

Wellington City Proposed District Plan

Hearing Stream 1

Appendix E

- Greater Wellington Regional Council
letter on classification of the
Johnsonville Rail Line as a rapid transit
service**

By email

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Tēnā koe Liam

Classification of the Johnsonville Rail Line as a rapid transit service

We have been requested to provide comment on the classification of the Johnsonville Rail Line as a rapid transit service as part of the Regional Land Transport Plan 2021.

In classifying the Johnsonville Rail Line as a rapid transit service, the Regional Transport Committee referenced the definition of rapid transit contained in the NPS-UD and considered the definitions for PT1 classification contained in Waka Kotahi's One Network Framework that includes all metro rail corridors and the Regional Public Transport Plan.

Regional councils identify and enable rapid transit services within each region, which in turn enables territorial authorities to 'up-zone' surrounding walkable catchment areas under NPS-UD Policy 3c. It is important to note that the identification of a rapid transit service in the Regional Land Transport Plan enables changes to district plan zoning to occur but does not require them.

The Johnsonville Rail Line is a key part of the region's transport network, and well placed to increase its future role. This rail line is a dedicated public transport corridor. As a dedicated corridor it does not have the challenges of segregation with other users required on other mixed-mode corridors. It is a key component of the regional transport network and is integrated into this network.

There are planned improvements to the infrastructure and services on the Johnsonville Rail Line, as outlined in the Regional Land Transport Plan and Regional Public Transport Plan. The region's rapid transit network is defined as the four heavy rail lines converging on Wellington Railway Station from the north and future MRT to the south of Wellington. This network, along with the high frequency bus routes forms the core of Metlink's public transport network. The Johnsonville Line continues to be improved and better integrated into the broader network, most recently with the rollout of Snapper across the rail network and shortly with the introduction of a new fares structure. Development of MRT through Wellington will see increased transfers between the heavy rail segments of the network and MRT, allowing seamless trips to key destinations such as the Regional Hospital. In the next few years we anticipate the introduction of the new national ticketing system, providing for integrated ticketing across the public transport network.

The Government's recently released Emissions Reduction Plan sets ambitious targets for mode shift and carbon emission reductions in cities like Wellington. Achieving future Vehicle Kilometres Travelled reduction targets will require greater use of both public transport and active transport modes. The Johnsonville Rail Line will play a key part in mode shift for journeys from the north of Wellington to and from the central city and other key destinations.

We advise we have no plans to alter the current classification of the Johnsonville Rail Line as a rapid transit service within the Regional Land Transport Plan.

Ngā mihi



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