

**From:** s 9(2)(a)  
**To:**  
**Subject:** FW: Rapid transit definition for RLTP  
**Date:** Friday, 29 January 2021 1:09:00 pm  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Do we need to discuss this further? Cheers s 9(2)(a)

---

**From:** s 9(2)(a)@wcc.govt.nz>  
**Sent:** Friday, 29 January 2021 11:09 am  
**To:** s 9(2)(a)@kapiticoast.govt.nz>; s 9(2)(a)  
<s 9(2)(a)@gw.govt.nz>; s 9(2)(a)@porirua.govt.nz>;  
s 9(2)(a)@huttcity.govt.nz>; s 9(2)(a)  
s 9(2)(a)@wcc.govt.nz>; s 9(2)(a)@wcc.govt.nz>  
**Cc:** s 9(2)(a)@gw.govt.nz>; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx>; s s 9(2)  
<s 9(2)(a)@wcc.govt.nz>; s 9(2)(a)@wcc.govt.nz>  
**Subject:** RE: Rapid transit definition for RLTP

Hi all,

s 9(2)(a) and my view is still that **identifying** rapid transit networks, services and stops is the role of the Regional Land Transport Plan. This is a regional rail network cutting across council boundaries, with services determined by national agency and regional council investments. It's the RMA plans' role to determine the appropriate **land use controls** around the train stations and other public transport stops.

We are concerned that the RLTP's lack of clarity in identifying rapid transit stations will cause extra challenges on definitions that each council will have to address separately. Whether a rail line section and its stations are rapid transit is a question of fact and interpretation. This should be identified consistently and regionally – not subject to the vagaries of individual district plan Section 32 analyses, submissions and separate decisions. Saying that the relevant Councils should identify rapid transit stops in our view risks differing interpretations of the GPS definition along the same rail line!

Because of this we don't support s 9(2) changes to the RLTP text, though we agree with the sentiment in the email.

A possible way forward:

I hear that the time for further edits to the draft RLTP may have passed. But there may be an opportunity for the Council land use and transport planners to get together to take a hard look at the data on upgrades and frequency changes, to address Kapiti and Porirua's concerns. Then we could lodge a joint Council staff submission on whether any stops, or sections of rail line, are/are not currently rapid transit stops.

Regarding s 9(2) comment that the rail and service upgrades may not be enough to be judged "reliable and high capacity", again this is something the RLTP should sort out as this judgement is based on the RLTP's improvement works, and projected frequency. In the interim, if it's unclear whether "planned" RLTP investments in reliability/capacity, and Metlink's increases in train frequency, will elevate the Kapiti Line to rapid transit status in the medium term, then there may

be an option to end the rapid transit part of the Kapiti line prior to Pukerua Bay, for now. Something to discuss further.

Regards,

s 9(2)(a)

Principal Advisor LGWM Interface | Wellington City Council

s 9(2)(a)

---

**From:** s 9(2)(a) <[redacted]@kapiticoast.govt.nz>  
**Sent:** 28 January 2021 5:12 PM  
**To:** s 9(2)(a) <[redacted]@gw.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>; s 9(2)(a) <[redacted]@huttcity.govt.nz>; s 9(2)(a) <[redacted]@uhcc.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>  
**Cc:** s 9(2)(a) <[redacted]@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>  
**Subject:** RE: Rapid transit definition for RLTP

Hi everyone

Thanks for the opportunity to comment and very useful to be aware of others views too.

To us, it feels a bit rushed for the RLTP to get too black and white about this.

We'd prefer more indicative wording for now until the case is clearer that the RLTP is likely to include the right investments at the right time to keep up with future growth in our district. Stewart's questions around frequency also seem pertinent to us – including whether there are or are not investments planned to substantively improve frequency (and capacity) up the Manawatu line to the Otaki station.

I attach some amendments for your consideration, accepting that there may be other ways to achieve the outcome we're seeking.

Cheers

s 9(2)

PS: perhaps just semantics – this isn't about the RLTP "defining" these terms is it? I think we are talking about how the NPS-UD definitions in question might be applied to the specific context of the Wellington region railway system.

s 9(2)(a)

District Planning Manager

Kāpiti Coast District Council

Tel: s 9(2)(a)  
Mobile: [redacted]

