

11 March 2021

File Ref: OIAP-7-18280

Tony Randle

By email: fyi-request-14721-a6e386a6@requests.fyi.org.nz

Dear Mr Randle

Request for information 2021-027

I refer to your request for information dated 18 February, which was received by Greater Wellington Regional Council (Greater Wellington) on 18 February. You have requested the following:

"1) Can the GWRC please provide the definition of "quick" it used in deciding whether a Wellington PT service meets the "rapid transit" service speed criteria outlined in the GPS?

2) Can the GWRC please provide the definition of "frequent" it used in deciding whether a Wellington PT service meets the "rapid transit" service frequency criteria outlined in the GPS?

3) Can the GWRC please provide the definition of "reliable" it used in deciding whether a Wellington PT service meets the "rapid transit" service reliability criteria outlined in the GPS?

4) Can the GWRC please provide the definition of "high-capacity" it used in deciding whether a Wellington PT service meets the "rapid transit" service capacity criteria outlined in the GPS?

5) Can the GWRC please provide the definition of "a permanent route (road or rail) that is largely separated from other traffic" it used in deciding whether a Wellington PT service meets the "rapid transit" separated from other traffic criteria outlined in the GPS ?

6) Can the GWRC please provide copies of the reports, presentations or working papers where the definitions of "rapid transit service" and/or "rapid transit stop" were analysed or discussed?

7) Can the GWRC please provide copies of the meeting or workshop agendas, presentations, minutes or meeting notes at which the definitions of "rapid transit service" and/or "rapid transit stop" were analysed or discussed?

8) *Can the GWRC please provide copies of the reports, presentations or working papers where there was discussion on whether the Johnsonville Line; the Melling Line and/or any specific bus service would or would not meet the definitions of being a "rapid transit service" and/or "rapid transit stop"?*

9) *Can the GWRC please provide copies of the meeting or workshop agendas, presentations, minutes or meeting notes where there was discussion on whether the Johnsonville Line; the Melling Line and/or any specific bus service would or would not meet the definitions of being a "rapid transit service" and/or "rapid transit stop"?*

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

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

12) *Can the GWRC please provide copies of the correspondence with any central government ministries, departments or agencies where there was discussion on whether the Johnsonville Line; the Melling Line and/or any specific bus service would or would not meet the definitions of being a "rapid transit service" and/or "rapid transit stop"?*

13) *Can the GWRC please provide copies of the correspondence with any other local government councils or agencies where there was discussion on whether the Johnsonville Line; the Melling Line and/or any specific bus service would or would not meet the Spatial Plan definitions of being a "rapid transit service" and/or "rapid transit stop"?*

If the requested information is held in electronic form, it is preferred that it be provided in its complete and original electronic format. It is also preferred that any information the GWRC may believe is out of scope is NOT redacted."

Greater Wellington's response follows:

In the interests of getting this information to you as soon as possible to ensure you have time to consider it before submitting on the draft Regional Public Transport Plan (RPTP), we are providing you with the answers to parts 1-5 of your request now, and will follow up with the remaining information as soon as it is available.

Parts 1 - 5

Greater Wellington and the national guidance do not define the individual terms you have listed. As there are no specific definitions for the terms you have listed I am refusing this part of your request under section 17(g) of the Local Government Official Information and Meetings Act 1987

(the Act) as the information is not held. However, the following information about the definition of rapid transit may be of interest to you.

Greater Wellington has adopted the definitions of rapid transit used in the Government Policy Statement on Land Transport 2020 and the National Policy Statement on Urban Development (NPS-UD) in order to maintain national consistency. We have also consulted Auckland Transport with respect to its approach. Greater Wellington’s definition is consistent with Auckland Transport as we consulted with them during the workshopping of the definition. There are emails between Greater Wellington and Auckland Transport around this consultation which will be provided to you in our second response.

In proposing the rapid transit network and services for the Wellington Region contained in the RPTP, consideration was given to:

- a. The rapid transit network identified on page 46 of the Draft Wellington Regional Growth Framework dated February 2021. This is available at <https://wrgf.co.nz/wp-content/uploads/2021/02/1265-GWRC-Draft-Framework-Report-17-FEB-2021-06.pdf>
- b. Implementation guidance from the Ministry of Housing and Urban Development and the Ministry for the Environment on implementation of the intensification provisions of the NPS-UD published as "Understanding and implementing intensification provisions for the National Policy Statement on Urban Development". This is available at <https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf> and on page 21 states:

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.

- c. The definition of dedicated public transport service descriptors contained in the draft One Network Framework. The definition is in the “Movement and Place Classification Discussion Document” available at: <https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/onf-movement-and-place-classification-discussion-document.pdf> and set out below:

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Corridor Headway (At peak)	People Movement (Indicative) (Bi-directional)	Description
PT1	Dedicated	Corridors where ‘rapid transit’ services are	Buses > 40 services per hour	>5000 per day	Dedicated public transport corridors provide for the fast and

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Corridor Headway (At peak)	People Movement (Indicative) (Bi-directional)	Description
		operated, providing a fast, frequent, highly reliable, and high capacity form of urban transport along a dedicated PT corridor.	Rail > All Metro services		efficient long distance movement of people by rapid transit. By definition, they include dedicated busways and all metro rail lines. They are mode exclusive, only providing facility to support public transport (excepting rail lines that can also provide a goods movement function under the freight mode, but which is exclusive use by one or the other at a time).

Please note that the One Network Framework is still a draft and undergoing review. Accordingly, it is possible for the above definition to be updated.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Act.

Yours sincerely



Luke Troy
General Manager, Strategy