

**From:** [Alastair Cribbens](#)  
**To:** [Luke Elliott \(AT\)](#)  
**Cc:** [Amanda Harland](#)  
**Subject:** Draft RLTP content re NPSUD (AC and AH edits)  
**Date:** Wednesday, 8 December 2021 10:09:22  
**Attachments:** [Draft RLTP content re NPSUD \(AC and AH edits\).docx](#)

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Hi Luke, as discussed here's an updated version with a few more minor changes from Amanda and myself. I've added WK into the last paragraph as I assume they'd be involved but please check this (and that the phrasing) is correct.

Alastair

## 1.4 Rapid transit and the National Policy Statement on Urban Development

The Government Policy Statement on Land Transport (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 this same definition and defines it as either existing or planned service. Planned means planned in a regional land transport plan such as this RLTP.~~

The ~~National Policy Statement on Urban Development (NPS-UD)~~ ~~NPS-UD~~ introduces a new requirement for Auckland Council to ensure the Auckland Unitary Plan enables building heights of at least six storeys within at least a walkable catchment of current and planned rapid transit stops. The NPS-UD defines “planned” as meaning “planned in a regional land transport plan” such as this RLTP.

This requirement is intended to ensure that intensification in urban areas and in desirable and suitable locations is enabled in plans. This is to contribute support to a “well-functioning urban environments and improve housing affordability through competitive land markets” as described in the NPS-UD. ~~—, and —~~ There are some exceptions to the requirement ~~exist~~ where enabling these changes will not contribute to this ~~goal~~ overall intent.

Auckland Council is working through the implications of the NPS-UD for the Auckland Unitary Plan. ~~It intends to consult with the public on these changes later in 2021.~~

~~One~~ An implication of the NPS-UD requirements is that investment identified in this, or future RLTP’s, may necessitate changes to the Auckland Unitary Plan. The purpose of this section is to set out outline in one place the status of Auckland’s rapid transit network following the investment set out identified in this RLTP. It also reflects the frequency of services described in the current Regional Public Transport Plan 2018-2028 (RPTP).

~~Given the importance of the existing and planned rapid transit network to these considerations under the NPS-UD, the purpose of this section of the RLTP is to clarify the extent of the existing rapid transit network investment contributes to ‘planned’ rapid transit services. This be used in Auckland Council’s work on the implications on the NPS-UD. Auckland’s rapid transit network will continue to develop over time. While some projects in this RLTP will improve the service characteristics of routes to such a stage degree that they can meet the criteria to be considered part of Auckland’s rapid transit network, other projects are a steppingstone on the way to achieving this status in following decades.~~

Auckland’s existing rapid transit network consists of the Northern Busway (between Constellation and Akoranga Stations), and the Western, Southern and Eastern rail lines<sup>1</sup>. Within the 10-year timeframe of this RLTP, this the network will be expanded to include the City Rail Link, Northern Busway to Albany, the new Eastern Busway, and an extension of the Southern Line to Pukekohe.

~~The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the RMA). Auckland Transport and Auckland Council will work~~

<sup>1</sup> Some of these services do not currently meet the frequency requirements for rapid transit; however, they are proposed to do so by 2028 in the RPTP.

Commented [AH1]: I'm struggling to follow this. I got lost from "combined with...". Maybe the sentence needs to be broken up?

~~together to determine where stops are for the purposes of meeting the NPS-UD's requirements.~~

Figure XX below ~~outlines~~ identifies:

