Ko te Mahere ā-Rohe Waka Whenua o Pōneke 2021
Pūrongo ā-Tau Aroturuki 2025/26

Wellington Regional Land Transport Plan 2021
Annual Monitoring Report 2025/26

Greater Wellington
Te Pane Matua Taiao

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Glossary

AMR	Annual Monitoring Report
CAS	Crash Analysis System
DSI	Death and serious injury
EV	Electric vehicle
FY	Financial year
MCERT	Ministry for Cities, Environment, Regions and Transport
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	NZ Transport Agency Waka Kotahi
RLTP	Regional Land Transport Plan

Executive Summary

This Annual Monitoring Report (AMR) is the sixth report on implementation of the Wellington Regional Land Transport Plan (RLTP) 2021. It covers the financial year from 1 July 2025 to 30 June 2026.

The AMR tracks the region's performance against the three RLTP headline targets, alongside a wider set of measures and indicators that monitor progress towards regional transport outcomes. The AMR provides a descriptive assessment of progress against the RLTP's agreed targets and indicators. It is not intended to provide a detailed evaluation of the causes of observed changes or of policy effectiveness.

Key findings are summarised in Table 1. In the table, orange arrows indicate movement away from the desired direction, green indicates movement in the desired direction, and yellow lines indicate negligible change.

Table 1: FY 2025/26 headline targets and indicator summary

Headline indicator	2030 Target	Result FY 2025/26	Change from last year	Change from last 5 years
Combined mode share for public transport & active travel	39%	30% (3-year average to 2025)	3%	-2%
Deaths and serious injuries on region's roads	122 DSI	181 DSI (5-year average)	-2%	-16%
Land transport generated carbon emissions	770 kilotonnes	1,116 kilotonnes	0%	-10%

Measure	Indicator	Result FY 2025/26	Change from last year	Change from last 5 years
Public transport patronage	Bus, rail, and ferry boardings (peak times)	18.9 m in peak (36.3 m overall)	-1%	-3%
Public transport journey times	Average travel times on core bus routes	AM 38 min PM 37 min	0% (AM) 1% (PM)	6% (AM) 14% (PM)
Public transport journey time variability	Average travel time variability on core bus routes	AM 2.5 min PM 7.1 min	2% (AM) 71% (PM)	-15% (AM) 102% (PM)
Active travel and public transport journeys to work & education	Combined mode share of travel to work trips by walking, cycling and public transport	32% (Census 2023)	N/A	-1.5%
Participation in active travel to school	% of students using active travel in journey to school	29% (Census 2023)	N/A	-3%
Deaths and serious injuries on region's roads	Percentage of DSI with speed as a factor	18% (5-year average)	-9%	-17%

Measure	Indicator	Result FY 2025/26	Change from last year	Change from last 5 years
Cyclist and pedestrian deaths and serious injuries	DSI for pedestrians & cyclists on roads	55 DSI (5-year average)	-1%	-5%
Road network resilience	Availability of viable alternative routes	No data available		
	Frequency of unplanned road closures	134 events	43%	35%
	Duration of unplanned road closures	296 hours	172%	155%
The efficiency of the road network on strategic routes	Average travel speeds on selected strategic routes	34 km/h (3-year average)	-1%	-8%
	Average travel time variability on selected strategic routes	8.7 mins (3-year average)	0%	29%
Regional freight moved by rail	Annual freight volumes moved by rail	0.81 million tonnes	16%	-29%
Transport-generated emissions	Transport CO_2 emissions per capita	2.04 tonnes	-1%	-11%
	Air quality (nitrogen dioxide and black carbon particulate)	Nitrogen dioxide is 15.5 µg/m^3 5-year rolling average to December 2025	-1%	-15%
Vehicle fleet composition	% of new private vehicle registrations that are EV and hybrid vehicles	69% of new registrations	22%	177%
	% of the bus fleet that are EV vehicles	26% of buses	0%	8%

Overall, the FY 2025/26 results suggest the region is not on track to meet the three RLTP headline targets by 2030: increasing active and public transport mode share, reducing transport-generated emissions, and reducing deaths and serious injuries on the region's roads.

Overall, most indicators were reasonably stable, with some positive movement. Bus patronage remained stable and was about 5 percent above pre-COVID levels, while the small decline in overall public transport patronage was mainly driven by rail. Active and public transport mode share has remained broadly unchanged, while transport-generated CO_2 emissions have reduced over the longer term but not at the pace needed to meet the RLTP target. Deaths and serious injuries on the region's roads are trending down, which is encouraging given population growth, although the rate of improvement is so far not enough to meet the headline road safety target. Nitrogen dioxide levels have continued to decrease, and lower-emission vehicles continue to make up a growing share of new vehicle registrations.

FY 2025/26 was shaped by ongoing cost-of-living pressures and subdued economic conditions, both regionally and nationally. Regional rail freight volumes increased by 16 percent compared with the previous financial year but remained

low compared with most of the last 10 years. Shifting freight from road back to rail will reduce pressure on strategic routes, improve network efficiency, reduce emissions, and could contribute to improved road safety.

Investment decisions in the National Land Transport Programme 2024–27 had a significant impact on transport planning in FY 2025/26. The funding outcomes signalled a shortfall for new transport projects in the Wellington Region, requiring approved organisations to re-scope and re-prioritise parts of the regional programme.

Introduction

What is the Regional Land Transport Plan?

The Wellington Regional Land Transport Plan (RLTP) is a statutory document prepared by the Wellington Regional Transport Committee on behalf of Greater Wellington Regional Council, as required under the Land Transport Management Act 2003. It is developed with input from territorial authorities in the Wellington Region, New Zealand Transport Agency, KiwiRail, and other approved organisations. The RLTP sets the direction for land transport in the region over the next 10–30 years and identifies the priorities, policies, objectives, targets, and programme of activities that guide investment decisions. The RLTP must be consistent with the national direction set by the Government in its most recent Government Policy Statement on Land Transport. The RLTP 2021 is guided by the following 30-year vision:

The 30-year vision for the RLTP 2021 is 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 RLTP also sets the direction for investment in land transport projects. As the formal region-wide bid for transport funding to the National Land Transport Fund (NLTF), the RLTP sets out the transport projects and services that the region intends to deliver. The most recent RLTP for the Wellington Region was delivered in 2021.

Mid-Term Review 2024 of the Wellington Regional Land Transport Plan 2021

Every three years, the RLTP undergoes a mid-term review to ensure that the programme identified in the RLTP remains fit for purpose for the second half of its six-year duration. The 2024 review included the formal bid for funding from the National Land Transport Fund through the preparation of the RLTP 2024-27 transport programme.

Read the Mid-Term Review 2024 of the Wellington RLTP 2021.
Check out our interactive network & transport programme maps:

- Our network
- Our programme

Developing the Wellington Regional Land Transport Plan 2027

Over the last two years, Greater Wellington Regional Transport officers and the Wellington Transport Analytics Unit have prepared the evidence base for the Wellington Regional Land Transport Plan 2027. Early insights, including a detailed report on trends in the region's transport, have been published on Greater Wellington's website.

Read more about the insights & evidence base for the Wellington RLTP 2027

What is the Annual Monitoring Report?

Under section 16(6)(e) of the Land Transport Management Act 2003, an RLTP must describe how implementation is to be monitored. Section 5 of the RLTP 2021 sets out the monitoring framework, including regional measures and indicators to track progress towards the Plan's strategic objectives and outcomes. The RLTP states that an annual monitoring report will be provided to the Wellington Regional Transport Committee.

Each Annual Monitoring Report (AMR) tracks progress against the three headline targets in the RLTP. These targets, shown in **Figure 1**, show the scale of change the region aims to achieve by 2030 and provide proxy measures for whether the region is moving in the right direction.

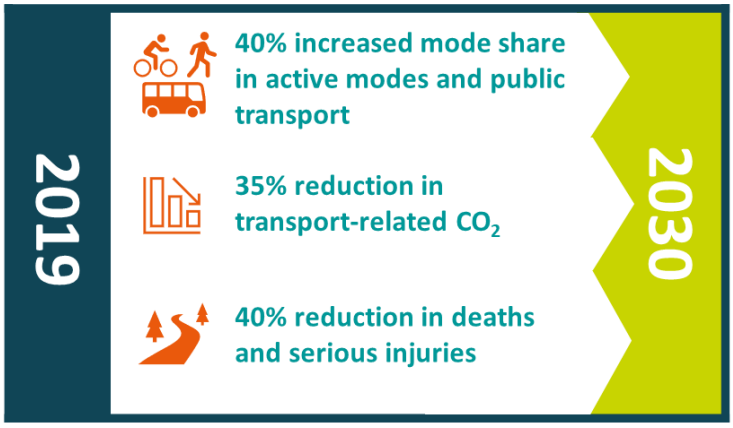


Figure 1: Wellington RLTP 2021 Headline Targets

The AMR also reviews measures and indicators that track the region's contributions to the five transport outcomes in the Ministry for Cities, Environment, Regions and Transport's Transport Outcomes Framework, which sets common objectives for the transport system centred around wellbeing and liveability (discussed later in this report).

This AMR is the sixth report on progress and presents findings for the latest financial year from 1 July 2025 to 30 June 2026 (FY 2025/26). In some instances, data for that period are not yet available, in which case older findings are presented.

The AMR is prepared by the Greater Wellington Regional Transport team and the Wellington Transport Analytics Unit using a range of data sources. For some indicators, three- or five-year averages are used instead of annual figures to smooth year-to-year variation and show longer-term trends. Information is sourced from the following:

- Metlink (Greater Wellington) provides public transport data (patronage and public transport travel times).
- MCERT provides data on: mode share via the Household Travel Survey; private vehicle fleet composition; and rail freight volumes via the Freight Information Gathering System.
- NZTA provides information on road deaths and serious injuries (DSI) through the Crash Analysis System (CAS); and data on unplanned road closures.
- Greater Wellington provides data on ambient air quality.
- Territorial authorities provide fuel consumption data.
- Statistics New Zealand provides data on active travel and public transport to school and work from the 2023 Census of Population and Dwellings.
- TomTom and Traffic Watcher provide data on highway travel times.

This report presents monitoring results at a regional level, consistent with the objectives and targets of the Wellington RLTP. However, transport outcomes can vary considerably across communities and corridors. To complement the regional analysis, this report includes a summary of selected indicators at territorial authority and corridor level, offering additional insight into local transport trends across the region (see Appendix A on page 36).

In June 2025, the Government announced that the usual five-yearly nationwide census would be discontinued in favour of a new system that would use existing Government administrative data supplemented by smaller surveys. The form and content of these surveys, and the implications for future AMRs, will become clearer as the new system is developed.

