

Rapid Transit in the Wellington region:

The GPS 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 plan, **and approved under the Land Transport Management Act 2003 (LTMA).**

The 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 Kāpiti Coast District, to enable building heights of least 6 storeys within at least a walkable catchment of current and planned rapid transit stops, **approved under the LTMA.** This means that rapid transit identified in this 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 plan and the Wellington region’s RMA documents work together to enable more people, businesses and community services to be located in areas well-served by existing and planned public transport.

The rapid transit network and services for the Wellington region comprise the Kāpiti, Hutt, Melling and Johnsonville rail lines. The Mass Rapid Transit corridor proposed by the Let’s Get Wellington Moving (LGWM) programme (once the rapid transit stops are confirmed) will also form part of this rapid transit network.

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 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 around the rail stations. [could we include a summary statement about the change in service frequency that is proposed eg, in a similar way to that in para 3 of the WRGF text below?] The Let’s Get Wellington Moving Mass Rapid Transit corridor will be developed as part of that programme.

Insert map here:

Public transport network

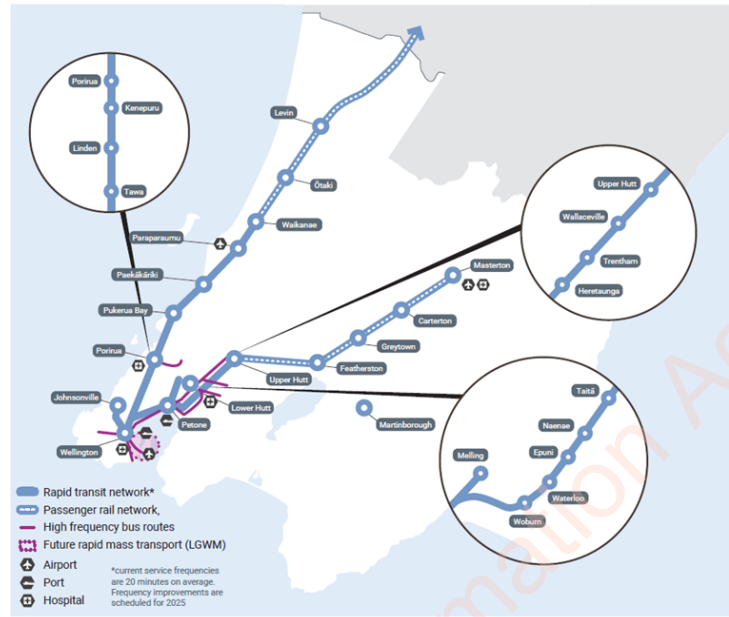
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi 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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