- existing and planned rapid transit ~~services~~ routes (i.e. the rapid transit network that will be in place at the end of the 10-year timeframe of the RLTP). ~~These services are considered rapid transit for the purpose of the NPS-UD~~
- ~~investment towards the future~~ rapid transit ~~network~~ routes (as outlined in the Auckland Plan 2050) ~~for which some investment is identified in this RLTP but that will not meet the standard of rapid transit within the 10-year timeframe of this RLTP. This is not considered to be 'planned' rapid transit service, for the purpose of the NPS-UD~~
- ~~parts of the future rapid transit network that, while do not meeting the definition of rapid transit now or in the future but, are intrinsically tied to important in supporting the operation of the rapid transit network and important to understand from a network management and planning perspective (for example, such as the Onehunga branch line and northern busway section along the motorway State Highway 1 and the Devonport ferry service). These is parts of the network are shown as the 'supplementary network'. It also includes the Devonport ferry service which, due to current legislative arrangements, is not under the control of AT and so does not have sufficient certainty as to future frequency.~~
- ~~where services currently or are planned to operate, or where infrastructure exists today, but which do not meet the definition of rapid transit under the NPS-UD (i.e. they are not frequent, or on route that is separated from other traffic). This is shown as the 'supplementary network' and is not considered to be existing or 'planned' rapid transit service, for the purpose of the NPS-UD.~~

**Commented [AH2]:** This is quite complicated – a lot of ideas trying to be communicated in the one bullet point,

**Commented [AH3]:** Do you want to include reference to the Devonport Ferry where you had it before?

**From:** s7(2)(a)  
**To:** [Luke Elliott \(AT\)](#)  
**Subject:** RE: Rapid Transit - NPS/RLTP  
**Date:** Friday, 12 February 2021 10:36:05  
**Attachments:** [image001.png](#)  
[image003.png](#)

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Luke

Thanks for getting back to us.

This has quite a way to go in Wellington as there has been understandably a great deal of interest in what we are designating as rapid transit and why.

Like you we've stayed away from designating particular stops as rapid transit even though a number of planners would like us to do that. Two rail lines in particular have attracted attention for different reasons.

The first is the Johnsonville line that runs wholly within Wellington City. One view is that this is neither rapid nor can it sustain the frequency that rapid transit might suggest. However, Wellington City are keen to have it as rapid transit because of the intensification opportunities that it offers particularly at Johnsonville itself. While the line can't take any more trains – it's single track and runs on a 13 minute headway at peak, it has capacity growth. It is built for six car trains and currently runs 4-car only at peak. And the integration of its ticketing into the broader Metlink system, be it Snapper or Project Next could see Johnsonville become a hub with bus services feeding it rather than proceeding down the Ngauranga Gorge.

The other question is the northern end of the Kāpiti Line where Paraparaumu and Waikanae are suitable for intensification but some of the intermediate stops such as Pukerua Bay and Paekakariki are not. This has raised the questions about some stations being designated as rapid transit and others not, and the types of services that would stop or not stop. One line of thought has it that express services would only stop at rapid transit stops on the outer stretches of the network whereas local all stop services would not be regarded as rapid transit. Our draft PT plan which goes out with the RLTP notes that "Metlink will work with Territorial Authorities to further define rapid transit corridors including to define access points to rapid transit."

The other in my mind complicating factor is the use of the phrase "rapid transit," as it is broad all encompassing term. Metlink in Wellington talk about a "high quality, high capacity, high frequency core network" which encompasses most but not all of the rail network and certain bus routes which while they do not meet the definitions of rapid transit serve the same purpose which is to provide an attractive alternative to private motor vehicle use along key passenger corridors.

So to answer your specific questions:

- a. On the train lines, the Wairarapa line is not considered part of the rapid transit service with between two to five services a day each way on it. With respect to why the other lines are in, we've used the draft Regional Growth Framework which defines a rapid transit network – so we're being consistent. We're also cognisant of the draft One Network Framework which calls out metropolitan rail lines as rapid transit;

- b. Buses are not part of the network unless they become part of the Let's Get Wellington Moving MRT network although they do form part of that "high quality, high capacity, high frequency core network"
- c. The designation of zoning around the stop is in our view for the TAs as rapid transit is only one of the conditions, not the trigger.

