Rapid Transit in the Wellington region~~Definitions~~:

The GPS ~~and NPS-UD~~ defines rapid transit as

"A quick, frequent, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic."

The National Policy Statement for Urban Development (NPS-UD) shares the same definition for 'rapid transit service' but extends it to "any existing or planned" service. "Planned" means planned in a regional land transport plan such as this ~~p~~Plan.

The ~~National Policy Statement on Urban Development~~NPS-UD introduces a new requirement for Wellington's regional policy statement and the district plans of Wellington City Hutt City Upper Hutt City Porirua City and K~~a~~āpiti Coast District to enable building heights of at least 6 storeys within at least a walkable catchment of current and planned rapid transit stops. This means that rapid transit identified in this ~~p~~Plan has a connection to the land use controls in these Resource Management Act (RMA) documents.

The NPS-UD also has directions to enable building heights and density commensurate to levels of existing and planned public transport generally. This ~~p~~Plan and the Wellington region's RMA documents work together to enable more people, businesses and community services to be located in areas well-serviced by existing and planned public transport.

~~s for intensification in areas close to current or planned rapid transit services and stops (as well as places where people can access many opportunities within walking distance), enabling good accessibility in areas that will be zoned for higher density.~~

The rapid transit network and services for the Wellington region comprise~~s~~ the Kāpiti, Hutt, Melling and Johnsonville rail lines. ~~and t~~The ~~proposed~~ Mass Rapid Transit ~~corridor~~ network proposed ~~in~~ by the Let's Get Wellington Moving (LGWM) programme (once the rapid transit network and stops are confirmed) will also form part of this rapid transit network s 7(2)(f)(i)

The rail lines are part of Metlink's core public transport network. Plans to upgrade this network to increase service frequency and capacity are contained in the ~~GW~~Wellington Regional Public Transport Plan and reflected in the Significant Activities section of this Plan's programme of activities. These upgrades will ensure that the rail services are "quick, frequent, reliable and high-capacity" to enable greater intensification ~~cater for housing and business growth~~ around the rail stations. s 7(2)(f)(i)

~~.~~ The Let's Get Wellington Moving Mass Rapid Transit corridor will be developed as part of that Let's Get Wellington Moving programme.

Urban intensification opportunities around public transport stops will be planned through the district plans of the Wellington region's district and city councils.

Insert map here:

Commented [GF1]: I've elected to show both sources here as it is the central government definitions that we have drawn here.

Commented [AK2]: Sorry to be pedantic but this is not strictly true, as the NPS-UD definitions are aligned but slightly different. I have suggested some alternative text.

Commented [an3R2]: Given the text below, it's worth noting what that difference is.

Commented [an4]: Grant, I'm not sure what your shorthand for this document is: "this plan", "the RLTP" etc - feel free to standardise "this plan" to your preferred term.

s 7(2)(f)(i)

Commented [GF8]: Check definition is here. Should it read "Signgificatn Activities"

Commented [GF9]: We'll need to hyperlink to this section.

Commented [AK10R9]: Could we indicate the relevant activities somehow, eg, with asterix or an RT? It would also be helpful if the description of the activities noted any significant changes in service frequency.

s 7(2)(f)(i)

Commented [an13R12]: I think the Port icons at Petone and LGWM could be removed or relocated. It won't be part of the LGWM future mass rapid transit, at least not in the timeframe of this RLTP. And Petone doesn't have a 'port'. It could be moved up to connect with the purple high frequency bus route to reflect its location along Hutt Road ... but this would still be more detail than needed.
Unless you're meaning the inter-harbour ferry services? But this isn't identified in the key either.

s 7(2)(f)(i)

Commented [AH15]: We have a map of the public transport network in the RLTP. Is the idea here that we also link to the map of the public transport network in the WRGF?

s 7(2)(f)(i)

Public transport network

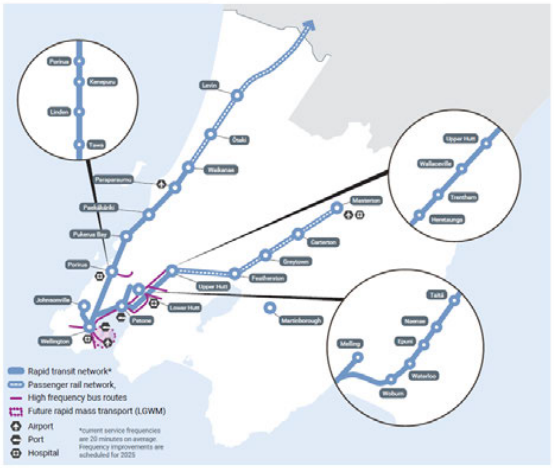
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi services provide travel support and assistance for people who have difficulty using the public transport services.

The Metlink network consists of three layers: core routes, local routes and targeted services. Of these, the core routes form the strategic public transport network. Core routes are the urban rail network and frequent bus services that form the network's backbone, linking areas of high demand with high-capacity, direct services with extensive operating hours.