---

**From:** s 9(2)(a) [redacted]@gw.govt.nz]  
**Sent:** Thursday, 28 January 2021 2:54 PM  
**To:** s 9(2)(a) [redacted]@wcc.govt.nz>; s 9(2)(a) [redacted]  
s 9(2)(a) [redacted]@porirua.govt.nz>; s 9(2)(a) [redacted]@kapiticoast.govt.nz>;  
s 9(2)(a) [redacted]@uhcc.govt.nz>; s 9(2)(a) [redacted]@huttcity.govt.nz>; s  
s 9(2)(a) [redacted] s 9(2)(a) [redacted]@wcc.govt.nz>; s 9(2)(a) [redacted]@wcc.govt.nz>  
**Cc:** s 9(2)(a) [redacted]@gw.govt.nz>; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx >  
**Subject:** RE: Rapid transit definition for RLTP

Kia ora s 9(2) [redacted] et al  
( )

Thanks for all your work so far on this. The reason the TAG wanted to remove the station names was because some TAs were of the view that potentially not all of the stops on these lines would be considered rapid transit stops as per the NPS UD definition. So adding in the suggested additions below would be counterproductive to the concerns raised. Does that make sense?

Fleur

---

**From:** s 9(2)(a) [redacted]@wcc.govt.nz>  
**Sent:** Thursday, 28 January 2021 1:31 PM  
**To:** s 9(2)(a) [redacted]@porirua.govt.nz>; s 9(2)(a) [redacted]  
[redacted]@gw.govt.nz>; s 9(2)(a) [redacted]@kapiticoast.govt.nz>;  
s 9(2)(a) [redacted]@uhcc.govt.nz>; s 9(2)(a) [redacted]@huttcity.govt.nz>; s  
s 9(2)(a) [redacted]@wcc.govt.nz>; s 9(2)(a) [redacted]@wcc.govt.nz>  
**Cc:** s 9(2)(a) [redacted]@gw.govt.nz>; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx >  
**Subject:** RE: Rapid transit definition for RLTP

Hi s 9(2) [redacted] and friends,  
9(2)

s 9(2)(a) [redacted] and I agree it's a good idea to fix up the Map 6 by removing the station names and icons. This should also remove the issue of the circle highlighting Tawa, Linden, Kenepuru and Porirua stations ... but missing Takapu Road and Redwood stations. Also the stations in the Johnsonville line and some stations in Porirua City are missing.

To balance the removing of the stations from Map 6, can we please amend the text above in the fourth paragraph, for clarity, to read:

“The rapid transit network, stops and services for the Wellington region comprise the Kāpiti, Hutt, Melling and Johnsonville rail lines, and all stations on those lines.” Of course my colleagues in other councils may recommend further changes; for example if Kapiti was concerned about this description and Map 6 so that stations north of Pukerua Bay are “passenger rail network” not “rapid transit network”, I defer to those councils on this!

Regards,

s 9(2)(a) [redacted]

s 9(2)(a)

---

**From:** s 9(2)(a) @porirua.govt.nz>  
**Sent:** 28 January 2021 11:01 AM  
**To:** s 9(2)(a) @gw.govt.nz>; s 9(2)(a) @kapiticoast.govt.nz>; s 9(2)(a) @uhcc.govt.nz>; s 9(2)(a) @huttcity.govt.nz>; s 9(2)(a) @wcc.govt.nz>; s 9(2)(a) @wcc.govt.nz>  
**Cc:** s 9(2)(a) @gw.govt.nz>; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx>; s 9(2)(a) @wcc.govt.nz>  
**Subject:** RE: Rapid transit definition for RLTP

Kia Ora all,

For RMA land use planning purposes, PCC has been working under the assumption that the stops on the Kapiti Line within or very close to the District will meet the definition of a 'rapid transit stop' as defined by the NPS UD (the stops in question are Kenepuru, Porirua, Paremata, Mana, Plimmerton and Pukerua Bay). Trains run at a 20min frequency during peak times and during the day, with express services between Plimmerton - Wellington and Porirua - Wellington at peak times. Overall this frequency appears to support the assumption that these are 'rapid transit stops' servicing a 'rapid transit service'.

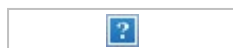
However, as services run at an hourly frequency at night and stop by midnight, there is a question mark over whether this service still meets the definition of a 'rapid transit service', or if night time frequency even needs to be considered. We are likely to be challenged on this through an RMA Schedule 1 process. We would be interested in knowing more about investment signalled through the RLTP aimed at increasing off-peak frequency and peak time capacity to accommodate growth on the Kapiti Line.

Bearing the above in mind, PCC can tentatively support the definition of rapid transit service proposed to be appended to the RLTP, although note this is not a formal endorsement from our Council.

