

**From:** [Kim Kelly](#)  
**To:** [Adam McCutcheon](#)  
**Subject:** RE: NPS-UD rapid transit service intensification directions  
**Date:** 18 November 2020 14:39:27  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)

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Good question – I am hoping in the next 2-3 weeks. As this is the initial scoping exercise I think I will just pick a date and go with that rather than ask everyone!

Kim

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**From:** Adam McCutcheon [REDACTED]  
**Sent:** Wednesday, November 18, 2020 2:30 PM  
**To:** Amy Kears [REDACTED]; Kim Kelly [REDACTED]  
**Cc:** Marsha Badon [REDACTED]; Tim Johnstone [REDACTED];  
Sherilyn Hinton [REDACTED]; Kate Pascall [REDACTED]; Tim  
Shackleton [REDACTED]; Grant Fletcher [REDACTED]  
**Subject:** RE: NPS-UD rapid transit service intensification directions

Thanks both.

Yes – keen to be on the list as well as Marsha Badon, and Sherilyn Hinton (copied) please.

When would this meeting be held?

Cheers

Adam.

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**From:** Amy Kears [REDACTED]  
**Sent:** Wednesday, 18 November 2020 2:27 pm  
**To:** Kim Kelly [REDACTED]; Adam McCutcheon <[REDACTED]>  
**Cc:** Marsha Badon [REDACTED]; Tim Johnstone [REDACTED];  
Sherilyn Hinton [REDACTED]; Kate Pascall [REDACTED]; Tim  
Shackleton [REDACTED]; Grant Fletcher [REDACTED]  
**Subject:** RE: NPS-UD rapid transit service intensification directions

Yes, I support having a regional conversation on this too. Should have suggested!

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**From:** Kim Kelly [REDACTED]  
**Sent:** Wednesday, 18 November 2020 2:25 PM  
**To:** Amy Kears [REDACTED]; Adam McCutcheon  
[REDACTED]  
**Cc:** Marsha Badon [REDACTED]; Tim Johnstone [REDACTED];  
Sherilyn Hinton [REDACTED]; Kate Pascall [REDACTED]; Tim  
Shackleton [REDACTED]; Grant Fletcher [REDACTED]  
**Subject:** RE: NPS-UD rapid transit service intensification directions

Hi I have also responded separately to Adams email – there seems to be general agreement on

getting a regional (including Horowhenua) agreement on terms such as this and walkable catchments – I am sure there are more so I think it would make sense to have this discussion as a region rather than with each council.

As mentioned in my other email I have undertaken to organise a meeting of all the regional planners and other interested parties ie Kainga Ora and Waka Kotahi to scope out all the work required between now and June 2024

Kim

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**From:** Amy Kearse [REDACTED]  
**Sent:** Wednesday, November 18, 2020 2:20 PM  
**To:** Adam McCutcheon [REDACTED]; Kim Kelly [REDACTED]  
**Cc:** Marsha Badon [REDACTED]; Tim Johnstone [REDACTED]  
Sherilyn Hinton [REDACTED]; Kate Pascall <[REDACTED]>; Tim Shackleton [REDACTED]; Grant Fletcher [REDACTED]  
**Subject:** RE: NPS-UD rapid transit service intensification directions

Kia ora Adam

Very happy to continue the discussion. Unfortunately I'm fully committed all of Monday. On Tuesday I could meet between 2.30 and 4.30? Wednesday I'm pretty available but Kim may not be.

I suggest it would be useful to also include Tim Shackleton (Manager Strategy and Investments, Metlink) and Grant Fletcher (Manager, Regional Transport, GWRC). I have cc-ed both Tim and Grant.

Nga mihi  
Amy

[Amy Kearse / Lead Strategic Planner](#)  
[System Planning, Transport Services](#)

[REDACTED]

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**From:** Adam McCutcheon [REDACTED]  
**Sent:** Wednesday, 18 November 2020 1:14 PM  
**To:** Amy Kearse <[REDACTED]>; [REDACTED]  
**Cc:** Marsha Badon [REDACTED]; Tim Johnstone [REDACTED]  
Sherilyn Hinton [REDACTED]; Kate Pascall [REDACTED]  
**Subject:** RE: NPS-UD rapid transit service intensification directions

Kia ora Amy and Kim.

I'm a colleague of Marsha Badon who you are working with on the WRGF.

I'm keen to continue the conversation that I've been having with Jym (below) about what we all consider is 'rapid transit' under the National Policy Statement on Urban Development right now, or

will be in the future.

As you know this has big implications for the growth and intensification approaches of councils in the region.

For WCC, this is a key decision to nail for the final version of the Spatial Plan in early 2021, and for the Draft District Plan in mid-2021. In the [Draft Spatial Plan](#) we considered the Johnsonville and Kapiti lines met the definition.

I'd like to set up a time to discuss and find a way forward – Would early next week suit you both?

Cheers,

**Adam McCutcheon**

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

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Jym Clark [REDACTED]

**Sent:** Friday, 13 November 2020 2:30 pm

**To:** Adam McCutcheon [REDACTED]

**Cc:** William Craig [REDACTED]; Michael Hurley [REDACTED]; Amy Kearse [REDACTED]; National Policy Statement on Urban Development [REDACTED]

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

Kia ora Adam

Thank you for your email

Ultimately it is up to local authorities to determine if a route is a rapid transit network. You should discuss with GWRC to confirm what is likely to be a complete RTN to J'ville by 2025.

As you know the 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.

We note that in the WRGF [Draft Framework Report](#), page 44, notes the rapid transit network for J'Ville. Waka Kotahi 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. It might not meet the definition of it strictly now as our 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.

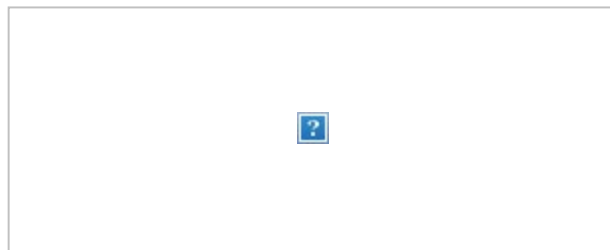
We recommend that you include Amy Kearse from Waka Kotahi (cc'd) when you confirm the above with GWRC, and potentially KiwiRail and MoT – to improve clarity and provide more certainty for District Plan purposes about what constitutes a rapid transit service.

Nga mihi o te mutunga wiki

Jym Clark – Senior Advisor

Urban and Infrastructure Policy – Wellington  
Manatu Mo Te Taiao

[REDACTED]  
[REDACTED]



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**From:** Adam McCutcheon [REDACTED]  
**Sent:** Monday, 2 November 2020 8:54 AM  
**To:** Liz Moncrieff [REDACTED]  
**Subject:** NPS-UD rapid transit service intensification directions

**MFE CYBER SECURITY WARNING**

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Hi Liz.

Hope all's well with you and the family.

All good here, plucking on with the Draft Spatial Plan process which is going well. Lots of interest with close to 3000 submissions!

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,

**Adam McCutcheon**

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

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