Cheers

Grant



s7(2)(a)

Privacy

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

**Greater Wellington Te Pane Matua Taiao**

M: s7(2)(a)

100 Cuba St, Te Aro, Wellington 6011

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---

**From:** Luke Elliott (AT) <xxxx.xxxxxxx@xx.xxxx.xx>

**Sent:** Wednesday, 10 February 2021 5:06 PM

**To:** s7(2)(a) s7(2)(a) Privacy @gw.govt.nz>

**Subject:** RE: Rapid Transit - NPS/RLTP

Kia ora s7(2)

Thank you for the information you provided, and apologies for my delayed reply. I'd hope to get back to you with what we've agreed here in Auckland but we're still going through the process of that, especially making sure that our colleagues at Council are happy with it.

I can give you an example of our thinking though. We've used some of the early parts of your text as a starting point, modified for the Auckland context, to talk about the NPS, GPS and RLTP relationship and the implications for Council's planning.

We've agreed with Council it's not the RLTP's place to list out the stops. We have been specific about which parts of our train and busway network we expect to be rapid transit within 10 years though. Some parts of our rail network we've said don't meet the definition as they aren't/won't be frequent enough.

Here's a map we've used to explain it – only existing and 10-year are considered rapid transit for the NPS' purpose:



The 'supplementary network' are the parts where we don't think the level of service meets the definition of rapid transit under the NPS.

Bus services in painted bus lanes aren't being considered rapid transit, but the busway is. I'm curious as to how you tackled the issue of some train lines having low frequency – it looks like you're still considering this rapid transit, and leaving it to the local council to determine if they'll change the zoning around the stop?

I'll send our finalised text once we've agreed it.

Kind regards,

Luke

From: s7(2)(a) <s7(2)(a)@gw.govt.nz>

**Sent:** Wednesday, 3 February 2021 11:33 a.m.

**To:** Luke Elliott (AT) <xxxx.xxxxxxx@xx.xxxx.x>

**Cc:** Mark Fleming (AT) <xxxx.xxxxxxx@xx.xxxx.xx ->; s7(2)(a) Privacy <s7(2)(a) Privacy @gw.govt.nz>; s7(2)(a) s7(2)(a) @gw.govt.nz

**Subject:** RE: Rapid Tranist - NPS/RLTP

Luke,

We've had a long debate in Wellington about what it is and isn't with quite a range of views about what needs to be in the RLTP to meet the requirements of the NPS-UD.

I've been keen not to deviate from the GPS and NPS-UD definitions for a number of reasons:

- a. it's relative: quick and frequent are relative to what was there before. A quick light rail service moves at a different speed than a metro rail service which may be different from a busway; high-capacity is again relative to what. New Zealand's high capacity may well be different from Japan or Singapore;
- b. the challenge of what that definition is trying to achieve in terms of human behaviour and what may achieve that in New Zealand. My research from a few years' ago and Metlink's approach under previous plans was that for public transport to be attractive, the service frequency needs to be 10 minutes or less (15 mins at a push for example evening or early morning services); stops have to be within 10 minutes walk of the stops; and this level of service needs to be maintained over the entire service period ie having rapid transit in peak time only will not lead to an overall behaviour change. My concern here is that we may designate a rail line as rapid transit but if it doesn't change overall human behaviour then there is little point.
- c. In Wellington we have a number of bus routes (our high frequency bus routes) that get close to providing the levels of service which are attractive ie they run 10-15 minutes during the daytime (greater at evenings and weekends)
- d. Looming definitional work that the PT team in Waka Kotahi, the One Network Framework have underway and in Wellington the draft Regional Growth Framework that has defined a rapid transit network.
- e. Our view that the RLTP should not be the vehicle to define land use which we believe should be the land use planners role. Some of them believe that the RLTP should be designating the stops.

So our approach has been to stick to the GPS and NPS-UD and use the Regional Growth Framework definitions which are the four urban rail lines (excludes Wairarapa service – Metlink operated, and Capital Connection – Kiwirail operated) and the mass rapid transit network proposed by Let's Get Wellington Moving once defined.

Below is the text which will be going to RTC next week for consultation. This text will be in both the Wellington RLTP and RPTP which will be jointly consulted on from 15 Feb.

