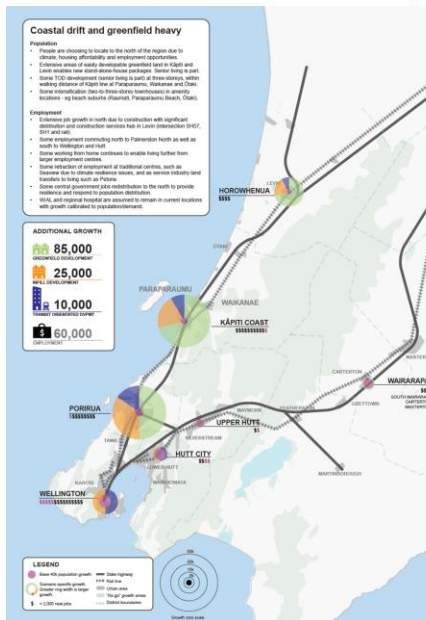
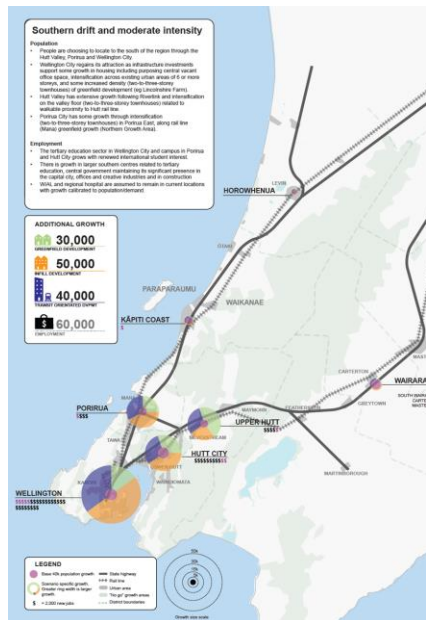
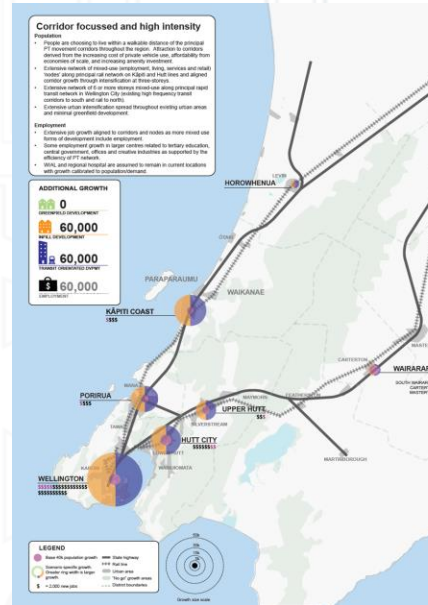
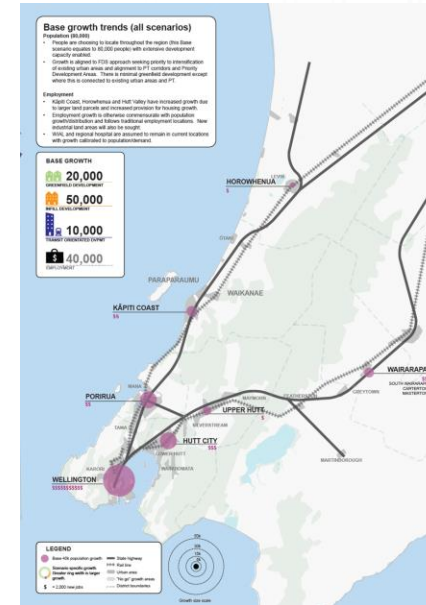
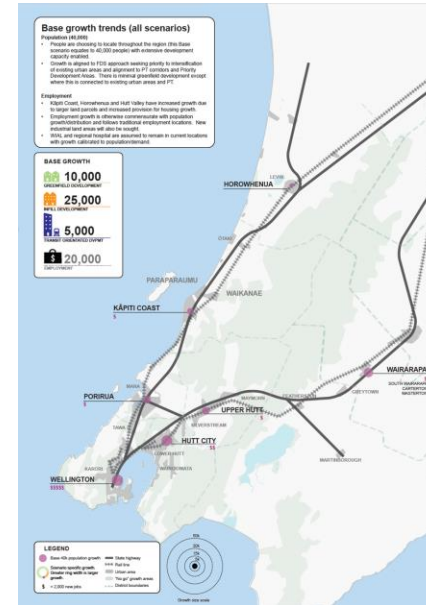
Scenario based approach:
Purpose of land-use scenarios is to evaluate the network scenarios

