

From: [Callum Kealey](#)
To: [Adam McCutcheon](#)
Cc: [Rita Aiono](#)
Subject: RE: Patronage on bus routes
Date: 18 November 2020 11:55:15
Attachments: [image002.png](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.png](#)
[Analysis of Mass Rapid Transport options v02.docx](#)

Here you are.

Regards,
Callum.

Callum Kealey | Kaitohutohu - Public Transport Planner

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 **Think green:** read on the screen.

From: Callum Kealey
Sent: Wednesday, 18 November 2020 10:17 AM
To: Adam McCutcheon 
Cc: Rita Aiono 
Subject: RE: Patronage on bus routes

Hi Adam,

I've reached out to a colleague and hopefully she'll be able to provide me the stats you're looking for. After that I'll update the document and ping it back to you.

Cheers,
Callum.

Callum Kealey | Kaitohutohu - Public Transport Planner

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From: Adam McCutcheon <[REDACTED]>
Sent: Wednesday, 18 November 2020 8:27 AM
To: Callum Kealey <[REDACTED]>
Cc: Rita Aiono <[REDACTED]>
Subject: RE: Patronage on bus routes

Hi Callum.

Many thanks for sending this content through.

If you could ask the wider team about reliability statistics that would be much appreciated.

I'm not sure what metric you use? – whether its % run to~5min of time, or % cancelled.

We've got both of these forms of metric for rail, so if there was a comparable set for buses that'd be great.

Cheers,

Adam.

From: Callum Kealey <[REDACTED]>
Sent: Tuesday, 17 November 2020 4:45 pm
To: Adam McCutcheon <[REDACTED]>
Cc: Rita Aiono <[REDACTED]>
Subject: RE: Patronage on bus routes

Hi Adam,

Please find attached my notes. It largely follows the piece of work you supplied around rail, although a little more barebones in parts. The only thing I've excluded at this stage is the reliability category, as it's not something I have an eye across, however I'm happy to go out to the wider team and get it to you for tomorrow if required? Let me know your thoughts. I appreciate your patience.

Cheers,
Callum.

Callum Kealey | Kaitohutohu - Public Transport Planner

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 **Think green:** read on the screen.

From: Adam McCutcheon [REDACTED]
Sent: Monday, 16 November 2020 1:58 PM
To: Callum Kealey <[REDACTED]>
Subject: RE: Patronage on bus routes

Legend. Thanks for that.

From: Callum Kealey [REDACTED]
Sent: Monday, 16 November 2020 1:58 pm
To: Adam McCutcheon <[REDACTED]>
Subject: RE: Patronage on bus routes

Hi Adam,

Will have it to you tomorrow afternoon. Only have a few routes left to complete.

Cheers,
Callum.

Callum Kealey | Kaitohutohu - Public Transport Planner

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 **Think green:** read on the screen.

From: Adam McCutcheon [REDACTED]
Sent: Monday, 16 November 2020 1:56 PM
To: Callum Kealey [REDACTED]
Subject: RE: Patronage on bus routes

Hi Callum.

Hope you had a good weekend.

Just wondering if we're on track to have this shortly?

Cheers

Adam.

From: Callum Kealey [REDACTED]
Sent: Monday, 9 November 2020 11:01 am
To: Adam McCutcheon [REDACTED]
Subject: RE: Patronage on bus routes

Hi Adam,

Just to update you I'm working on the information you need this week and should have it to you by the week's end. Apologies for the delay.

Cheers,
Callum.

Callum Kealey | Kaitohutohu - Public Transport Planner

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From: Adam McCutcheon [REDACTED]
Sent: Monday, 2 November 2020 2:52 PM
To: Callum Kealey [REDACTED]
Cc: Matthew Lear [REDACTED]; Rob Braddock [REDACTED]; Rita Aiono [REDACTED]
Subject: RE: Patronage on bus routes

Hey Callum.

Thanks heaps for getting in touch and offering to help.

Essentially what I'm looking to do is compare the train and (closest equivalent) bus services against one another using the following criteria:

1. **frequent** (info on both peak and off peak)
2. **quick** (Journey times from say closest bus station from each stop)
3. **reliable** (Thinking stats on services that have run to time or have been cancelled)
4. **high-capacity** (thinking stats on #pax per service, which enables calculation of theoretical #pax/hr)

I've attached a table which compiles the stats that Daniel has given to me. This is what I'm trying to do.

It'd be great if we could get this additional info to enable me to add another column for the comparable bus services.

In terms of bus services for these trainlines, are the following the closest?:

JVille line

- From Jville to and from Wellington City (#1 bus)
- From Khandallah station to and from Wellington City (#22, #25, #24). The centre is probably a good bus stop to work from.

Kapiti line

- From Kenepuru to and from Wellington City (#60e)

How does that sound?

Please let me know if you've got any questions and feel free to give me a buzz.

Cheers!

Adam McCutcheon

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

[REDACTED] | W Wellington.govt.nz |  

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From: Callum Kealey [REDACTED]

Sent: Monday, 2 November 2020 11:55 am

To: Adam McCutcheon [REDACTED]

Cc: Matthew Lear [REDACTED]; Rob Braddock [REDACTED]; Rita Aiono [REDACTED]

Subject: Patronage on bus routes

Hi Adam,

Following on from the stats Dan Pou provided to you, I'm happy to send through bus patronage in a similar format.