I've copied Mark Fleming in who is the TSIG rep and s7(2)(a) Privacy who is the lead on the RLTP.

Let me know what you think and any questions and happy to talk. I'd also be curious if you are

treating the busways that you have as rapid transit.

Regards

s7(2)



s7(2)(a)

Private  
Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

**Greater Wellington Te Pane Matua Taiao**

M: s7(2)(a)

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### A.3.2 Rapid transit in the Wellington

#### Region

The Government Policy Statement on Land Transport (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 RLTP.

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 at least six storeys within at least a walkable catchment of current and planned rapid transit stops. This means that rapid transit identified in the RLTP has a connection to the land-use controls in these Resource Management Act (RMA) documents.

However, whether or not intensification is appropriate around rapid transit stops will be considered as part of each council’s district plan processes.

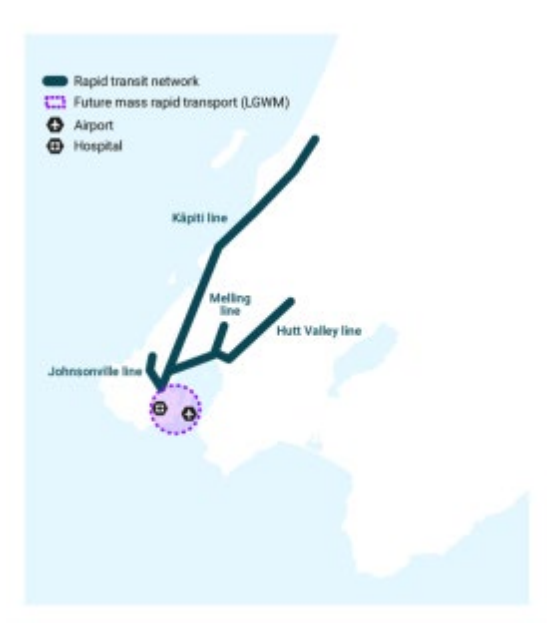
The NPS-UD also has directions to enable building heights and density commensurate to levels of existing and planned public transport generally. The RLTP and the Wellington Region’s RMA documents work together to enable more people, businesses and community services to be located in areas well-serviced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

The rapid transit network and services for the Wellington Region comprise the Kāpiti, Hutt, Melling and Johnsonville rail lines. The mass rapid transit network proposed by the Let’s Get Wellington Moving programme (once the rapid transit network and 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 Wellington Regional Public Transport Plan and reflected in the significant activities in section 4 *Regional programme*. The Let’s Get Wellington Moving mass rapid transit corridor will be developed as part of the 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.



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**From:** Luke Elliott (AT) <[xxxx.xxxxxx@xx.xxxx.x](mailto:xxxx.xxxxxx@xx.xxxx.x)>  
**Sent:** Wednesday, 3 February 2021 10:33 AM  
**To:** [s7\(2\)\(a\)](#) [s7\(2\)\(a\) Privacy](#) [@gw.govt.nz](mailto:s7(2)(a)@gw.govt.nz)>  
**Subject:** Rapid Transit - NPS/RLTP

Hi [s7\(2\)](#)

As discussed, we’re having the same debate around what exactly to put in our RTLP to respond to the NPS-UD on rapid transit.

We settled on not listing stop locations, which sounded like your approach, too.

I was interested in your idea of a nationally consistent approach – if you could share your wording that would be much appreciated, and I can give you what we come up with too if you’d like.

Many thanks,

Luke

**Luke Elliott | Principal Planner Rapid Transit Network  
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**From:** [Amanda Harland](#)  
**To:** [Alastair Cribbens](#)  
**Subject:** Draft RLTP content re NPSUD (AI C edits)  
**Date:** Wednesday, 10 February 2021 21:19:35  
**Attachments:** [Draft RLTP content re NPSUD \(AI C edits\).docx](#)

---

Hi Al

I think it still needs more work. I've deleted some parts to try and simplify it but in the process I have probably omitted some important points. Let me know.