Kind regards,

s 9(2)(a)

s MNZPI  
9  
Manager Environment and City Planning  
Kaiwhakahaere Taiao me te Whakamahere Tāone



Tel: s 9(2)(a) Mob: [redacted]

[porirua.govt.nz](http://porirua.govt.nz)

Check out our [Proposed District Plan](#)

---

**From:** s 9(2)(a) [redacted] <[redacted]@gw.govt.nz>  
**Sent:** Wednesday, 27 January 2021 1:35 PM  
**To:** s 9(2)(a) [redacted] <[redacted]@porirua.govt.nz>; s 9(2)(a) [redacted] <[redacted]@huttcity.govt.nz>; s 9(2)(a) [redacted] <[redacted]@hcc.govt.nz>; s 9(2)(a) [redacted] <[redacted]@wcc.govt.nz>; s 9(2)(a) [redacted] <[redacted]@wcc.govt.nz>; s 9(2)(a) [redacted] <[redacted]@wcc.govt.nz>; s 9(2)(a) [redacted] <[redacted]@wcc.govt.nz>  
**Cc:** s 9(2)(a) [redacted] <[redacted]@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>; s 9(2)(a) [redacted] <[redacted]@wcc.govt.nz>  
**Subject:** [EXTERNAL] Rapid transit definition for RLTP  
**Importance:** High

Kia ora koutou

The Regional Land Transport Plan TAG met this morning and discussed how the RLTP will define 'rapid transit' in the Wellington region, using the guidance on the NPS UD and various national transport documents. The TAG agreed to include the attached text, with amendments to the map to remove the names of the stops (so just referring to the names of the rail lines) and remove the purple lines. This document was developed by the GW Transport team with input from WCC, Waka Kotahi and me.

Can you please provide any feedback by **5pm tomorrow (Thursday 28 January)**? Apologies for the short turnaround time.

The attached text and map will be included in an Appendix to the RLTP in a section called 'Our Transport System'. It will be one of a series of maps.

Keep in mind the context for this definition and that being considered a rapid transit stop doesn't automatically mean 6 storeys, and likewise, an area with good transport links (that's not strictly rapid transit) can be intensified as appropriate. We will need to continue working on this wider picture to ensure we have a regionally consistent approach to it.

Ngā mihi

s 9(2)(a) [redacted]



(she/her)  
**Kaitaki-a-tīma** | Team Leader, Environmental Policy  
**Greater Wellington Te Pane Matua Taiao**  
[redacted]  
100 Cuba Street, Te Aro, Wellington 6011  
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**From:** [Amy Kears](#)  
**To:** s 9(2)(a)  
**Subject:** Updated PT classifications  
**Date:** Wednesday, 17 March 2021 10:14:10 am  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[Public Transport section of ONF Detailed Design.pdf](#)

---

Kia ora s 9(2)(a)

As discussed, updated ONF PT classifications.

If you could please keep this close for now, as we still need to close the loop with AT/TSIG, along with advising timing for publication/next steps.

I'll include you in that communication.

Ngā mihi  
Amy

Amy Kears / Lead Strategic Planner  
System Planning, Transport Services  
DDI [REDACTED] / M [REDACTED]  
E [@..](mailto:..@..) / w [nzta.govt.nz](http://nzta.govt.nz)  
Waka Kotahi NZ Transport Agency  
Wellington / Level 4, Chews Lane, 50 Victoria Street  
Private Bag 6995, Marion Square Wellington 6141, New Zealand

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**From:** s 9(2)(a)  
**To:** [Amy Kearse](#)  
**Subject:** RE: Updated PT classifications  
**Date:** Wednesday, 17 March 2021 12:48:00 pm  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)

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Thanks Amy.

On your other request, our Regional Public Transport Plan submission is still being drafted and tidied up, and I don't have access to the full version yet, but some of the content is likely to include:

- We support the vision and direction, and the three strategic areas of focus
- We support LGWM and implementing the Bus Priority Action Plan
- We are looking forward to a PT fare review to address our concerns about fairness and affordability.
- Minor corrections to rapid transit network references, based on draft RLTP text and legislative definitions.
- Clarifying Metlink's role in working with territorial authorities to identify other rapid transit corridors, including which rail stations provide access to rapid transit services, to ensure transport and land-use planning around rapid transit stops is done in an integrated and iterative way.
- GW and territorial authorities to work together to investigate whether some Park and Rides could have apartment development above them, as part of transit-oriented development.
- Correcting references to growth calculations in the Regional Growth Framework
- Saying that options for LGWM MRT include light rail, articulated buses and trackless trams.

If you're curious about any of these points, feel free to call back for a chat. Please use the above summary only for your own reference in preparing your own submission.

