

From: Amy Kearse
To: s 9(2) at.govt.nz
Cc: s 9(2) Claire Pascoe; Delaney Myers
Subject: FW: One network framework PT classifications [feedback sought by Waka Kotahi by 19 February]
Date: Friday, 19 March 2021 3:43:00 PM
Attachments: image001.png
 image004.png
 Public Transport section of ONF Detailed Design.pdf

Kia ora Pete

Thank you for taking the time to provide feedback on the ONF PT classifications – it was very helpful and useful for us to consider how the ONF may apply in an Auckland context.

I have attached the final PT classifications, and in the table below responded to your specific comments.

More generally, the Waka Kotahi Board has now endorsed the ONF. Following extensive feedback on the detailed ONF classification, REG will be publishing the detailed design for movement and place classification by the end of March. This includes the section on public transport. Online materials will be updated early April to include case studies and other guidance material. The focus for the next three months (April to June), is for RCAs to reclassify their current networks to align with the street families. RCAs won't be required to classify their public transport networks at this stage.

Although the detailed design will be published, there will continue to be opportunity to refine this design, particularly to align with the RPTP guidance when that is complete. The ONF project team is very keen to work with you so frameworks are connected. Successfully embedding the ONF will deliver on the expectations set out through a number of national initiatives, including Road to Zero. REG is working with the sector to look for early adopters and engagement opportunities. If you wish to get in touch with the project team to discuss the implementation and/or engagement opportunities, please email: xxx@xxx.xxx.xx.

Once again, thank you for taking the time to comment on the ONF PT classifications.

s 9(2) please note, I will send a separate email to you for distribution to the TSIG PT group.)

Ngā mihi nui,
Amy

Comment	Response	Change
If we could include reference to ferry in Auckland as part of this review, it would certainly help the cause for investment and also allow for a level-playing field across modes. It also supports and justifies the title of the document 'One Network Framework'.	Yes, agree we have adjusted the classifications to include ferries too.	Amended to include ferries.
The emphasis needs to be on span (at least 7 hours a day, 7 days a week) with peak services at least 15 minutes and all-day at least 30 minutes. This should be based on the RPTP aspirations not the actual operations where it is an <i>axle</i> service like Devonport. Note that Devonport ferry service becomes part of the RTN under the Auckland RPTP.	The ONF is not intended to replace RPTPs. Councils can still retain their own classification systems that provide more service provision details like operating hours and different measures of frequency etc. We recommend further classification is left to local jurisdictions to decide if they'd like to add these parameters for local classifications. It is untenable for smaller cities to meet Auckland's RPTP classification system. Note, the ONF team had previously discussed using a more traditional frequency classification as it is so fundamental to PT planning but in the end it was decided not to as the ONF is intended to classify what is happening at a point on a street rather than a full PT service/route.	No change.
Based on the definition in slide 2, I understand that PT1 dedicated means - By design, they are able to cater for an increasing frequency and capacity of public transport service. I am thinking this is why we have all rail (low and high frequency/capacity) in the same bucket of 'PT1 dedicated'? If so, might need to modify the description of this category in slide 3 under 'Strategic Significance'.	Slide 2 presented background commentary rather than a definition. The text won't be included in the ONF as published. The changes we have made to the strategic significance description aims to better align with the GPS and NPS-UD definitions of rapid transit.	Note text referred to is not included in ONF.
The other point I would make on the document is that no minimum frequency is given as part of the rapid transit service definition. We [AT] define this as every 15 mins or better (currently) 18hrs a day, 7 days a week – increasing to every 10 mins by 2028. See below extract from Auckland's RPTP.	We are not intending to provide this level of detail through the ONF at this point in time. Councils can still retain their own classification systems that provide more service provision details like operating hours and different measures of frequency etc.	No change.