Map 6 identifies frequent bus services, the passenger rail network and the parts of the rail network that could be considered rapid transit (when higher-frequency services are introduced around 2025, generally increasing service frequency to 10-15 minutes).

Rail patronage has grown substantially in the past decade. This reflects both population growth in the region and investments to improve infrastructure, rolling stock and services, including through the Wellington Metro Upgrade Programme and as part of the New Zealand Upgrade Programme.

Map 6: Rapid transit/core public transport network



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Implementing the National Policy Statement on Urban Development

November 2020

Stewart McKenzie |
Manager Environment & City Planning

Summary of Topics

1. Background to the National Policy Statement on Urban Development & the Planning Hierarchy
2. Regional co-ordination and implementation
3. Updated Housing and Business Capacity Assessment report
4. Variation to the Proposed District Plan
5. Removing minimum parking requirements from the Operative District Plan
6. City-wide parking management strategy
7. Integrated land use and infrastructure planning
8. Budget implications

Guidance is sought from Council on draft recommendations made with respect to the above topics

Background to the NPS UD

Purpose

- The NPS UD came into effect in August 2020 and must be given effect to it in accordance with s55 RMA
- It's a key pillar of the Government's Urban Growth Agenda which aims to:
  - better enable urban growth
  - alleviate the housing crisis
  - improve social, economic and environmental outcomes
- We're at the start of a long process of urban transformation

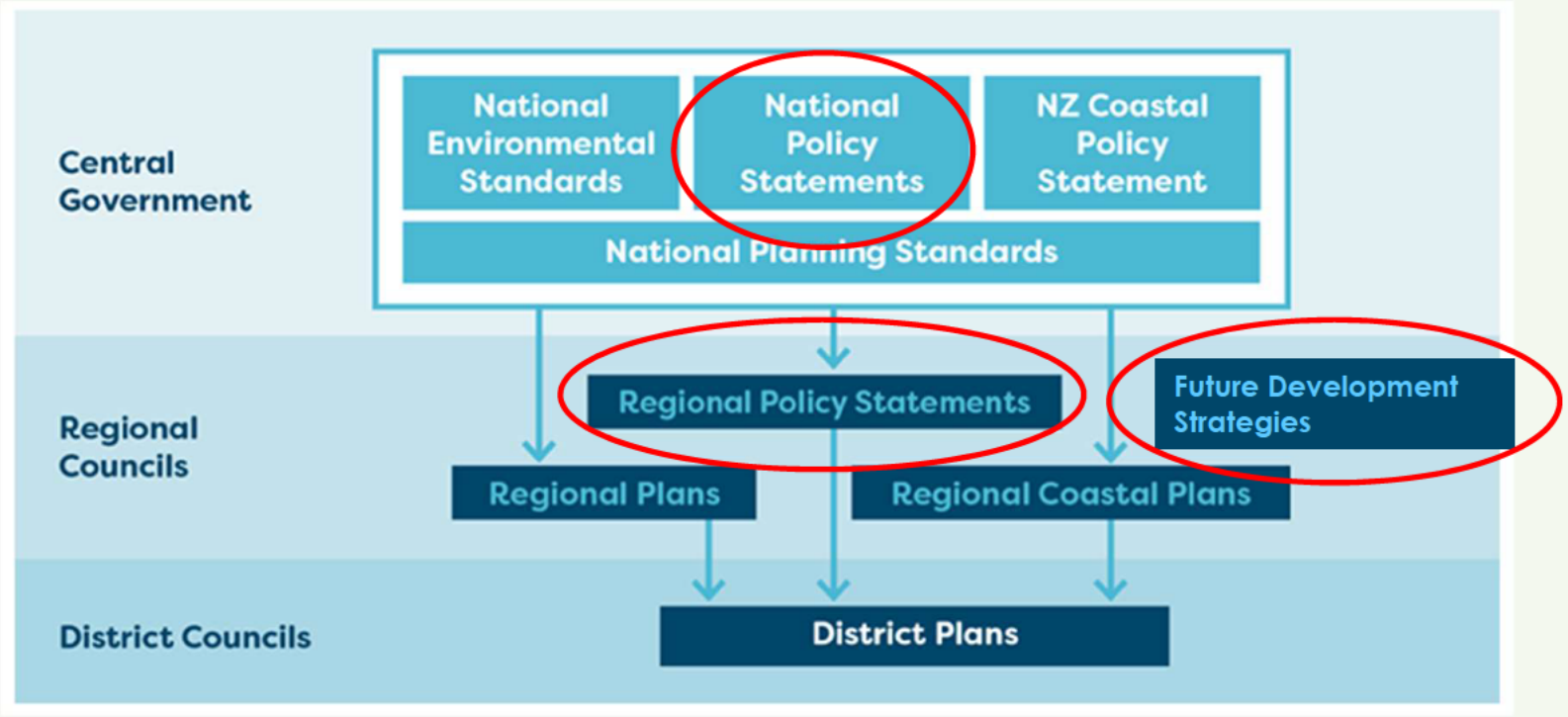
Provisions

- Contains objectives and policies that require councils to:
  - Plan for growth both 'up' and 'out', with less constraints on growth
  - Report on the demand, supply and price of land to inform plan making
  - Co-ordinate planning across urban areas
- Specific requirements in terms of parking and infrastructure provision

