Class	Descriptor Name?	Strategic Significance	Corridor Headway (At peak)	People Movement (Indicative) (Bi-directional)	Availability	Priority Measures
PT1	**Dedicated**	Corridors where '**rapid transit**' services are operated, providing a fast, frequent, highly reliable, and high capacity form of urban public along a **dedicated PT corridor**.	> 6 PT services per hour (depending on mode)	> 10000 per day	7 Days (reduced schedule on Sat/Sun) at least 7am to 11pm	Greatest segregation from other modes f transport, as well as from surrounding land uses. Offers the greatest potential for shorter journe times and high reliability. Dedicated right of way appropriate to the issue and the location. Examples include rail, light rail, bus rapid transit systems
PT2	**Spine?** **Core?**	Corridors where **many frequent services operate and many different bus services merge together to create very high frequencies and overall passenger movemen**t. Any deficiencies on these corridors affect multiple services and large parts of an urban area.	20 - > 40 PT services per hour	> 5000 per day		
PT3	**Primary**	Corridors where **frequent public transport services operate, providing regular (generally at least once every 15 minutes**) services across most of the day, seven days a week.	> 4 PT services per hour	> 2000 per day	7 Days 7am to 7pm	Priority measures appropriate to the issue and the location. High level of separation from traffic along the corridor on which services run. Offers a good level of reduced journey times and reliability. Examples include bus lanes, signal priority, intersection queue jump lanes, in-lane bus stops.
PT4	**Secondary**	Corridors where **PT services operate at most times of day**, but less frequently. The main focus of PT services using these corridors is to provide basic access and coverage.	< 4 PT services per hour	< 2000 per day	7 Days 7am to 7pm	Some priority measures but will largely operate in general traffic lane. Separation during peak times, and at other times shared with other modes or used for parking. Offers some reduction in journey times and reliability during peak times, subject to delays and congestion at other times. Examples include High Occupancy Vehicle lanes, signal priority, intersection queue jump lanes, in-lane bus stops.
PT5	**Targeted**	Corridors where **PT services only operate at some times of day** (e.g. peak only) or for specific trip purposes (e.g. school buses).	N/A (?)	N/A (?)	7 Days service availability may reduce at off-peak times/weekends	In urban areas will largely operate in general traffic lane with no protection from congestion or allowance for service priority. This leads to slowest and least reliable journey times.

Feedback:

Core – replace with 'spine'

Overall intuitive, but seems to need some tidying of descriptions.

Portion of corridor. Corridor headway number might be too high – maybe >20 or 30?

Positive feedback

Could support

Something around what a corridor does and what you want a corridor to do.

s 9(2)(a) generally okay with this and how it would fit into services – and Nelson

s 9(2)(a) – from Nelson – much of the network would be between primary/secondary – maybe if we make numbers fuzzier it will be serve regional areas like Nelson

"I think it is the use word PT service might be limiting, as when you add in MoE trips the corridors may move up the hierarchy"

From s 9(2)(a) to Everyone: 11:38 AM

s 9(2)(a), I like how we can use this for current and future states of different routes within our network.