"Frequency is Freedom" and we need to get away from focussing purely on the peak.		
I see that the 'indicative capacity – vehicle volume' for both 'dedicated' and 'spine' are >12 services per hour. Perhaps for 'dedicated', the capacity could be different for rail, non-rail PT corridors and ferry. E.g. non-rail PT corridors could be over 10,000 people per day. We are currently working up a proposal for Customs St in Auckland CBD that would see buses able to carry 10,000 passenger per hour, per direction.	Note the 'greater than sign' 10,000 used in relation to the 'spine' is still consistent with this but the lowish threshold is to account for dedicated facilities in smaller jurisdictions, which are unlikely to meet higher thresholds in relation to capacity.	No change.
The rail volumes need to be at least 6 trains per hour with potentially more at peak especially in Auckland to make use of the investment in CRL and through running. The peak volumes on the lines that are currently Western, Southern (to at least Papakura) and Eastern Line should be at least 10 trains per hour in peak.	We do not want to exclude existing rail services if they do not currently meet certain thresholds relating to capacity or frequency yet are dedicated corridors and are likely to have future increases in capacity and/or frequency.	No change.
The Nx1 and Nx2 were carrying about 20,000 and 14,000 people per day in 2019. The #70 is carrying about 14,000 per day, although a lot of that number is beyond the future Eastern Busway itself. The indicative capacity should be based on a standard bus (50 passengers) operating at 10 minutes headway 18 hours a day. This gives an indicative capacity over a day of over 10,000 people.	Within the RPTP councils could note any intention to move from one classification to another. We have removed 'capacity' from the column headings.	Minor change to remove capacity from heading.
That definition of Spine (12 buses an hour) would mean the virtually all the Isthmus Bus Frequent bus corridor would meet this definition (which is good) ... [services listed]. So the definition example of a Spine appears too limited as most of the Auckland Isthmus Arterials meet this definition. We need some room to grow beyond what we currently have as Auckland grows.	Thank you for this information about how 'spine' would play in Auckland. As above, we recommend the intent to lift the PT LOS is captured in your RPTP.	No change.

From: Amy Kearse

Sent: Friday, 19 February 2021 1:47 PM

To: s 9(2)(a) @at.govt.nz>

Cc: s 9(2)(a) gw.govt.nz>; Sarah Taylor <Sarah.Taylor@nzta.govt.nz>

Subject: RE: One network framework PT classifications [feedback sought by Waka Kotahi by 19 February]

Kia ora Pete

Thank you very much for your feedback on the ONF PT classifications – it is much appreciated.

I will discuss the points you raise further with my colleagues and I'll come back to you if I need anything further, as well as course update you (and TSIG via Anke) over the next week on changes we might may to take onboard your feedback.

Ngā mihi

Amy

Amy Kearse / Lead Strategic Planner

Strategic System Planning, Transport Services

DDI: s 9(2)(a)

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From: s 9(2)(a) @at.govt.nz>

Sent: Wednesday, 17 February 2021 11:28 AM

To: s 9(2)(a) gw.govt.nz>; Amy Kearse <Amy.Kearse@nzta.govt.nz>

Cc: Sarah Taylor <Sarah.Taylor@nzta.govt.nz>; s 9(2)(a) @at.govt.nz>; s 9(2)(a)

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Subject: RE: One network framework PT classifications [feedback sought by Waka Kotahi by 19 February]

Hi Amy

Thank you for the opportunity to comment. Please see some comments below from AT.

General

If we could include reference to **ferry** in Auckland as part of this review, it would certainly help the cause for investment and also allow for a level-playing field across modes. It also supports and justifies the title of the document 'One Network Framework'.

The emphasis needs to be on span (at least 17 hours a day, 7 days a week) with peak services at least 15 minutes and all-day at least 30 minutes. This should be based on the RPTP aspirations not the actual operations where it is an exempt service like Devonport. Note that Devonport ferry service becomes part of the RTN under the Auckland RPTP

The four service which eventually could meet this definition are:

- Hobsonville,
- Devonport,
- Waiheke,
- Pine Harbour

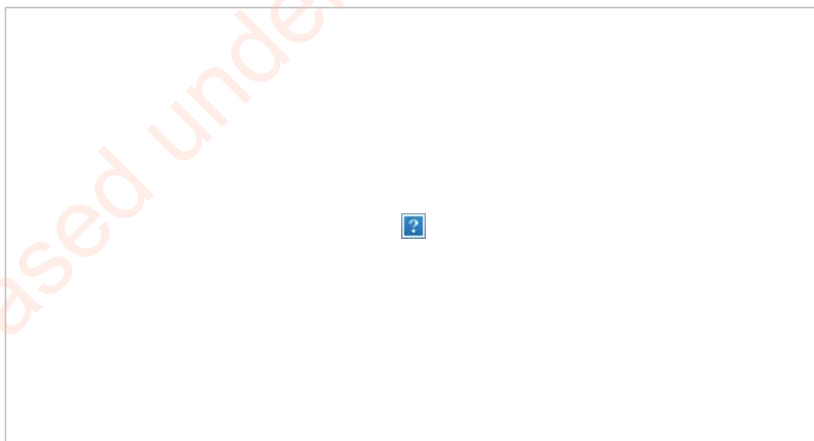
I daresay the Ferry issue primarily applies to Auckland, although Eastbourne ferry in Wellington could get there. There may be a slightly different process for ferry as there are not stops on the route like train and bus (generally).