Regards,

s 9(2)(a) [\(he/him\)](#)  
Principal Advisor Planning (LGWM) | City Design and Place Planning | Wellington City Council  
s 9(2)(a)

---

**From:** Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx>  
**Sent:** 17 March 2021 10:14 AM  
**To:** s 9(2)(a) @wcc.govt.nz>  
**Subject:** Updated PT classifications

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Ngā mihi

Amy

Amy Kearse / Lead Strategic Planner

System Planning, Transport Services

DDI [REDACTED] / M [REDACTED]

E [@..](mailto:amy.kearse@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)

Waka Kotahi NZ Transport Agency

Wellington / Level 4, Chews Lane, 50 Victoria Street

Private Bag 6995, Marion Square Wellington 6141, New Zealand



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**From:** s 9(2)(a)  
**Cc:** s 9(2)(a) Amy Kearse  
**Subject:** RE: Rapid transit definition for RLTP  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Kia ora s 9(2)(a) et al

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s 9(2)(a)

---

**From:** s 9(2)(a) <[redacted]@wcc.govt.nz>  
**Sent:** Thursday, 28 January 2021 1:31 PM  
**To:** s 9(2)(a) <[redacted]@wcc.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>; s 9(2)(a) <[redacted]@gw.govt.nz>; s 9(2)(a) <[redacted]@gw.govt.nz>; s 9(2)(a) <[redacted]@uhcc.govt.nz>; s 9(2)(a) <[redacted]@huttcity.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>; s 9(2)(a) <[redacted]@wcc.govt.nz>  
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Regards,

s 9(2)(a)  
Principal Advisor LGWM Interface | Wellington City Council  
s 9(2)(a)

---

**From:** s 9(2)(a) <[redacted]@porirua.govt.nz>

Sent: 28 January 2021 11:01 AM

To: s 9(2)(a) @gw.govt.nz>; s 9(2)(a) s 9(2)(a) @kapiticoast.govt.nz>; s 9(2)(a) @uhcc.govt.nz; s 9(2)(a) s 9(2)(a) @huttcity.govt.nz>; s 9(2)(a) @wcc.govt.nz>; s 9(2)(a) @wcc.govt.nz>

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Bearing the above in mind, PCC can tentatively support the definition of rapid transit service proposed to be appended to the RLTP, although note this is not a formal endorsement from our Council.

Kind regards,

s 9(2)(a)

s 9(2)(a)

Manager Environment and City Planning  
Kaiwhakahaere Taiao me te Whakamahere Tāone



Tel: s 9(2)(a) Mob: s 9(2)(a)  
[poriruacity.govt.nz](http://poriruacity.govt.nz)

Check out our [Proposed District Plan](#)

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Sent: Wednesday, 27 January 2021 1:35 PM

To: s 9(2)(a) @kapiticoast.govt.nz; s 9(2)(a)  
s 9(2)(a) @porirua.govt.nz; s 9(2)(a) .govt.nz; s 9(2)(a)  
s 9(2)(a) @huttcity.govt.nz; s 9(2)(a)  
s 9(2)(a) @wcc.govt.nz; s 9(2)(a) @wcc.govt.nz; s 9(2)(a)  
s 9(2)(a) @wcc.govt.nz; s 9(2)(a) @wcc.govt.nz  
Cc: s 9(2)(a) @gw.govt.nz; s 9(2)(a) @nzta.govt.nz; s 9(2)  
s 9(2)(a) @wcc.govt.nz ( )

Subject: [EXTERNAL] Rapid transit definition for RLTP

Importance: High

Kia ora koutou

The Regional Land Transport Plan TAG met this morning and discussed how the RLTP will define 'rapid transit' in the Wellington region, using the guidance on the NPS UD and various national transport documents. The TAG agreed to include the attached text, with amendments to the map to remove the names of the stops (so just referring to the names of the rail lines) and remove the purple lines. This document was developed by the GW Transport team with input from WCC, Waka Kotahi and me.

Can you please provide any feedback by **5pm tomorrow (Thursday 28 January)**? Apologies for the short turnaround time.

The attached text and map will be included in an Appendix to the RLTP in a section called 'Our Transport System'. It will be one of a series of maps.

Keep in mind the context for this definition and that being considered a rapid transit stop doesn't automatically mean 6 storeys, and likewise, an area with good transport links (that's not strictly rapid transit) can be intensified as appropriate. We will need to continue working on this wider picture to ensure we have a regionally consistent approach to it.