The NPS UD in the Planning Hierarchy

Summary

- Sits at the top of the RMA Planning Hierarchy - plans *must give effect to it*
- At a regional level, it requires changes to the Regional Policy Statement and the preparation of Future Development Strategies



Regional Governance & Implementation

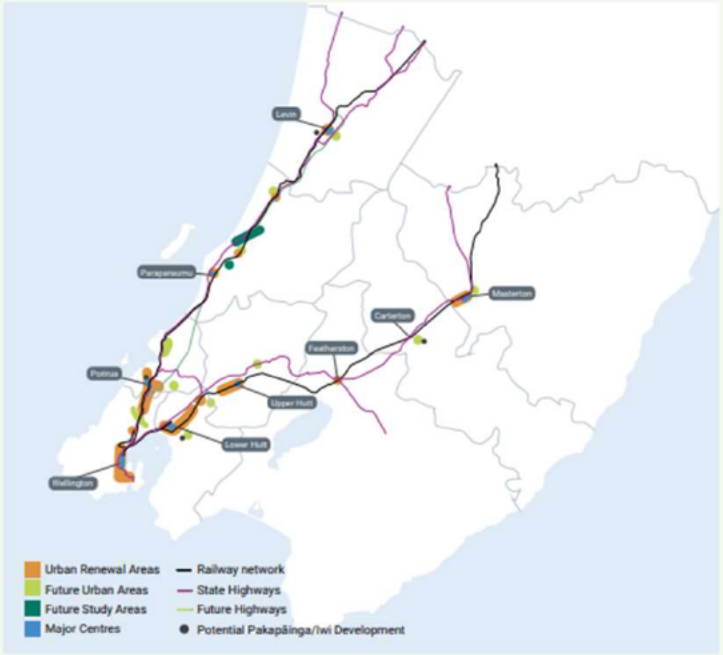
Summary

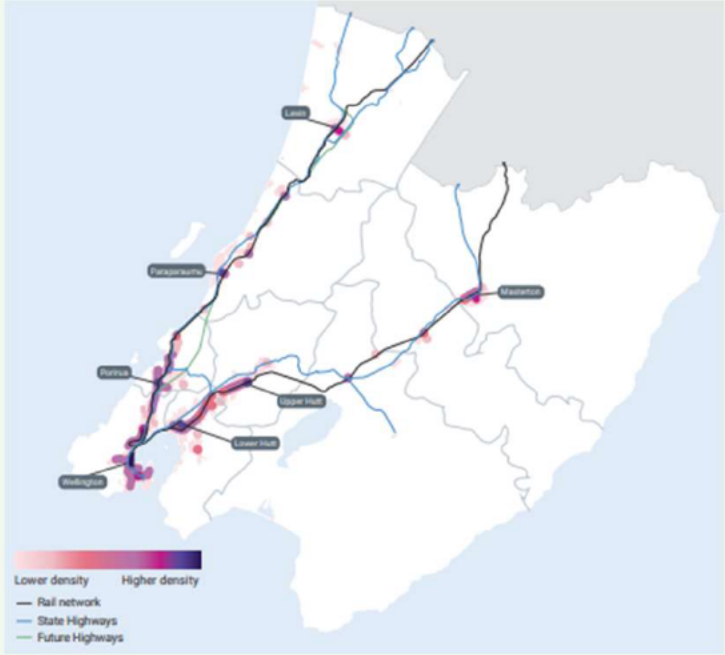
- The NPS-UD requires leadership and implementation at a regional level
- Wellington urban Councils are classified as ‘Tier 1’councils that have specific implementation requirements
- The Wellington Region must produce a Future Development Strategy (FDS) (regional spatial plan) by 2024
  - The draft Wellington Regional Growth framework doesn’t meet this requirement, but can be revised
  - The FDS provides direction and evidence for regional and district plans
  - It must help resolve tensions with other NPS’s
- The Regional Policy Statement (RPS) has a key role to play and must be revised
- Needs a co-ordinated, integrated approach across Councils to growth planning involving Central Government agencies, Iwi and other stakeholders

Regional Governance & Implementation

Draft Recommendations

- Council request GWRC change its RPS to support implementation of the NPS-UD
- Council works with GWRC, other councils, Government and stakeholders to agree the approach for growth planning including a FDS
- Council support an appropriate regional entity to oversee implementation of the NPS-UD