Slide 2

Based on the definition in slide 2, I understand that PT1 dedicated means - *By design, they are able to cater for an increasing frequency and capacity of public transport service*. I am thinking this is why we have all rail (low and high frequency/capacity) in the same bucket of 'PT1 dedicated'? If so, might need to modify the description of this category in slide 3 under 'Strategic Significance'.

Slide 3 – PT 1 – Strategic Significance

The other point I would make on the document is that no minimum frequency is given as part of the rapid transit service definition. We define this as every 15 min or better (currently) 18hrs a day, 7 days a week – increasing to every 10 mins by 2028. See below extract from Auckland's RPTP. "Frequency is Freedom" and we need to get away from focussing purely on the peak.



Slide 3 – PT 1 passenger volumes per day at 3,000 per hour seems too low

I see that the 'indicative capacity – vehicle volume' for both 'dedicated' and 'spine' are >12 services per hour. Perhaps for 'dedicated', the capacity could be different for rail, non-rail PT corridors and ferry. E.g. non-rail PT corridors could be over 10,000 people per day. We are currently working up a proposal for Customs St in Auckland CBD that would see buses able to carry 10,000 passenger per hour, per direction.

The rail volumes need to be at least 6 trains per hour with potentially more at peak especially in Auckland to make use of the investment in CRL and through running. The peak volumes on the lines that are currently Western, Southern (to at least Papakura) and Eastern Line should be at least 10 trains per hour in peak.

The Nx1 and Nx2 were carrying about 20,000 and 14,000 people per day in 2019. The #70 is carrying about 14,000 per day, although a lot of that number is beyond the future Eastern Busway itself. The indicative capacity should be based on a standard bus (50 passengers) operating at 10 minutes headway 18 hours a day. This gives an indicative capacity over a day of over 10,000 people.

Slide 3 – Spine

That definition of Spine (12 buses an hour) would mean the virtually all the Isthmus Bus Frequent bus corridor would meet this definition (which is good) would include:

- All 18, all of the Inner LINK route (due to overlaps with other services)
- Common section of 22's, 24's, 25's, 27's, 30 and 309 overlap, Tamaki Drive from Kohimarama, Onewa Rd, Constellation Drive, parts of the network in Albany, section between Smales Farm and Takapuna

The 70, 75 and Outer LINK are just outside the 12 per hour number on their unique sections

So the definition example of a Spine appears too limited as most of the Auckland Isthmu Arterials meet this definition. We need some room to grow beyond what we currently have as Auckland grows.

Many thanks

S

s 9(2)(a) | Service Network Development Manager
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From: s 9(2)(a) @at.govt.nz>

Sent: Tuesday, 16 February 2021 1:49 p.m.

To: s 9(2)(a) at.govt.nz>; s 9(2)(a) @at.govt.nz>

Subject: FW: One network framework PT classifications [feedback sought by Waka Kotahi by 19 February]

Hi all

We need to provide feedback on the attached proposal. My feedback below. Please provide any further comments.

Looks like a decent change proposal, but I do wonder that ferries should be explicitly included in this / new definitions.

Considering:

Corridors where 'rapid transit' services are operated, providing a fast, quick, frequent, highly reliable, and high-capacity service that form of urban transport along a dedicated PT corridor operates on a permanent route (road or rail) that is dedicated to public transport or largely separated from other traffic.

A 20 minute, 200 seat vessel, ferry service from Devonport and Hobsonville Point (for example) would fall in under this definition

Inclusion of such services could be justified by measuring its frequency, quickness, reliability and capacity relative to the relevant location; and would certainly supports the objectives of providing well-functioning urban environments, competitive land and development markets, and having more people living near public transport.

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Cc: Amy Kearse <Amy.Kearse@nzta.govt.nz>
Subject: One network framework PT classifications [feedback sought by Waka Kotahi by 19 February]

Kia ora koutou,

Amy Kearse from Waka Kotahi joined us today at our TSIG PT catch-up to talk about some proposed changes to the PT classification of the One Network Framework (see details on slide 3 of the attached document).

You may remember that this was on the agenda of the August TSIG meeting, when s 9(2)(a) sought feedback on a draft version.

WK is proposing some further changes to align the PT classification with the rapid transit definitions. This is particularly relevant for the tier 1 urban environments as identified in the NPS-UD (Auckland, Hamilton, Tauranga, Wellington, Christchurch), but I'll send it to all of you FYI.

I'll send this to the PT catch-up group and the RLTP leads, as I think this may be interesting for both areas of work.

Amy is seeking feedback on this by 19 February.

If you have any feedback or questions, please email Amy directly.

Ngā mihi,
Anke



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Please note that I work part-time – usually Monday to Thursday

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