Regional transport highlights for FY 2025/26

Policy and investment updates

The National Land Transport Programme 2024–27, (NLTP) released by NZTA in September 2024, continued to shape transport planning and delivery in FY 2025/26. For the Wellington Region, the NLTP forecast around $3.3 billion of total transport investment across state highways, local road maintenance and operations, public transport, walking and cycling, and other transport activities.

The funding outcomes created a significant gap between the investment sought through the Wellington RLTP Mid-Term Review 2024 and the funding approved or indicated for the 2024–27 period. During FY 2025/26, approved organisations across the region continued to review, re-scope and re-prioritise parts of the regional transport programme in response.

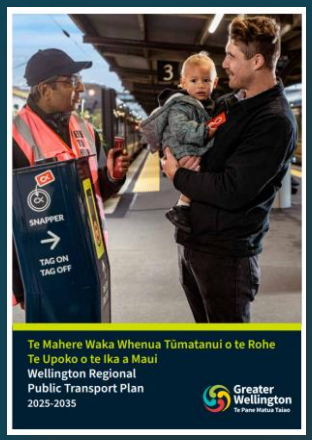
National policy settings also continued to influence regional transport priorities. The Government Policy Statement on land transport 2024 reintroduced Roads of National Significance, including projects in the Wellington Region. While outside the FY 2025/26 reporting period, the Government's 9 July 2026 announcement on phasing for NZTA's Major Transport Projects Pipeline, including Roads of National Significance, further illustrates the evolving national policy and investment context affecting the regional transport network.

Metlink

Metlink is Greater Wellington Regional Council's public transport brand, delivering bus, rail, and ferry services across the Wellington Region, from Wellington north to Ōtaki and east to Masterton. The network has five rail lines, 86 public bus routes, more than 123 school bus services and a harbour ferry service. Where regular public transport services cannot meet people's needs, Te Hunga Whaikaha Total Mobility Scheme provides subsidised taxi services.

The Wellington Regional Public Transport Plan 2025–2035 continued to guide the design and delivery of Metlink public transport services, information and infrastructure during FY 2025/26.

Read the Wellington Regional Public Transport Plan 2025-35



Bus patronage

Bus patronage remained at a high level in FY 2025/26, with 26.1 million boardings, about the same as the 26.2 million in FY 2024/25, and 5% above pre-COVID levels. Both peak and off-peak bus patronage were about the same as the previous year, at 12.4 million peak-time boardings and 13.6 million off-peak. Higher petrol and

diesel prices associated with the fuel crisis that began in March 2026 may have encouraged some people to shift from private vehicles to bus travel. The Government's Fuel Response Plan 2026 also signalled the wider national significance of fuel supply and price pressures during the period.

Rail patronage

Rail patronage decreased from 10.3 million boardings in FY 2024/25 to 10.1 million in FY 2025/26. This change represents a 2 percent decrease in rail patronage over the year, with patronage down to 71 percent of pre-COVID levels. Compared with bus patronage, rail patronage is more concentrated around longer-distance, peak-time commuting into Wellington City, and is therefore more sensitive to changes in employment levels and flexible working patterns. A fall in the number of employed people across the region, together with continued hybrid working and reduced commuting to Wellington City, is likely to have had a greater impact on rail demand than on bus demand. Service disruptions, including the closure of Melling Station in December 2025 as part of Te Wai Takamori o Te Awa Kairangi transport improvements, may also have contributed to weaker rail patronage during the year.

Travel Choice

The Travel Choice team at Greater Wellington develops and delivers programmes that make more travel choices available to people in the Wellington Region and help people to choose lower carbon emission transport options. Programmes such as Pedal Ready and Movin'March contribute to all three of the RLTP headline targets of mode share, carbon emissions and safety.

Māehe Manawa Ora Movin'March is a programme that encourages schools, students, and their whānau across the region to get involved in active travel, and enjoy the benefits of walking, scooting, and biking to and from school during the month of March. In March 2026, the programme welcomed commitment to active travel from 137 schools (67% of primary schools, similar to March 2025), with more than 34,000 students participating. This year a new online tool for recording student travel to school was introduced – Te Haerenga o ngā Tamariki. Over 24,000 trips by Movin'March schools were recorded using Te Haerenga. Movin'March is a gateway that encourages future school engagement, connects with other Travel Choice programmes such as Pedal Ready, and provides tools and resources to families and schools that support active travel via its Kura Kete website.

The Pedal Ready programme, run in partnership with NZTA, councils, and other local organisations, delivers free cycle skills training to adults and school children across the Wellington Region. As New Zealand's first Bike Ready accredited cycle skills training provider, Pedal Ready instils participants with road safety awareness and the skills they need to feel confident when cycling, including how to identify and repair bicycle issues and an overview of the rights and responsibilities that come with using roads, cycle lanes, and shared spaces. In FY 2025/26, the Pedal Ready programme trained 5,093 children and young people including 675

“absolute beginners” in the Wellington Region. The number of adults taught to ride increased significantly from 324 in FY 2024/25 to 405 in FY 2025/26. This training occurred through a variety of courses delivered in Kāpiti, Porirua, Wellington City, Hutt City, Upper Hutt, and Wairarapa.

Other updates

Te Wai Takamori o Te Awa Kairangi

Te Wai Takamori o Te Awa Kairangi, formerly known as RiverLink, is a transformational programme for Lower Hutt, bringing together flood protection and river restoration, transport improvements, walking and cycling connections, and urban renewal. During FY 2025/26, construction work began, including the SH2 Melling transport improvements.

Roads of National Significance

NZTA continued progressing the Petone to Grenada Link Road (P2G), Cross Valley Link (CVL) and Ōtaki to north of Levin (Ō2NL) projects during FY 2025/26. These projects form part of the Government's Roads of National Significance and major transport project pipeline, with planning, consenting, design and implementation activities continuing during the year.

Regional Bus Corridors

Wellington City Council and Greater Wellington continued work on bus priority improvements across Wellington City. The proposed Harbour Quays bus priority route would provide a second city-centre bus corridor between Wellington Railway Station and Courtenay Place, via Customhouse Quay and Jervois Quay. Public consultation closed in June 2026, with a decision expected in September 2026.

Thorndon Quay upgrades were completed in July 2025, including peak-hour bus lanes, bus priority, safety improvements and streetscape upgrades. The wider Golden Mile / Courtenay Place programme was paused in late 2025 for independent review. In June 2026, Wellington City Council decided not to continue with the 2021-approved Golden Mile project scope, while retaining funding for make-safe works and directing officers to develop a lower-cost project brief for targeted corridor improvements and Courtenay Place urban regeneration. A draft detailed business case for the revised approach is expected by December 2026.

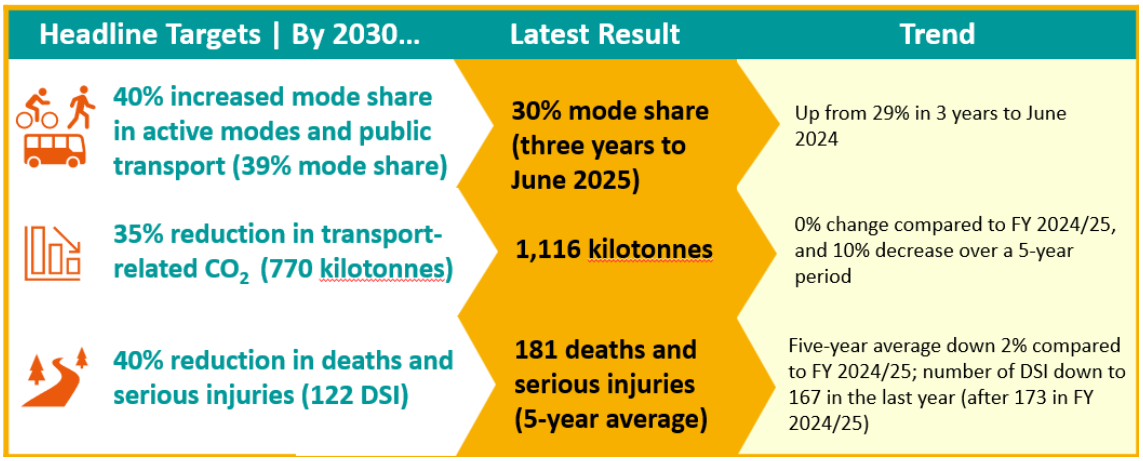
Te Ara Tupua

Te Ara Tupua, the coastal walking and cycling link between Lower Hutt and Wellington opened in May 2026. Te Ara Tupua improves transport resilience and delivers a safe route and more transport options in Wellington and the Hutt Valley. Te Ara Tupua is a partnership between NZTA; iwi mana whenua Taranaki Whānui and Ngāti Toa; and the councils of Wellington City, Hutt City, and Greater Wellington. Key connecting projects include Te Wai Takamori o Te Awa Kairangi

and the Thorndon Quay Hutt Road Project. As Te Ara Tupua opened in May 2026, a full year of usage data is not yet available.

Measuring against our headline targets

Headline targets and indicator summary



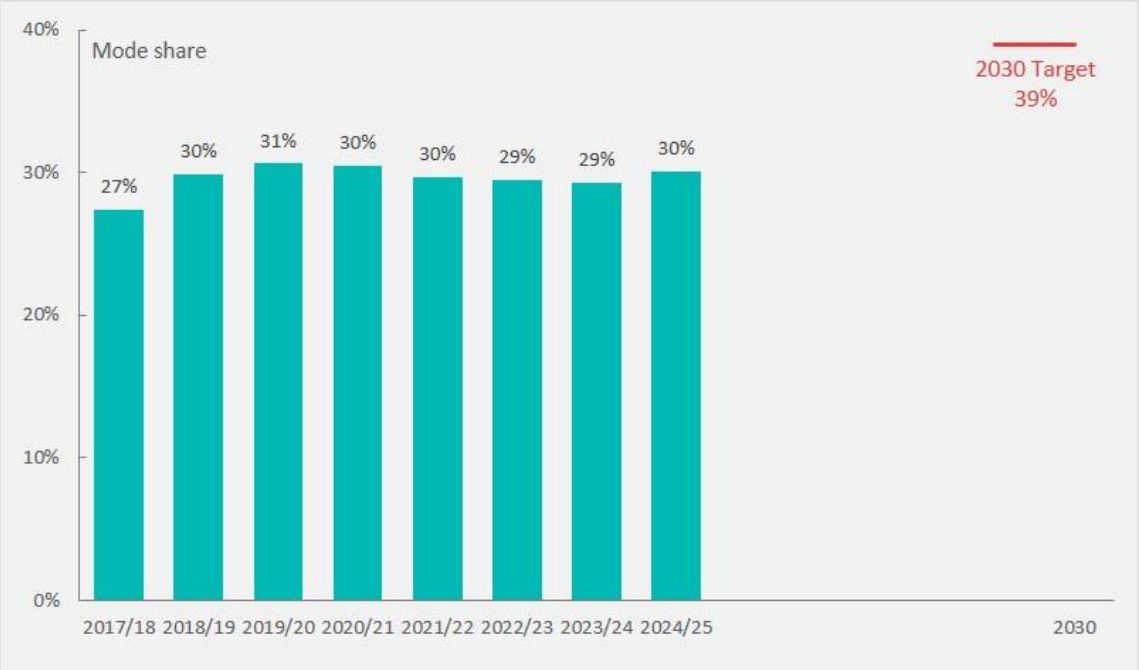
Target 1: 40 percent increase in active travel and public transport mode share by 2030

Active travel and public transport play an essential role in reducing transport-generated emissions. The reliability, speed, frequency, ease of use, and affordability of public transport are among the key factors that encourage mode shift away from private vehicles. For active modes, factors to encourage mode shift include reasonable distance to destinations, providing and promoting safe routes, and ease of access.

