Our focus in the Wellington region is to support partners to complete the Wellington Regional Growth Framework, which includes Horowhenua. Work will continue to create a safer, more resilient transport system – one that provides multiple transport options, progresses Let's Get Wellington Moving, helps improve the quality of life for our communities and supports economic growth.

**AT A GLANCE**

- **Tackle Climate Change**: Impacts of climate change including coastal inundation and flooding are expected to be felt strongly in low-lying areas including Wellington city centre, Kilbirnie and Petone. Wellington has the fourth highest carbon emissions in New Zealand. Regional population growth may provide new ways of transitioning to a low-carbon economy with efficient solutions.

- **Support Regional Development**: There are communities within Porirua and Lower Hutt that have high levels of deprivation and unemployment rates above the national average.

- **Improve Urban Form**: Urban growth, including more affordable housing, will be supported in areas where there is access to multiple transport options.

- **Transform Urban Mobility**: Wellington has the highest public transport usage in New Zealand, but low satisfaction levels caused by capacity and reliability issues.

- **Significantly Reduce Harms**: An ongoing safety focus is needed on the greater Wellington region to address high-risk rural roads, vulnerable users, motorcyclists and speeding. Cyclists and pedestrians are vulnerable in the Wellington urban areas.

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**KEY**

- 506,814 **Regional Population**
- 7.5% **Regional Population Growth 2013-18**
- 10.8% **Regional Population**
- 9.6% **Regional Deaths & Serious Injuries**
- 253 **Total DSI**
- 8% **Regional Vehicle Emissions**
- 13% **Regional Gross Domestic Product**
- 4% **Regional Unemployment Rate**

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**IMPROVE URBAN FORM**

Urban growth, including more affordable housing, will be supported in areas where there is access to multiple transport options.

**TRANSFORM URBAN MOBILITY**

Wellington has the highest public transport usage in New Zealand, but low satisfaction levels caused by capacity and reliability issues.

**SIGNIFICANTLY REDUCE HARMs**

An ongoing safety focus is needed on the greater Wellington region to address high-risk rural roads, vulnerable users, motorcyclists and speeding. Cyclists and pedestrians are vulnerable in the Wellington urban areas.

**TACKLE CLIMATE CHANGE**

Impacts of climate change including coastal inundation and flooding are expected to be felt strongly in low-lying areas including Wellington city centre, Kilbirnie and Petone. Wellington has the fourth highest carbon emissions in New Zealand. Regional population growth may provide new ways of transitioning to a low-carbon economy with efficient solutions.
WELLINGTON TODAY

AS HOME TO OUR CAPITAL CITY, THE WELLINGTON REGIONAL ECONOMY IS DOMINATED BY PUBLIC ADMINISTRATION AND SERVICES, KNOWLEDGE-BASED BUSINESSES, SPECIALIST MANUFACTURING AND DISTRIBUTION.

Primary industries are a major focus in the Wairarapa and prior to COVID-19 tourism was increasing across the region. Forty percent of the region’s jobs are in Wellington’s central business district, with Wellingtonians being the highest users of public transport, despite recent capacity and reliability issues. Over 30% of all journeys to work are by public transport, walking or cycling.60

With the third largest regional economy in New Zealand, Wellington also has the highest median household income.48 Despite this, the wider Wellington region has some areas of high deprivation, such as Cannons Creek in Porirua and Taita in Lower Hutt. Unemployment rates in these areas are higher than the national average.43

In 2018, the population of the Wellington region was 506,814, 11% of New Zealand’s total. People aged 65 plus made up 13% of this. However, while Wellington City has a comparatively young population, areas such as the Wairarapa and Kapiti Coast have populations older than the national average.17 It means transport needs differ from area to area, with demand for a greater range of transport options likely in areas with older populations.