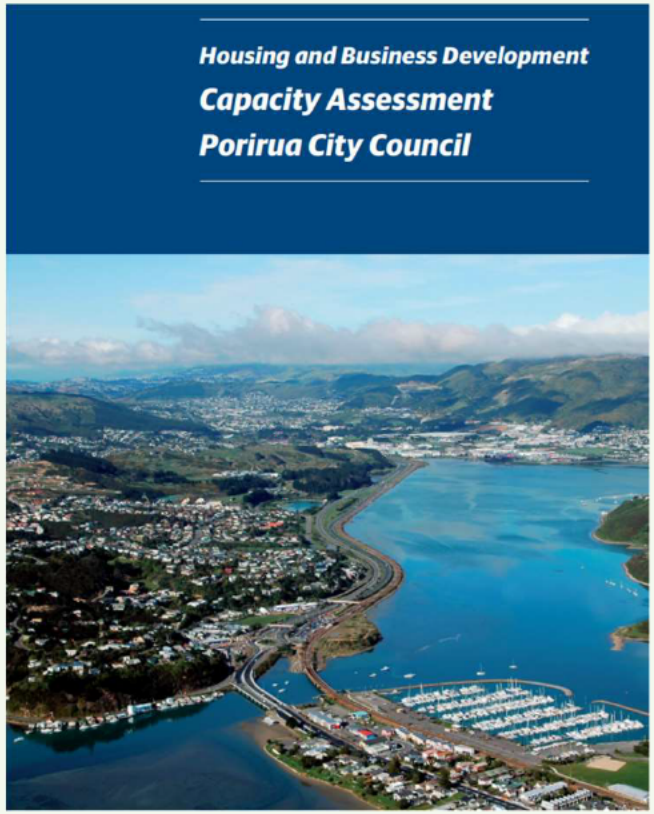




Housing & Business Capacity Assessment

Summary

- Council must prepare a Housing and Business Capacity report (HBA) in partnership with other Councils
- The HBA analyses the demand and supply of housing and business land, and assesses the impact of planning and infrastructure decisions
- Wellington Councils produced an HBA in 2019 which needs to be updated to meet NPS UD requirements
- Will provide vital evidence for RMA plans, Infrastructure Strategies and Long Term Plans



Draft Recommendation

- Council proceed with preparing an updated regional HBA report in partnership with other Councils

Variation to the Proposed District Plan (PDP)

Summary

- PDP strongly enables urban growth but does not fully implement the NPS-UD
- Requires the PDP to enable at least 6-storey buildings within a walkable distance of train stations on the Kapiti Line

  'Policy 3: in relation to tier 1 environments, regional policy statements and district plans, enable…

  (c) building heights of at least 6-storeys within at least a walkable catchment of the following

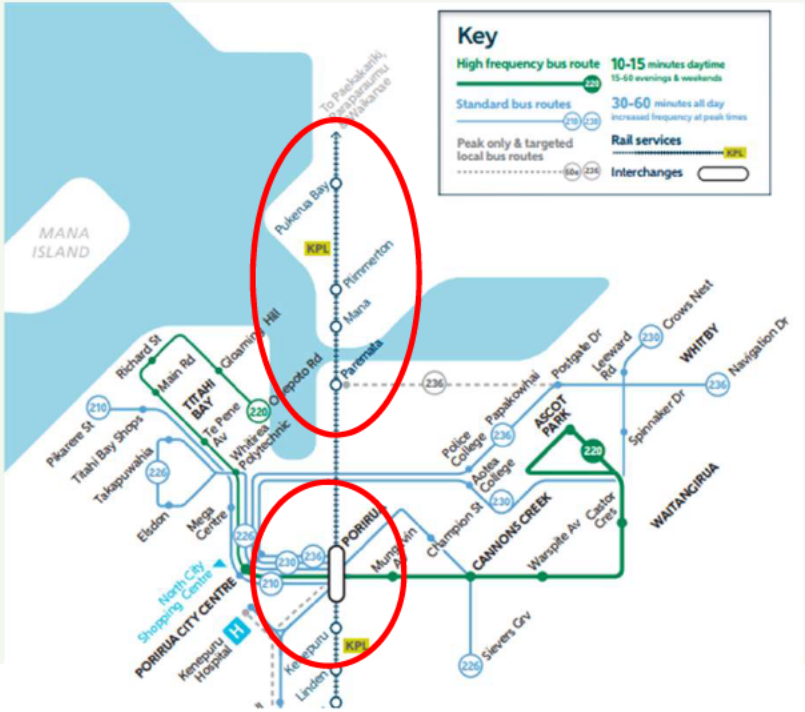
  (i) existing and planned rapid transit stops…'

- 'Qualifying matters' are listed e.g. natural hazards, that may be considered as reasons why an area may be considered unsuitable for intensification (it's questionable why other criteria for intensification aren't listed)
- Still need to test what is 'feasible' and 'reasonably expected to be realised'
- Giving effect to the NPS UD can only happen through a notified variation to the PDP and we have 2-years to do this

Variation to the Proposed District Plan (PDP)

What does this mean?