Lower growth scenarios:

- Stats NZ 1 (population +40k)
- Stats NZ 2 (population +80k)

Exploratory scenarios:

- Corridor (Stats NZ 1 +120k)
- Southern Drift (Stats NZ1 + 120k)
- Coastal Drift (Stats NZ1 + 120k)
- North + East Drift (Stats NZ1 + 120k)



Identify hotspots for our network

- Stress testing the network with 6 different land use scenarios

Stress testing puts pressure on different parts of the network, depending on where growth occurs

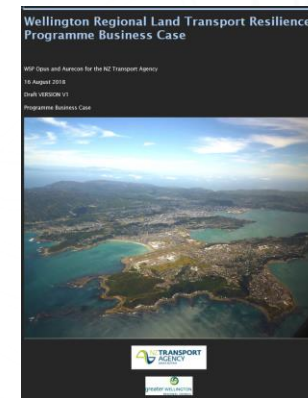
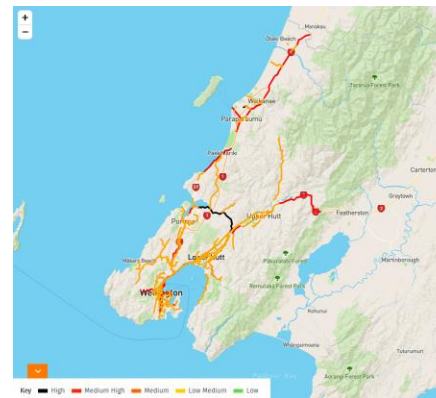
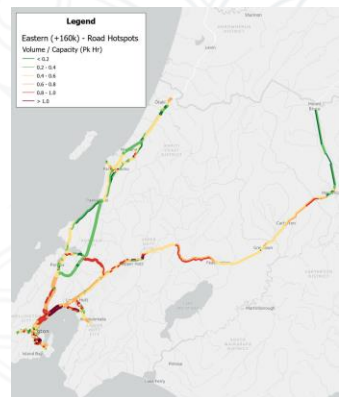
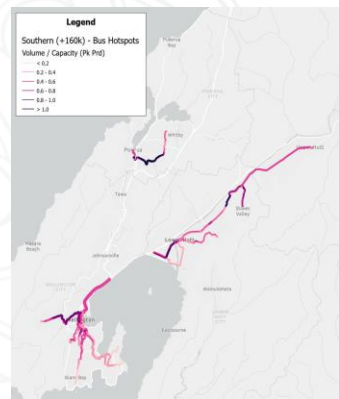
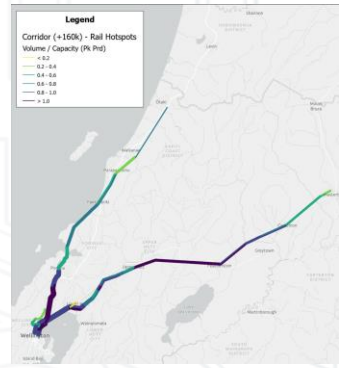
- Safety

High Collective Risk sites in the Wellington Region from NZTA's Mega Maps

High Risk Intersections in the Wellington Region from CAS analysis

- Resilience

Wellington Resilience PBC



Next steps

- **Workshops with TAG officers to:**
 - Develop network options for 80K land use scenario
 - Recommend 30-year baseline future network
 - Understand trigger points for different growth land use scenarios
 - Recommend Future Network with Triggers
- **RTC engagement on FNP**
 - Regular update on FNP development progress
 - Recommended 30-year baseline future network
 - Recommended Future Network with Triggers