Amanda

## 1.4 Rapid transit and the National Policy Statement on Urban Development

The Government Policy Statement on Land Transport (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 this same definition and defines it as either existing or planned service. Planned means planned in a regional land transport plan such as this RLTP.~~

The ~~National Policy Statement on Urban Development (NPS-UD)~~ ~~NPS-UD~~ introduces a new requirement for Auckland Council to ensure the Auckland Unitary Plan enables building heights of at least six storeys within at least a walkable catchment of current and planned rapid transit stops. ~~Planned means planned in a regional land transport plan such as this RLTP.~~

This [requirement](#) is intended to contribute to a "well-functioning urban environment" [as defined in the NPS-UD.](#) ~~and~~ ~~s~~ There are some exceptions to the requirement ~~exist~~ where [enabling these](#) changes will not contribute to this goal.

Auckland Council is working through the implications of the NPS-UD for the Auckland Unitary Plan. It intends to consult with the public on these changes **later in 2021.**

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~~One~~An implication of the NPS-UD requirements is that investment identified in this, or future RLTP's, may necessitate changes to the Auckland Unitary Plan. ~~The purpose of this section is to set-out-outline in one place the status of Auckland's rapid transit network following the investment set-out-identified in this RLTP combined with the frequency of services described in the current Regional Public Transport Plan 2018-2028 (RPTP).~~

Commented [AH1]: I'm struggling to follow this. I got lost from "combined with...". Maybe the sentence needs to be broken up?

~~Given the importance of the existing and planned rapid transit network to these considerations under the NPS-UD, the purpose of this section of the RLTP is to clarify the extent of the existing rapid transit network investment contributes to 'planned' rapid transit services. This be used in Auckland Council's work on the implications on the NPS-UD.~~Auckland's rapid transit network will continue to develop over time. While some projects in this RLTP will improve the service characteristics of routes to ~~such a the degree that they meet the criteria to be considered part of Auckland's rapid transit network, other projects are a steppingstone on the way to achieving this status in following decades.~~

Auckland's existing rapid transit network consists of the Northern Busway (between Constellation and Akoranga Stations), and the Western, Southern and Eastern rail lines<sup>1</sup>. Within the 10-year timeframe of this RLTP, ~~this the network~~ will be expanded to include the Northern Busway to Albany, the new Eastern Busway, and an extension of the Southern Line to Pukekohe.

~~The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the RMA). Auckland Transport and Auckland Council will work together to determine where stops are for the purposes of meeting the NPS-UD's requirements.~~

Figure XX below [outlines/identifies](#):

<sup>1</sup> Some of these routes do not currently meet the frequency requirements for rapid transit; however, they are proposed to do so by 2028 in the RPTP.

- existing and planned rapid transit ~~services/routes~~ (i.e. the rapid transit network that will be in place at the end of the 10-year timeframe of the RLTP). ~~These services are considered rapid transit for the purpose of the NPS-UD~~
- ~~investment towards the future rapid transit network/routes~~ (as outlined in the Auckland Plan 2050) ~~for which some investment is identified in this RLTP but that will not meet the standard of rapid transit within the 10-year timeframe of this RLTP. This is not considered to be 'planned' rapid transit service, for the purpose of the NPS-UD~~
- ~~parts of the future rapid transit network that, while do not meeting the definition of rapid transit now or in the future but, are intrinsically tied to important in supporting the operation of the rapid transit network and important to understand from a network management and planning perspective (for example, such as the Onehunga branch line and northern busway section along the motorway State Highway 1 and the Devonport ferry service). These is parts of the network are shown as the 'supplementary network'. It also includes the Devonport ferry service which, due to current legislative arrangements, is not under the control of AT and so does not have sufficient certainty as to future frequency.~~
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**Commented [AH2]:** This is quite complicated – a lot of ideas trying to be communicated in the one bullet point,



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**From:** [Luke Elliott \(AT\)](#)  
**To:** [Alastair Cribbens](#); [Amanda Harland](#); [Mark Fleming \(AT\)](#)  
**Cc:** [Sean Cavanagh \(AT\)](#); [Kelly Seekup \(AT\)](#)  
**Subject:** Draft comments for RLTP re: NPS-UD  
**Date:** Friday, 5 February 2021 17:18:21  
**Attachments:** [Draft RLTP content re NPSUD.docx](#)

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Hi all,

As we've been discussing, we need to ensure the draft RLTP is clear on what investment is and is not considered existing and planned rapid transit for the purpose of the NPS-UD.