Measuring active travel and public transport mode share provides a helpful high-level indicator of how the region is progressing towards our longer-term vision for the transport system, which includes increasing the uptake of lower-carbon modes of travel.

For the AMR, progress towards the RLTP headline target 1, to increase active travel and public transport mode share, is measured using the three-year average results of the New Zealand Household Travel Survey (HTS) delivered by MCERT and formerly by Ministry of Transport Te Manatū Waka. The HTS measures travel mode for all household trip purposes, including travel to work, education, shopping, and leisure. Sample size for the Wellington Region ranged from 590 to 3,639 people with trips per year during the 2018/19 to 2024/25 period.

Figure 2 shows that the proportion of active travel and public transport has remained broadly stable since 2019, remaining in the narrow range 29 percent to 31 percent. The latest data – 30 percent for the three years ending June 2025 – includes 22 percent of trips by pedestrians, 6 percent by public transport, and 2 percent by cyclists. In the absence of a major change in travel behaviours in the next few years, the region will not achieve the RLTP mode share target by 2030.



Source: Household Travel Survey (MCERT)

Figure 2: Active and public transport mode share (3-year rolling average)

Target 2: 35 percent reduction in transport-generated carbon dioxide emissions by 2030

The transport sector produces 41 percent of greenhouse gas emissions in the Wellington Region (including air travel, which accounts for 6 percent of those emissions)[1]. Reducing transport-generated emissions is a critical focus of the Wellington RLTP, through this headline target and in many of the regional strategic objectives for the future. For the purpose of the AMR, reductions in transport-generated carbon dioxide (CO_2) emissions are measured by using regional fuel sales as a proxy for these emissions (**Figure 3**), and exclude emissions related to air travel.

Fuel sales – used as a proxy for transport-generated CO_2 emissions – were essentially unchanged in FY 2025/26 compared with the previous year. This flat result is consistent with travel behaviour remaining broadly the same, with little change in the overall share of trips made by active travel or public transport. However, there are some signs of more recent change: from March to June 2026, bus patronage was 2 percent higher and rail patronage 4 percent higher than in the same months of 2025, coinciding with the sharp increase in fuel prices.

[1] Regional Emissions Monitoring, Greater Wellington Regional Council.

While uptake of lower-emission vehicles has increased in recent years, its effect on total fuel consumption is gradual because changes in the vehicle fleet occur over time. In FY 2025/26, 49 percent of new private vehicle registrations in the Wellington Region were hybrid or electric vehicles, while petrol registrations decreased and diesel registrations were broadly unchanged. This suggests that recent emissions reductions are more likely to be driven by gradual fleet change and improvements in fuel efficiency than by a substantial shift away from private vehicle travel.

Source: Fuel supply data from Wellington City Council and Masterton District Council

Figure 3: Transport CO_2 emissions (total and per capita)

At 1,116 kilotonnes, transport CO_2 emissions in FY 2025/26 were almost identical to the previous year (1,117 kilotonnes). Over the last few years, the trend has been downward, but the rate of decrease would need to accelerate significantly to achieve the region's target of 770 kilotonnes by 2030.

Target 3: 40 percent reduction in deaths and serious injuries on regional roads by 2030

The target adopted in the Wellington RLTP is to reduce the 2018 five-year rolling average of 204 deaths and serious injuries (DSI) by 40 percent (or to below 122 DSI). The total number of DSIs on regional roads decreased from 173 DSI in FY 2024/25 to 167 in FY 2025/26.

Figure 4 shows that the five-year average decreased from 185 in the five years ending June 2025 to 181 in the five years ending June 2026. While moving in the right direction, that rate of decrease will need to accelerate to achieve the region's target of 122 per year for the five years ending June 2030. As FY 2025/26 is already

included in that five-year target period, the 167 DSI recorded this year means annual DSI over the next four years would need to average well below 122 to meet the 2030 target.

The downward trend in DSIs has occurred despite growth in the region's population, meaning the reduction is larger when considered on a per-capita basis. However, the RLTP target is expressed as an absolute number of deaths and serious injuries, so the headline monitoring measure remains the five-year average DSI count.

Source: NZTA Crash Analysis System (CAS)

Figure 4: Deaths and serious injuries on region's roads

Measuring against the five transport outcomes

The AMR reviews measures and indicators that track the region's contributions to the five transport outcomes set under MCERT's Transport Outcomes Framework. These outcomes (set out in **Figure 5**) support a long-term vision of a transport system that improves wellbeing and liveability.

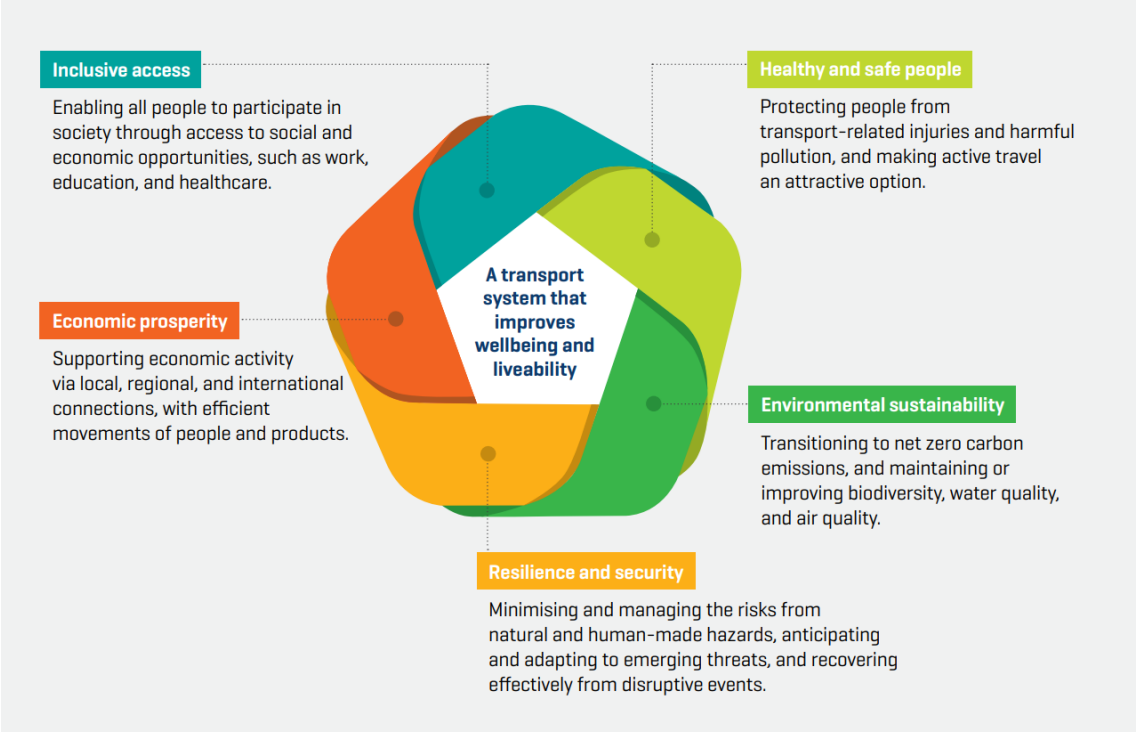


Figure 5: Transport Outcomes Framework

Inclusive access

As defined in the Transport Outcomes Framework, "inclusive access" enables all people to participate in society through access to social and economic opportunities such as work, education, and healthcare. To achieve this outcome, the transport system must be accessible to all people in New Zealand, including those with disabilities, low-income earners, and people of different ages, genders, and ethnicities.

Measures for inclusive access:
Public transport patronage, journey times on core bus routes, active travel and public transport journeys to work

Updated indicators on inclusive access

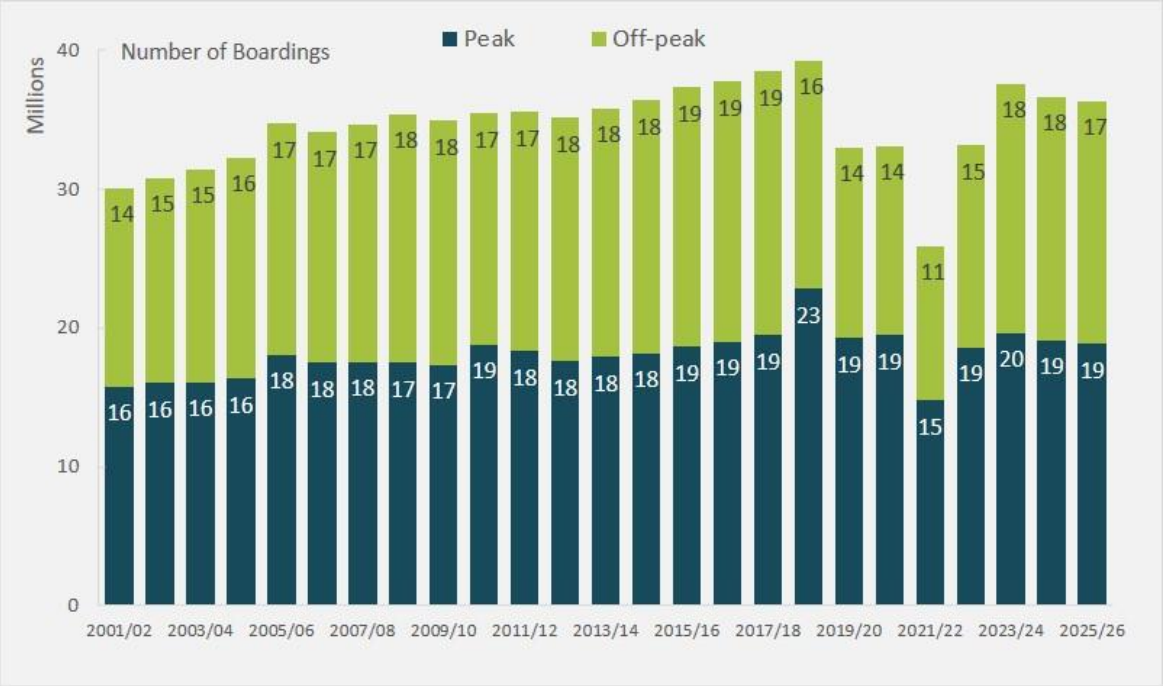
Indicator	Latest Result	Trend	Comment
The number of people boarding bus, train, and ferry services during peak and off-peak times	Peak times: 18.9m Off-peak: 17.5m	Peak boardings decreased by 1%, and off-peak no change compared to FY 2024/25	While annual patronage decreased by 3 percent for peak train services, off-peak bus patronage decreased by 1 percent
Average travel times on core regional bus routes	AM: 38.3 mins PM: 37.4 mins	AM travel times were unchanged, and PM times increased slightly compared to FY 2024/25	Both travel time variability and average travel times are indicators that show how attractive public transport is – the less the variability (lateness) and the quicker the travel times, the more attractive public transport is as an alternative to private vehicles
Travel time variability on core regional bus routes	AM: 2.5 mins PM: 7.1 mins	AM travel time variance increased by 2% and PM variance increased by 71%, compared to FY 2024/25	
Combined mode share of travel to work trips by walking, cycling, & public transport	32% (Census 2023)	Between Census 2018 and Census 2023, percent change of combined mode share decreased by 1.5%	For the purpose of this report, Census 2023 'journeys to work' data is used to provide these results. An updated result will be available when the results of the next Census is available