- The potential for tall buildings (six-storeys) to be built within a walkable catchment of Kapiti Line Train Stations, enabled through a variation to the PDP
- Likely to be contentious with the community, and will play out at a regional and national scale
- Still need to prove feasibility however, and can take into account other matters



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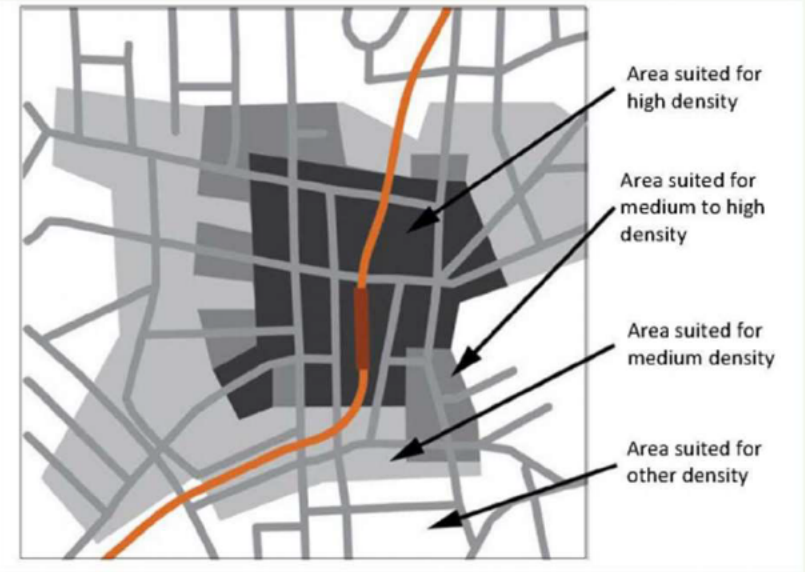
Variation to the Proposed District Plan (PDP)

Draft Recommendations

- Seek further guidance from the Ministry for the Environment on implementation, to be taken up at a regional level
- That Council draft a variation to the PDP for engagement once the regional approach has been confirmed, informed by an updated spatial assessment



Current MfE guidance on NPS UD Implementation

Removal of on-site parking requirements

Summary

- Councils are required to remove rules requiring a minimum number of on-site car parks for all activities from district plans
- Must happen by February 2022 through a non-notified change to the Operative District Plan (ODP)
- Developers can still provide parking if they wish, and existing on-site parking is unaffected
- Currently minimum parking requirements are the only trigger for resource consent for some ‘out of zone’ activities under the ODP eg. housing in the Industrial Zone, so worth keeping in for now
- Leaving minimum parking requirements in the ODP until the PDP provisions have more weight is considered a sensible approach

Draft Recommendation

- That Council retains rules requiring minimum on-site parking in the ODP until such time as the relevant PDP provisions have sufficient legal weight