Based on discussions with Council, I've put together the attached (which is partly based on a draft we received from Greater Wellington on the details of their wording). This is a starter for 10, but hopefully gives an idea of what we should say and show.

Alastair and Amanda, I'm keen for your feedback on the wording. Mark, this is really an FYI at this point to make sure you're across it.

I've suggested where it might sit in relation to the draft of the RLTP I've seen, but I'm happy for it to go anywhere as long as we're clear.

Hopefully this is helpful. Happy to discuss.

Kind regards,

Luke

**Luke Elliott | Principal Planner Rapid Transit Network  
Integrated Network Planning | Planning and Investment**

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The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the RMA). Auckland Transport and Auckland Council will work together to determine where stops are for the purposes of meeting the NPS-UD’s requirements.

Figure XX below outlines:

- existing and planned rapid transit services (i.e. the rapid transit network that will be in place at the end of the 10-year timeframe of the RLTP). These services are considered rapid transit for the purpose of the NPS-UD
- investment towards the future rapid transit network (as outlined in the Auckland Plan 2050) that will not meet the standard of rapid transit within the 10-year timeframe of this RLTP. This is not considered to be ‘planned’ rapid transit service, for the purpose of the NPS-UD
- parts of the future rapid transit network where services currently or are planned to operate, or where infrastructure exists today, but which do not meet the definition of rapid transit under the NPS-UD (i.e. they are not frequent, or on route that is separated from other traffic). This is shown as the ‘supplementary network’ and is not considered to be existing or ‘planned’ rapid transit service, for the purpose of the NPS-UD.





**From:** [Luke Elliott \(AT\)](#)  
**To:** [Alastair Cribbens](#); [Amanda Harland](#)  
**Subject:** RE: Aligning rapid transit in RLTP and Baseline re: NPS-UD  
**Date:** Thursday, 4 February 2021 10:39:35  
**Attachments:** [RE Rapid Tranist - NPSRLTP.msg](#)

---

Happy to still meet.

We really need to progress with finalising the Baseline – this is the last outstanding issue, for me. See attached for Greater Wellington’s approach in their RLTP.

Speak soon,

Luke

---

**From:** Alastair Cribbens <[x@xx](#)>  
**Sent:** Thursday, 4 February 2021 10:20 a.m.  
**To:** Luke Elliott (AT) <[x@xx](#)>; Amanda Harland <[x@xx](#)>  
**Subject:** RE: Aligning rapid transit in RLTP and Baseline re: NPS-UD  
Ok, this isn’t particularly helpful but I’d still be keen to have a brief discussion at 11.

---

**From:** [s7\(2\)\(a\)](#) <[s7\(2\)\(a\)@nzta.govt.nz](#)>  
**Sent:** Thursday, 4 February 2021 9:48 AM  
**To:** Luke Elliott (AT) <[x@xx](#)>; Alastair Cribbens <[x@xx](#)>; Amanda Harland <[x@xx](#)>  
**Subject:** RE: Aligning rapid transit in RLTP and Baseline re: NPS-UD

Hi all,

Sorry I can’t make today’s meeting. In general I think we’ve covered off the definitions of rapid transit really strongly in the baseline report.

Attached is some more detailed work that we had done for us late last year, to help inform the development of some nationwide policy stuff for rapid transit. I’m not sure I’m allowed to share this yet, so please keep to yourself but feel free to dig out any useful nuggets.