Public transport patronage

High public transport use supports several RLTP objectives and targets, including providing reliable and affordable travel choices, reducing congestion, and minimising environmental harm. This indicator monitors annual public transport boardings during peak times (6am–9am and 3pm–6:30pm on weekdays) and off-peak times (all other times and weekends).

Figure 6 shows the combined number of people boarding bus, rail, and ferry services during peak and off-peak periods.

Overall public transport patronage decreased slightly in FY 2025/26, down 1 percent compared with FY 2024/25. Peak patronage decreased by 1 percent and off-peak patronage remained about the same. The decline was mainly driven by a 3 percent decrease in peak-time rail boardings.



Source: Metlink (Greater Wellington)

Figure 6: Public transport patronage for off-peak and peak travel

Ferry patronage also changed over the year, with peak boardings decreasing by 16 percent and off-peak boardings increasing by 14 percent compared with FY 2024/25. Those peak and off-peak changes approximately balanced out, leading to little overall change in ferry patronage.

On the rail network, factors that may have contributed to the decline in peak-time patronage include:

- Service disruptions, including the closure of Melling Station in December 2025 as part of the Te Wai Takamori o Te Awa Kairangi transport improvements.
- Fewer longer-distance commuter trips, likely influenced by flexible working arrangements and reduced commuting to the Wellington CBD.
- Broader economic and household cost pressures, including lack of employment growth, inflation, and weaker consumer spending.

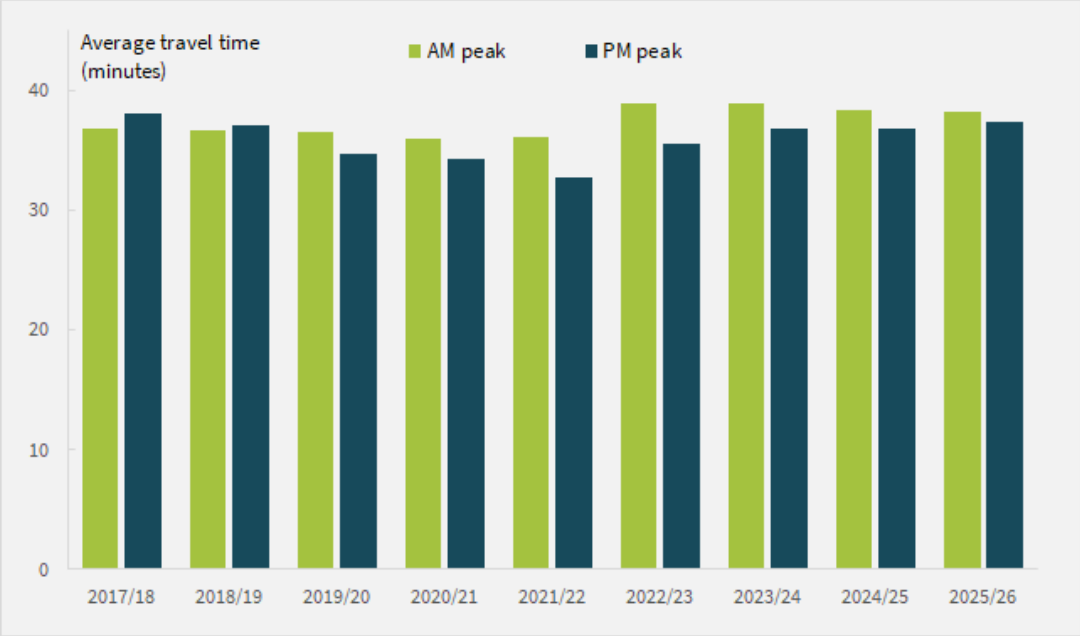
Peak and off-peak bus and rail patronage by territorial authority is provided in Tables A1 and A2 in Appendix A (page 36).

Bus journey times and variability

Reliable journey times are a key factor in making public transport an attractive option for public transport users. Public transport particularly incentivises mode shift away from private vehicles if these journey times are competitive with journey times by car. This indicator measures the average travel times on select core bus routes for both morning and afternoon peaks, on specific core corridors (**Figure 7**).

To reflect general commuting patterns, morning averages are recorded for inbound travel (predominantly coming in the direction of Wellington CBD) while afternoon averages are recorded for outbound travel.

"Core" bus routes are defined in the Wellington Regional Public Transport Plan 2025 as those that "operate at least every 15 minutes during the day, and often more frequently during busy periods." The core bus routes included in the indicator related to bus journey times and variability are different segments of bus routes 1, 2, 3, 110, 120, 130, and 220 (noting this is not an exhaustive list of core services).



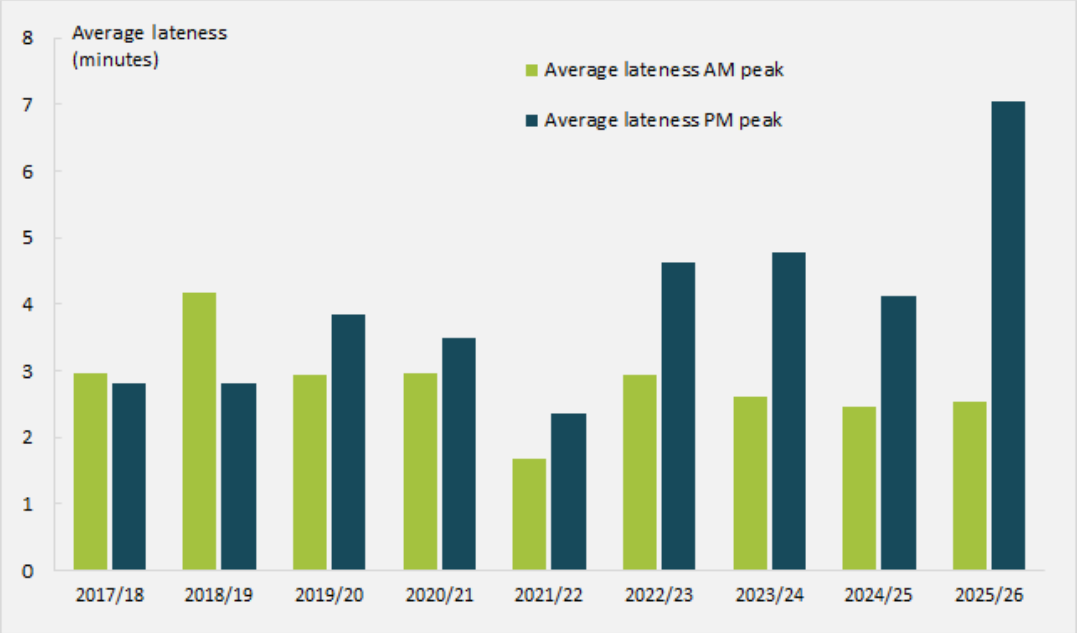
Source: Metlink (Greater Wellington)

Figure 7: Travel times on core bus routes, FY 2017-2026

In FY 2025/26, average travel times on the core bus routes included in this indicator stayed similar to the previous year, at 38 minutes in the AM peak and 37 minutes in the PM peak.

Figure 8 shows travel time variability (as an average of lateness) on these same core regional bus routes. Average lateness remained similar to previous years in the AM peak period but worsened significantly in the PM peak. This deterioration was concentrated in Hutt Valley. As shown in Table A5 on page 39, the average lateness in the PM peak was 7.1 minutes in 2025/26, up from 4.1 minutes a year earlier. Average PM-peak lateness on the Lower Hutt to Upper Hutt route reached 19.9 minutes, an increase of 14 minutes from the previous year. Lateness on the

Petone to Naenae route increased from 11.5 to 17.9 minutes. These increases are associated with disruption from Te Wai Takamori o Te Awa Kairangi works.[2]



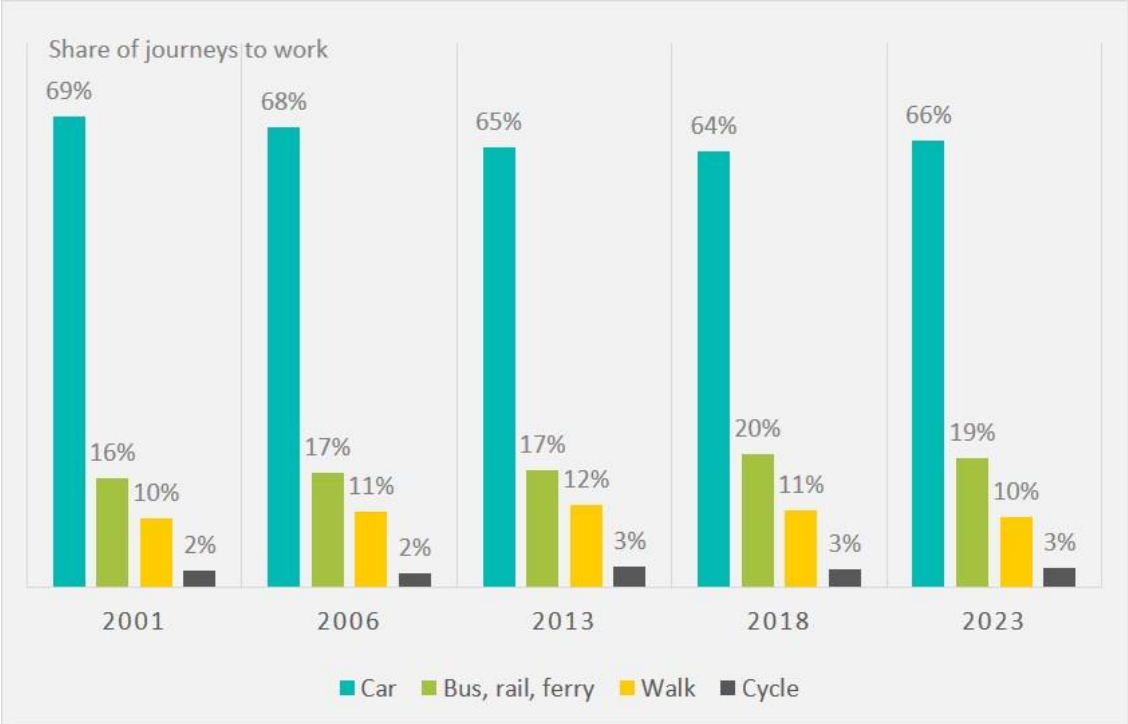
Source: Metlink (Greater Wellington)

Figure 8: Bus travel time variability on core routes

Combined mode share of travel to work trips by walking, cycling, and public transport

Census 2023 provided insight on how people travel to work in the Wellington Region. The biggest change over that period was the increase in the proportion of people who reported that they usually work from home, more than doubling from 9 percent of employed people in 2018 to 19 percent in 2023. Of those who usually travel to work, **Figure 9** shows the percentage using each type of transport. As a share of journeys to work, public transport fell from 20 percent to 19 percent, walking fell from 11 to 10 percent, and cycling remained steady at 3 percent. Proportions of car usage for getting to work increased from 64 to 66 percent across the region.

[2] More information about Te Wai Takamori o Te Awa Kairangi can be found at https://teawakairangi.co.nz/



Source: Statistics New Zealand

Note: Changes in the wording of the census question on travel to work mean that the findings for 2018 and 2023 may not be directly comparable with earlier years.

Figure 9: Mode share of travel to work, census 2001 to 2023

Healthy and safe people

According to the Transport Outcomes Framework, the outcome "healthy and safe people" envisions a transport system that protects people from transport-related injuries and harmful pollution and makes physically active travel an attractive option.

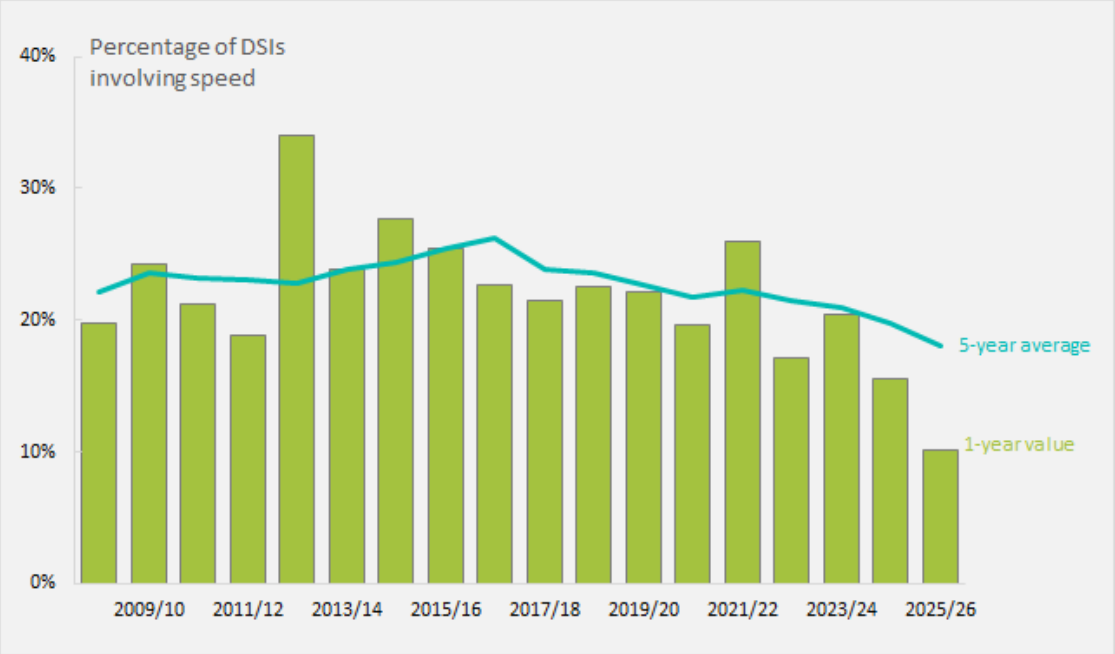
Measures for healthy and safe people:
Deaths and serious injuries from road transport, participation in active travel to school

Updated indicators on healthy and safe people

Indicator	Latest Result	Trend	Comment
Percentage of crashes involving DSIs where inappropriate speed is a contributing factor	10% of DSIs for FY 2025/26	5-year change shows DSIs are trending downwards (17% decrease)	One-year change decreased by 9% (from 16% of DSIs in FY 2024/25)
Percentage of students cycling, scooting, and walking to school by school sector	29% active travel for ages 5–9 years, and 29% for ages 10–14 (Census 2023)	5-year change shows 2% decrease in active travel for 5-9 year olds, and 4% decrease for 10-14 year olds	Continuation of a decades-long trend of decreasing active travel to school
Number of deaths and serious injuries for pedestrians and cyclists	55 DSIs (5-year average), 53 DSIs (FY 2025/26)	5-year change indicates DSIs are trending downwards (5% decrease); 9 less annual DSIs than FY 2024/25	Annual DSIs increased for cyclists (from 18 to 23 in FY 2025/26)

Deaths and serious injuries when speed is recorded as a contributing factor

The RLTP sets a headline target to reduce the 2018 five-year rolling average of 204 DSIs by 40 percent (or to below 122 DSIs) by 2030. Driving at unsafe speeds risks seriously endangering drivers, passengers, cyclists, and pedestrians on the road. Infrastructure improvements and lowering speed limits are interventions that discourage driving at unsafe speeds and make the roads safer for all users.



Source: NZTA Crash Analysis System

Figure 10: Proportion of deaths and serious injuries with speed recorded as a contributing factor

Figure 10 shows that in FY 2025/26, the proportion of DSI with speed recorded as a contributing factor dropped to 10 percent – the lowest proportion since FY 2004/05. The five-year average decreased from 20 percent to 18 percent. However, this data comes from the Crash Analysis System (CAS), as reported by New Zealand Police: there are significant limitations to this dataset[3] (discussed further

[3] Speed-related contributing factors in CAS are assigned by Police investigating the crash. These include both driving above the posted speed limit and driving at a speed that is inappropriate for the prevailing road, traffic or weather conditions, even where the posted speed limit is not exceeded. This should not be confused with NZTA's separate engineering concept of "safe and appropriate speeds", which is used for assessing whether posted speed limits are appropriate for a road environment.

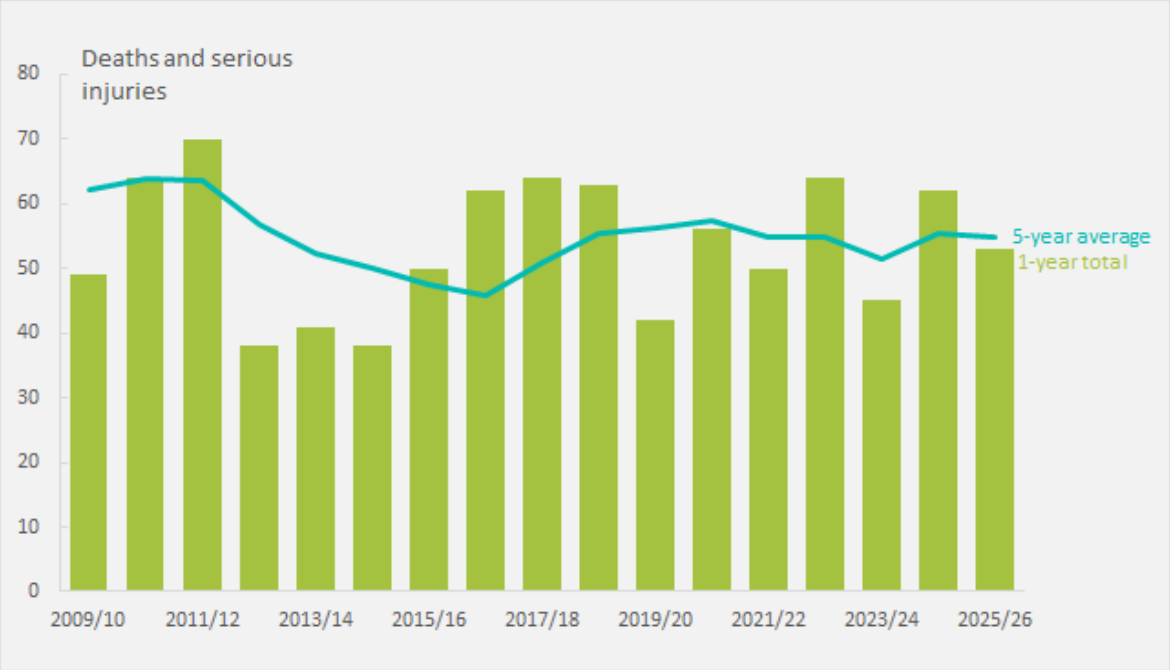
New Zealand-based research using multiple data sources showed that the proportion of injuries from crashes where the speed is contributing factor is much higher than is recorded in CAS: Job and Brodie (2022) estimated that speeding was involved in approximately 60% of fatal road crashes in New Zealand, and speeds above New Zealand's limits for safe and appropriate speeds were

in the footnote below) given that posted speed limits do not always reflect the speeds that, by global safety standards, would be safe and appropriate for the road.

Pedestrian and cyclist deaths and serious injuries

To ensure our transport network contributes to health and safety outcomes for our region, our roads must be safe for all users and particularly those who are more vulnerable to the risk of transport-related injuries, such as cyclists and pedestrians. Infrastructure improvements play a key role in ensuring that all road users are given adequate space and protection to minimise the risk from other road users. Wellington Region projects such as Te Ara Tupua seek to deliver safer, connected and resilient routes for cyclists and pedestrians, which in turn encourages mode shift away from private vehicle use.

The overall number of DSIs for pedestrians and cyclists decreased from 62 in FY 2024/25 to 53 in FY 2025/26 (**Figure 11**). Annual DSIs increased for cyclists, rising from 18 to 23, and decreased for pedestrians from 44 to 30.



Source: NZTA Crash Analysis System

Figure 11: Deaths and serious injuries of pedestrians and cyclists

present in approximately 71% of injury crashes. *Job RFS, Brodie C. Understanding the role of speeding and speed in serious crash trauma: A case study of New Zealand. Journal of Road Safety 2022. 33(1), 5-25 DOI: https://doi.org/10.33492/JRS-D-21-00069.*

Participation in active travel to school

The New Zealand Census measured what percentage of children aged 5–9 years and 10–14 years travel to school by active transport. The 2023 census showed a decrease in the proportion of students walking or cycling to school. Compared to five years earlier, the proportion of 5–9-year-olds using active travel decreased from 31 percent to 29 percent (down 2 percent). Among 10–14-year-olds, the proportion decreased from 33 percent to 29 percent (down 4 percent). For both age groups, the proportion arriving at school by car increased, from 62 percent in 2018 to 64 percent in 2023 for children aged 5–9 years, and from 37 to 38 percent for ages 10–14 years.

Resilience and security

The Transport Outcomes Framework defines "resilience and security" as a transport system that minimises and manages risks from natural and human-made hazards, anticipates and adapts to emerging threats, and recovers effectively from disruptive events.

Measures on resilience and security:
Road network resilience

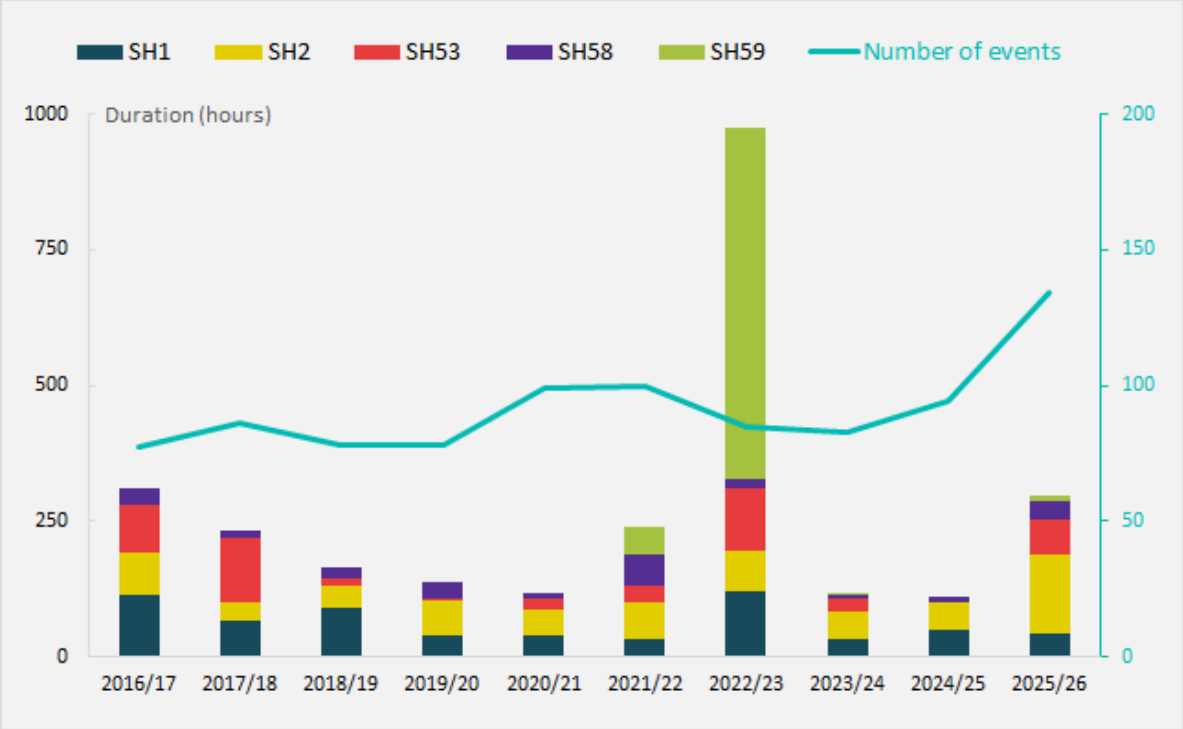
Updated indicators on resilience & security

Indicator	Latest Result	Trend	Comment
The availability of a viable alternative to high-risk and high-impact routes	No result	*An indicator to measure this regionally has not yet been identified.*	
The frequency and duration of resolved road closures on major roads	134 events and 296 hours of road closures in FY 2025/26	Five-year change is a 35% increase in frequency, and a 155% increase in duration	Frequency & duration of events in FY 2025/26 much higher than previous years (94 events and 109 hours in FY 2024/25)

A resilient road network

A key objective in the RLTP is to ensure journeys to, from and within the Wellington Region are connected, resilient and reliable. Currently, there is no suitable data source for the availability of alternatives to high-risk routes across the region. NZTA is working to identify a measurement for the percentage of high-risk, high-impact routes with a viable alternative.

The frequency and total duration of unplanned closures on the region's state highways are shown in **Figure 12**. Duration is highly variable from year to year and is dominated by a small number of long-duration closures, such as the four-week closure of SH59 following a landslip in August–September 2022. In FY 2025/26, much of the road closure duration resulted from floods and washouts in April and June 2026. The overall frequency of unplanned state highway closures was higher in FY 2025/26 than in any of the previous 10 years.



Source: NZTA

Figure 12: The duration and frequency of unplanned road closures on state highways

See Table A9 in Appendix A (page 41) for the frequency and duration of closures by state highway corridor.

Economic prosperity

The Transport Outcomes Framework defines "economic prosperity" as a transport system that supports economic activity through efficient local, regional, and international connections for people and freight.

Measures on economic prosperity:
The efficiency of the road network on strategic routes, and regional freight moved by rail

Updated indicators on economic prosperity

Indicator	Latest Result	Trend	Comment
Average travel speeds on selected strategic routes	34 km/h (three-year average to June 2026)	Decrease of 1% from previous year	Compared with the previous year, travel speeds were slower across four of the routes measured and faster on the other two, but none changed by much.
Average travel time variability on selected strategic routes	8.7 mins (three-year rolling average)	No change since previous year	This metric reflects inbound peak travel into Wellington City
Annual freight volumes moved by rail	809,000 tonnes	One-year change is a 16% increase in FY 2025/26; 5-year change shows decrease of 29%	This metric reflects freight moving both in and out of the Wellington Region by rail

An efficient road network

A key investment priority of the Wellington RLTP is to improve strategic access to key regional destinations for people and freight, including the port, airport, and hospitals. Strategic routes comprise state highways and regional roads with high traffic volumes that are essential to regional productivity, and for connecting people and goods with regional hubs.

The efficiency of the road network can be estimated by trends in travel speed at peak travel times, which for the purposes of this indicator is measured in February 2025 on select strategic routes (Waikanae to the Wellington Airport; Island Bay to Wellington Station; Paremata to Seaview SH58; Karori to Wellington CBD; Upper Hutt to Wellington CBD; and Seaview to CentrePort).

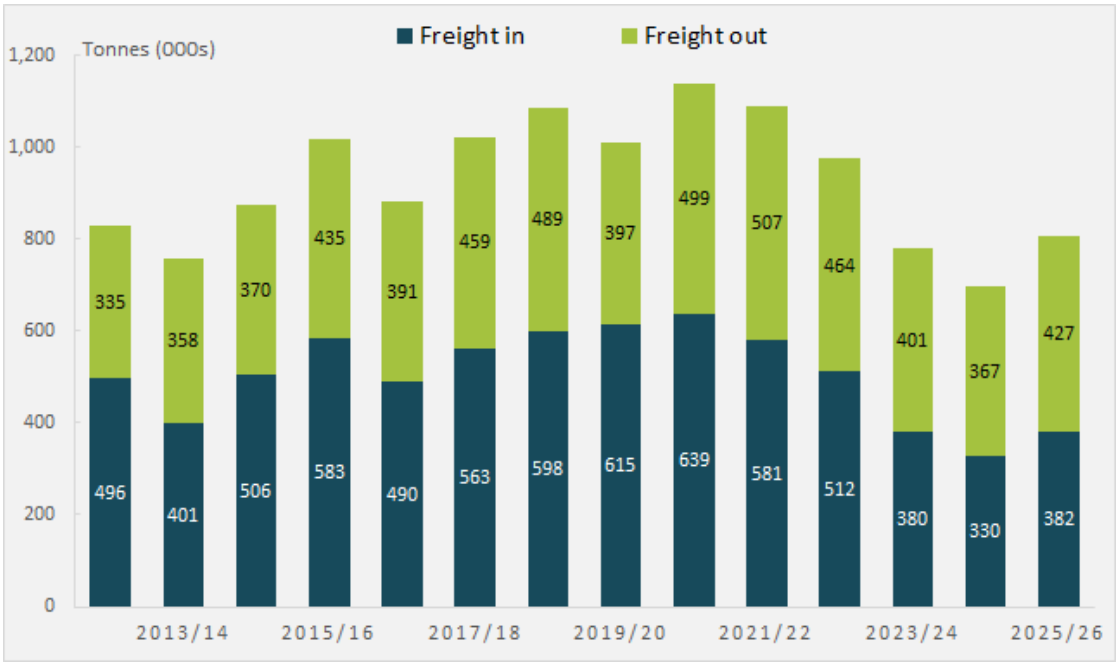
For the last three years to June 2026, the average travel speed across these routes was 34 km/h during the AM peak. That speed was just 1 percent slower than a year earlier, and 8 percent slower than five years earlier. Compared with the previous year, average speeds were slightly faster on Waikanae to airport and Seaview to CentrePort and slightly slower on the other four routes (see Table A10 on page 41 for results by corridor).

Travel time variability or predictability is a significant factor for people travelling within the region. Many people would, for example, prefer a journey that is consistently 10 minutes, rather than another journey which might average just 9 minutes but varies unpredictably from 5 to 20 minutes.

Travel time variability (as indicated by the standard deviation of times, averaged over the last three years) on these same corridors remained unchanged from the previous year at about 8.7 minutes.

Regional freight moved by rail

The Wellington Region relies on our road, rail, and coastal shipping networks to move freight efficiently. Developing the rail network to increase the volume of freight moved by rail will not only benefit the regional economy but also contribute to emissions reduction objectives by transporting freight via a more carbon-efficient mode compared to trucking. Transporting freight via rail instead of trucking also reduces the wear and tear caused by heavy vehicles on the region's roads, and may improve road safety.



Source: Freight Information Gathering System (MCERT)

Figure 13: Freight moved by rail in and out of the region

The Freight Information Gathering System provides annual estimates of rail freight volume nationwide and within each region. In FY 2025/26, freight travelling in and out of the Wellington Region by rail increased by 16 percent compared with FY 2024/25. The sum of inbound and outbound freight increased from 697 thousand freight-tonnes in FY 2024/25 to 809 thousand freight-tonnes in FY 2025/26. This increase reflected strong year-on-year growth across both inbound and outbound freight, with forestry recording the largest increase and acting as the primary driver of overall volume growth, supported by additional gains in domestic and import/export freight. KiwiRail has noted that this increase in rail freight volume occurred alongside a wider strengthening in rail freight performance, with national freight volumes increasing as bulk volumes normalised and domestic demand lifted modestly. The new MSC Eagle shipping service from CentrePort and

connecting to North America may also have supported growth in regional rail freight volume.