Ngā mihi

s 9(2)(a)



s 9(2)(a) /her)

Kaitaki-a-tīma | Team Leader, Environmental Policy

Greater Wellington Te Pane Matua Taiao

100 Cuba Street, Te Aro, Wellington 6011

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---

From: s 9(2)  
Cc: Amy Kearse; s 9(2)(a)  
Subject: RE: LGWM - rapid transit  
Date: Wednesday, 27 January 2021 9:35:36 am  
Attachments: image001.jpg  
image002.jpg  
image003.jpg  
image004.jpg  
image005.jpg  
image006.jpg

Hi s

See my comments in green below.

s 9(2)(a)  
Principal Advisor LGWM Interface | Wellington City Council  
s 9(2)

From: s 9(2)(a) @gw.govt.nz  
Sent: 27 January 2021 8:43 AM  
To: Amy Kearse <Amy.Kearse@nzta.govt.nz>; s 9(2)(a) @gw.govt.nz>; s 9(2)(a) @gw.govt.nz>; s 9(2)(a) @wcc.govt.nz  
Subject: RE: LGWM - rapid transit

Some comments/question on your comments – mine are in RED

From: Amy Kearse <Amy.Kearse@nzta.govt.nz>  
Sent: Thursday, January 21, 2021 5:11 PM  
To: s 9(2)(a) gw.govt.nz>  
Cc: s 9(2)(a) @gw.govt.nz>; s 9(2)(a) gw.govt.nz>; s 9(2)(a) @wcc.govt.nz>  
Subject: LGWM - rapid transit

Kia ora s

I know there are a few tweaks being made to the WRGF document, and the GWRC team are busy finalising the RLTP content. I'd previously flagged the rapid transit map in both may need review.

I think a couple of adjustments to map 6 (directly below) and also our main visual (further below).

- Change reference to LGWM to 'Future mass rapid transit (LGWM)' The only reference I can see on this is the main visual where it is called "Let's Get Wellington Moving Growth Corridor". Is the wording you are suggesting changing? If so I don't know that this is a good idea as (a) all the councils including WCC have signed off this visual as part of their overall signoff and WCC or GWRC did not raise the name as an issue (b) if we were changing it then it does not make sense to change it to a name related to transport as none of the others have similar names – it would make more sense to call it "Wellington growth corridor" – however I still come back to Point (a). If I have missed something and there is wording somewhere else let me know. The reference is on Map 6. It's currently called "Future rapid mass transport" when the technically correct name is "Future mass rapid transit". I'm ok with the main Growth Corridor diagram staying the same, except that the g in "Get" in "Let's Get Wellington Moving Growth Corridor" needs to be capitalised.
- Take out the two port icons as it just adds complexity to the map. We could do this on the rapid transit network map as I note these icons are on the strategic road network and freight map which makes more sense. Agree