Thanks

[s7\(](#)

-----Original Appointment-----

**From:** Luke Elliott (AT) <[x@xx](#)>  
**Sent:** Tuesday, 26 January 2021 3:05 PM  
**To:** Luke Elliott (AT); [s7\(2\)\(a\)](#); Alastair Cribbens; Amanda Harland  
**Subject:** Aligning rapid transit in RLTP and Baseline re: NPS-UD  
**When:** Thursday, 4 February 2021 11:00 AM-12:00 PM (UTC+12:00) Auckland, Wellington.  
**Where:** Microsoft Teams Meeting

Hi all,

Alastair and I were chatting about what we’re putting into the RLTP in regards to the NPS-UD, and we came to the topic of needing to align that to what’s in the Baseline. This conversation follows up on the one we had at the end of last year.

Let me know if this time doesn’t suit.

Thanks,

Luke

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Microsoft Teams meeting

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**From:** s7(2)(a)  
**To:** [Luke Elliott \(AT\)](#)  
**Cc:** [Mark Fleming \(AT\)](#); s7(2)(a); s7(2)  
**Subject:** RE: Rapid Transit - NPS/RLTP  
**Date:** Wednesday, 3 February 2021 11:33:21  
**Attachments:** [image007.png](#)  
[image002.png](#)

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Luke,

We've had a long debate in Wellington about what it is and isn't with quite a range of views about what needs to be in the RLTP to meet the requirements of the NPS-UD.

I've been keen not to deviate from the GPS and NPS-UD definitions for a number of reasons:

- a. it's relative: quick and frequent are relative to what was there before. A quick light rail service moves at a different speed than a metro rail service which may be different from a busway; high-capacity is again relative to what. New Zealand's high capacity may well be different from Japan or Singapore;
- b. the challenge of what that definition is trying to achieve in terms of human behaviour and what may achieve that in New Zealand. My research from a few years' ago and Metlink's approach under previous plans was that for public transport to be attractive, the service frequency needs to be 10 minutes or less (15 mins at a push for example evening or early morning services); stops have to be within 10 minutes walk of the stops; and this level of service needs to be maintained over the entire service period ie having rapid transit in peak time only will not lead to an overall behaviour change. My concern here is that we may designate a rail line as rapid transit but if it doesn't change overall human behaviour then there is little point.
- c. In Wellington we have a number of bus routes (our high frequency bus routes) that get close to providing the levels of service which are attractive ie they run 10-15 minutes during the daytime (greater at evenings and weekends)
- d. Looming definitional work that the PT team in Waka Kotahi, the One Network Framework have underway and in Wellington the draft Regional Growth Framework that has defined a rapid transit network.
- e. Our view that the RLTP should not be the vehicle to define land use which we believe should be the land use planners role. Some of them believe that the RLTP should be designating the stops.

So our approach has been to stick to the GPS and NPS-UD and use the Regional Growth Framework definitions which are the four urban rail lines (excludes Wairarapa service – Metlink operated, and Capital Connection – Kiwirail operated) and the mass rapid transit network proposed by Let's Get Wellington Moving once defined.

Below is the text which will be going to RTC next week for consultation. This text will be in both the Wellington RLTP and RPTP which will be jointly consulted on from 15 Feb.

I've copied Mark Fleming in who is the TSIG rep and s7(2)(a) Privacy who is the lead on the RLTP.

Let me know what you think and any questions and happy to talk. I'd also be curious if you are treating the busways that you have as rapid transit.

Regards

s7(2)



s7(2)(a)

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

**Greater Wellington Te Pane Matua Taiao**

M: s7(2)(a)

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### A.3.2 Rapid transit in the Wellington

#### Region

The Government Policy Statement on Land Transport (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 RLTP.

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 at least six storeys within at least a walkable catchment of current and planned rapid transit stops. This means that rapid transit identified in the RLTP has a connection to the land-use controls in these Resource Management Act (RMA) documents.

However, whether or not intensification is appropriate around rapid transit stops will be considered as part of each council’s district plan processes.

The NPS-UD also has directions to enable building heights and density commensurate to levels of existing and planned public transport generally. The RLTP 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 network proposed by the Let’s Get Wellington Moving programme (once the rapid transit network and 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 Wellington Regional Public Transport Plan and reflected in the significant activities in section 4 *Regional programme*. The Let’s Get Wellington Moving mass rapid transit corridor will be developed as part of the 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.



**From:** Luke Elliott (AT) <xxxx.xxxxxx@xx.xxxx.xx>

**Sent:** Wednesday, 3 February 2021 10:33 AM

**To:** s7(2)(a) s7(2)(a) Privacy@gw.govt.nz>

**Subject:** Rapid Transit - NPS/RLTP

Hi s7(2)

As discussed, we're having the same debate around what exactly to put in our RTLP to respond to the NPS-UD on rapid transit.

We settled on not listing stop locations, which sounded like your approach, too.

I was interested in your idea of a nationally consistent approach – if you could share your wording that would be much appreciated, and I can give you what we come up with too if you'd like.

Many thanks,

Luke

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**From:** [Kelly Seekup \(AT\)](#)  
**To:** [Alastair Cribbens](#)  
**Subject:** RE: Specific rapid transit routes  
**Date:** Friday, 20 November 2020 09:54:53

Thanks Alastair  
 Much appreciated  
 Regards Kelly

**From:** Alastair Cribbens <~~ac@xxx~~>  
**Sent:** Thursday, 19 November 2020 8:39 p.m.  
**To:** Kelly Seekup (AT) <~~ks@xxx~~>  
**Subject:** Specific rapid transit routes

Hi Kelly,

Good to chat yesterday. I promised to send through the table I had setting out the initial thoughts I've had about the future major contenders for rapid transit status, but sorry it took me a little while to tidy it up. Here it is, hope it makes sense.

Route	Description	Comments
<b>Rail network exc Onehunga</b>	Planned to run 10 minute peak (plus additional peak services) and 15 minute inter and off frequencies	Wouldn't meet a 10 minute frequency requirement.
<b>Onehunga branch trains</b>	Remains at 20 min peak and 30 min off-peak frequency for the next 10 years.	Not getting close to sub-15 minute frequencies. Not rapid.
<b>Northern busway</b>	Runs completely separate from traffic for approx 10 km nth bound and 12km sth bound (post NCI) from Albany to Akoranga and Harbour Bridge (respectively).  But from there to city (3.8km HB to city), in CC (NX1 1.25km, NX2 2km) and nth of Albany (12.5km) uses bus lanes or general traffic lanes.	Northern busway enhancements will help, but will they be enough for it to meet service characteristic levels outside of the busway? Need to wait for business case (and funding).
<b>(Future) NX3 / Currently the 866</b>	Planned to be frequent by 2028. Runs from Albany to city along the busway then to Newmarket along Ponsonby Road.	Similar approach required for all three. Three obvious options: 1) Whole route rapid 2) Only rapid when on busway 3) Whole route not rapid  Two main issues/questions: 1) Only on busway may run counter to ideal approach for NX1 and NX2 (i.e. would be not rapid in CC or nth of Albany) 2) What impact does the non-busway section have on reliability – could lead to delays and/or bunching?  Option 2 – only rapid when on busway is probably the preferred option
<b>70</b>	Route running from Botany to city centre. Travels along the Eastern Busway (for part of the route).	
<b>72</b>	Route running from Botany to Panmure via Howick. Will run along part of the Eastern Busway.	
<b>(Future) AirportLink/38</b>	Once Puhinui upgrade in place new route to run Airport-Manukau via Puhinui.	Transit lane makes this easy – not rapid unless far more separation is in place.



	Described in the RPTP as rapid transit Will run in Transit lane along Puhinui Road and to Manukau.	
<b>North Western routes</b>	Need to find out more about these routes	...
All these examples only look at individual frequent routes, there will also be bus routes that use busways (especially the eastern busway) for part of their route that by themselves aren't 'frequent' but which together could be considered so.		

Alastair

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