Wellington relies heavily on two north-south corridors, both road and rail, for the movement of people and freight. This shapes the transport system and current work is committed to addressing safety, resilience and capacity issues. The Wellington region provides the northern port for road and rail trips between the North and South Islands, via the Cook Strait ferries. Access to CentrePort, and the safety and reliability of road and rail corridors north of Wellington, are critical to supporting these journeys.
WELLINGTON TOMORROW

Growth is expected throughout the region with the population increasing 17% by 2043 to 571,300. This growth is placing pressure on housing supply and rental affordability, resulting in some lower income residents relocating to regional towns in the Wairarapa and Horowhenua where rents and house prices are more affordable. Forecast growth should be encouraged in existing communities and areas with good transport options, to reduce average journey lengths and reliance on private vehicles. Public services will continue to be a significant employment sector in the region with service industries and health expected to grow employment share. The expected decline of manufacturing and wholesale trade may impact on employment opportunities in Porirua and the Hutt Valley, contributing to higher levels of deprivation in some local communities. Tourism was expected to grow over the short term, but the effects of COVID-19 on the economy will impact this.

Wellington has the fourth highest carbon emissions in New Zealand. Wellington is relatively well placed to reduce emissions given existing levels of public transport use, but the location of future growth needs to support reduction in private vehicle usage.

Impacts of climate change such as flooding are expected to be felt strongly in low lying areas including Lower Hutt and Petone. Erosion to coastal roads and infrastructure is likely to increase with storms, storm surges and sea level rise, threatening beaches and low-lying communities. More frequent and intense weather is expected to increase the risk of erosion and landslides. Wellington also faces significant seismic risks, with the impacts of a major event compounded by reliance on a limited number of key corridors (road and rail) to connect communities and key destinations.

Technological changes expected during the next decade will offer new travel choice that will reduce carbon emissions, the reliance on private transport and improve network management. These include the increase of alternative fuels, shared transport, on demand travel options, micro-mobility such as electric scooters and intelligent transport systems.

Wellington will continue to play an important role in linking freight and tourism between the North and South Islands, but there could be changes in the location and movement of freight as Wellington transitions to a low-emissions economy. Wellington International Airport is also a significant transport hub, providing a hub for many domestic flights as well as regular international services.

KEY INSIGHTS

- Future growth needs to build on high-levels of public transport use, walking and cycling to create stronger communities and connect people to employment, education and essential services, including supporting social outcomes for struggling communities in Porirua and the Hutt Valley.
- There is a need to shift more people away from private vehicle travel to lower emission transport options, including through the delivery of the Let’s Get Wellington Moving (LGWM) programme.
- Access to Wellington’s port, ferry terminals, and airport, and the safe, reliable road and rail corridors north of Wellington, are critical to supporting journeys for people and freight.
- We need to focus on extracting more benefit from Wellington’s existing transport system, through making the most of existing networks, services and demand management.
- Investment is needed to improve capacity, reliability and resilience for both regional and inter-regional rail journeys.
- Wellington is particularly vulnerable to seismic risk and other natural hazards, and sea level rise and more severe storms will increasingly impact on coastal communities, roads and rail infrastructure.
- The region’s safety record indicates the need to focus on vulnerable users such as cyclists and pedestrians in the Wellington urban areas, high risk motorcycle routes and speed on high-risk rural roads.
FOCUS OF EFFORT: 2018-21

Significant investment has been committed through the Wellington Northern Corridor improvements, most notably Transmission Gully, to address safety, resilience and efficiency issues from the west of the region. Delivery of the urban cycleway programme is continuing across the region.

LGWM is a joint initiative between Wellington City Council, Greater Wellington Regional Council and Waka Kotahi. Its focus is the area from Ngauranga Gorge to the airport, encompassing the Wellington urban motorway and connections to the central city, hospital, and the eastern and southern suburbs.

The LGWM programme seeks to deliver a transport system with multiple options that moves more people, goods and services reliably with fewer vehicles. While mass transit is a core element of the programme, there is also a focus on road space reallocation to support public transport, walking, cycling and placemaking. Outcomes from this work, together with ongoing discussions about future port developments and light rail are expected to significantly shape the region’s future transport system.

The Wellington Regional Growth Framework is being developed in partnership with central government, local government and iwi throughout 2019/20 to provide an overarching plan that identifies development opportunities and transport investment priorities for Wellington, including Horowhenua, over the next 30 years.