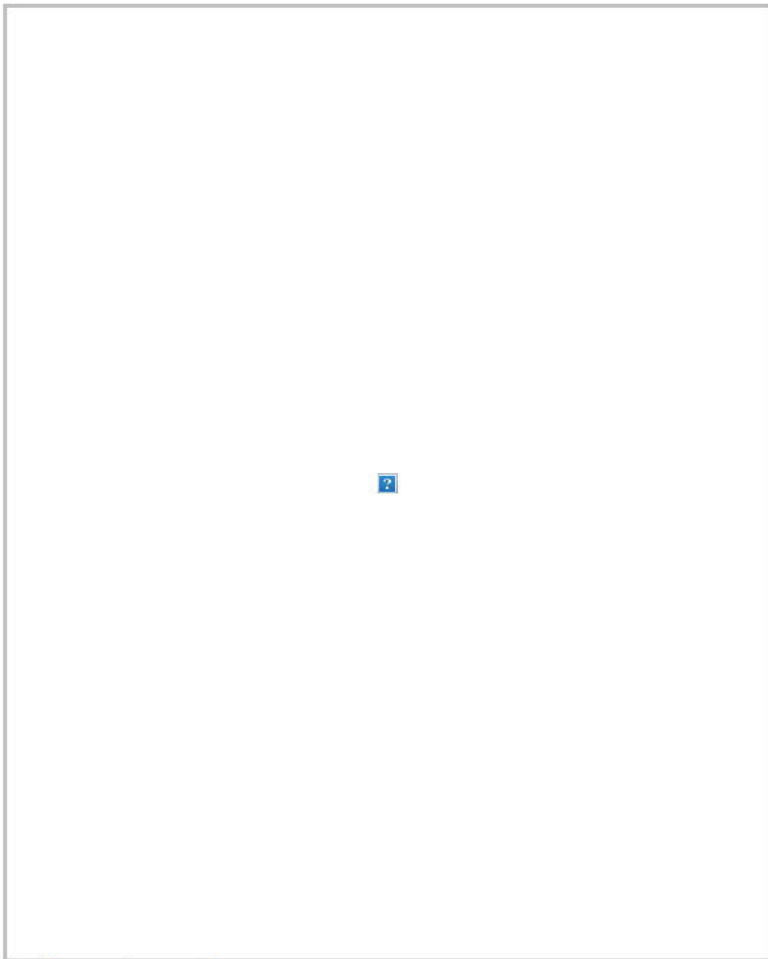
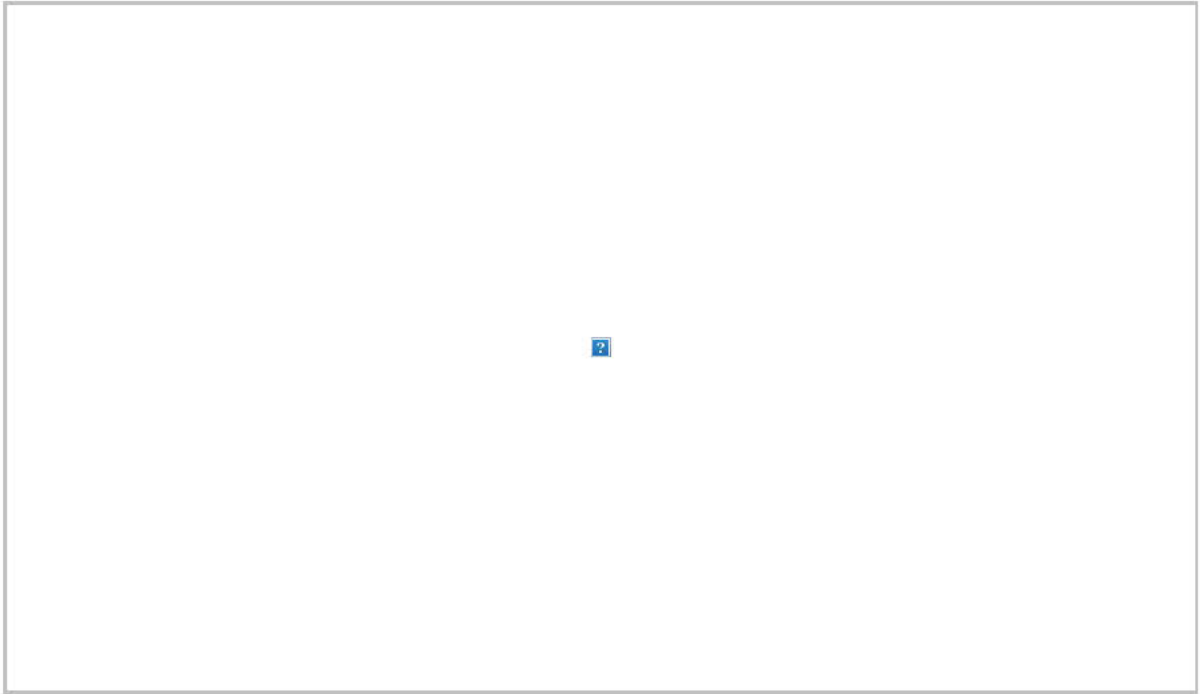
Other document changes:

- The fact that we don't have a key for the grey line in the LGWM area created some confusion with Wellington City councillors and it is probably too definitive for how we are considering MRT at the moment.
- A couple of options here:
  - Take out the grey line completely, as most people understand what is proposed with LGWM (ie, MRT, it also includes cycleways, etc) and all we have noted down is the SH as an existing route – this is my preference
  - Or create another (perhaps rectangular (horizontal) box in grey inside the LGWM growth corridor and label this 'Future mass rapid transit (LGWM)'

What is the WCC/LGWM preference here Andrew? If it is the second option above, could you mark up where this should go and send it back to me. Also I would note that most people reading this document do not understand/know what is proposed for LGWM – if you think about the wider regional audience. WCC staff's current preference is the same as Amy's – take out the grey line. It's not mentioned in the Legend so the general public won't know what it is anyway and the routes and destinations of MRT are not even short-listed yet. It's more confusing than helpful at the moment.

Welcome others suggestions on what might be most straightforward and consistent with LGWM communication to date.

