

9(2)(a)

The definition of 'rapid transit service' in the NPS-UD 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.'

What does 'largely separated' mean? Clearly, a train line qualifies (fully separated), and also a fully separated busway (such as the Northern Busway in Auckland). But how about a bus route on a main arterial, where a bus lane may only be provided along 60-70% of the route?

Intensification

Comment from Craig.

If the scheduled bus services using that route are also frequent, quick, reliable and high-capacity, then it could be considered a rapid transport service. Even if that is not the case, if they area/location is serviced by regular public transport services, it is likely to be classified as being accessible, which would see Policy 3(d)(i) apply, and would require the local authority to consider a level of intensification

Document 1

Out of scope

From: 9(2)(a) @nzta.govt.nz>
Sent: Wednesday, 11 November 2020 10:45 am
To: Jym Clark <xxx.xxxxx@xxx.xxxx.xx>
Cc: 9(2)(a) @nzta.govt.nz>; 9(2)(a) @nzta.govt.nz>
Subject: FW: NPS-UD rapid transit service intensification directions

Kia ano Jym

Some further suggestions for a response to WCC. You are welcome to cc me in any response (or forward comments from me). I have a role in working with both WCC and GWRC as part of spatial planning but also land transport planning, and keen to ensure there is as much clarity as possible around the rapid transit provisions associated with the NPS-UD, especially as they apply in a Wellington context.

- Definitions for rapid transit – both ‘rapid transit service’ and ‘rapid transit stop’ are provided in the NPS-UD as follows:
 - 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
- Rapid transit is therefore both existing and planned and can be a service that operates on rail or road. There are a range of types of modes that fit within this spectrum.
- The Intensification Guidelines provide some further guidance noting that a planned service/stop may be noted in a Regional Land Transport Plan. They could also be noted in a Regional Public Transport Plan, or a spatial plan (such as the draft Wellington Regional Growth Framework (WRGF)).
- In the WRGF [Draft Framework Report](#), page 44, we have noted the rapid transit network.
- We have noted, based on feedback from GWRC, that current service frequencies are 20 minutes on average. Frequency improvements are scheduled for around 2025, generally increasing service frequency to 10-15mins.
- Therefore yes, Johnsonville can be defined as a rapid transit service. It might not meet the definition of it strictly now as my understanding the service frequency is not frequent throughout the day (eg, 7am to 7pm), but it will be around 2025. This particular point should be confirmed with GWRC.
- I strongly support the need for further joint discussion with GWRC, councils and ourselves

and others MOT, KiwiRail to improve clarity and provide more certainty for District Plan purposes about what constitutes a rapid transit service.

- Recently through the WRGF there has been discussion about establishing a regional planning group focused on working through issues associated with NPS-UD implementation. We have signalled our interest to be part of this and I suggest this will be a useful forum to work through this matter.
- Note also, 9(2)(a) has been leading work for Waka Kotahi on a Rapid Transit Strategic Framework and we would bring this into this any NPS-UD implementation discussions. I have cc-ed 9(2)(a) case he wishes to share more on this at this stage.

Happy to discuss further.

Nga mihi

9(2)(a)

9(2)(a) / Lead Strategic Planner

System Planning, Transport Services

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From: 9(2)(a)

Sent: Tuesday, 10 November 2020 1:08 PM

To: 9(2)(a) @nzta.govt.nz; Jym Clark <Jym.Clark@mfe.govt.nz>

Subject: RE: NPS-UD rapid transit service intensification directions

Kia ora Jym 9(2)(a)

Definitely agree that what is a rapid transit stop (existing or planned) should be confirmed by/with the regional council, in this case Greater Wellington Regional Council.

I'm sorry I haven't had time to respond fully yet, just off to WCC now actually, but will provide a more fulsome reply this afternoon – if you could hang fire until then?

Importantly, please note rapid transit doesn't necessarily just entail rail, but could include bus modes where this is priority/dedicated lanes.

Thanks

9(2)(a)

From: 9(2)(a) @nzta.govt.nz

Sent: Monday, 9 November 2020 5:16 PM

To: 9(2)(a) @nzta.govt.nz

Cc: Jym Clark <Jym.Clark@mfe.govt.nz>

Subject: FW: NPS-UD rapid transit service intensification directions

Hi 9(2)(a)

Please see the email below from Jym Clarke on the NPS and the definition of RTN in the context of the Johnsonville Line.