Parking Impacts & Parking Management

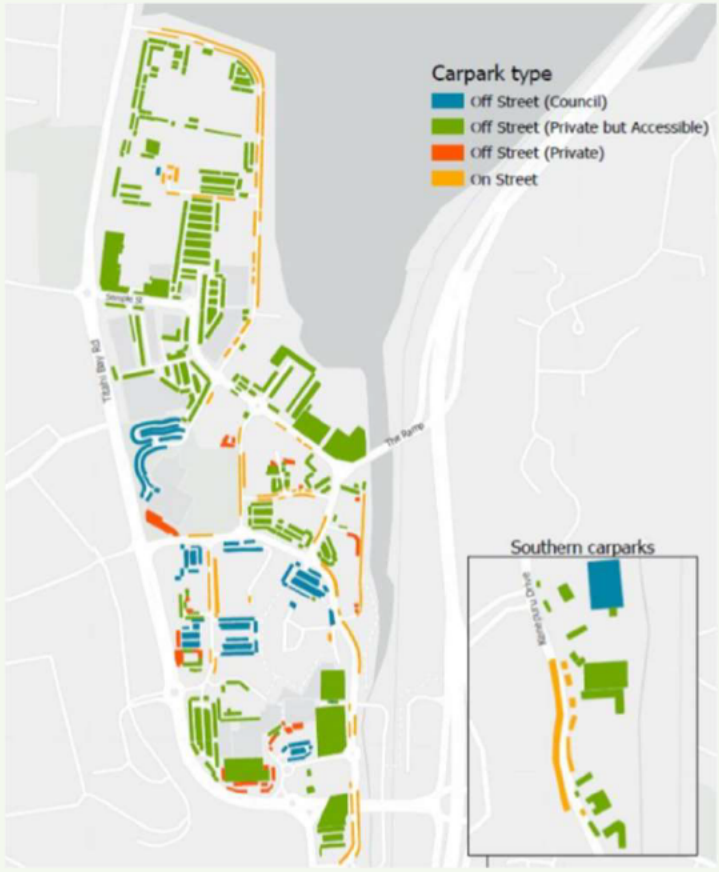
Summary

- Developers can still provide on-site parking, although many new activities will be established with no on-site car parks provided, or a reduced number
- Despite efforts to encourage a switch to other transport modes, demand for parking will likely remain high
- Will result in increased on-street parking, and could affect the safe functioning of the road network
- A City-wide parking strategy will assist Council respond to existing and future parking pressures, and could include the following measures:
  - Reducing parking time and increasing fees and fines in the Central City
  - Introduce smart sensors and parking app technology
  - Introduce City fringe and commercial centre parking zones and fees
  - Monitor on-street parking demand in residential streets - unlikely to be an issue for most streets, more so near new developments
- There have been numerous parking studies undertaken for Porirua that can inform a parking strategy

Removal of on-site parking requirements

Draft Recommendation

- Council prepare a city-wide parking management strategy to manage the effects of increased demand for on-street parking



Integrated Land Use & Infrastructure planning

Summary

- The NPS-UD emphasises the need for land use planning to be integrated with infrastructure planning
- It requires councils to ensure housing and business land is adequately serviced by infrastructure, defined as '*development capacity*'
- It's doubtful that traditional funding mechanisms will be enough to provide sufficient development capacity for anticipated growth in Porirua
- New funding mechanisms need to be addressed through broader Government Urban Growth Agenda initiatives

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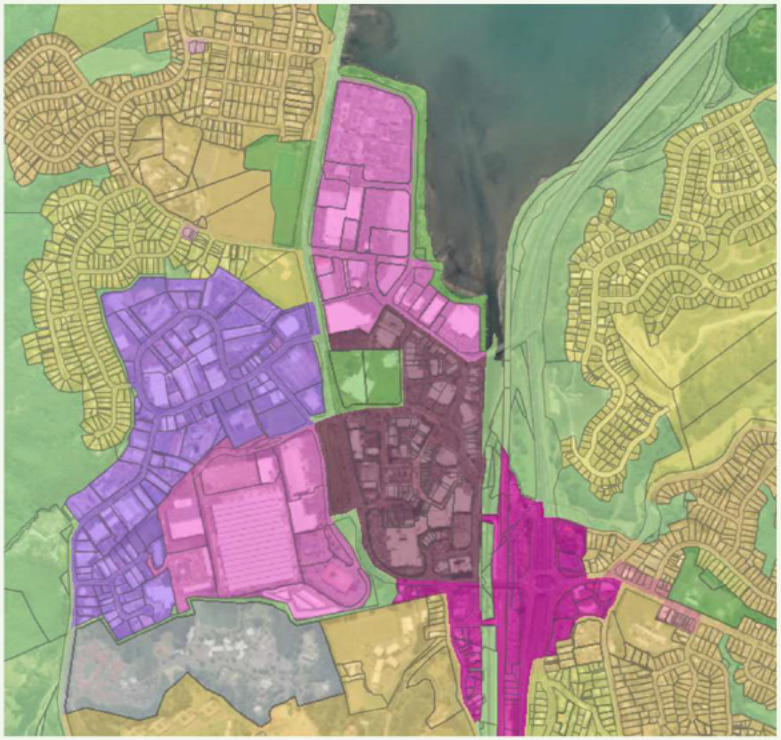
Integrated Land Use & Infrastructure planning

Draft Recommendation

- Council more closely align RMA and LGA planning processes to better integrate land use and infrastructure planning.



The District Plan

Porirua – our place, our future, our challenge

The Long Term Plan

Budget Implications

Summary

- The costs of implementing the NPS-UD on operating budgets needs to be considered in detail
- Several teams will be involved in implementation, and it will require a combination of internal and external resources
- Will need to be treated as a cross-council project
- Budgets for implementation need to be factored into the 2021 – 51 LTP

Draft Recommendations

- A cross-council project team be set up to guide NPS UD implementation
- Council budget for the implementation of the NPS UD in the 2021 - 2051 LTP, with draft budget estimates to be provided by relevant Council teams.

Summary of draft recommendations

1. Council request GWRC change its RPS to support implementation of the NPS-UD
2. Council works with GWRC, other councils, Government and stakeholders to agree the approach for growth planning, including a Future Development Strategy
3. Council support a regional joint committee to oversee NPS UD implementation
4. Council proceed with preparing an updated regional HBA report in partnership with other Councils
5. Council seek further guidance from MfE on NPS UD implementation, to be taken up at a regional level
6. Prepare a variation to the PDP once the regional approach has been confirmed, informed by an updated spatial assessment
7. Council retains rules requiring minimum on-site parking in the ODP until such time as the relevant PDP provisions have sufficient legal weight

Summary of draft recommendations (cont.)

8. Council prepare a city-wide parking management strategy to manage the effects of increased demand for on-street parking
9. Council more closely align RMA and LGA planning processes to better integrate land use and infrastructure planning
10. A cross-council project team be set up to guide NPS UD implementation
11. Council budget for the implementation of the NPS UD in the 2021 - 2051 LTP, with resourcing requirements to be provided by Council teams

Topic: Definition of 'rapid transit service' for NPS UD Policy 3 implementation

Rapid transit service means *any existing or planned frequent, quick, reliable and high-capacity public transport that operates on a permanent route (road or rail) that is largely separated from other traffic.*

Rapid transit stop means *a place where people can enter or exit a rapid transit service, whether existing or planned.*

Walkable catchments enabling 6+ storeys that would *currently* apply based on frequency, during the morning peak generally around 7 - 9 am (sourced from Metlink website):

Frequency	**Must have a service at least within this frequency during 7 – 9 am**	**Has an 'average' number of services at this frequency from 7 – 9 am**
10 minutes	Wellington Station	Wellington Station, Porirua Station, Petone Station
15 minutes	As above, plus all Johnsonville line stations, Porirua Station, Petone Station	As above, plus all Johnsonville Line stations, all Kapiti Line stations up to Plimmerton, Waterloo Station, Taita Station
20 minutes	As above, plus all Kapiti Line stations to Plimmerton Station, Taita Station, Waterloo Station	As above, plus all remaining Kapiti Line and Hutt Valley Line stations

Note how this list changes depending on how we interpret "frequency": either *at least* one service every x minutes, or an *average* wait time over the peak period.

Exclude rail stations that are only "commuter" stations because they do not have at least half hour service in off peak (to 8pm) and weekend services: Melling Station, Western Hutt Station.

Note that walkable catchments around the 'rapid transit stops' will only be a subset of the areas that must be intensified – so we do not need to try to shoehorn all public transport services into the rapid transit definition.

With this in mind, a starter for 10 definition is that a service must meet ALL of the following criteria to qualify as a rapid transit service:

Frequent	Every ~~10~~10 or 15 minutes during peak times (need to decide on 'at least' or 'on average', and whether to use 10 minutes or 15 minutes max) At least every 20 - 30 minutes during off-peak to 8 pm (otherwise it's just a commuter service).

Commented [an1]: This becomes problematic because of the express trains during peak times, limiting the number of stops to which the 6+ storey walkable catchment applies.

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Commented [an2]: I thought we agreed on "At least once every 15 minutes during peak times", and clarifying that transit services should be included where the regional land transport plan directs that frequency should be increased to 15 minute intervals, e.g. Hutt Valley Line.

Commented [an3]: Also the word "every" means that there must be one per 15 minutes for the whole of "peak" time. Even if "peak" is limited to around 7:30 am - 8:30 am, rapid transit services would only apply to Wellington Station, Porirua Station, Waterloo Station, Petone Station and all the stations on the Johnsonville line.

Commented [AK4R3]: I think peak is 7-9am, will check. are you saying the word every is problematic? I don't think so, its just slightly more specific.

Commented [AK5]: I don't think we quite agreed on the frequency, but I think 20 was too long. Personally I think a ...

Commented [an6]: I'm concerned that the word "every" means that if there's one gap between two peak trains of ...

Commented [FM7]: It might be entirely appropriate for these stations to fall out of meeting the definition - it does ...

Commented [an8]: Grant Fletcher sees minimum 10 minute headway as reasonably absolute. This would mean ...

Quick	Comparable (or better) than private vehicles in peak times From origin rapid transit stop to destination rapid transit stop.
Reliable	~~More than 95% reliability?~~ >90% of services reach the station within 10% of the scheduled travel duration
High -capacity	Can carry at least 750 people per hour during peak times (see Appendix 2 for approximate number of vehicles per hour to meet this)
Largely separated from other transport	~~Fully separated (rail)~~ ~~D~~Dedicated or mostly dedicated ~~traffic~~ lane and priority at most traffic lights, so that the vehicle generally only stops at its own stations ~~for x% of route?~~.

And the NPS-UD defines a planned rapid transit stop as one that is planned in a regional land transport plan.

Other key public transport that meets some but not all of the criteria will be considered through heat-mapping to determine suitable building heights and densities in accordance with Policy 3 (d) of the NPS UD (See Appendix).

The rapid transit network for the Wellington region is indicated on the following map:

Commented [AK9]: Andy Ford has done work on comparisons of journeys by rail with journeys by car. I will see if I can find this (although not suggesting it be included within the document), although a few examples could be.

Commented [an10]: I think 90% within 10% of the scheduled travel duration is generous to be called "reliable". This accounts for greater delays for longer train lines. For example, a trip from Johnsonville to Wellington at peak time could be as late as 2.3 minutes (23 minutes scheduled duration) whereas a trip to Waikanae could be 6 minutes late (1 hour duration).

Commented [an11]: Rail does not have to be fully separated. One option for LGWM is for a light rail that may be able to be used by buses in parts as well, and possibly private vehicles in pinches, by using sunken rails.

