

One Network Framework

Proposed Change to PT classification to align with rapid transit definitions

February 2021

Version 3.0

Why is a change needed?

- Amendments are proposed to the current PT classifications in the One Network Framework (ONF) – namely the ‘dedicated’ classification to better align with the definitions associated with rapid transit in the GPS and NPS-UD and allow more flexibility re the bus elements of the classification.
- As the ONF is a non-statutory document, it will not have decisive legal weight; decision makers will need to have regard to it. This means a rapid transit service may still need to be justified by measuring its frequency, quickness, reliability and capacity relative to the relevant location (as per NPS-UD and GPS definitions), and if it supports the NPS-UD’s objectives of providing well-functioning urban environments, competitive land and development markets, and having more people living near public transport.

Metro rail and dedicated busways

- All metro railway lines and dedicated busways are classified as PT 1 ‘Dedicated’ and consequently are rapid transit corridors. By design, they are able to cater for an increasing frequency and capacity of public transport service while retaining the services’ speed and reliability.

What are the changes?

Class	Public Transport Service Level descriptor	Strategic significance (Role in Public Transport Network)	Indicative capacity – Vehicle Volume (at peak)	Indicative Capacity – People Movement (indicative) (bi-directional)	Description
PT1	Dedicated	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.	All metro rail services corridors and dedicated corridors for non-rail public transport: all services Buses and other non-rail public transport on largely separated corridors > 1240 services per hour	>53000 per day	Dedicated or largely separated public transport corridors provide for the fast and 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 only service 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).
	Spine	Corridors where many frequent services operate and many different bus services merge together to create very high frequencies and overall passenger movement. Any deficiencies on these corridors affect multiple services and large parts of an urban area.	>12 bus services per hour	1000 to 10000+ per day	Spine corridors are where many inbound services come together or outbound services operate, usually within city centres or at major transport interchanges, and much of the street space can be dedicated to public transport infrastructure, including significant space utilised for bus stops. Examples are Symonds Street in Auckland central, and Manners Street in Wellington. The Auckland Harbour Bridge would also be considered a Spine corridor.

Background: the definitions

The NPS-UD includes the following definitions relating to rapid transit:

- **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.

In particular Policy 3(c)(i) of the NPS-UD requires Regional Policy Statements and District Plans to enable building heights of at least 6 storeys within a walkable catchment of existing and planned rapid transit stops.

The Government Policy Statement on Land Transport 2021/22 – 2030/31 (GPS) includes the following definition, broadly consistent with those in the NPS-UD:

- **Rapid transit:** 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 NPS-UD also defines:
- **Planned** in relation to forms or features of transport, means planned in a regional land transport plan prepared and approved under the Land Transport Management Act 2003.

What next?

- Your feedback on the proposed changes is welcomed today
- And by email to amy.kearse@nzta.govt.nz by Friday 19 February
- Thereafter the changes will be passed to back to ONF core team to be incorporated in the ONF

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