In terms of relevant routes, would it be routes servicing stations along the JVL and KPL lines? Routes linking outer suburbs/towns with the city? Let me know the crux of what you need and I can provide it to you this week.

Cheers,
Callum.

Callum Kealey | Kaitohutohu - Public Transport Planner

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Analysis of Mass Rapid Transport options (bus routes in response to Cable car and Train statistics)

- Frequency not necessarily spaced evenly, but instead averaged across the peak periods (7-9 in am, 4-6 in pm)
- Trips in am, except noted exceptions, run from suburbs into the city, pm services the opposite
- Pax figures are for the total route over the course of the financial year, they are not split by route segments or direction
- Pax numbers were heavily affected by Covid. Pre-Covid forecasting was an estimated 5% growth across the network, with especially high growth of 10+% expected in Porirua (Route 60e)

1) Route 22 (Vic Uni to Station variant only) – Alternative to Cable car

7.5 minute frequency during peak

10 minute standard frequency

Maximum 10 minute run time between the university and station both directions

549,194 total pax FY20 (July 19 to June 20)

269,398 peak pax FY20 (-14% FY19)

Either MV or LV used

2) Route 1 (between Johnsonville hub and station)– Alternative to J'ville line

8 minute frequency during am peak

7 minute frequency during pm peak

10 minute standard frequency

15-20 minute run time all day

2,773,493 total pax FY20

1,323,763 peak pax FY20 (-18%)

Either LV or DD used

3) Route 19e – Alternative to J'ville line

20 minute frequency during am peak

15-20 minute frequency during pm peak

30 minutes standard frequency (though largely a peak service)

52 minutes to 1hr 6 minutes peak runtime

40 minutes off-peak runtime

89,285 total pax FY20

86,336 peak pax FY20 (-26%)

Either MV or LV used

4) Route 22 (Mairangi to Station)– Alternative to J'ville line

15 minute frequency during am peak

20 minute frequency during pm peak

30 minute standard

30 minute peak runtime

549,194 total pax FY20 (July 19 to June 20).

269,398 peak pax FY20 (-14% FY19)

Either MV or LV used

5) Route 24 (Johnsonville to Station)– Alternative to J'ville line

15 minute frequency during am peak

7 minute frequency during pm peak

30 minutes shoulder of peak

60 minutes standard

35 to 40 minutes peak runtime

30 minutes off-peak runtime

556,070 total pax FY20

363,813 peak pax FY20 (-17%)

MV used

6) Route 52 – Alternative to J'ville line

30 minutes peak frequency (counter-directional i.e. am leaving the city, pm returning to city)

30 minutes standard

36-39 minutes run time all day

420,310 total pax

143,353 peak pax (-24%)

LV used

7) Route 56 – Alternative to J'ville line

20 minutes frequency (largely peak only)

30-45 minutes peak run time

27 minutes off-peak run time

121,571 total pax

117,421 peak pax (-18%)

DD or LV used

8) Route 57 (Newlands Road to Station) – Alternative to J'ville line

15-20 minutes frequency (largely peak only)

16-18 minutes runtime

153,677 pax

149,531 peak pax (-25%)

LV or DD used

9) Route 58 (Newlands Park to Station)– Alternative to J'ville line

20 minutes frequency (largely peak only)

23-35 minute am peak runtime

15-18 minute pm peak runtime

138,032 pax

131,820 peak pax (-30%)

LV used except for one DD trip in both am and pm

10) Route 60e (J'ville to Station - continues to Courtenay Place)– Alternative to J'ville line

30 minutes am peak frequency

30 minutes pm peak frequency

18-25 minute am peak runtime

16-18 minute pm peak runtime

LV used

11) Route 60e (Porirua to Station- continues to Courtenay Place)– Alternative to Kapiti line

30 minutes frequency (largely peak only)

55 minute am peak runtime

41-45 minute pm peak runtime

84,507 pax

80,656 peak pax (-32%)

LV used

Punctuality and Reliability

Route	Punctuality	Reliability
1	88.9%	99.2%
19e	83.6%	98.6%
22	93.9%	98.2%
24	92.3%	99.1%
52	96.2%	99.7%
56	94.0%	99.8%
57	95.8%	99.9%
58	95.2%	99.4%
60e	94.2%	99.7%

July 2019 to June 2020

Punctuality = % of services departing from origin between 1 minute early & 5 minutes late

Reliability = % of scheduled services that actually ran, as tracked by RTI & Snapper systems

Bus capacities

Table 1 row #	Vehicle Size		Passenger capacity (seated and standing) ^[1]	Maximum Vehicle Length ^[2]	
	GWRC Classification	RUB Classification		New Vehicle (metres)	Existing Vehicle (metres)
T1.1	Small Vehicle (SV)	SB (RUB)	30 - 53 passengers(excluding driver) includes minimum of 24 seats	10	11.8
T1.2	Medium Vehicle (MV)	SB (RUB)	54 - 74 passengers (excluding driver) includes minimum of 24 seats	11.8	12.2
T1.3	Large Vehicle (LV)	LB (RUB)	75 or more passengers	12.8	13.5

^[1] RUB provides information on the number of seated passengers required per Vehicle size classification

^[2] Maximum Vehicle lengths shown in the table exclude the additional length required for a deployed bike rack

			(excluding driver) includes minimum of 36 seats		
T1.4	Double Decker (DD)	LBDD (RUB)	95 or more passengers (excluding driver) includes minimum of 80 seats	12.8 Recommend length to be less than this	n/a