Ngā mihi  
Amy



Amy Kearse / Lead Strategic Planner  
System Planning, Transport Services  
DD / M /  
E [amy.kearse@nzta.govt.nz](mailto:amy.kearse@nzta.govt.nz) / [www.nzta.govt.nz](http://www.nzta.govt.nz)  
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**From:** s 9(2)(a)  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a); Amy Kearse  
**Subject:** RE: Definition of Rapid Transit  
**Date:** Tuesday, 26 January 2021 10:39:02 am  
**Attachments:** [image001.png](#)

---

Hi s 9(2),  
( )

It looks good, but the last paragraph still has the request to include a summary statement about the change in service frequency proposed. I support including those summary statements before the draft text is finalised, so that readers have a high-level understanding of how the rail service timetables will become more frequent and reliable – which is important for a “rapid transit” service. I’m hoping GW’s Metlink/public transport team can add in some summary sentences here.

Cheers,

s 9(2)(a)  
Principal Advisor LGWM Interface | Wellington City Council  
s 9(2)(a)

---

**From:** s 9(2)(a) @gw.govt.nz  
**Sent:** 26 January 2021 9:36 AM  
**To:** s 9(2)(a) @wcc.govt.nz; s 9(2)(a) @gw.govt.nz;  
s 9(2)(a) @gw.govt.nz; s 9(2)(a)  
s 9(2)(a) @wcc.govt.nz; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx>  
**Subject:** RE: Definition of Rapid Transit

Hi

I meant to say that it’s still the document at the [link](#) on Sharepoint.

Thanks

s 9(2)  
( )



s 9(2)(a)  
Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport  
**Greater Wellington Te Pane Matua Taiao**  
M: [redacted]  
100 Cuba St, Te Aro, Wellington 6011  
**Follow us online:** [Facebook](#) | [Twitter](#) | [gw.govt.nz](#)

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**From:** s 9(2)(a) r  
**Sent:** Saturday, 23 January 2021 10:42 AM  
**To:** s 9(2)(a) @wcc.govt.nz; s 9(2)(a) @gw.govt.nz;

s 9(2)(a) [REDACTED].govt.nz>; s 9(2)(a) [REDACTED] wcc.govt.nz'  
s 9(2)(a) [REDACTED].@wcc.govt.nz>; 'Amy Kearsse' <xxx.xxxxxx@xxxx.xxxx.xx >  
**Subject:** Definition of Rapid Transit

All

I've a review of the wording for this definition. Subject to s 9(2)(a) [REDACTED] at this on Tuesday, are people now happy that this is ready to go into the consultation document?

We would like to take the working to TAG on Wednesday morning after which we can circulate the draft wording to the original group

Please let me know your thoughts.

Thanks

s 9(2)  
( )



s 9(2)(a) [REDACTED]  
Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport  
**Greater Wellington Te Pane Matua Taiao**  
M: [REDACTED]  
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**From:** [Amy Kears](#)  
**To:** s 9(2)(a) [redacted]  
**Subject:** ONF changes  
**Date:** Thursday, 11 February 2021 12:18:41 pm  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[ONF Proposed change to PT classification presentation to TSIG 11 Feb 21.pdf](#)

---

Kia ora s 9(2)(a) [redacted]

Just dropping a quick note to say thanks for your input and suggested changes to the ONF PT classification. I believe I've picked up on most of the suggestions you raised s 9(2) [redacted], particularly the point around more flexibility between how modes are classified. ( )

I'm going to present these at a TSIG meeting today and am seeking feedback over the next week, so if anything else comes to mind please let me know.

See attached presentation.

Ngā mihi  
Amy

Amy Kears / Lead Strategic Planner  
System Planning, Transport Services  
DDI [redacted] / M [redacted]  
E [@ \[redacted\]](#) / w [nzta.govt.nz](http://nzta.govt.nz)  
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Wellington / Level 4, Chews Lane, 50 Victoria Street  
Private Bag 6995, Marion Square Wellington 6141, New Zealand

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**From:** [Amy Kears](#)  
**To:** s 9(2)(a)  
**Subject:** One Network Framework  
**Date:** Tuesday, 22 June 2021 10:42:30 am  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[ONF Movement and Place Classification- Detailed Design - Final.pdf](#)

---

Kia ora s 9(2)  
( )

Please find a copy of the ONF attached. I will call you shortly to discuss.

Ngā mihi

Amy

Amy Kears / Lead Strategic Planner  
Strategic System Planning, Transport Services  
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E [@. \[REDACTED\]](#) / w [nzta.govt.nz](http://nzta.govt.nz)  
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**From:** s 9(2)(a)  
**Cc:** s 9(2) Amy Kearse  
**Subject:** Just a heads up: Rapid transit definition for RLTP  
**Date:** Friday, 29 January 2021 9:49:50 am  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hi again,

I've talked this through with my colleagues now and some of us still have concerns about the lack of clarity around rapid transit stops, particularly the edits in your email s 9(2). I'll send around another email today explaining our concerns once we get a consistent WCC staff view.