Commented [an12]: This may be a better test for traffic separation, as it's not the % length of shared traffic that makes a difference, but whether that shared lane would slow or stop the rapid transit vehicle.

Public transport network

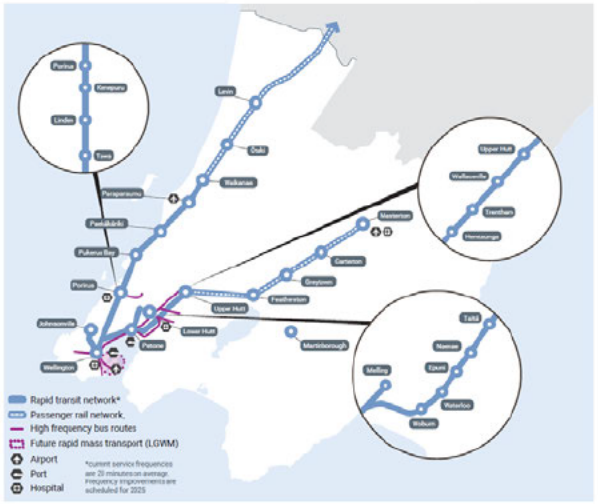
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi services provide travel support and assistance for people who have difficulty using the public transport services.

The Metlink network consists of three layers: core routes, local routes and targeted services. Of these, the core routes form the strategic public transport network. Core routes are the urban rail network and frequent bus services that form the network's backbone, linking areas of high demand with high-capacity, direct services with extensive operating hours.

Map 6 identifies frequent bus services, the passenger rail network and the parts of the rail network that could be considered rapid transit (when higher-frequency services are introduced around 2025, generally increasing service frequency to 10-15 minutes).

Rail patronage has grown substantially in the past decade. This reflects both population growth in the region and investments to improve infrastructure, rolling stock and services, including through the Wellington Metro Upgrade Programme and as part of the New Zealand Upgrade Programme.

Map 6: Rapid transit/core public transport network



[although I actually think the following map for rail is really useful base to then mark-up the rapid transit network.

Wellington Region Rail Map

Appendix 1: Wording of NPS UD Policy 3

Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:

(a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and

(b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and

(c) building heights of least 6 storeys within at least a walkable catchment of the following:

(i) existing and planned rapid transit stops

(ii) the edge of city centre zones

(iii) the edge of metropolitan centre zones; and

(d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:

(i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or

(ii) relative demand for housing and business use in that location.

Appendix 2: Examples of vehicles that could be used in mass rapid transit, and their approximate vehicle capacity[1]

[1] Source: Mode Report_Draft Mass Rapid Transit Indicative Business Case_31 October 2020

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	Standard rigid	Long rigid	Double Deck	Articulated	Bi-articulated low floor	Bi articulated high floor	Trackless tram
Example image of vehicle							
Example (make/ model) and location	Alexander Dennis Enviro 200 (Wellington)	MAN 17.223 (Wellington)	Bus and Coach International (Wellington)	Van Hool ExquiCity articulated (Belfast)	HESS AG/ volgren/ ABB (battery electric) (Brisbane – proposed)	Volvo B340M Gran Arctic, Curitiba (Curitiba, Brazil)	CRRC – 3 module (China – proposed)
Dimensions	Up to 12.6m long x 2.55m	13.5m to 14.5m long x 2.55m	Up to 12.8m long x 2.55m	18m long x 2.55m	24.4m long x 2.55m wide	Up to 28m long	Approx. 32m long x 2.65m wide
Approx. Vehicle Capacity	54 passengers (24 seated)	75 passengers (36 seated)	Approx. 100 (90 seated)	Approx. 110-120 (42 seated)	150-200 total (Approx. 60 seated)	Reportedly up to 300 (however assume 200-250 range)	Approx. 250-300
Max speed (up to)	100 km/h	100 km/h	100 km/h	100 km/h	70-90 km/h	70-90 km/h	70km/h

Light Rail Transit (LRT)

CAF Urbos Other example: Alstom Citadis, Bombardier Flexity
From 24m (3 module) to 33m long (5 module) x 2.65m wide
From 180 passengers (3 module) to 240 passengers (5 module)

Commuter heavy rail [no picture sorry]: each two-car unit can hold up to 246 people sitting and standing. [source: Greater Wellington Regional Council]

Minimum frequency needed to achieve capacity of at least 750 people per hour:

- Standard bus: every 4 minutes
- Long rigid bus: every 6 minutes
- Double decker bus: every 8 minutes
- Articulated bus: every ~9 minutes
- Biarticulated low floor bus: every ~14 minutes
- Biarticulated high floor bus: every ~18 minutes
- Trackless tram: every ~22 minutes
- Light rail 3/5 modules: every ~14/19 minutes
- Heavy rail 2/4 cars: every ~20/40 minutes

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