

## Rapid Transit in the Wellington region Definitions:

The GPS and NPS-UD 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 [pPlan](#).

The National Policy Statement on Urban Development 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 6 storeys within at least a walkable catchment of current and planned rapid transit stops. This means that rapid transit identified in this [pPlan](#) has a connection to the land use controls in these Resource Management Act (RMA) documents.

The NPS-UD also has directions to enable building heights and density commensurate to levels of existing and planned public transport generally. This [pPlan](#) 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.

s for intensification in areas close to current or planned rapid transit services and stops (as well as places where people can access many opportunities within walking distance), enabling good accessibility in areas that will be zoned for higher density.

The rapid transit network and services for the Wellington region comprises the Kāpiti, Hutt, Melling and Johnsonville rail lines, and the proposed Mass Rapid Transit corridor network proposed in by the Let’s Get Wellington Moving (LGWM) programme (once the rapid transit network and stops are confirmed) will also form part of this rapid transit network. The LGWM rapid transit service will become “planned” for the purpose of the NPS-UD once the Mass Rapid Transit corridor, and the location of the stops, are consented (under the RMA or other legislation).

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 [GW Wellington Regional Public Transport Plan](#) and reflected in the Significant Activities section of this Plan’s programme of activities. These upgrades will ensure that the rail services are “quick, frequent, reliable and high-capacity” to enable greater intensification cater for housing and business growth around the rail stations. [could we include a summary statement about the change in service frequency that is proposed eg, in a similar way to that in para 3 of the WRGF text below?] The Let’s Get Wellington Moving Mass Rapid Transit corridor will be developed as part of that [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.

Insert map here:

**Commented [GF1]:** I’ve elected to show both sources here as it is the central government definitions that we have drawn here.

**Commented [AK2]:** Sorry to be pedantic but this is not strictly true, as the NPS-UD definitions are aligned but slightly different. I have suggested some alternative text.

**Commented [an3R2]:** Given the text below, it’s worth noting what that difference is.

**Commented [an4]:** Grant, I’m not sure what your shorthand for this document is: “this plan”, “the RLTP” etc - feel free to standardise “this plan” to your preferred term.

**Commented [an5]:** Amy and I had a good conversation about how much detail we want to add here. For now, this is probably sufficient, and we may get a better picture through consultation/submissions on the draft plan.

**Commented [GF6]:** The basis for this is paragraph is the agreement in the draft Regional Growth Framework which designates the rapid transit/core public transport network.

**Commented [AK7]:** It would be good to see the corresponding detail in the RPTP as I think this is the better place to reference characteristics.

**Commented [GF8]:** Check definition is here. Should it read “Significant Activities”

**Commented [GF9]:** We’ll need to hyperlink to this section.

**Commented [AK10R9]:** Could we indicate the relevant activities somehow, eg, with asterix or an RT? It would also be helpful if the description of the activities noted any significant changes in service frequency.

**Commented [an11]:** I added this text to support the eventual legal argument that, with the upgrades planned in the RLTP, the rail lines meet the GPS and NPS-UD definitions of rapid transit.

**Commented [AK12]:** is everyone comfortable with the map below being used, or does it need any changes?

**Commented [an13R12]:** I think the Port icons at Petone and LGWM could be removed or relocated. It won’t be part of the LGWM future mass rapid transit, at least not in the timeframe of this RLTP. And Petone doesn’t have a ‘port’. It could be moved up to connect with the purple high frequency bus route to reflect its location along Hutt Road ... but this would still be more detail than needed. Unless you’re meaning the inter-harbour ferry services? But this isn’t identified in the key either.

**Commented [an14R12]:** Also just checking ... is the RLTP’s plan to have a high frequency bus route to the airport, as shown on the map? Or just a service every 20 minutes or so?

**Commented [AH15]:** We have a map of the public transport network in the RLTP. Is the idea here that we also link to the map of the public transport network in the WRGF?

**Commented [AK16R15]:** Yes, I think we need to have a simple rapid transit map as the PT map very complex.

## 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