In addition, several of the larger councils have either already completed or are developing growth strategies for their districts, for example Porirua and Wellington cities. Eastern Porirua regeneration presents an opportunity to improve the urban design and transport system to achieve a range of outcomes and improve travel options and the wellbeing of the local community.
**AREAS OF FOCUS: WELLINGTON 2021-31**

**IMPROVE URBAN FORM (HIGH)**

We will support a well-integrated and well-designed land-use and transport system to make Wellington a better place to live, work and play, in particular:

- continue to support the development and delivery of the Wellington Regional Growth Framework, and support opportunities to align the planning and delivery of other core infrastructure such as water
- support the Eastern Porirua Regeneration programme
- work to ensure that new urban development supports the significant investment being made through LGWM and rail.

We will advocate for land-use change that reduces car trips and engage in planning processes to ensure new development enhances existing communities while supporting an increase in the safety and uptake of sustainable modes of transport.

**TRANSFORM URBAN MOBILITY (HIGH)**

Projected population growth in Wellington will increase travel demand on the region’s networks and provides opportunities to support increased use of public transport, walking and cycling. Our focus will be on:

- LGWM as our primary means of shifting people to sustainable transport options. This includes improved walking and cycling access, investment in mass transit, improving ferry access and access to the port. Diverse age profiles across the region require different responses to ensure access for all users
- supporting improved rail capacity and resilience to enable more people to access social and economic opportunities and support economic prosperity
- improving railway station access and support development of housing and businesses around public transport hubs
- working with Wellington councils to encourage actively manage car-parking in the city centre, city fringe area and other key centres to increase uptake of public transport, walking and cycling for trips to these locations
- identifying opportunities for smaller projects, including optimising the current network and trialling innovative solutions, that can improve transport system outcomes while more significant projects are planned and built
- progressing the preferred option for a multi-user ferry terminal to improve efficiency of movements to and from the port/ferry terminal.

**TACKLE CLIMATE CHANGE (HIGH)**

We will continue to work to understand the opportunities to support climate change adaptation and mitigation.

**ADAPTATION**

We will focus on:

- engaging in local planning processes to avoid infrastructure and development in areas at increased risk of natural hazards and effects of climate change
- enabling continuous improvement in network resilience through maintenance and renewals, and ‘low cost/low risk’ investments
- enabling quick recovery following disruption of the transport system
- continuing to engage on the Wellington Lifelines Regional Resilience Project to ensure we are taking a transport systems-view to improving community resilience which includes critical transport and lifeline infrastructure
- building overall transport system resilience, including managing seismic risk and improved east-west system connectivity.

**MITIGATION**

We will focus on:

- engaging in local planning processes to ensure urban form and transport planning supports reductions in emissions, private vehicle travel and average trip length
- creating compact and connected land-use development and maximise Wellington’s existing transport system to reduce carbon emissions
- identifying low carbon transport options, infrastructure and services in high growth urban areas to support shift from cars to low emission options.
SAFE

Support implementation of the Road to Zero Safety Strategy for New Zealand and associated Action Plan (2020-22), and regional strategies with a particular emphasis on:

- intersection improvements and safety infrastructure, including on high volume urban roads with high risk
- infrastructure improvements to provide safe walking and cycle trips
- safety treatments on high-risk motorcycle routes
- speed management to provide safe and appropriate speeds at high risk urban intersections, in urban areas with high numbers of vulnerable users and on high risk rural roads (rural roads are roads with speed limits >80km/h).

HEALTH

Our approach to delivering better health outcomes, particularly the reduction of harmful emissions, will primarily be through initiatives that target other step changes, including improved urban form, increasing access to and use of public transport, walking and cycling, and efforts to reduce carbon emissions. We will also continue to work to ensure that the noise impacts of transport are appropriately managed through a mix of land-use planning and mitigation works.

SUPPORT REGIONAL DEVELOPMENT (MEDIUM)

Lower socio-economic communities in Porirua and Lower Hutt will continue to face challenges without smartly planned and executed land-use and transport interventions to improve access to education, employment and essential services in their communities. To support this, we will:

- work with partners to support major rapid transit, walking and cycling, affordable public transport as well as providing access to essential services
- support compact, connected, land-use development with access to transport options, primarily through LGWM
- expand public transport services and urban cycleways, and explore opportunities to improve the affordability of public transport
- explore opportunities to support the mobile delivery of education and essential services.