(Jym, 9(2)(a) is a Lead Strategic Planner too based in Wellington, is familiar with the NPS-UD and involved in Wellington spatial planning and can provide advice to WCC on this. Looking at your draft response I'm not sure that it is the city councils role alone in defining the RTN stops as the Regional Councils RLTP and RPTP documents may also define the existing and planned RTN)

Cheers

9(2)(a)

From: Jym Clark <xxx.xxxxx@xxx.xxxx.xx>
Sent: Monday, 9 November 2020 2:27 PM
To: 9(2)(a) <[9\(2\)\(a\)@nzta.govt.nz](mailto:9(2)(a)@nzta.govt.nz)>; 9(2)(a) <[9\(2\)\(a\)@nzta.govt.nz](mailto:9(2)(a)@nzta.govt.nz)>
Cc: 9(2)(a) <[9\(2\)\(a\)@hud.govt.nz](mailto:9(2)(a)@hud.govt.nz)>; 9(2)(a) <[9\(2\)\(a\)@hud.govt.nz](mailto:9(2)(a)@hud.govt.nz)>
Subject: FW: NPS-UD rapid transit service intensification directions

Kia ora 9(2)(a)

Hope this email finds you well.

Would you be able to put me in touch with someone at Waka Kotahi who might be able to assist Wellington City Council firm up its position regarding classifying the Johnsonville rail line as a rapid transit service? They are experiencing significant community push back via the spatial plan they are consulting on at the moment and could do with a hand. See their email below. You will see I have drafted a response but more thinking to be done.

Thanks in advance,

Jym Clark – Senior Advisor

Urban and Infrastructure Policy – Wellington
Manatu Mo Te Taiao
022-517-0088
Level 2 23 Kaiti Sheppard Place



From: Jym Clark

Sent: Monday, 9 November 2020 1:51 PM

To: 9(2)(a) <[redacted]@hud.govt.nz>; 9(2)(a) <[redacted]@hud.govt.nz>

Subject: RE: NPS-UD rapid transit service intensification directions

9(2)(a)

I have quickly drafted this response to the below question from 9(2)(a) WCC – can you take a look and add amend as you see fit. Basically I have put questions back to 9(2)(a) that we don't have to go away and do the research for him.

Can we aim to get a response by the end of the week you think?

Jym

Kia ora 9(2)(a)

Thank you for your enquiry.

Ultimately it is up to the council to decide if it meets the definition of a rapid transit service. I can acknowledge that it isn't straight forward, especially as the community is asking the same question. We will not be able to answer the question for this particular service given you have more information about it and know what changes could occur in the future.

In relation to the definition, questions that I have are and that you should consider:

- how reliable is it?
- how frequent is the service?
- how quick is it – how quick is it to get from one end of the line to the other (not what speed does it run)?
- how much capacity does it have?

The final two tests clearly include – rail line – permanent route and separated from other traffic

I think you should also consider what planned changes might occur, or what changes might occur to frequency etc if there are more people living near the stations on the line, so::

- Can it become more reliable?
- Can it become more frequent?
- Can the capacity be increased?

We can reach out to Waka Kotahi who may be able to provide further support.

Jym Clark

From: 9(2)(a) <[redacted]@wcc.govt.nz>

Sent: Monday, 2 November 2020 8:54 AM

To: Liz Moncrieff <[redacted]@xxx.xxxxxxxx@xxx.xxxx.xx >

Subject: NPS-UD rapid transit service intensification directions

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Hi Liz.

Out of scope

I'm looking for clarification on the intended application of the rapid transit intensification directions of the NPS-UD to the Wellington context.

We've appreciated the release of the [intensification guidance](#) on the MfE website and have found it very useful in guiding our understanding and application of the NPS.

That guidance notes on page 21 that existing rapid transit stops include train stations on the 'commuter rail services' in Wellington.

Officers have been comfortable that services on both the Kapiti and JVille line meet the definition of 'rapid transit service' and their existing stops are accordingly 'rapid transit stops' under the NPS-UD.

We discussed and confirmed this with Jym and other Officials following gazettal of the NPS-UD and reflected this in the growth approach of the Draft Spatial Plan.

The applicability of the Jville line services in particular has been the subject of many submissions regarding the 'frequent, quick, reliable, high capacity' criteria, as well as the termination of this service at JVille, making it shorter than others in the region.

Are you able to please confirm or provide further commentary on the intended application of the intensification direction to this particular commuter rail service?

I've had a look at the RIS, S32, CBA and other background docs but they don't go into this detail.

Cheers,

9(2)(a)

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

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Fleur Matthews (Guest) 6/04/2021 9:56 am

Definition of rapid transit stop

Kia ora koutou

We are finding the definition of rapid transit stop potentially has some unintended consequences (in both directions!). For example, some rapid transit services may have 'express' services that only stop at the major stops - we would like the option to classify only those stops as rapid transit stops (rather than all the minor stops in between that have a lower level of service). And in the opposite direction, there are some stops that are serviced by more than one type of public transport that individually may not meet the threshold for rapid transit, but when both types of service are considered it does. Is anyone else having either of these issues / have any advice for us?

Thanks

Fleur (Greater Wellington Regional Council)

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Elaine Gyde 7/04/2021 8:52 am

Hi Fleur - in terms of where express services don't stop, are many of those minor stops also captured by planned rapid transit?



Fleur Matthews (Guest) 7/04/2021 11:38 am

Hi Elaine, do you mean in relation to planned increased levels of service? Not necessarily, the planned increases could be in relation to increasing express services but keeping the minor stops services constant.

↩ Reply