Environmental sustainability

In the Transport Outcomes Framework, "environmental sustainability" aims for a transport system that transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality, and air quality.

Measures on environmental sustainability:
Transport-generated emissions and vehicle fleet composition

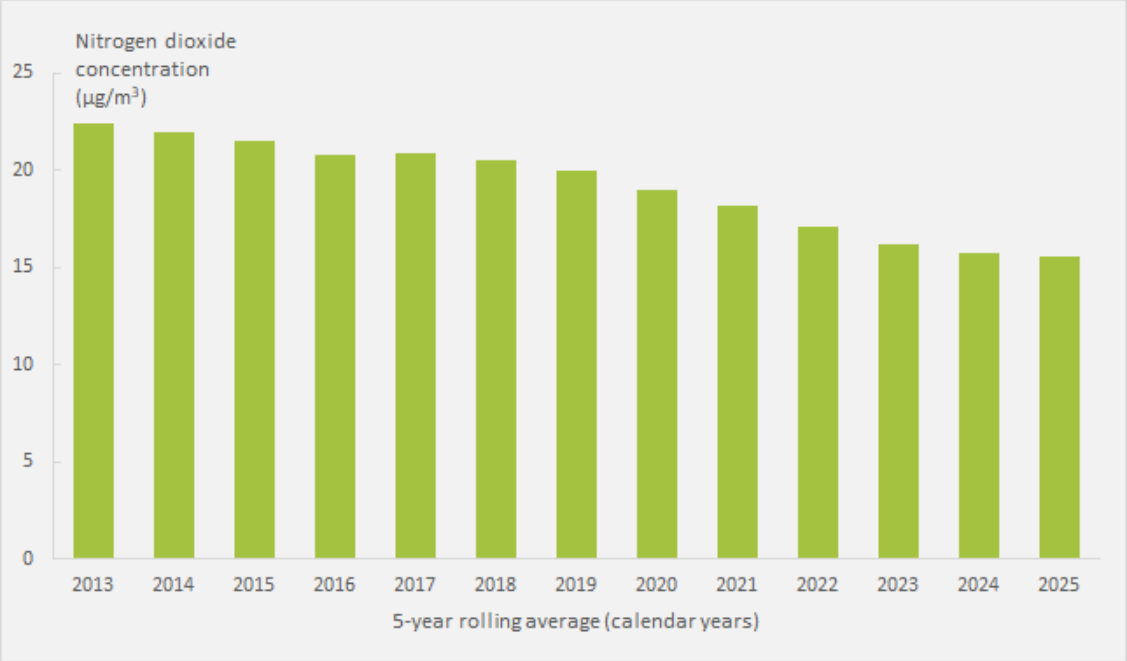
Updated indicators on environmental sustainability

Indicator	Latest Result	Trend	Comment
Transport CO_2 emissions	**1,116 kilotonnes of total CO_2 (2.04 tonnes per capita)**	10% decrease over 5 years, zero change over last year (for total CO_2)	
Ambient air quality (nitrogen dioxide and black carbon matter)	**Nitrogen dioxide is 15.5 µg/m³ (5-year average to Dec 2025)**	5-year change shows 15% reduction, and 1-year change shows 1% decrease	Levels of traffic-related air pollution have reduced over the term of the RLTP
Percentage of new vehicle registrations that are EV and hybrid vehicles	**69% of new registrations are hybrid or electric**	Up from 57% a year earlier and 25% 5 years earlier	The overall vehicle fleet changes gradually, as vehicles age out and are replaced with new registrations
Percentage of the bus fleet that are EV and hybrid vehicles	**26% of the bus fleet are EVs (at June 2026)**	No change in last year	Up from 2% 5 years earlier

Air quality – nitrogen dioxide and black carbon

The RLTP supports initiatives that contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality, including uptake of electric vehicles, alternative fuel options, and improved fuel efficiency. For this report, air quality is monitored based on levels of nitrogen dioxide (NO_2), a harmful pollutant arising from vehicle emissions that has significant health impacts from long-term exposure. The data is from NZTA's national air quality (NO_2) monitoring network at 15 sites across the region (except the Wairarapa). The NZTA sites are mostly located along the state highways but include a small number of local roads.

Figure 14 shows the results from NO_2 monitoring sites. The five-year rolling average continued to decrease, reaching 15.5 (µg/m^3) in 2025, down 15% from 18.2 (µg/m^3) recorded in 2021. Regional improvement is consistent with the national trend, with lower NO_x emissions per vehicle km in the national fleet as vehicle emission standards have become more stringent over time (despite increasing traffic volumes).[4]



Source: NZTA and Greater Wellington

Figure 14: Air quality – nitrogen dioxide

Black carbon (an indicator of traffic-generated fine particulate matter, especially from diesel vehicles) has been measured at Greater Wellington's regulatory roadside air monitoring site in central Wellington since 2017. At this site, black carbon levels reduced by 20% between 2021 and 2025, based on a 5-year rolling average (from 749 ng/m^3 in 2021 to 601 ng/m^3 in 2025).

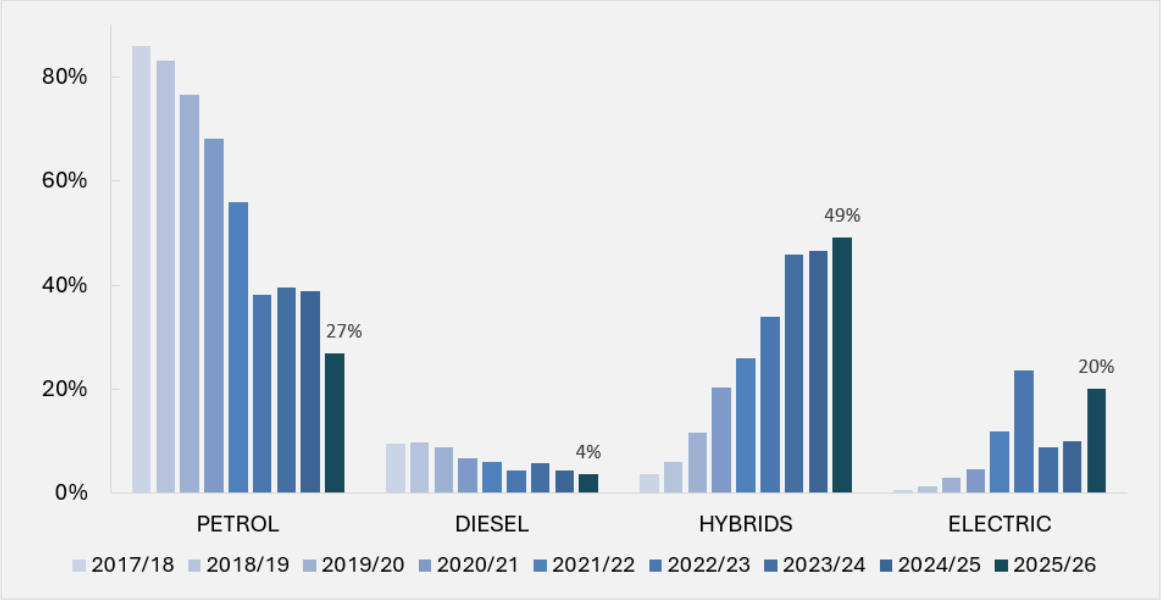
Changes to the vehicle fleet

Changes to the vehicle fleet to reduce the prevalence of pollutants and emissions are important to improving air quality. This indicator monitors the transition from petrol- and diesel-powered internal combustion engine (ICE) vehicles to lower-emission vehicles such as EV or hybrid cars and vans in the Wellington Region.

In FY 2025/26, EVs and hybrids comprised 69 percent of new vehicle registrations in the region (**Figure 15**). EV registrations increased strongly, the hybrid share

[4] Trends in vehicle tailpipe emissions are measured as NO_x (oxides of nitrogen), a mixture of NO (nitric oxide) and NO_2 (nitrogen dioxide). NO_2 is formed as NO tailpipe emissions are oxidised in air.

increased slightly, while petrol and diesel registrations decreased. In 2020/21, 75 percent of the region's new vehicles were petrol or diesel, but that proportion decreased to 31 percent in 2025/26. High petrol and diesel prices, lower running costs, wider model availability and growing familiarity with plug-in vehicles are likely to have supported uptake. However, the end of the Clean Car Discount in December 2023 and the introduction of road user charges for EVs and plug-in hybrid electric vehicles in April 2024 may have moderated demand.



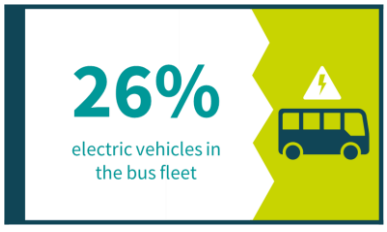
Source: NZTA

Figure 15: Private vehicle fleet, as share of new registrations, by power type

Electric bus fleet

From 2021 onwards all new buses purchased for Metlink public transport operations have been electric vehicles with the goal of having an emissions-free fleet by 2035. This shift to electric vehicles decreases emissions, including CO_2 and NO_2.

After the introduction of 22 electric buses into the fleet in FY 2024/25, there were no changes to the fleet in FY 2025/26. The proportion of the Metlink bus fleet that are electric vehicles remained at 26 percent.



Conclusion

Overall, FY 2025/26 was a challenging year for transport in the Wellington Region. Transport outcomes continued to be shaped by wider economic and social conditions, including weak employment growth, subdued economic activity, and high petrol and diesel prices. These factors influenced both travel demand and travel behaviour. There was little overall change in public transport patronage, mode shift, and transport-generated emissions.

The year was marked by significant disruption across parts of the transport network. Construction associated with Te Wai Takamori o Te Awa Kairangi (formerly known as Riverlink) began during the year and, while it will deliver important long-term transport and resilience benefits, it has contributed to substantial travel disruption in Hutt Valley. This was particularly evident in worsening PM peak bus travel time reliability, with some core bus corridors experiencing significantly higher levels of lateness than in previous years. Severe weather events in April and June 2026 contributed to an increase in the frequency and duration of unplanned state highway closures, highlighting the ongoing vulnerability and lack of resilience in parts of the regional transport network.

Despite these challenges, several indicators moved in a positive direction. Deaths and serious injuries on regional roads continued a downward trend. The opening of Te Ara Tupua in May 2026 represented a significant milestone for active travel, resilience and network connectivity. The proportion of new private vehicle registrations that were electric or hybrid vehicles also increased, likely influenced by higher fuel prices and a wider range of vehicle options entering the market.