Regards,

s 9(2)(a)

Principal Advisor LGWM Interface | Wellington City Council

s 9(2)(a)

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**From:** s 9(2)(a) .govt.nz>  
**Sent:** 28 January 2021 5:12 PM  
**To:** s 9(2)(a) @gw.govt.nz; s 9(2)(a) <s 9(2)(a) @wcc.govt.nz>; s 9(2)(a) <poriruacity.govt.nz>; s 9(2)(a) @uhcc.govt.nz; s 9(2)(a) @huttcity.govt.nz; s 9(2)(a) @wcc.govt.nz; s 9(2)(a) @wcc.govt.nz  
**Cc:** s 9(2)(a) gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>  
**Subject:** RE: Rapid transit definition for RLTP

Hi everyone

Thanks for the opportunity to comment and very useful to be aware of others views too.

To us, it feels a bit rushed for the RLTP to get too black and white about this.

We'd prefer more indicative wording for now until the case is clearer that the RLTP is likely to include the right investments at the right time to keep up with future growth in our district. Stewart's questions around frequency also seem pertinent to us – including whether there are or are not investments planned to substantively improve frequency (and capacity) up the Manawatu line to the Otaki station.

I attach some amendments for your consideration, accepting that there may be other ways to achieve the outcome we're seeking.

Cheers

s 9(2)

PS: perhaps just semantics – this isn't about the RLTP "defining" these terms is it? I think we are talking about how the NPS-UD definitions in question might be applied to the specific context of the Wellington region railway system.

s 9(2)(a)  
District Planning Manager

Kāpiti Coast District Council  
Tel s 9(2)(a)  
Mobile s 9(2)(a)

[www.kapiticoast.govt.nz](http://www.kapiticoast.govt.nz)

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s 9(2)(a) [redacted] @gw.govt.nz]  
(s)  
**Sent:** Thursday, 28 January 2021 2:54 PM  
**To:** s 9(2)(a) [redacted] @wcc.govt.nz>; s 9(2)(a) [redacted]  
s 9(2)(a) [redacted] @porirua.govt.nz>; s 9(2)(a) [redacted] @kapiticoast.govt.nz>;  
s 9(2)(a) [redacted] @uhcc.govt.nz>; s 9(2)(a) [redacted] @huttcity.govt.nz>; s 9(2)(a) [redacted]  
s 9(2)(a) [redacted] @wcc.govt.nz>; s 9(2)(a) [redacted] @wcc.govt.nz>  
**Cc:** s 9(2)(a) [redacted] @gw.govt.nz>; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx >  
**Subject:** RE: Rapid transit definition for RLTP

Kia ora s 9(2)(a) et al

Thanks for all your work so far on this. The reason the TAG wanted to remove the station names was because some TAs were of the view that potentially not all of the stops on these lines would be considered rapid transit stops as per the NPS UD definition. So adding in the suggested additions below would be counterproductive to the concerns raised. Does that make sense?

s 9(2)(a)

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**From:** s 9(2)(a) [redacted] @wcc.govt.nz>  
**Sent:** Thursday, 28 January 2021 1:31 PM  
**To:** s 9(2)(a) [redacted] @porirua.govt.nz>; s 9(2)(a) [redacted]  
<s 9(2)(a) [redacted] @gw.govt.nz>; s 9(2)(a) [redacted] @kapiticoast.govt.nz>;  
s 9(2)(a) [redacted] @uhcc.govt.nz>; s 9(2)(a) [redacted] s 9(2)(a) [redacted] @huttcity.govt.nz>; s 9(2)(a) [redacted]  
s 9(2)(a) [redacted] @wcc.govt.nz>; s 9(2)(a) [redacted] @wcc.govt.nz>  
**Cc:** s 9(2)(a) [redacted] @gw.govt.nz>; Amy Kearse <xxx.xxxxxx@xxxx.xxxx.xx >  
**Subject:** RE: Rapid transit definition for RLTP

Hi s 9(2)(a) friends,

s 9(2)(a) and I agree it's a good idea to fix up the Map 6 by removing the station names and icons. This should also remove the issue of the circle highlighting Tawa, Linden, Kenepuru and Porirua stations ... but missing Takapu Road and Redwood stations. Also the stations in the Johnsonville line and some stations in Porirua City are missing.

To balance the removing of the stations from Map 6, can we please amend the text above in the fourth paragraph, for clarity, to read: