

Pareesha Mehta-Wilson

From: Elliot Higbee <Elliot.Higbee@wcc.govt.nz>
Sent: Tuesday, 26 January 2021 1:28 PM
To: Grant Fletcher; Fleur Matthews; Emmet McElhatton; Andrew Wharton; Amy Kearse
Subject: RE: Definition of Rapid Transit

Hi, all, I've just had a helpful conversation with Andrew, and lets just forget my suggestion. Its probably wrong.

From: Elliot Higbee
Sent: Tuesday, 26 January 2021 1:20 pm
To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: RE: Definition of Rapid Transit

Hi, a small thing that you may consider as being two pedantic:

Could I suggest including in this note that the NPS-UD's policy 3, that links to the RLTP, defines "planned" as (*emphasis added*):

planned in relation to forms or features of transport, means planned in a regional land transport plan prepared *and approved* under the Land Transport Management Act 2003

This will help in explaining the sequential and contingent nature of the RLTP's effect: that it needs to not only be planned, but also approved under the LTMA. Approval is the s 20 process where NZTA approves for the funding to issue for the activity. Something could be in an RLTP, even the NLTP, but then not get funded. I think this will help in any discussion on this area, that up-zoning funding contingent.

I've tracked two suggested changes to incorporate this in the attached.

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: Tuesday, 26 January 2021 9:36 am
To: Elliot Higbee <Elliot.Higbee@wcc.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: RE: Definition of Rapid Transit

Hi

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

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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From: Grant Fletcher

Sent: Saturday, 23 January 2021 10:42 AM

To: 'Elliot Higbee' <Elliot.Higbee@wcc.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; 'andrew.wharton@wcc.govt.nz' <andrew.wharton@wcc.govt.nz>; 'Amy Kearsse' <Amy.Kearsse@nzta.govt.nz>

Subject: Definition of Rapid Transit

All

I've a review of the wording for this definition. Subject to Emmet looking 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

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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Pareesha Mehta-Wilson

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Tuesday, 26 January 2021 5:09 PM
To: Grant Fletcher
Cc: Elliot Higbee; Adam McCutcheon; Kate Pascall
Subject: RE: One more query

Hi Grant,

Sounds ok, though I'd word it more like: "Urban intensification opportunities around public transport stops will be planned through the district plans of the Wellington region's district and city councils."

Andrew Wharton

Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: 26 January 2021 5:00 PM
To: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: One more query

Andrew,

One query just to check that you are happy. We want to make sure that readers understand that the RLTP is not the place to submit on urban intensification but the relevant territorial authority is.

We are proposing adding the following sentence at the end:

"Opportunities to consider urban intensification issues will be within the District Plan authorities of relevant territorial authorities."

Will this work for you?

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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Pareesha Mehta-Wilson

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Wednesday, 27 January 2021 9:35 AM
To: Kim Kelly
Cc: Amy Kearse; Grant Fletcher; Amy Helm; Lucie Desrosiers; Moana Mackey
Subject: RE: LGWM - rapid transit

Hi Kim,

See my comments in **green** below.

Andrew Wharton

Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Kim Kelly <Kim.Kelly@gw.govt.nz>
Sent: 27 January 2021 8:43 AM
To: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@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: Kim Kelly <Kim.Kelly@gw.govt.nz>
Cc: Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: LGWM - rapid transit

Kia ora Kim

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 " Lets' 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

Public transport network

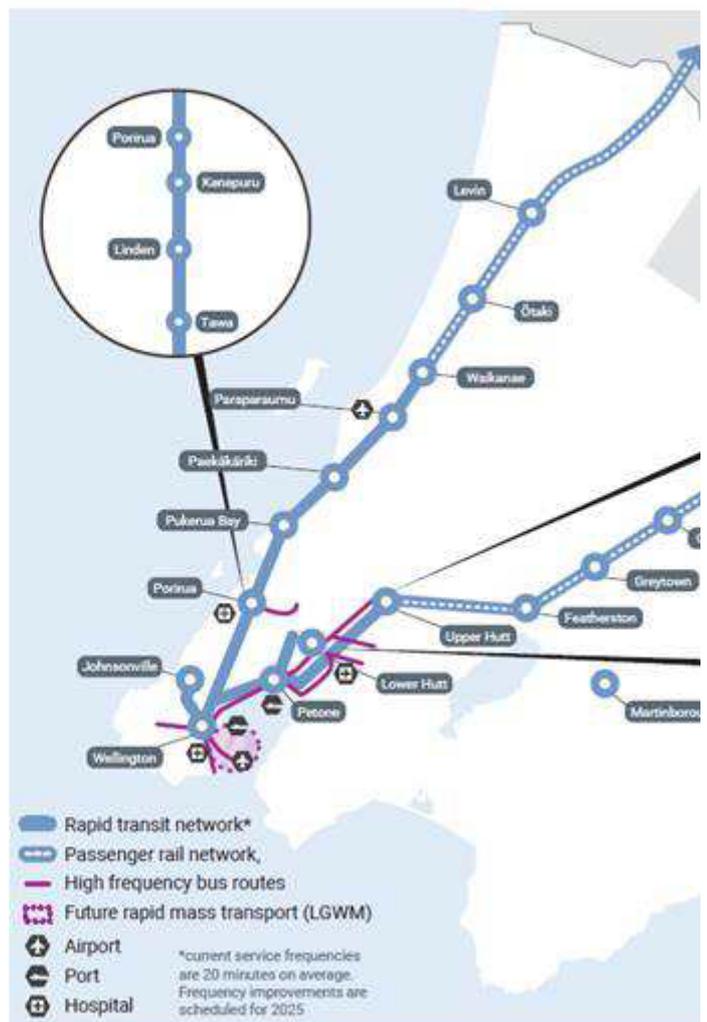
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi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

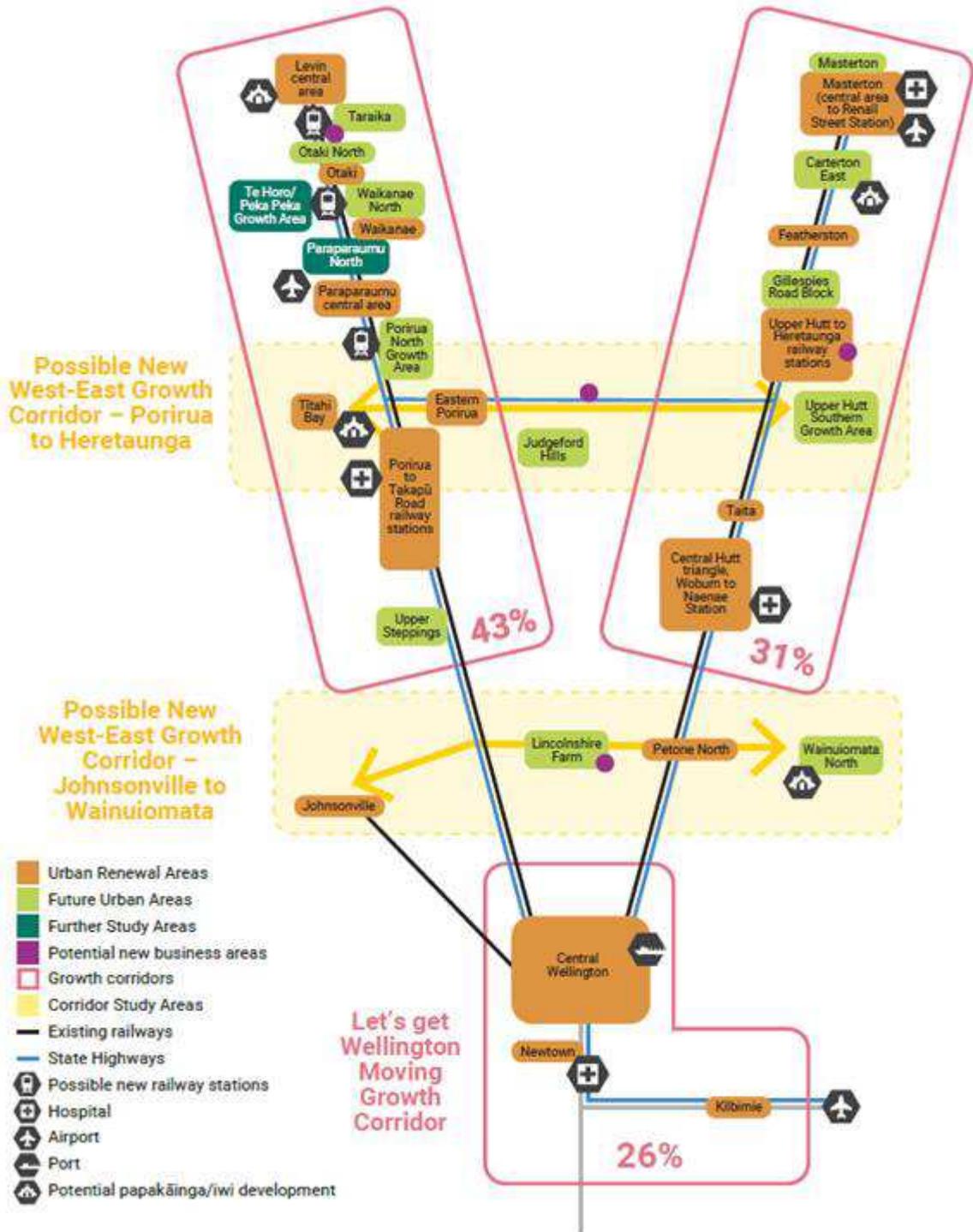
Rail patronage has grown substantially in the past decade. This reflects both population growth in the region and investments to improve infrastructure, rolling stock and services, including through the Wellington Metro Upgrade Programme and as part of the New Zealand Upgrade Programme.

Map 6: Rapid transit/core public transport network



Western Growth Corridor – Tawa to Levin

Eastern Growth Corridor – Hutt to Masterton



Amy Kearse / Lead Strategic Planner

System Planning, Transport Services

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E amy.kearse@nzta.govt.nz / W nzta.govt.nz

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Pareesha Mehta-Wilson

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Tuesday, 26 January 2021 10:39 AM
To: Grant Fletcher
Cc: Elliot Higbee; Fleur Matthews; Emmet McElhatton; Amy Kearse
Subject: RE: Definition of Rapid Transit

Hi Grant,

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,

Andrew Wharton

Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
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To: Elliot Higbee <Elliot.Higbee@wcc.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: RE: Definition of Rapid Transit

Hi

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

Note this document is provided to you in Attachment 1 to this response.

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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Grant



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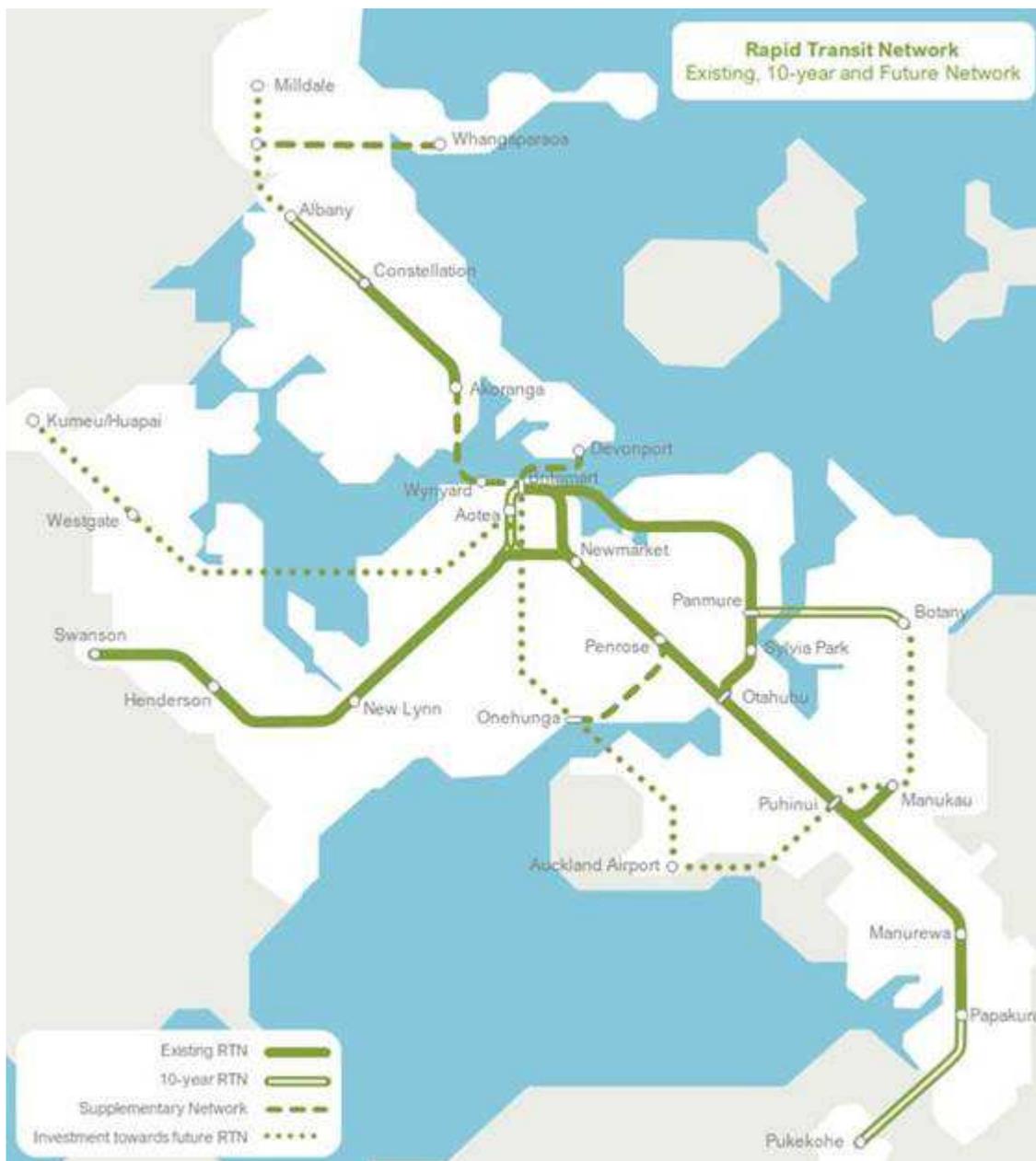
Kia ora Grant,

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: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: Wednesday, 3 February 2021 11:33 a.m.
To: Luke Elliott (AT) <Luke.Elliott@at.govt.nz>
Cc: Mark Fleming (AT) <Mark.Fleming@at.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>
Subject: RE: Rapid Transit - 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 Emmet McElhatton 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



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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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) <Luke.Elliott@at.govt.nz>
Sent: Wednesday, 3 February 2021 10:33 AM
To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Subject: Rapid Tranist - NPS/RLTP

Hi Grant,

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
Integrated Network Planning | Planning and Investment
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Adam McCutcheon

From: Daniel Pou <Daniel.Pou@gw.govt.nz>
Sent: Monday, 5 October 2020 2:49 pm
To: Adam McCutcheon
Subject: FW: Data on Kapiti and J'ville rail lines

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Adam, hope all is well with you. Sorry this took a bit longer than I was hoping for! I've put all the info below, hopefully it makes sense – unfortunately it wasn't quite a straight forward as just getting a number for each question! I've tried to explain a little but give me a call if you have any questions.

For the number of trains each hour, Johnsonville was pretty straight forward, but there are a different number of trains running in the morning and afternoon on the kapiti line, I've put the express trains that run straight to Porirua for your info.

There is a slightly different running time in the counter peak noted below. And bus replacements are supposed to run to the same time as the trains on the J'ville line.

The punctuality, reliability and patronage figures include all Kapiti Line services, I couldn't easily strip out the performance and patronage just south of Porirua – I could probably get something for the performance figures (but this may take another week or so), but that's all we've got for patronage.

And sorry I didn't realise you were after cable car figures, I'm not sure what we've got for that but will ask the question and let you know. Let me know if you have any questions:

Number of trains per hour

J'ville:

- Peak: 4 trains per hour in both directions
- Off Peak: 2 trains per hour in both directions

Porirua peak:

- Express (Porirua express to Wellington): AM: 3 towards wellington and; PM 3 towards Porirua
- Stopping: 5 AM peak services between 7 and 8am towards wellington and 3 AM peak services between 7 and 8am towards Porirua
- 3 PM peak services between 5 and 6pm towards Porirua and 3 PM peak services between 5 and 6pm towards wellington

Porirua off-peak:

- 3 both ways between 9 and 3 during mon-Fri
- 2 both ways all other off peak times

Travel time

J'ville:

- Peak: 23 mins (counter peak 28 mins)
- Off-peak: 23 mins

Porirua (Porirua to wellington):

- Peak: 22mins
- Off-peak: 21 mins

Reliability 2019/20 (%age of trains that have not been cancelled, run with less capacity and that have stopped at every station):

- J'ville: 97.5%
- Waikanae: 95.4%

Punctuality (%age of services that have run on time (within five mins of their scheduled time)

- J'ville: 96.5%
- Waikanae: 86.7%

Patronage

- J'ville:
 - Total: 1.13 million
 - Peak: 709k
 - Please note this is down 22.7% compared to last year due to covid (21.2% in peak)
- Waikanae:
 - Total 4.82m
 - Peak: 3.11 m
 - Please note this is down 19.7% compared to last year due to covid (also 19.7% in peak)

Daniel Pou | Rail Services Leader

Metlink

L2, 15 Walter St, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142

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From: Barry Fryer <Barry.Fryer@gw.govt.nz>

Sent: Friday, 18 September 2020 3:39 PM

To: Daniel Pou <Daniel.Pou@gw.govt.nz>

Cc: Andrew Keane <Andrew.Keane@gw.govt.nz>; Ben Leah <Ben.Leah@gw.govt.nz>

Subject: FW: Data on Kapiti and Jville rail lines

Hi Dan,

Is this something that Andrew or Dan could pull together?

Adam has said he would like it by the end of next week if possible.

Regards,

Barry Fryer

Rail Asset Lead

Metlink

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From: Adam McCutcheon <Adam.McCutcheon@wcc.govt.nz>

Sent: Friday, 18 September 2020 2:27 PM

To: Barry Fryer <Barry.Fryer@gw.govt.nz>

Subject: RE: Data on Kapiti and JVille rail lines

Hi Barry.

Hope your Friday is going well.

As hinted at in my email to Matt, I'm looking for some data on the Jville and Kapiti line as part of our work on the National Policy Statement on Urban Development 2020.

This requires us to enable medium density development within a walkable catchment on rapid transit stops (as defined below)

- **rapid transit stop** means a place where people can enter or exit a rapid transit service, whether existing or planned
- **rapid transit service** means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic

We've considered this to be the JVille and Kapiti trainlines for the purpose of the [draft spatial plan](#) we're currently consulting on.

I'm after some info on the current (and future) state of those criteria for 'rapid transit service' to inform this:

1. **Frequent** (thinking info on both peak and off peak) – J'peak: 4 ph Porirua south services
2. **quick** (thinking journey times to Wgtn station from each stop compared to bus) – running times, table showing times from each services inc J'ville buses
3. **reliable** (thinking stats on number of days or hours down each year?) – reliability and punctuality
4. **high-capacity** (thinking stats on #pax) - patronage

Are you able to help me please? Happy to chat via teams or phone.

Cheers

Adam McCutcheon

Senior Advisor – Place Planning Team | City Design and Place Planning | Wellington City Council

M 021 343 876

E adam.mccutcheon@wcc.govt.nz | W Wellington.govt.nz |

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From: Andrew Ford <Andrew.Ford@gw.govt.nz>
Sent: Friday, 18 September 2020 1:32 pm
To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Matthew Hickman <Matthew.Hickman@gw.govt.nz>
Cc: Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>; Adam McCutcheon <Adam.McCutcheon@wcc.govt.nz>; Barry Fryer <Barry.Fryer@gw.govt.nz>
Subject: RE: Data on Kapiti and JVille rail lines

All,

Barry Fryer (cc'ed) is probably best placed to provide information on Tawa and JVL line services, capacity and future growth plans.

Andy

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: Thursday, 17 September 2020 7:07 PM
To: Matthew Hickman <Matthew.Hickman@gw.govt.nz>
Cc: Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>; Adam.McCutcheon@wcc.govt.nz; Andrew Ford <Andrew.Ford@gw.govt.nz>
Subject: RE: Data on Kapiti and JVille rail lines

Matt,

I think either Bonnie who is Manager Network and Customer or Andy would be able to help Adam in the first instance. I've copied both in – Andy or Bonnie, could you get back to Adam directly?

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

Greater Wellington Te Pane Matua Taiao

M: 021 319 793

Level 2, 15 Walter St, Te Aro, Wellington 6011

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From: Matthew Hickman <Matthew.Hickman@gw.govt.nz>
Sent: Wednesday, 16 September 2020 5:27 PM
To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Subject: FW: Data on Kapiti and JVille rail lines

Hi Grant,

Would you be able to help Adam or get someone to get in touch with his request?

Thanks,

Matt



Matt Hickman

Manager / Kaiwhakahaere Matua, Environmental Policy

Greater Wellington Te Pane Matua Taiao

DDI 04 830 4320 : M 021 529 711

Shed 39, 2 Fryatt Quay, Pipitea, Wellington 6011

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From: Adam McCutcheon <Adam.McCutcheon@wcc.govt.nz>

Sent: Wednesday, 16 September 2020 2:41 PM

To: Matthew Hickman <Matthew.Hickman@gw.govt.nz>

Subject: Data on Kapiti and JVille rail lines

Hi Matt.

Hope all's good with you.

We're in the depths of consultation on the Draft Spatial Plan. It's been going well, lots of spirited conversations!

I'm wondering if you can please point me in the direction of someone at GWRC or Metlink that can assist me to obtain figures relating to patronage, capacity, frequency of the Kapiti and JVille train lines.

These are, based on our reading of the NPS-UD 2020, classed as Mass Rapid Transit. I'm looking for these figures to inform our position.

Cheers

Adam McCutcheon

Senior Advisor – Place Planning Team | City Design and Place Planning | Wellington City Council

M 021 343 876

E adam.mccutcheon@wcc.govt.nz | W Wellington.govt.nz |  

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Pareesha Mehta-Wilson

From: Emmet McElhatton
Sent: Friday, 5 March 2021 11:38 AM
To: Pareesha Mehta-Wilson
Subject: FW: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Categories: OIA

-----Original Message-----

From: Emmet McElhatton
Sent: Friday, 30 October 2020 10:35 AM
To: Maximillian Dickens <Max.Dickens@gw.govt.nz>
Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Only one 't'

-----Original Message-----

From: Maximillian Dickens <Max.Dickens@gw.govt.nz>
Sent: Friday, 30 October 2020 10:29 AM
To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Alice Clark <Alice.Clark@gw.govt.nz>
Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Great, thanks Emmett

-----Original Message-----

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Friday, 30 October 2020 10:28 AM
To: Maximillian Dickens <Max.Dickens@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Alice Clark <Alice.Clark@gw.govt.nz>
Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi Max

I don't see any issues here; all coms between two different councils' officers.

Cheers
Emmet

-----Original Message-----

From: Maximillian Dickens <Max.Dickens@gw.govt.nz>
Sent: Friday, 30 October 2020 10:07 AM
To: Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Cc: Alice Clark <Alice.Clark@gw.govt.nz>
Subject: FW: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi guys

Are you guys comfortable releasing the info in the attached PDF in full as part of a request from Tony Randle to WCC? Overall it seems very innocuous.

Thanks
Max

-----Original Message-----

From: Democratic Services <democratic.services@gw.govt.nz>
Sent: Thursday, 29 October 2020 3:12 PM
To: Maximillian Dickens <Max.Dickens@gw.govt.nz>; Matthew Lear <Matthew.Lear@gw.govt.nz>; Daniel Pou <Daniel.Pou@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Alice Clark <Alice.Clark@gw.govt.nz>
Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi All

We have reviewed the emails and the information related to GW that WCC holds and which is relevant for their OIA request.

The following is for your consideration:

We don't believe that there is any GW information that needs to be redacted as it was originally released to WCC in its entirety and as WCC holds that information they are able to release it, if they wish, without any redactions. Also all the GW officers details are more than likely to be already known by the requestor and those details are contained in their respective official capacity roles with GW and can be easily sourced and could also be requested under an OIA.

If you have any queries, we would be happy to help.

Kind regards
Marilyn

Marilyn Walker
Kaitohutohu/Advisor, Democratic Services Greater Wellington Te Pane Matua Taiao
T: 04 8304212
Level 1, 15 Walter St, Te Aro, Wellington 6011 Follow us online: Facebook | Twitter | gw.govt.nz

-----Original Message-----

From: Maximillian Dickens <Max.Dickens@gw.govt.nz>
Sent: Thursday, 29 October 2020 11:20 AM
To: Matthew Lear <Matthew.Lear@gw.govt.nz>; Daniel Pou <Daniel.Pou@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Democratic Services <democratic.services@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Alice Clark <Alice.Clark@gw.govt.nz>
Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi Matthew

My only recommendation would be withholding phone numbers under 7(2)(a). I can't see anything else particularly sensitive. Will run by Tim when I get chance.

Max

-----Original Message-----

From: Matthew Lear <Matthew.Lear@gw.govt.nz>

Sent: Thursday, 29 October 2020 10:56 AM

To: Maximillian Dickens <Max.Dickens@gw.govt.nz>; Daniel Pou <Daniel.Pou@gw.govt.nz>

Cc: Democratic Services <democratic.services@gw.govt.nz>

Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi- here's the link with the info in, <https://spaces.hightail.com/receive/NVKvI0JKc7> . The info specific to us is item 14, titled 'Data on Kapiti and J'ville Rail Lines.pdf.

Ngā mihi,
Matthew

Matthew Lear

Kaitohutohu Matua | Principal Advisor, Service Delivery Metlink DD 04 830 4038 | M 021 984 651 L2, 15 Walter St, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142 Follow us online: Facebook | Twitter To find out how to plan your journey, go to metlink.org.nz

-----Original Message-----

From: Maximillian Dickens <Max.Dickens@gw.govt.nz>

Sent: Thursday, 29 October 2020 10:51 AM

To: Matthew Lear <Matthew.Lear@gw.govt.nz>; Daniel Pou <Daniel.Pou@gw.govt.nz>

Cc: Democratic Services <democratic.services@gw.govt.nz>

Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi Matthew

Tim and Scott are responsible for sign out of Metlink information. Could you send the relevant info through and I'll have a look, then forward on to them for approval.

Max

-----Original Message-----

From: Matthew Lear <Matthew.Lear@gw.govt.nz>

Sent: Thursday, 29 October 2020 10:43 AM

To: Daniel Pou <Daniel.Pou@gw.govt.nz>

Cc: Maximillian Dickens <Max.Dickens@gw.govt.nz>

Subject: RE: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hi,

It's good that WCC are checking with us as they intend to release information which we gave them but now they hold. My perspective is that we consider the information they intend to release which originated from us or is branded Metlink. The LGWM presentations or WCC info should be considered by those organisations.

I've had a look your email on the Kapiti and J'ville lines- can't see anything in that which we would object to being released- I think that is the only thing that originates from us. The rest of the information whilst we have an interest in it I think is 'owned' by the LGWM team.

Max- is this something you could help with in terms of validating my view and getting sign off from the appropriate Metlink Manager?

Ngā mihi,
Matthew

Matthew Lear

Kaitohutohu Matua | Principal Advisor, Service Delivery Metlink DD 04 830 4038 | M 021 984 651 L2, 15 Walter St, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142 Follow us online: Facebook | Twitter To find out how to plan your journey, go to metlink.org.nz

-----Original Message-----

From: Daniel Pou <Daniel.Pou@gw.govt.nz>
Sent: Thursday, 29 October 2020 9:54 AM
To: Matthew Lear <Matthew.Lear@gw.govt.nz>
Subject: FW: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

How are you for time today? There is a link in the email below, I provided some rail info for this a few weeks ago, but I've been asked to review for GW and I'm not sure if I'm best placed to comment on the detail - can you have a quick look through and let me know if it needs to go to anyone else, if not is this a Bonnie or Tim thing?

-----Original Message-----

From: BUS: Assurance <Assurance@wcc.govt.nz>
Sent: Wednesday, 28 October 2020 4:13 PM
To: Amelia East <Amelia.East@wcc.govt.nz>; Gunther Wild <Gunther.Wild@wcc.govt.nz>; 'Nick Ross' <Nick.Ross@nzta.govt.nz>; Mel Weddell <mel.weddell@lgwm.nz>; Daniel Pou <Daniel.Pou@gw.govt.nz>; Wanda Lepionka <Wanda.Lepionka@wcc.govt.nz>
Cc: Adam McCutcheon <Adam.McCutcheon@wcc.govt.nz>; John McSweeney <John.McSweeney@wcc.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Fiona Bailey <Fiona.Bailey@wcc.govt.nz>; BUS: Assurance <Assurance@wcc.govt.nz>
Subject: For Review: IRO-10626: Request for communications on the Spatial Plan Rapid Transit lines

Hello all

Wellington City Council has received a request from a member of the public asking for information on the Spatial Plan Rapid Transit Lines.

The business unit at WCC has provided me with the information, however some documents mention LGWM and should probably be reviewed by LGWM.

At the moment I can see a reason to redact or withhold these documents that mention LGWM. If you have any issues of concern with the release of documents please let me know.

Amelia/Gunther/Nick/Mel - Can you please review documents 1(highlighted in yellow) and 11 as this contains advice. Items 10, 15 and 16 only mentions LGWM.

Daniel - if you can review from GW point of view and let me know if there are any risks to release.

Wanda - if you can review from a WCC Comm's point of view.

Due to large files I have had to send the response and documents via hightail. Please click on this link

<https://spaces.hightail.com/receive/NVKvI0JKc7>

If everyone can provide feedback by COB Thursday, that would be appreciated as it will give our Leadership team 2 days to sign out.

Sorry for the tight turnaround, I've been a bit under the pump at the moment.

If you have any questions please feel free to give me a call or email.

Kind Regards

Asha Harry

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-----Original Message-----

From: Tony Randle <fyi-request-13909-8a4c1960@requests.fyi.org.nz>

Sent: 03 October 2020 14:38

To: BUS: Assurance <Assurance@wcc.govt.nz>

Subject: Official Information request - Request for communications on the Spatial Plan Rapid Transit lines

Dear Wellington City Council,

The WCC is currently consulting on a proposed Spatial Plan for the city. The council has stated it: "... has statutory obligations under the new National Policy Statement on Urban Development 2020 (NPS-UD) in relation to how the District Plan provides for future development.

...

However, there are some aspects of the new policy which will require the Council to enable a greater level of density than had previously been signalled.

These include:

* Allowing building heights of at least 6 storeys within at least a walkable catchments of the city centre and metropolitan centres as well as existing and planned rapid transit stops." (WCC Spatial Plan Web Site)

The NPS-UD itself includes the following definitions:

"rapid transit service means any existing or planned frequent, quick, reliable and high-capacity public transport service 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" (NPS-UD Page 8)

I am interested in the criteria used by the WCC to assess which Wellington public transport stops are deemed to be a rapid transit stop, the assistance the WCC received in developing these criteria and how the WCC applied these criteria to determine which locations are rapid transit stops in the city.

- 1) Can the WCC please provide copies of the reports, presentations or working papers where the Spatial Plan definitions of "rapid transit service" and/or "rapid transit stop" were analysed or discussed ?
- 2) Can the WCC please provide copies of the meeting or workshop agendas, presentations, minutes or meeting notes at which the Spatial Plan definitions of "rapid transit service" and/or "rapid transit stop" were analysed or discussed ?
- 3) Can the WCC please provide copies of the reports, presentations or working papers where there was discussion on whether specific bus stops or any railway stations would or would not meet the Spatial Plan definitions of being a "rapid transit service" and/or "rapid transit stop" ?
- 4) Can the WCC please provide copies of the meeting or workshop agendas, presentations, minutes or meeting notes where there was discussion on whether specific bus stops or any railway stations would or would not meet the Spatial Plan definitions of being a "rapid transit service" and/or "rapid transit stop" ?

5) Can the WCC please provide copies of the correspondence with any central government ministry, department or agency where the Spatial Plan definitions of "rapid transit service" and/or "rapid transit stop" were analysed or discussed ?

6) Can the WCC please provide copies of the correspondence with any other local government councils or agencies where the Spatial Plan definitions of "rapid transit service" and/or "rapid transit stop" were analysed or discussed ?

7) Can the WCC please provide copies of the correspondence with any central government ministries, departments or agencies where there was discussion on whether specific bus stops or any railway stations would or would not meet the Spatial Plan definitions of being a "rapid transit service" and/or "rapid transit stop" ?

8) Can the WCC please provide copies of the correspondence with any other local government councils or agencies where there was discussion on whether specific bus stops or any railway stations would or would not meet the Spatial Plan definitions of being a "rapid transit service" and/or "rapid transit stop" ?

Yours faithfully,

Tony Randle

This is an Official Information request made via the FYI website.

Please use this email address for all replies to this request:
fyi-request-13909-8a4c1960@requests.fyi.org.nz

Is iro@wcc.govt.nz the wrong address for Official Information requests to Wellington City Council? If so, please contact us using this form:
https://fyi.org.nz/change_request/new?body=wellington_city_council

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<https://fyi.org.nz/help/officers>

If you find this service useful as an Official Information officer, please ask your web manager to link to us from your organisation's OIA or LGOIMA page.

Pareesha Mehta-Wilson

From: Emmet McElhatton
Sent: Friday, 5 March 2021 11:36 AM
To: Pareesha Mehta-Wilson
Subject: FW: Comments on RPTP for discussion Tuesday

Categories: OIA

From: Emmet McElhatton
Sent: Monday, 14 December 2020 9:26 AM
To: Andrew Tester <Andrew.Tester@nzta.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <kelsey.armstrong@nzta.govt.nz>; Aaron Masagnay <aaron.masagnay@nzta.govt.nz>
Subject: RE: Comments on RPTP for discussion Tuesday

Hi Andrew

Great feedback thanks. Look forward to discussing tomorrow.

Cheers
Emmet

Emmet McElhatton Kaitohutohu Matua | Principal Advisor Policy
Metlink

T 021 352 934
L2, 15 Walter St, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142
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From: Andrew Tester <Andrew.Tester@nzta.govt.nz>
Sent: Friday, 11 December 2020 11:08 AM
To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <kelsey.armstrong@nzta.govt.nz>; Aaron Masagnay <aaron.masagnay@nzta.govt.nz>
Subject: Comments on RPTP for discussion Tuesday

Hi Emmet

Attachment
withheld under
s7(2)(f)(i)

Thanks again for sending the RPTP through for feedback. I've attached a track changed/commented version with some specific points (with input from several teams at Waka Kotahi), and have outlined some key areas below that we're interested in discussing in more detail. Some might have more obvious solutions, while others we're keen to work with you more on how you might incorporate them into the document:

s 7(2)(f)(i)



2. Rapid transit definition, and linkages to the Wellington Regional Growth Framework:

- The NPS-UD talks about current and planned rapid transit services, but doesn't specifically identify at a regional level what these services are. There is an opportunity in the RPTP to provide that clarity on what rapid transit is, and your future plans in this space. Amy Kearse has set up a meeting this side of Christmas to discuss.
- The track changes version has more specific comments on the WRGF and the linkages here.
- Incorporating objective/policy around land use and transport integration

s 7(2)(f)(i)



s 7(2)(f)(i)



See you Tuesday,

Andrew Tester / Principal Investment Advisor – Partnership Investments

Transport Services

M 64 21 576 848

E Andrew.Tester@nzta.govt.nz / **W** nzta.govt.nz

Wellington Regional Office / Level 5, The Majestic Centre, 100 Willis Street

Private Bag 6145, Wellington 6141, New Zealand

Pareesha Mehta-Wilson

From: Emmet McElhatton
Sent: Friday, 5 March 2021 11:34 AM
To: Pareesha Mehta-Wilson
Subject: FW: RPTP problem statements, targets - anything you can send through?

Categories: OIA

From: Emmet McElhatton
Sent: Friday, 5 February 2021 3:52 PM
To: Andrew Tester <Andrew.Tester@nzta.govt.nz>; Pareesha Mehta-Wilson <Pareesha.Mehta-Wilson@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <kelsey.armstrong@nzta.govt.nz>
Subject: RE: RPTP problem statements, targets - anything you can send through?

Not in
scope

Cheers
Emmet

From: Andrew Tester <Andrew.Tester@nzta.govt.nz>
Sent: Friday, 5 February 2021 3:49 PM
To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Pareesha Mehta-Wilson <Pareesha.Mehta-Wilson@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <kelsey.armstrong@nzta.govt.nz>
Subject: RE: RPTP problem statements, targets - anything you can send through?

Not in scope

Cheers

AT

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Friday, 5 February 2021 3:45 PM
To: Andrew Tester <Andrew.Tester@nzta.govt.nz>; Pareesha Mehta-Wilson <Pareesha.Mehta-Wilson@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <Kelsey.Armstrong@nzta.govt.nz>
Subject: RE: RPTP problem statements, targets - anything you can send through?

Hi Andrew

Not in scope

Not in scope

Have a great long weekend and thanks for all your support
Emmet

From: Andrew Tester <Andrew.Tester@nzta.govt.nz>
Sent: Friday, 5 February 2021 3:14 PM
To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Pareesha Mehta-Wilson <Pareesha.Mehta-Wilson@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <kelsey.armstrong@nzta.govt.nz>
Subject: RE: RPTP problem statements, targets - anything you can send through?

Not in scope

Andrew

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Wednesday, 3 February 2021 9:14 AM
To: Andrew Tester <Andrew.Tester@nzta.govt.nz>; Pareesha Mehta-Wilson <Pareesha.Mehta-Wilson@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <Kelsey.Armstrong@nzta.govt.nz>
Subject: RE: RPTP problem statements, targets - anything you can send through?

Hi Andrew

I'll try to get some stuff to you by the end of the day but as Pareesha said we're head down getting the polishing done. Re the rapid transit point, we've simply adopted the draft wording that Grant held the pen on and that we've all agreed. Have target figures now too.

Thanks for your support.

Cheers
Emmet

From: Andrew Tester <Andrew.Tester@nzta.govt.nz>
Sent: Wednesday, 3 February 2021 8:54 AM
To: Pareesha Mehta-Wilson <Pareesha.Mehta-Wilson@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Kelsey Armstrong <kelsey.armstrong@nzta.govt.nz>
Subject: RPTP problem statements, targets - anything you can send through?

Hi Pareesha and Emmet

Thank for the update postponing the meeting today – we're still really keen to see where you got to on the problem statements, targets, and approach to rapid transit in particular – if you're comfortable sending through any draft docs or info for us to have a read through I would really appreciate it.

Cheers

Andrew Tester / Principal Investment Advisor – Partnership Investments

Transport Services

M 64 21 576 848

E Andrew.Tester@nzta.govt.nz / **W** nzta.govt.nz

Wellington Regional Office / Level 5, The Majestic Centre, 100 Willis Street

Private Bag 6145, Wellington 6141, New Zealand

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Pareesha Mehta-Wilson

From: Emmet McElhatton
Sent: Friday, 5 March 2021 11:33 AM
To: Pareesha Mehta-Wilson
Subject: FW: comments on ROTPlan

Categories: OIA

From: Emmet McElhatton
Sent: Thursday, 11 February 2021 7:17 PM
To: Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Cc: Margaret Meek <Margaret.Meek@gw.govt.nz>
Subject: Re: comments on ROTPlan

Thanks Tim, will revise

Sent from my iPhone

On 11/02/2021, at 5:33 PM, Tim Shackleton <Tim.Shackleton@gw.govt.nz> wrote:

As discussed

Get [Outlook for iOS](#)

From: Jenny brash <jennybrash29@gmail.com>
Sent: Thursday, February 11, 2021 5:27 PM
To: Roger Blakeley; Tim Shackleton
Subject: comments on ROTPlan

WARNING!!!
[Suspected fraudulent email detected]

Hi Tim and Roger My comments relate to page numbers in the report (not the i pad page numbers) to make it easier for you both?

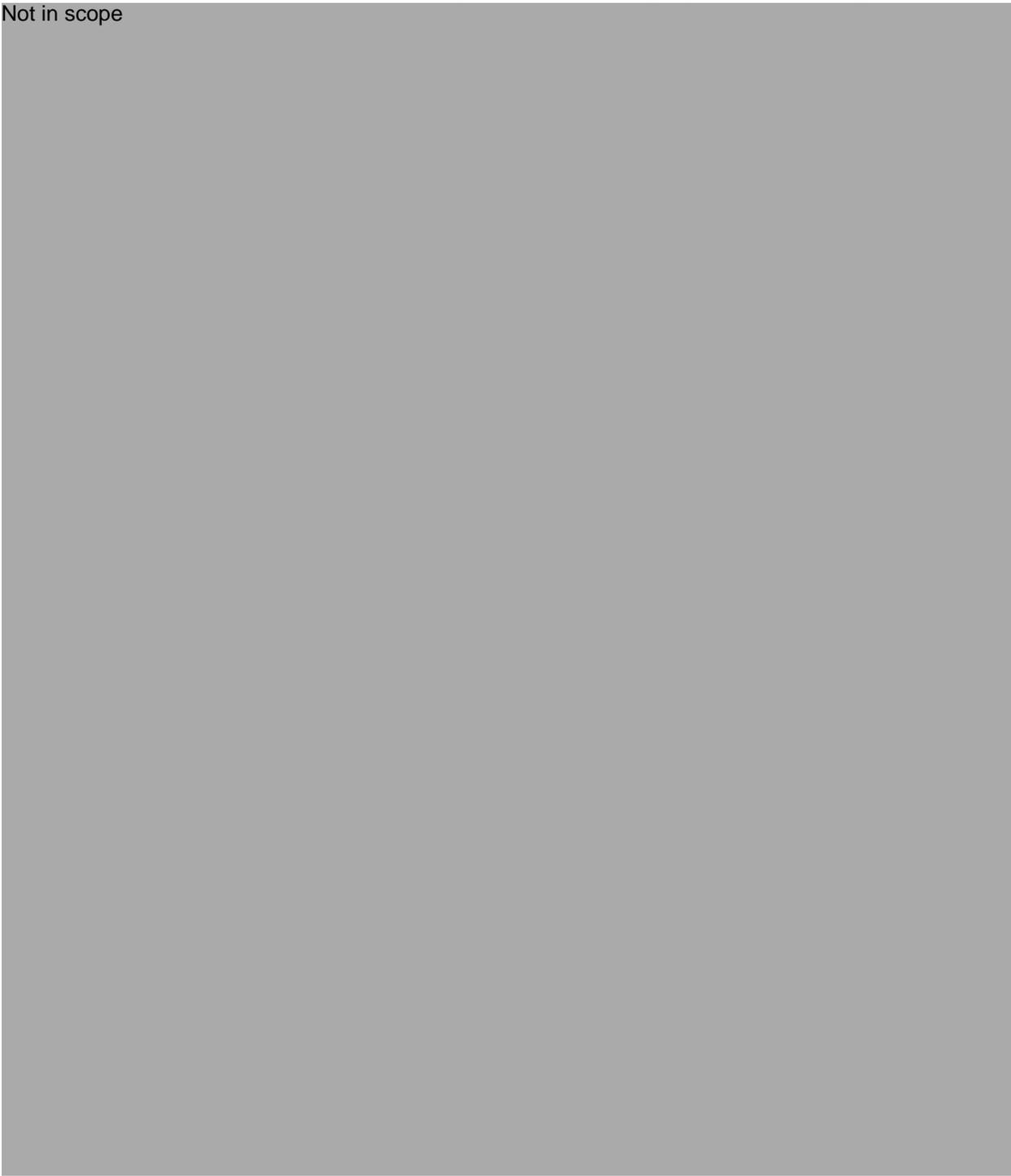
Not in scope



page 67:- as we discussed can we please alert people who live by suburban rail stations ie Pukerua

Bay, Plimmerton, Mana Paekakariki etc that they could get caught up in being close to a rapid transit stop where under the NPS-UD there could be pressure for buildings up to 6 stories being built?

Not in scope



Thanks Tim and Roger That's me!! As I said this is an excellent transport planning document and my comments seek to make minor improvements. I do think this RTP should be entered into any LGNZ award going for best practice/ planning etc?? or SOLGm?? I don't need feedback on my comments.

Will leave it to you both to pick up on what is relevant. Jenny Brash

Jenny Brash

Sent from my iPad

Pareesha Mehta-Wilson

From: Emmet McElhatton
Sent: Friday, 5 March 2021 11:32 AM
To: Pareesha Mehta-Wilson
Subject: FW: Intensification wording

Categories: OIA

From: Emmet McElhatton
Sent: Monday, 15 February 2021 10:24 AM
To: Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>
Subject: RE: Intensification wording

Bingo. Done.

From: Tim Shackleton <Tim.Shackleton@gw.govt.nz>
Sent: Monday, 15 February 2021 10:23 AM
To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>
Subject: RE: Intensification wording

Thanks Emmet

Small tweak below.

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Monday, 15 February 2021 10:01 AM
To: Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>
Subject: Intensification wording
Importance: High

Hi Both

My proposed amendment to the below para to further emphasise the point we discussed. Thoughts? (or should that be views?)

"Metlink will work with the Territorial Authorities in our region to further define rapid transit corridors including to define **which individual train stations on the rail corridors are** access points to rapid transit. Metlink will work with its local and central government partners to communicate and discuss any proposed network policy change to communities on the core public transport network. **Ultimately, any urban planning decisions relating to intensification are subject to each Territorial Authority's district planning process.**"

Emmet McElhatton Kaitohutohu Matua | Principal Advisor Policy
Metlink

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Pareesha Mehta-Wilson

From: Emmet McElhatton
Sent: Friday, 5 March 2021 11:32 AM
To: Pareesha Mehta-Wilson
Subject: FW: RPTP final approvals

Categories: OIA

From: Emmet McElhatton
Sent: Monday, 15 February 2021 4:36 PM
To: Roger Blakeley <Roger.Blakeley@gw.govt.nz>
Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>; Daran Ponter – Chair <Daran.Ponter@gw.govt.nz>; David Lee <David.Lee@gw.govt.nz>
Subject: RE: RPTP final approvals

Many thanks Roger. As always, appreciate your and David's support and guidance.

Let the consultations begin 😊

Kind regards
Emmet

From: Roger Blakeley <Roger.Blakeley@gw.govt.nz>
Sent: Monday, 15 February 2021 4:34 PM
To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>; Daran Ponter – Chair <Daran.Ponter@gw.govt.nz>; David Lee <David.Lee@gw.govt.nz>
Subject: Re: RPTP final approvals

Emmet Yes, I confirm that I have signed off on draft RPTP going live in Have Your Say public consultation. Well done!

Ngā mihi nui, Roger

Cr Roger Blakeley
Councillor, Greater Wellington Regional Council
Chair, GWRC Transport Committee
email: roger.blakeley@gw.govt.nz
cell: 021 229 6928

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Monday, 15 February 2021 4:11 PM
To: Roger Blakeley <Roger.Blakeley@gw.govt.nz>
Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>; Daran Ponter – Chair

<Daran.Ponter@gw.govt.nz>; David Lee <David.Lee@gw.govt.nz>

Subject: RE: RPTP final approvals

Thank you for the clarification Roger. I have made the change below as you have requested. Can you confirm that, now that we have done that, you are happy to sign off on the plan going live in Have Your Say for the public consultation.

Kind regards
Emmet

Not in scope



From: Roger Blakeley <Roger.Blakeley@gw.govt.nz>

Sent: Monday, 15 February 2021 3:11 PM

To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>

Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>; Daran Ponter – Chair <Daran.Ponter@gw.govt.nz>; David Lee <David.Lee@gw.govt.nz>

Subject: Fw: RPTP final approvals

Emmet

I see my comments got scrambled in my email yesterday and I did not make myself clear about what my concern is about the wording of the Unit changes paragraph.

Not in scope



I don't mind the order of Wellington Airport and Wellington Station. I would like us to use exactly the words in the resolution as follows:

My proposed changes are in yellow font:

Not in scope

Please advise if you are ok with this and send me the final version of the draft RPTP and I will sign off on it.

Ngā mihi nui, Roger

Cr Roger Blakeley
Councillor, Greater Wellington Regional Council
Chair, GWRC Transport Committee
email: roger.blakeley@gw.govt.nz
cell: 021 229 6928

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Monday, 15 February 2021 1:31 PM
To: Roger Blakeley <Roger.Blakeley@gw.govt.nz>
Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>; Daran Ponter - External <ponter.amor@xtra.co.nz>; David Lee <David.Lee@gw.govt.nz>
Subject: RE: RPTP final approvals

Hello Roger

Thank you for your guidance on finalising the RPTP and Summary Brochure.

At the PT weekly this morning we discussed your comments about the rapid transit/intensification section. As agreed, I have now amended the paragraph concerned to emphasise that any designation related to rapid transit will only be applied to stations where there is already significant urban development and that all planning decisions are subject to each TA's district planning process.

Not in scope

I also confirmed that all your other comments were actioned in and across both documents.

With this now complete, I understand we can proceed with going live on the consultation process through Have Your Say.

Thanks for all your and Clr Lee's support with this.

Kind regards
Emmet

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From: Roger Blakeley <Roger.Blakeley@gw.govt.nz>

Sent: Sunday, 14 February 2021 5:04 PM

To: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>

Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>; Daran Ponter - External <ponter.amor@xtra.co.nz>; David Lee <David.Lee@gw.govt.nz>

Subject: Fw: RPTP final approvals

Emmet

Thanks. I will be happy to approve draft RPTP after you have looked at my suggested changes below. We can discuss at PT weekly meeting at 10.30am tomorrow:

My comments on the Amendments to Final Draft RPTP:

Not in scope

- Incorporating minor editorial amendments sent by Cr Brash:
I suggest ".. Motorway" after "Transmission Gully" on p77 point d
The change in p67, para 5 doesn't satisfy the point Cr Brash was particularly engaged about ie factual explanation of the provisions under the NPS on Urban Design about enabling buildings up to 6 storeys at rapid transit rail stations, and the process for determining whether a station on our metro rail service qualifies as enabling intensification - which I understand is determined by territorial authorities? I had a conversation with Tim Shackleton and Cr Brash after the meeting. All we need to have is a factual description of the process to avoid alarming residents, which is what Cr Brash was concerned about. It is clear that some stations are likely to qualify eg Porirua Station and some stations are not likely to qualify eg Mana Station. Can we have a clearer statement please? Btw, I understand the correct term is "Transit Oriented Development", not "Transit Orientated Development"
- [s 7\(2\)\(f\)\(i\)](#)

Not in scope



My comments on Wellington RPTP Summary

Not in scope



My comments on draft RPTP Consultation Communications Strategy

Coms strategy looks good. Please add our Social Media strategy - I couldn't find it?

Ngā mihi nui, Roger

Cr Roger Blakeley
Councillor, Greater Wellington Regional Council
Chair, GWRC Transport Committee

email: roger.blakeley@gw.govt.nz

cell: 021 229 6928

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>

Sent: Friday, 12 February 2021 5:15 PM

To: Roger Blakeley <Roger.Blakeley@gw.govt.nz>

Cc: Scott Gallacher <Scott.Gallacher@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Margaret Meek <Margaret.Meek@gw.govt.nz>; Lisa Colebrooke <Lisa.Colebrooke@gw.govt.nz>

Subject: RPTP final approvals

Hello Roger

Not in scope

[Redacted content]

[Redacted content]

[Redacted content]

[Redacted content]

Regards
Emmet

Emmet McElhatton Kaitohutohu Matua | Principal Advisor Policy
Metlink

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Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Wednesday, 16 December 2020 10:59 AM
To: Tim Shackleton; Emmet McElhatton
Subject: Defining rapid transit

Kia ora Tim & Emmett

We've just had a discussion at the RLTP TAG about the definition of 'rapid transit' and how important this definition is re its implications for district planning provisions. I understand you're both coming along to the initial meeting on Monday about a range of NPS UD definitions so will be great to have you involved. In the meantime, would you please be able to share the current draft of the PT Plan with me?

Ngā mihi
Fleur



Fleur Matthews

Kaitaki-a-tīma | Team Leader, Environmental Policy

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Pareesha Mehta-Wilson

From: Kim Kelly
Sent: Monday, 21 December 2020 12:29 PM
To: Fleur Matthews
Subject: FW: Localised definitions for NPS-UD matters
Attachments: Localised definitions for NPS-UD matters.docx

From: Emily Thomson <Emily.Thomson@uhcc.govt.nz>
Sent: Monday, December 21, 2020 9:21 AM
To: Kim Kelly <Kim.Kelly@gw.govt.nz>
Subject: Localised definitions for NPS-UD matters

A starter for 10 for the workshop

Thoughts on localising NPS-UD Intensification Policies

Ike Kleynbos, Senior Planner, Upper Hutt City Council

Rapid transit service:

Frequent:

- At a minimum, this should require peak frequency between commuter times, with reduced frequency outside of this time:
 - Commute times:
 - 6:30am to 9am (Mon to Fri),, within every 20mins, on average
 - 3pm to 7pm (Mon to Fri), within every 30mins, on average
 - Outside of these times: new service within every 30mins

Quick:

- Likely to transport persons in a timeframe comparable to private transport (or semi-private (taxi, Uber, Lime), between ingress stop and egress stop, rather than to final destination where a person may need to walk to. Perhaps a threshold of within 20%?

Reliable:

- Is unlikely to be affected by disruptions and congestion private transport options could be subject to. This builds on the definition in the NPS-UD of having a permanent, dedicated, line available for a service.
 - Railway line and dedicated bus lanes that directly connect residential areas to community facilities, commerce, or employment are examples.

High Capacity:

- Each service has a gross capacity of ≥ 70 people (single decker buses seem to have about 75 max capacity)

Wellington Examples that would meet the above criteria:

- Hutt Valley Line
- Melling Line
- Jonsonville Line
- Kapiti Line,

Identifying intensification extent:

As per the guidance, this is based on the following four parameters:

1. Within 800m of network distance (at a minimum);
2. HBA housing demand within this area;
3. Accessibility to commercial activities and community services;
4. Qualifying matters.

The following details how some of these should be addressed.

Walkability network mapping standards:

- Footpath on at least one side of road;
- Has street lighting;
- Distance from entry/exit from transport stop (eg, some rail platforms will have multiple, while buses are more fluid);
- Network to incorporate:
 - Manual pedestrian crossings (eg, zebra, island) – add 1min penalty in calculations to account for average vehicle movements, noting mandatory requirement to stop for zebra.
 - Automatic pedestrian crossings (eg, at lights ‘green man’) – add 2min penalty to wait for network change of lights (recognising that it could be more or less for some, but adopting an average for simplicity).
- Walking tracks, pedestrian ways, and public accessways;
- Public parking spaces, public parks, and city squares/plazas (always accessible, able to cut across) where crossing available to traverse park;
- Water fronts (eg, beach, Wellington waterfront, Hutt River);
- Overpasses, bridges, underpasses (subway);
- Recognise any restrictions to movement, like fenced-off footpaths.

Calculating walkable time

- The average rate in the guidance should generally be adopted, at 1.3m/second.
- However, the rate should be adjusted to properly determine walkability, in accordance with section 5.5.3.1 of the guidance. The increase or decrease is simply a means to better reflect the propensity of a person to walk the extra distance, rather than anticipated real-world increases in speed.
- For example:

Increases to model speed		Decreases to model speed	
%	Qualifier	%	Qualifier
+10	Number of Open Spaces	-10	Poor lighting
+20	High quality infrastructure	-20	10-20 degree slope
+10	More than one walking route or footpath	-30	20+ degree slope
+20	Community hub of services	-10	Poor road conditions
		-20	Sense of enclosure, poor passive security

The percentages used are only an example for how the modelling could work.

HBA Housing demands:

- This should adopt the residential & business demand figures in the HBA
 - Business demand figures won't be updated for a few years, so by proxy, the updated residential demand figures should be used from 2021. This will also align with the intended mixed-use outputs the NPS-UD intends within intensification nodes.
- Demand should be delivered at an SA2 scale, as it will be adopting the Sense Partners regional population projection.
- Bands need to be agreed upon as to how the demand influences height. Some thoughts:
 - Should be considered based on ***demand proportionate to overall TA demand***.
 - Bands to determine scale should be based on relativities that exist between highest and lowest housing demand (like a ratio). This would mean that whatever area would have the highest demand would set the scale to compare all demand against.
 - In the example below, Area C is therefore given an arbitrary value of 100%, with all other percentages being calculated against this to quantify the degree of housing demand.

Area	Housing demand:	Scaled percentage:	Relative housing demand:
Area A	1,153	57.7%	High
Area B	718	35.9%	Moderate
Area C	1,998	100%	Extreme
Area D	433	21.7%	Moderately-low
Area E	790	39.5%	Moderate
Area F	1,525	76.3%	Very High
Area G	528	26.4%	Moderately-low

- This method ensures that relativities at a TA-scale can be quantified, rather than being diluted at a metropolitan scale across all TA boundaries.

Translating four parameters to heights:

- A scoring matrix could be used to determine by what degree heights are increased.
- For example:

Housing Demand		Accessibility	
Score	Criteria	Score	Criteria
1	Low	1	Little commercial/community services or transport options
2	Moderately-low	2	Few commercial/community services, with core transport options
3	High	3	Most types of commercial/community services, with core transport options
4	Very High	4	Most types of commercial/community services & transport types available

5	Extreme	5	Wide variety of services & transport options
Travel time from RTS (Rapid Transport Stop)		Qualifying Matter	
Score	Criteria	<i>On site-by-site basis, as per guidance</i>	
1	>20 mins		
2	15-20 mins		
3	10-15 mins		
4	5-10 mins		
5	Within 5 mins		

Then a scoring matrix could detail the appropriate number of floors:

Score	Number of floors above 6 storeys	Total enabled floors
<5	0	6
6-7	1	7
8-9	2	8
10-11	3	9
12-13	4	10
13-14	5	11
15	6	12+

The reason why the scale stops at 12 is that it presumes that areas of Metropolitan of City Centre zoning would already provide for heights above this (applying Planning Standards and the NPS-UD).

Accessibility to services:

- This should seek to best utilise the guidance material, categorising the various services that exist and using GIS mapping to determine the degree of diversity and clustering that exists.
- NZTA have also begun work on employment locations and travel connectivity, which could be explored.
- In regards to transport:
 - Mapping should be completed to show where transport corridors exist for multiple routes (buses) and where overlaps exist with RTSs to enable multi-modal transport
 - Locations and extent of alternative semi-public transport options should also be mapped, including:
 - Uber / Zoomy / Ola – delivery or network extent
 - Taxi ranks
 - Network extent for eScooter hire
 - Cycle path infrastructure

Qualifying matters limitations:

- RMA s6 matters:
 - Coastline setbacks and waterways & wetlands protected via NPS-FM (recognising 3.32(1)(b));

- ONFLs;
- SNAs;
- Esplanade reserves and strips;
- Sites of cultural significance, silent file areas, waahi tapu (also recognising the iwi input of SNA criteria under Policy 23 of the RPS), possibly Maori land;
- Heritage building and heritage areas (PC53 link);
- Land with special covenants in favour of Maori, iwi, or hapu;
- Areas with high natural hazards exposure: flooding, faulting, tsunami, slope failure, land instability.
- Other NPS matters (not already stated):
 - Transmission line exclusion areas (32m) and associated infrastructure (NPSET);
 - Forthcoming, Highly Productive Land areas
- Open space zoned land, including private land where public access is permitted (eg, Golf Courses):
- All designated areas and extents, including heritage order areas:
- Business demand information that demonstrates need for low density business use, eg, industrial or large format retail:
- Other inappropriate factors:
 - Identified Distinctive or Special Character areas identified as part of site or area-specific assessments, where effects on capacity can be quantified (likely argument that this is unlikely to see much of an uplift as capital value > land value and proportionally represents a small area).
 - 3.32(1)(h) notes that there may be means to restrict to an area (rather than just site), however 3.33(3)(b) requires a “site-specific analysis” identifying the “site to which the matter relates” requiring characteristics to be identified on a “site-specific basis” only.
 - A question therefore remains as to whether restrictions can be placed on adjacent site, eg, high recession plane from heritage feature to avoid dominance and detracting of feature.
 - Identified outlooks, vistas, or viewshafts where sufficient reporting exists to warrant their protection.
 - Hazards that do not meet the ‘significant’ criteria under s6, like: medium liquefaction risk; over-flow or overland-flow paths; coastal inundation; other forms of land instability.

Pareesha Mehta-Wilson

From: Kim Kelly
Sent: Monday, 21 December 2020 3:19 PM
To: Fleur Matthews
Subject: FW: Notes meeting Nick and Amy re definitions

In case any of this is useful
Kim

From: Kim Kelly <Kim.Kelly@gw.govt.nz>
Sent: Thursday, December 17, 2020 2:23 PM
To: Kim Kelly <Kim.Kelly@gw.govt.nz>
Subject: Notes meeting Nick and Amy re definitions

Relationship between density requirements and PT service
Reliable – as it is largely separated from other traffic. Not meant to be about disruptions (Nick). When it is working as normal you should be able to have a reliable journey time.
Test definitions eg where does Lyall fit? How does this service fit?
Split people into groups to work on definitions and examples
Planned – anything that is envisaged or being investigated is not planned.
Show map in WRGF – rapid transit
Walkable catchment and rapid transit go together – put together for the same team – MfE guidance on this?
Relativity and needs of the area ie relative to private vehicles – preferable and easiest choice – from a system point of view
One Network Framework – The Road Efficiency Group/LGNZ/Waka Kotahi

Send email re people online
Nick will be back on 18th January

Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Thursday, 28 January 2021 11:12 AM
To: Amy Helm
Subject: FW: Rapid transit definition for RLTP

Hi Amy

See below comments from Hutt City Council. I'd be happy to facilitate a discussion with whoever re increasing the service frequency – can you please let me know who would be the right person?

Thanks
Fleur

From: Hamish Wesney <Hamish.Wesney@huttcity.govt.nz>
Sent: Thursday, 28 January 2021 10:52 AM
To: Fleur Matthews <Fleur.Matthews@gw.govt.nz>
Subject: RE: Rapid transit definition for RLTP

Hi Fleur

Thanks for circulating this document. HCC is happy with it, including the amendments suggested by Andrew below.

In reading the text alongside the map in the document, it refers to “higher-frequency services are introduced around 2025, generally increasing service frequency to 10-15 minutes”. We are interested to understand the location and nature of these services to inform areas for intensification. Can you (or someone in the GW transport team) provide more information about these planned improved services?

Thanks

Hamish

Hamish Wesney

Divisional Manager, District Plan Policy

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From: Andrew Wharton [<mailto:Andrew.Wharton@wcc.govt.nz>]
Sent: Wednesday, 27 January 2021 2:16 PM
To: Fleur Matthews; Jason Holland; Stewart McKenzie; emily.thomson@uhcc.govt.nz; Hamish Wesley; John McSweeney; Kate Pascall
Cc: Amy Helm; Amy Kearse
Subject: RE: Rapid transit definition for RLTP

Hi Fleur and all,

Just one small improvement, and changes to the map.

At the end of Para 2 is the sentence:

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

And at the end of the text is the sentence:

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

This repeats the same information, so you could delete the last sentence, and amend the sentence at the end of para 2 to merge them together, something like:

“However, urban intensification opportunities around rapid transit stops and other public transport stops will be considered as part of each Council’s district plan process.”

In Map 6, Amy Kearse and I recommend removing the Port icons at Wellington, Petone, and in the Legend. Also in the Legend, “Future rapid mass transport” should be changed to “Future mass rapid transit”.

Cheers,

Andrew Wharton
Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Fleur Matthews <Fleur.Matthews@gw.govt.nz>
Sent: 27 January 2021 1:35 PM
To: Jason Holland <Jason.Holland@kapiticoast.govt.nz>; Stewart McKenzie <Stewart.McKenzie@porirua.govt.nz>; emily.thomson@uhcc.govt.nz; Hamish Wesley <hamish.wesney@huttcity.govt.nz>; John McSweeney <John.McSweeney@wcc.govt.nz>; Kate Pascall <Kate.Pascall@wcc.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: 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
Fleur



Fleur Matthews (she/her)
Kaitaki-a-tīma | Team Leader, Environmental Policy
Greater Wellington Te Pane Matua Taiao
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Pareesha Mehta-Wilson

From: Amy Kearse
Sent: Monday, 21 December 2020 3:37 PM
To: Fleur Matthews; Kim Kelly; Grant Fletcher; Andrew Wharton
Subject: FW: Rapid transit notes
Attachments: s 7(2)(f)(i)

Thanks Andrew.

Just forwarding to Kim, Grant and Fleur as I think between us (with Grant as lead) we'll draft something up. I think Emily was going to forward Kim her notes too.

Good idea re the shared doc system (this has worked well for RLTP material so far).

Ngā mihi
Amy

PS, your other document looked like it could be helpful too, if it was appropriate to share 😊

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Monday, 21 December 2020 3:27 PM
To: Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: FW: Rapid transit notes

Hi Amy, in case you didn't get a pic of our notes from this morning, here's the picture I took of it.

Once you've typed up your notes on the rapid transit characteristics, please email it to me (and the others) so we can add to it. If there's a shared doc system where we can all edit the same version online that would be great too.

Cheers,

Andrew Wharton
Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Andrew Wharton <andrewjwharton@gmail.com>
Sent: 21 December 2020 3:15 PM
To: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: Rapid transit notes

Pareesha Mehta-Wilson

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Friday, 29 January 2021 9:50 AM
To: Jason Holland; Fleur Matthews; Stewart McKenzie; emily.thomson@uhcc.govt.nz; Hamish Wesney; John McSweeney; Kate Pascall
Cc: Amy Helm; Amy Kearse
Subject: Just a heads up: Rapid transit definition for RLTP

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 Jason. I'll send around another email today explaining our concerns once we get a consistent WCC staff view.

Regards,

Andrew Wharton

Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Jason Holland <Jason.Holland@kapiticoast.govt.nz>
Sent: 28 January 2021 5:12 PM
To: Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Stewart McKenzie <Stewart.McKenzie@porirua.govt.nz>; emily.thomson@uhcc.govt.nz; Hamish Wesney <hamish.wesney@huttcity.govt.nz>; John McSweeney <John.McSweeney@wcc.govt.nz>; Kate Pascall <Kate.Pascall@wcc.govt.nz>
Cc: Amy Helm <Amy.Helm@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

Jason

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.

Jason Holland
District Planning Manager

Kāpiti Coast District Council
Tel 04 296 7792
Mobile 027 5555 792

www.kapiticoast.govt.nz

From: Fleur Matthews [<mailto:Fleur.Matthews@gw.govt.nz>]
Sent: Thursday, 28 January 2021 2:54 PM
To: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Stewart McKenzie <Stewart.McKenzie@poriruacity.govt.nz>; Jason Holland <Jason.Holland@kapiticoast.govt.nz>; emily.thomson@uhcc.govt.nz; Hamish Wesney <hamish.wesney@huttcity.govt.nz>; John McSweeney <John.McSweeney@wcc.govt.nz>; Kate Pascall <Kate.Pascall@wcc.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: RE: Rapid transit definition for RLTP

Kia ora Andrew 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: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Thursday, 28 January 2021 1:31 PM
To: Stewart McKenzie <Stewart.McKenzie@poriruacity.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Jason Holland <Jason.Holland@kapiticoast.govt.nz>; emily.thomson@uhcc.govt.nz; Hamish Wesney <hamish.wesney@huttcity.govt.nz>; John McSweeney <John.McSweeney@wcc.govt.nz>; Kate Pascall <Kate.Pascall@wcc.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: RE: Rapid transit definition for RLTP

Hi Fleur and friends,

Kate Pascall 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,

Andrew Wharton
Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Stewart McKenzie <Stewart.McKenzie@porirucity.govt.nz>
Sent: 28 January 2021 11:01 AM
To: Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Jason Holland <Jason.Holland@kapiticoast.govt.nz>; emily.thomson@uhcc.govt.nz; Hamish Wesney <hamish.wesney@huttcity.govt.nz>; John McSweeney <John.McSweeney@wcc.govt.nz>; Kate Pascall <Kate.Pascall@wcc.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>; Andrew Wharton <Andrew.Wharton@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,

Stewart

Stewart McKenzie MNZPI

Manager Environment and City Planning
Kaiwhakahaere Taiao me te Whakamahere Tāone

porirucity

Tel: 04 237 1376 | Mob: 021 923 720
porirucity.govt.nz

Check out our [Proposed District Plan](#)

From: Fleur Matthews <Fleur.Matthews@gw.govt.nz>
Sent: Wednesday, 27 January 2021 1:35 PM
To: Jason Holland <Jason.Holland@kapiticoast.govt.nz>; Stewart McKenzie <Stewart.McKenzie@porirucity.govt.nz>; emily.thomson@uhcc.govt.nz; Hamish Wesney <hamish.wesney@huttcity.govt.nz>; John McSweeney - Wellington City Council (john.mcsweeney@wcc.govt.nz) <john.mcsweeney@wcc.govt.nz>; Kate Pascall (Kate.Pascall@wcc.govt.nz) <Kate.Pascall@wcc.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>; Andrew Wharton <Andrew.Wharton@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. **Note: this is provided in Attachment 1 - reports and can be found below (appendix 6).**

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
Fleur



Fleur Matthews (she/her)
Kaitaki-a-tīma | Team Leader, Environmental Policy
Greater Wellington Te Pane Matua Taiao
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Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Wednesday, 23 December 2020 4:50 PM
To: Kim Kelly; Kim Kelly; Matthew Hickman; 'torrey.mcdonnell@porirua.govt.nz'; Sonia Dolan (sonia.dolan@kaingaora.govt.nz); Jason Holland (Jason.Holland@kapiticoast.govt.nz); Julie Cooke (julie.cooke@kaingaora.govt.nz); Alastair Smail; Amy Kearse; Russell O'Leary (russell.oleary@swdc.govt.nz); Kathryn Barrett; Adam McCutcheon (Adam.McCutcheon@wcc.govt.nz); Dave Gittings; Nick Potter; John McSweeney (john.mcsweeney@wcc.govt.nz); marsha.badon@wcc.govt.nz; 'Kashmir.Kaur@hud.govt.nz'; Sue Southey; Fleur Matthews; Grant Fletcher; LaurenB@horowhenua.govt.nz; emily.thomson@uhcc.govt.nz; Tim Shackleton; 'Liam Hodgetts (liam.hodgetts@wcc.govt.nz)'; Sarah Banks; Stewart McKenzie; Joanna Laurenson (joanna@4sight.co.nz); Joseph Jeffries; Hamish Wesley; Sherilyn Hinton (sherilyn.hinton@wcc.govt.nz); Peter Nunns; Joanna Gordon; Cynthia Ward; Gurv Singh; Pareesha Mehta-Wilson; Jessica Ranger; Andrew Wharton; Lucie Desrosiers; Stephen Davis; Kate Pascall; Cathy McNab; Liz Moncrieff; Michael Hurley; Emmet McElhatton; Bonnie Parfitt; Rebecca Lloyd; Natasha Hayes; William Craig
Subject: Outcomes from WRGF planning group - definitions meeting
Attachments: Definitions background document - edited.docx

Kia ora koutou

Thanks for coming along to the definitions workshop on Monday – it was great to see how much interest and engagement there is in this work. I have used the background definitions document to record where I think we got to (see attached), but please let me know if your recollection was different. I'm not sure I've got the list of attendees correct, so please also let me know if you don't want to be on this list!

I've also recorded some actions and timeframes for the next steps. I've highlighted two below that I need you to come back to me on please:

- HBA-related definitions to be fed into HBA group to ensure they gets picked up. Next HBA meeting in mid-January.
- TAs to send information about which 'centres' they are using where to Fleur Matthews for collation (by end January 2021).
- Rapid transit definitions and the wider implementation of Policy 3 – separate document being worked on, to be circulated in first week of January 2021.
- Volunteers for a working group on qualifying matters. First meeting in January 2021.
- Signal working group on responsive planning is needed but volunteers to be sought in the new year (should include mana whenua).
- Next meeting – early February to discuss progress.

Lastly, have a fabulous break. I'll be back on deck from 7 January.

Ngā mihi
Fleur



Fleur Matthews
Kaitaki-a-tīma | Team Leader, Environmental Policy
Greater Wellington Te Pane Matua Taiao
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100 Cuba Street, Te Aro, Wellington 6011
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Definitions background document – updated with outcomes of workshop on 21 December 2020

This document sets out the areas for regional agreement and will then record what the regional agreement is. This work is being developed as part of the Policy and Planning programme from the Wellington Regional Growth Framework and to ensure regional alignment with the National Policy Statement on Urban Development (NPSUD) and the Freshwater Package including the National Policy Statement on Freshwater Management (NPSFM).

Term	Any definition information available	Source/ information	Comments / agreement
<p>Centre zone means any of the following zones:</p> <ul style="list-style-type: none"> • city centre zone • metropolitan centre zone • town centre zone • local centre zone • neighbourhood centre zone 	<p>City centre is the city centre zone as described in Standard 8 (Zone Framework Standard) of the national planning standards (the standards); or a reference to the nearest equivalent zone, for local authorities that have not yet implemented the Zone Framework in the standards (see clause 1.4(4))</p> <p>Metropolitan centre is the metropolitan centre zone as described in Standard 8 (Zone Framework Standard) of the standards; or a reference to the nearest equivalent zone, for local authorities that have not yet implemented the Zone Framework in the standards</p> <p>https://www.mfe.govt.nz/sites/default/files/media/RMA/national-planning-standards-november-2019.pdf</p>	<p>NPSUD. No definitions are provided for each of these in the NPSUD. However, definitions of ‘city centre’ and ‘metropolitan centre’ are provided in the NPSUD intensification guidance document (section 4 – Definitions and section 5.2). These align with the National Planning Standards zone framework standard zone descriptions (Standard 8).</p>	<p>Hierarchy is already established through RPS, but terms need to be updated to reflect the National Planning Standards.</p> <p>Need to determine which zones each TA intends to use to describe its various centres.</p>
<p>Qualifying matters</p>	<p>Means any of the following:</p> <ol style="list-style-type: none"> a) A matter of national importance that decision-makers are required to recognise and provide for under section 6 of the Act b) A matter required in order to give effect to any other National Policy Statement c) Any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure 	<p>NPSUD Section 3.32</p>	<p>Regional approach could be developed:</p> <ul style="list-style-type: none"> - For qualifying matters already in district plans, the district plan provisions stand.

Term	Any definition information available	Source/ information	Comments / agreement
	<p>d) Open space provided for public use, but only in relation to the land that is open space</p> <p>e) An area subject to a designation or heritage order, but only in relation to the land that is subject to the designation or heritage order</p> <p>f) A matter necessary to implement, or ensure consistency with, iwi participation legislation</p> <p>g) The requirement to provide sufficient business land suitable for low density uses to meet expected demand under this National Policy Statement</p> <p>h) Any other matter that makes high density development as directed by Policy 3 inappropriate in an area, but only if the requirements of clause 3.33(3) are met.</p>		<ul style="list-style-type: none"> - For other qualifying matters – could attempt consistency but value is in at least understanding what neighbours are doing and why. - Where consistency is achieved, consider including in regional policy statement?
Rapid transit service – definitions for frequent, quick, reliable, high-capacity	Means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic	NPSUD Section 1.4 Interpretation (also NPSUD intensification guidance document) GPS2021 Glossary	Working group established to work up definition: Grant Fletcher, Amy Kearse, Andrew Wharton, (others?).
Rapid transit stop	<p>Means a place where people can enter or exit a rapid transit service, whether existing or planned</p> <p>(NPSUD intensification guidance document, section 5.5.1, 'Existing rapid transit stops' "...Examples of existing rapid transit stops include train stations on the commuter rail services in Wellington and Auckland and bus stations on Auckland's Northern Busway.")</p>	NPSUD Section 1.4 Interpretation (also NPSUD intensification guidance document – section 4 Definitions and examples in section 5.5.1)	To be considered alongside rapid transit service.
Commuter rail service?			Definition not needed.
Planned ie whether rapid transit stop or service is planned	Planned in relation to forms or features of transport, means planned in a regional land transport plan prepared and approved under the Land Transport Management Act 2003.	NPSUD Section 1.4 interpretations	Definition not required – 'planned' is clear. But will be

Term	Any definition information available	Source/ information	Comments / agreement
		NPSUD intensification guidance document (section 4 – Definitions)	considered alongside rapid transit service.
Walkable catchment	A walkable catchment is the area that an average person could walk from a specific point to get to multiple destinations. A walkable catchment of 400 metres is typically associated with a five-minute average walk and 800 metres with a 10-minute average walk. [...]	NPSUD intensification guidance document, section 5.5 Walkable Catchments	Sharing of WCC’s approach to heat-mapping for walkable catchments to determine whether a regional approach is possible / desirable.
Housing bottom lines	<p>For the short-medium term, the sum of: (i) the amount of feasible, reasonably expected to be realised development capacity that must be enabled to meet demand, along with the competitiveness margin, for the short term; and (ii) the amount of feasible, reasonably expected to be realised development capacity that must be enabled to meet demand, along with the competitiveness margin,</p> <p>For the medium term; and for the long term, the amount of feasible, reasonably expected to be realised development capacity that must be enabled to meet demand, along with the competitiveness margin, for the long term.</p>	NPSUD Section 3.6 Housing bottom lines for tier 1 and 2 urban environments	Definitions not needed and approach is determined through the NPS UD and the guidance documents. Regional work already underway to ensure consistency for HBA.
Insufficient development capacity	Must be based on a comparison of: the demand for housing referred to in clause 3.24 plus the appropriate competitiveness margin; and the development capacity identified under clause 3.25.	<p>NPSUD Section 3.7 When there is insufficient development capacity</p> <p>And section 3.27 with regards to sufficient</p>	Definitions not needed and approach is determined through the NPS UD and the guidance documents. Regional work already underway to ensure consistency for HBA.

Term	Any definition information available	Source/ information	Comments / agreement
Responsive planning – Every regional council must include criteria in its regional policy statement for determining what plan changes will be treated, for the purpose of implementing Policy 8, as adding significantly to development capacity.	Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is: unanticipated by RMA planning documents; or out-of-sequence with planned land release.	NPSUD Section 3.8 and Policy 8	Criteria must be included in RPS. Timeframe for inclusion is August 2022. Need to establish a working group to frame up suitable criteria – drawing on what other regions do. ECan should be ready by Jan 2021.
By location		NPSUD – Section 3.27. Every tier 1 territorial authority must identify, <u>by location</u> , the building heights and densities required by Policy 3.	Definition not required.
Projections <u>are the most likely</u> in each of the short term, medium term, and long term;	Every HBA must: set out a range of projections of demand for housing in the short term, medium term, and long term; and identify which of the projections are the most likely in each of the short term, medium term, and long term; and set out the assumptions underpinning the different projections and the reason for selecting the most likely; and if those assumptions involve a high level of uncertainty, the nature and potential effects of that uncertainty.	NPSUD – Section 3.24	Definitions not needed and approach is determined through the NPS UD and the guidance documents. Regional work already underway to ensure consistency for HBA.

Term	Any definition information available	Source/ information	Comments / agreement
			Regional and national statistics on market demand and completion would be useful (ie monitoring HBA data over time).
Baseline states	By way of summary, the NOF process requires regional councils to undertake the following steps: (a) identify FMUs in the region (clause 3.8) (b) identify values for each FMU (clause 3.9) (c) set environmental outcomes for each value and include them as objectives in regional plans (clause 3.9) (d) identify attributes for each value and set baseline states for those attributes (clause 3.10) (e) set target attribute states, environmental flows and levels, and other criteria to support the achievement of environmental outcomes (clauses 3.11, 3.13, 3.16) (f) set limits as rules and prepare action plans (as appropriate) to achieve environmental outcomes (clauses 3.12, 3.15, 3.17).	NPSFM – Section 3.7	<p>Definitions not required. Limits will be set through August 2022 Plan Change, but are already known through whitua process and WIPs.</p> <p>Limits will impact yields in greenfield areas, and therefore need to be incorporated as constraints in HBA. Intensification and brownfield development are the opportunities for improving water quality.</p>

Actions and timeframes from here:

- HBA-related definitions to be fed into HBA group to ensure they gets picked up. Next HBA meeting in mid-January (TBC).
- TAs to send information about which ‘centres’ they are using where to Fleur Matthews for collation (by end January 2021).
- Rapid transit definitions and the wider implementation of Policy 3 – separate document being worked on, to be circulated in first week of January 2021.
- Seek volunteers for a working group on qualifying matters. First meeting in January 2021.
- Signal working group on responsive planning is needed but volunteers to be sought in the new year (should include mana whenua).
- Next meeting – early February to discuss progress.

Pareesha Mehta-Wilson

From: Kim Kelly
Sent: Wednesday, 16 December 2020 8:59 PM
To: Adam McCutcheon (Adam.McCutcheon@wcc.govt.nz); Amy Kears; Dave Gittings; emily.thomson@uhcc.govt.nz; Fleur Matthews; Hamish Wesley; Jason Holland (Jason.Holland@kapiticoast.govt.nz); John McSweeney (john.mcsweeney@wcc.govt.nz); marsha.badon@wcc.govt.nz; Matthew Hickman; Russell O'Leary (russell.oleary@swdc.govt.nz); Sherilyn Hinton (sherilyn.hinton@wcc.govt.nz); Stewart McKenzie; Sue Southey; Sonia Dolan (sonia.dolan@kaingaora.govt.nz); Julie Cooke (julie.cooke@kaingaora.govt.nz); Joanna Laurenson (joannal@4sight.co.nz); LaurenB@horowhenua.govt.nz; 'torrey.mcdonnell@porirua.govt.nz'; 'Kashmir.Kaur@hud.govt.nz'; 'Liam Hodgetts (liam.hodgetts@wcc.govt.nz)'; Kathryn Barrett; Peter Nunns; Alastair Smail; Sarah Banks; Joseph Jeffries; Lucie Desrosiers (Lucie.Desrosiers@wcc.govt.nz)
Subject: Output from planning and policy meeting 2nd December
Attachments: Meeting notes 2nd December 2020 planning meeting.docx; Workshop session - raw information.docx; Dates for NPSUD and Freshwater Package.docx; Dates for NPSUD and Freshwater Package.docx

Hi all – attached are:

- Meeting notes – these are a record of the meeting discussion
- The raw output from the butchers paper
- A first cut at a timeline for NPSUD and FM work through to 2025 taking into account previous timelines done by the HBA team, the GWRC Freshwater and other timeline, relooking at the NPSUD and NPSFM for timing and allowing for timing that might be required for an FDS to inform councils LTPs.

Actions from the meeting:

1. Agree to hold a definitions meeting in December 2020 – **organised for 21st December 2020.**
2. Develop an initial version of timeline for NPSUD and Freshwater Package incorporating timeline GWRC already have and timeline developed by HBA project team – **first cut developed and attached.**
3. NPSUD and Essential Freshwater Package requirements - all to make ourselves familiar with these documents
Note that work has started on the most essential (timewise) elements – the HBA due June 2021 and the definitions.

Work will need to commence in early 2021 to determine in more detail the actual work and more detailed timing for all the work identified in the timeline document. We are also going to need to resource this up including having someone oversee the all the work and make sure all the bits fit together. I am ok to keep running workshops in the short term but we will need to transition this work to someone who has expertise in project/programme management and understands the needs for the NPSUD and Freshwater Package more than me.

So:

1. Can you look at the draft timeline/dates for NPSUD and Freshwater Package **attached** and the way I have packaged these up and **give me comments back by Tuesday 26th January**. You will see there are some areas where I am looking for comment/need to understand connections.
2. Let me know if you have any views about how we resource this project up and particularly a resource to oversee the wider scope of work.
3. And for those of you who could not attend on 2nd, let me know if you have any questions

Thanks
Kim

2 December 2020 – planners meeting notes Lower Hutt Events Centre

1. Introductions and purpose of this group and workshop

Attendees:

- Sonya (Kainga Ora)
- Hamish (UHCC)
- Kashmir (HUD)
- Lauren (Horowhenua)
- Amy (Waka Kotahi)
- Alistair (GWRC)
- Fleur (GWRC)
- Marsha (WCC)
- Stewart (PCC)
- Emily (UHCC)
- Sherilyn (WCC)
- Sarah (KCDC)
- Adam (WCC)
- Joe (HCC)
- Julie (Kainga Ora)
- Jason (KCDC)
- Kim (WRGF)
- Jo (4sight)

Kim - Purpose of the meeting to recognise all the things that need to happen between now and 2025 and package these up.

Marsha: HBA update discussion already underway.

2. Overview of NPSUD and NPSFM requirements – to ensure all at the meeting have a based level of requirements

NPSUD

Stewart:

- More detailed ELT report prepared by PCC on the NPSUD, offer to circulate.
- Summary of NPS-UD:
 - Funding questions,
 - Need regional leadership and coordination,
 - Next WRGF will give effect to FDS.
 - Timeframes – we were 18 month late last time for the HBA.
 - Must be mindful that we cannot always meet government timeframes.
 - HBA really important as evidence for Plimmerton Farm.
 - NPS implementation – qualifying matters
 - Plan enabled is just one part
 - Need infrastructure subject to funding mechanisms
 - Need to be realistic about what we can service
 - Rapid transit stops – PCC have assumed all train stations on the Kāpiti line

- Walkability from a rapid transit stop criteria – does not take into account social infrastructure. Walkable catchments from rapid transit stops, just one part of the picture. I.e. Pukerua Bay – one dairy.
- Need joined up approach for next RLTP

Not in scope



Not in scope



Group discussion

Table 1 - Jason

- Not much time to agree things regionally, 18-month timeframe
- Need early answers and the same experts
- Early answers needed for rapid transit (all Wellington lines?) and walkable catchments (room to allow each district to manoeuvre)
- Do we put agreements in the RPS or wait for MfE guidance?

Table 2 - Adam

- Not in scope
- [Redacted]
- [Redacted]
- [Redacted]
- Definitions
 - Rapid transit
 - Not in scope
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]

Table 3 – Marsha



- Defining rapid transit



Not in scope



4. Next steps - which of these need to be started now?

Not in scope

- [Redacted]

- RLTP takes it so far. One whole transport system, not one corridor over there. Still defined in same way even if it looks like different corridors

Not in scope



Not in scope



Dates for NPSUD and Freshwater Package – FIRST DRAFT

Not in scope



pg. 1

FDS and related	HBA	Regional approach - other	Plan changes
-----------------	-----	---------------------------	--------------

Not in scope



Not in scope



Not in scope



Not in scope



Workshop session – Planning and Policy meeting 2nd December 2020

Table One: Things we need to work on together

Project	Includes
HBA	Tier 1: regional including Horowhenua Population statistics mid 2021 Modelling x3 -early 2021. At different stages Reference to: Feasible, enabled, realizable
FDS	Common definitions and approach Rapid transit stop Walkable catchment and methodology Planned Frequent, high capacity, separated, reliable Qualifying matters – what are these?
Options for plan change combined	
Investment in transport and infrastructure to meet	Hutt line? Kapiti line? Zoning approach to centres RLTP
Hearts and minds	Communications and engagement with communities and politicians Common experts Engagement materials e.g., what is medium density
Implementation of NPSFM	Greenfields 3 waters provisions Offsets of contaminant land
Mana whenua input and assistance	
Affordability + housing choice+ affordable housing	

Table Two:

What we need to do	Housing bottom lines Updated HBA Identifying wetlands Prepare FDS Application/relevance of freshwater package as a qualifying matter
Things we need to think about	Infrastructure as qualifying matter? Opportunities for alternative infrastructure funding NPSUD plan enabled intensive developments vs NPSFM requirements How to identify where opportunity for contaminants reduction How to identify limits to greenfields (from water quality perspective)
Early answers?	Confirming rapid transit Rapid transit line – all Wellington lines? Defining/applying walkable catchments Walkable catchments – 400/800 metres, using the isochrome tool Agree on what we can agree on and what to leave discretion for local circumstances to Codify what we agree to in RPS? Or make MfE deliver guidance that gives the criteria?

Table Three:

Project	Includes
Infrastructure and corridor – land transport, 3 waters Defining development capacity	Definition of “development capacity” level of service → undertake gap analysis -> advocate to government Understand gap between investment need and affordability -> what % is funded through development contributions? Catchment limit identification Define rapid transit and walkable catchment -> acknowledge local differences -> access and inclusion -> accessibility
Regional consistency -planning	Regional approach to qualifying matters Assessment of feasibility (regional consistency)
Regional approach - other	Regional approach to achieving/incentivising infill/intensification uplift Regional voice on building insurance (taller buildings)

Pareesha Mehta-Wilson

From: Grant Fletcher
Sent: Tuesday, 19 January 2021 4:34 PM
To: Amy Helm; Tim Shackleton; Fleur Matthews; Bonnie Parfitt; Emmet McElhatton
Cc: Dave Humm; Anke Kole; Shan Lu
Subject: Rapid Transit Definitions.docx
Attachments: Rapid Transit Definitions.docx
Importance: High

This attachment is included in Attachment 1 - reports

Hi

Apologies for taking longer than I had thought in preparing this. There were some slight wording differences between the GPS and the NPS-UD in terms of defining rapid transit (GPS) vs defining “a Rapid transit service means *any existing or planned.*”

The enclosed definition is from the GPS. Noting that the Regional Growth Framework has already defined the rapid transit service as the four rail lines I am proposing that we define the rapid transit network for the Wellington region as those four lines plus the LGWM MRT corridor.

An alternative wording would be to use the NPS working and note that both “the GPS and NPS-US define a rapid transit services as any existing planned . . .” We can add the network as the four rail lines and MRT corridor and that gets around whether the four lines are rapid transit or not. We are saying they either are or are planned to be.

Logically for me the actual definitions in terms of frequency etc should be done in the context of the PT Plan and/or RGF planning with the context of what we mean and what is achievable.

Can people have a look and let me know by the middle of tomorrow if possible their thoughts and will circulate to Amy K and Andrew W.

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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Pareesha Mehta-Wilson

From: Amy Helm
Sent: Monday, 1 February 2021 12:03 PM
To: Fleur Matthews
Subject: Rapid transit section as signed off
Attachments: Base template.pdf

Hi Fleur,

Attached is the page on rapid transit that is included in the draft RLTP going to sign off to RTC on 9th February. Since the copy circulated we have removed the sentence “These upgrades will ensure that the rail services are “quick, frequent, reliable and high-capacity to enable greater intensification”. We have not included any reference to rapid transit stops.

In terms of next steps, I suggest that we (i.e. my team) arrange a session where we can get all the planners together to hear any from Metlink about planned service improvements (I need to clear this with Metlink first!), fill them in on the One Network Framework work that is happening at the national level (including classification of rapid transit) and to discuss the next steps in the RLTP process.

What do you think?

I’m at Cuba Street today if you’d like to have a chat.

Thank you for all your help with this,

Cheers,

Amy

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.

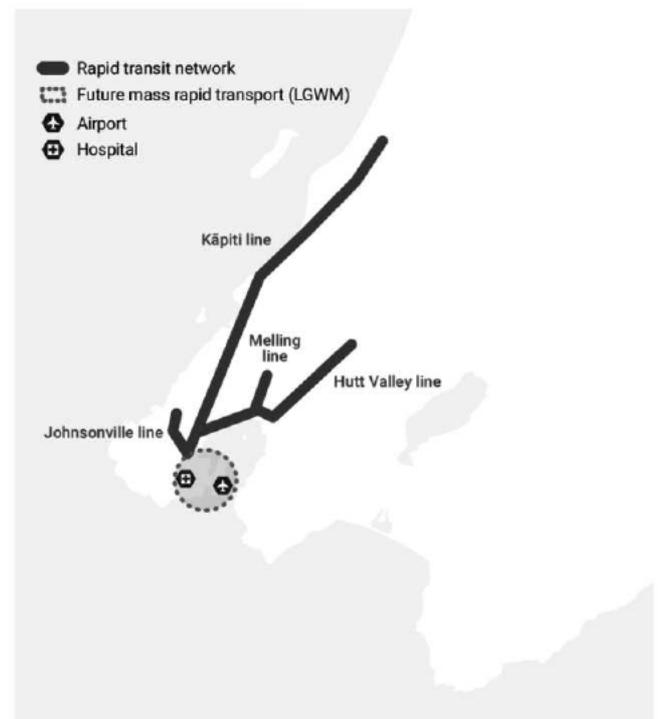


Figure 28: Rapid transit network

Pareesha Mehta-Wilson

From: Grant Fletcher
Sent: Friday, 15 January 2021 10:45 AM
To: Andrew Wharton
Cc: Amy Kearse; Fleur Matthews
Subject: RE: Definitions of Rapid Transit

Andrew

Thanks for the call this morning. I've just spoken with Fleur and with Metlink earlier. We'll draft something early next week and send it to you for comment.

Our intent is that we will use the core GPS, NPS-UD definitions and note the current or proposed RT corridors in the region based on the four heavy-rail lines and the proposed MRT for LGWM.

I'll check with the PT Policy Principal when he gets back on Monday on this but I believe the PT plan does include what our intentions are for those four services. And we could include reference to the fact that these services will be built out in accordance with the PT plan and LGWM programme of work.

Thanks and we'll be in touch early next week.

Cheers

Grant



Grant Fletcher

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From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>

Sent: Thursday, 14 January 2021 4:38 PM

To: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>

Cc: Amy Helm <Amy.Helm@gw.govt.nz>; Moana Mackey <Moana.Mackey@wcc.govt.nz>; Elliot Higbee <Elliot.Higbee@wcc.govt.nz>; Adam McCutcheon <Adam.McCutcheon@wcc.govt.nz>; Sherilyn Hinton <sherilyn.hinton@wcc.govt.nz>

Subject: RE: Definitions of Rapid Transit

Hi Amy, Grant and all,

Happy New Year back!

I have two main topics that I'd like to meet/call and discuss with you guys, or get someone else from WCC to discuss with you: *how* rapid transit is defined in the RLTP, and the ONF's classification of rapid transit corridors.

Because of Policy 3(c) of the NPS-UD, the RLTP's declaration of a public transport service as 'rapid transit' effectively becomes a zoning tool. This means we will inevitably get Environment Court appeals about whether that service is

rapid transit for the purpose of RMA national policy statements and district plans when people object to being zoned for 6+ storey buildings.

While the ONF’s declaration that “all metro rail is rapid transit” is helpful, the ONF and the Regional Growth Framework do not have decisive legal weight for RMA plans – decision makers just have regard to them. This means a rapid transit service will still need to be justified by using measuring its frequency, quickness, reliability and capacity relative to the relevant location (as per NPS-UD and GPS definitions), and if it supports NPS-UD’s objectives of providing well-functioning urban environments, competitive land and development markets, and having more people living near public transport.

So as GW refines the RLTP wording on which Wellington services and stations are rapid transit, please include text that rates the rapid transit services against the criteria in the rapid transit definitions in the NPS-UD and GPS definitions – not just referencing to the ONF and WRGF (if needed). You may already be doing this. This may make a stronger direction for when we are challenged on ‘rapid transit’ in the district plan, and will help our own RMA Section 32 analysis. Also, be prepared for people to object to the RLTP classification because of the land use implications!

s 7(2)(f)(i)

[Redacted text block]

Amy, I strongly support your proposal to tweak the ‘dedicated’ PT1 class descriptor to fix these problems. I can join a conversation/workshop to help, or I can recommend one of our transport planners to join this.

As a minor point, Grant I couldn’t see where ‘spine’ public transport services in the ONF were classed as rapid transit. From page 49 it looks like this is just class PT1.

Thanks for raising this and I hope these thoughts are helpful,

Andrew Wharton
Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Amy Kearse <Amy.Kearse@nzta.govt.nz>
Sent: 14 January 2021 2:58 PM
To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>
Subject: RE: Definitions of Rapid Transit

Kia ora tātou

Happy new year to you all – I hope you all had a lovely holiday (or are still enjoying one...).

Following Shan raising the connection to the ONF last year, I have been speaking with the team developing the ONF, given that as Grant rightly points out, how rapid transit is included in the ONF is much more specific than both the NPS-UD and GPS definitions, and I would add that relevant councils may not be fully aware of the implications of this.

In terms of timing for finalisation of the ONF, Waka Kotahi is intending to endorse the ONF @ 23 Feb, and then training and release of user support material will follow in March, with full roll-out in early April.

There is I understand still some scope to tweak the Public Transport Service Level description for 'Dedicated', which is where rapid transit is included, so that it is better aligned with the GPS/NPS-UD definition (eg, ONF refers to 'long-distance'; has 'largely separated' as opposed to 'dedicated').

I think it is helpful metro rail is automatically included, but we need to be clear if this applies beyond Waikanae and Upper Hutt. I would also be interested in better understanding the Metlink team's view as to which corridors would currently (or are planned to) fall within the bus vehicle volumes and people movement characteristics as currently set out in the ONF, or what would be a slightly better frequency/capacity (as it is quite a jump between 12 and 40 services per hour) and 1000 to 5000.

I am happy to meet tomorrow/next week to further discuss, and would also seek to include others from our end who have been involved in the ONF as it relates to the PT section.

Also just a reminder that all councils have already endorsed the map below, so if we have changes to this, we should make those known early before the [WRGF](#) is released for engagement.

Public transport network

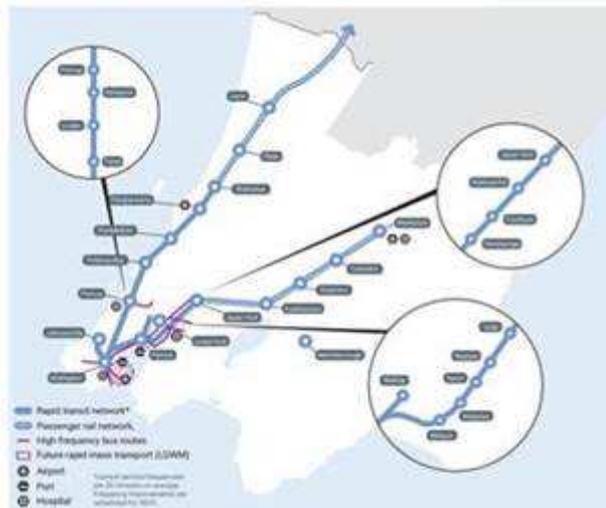
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi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



Ngā mihi nui,
Amy

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: Wednesday, 13 January 2021 3:41 PM
To: Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Cc: Amy Helm <Amy.Helm@gw.govt.nz>
Subject: Definitions of Rapid Transit

Kia ora koutou

And Happy New Year.

I've done a little bit more thinking on this in the last few days and if you read below, Amy Helm put me onto the One Network Framework (material enclosed – see page 49) which has some useful definitions. If this framework is adopted then it would provide a nationally consistent list agreed with Waka Kotahi.

In particular it would further refine the definition from the GPS and NPS-UD definition to include all metro rail, dedicated services (buses operating at >40 services per hour) and Spine services >12 bus services per hour.

In the Wellington context I note that Metlink has Rail Lines and the bus routes divided into High Frequency Bus Routes and standard routes.

I am waiting to hear back from Russell on the status of the ONF but it looks like it will be adopted this year which does give us some options. I'm still keen that we use the GPS definition and then qualify it for the Wellington region using something based on the ONF to note something along the lines that Rapid Transit is further defined iaw the ONF to include dedicated and spine services. We could then note that this means Metro Rail, the proposed MRT and high frequency routes where they meet the definitions. We could also include a map of the relevant routes at some point.

I'll let you know what Russell says tomorrow and then suggest we get our heads together late this week or early next to agreed wording for inclusion in the RLTP or at least holding wording. The challenge is the timelines for the RLTP with a deadline of 29 January which avoids having to go back to RTC on this.

Thanks in advance

Grant



Grant Fletcher

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From: Russell Hawkes <Russell.Hawkes@es.govt.nz>

Sent: Wednesday, 13 January 2021 12:03 PM

To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>

Cc: Bill McMaster <Bill.McMaster@waikatoregion.govt.nz>; Anke Kole <Anke.Kole@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>

Subject: RE: One Network Framework

Hi Grant

I forwarded your request onto the REG Team managing the ONF Project and they will respond tomorrow. There has been discussion in WK and the ONF Team about Rapid Transport and how it should be represented. Hopefully that will not be too late for you.

I have also copied the relevant slides from the last REG Leadership Group meeting just before Christmas where we had an update on the project. You may find the information helpful. ONF is being recognised by MOT and WK now although as indicated in the attachment has not been fully integrated into WK and subsequently to the Local Government sector. The concept has been signed off by the WK Board but the finer details are still being worked through including definitions etc. From the initial concept that was reasonably simple the project has grown as more sectors of the transport industry see benefit and want their sectors included. So we thought that a simple term PT would suffice but now realise there are multiple forms of PT that need to be accommodated.

The real aim of the project is to have ONF signed of and agreed across WK, MOT and Local Government in February this year. The project timeline indicated where to from there. ONF should be incorporated and all networks assessed against the definitions for the 2024 RLTP review.

Hopefully this is of interest. I will let you know any further information that the ONF Development Group come back with.

Cheers

Russell

Russell Hawkes

Lead Transport Planner
Environment Southland *Te Taiao Tonga*

P 03 211 5115

Cnr Price St & North Rd, Private Bag 90116, Invercargill 9840

Russell.Hawkes@es.govt.nz | www.es.govt.nz | facebook.com/enviromentsouthland

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From: Grant Fletcher [<mailto:Grant.Fletcher@gw.govt.nz>]

Sent: Wednesday, 13 January 2021 11:29 AM

To: Russell Hawkes <Russell.Hawkes@es.govt.nz>

Cc: Bill McMaster <Bill.McMaster@waikatoregion.govt.nz>; Anke Kole <Anke.Kole@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>

Subject: One Network Framework

Russell,

In the Wellington Region we need to agree some definitions around rapid transit for inclusion in the RLTP which will be used to support the Wellington Regional Growth framework. There is a broad description in the GPS but at a workshop just before Christmas there was a RGF definitions workshop that started to get into greater specificity. I am a little concerned about differing definitions emerging nationally and definitions which may fly in the face of evidence.

Research indicates that for PT to be attractive it generally needs to be fast (faster or as fast as alternatives), frequent (less than 10 minute headway), reliable (ie runs throughout the day – it's just not MRT in peaks and then every 5 minutes).

Amy has drawn my attention to the One Network Framework approach which I think provides greater definition. I was wondering therefore what its current status is? I don't think we can use it in the current round of RLTPs but could see an opportunity for wider TSIG to agree an approach starting with the MoT definition and then potentially going into further definition on a regional basis where it makes sense. The ONF looks like a good starting point.

Can you let me know your thoughts?

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Monday, 14 December 2020 4:03 PM
To: Sherilyn Hinton; Kim Kelly; Alastair Smaill; Jason Holland (Jason.Holland@kapiticoast.govt.nz); Stewart McKenzie; emily.thomson@uhcc.govt.nz
Subject: RE: Definitions table - for workshop on 21st December 2020

Kia ora koutou

Thanks Kim for pulling this together. I think there's two groups of things we need to be doing as part of this work, but I'm keen to hear whether others agree or not.

The first group is where we want more detail about a definition to ensure we are meaning the same thing when applying provisions (for example, rapid transit service).
The second group is where we want a consistent regional approach to tackling things (for example, qualifying matters, responsive planning criteria). This is more than adding to the definition – it's about developing a consistent position about how we are going to apply the provisions.

In general the list seems fine apart from including 'housing bottom lines' which I think are clearly defined already? Also there are probably some NPS FM / NES FW approaches that we would want to nut out at the regional level (but I'm not sure what these are yet).

Ngā mihi
Fleur

Fleur Matthews

Kaitaki-a-tīma | Team Leader, Environmental Policy
Greater Wellington Te Pane Matua Taiao
M 021 306 951

From: Sherilyn Hinton <sherilyn.hinton@wcc.govt.nz>
Sent: Monday, 14 December 2020 1:01 PM
To: Kim Kelly <Kim.Kelly@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Alastair Smaill <Alastair.Smaill@gw.govt.nz>; Jason Holland (Jason.Holland@kapiticoast.govt.nz) <Jason.Holland@kapiticoast.govt.nz>; Stewart McKenzie <Stewart.McKenzie@porirua.govt.nz>; emily.thomson@uhcc.govt.nz
Subject: RE: Definitions table - for workshop on 21st December 2020

Thanks Kim, looks good, we have made a couple of suggestions/comments in the attached.

Regards
Sherilyn

Ngā mihi

Sherilyn Hinton

Senior Advisor, Planning | City Design & Place Planning | Wellington City Council
M 021 514785 E sherilyn.hinton@wcc.govt.nz | W Wellington.govt.nz |

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

From: Kim Kelly <Kim.Kelly@gw.govt.nz>

Sent: Friday, 11 December 2020 2:44 pm

To: Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Alastair Smaill <Alastair.Smaill@gw.govt.nz>; Jason Holland (Jason.Holland@kapiticoast.govt.nz) <Jason.Holland@kapiticoast.govt.nz>; Sherilyn Hinton <sherilyn.hinton@wcc.govt.nz>; Stewart McKenzie <Stewart.McKenzie@porirua.govt.nz>; emily.thomson@uhcc.govt.nz

Subject: Definitions table - for workshop on 21st December 2020

Note this is the same table as provided above at p18.

Hi see attached. I have produced this for sending to people attending the definitions workshop on 21st December as a starting point. I thought I would send it to a handful of people who could run their eye over this and see if anything is missing and/or doesn't make sense before I send it with the agenda for that meeting – you got to be a lucky recipient!

Could you have a look and **get back to me by the end of Wednesday 16th December if you have any feedback**

Thanks

Kim

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Pareesha Mehta-Wilson

From: Grant Fletcher
Sent: Wednesday, 23 December 2020 3:22 PM
To: Fleur Matthews; Amy Kearse; Amy Helm; Andrew.Wharton@wcc.govt.nz; Bonnie Parfitt; Shan Lu; Tim Shackleton; Andrew Ford; Emmet McElhatton
Cc: Rapid Transit Definitions - Regional Transport Strategy
Subject: RE: Fleur Matthews shared "Rapid transit definition" with you.

Hi

Thanks for everyone's work on this this week. A couple of thoughts from my angle and a comment from Deb at Waka Kotahi this morning.

Looking back through the emails I have on this I think we are proposing to include a definition in the RLTP currently under production and a map showing what the rapid transit network might look like.

My thought is to approach from what we are trying to achieve and what will drive customer behaviours. There is a clear link with urban form and transport and I think a base assumption that if we have "rapid transit" then urban intensification can occur around that.

This leads me into a couple of thoughts around definitions and the geography that we are dealing with and a struggle I have with the phrase "rapid transit," which by international standards Wellington does not although we have parts of our PT network which tick some of the boxes.

The main characteristics in my mind can be split into two categories – those aspects that a user experiences and hence will make the system attractive, and enabling aspects:

User Perspective

"Fast" – faster than other means of transport. It can be 80 km/hr on a heavy rail line, or 22 km/hr on a Light Rail line. So this is relative

"Frequent" – most research says minimum 10 minute headway rising to 15 in limited circumstances such as late evening. The point is that the service still has to be there to use when people want it. I think this is reasonably absolute.

"Catchment" – 600-800m walking to the stop

"Reliable" – it come when it says it will. Ideally the frequency should be such that timetable doesn't matter eg less than two minute headway on the Moscow Metro etc. Where it gets to a point where people are looking at the time, then it needs to come when it says it will. It also needs to cover the full service period. Having a service that only runs in peak hours will not drive the interpeak behaviour changes we will be looking for. Building six story plus apartments but which are serviced only every 20 minutes is going to lead to a disconnect and people looking for other options particularly if they wish to leave that corridor.

System Attributes

"largely separated from other traffic" – this delivers the user experience. If you can deliver the above service with integration in general traffic then a separated right of way is not necessary (unlikely though). Part of the separation from other traffic will also include priority routing eg a railway crossing closes the public road to other traffic. Similarly if we have BRT or bus priority, that service should have priority over other traffic when it is mixed with it eg priority at traffic lights. This means we could achieve the reliability attributes relatively cheaply with existing infrastructure.

"high capacity" this is relative and starts to factor into the cost of the system. Do we know in the Wellington context how many people we will need or want to move along the designated corridors? As an extreme, the rapid transit

route I lived on in Japan was moving in excess of 20,000 people/hour in crush conditions. Again the numbers of people we want to move will drive the solution.

Geography and Context

Some of the areas that we have been discussing for rapid transit in Wellington do not stack up in an international context. The Newtown Railway station corridor if it were a heavy rail route would have three stops (Railway Stn, Courtney Place and Newtown, about six for a subway like system) so we need to be careful here. Our population is low by international standards so rapid transit will be challenging.

Terminology and Goals

So the challenge is building something that will be attractive to users, lead to mode shift and will support the NPS-UD. Much of what we have ticks some but not all the boxes of rapid transit.

So it seems to me that we need to be clear about what our aspiration is wrt rapid transit. As Deb from Waka Kotahi noted this morning we have the NPS-UD which is quite broad and appears in my mind to be based on rail. We do have the RLTP due to go to consultation in February. It seems to me at this point sticking close to the GPS wording, agreeing what a core network (future) based on the metro rail and LGWM MRT would like but then further refining what it is and looking to the links in the Wellington Regional Growth Framework and further considering the corridors in Wellington City will be required.

If we can build a good definition about what our core high frequency routes will be tied to the NPS-UD this gives a good platform to build the investment proposals for the next RLTP Programme of Activities.

Note I haven't considered the interaction of other modes in this.

Cheers

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

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From: Fleur Matthews <Fleur.Matthews@gw.govt.nz>

Sent: Tuesday, 22 December 2020 9:03 AM

To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>; Andrew.Wharton@wcc.govt.nz

Subject: Fleur Matthews shared "Rapid transit definition" with you.

his file has been provided to ou in Attachment 1 - reports.



Fleur Matthews shared a file with you

Let me know others who need to be able to see it and I can add them.

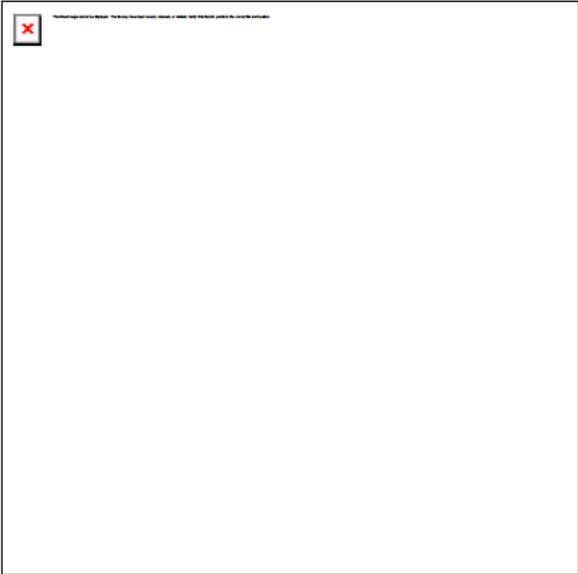
 [Rapid transit definition](#)

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Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Wednesday, 20 January 2021 12:41 PM
To: Grant Fletcher
Subject: RE: Grant Fletcher shared "Rapid Transit Definitions (v1.1)" with you.

Hi Grant

Thanks for this, I hope the meeting went well and sorry I couldn't make it. I think this is all fine, but as I mentioned in the document the WRGF hasn't yet been consulted on so it's not actually 'agreed' yet. Also we will need to be mindful of how (and when?) we share this with the rest of the definitions workshop group as it's not what they will be expecting.

Happy to discuss (I'll be back in Cuba St tomorrow)
Fleur

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: Wednesday, 20 January 2021 11:53 AM
To: Amy Kearse <Amy.Kearse@nzta.govt.nz>; Ellie Hoyte <Ellie.Hoyte@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>; Shan Lu <Shan.Lu@gw.govt.nz>; Natasha Hayes <Natasha.Hayes@gw.govt.nz>; Anke Kole <Anke.Kole@gw.govt.nz>; Andrew.Wharton@wcc.govt.nz
Subject: Grant Fletcher shared "Rapid Transit Definitions (v1.1)" with you. his file has been provided to you in Attachment 1 - reports.



Grant Fletcher shared a file with you

Hi

here's the link for the draft definition of rapid transit following our meeting this morning. I've added comments about the various pieces. Please let me know suggested comments, changes this week and we can finalise for inclusion in the RLTP.

Thanks

Grant



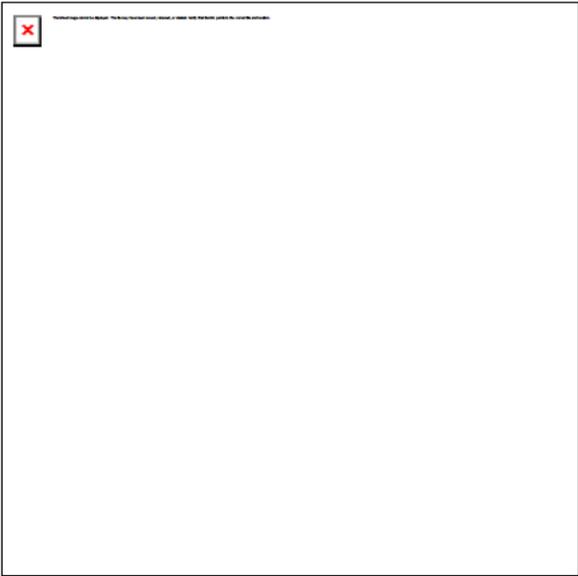
Rapid Transit Definitions (v1.1)

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Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Wednesday, 3 February 2021 5:01 PM
To: Kim Kelly; Kim Kelly; Matthew Hickman; 'torrey.mcdonnell@porirua.govt.nz'; Sonia Dolan (sonia.dolan@kaingaora.govt.nz); Jason Holland (Jason.Holland@kapiticoast.govt.nz); Julie Cooke (julie.cooke@kaingaora.govt.nz); Alastair Smail; Amy Kearse; Russell O'Leary (russell.oleary@swdc.govt.nz); Kathryn Barrett; Adam McCutcheon (Adam.McCutcheon@wcc.govt.nz); Dave Gittings; Nick Potter; John McSweeney (john.mcsweeney@wcc.govt.nz); 'Kashmir.Kaur@hud.govt.nz'; Sue Southey; Grant Fletcher; LaurenB@horowhenua.govt.nz; emily.thomson@uhcc.govt.nz; Tim Shackleton; Liam Hodgetts (liam.hodgetts@wcc.govt.nz); Sarah Banks; Stewart McKenzie; Joanna Laurenson (joannal@4sight.co.nz); Joseph Jeffries; Hamish Wesley; Sherilyn Hinton (sherilyn.hinton@wcc.govt.nz); Peter Nunns; Joanna Gordon; Cynthia Ward; Gurv Singh; Pareesha Mehta-Wilson; Jessica Ranger; Andrew Wharton; Lucie Desrosiers; Stephen Davis; Kate Pascall; Cathy McNab; Liz Moncrieff; Michael Hurley; Emmet McElhatton; Bonnie Parfitt; Rebecca Lloyd; Natasha Hayes; William Craig; Brendon.liggett@kaingaora.govt.nz; Amy Helm; Ike.Kleynbos@uhcc.govt.nz; Jym Clark; fleur.rodway@mfe.govt.nz
Subject: RE: Outcomes from WRGF planning group - definitions meeting

Kia ora tātou

Welcome back, I hope you all had a good break. My end of year optimism has caught up with me and I have failed to meet some of the timeframes set out in my December email below.

In the rapid transit area, things have moved on a bit from where we thought they would go. The work to attempt to agree how the definition of rapid transit is applied across the region has highlighted that it really needs to be part of a broader piece of work that we need to do, including how to apply qualifying matters, and when should we intensify areas even when they're not near rapid transit stops.

So I propose that, rather than having another meeting of the full group in the next couple of weeks, a sub-group of us should get together to progress the 'Regional approach to intensification' work first. I have prepared a Doodle poll for you to fill in if you want to be part of this sub-group meeting at this link:
https://doodle.com/poll/kt6vevh3hwcwarqi?utm_source=poll&utm_medium=link

I'll send an invitation early next week to all who've responded by the end of this week (**by 5pm, 5 Feb**)

Any questions or concerns please let me know.

Ngā mihi
Fleur



Fleur Matthews (she/her)
Kaitaki-a-tīma | Team Leader, Environmental Policy
Greater Wellington Te Pane Matua Taiao
021 306 951
100 Cuba Street, Te Aro, Wellington 6011
Follow us online: [Facebook](#) | [Twitter](#) | gw.govt.nz

Pareesha Mehta-Wilson

From: Fleur Matthews
Sent: Tuesday, 19 January 2021 5:02 PM
To: Emmet McElhatton; Grant Fletcher; Amy Helm; Tim Shackleton; Bonnie Parfitt
Cc: Dave Humm; Anke Kole; Shan Lu
Subject: RE: Rapid Transit Definitions.docx

I support identifying which routes we consider are existing and planned rapid transit in the RLTP. This will reduce the amount of arguing and discussions about whether something is or isn't.

But I do agree with Emmet that if we don't have any parameters around the components of the definition then we're at risk of getting into silly conversations about whether the Cable Car is rapid transit. It would be much simpler if we could say no because it doesn't meet x (presumably quick???).

Happy to discuss either within GW or wider group.

Fleur

From: Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Sent: Tuesday, 19 January 2021 4:47 PM
To: Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Amy Helm <Amy.Helm@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>
Cc: Dave Humm <Dave.Humm@gw.govt.nz>; Anke Kole <Anke.Kole@gw.govt.nz>; Shan Lu <Shan.Lu@gw.govt.nz>
Subject: RE: Rapid Transit Definitions.docx

Hi Grant

I agree that a definition like this should come back to parameters central government sets as we should have something consistent nationally. So, agree with going back to the GPS but, the problem with this is what do those words in their definition actually mean. E.g. 'frequent' - every ten minutes, fifteen, twenty at peak?? Not sure if we can or should drill down any further than the current GPS definition (other international definitions are similarly vague).

Thanks for fronting this.

Emmet

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Sent: Tuesday, 19 January 2021 4:34 PM
To: Amy Helm <Amy.Helm@gw.govt.nz>; Tim Shackleton <Tim.Shackleton@gw.govt.nz>; Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Bonnie Parfitt <Bonnie.Parfitt@gw.govt.nz>; Emmet McElhatton <Emmet.McElhatton@gw.govt.nz>
Cc: Dave Humm <Dave.Humm@gw.govt.nz>; Anke Kole <Anke.Kole@gw.govt.nz>; Shan Lu <Shan.Lu@gw.govt.nz>
Subject: Rapid Transit Definitions.docx
Importance: High

his was provided to
ou in Attachment 1 -
reports.

Hi

Apologies for taking longer than I had thought in preparing this. There were some slight wording differences between the GPS and the NPS-UD in terms of defining rapid transit (GPS) vs defining "a Rapid transit service means *any existing or planned.*"

The enclosed definition is from the GPS. Noting that the Regional Growth Framework has already defined the rapid transit service as the four rail lines I am proposing that we define the rapid transit network for the Wellington region as those four lines plus the LGWM MRT corridor.

An alternative wording would be to use the NPS working and note that both “the GPS and NPS-US define a rapid transit services as any existing planned . . . “ We can add the network as the four rail lines and MRT corridor and that gets around whether the four lines are rapid transit or not. We are saying they either are or are planned to be.

Logically for me the actual definitions in terms of frequency etc should be done in the context of the PT Plan and/or RGF planning with the context of what we mean and what is achievable.

Can people have a look and let me know by the middle of tomorrow if possible their thoughts and will circulate to Amy K and Andrew W.

Thanks

Grant



Grant Fletcher

Kaiwhakahaere Waka-ā-rohe | Manager, Regional Transport

Greater Wellington Te Pane Matua Taiao

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Pareesha Mehta-Wilson

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Monday, 21 December 2020 3:50 PM
To: Amy Kearse; Fleur Matthews; Kim Kelly; Grant Fletcher
Subject: RE: Rapid transit notes
Attachments: Statistics on Cable Car, Bus & rail services_.docx

As requested ... see attached. Generated for a different purpose, but probably still useful. Stats come from Greater Wellington RC, so hopefully they look familiar to you Fleur and Grant.

Also this email from Alex Campbell may be of interest regarding the Johnsonville Line, copied below. Again answering a different question, but pulls in some useful info.

From: Alex Campbell <Alex.Campbell@gw.govt.nz>
Sent: 20 November 2020 10:11 AM
To: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: RE: northern extension of light rail

Hi Andrew,

Yes it is a suggestion that has been raised with past light rail proposals. As in all things that relate to engineering nothing that can't be overcome with significant investment.

The challenges to overcome are:

- JVL line is single track with passing loops that permit a maximum 15 minute peak headway.
- To provide sufficient peak capacity we operate 4 car Matangi trains with a length of 86.12m (554 passengers seated and standing).
- LRV's proposed for LGWM have a length of 24m to 33m with a capacity of 180 to 240 passengers.
- Platform lengths for LGWM proposed are 25m to 50m.

Without double tracking the Johnsonville line LRT will provide less peak capacity due to smaller LRV vehicles being constrained to the current 15 minute headway. A 15 minute headway is about the practical limit for reliable operation of a single track railway.

Double tracking the Johnsonville line will be very challenging (costly) given single track tunnels and being cut into a steep hillside.

Longer LRV units with higher capacities than proposed for Wellington are feasible. However on street operation limits the practical length of what can be operated to a range between around 45m (eg. Gold Coast) to 55.9m (eg. Budapest) for individual LRV units. With coupled operation there are examples such as Sydney that have designed for coupled trams with a total length of 67m. Still significantly less than a 4 car Matangi at 86m.

So light rail not feasible to Johnsonville without double tracking. Double tracking likely to be very costly and hard to justify just to replace existing heavy rail capacity with equivalent LRT capacity.

Alex

Andrew Wharton

Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Amy Kearse <Amy.Kearse@nzta.govt.nz>
Sent: 21 December 2020 3:37 PM
To: Fleur Matthews <Fleur.Matthews@gw.govt.nz>; Kim Kelly <Kim.Kelly@gw.govt.nz>; Grant Fletcher <Grant.Fletcher@gw.govt.nz>; Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: FW: Rapid transit notes

Thanks Andrew.

Just forwarding to Kim, Grant and Fleur as I think between us (with Grant as lead) we'll draft something up. I think Emily was going to forward Kim her notes too.

Good idea re the shared doc system (this has worked well for RLTP material so far).

Ngā mihi
Amy

PS, your other document looked like it could be helpful too, if it was appropriate to share 😊

From: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Sent: Monday, 21 December 2020 3:27 PM
To: Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: FW: Rapid transit notes

Hi Amy, in case you didn't get a pic of our notes from this morning, here's the picture I took of it.

Note: picture
withheld under
s7(2(f)(i).

Once you've typed up your notes on the rapid transit characteristics, please email it to me (and the others) so we can add to it. If there's a shared doc system where we can all edit the same version online that would be great too.

Cheers,

Andrew Wharton
Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Andrew Wharton <andrewjwharton@gmail.com>
Sent: 21 December 2020 3:15 PM
To: Andrew Wharton <Andrew.Wharton@wcc.govt.nz>
Subject: Rapid transit notes

Statistics on Cable Car, Bus & rail services

Criteria:	Cable car	Route 22 (Vic Uni to Station variant only)
'Frequent'	<ul style="list-style-type: none"> 10 minute standard 5 minute during peak (on demand when terminal is full) 	<ul style="list-style-type: none"> 7.5 minute frequency during peak 10 minute standard frequency
'Quick'	<ul style="list-style-type: none"> 3-5 minute journey #22 bus from upland road/Glasgow St to Wellington station takes ~15 minutes 	<ul style="list-style-type: none"> Maximum 10 minute run time between the university and station both directions (would need ~8min walk to cable car kiosk for comparison)
'Reliable'	<ul style="list-style-type: none"> 99% reliability. Closed for one week/year for maintenance. 	Punctuality 93.9% Reliability 98.2%
'High-capacity'	<ul style="list-style-type: none"> 80 pax each way. Equates to 480pax/hr on 10 minute interval or 960pax/hr on 5 minute interval. 	<ul style="list-style-type: none"> Max 75 pax Equates to 600pax/hr on 7.5minute interval or 450pax/hr on 10minute interval
Largely separated from other transport	Yes	No

Criteria:	J'ville line	Route 22	Route 19e	Route 60e	Route 24 Jville to Station	Route 1	Route 52	Route 56
		Mairangi to station (Jville variant)	Churton Park to Station via Jville	Jville station to WGTN station	(via Broadmeadows and Khandallah)	Jville hub to station	Jville Station to WGTN station via woodridge /newlands	Jville to station via Paparangi, Newlands
'Frequent'	4 trains per hour peak (every 15min) both directions (6.30am-9.00am)(4.00pm-7.00pm) 2 trains per hour off peak (every 30min) both directions	35 minute average frequency morning peak. 1 service per hour off peak 1 service per hour evening peak (both ways)	20 minute frequency during am peak 15-20 minute frequency during pm peak 30 minute standard (Leaves Jville and collects people from Churton Park for transit to other services from Jville. Continues to Wgtn Station in morning peak)	30 minute average frequency (largely peak)	15 minute frequency during am peak 7 minute frequency during pm peak 30 minutes shoulder of peak 60 minutes standard	8 minute frequency during am peak 7 minute frequency during pm peak 10 minute standard frequency	30 minutes peak frequency (counter-directional i.e. am leaving the city, pm returning to city) 30 minutes standard	20 minutes frequency (largely peak only)
'Quick'	Peak: 23 mins (counter peak 28 mins) from J'Ville Off-peak: 23 mins from J'Ville	57 minute journey peak 45 minute off peak GWRC supplied data from Mairangi rather than Jville so have supplemented from Metlink timetable	20 minute runtime (from Jville station to Wgtn station)	18-25 minute morning peak runtime 16-18 minute evening peak runtime.	35 to 40 minutes peak runtime (From Jville) 30 minutes off-peak runtime (from Jville) ~20 minutes to/from Khandallah village	15-20 minute run time all day	36-39 minutes run time all day	30-45 minutes peak run time 27 minutes off-peak run time
'Reliable'	2019/20 (% of trains that have not been cancelled,	Punctuality 93.9% Reliability 98.2%	Punctuality 83.6% Reliability 98.6%	Punctuality 94.2% Reliability 99.7%	Punctuality 92.3% Reliability 99.1%	Punctuality 88.9% Reliability 99.2%	Punctuality 96.2% Reliability 99.7%	Punctuality 94.0% Reliability 99.8%

Statistics on Cable Car, Bus & rail services

	<p>run with less capacity and that have stopped at every station):</p> <ul style="list-style-type: none"> J'ville: 97.5% <p>(% of services that have run on time (within five mins of their scheduled time)</p> <ul style="list-style-type: none"> J'ville: 96.5% 							
'High-capacity'	<ul style="list-style-type: none"> J'ville: <ul style="list-style-type: none"> Total: 1.13 million Peak: 709k Please note this is down 22.7% compared to last year due to covid (21.2% in peak) <p>Off peak trains are all run by two car units, each two car unit can hold 246 people, sitting and standing.</p> <p>Peak trains on the J'ville are all 4 car which is 492.</p> <p>Off peak capacity: 492pax/hr (246*2 trips)</p> <p>Peak capacity: 1968pax/hr (492*4trips)</p>	<p>Max 75 Pax each way</p> <ul style="list-style-type: none"> ~150pax/hr morning peak 75 pax/hr other times <p>549,194 total pax FY20 (July 19 to June 20)</p> <p>269,398 peak pax FY20 (-14% FY19)</p> <p>These pax figures are from Mairangi</p>	<p>Max 75pax</p> <ul style="list-style-type: none"> ~225pax/hr morning and evening peak <p>89,285 total pax FY20 86,336 peak pax FY20 (-26%)</p>	<p>Max 75 Pax</p> <ul style="list-style-type: none"> Equates to 150pax/hr 	<p>Max 75 Pax</p> <ul style="list-style-type: none"> ~300pax/hr morning peak ~600pax/hr evening peak ~150pax/hr shoulder peak 75pax/hr standard time <p>556,070 total pax FY20 363,813 peak pax FY20 (-17%)</p>	<p>Either a 75pax or 95 pax vehicle is used. Calculations that follow take a midpoint of 85.</p> <ul style="list-style-type: none"> ~630pax/hr morning peak ~730pax/hr evening peak ~510pax/hr standard <p>2,773,493 total pax FY20 1,323,763 peak pax FY20 (-18%)</p>	<p>Max 75 pax</p> <ul style="list-style-type: none"> 150pax/hr <p>420,310 total pax FY20 143,353 peak pax (-24%)</p>	<p>Either a 75pax or 95 pax vehicle is used. Calculations that follow take a midpoint of 85.</p> <ul style="list-style-type: none"> ~255 pax/hr <p>121,571 total pax FY20 117,421 peak pax (-18%)</p>
Largely separated from other transport	Yes	No	No	No	No	No	No	No

Statistics on Cable Car, Bus & rail services

Criteria:	Kapiti line	Route 60e (Porirua to Station- continues to Courtenay Place)– Alternative to Kapiti line
‘Frequent’	<p>Peak (From Porirua)</p> <p><i>Express to Wellington</i></p> <ul style="list-style-type: none"> • Morning: 3 per hour towards wellington • Afternoon: 3 per hour towards Porirua <p>All stops</p> <ul style="list-style-type: none"> • Morning: 5 peak services between 7 and 8am towards wellington and 3 services towards Porirua • Afternoon: 3 peak between 5 and 6pm towards Porirua and 3 peak services between 5 and 6pm towards wellington <p>Off peak (From Porirua)</p> <p>All stops</p> <ul style="list-style-type: none"> • 3 services per hour both ways between 9am and 3pm Weekdays • 2 services per hour both ways all other off peak times 	30 minute average frequency (largely peak)
‘Quick’	<ul style="list-style-type: none"> • Peak: 22mins from Porirua • Off-peak: 21 mins from Porirua 	<ul style="list-style-type: none"> • 55 minute runtime in morning peak • 41-45 minute runtime in evening peak.
‘Reliable’	<p>2019/20 (% of trains that have not been cancelled, run with less capacity and that have stopped at every station):</p> <ul style="list-style-type: none"> • Waikanae: 95.4% <p>(% of services that have run on time (within five mins of their scheduled time))</p> <ul style="list-style-type: none"> • Waikanae: 86.7% 	<p>Punctuality 94.2%</p> <p>Reliability 99.7%</p>
‘High-capacity’	<p>Waikanae:</p> <ul style="list-style-type: none"> ○ Total 4.82m ○ Peak: 3.11 m ○ Please note this is down 19.7% compared to last year due to covid (also 19.7% in peak) <p>Off peak trains are all run by two car units, each two car unit can hold 246 people, sitting and standing.</p> <p>Peak trains south of Porirua are mostly run by 6-car trains which holds 738pax.</p> <p><i>For the purposes of this exercise direct services to/from Porirua to Wellington are excluded.</i></p> <p>Peak capacity</p> <ul style="list-style-type: none"> • 5 peak services between 7 and 8am towards wellington and 3 towards Porirua <p>Between 7 and 8am = 3690pax/hr inbound to Wgtn (738*5) and 2214pax/hr outbound to Porirua (738*3).</p> <ul style="list-style-type: none"> • Afternoon: 3 peak services between 5 and 6pm both ways <p>Between 5 and 6pm = 2214pax/hr both ways</p>	<ul style="list-style-type: none"> • Max 75 Pax • Equates to 150pax/hr <p>84,507 pax 80,656 peak pax (-32%)</p>

Statistics on Cable Car, Bus & rail services

	<p>Off peak</p> <ul style="list-style-type: none">• Between 9am and 3pm Weekdays 738pax/hour (246*3)• All other off peak times 492pax/hour (246*2)	
<p>Largely separated from other transport</p>	<p>Yes</p>	<p>No</p>

Statistics on Cable Car, Bus & rail services

Bus data notes:

- Frequency not necessarily spaced evenly, but instead averaged across the peak periods (7-9 in am, 4-6 in pm)
- Trips in am, except noted exceptions, run from suburbs into the city, pm services the opposite
- Pax figures are for the total route over the course of the financial year, they are not split by route segments or direction
- Pax numbers were heavily affected by Covid. Pre-Covid forecasting was an estimated 5% growth across the network, with especially high growth of 10+% expected in Porirua (Route 60e)

Bus capacities

Table 1 row #	Vehicle Size		Passenger capacity (seated and standing) ^[1]	Maximum Vehicle Length ^[2]	
	GWRC Classification	RUB Classification		New Vehicle (metres)	Existing Vehicle (metres)
T1.1	Small Vehicle (SV)	SB (RUB)	30 - 53 passengers(excluding driver) includes minimum of 24 seats	10	11.8
T1.2	Medium Vehicle (MV)	SB (RUB)	54 - 74 passengers (excluding driver) includes minimum of 24 seats	11.8	12.2
T1.3	Large Vehicle (LV)	LB (RUB)	75 or more passengers (excluding driver) includes minimum of 36 seats	12.8	13.5
T1.4	Double Decker (DD)	LBDD (RUB)	95 or more passengers (excluding driver) includes minimum of 80 seats	12.8 Recommend length to be less than this	n/a

July 2019 to June 2020

Punctuality = % of services departing from origin between 1 minute early & 5 minutes late

Reliability = % of scheduled services that actually ran, as tracked by RTI & Snapper systems

^[1] RUB provides information on the number of seated passengers required per Vehicle size classification

^[2] Maximum Vehicle lengths shown in the table exclude the additional length required for a deployed bike rack

Pareesha Mehta-Wilson

From: Amy Helm
Sent: Thursday, 28 January 2021 3:42 PM
To: Fleur Matthews
Subject: RE: WGRF maps for changes

Hi,
I agree TAG was clear that they don't want the stops.
I've just send the map back to the designer to map Andrew's suggest changes.
Cheers,
Amy

From: Fleur Matthews <Fleur.Matthews@gw.govt.nz>
Sent: Thursday, 28 January 2021 3:33 PM
To: Amy Helm <Amy.Helm@gw.govt.nz>
Subject: RE: WGRF maps for changes

Hi Amy

I had a call from Andrew Wharton earlier and he is pushing hard on including the term stops in the paragraph on rapid transit as follows:
"The rapid transit network, stops and services for the Wellington region comprise the Kāpiti, Hutt, Melling and Johnsonville rail lines,

I'm of the view that this doesn't add anything and goes against the views expressed during the TAG meeting. Do you agree?

I also sent him a copy of the map so he could see what it looked like – and he's asked for the map to have a larger purple circle to connect LGWM with the blue lines and include the hospital. Also Kāpiti has a macron over the a if that could possibly be added to the map.

Happy to discuss if that's easier. Hope all is going well with finalising!

Fleur

Not in scope



Not in scope



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Pareesha Mehta-Wilson

From: Grant Fletcher
Sent: Thursday, 24 December 2020 10:08 AM
To: Amy Helm
Cc: Shan Lu; Fleur Matthews; Rapid Transit Definitions - Regional Transport Strategy; Emmet McElhatton
Subject: Update from Amy K on Rapid Transit

Amy,

I've talked with Amy K who noted she had been a bit late in getting the TAG update out on Rapid Transit and the work going on in Waka Kotahi around definitions. This follows your email of 15 Decembe.

Below is the text of their internal document that she will be sending to you and their request to include this in the RLTPs. I'm not sure how we are placed to do this or what extra work it involves but I've suggested sending it direct to you rather than working on the Teams version of the RLTP. And also making sure we're consistent with the PT Plan (RPTP). Amy suggested that we use the regional growth strategy corridors map in the first place.

Cheers

Grant

Discussion

RMA plan changes and planning decisions at times will need to rely on RLTPs for defining what is rapid transit and in particular identify what improvements are planned to an existing public transport/rapid transit network.

RLTPs therefore need to provide clarity where possible about the approach and principles to delivering the planned rapid transit network.

Our recommendation is that:

- Strategic public transport network maps are included in RLTPs setting out the current public transport network including frequent and rapid transit network, and any planned changes to the public transport network within a 10-year timeframe, particularly where it would enable the public transport network to be considered as rapid transit.
- Describing the relevant planned improvements that will result in changes to the network and the level of service change that is planned (where this is known or anticipated) and the urban form that is anticipated to develop integrated with and alongside these corridors over time.
- This might mean cross-referring to activities listed in the programme tables or including a new table that is specifically relevant to RLTPs.

- Where applicable, RLTPs include a summary of the relevant Urban Growth Partnership spatial plan and associated map/s and delivery approach to emphasis the integration between land use and transport and to reinforce the strategic case for key transport investments proposed in the RLTP.



Grant Fletcher

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Pareesha Mehta-Wilson

From: Amy Helm
Sent: Wednesday, 10 February 2021 3:48 PM
To: Tim Shackleton
Cc: Fleur Matthews
Subject: Update on rail plans for TA planners

Hi Tim,

Fleur is convening a group of resource management planners from around the region to consider a common approach to matters relating to the National Policy Statement on Urban Development. This will build on discussions about rapid transit. A couple of councils have indicated an interest in better understanding planned improvements to rail levels of service. Is someone from your team about to join the meeting to give the group an update? The date is currently being arranged.

Cheers,
Amy



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