Another notable result was the increase in freight moved by rail. Rail freight volumes increased by 16 percent compared with the previous year, ending a period of sustained decline. While volumes remain below historical levels, this result demonstrates the potential for uplift, which contributes to regional productivity, resilience, emissions reduction, and road safety.

Overall, however, the indicators monitored in this report suggest the region is not on track for achieving the three headline RLTP targets by 2030. Transport-generated emissions have plateaued, active and public transport mode share has remained relatively stable over several years, and improvements in road safety are occurring at a slower rate than required to meet the target. Achieving the level of change sought by the RLTP will require continued improvements to the public transport network and active travel options, a more resilient transport network, and further progress in reducing dependence on private vehicle travel.

As the Wellington Region prepares the Wellington RLTP 2027, the findings from FY 2025/26 highlight the importance of adapting to economic and demographic change, improving resilience to extreme weather, and continuing the transition towards a safer, lower-emissions transport system.

Monitoring progress beyond the annual monitoring report

The AMR provides a yearly assessment of progress towards the objectives, outcomes and targets of the RLTP. However, the transport system changes continuously throughout the year.

To support evidence-based planning and decision-making, the Wellington Transport Analytics Unit maintains a suite of online monitoring dashboards that provide up-to-date information on key transport indicators across the region. These dashboards cover topics including traffic volume on local roads and state highways, public transport patronage and crowding, car and public transport travel times, and broader economic and demographic indicators. They enable practitioners, decision-makers and the public to explore trends as they emerge and understand how transport outcomes vary across different parts of the region.

Together with the AMR, these dashboards help build a more comprehensive picture of how the transport system is performing and where further intervention or investment may be required. As work progresses on the Wellington RLTP 2027, these dashboards will continue to play an important role in monitoring transport outcomes and informing future policy, planning and investment decisions.

Explore the Wellington Transport Analytics Unit continuous monitoring dashboards

WELLINGTON TRANSPORT ANALYTICS UNIT

Appendix A – sub-regional monitoring

This AMR is focused on region-level monitoring. However, where localised information is available, this is included in the tables below, at the level of territorial authorities and transport corridors.

Inclusive access

Table A1. Peak-time bus and rail boardings by territorial authority

Area	Bus boardings			Rail boardings	
	FY 2025/26	Change from last year	Change from last 5 years	FY 2025/26	Change from last year
Wellington City	8.87m	-1%	10%	3.19m	0%
Lower Hutt	1.47m	-2%	14%	1.03m	-2%
Upper Hutt	430k	-3%	8%	385k	0%
Porirua	465k	-3%	10%	555k	0%
Kāpiti Coast	287k	-2%	3%	236k	1%
South Wairarapa	23k	33%	-2%	26k	9%
Carterton	18k	-3%	-13%	9k	17%
Masterton	30k	18%	-22%	6k	13%
Wellington Region	**11.59m**	**-1%**	**10%**	**5.44m**	**-1%**

Note: Counting unit is tag-on transactions.

Table A2. Off-peak bus and rail boardings by territorial authority

Area	Bus boardings			Rail boardings	
	FY 2025/26	Change from last year	Change from last 5 years	FY 2025/26	Change from last year
Wellington City	9.75m	-2%	34%	1.18m	5%
Lower Hutt	1.92m	-1%	24%	508k	-4%
Upper Hutt	336k	-3%	19%	262k	0%
Porirua	553k	-5%	31%	318k	6%
Kāpiti Coast	272k	0%	32%	288k	1%
South Wairarapa	26k	11%	25%	52k	11%
Carterton	11k	20%	156%	31k	8%
Masterton	22k	6%	20%	47k	16%
Wellington Region	**12.89m**	**-2%**	**32%**	**2.69m**	**3%**

Note: Counting unit is tag-on transactions.

Table A3. Average bus travel time in AM peak on core routes.

Corridor	Route	Travel time (minutes) FY 2025/26	Change from last year	Change from last 5 years
Island Bay to Wellington Station	1	40	-2%	-24%
Miramar to Wellington Station	2 Miramar	33	-3%	7%
Karori to Courtenay Place	2	33	-6%	3%
Seatoun to Wellington Station	2 Seatoun	44	-2%	42%
Upper Hutt to Lower Hutt	110	49	7%	43%
Stokes Valley to Lower Hutt	120	39	3%	19%
Naenae to Petone	130	46	0%	6%
Aotea to Porirua	220	22	0%	-29%
Average		**38**	**0%**	**6%**

Table A4. Bus travel time variability (average lateness) in AM peak on core routes.

Corridor	Route	Average lateness (minutes) FY 2025/26	Change (minutes) from last year	Change (minutes) from last 5 years
Island Bay to Wellington Station	1	2.4	-0.1	-2.4
Miramar to Wellington Station	2 Miramar	1.3	-0.2	-3.0
Karori to Courtenay Place	2	1.9	-0.6	-1.2
Seatoun to Wellington Station	2 Seatoun	1.4	-0.1	-3.2
Upper Hutt to Lower Hutt	110	4.9	1.5	1.4
Stokes Valley to Lower Hutt	120	2.6	0.1	1.5
Naenae to Petone	130	3.7	0.1	2.7
Aotea to Porirua	220	2.0	-0.2	0.7
Average		**2.5**	**0.1**	**-0.4**

Table A5. Bus travel time variability (average lateness) in PM peak on core routes.

Corridor	Route	Average lateness (minutes) FY 2025/26	Change (minutes) from last year	Change (minutes) from last 5 years
Wellington Station to Island Bay	1	2.9	-0.9	-1.5
Wellington Station to Miramar	2 Miramar	3.8	-0.4	1.9
Courtenay Place to Karori	2	1.5	-2.6	-0.1
Wellington Station to Seatoun	2 Seatoun	3.2	-0.2	0.8
Lower Hutt to Upper Hutt	110	19.9	14.0	12.6
Lower Hutt to Stokes Valley	120	5.0	2.0	2.2
Petone to Naenae	130	17.9	11.5	14.3
Porirua to Aotea	220	2.3	0.1	-1.7
Average		**7.1**	**2.9**	**3.6**

Table A6. Active travel and public transport (rail, bus, ferry) patronage as percentage of all means of travel to work and education by territorial authority.

Territorial authority	PT and active travel to work (employed people)		Active travel to school (age 5 to 14 years)	
	2023	Change from last 5 years	2023	Change from last 5 years
Wellington City	48.9%	0.3%	37.2%	-2.5%
Lower Hutt	25.2%	-2.1%	26.7%	-1.8%
Upper Hutt	19.7%	-1.2%	22.3%	-2.3%
Porirua	18.4%	-2.0%	23.2%	-2.8%
Kāpiti Coast	17.3%	-4.1%	35.7%	-3.8%
South Wairarapa	18.7%	-2.7%	27.1%	2.5%
Carterton	11.7%	-2.6%	11.6%	-2.6%
Masterton	7.8%	-1.8%	16.8%	-4.8%
Wellington Region	**32.4%**	**-1.5%**	**29.4%**	**-2.9%**

Source: Census 2018 and 2023 (Statistics New Zealand).
Note: excludes “Work at home” and “Study at home”.

Healthy and safe people

Table A7. Deaths and serious injuries (DSIs) by territorial authority.

Territorial authority	Total DSIs			Cyclist and pedestrian DSIs		
	FY 2025/26 (5-year average)	Change from last year	Change from last 5 years	FY 2025/26 (5-year average)	Change from last year	Change from last 5 years
Wellington City	57	-9%	-26%	28	-5%	-10%
Lower Hutt	35	6%	-3%	10	4%	14%
Upper Hutt	17	6%	5%	2	-8%	-33%
Porirua	19	0%	-21%	4	5%	18%
Kāpiti Coast	22	-4%	-21%	7	0%	10%
South Wairarapa	13	8%	25%	1	0%	200%
Carterton	5	-4%	-21%	1	33%	-43%
Masterton	13	-11%	-29%	3	8%	-28%
Wellington Region	**181**	**-2%**	**-16%**	**55**	**-1%**	**-5%**

Table A8. Percentage of deaths and serious injuries with speed as a factor by territorial authority.

Territorial authority	FY 2025/26 (5-year average)	Change from last year	Change from last 5 years
Wellington City	15%	-13%	-15%
Lower Hutt	19%	-6%	-39%
Upper Hutt	19%	8%	2%
Porirua	20%	-10%	-22%
Kāpiti Coast	26%	-6%	76%
South Wairarapa	12%	-18%	-20%
Carterton	11%	-48%	-58%
Masterton	22%	-7%	-30%
Wellington Region	**18%**	**-9%**	**-17%**

Resilience and security

Table A9. Frequency of unplanned road closures by strategic corridor.

Corridor	Frequency of closures		Duration of closures (hours)		
	FY 2025/26	Change from last year	FY 2025/26	Change from last year	Change from last 5 years
SH1	55	10%	43	-13%	7%
SH2	48	55%	147	196%	208%
SH53	7	133%	63	N/A	210%
SH58	17	113%	33	242%	332%
SH59	7	250%	10	N/A	N/A
Regional total	134	43%	296	172%	155%

Economic prosperity

Table A10. Average travel speed (all vehicles) in AM peak by strategic corridor.

Corridor	Speed (km/h, 3-year average) FY 2025/26	Change from last year	Change from last 5 years
Waikanae – Airport SH1	51	1%	-1%
Island Bay – Wellington Station	23	-3%	-9%
Paremata – Seaview SH58	31	-1%	-26%
Karori – Quays	20	-1%	-20%
Upper Hutt – CBD	44	-3%	-3%
Seaview – CentrePort	32	2%	8%
Regional average	**34**	**-1%**	**-8%**

Table A11. Average travel time variability (standard variation, all vehicles) in AM peak by corridor.

Corridor	Variability (minutes, 3-year average) FY 2025/26	Change from last year	Change from last 5 years
Waikanae – Airport SH1	15.6	-1%	37%
Island Bay – Wellington Station	2.1	-6%	6%
Paremata – Seaview SH58	7.1	-10%	52%
Upper Hutt – CBD	11.4	10%	34%
Seaview – CentrePort	7.4	1%	3%
Regional average	**8.7**	**0%**	**29%**

Environmental sustainability

Table A12. Electric vehicle and hybrid vehicles as % of new private vehicle registrations by territorial authority.

Territorial authority	Share of new registrations FY 2025/26	Change from last year	Change from last 5 years
Wellington City	75%	8%	39%
Lower Hutt	67%	20%	52%
Upper Hutt	71%	18%	60%
Porirua	65%	12%	46%
Kāpiti Coast	68%	15%	48%
South Wairarapa	56%	15%	38%
Carterton	58%	18%	46%
Masterton	42%	10%	36%
Wellington Region	**69%**	**13%**	**44%**