

Statistics on Cable Car, Bus & rail services

Criteria:	Cable car	Route 22 (Vic Uni to Station variant only)
'Frequent'	<ul style="list-style-type: none"> 10 minute standard 5 minute during peak (on demand when terminal is full) 	<ul style="list-style-type: none"> 7.5 minute frequency during peak 10 minute standard frequency
'Quick'	<ul style="list-style-type: none"> 3-5 minute journey #22 bus from upland road/Glasgow St to Wellington station takes ~15 minutes 	<ul style="list-style-type: none"> Maximum 10 minute run time between the university and station both directions (would need ~8min walk to cable car kiosk for comparison)
'Reliable'	<ul style="list-style-type: none"> 99% reliability. Closed for one week/year for maintenance. 	Punctuality 93.9% Reliability 98.2%
'High-capacity'	<ul style="list-style-type: none"> 80 pax each way. Equates to 480pax/hr on 10 minute interval or 960pax/hr on 5 minute interval. 	<ul style="list-style-type: none"> Max 75 pax Equates to 600pax/hr on 7.5minute interval or 450pax/hr on 10minute interval
Largely separated from other transport	Yes	No

Criteria:	J'ville line	Route 22	Route 19e	Route 60e	Route 24 Jville to Station	Route 1	Route 52	Route 56
		Mairangi to station (Jville variant)	Churton Park to Station via Jville	Jville station to WGTN station	(via Broadmeadows and Khandallah)	Jville hub to station	Jville Station to WGTN station via woodridge /newlands	Jville to station via Paparangi, Newlands
'Frequent'	4 trains per hour peak (every 15min) both directions (6.30am-9.00am)(4.00pm-7.00pm) 2 trains per hour off peak (every 30min) both directions	35 minute average frequency morning peak. 1 service per hour off peak 1 service per hour evening peak (both ways)	20 minute frequency during am peak 15-20 minute frequency during pm peak 30 minute standard (Leaves Jville and collects people from Churton Park for transit to other services from Jville. Continues to Wgtn Station in morning peak)	30 minute average frequency (largely peak)	15 minute frequency during am peak 7 minute frequency during pm peak 30 minutes shoulder of peak 60 minutes standard	8 minute frequency during am peak 7 minute frequency during pm peak 10 minute standard frequency	30 minutes peak frequency (counter-directional i.e. am leaving the city, pm returning to city) 30 minutes standard	20 minutes frequency (largely peak only)
'Quick'	Peak: 23 mins (counter peak 28 mins) from J'Ville Off-peak: 23 mins from J'Ville	57 minute journey peak 45 minute off peak GWRC supplied data from Mairangi rather than Jville so have supplemented from Metlink timetable	20 minute runtime (from Jville station to Wgtn station)	18-25 minute morning peak runtime 16-18 minute evening peak runtime.	35 to 40 minutes peak runtime (From Jville) 30 minutes off-peak runtime (from Jville) ~20 minutes to/from Khandallah village	15-20 minute run time all day	36-39 minutes run time all day	30-45 minutes peak run time 27 minutes off-peak run time
'Reliable'	2019/20 (% of trains that have not been cancelled,	Punctuality 93.9% Reliability 98.2%	Punctuality 83.6% Reliability 98.6%	Punctuality 94.2% Reliability 99.7%	Punctuality 92.3% Reliability 99.1%	Punctuality 88.9% Reliability 99.2%	Punctuality 96.2% Reliability 99.7%	Punctuality 94.0% Reliability 99.8%

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	<p>run with less capacity and that have stopped at every station):</p> <ul style="list-style-type: none"> J'ville: 97.5% <p>(% of services that have run on time (within five mins of their scheduled time)</p> <ul style="list-style-type: none"> J'ville: 96.5% 							
'High-capacity'	<ul style="list-style-type: none"> J'ville: <ul style="list-style-type: none"> Total: 1.13 million Peak: 709k Please note this is down 22.7% compared to last year due to covid (21.2% in peak) <p>Off peak trains are all run by two car units, each two car unit can hold 246 people, sitting and standing.</p> <p>Peak trains on the J'ville are all 4 car which is 492.</p> <p>Off peak capacity: 492pax/hr (246*2 trips)</p> <p>Peak capacity: 1968pax/hr (492*4trips)</p>	<p>Max 75 Pax each way</p> <ul style="list-style-type: none"> ~150pax/hr morning peak 75 pax/hr other times <p>549,194 total pax FY20 (July 19 to June 20)</p> <p>269,398 peak pax FY20 (-14% FY19)</p> <p>These pax figures are from Mairangi</p>	<p>Max 75pax</p> <ul style="list-style-type: none"> ~225pax/hr morning and evening peak <p>89,285 total pax FY20 86,336 peak pax FY20 (-26%)</p>	<p>Max 75 Pax</p> <ul style="list-style-type: none"> Equates to 150pax/hr 	<p>Max 75 Pax</p> <ul style="list-style-type: none"> ~300pax/hr morning peak ~600pax/hr evening peak ~150pax/hr shoulder peak 75pax/hr standard time <p>556,070 total pax FY20 363,813 peak pax FY20 (-17%)</p>	<p>Either a 75pax or 95 pax vehicle is used. Calculations that follow take a midpoint of 85.</p> <ul style="list-style-type: none"> ~630pax/hr morning peak ~730pax/hr evening peak ~510pax/hr standard <p>2,773,493 total pax FY20 1,323,763 peak pax FY20 (-18%)</p>	<p>Max 75 pax</p> <ul style="list-style-type: none"> 150pax/hr <p>420,310 total pax FY20 143,353 peak pax (-24%)</p>	<p>Either a 75pax or 95 pax vehicle is used. Calculations that follow take a midpoint of 85.</p> <ul style="list-style-type: none"> ~255 pax/hr <p>121,571 total pax FY20 117,421 peak pax (-18%)</p>
Largely separated from other transport	Yes	No	No	No	No	No	No	No

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Criteria:	Kapiti line	Route 60e (Porirua to Station- continues to Courtenay Place)– Alternative to Kapiti line
‘Frequent’	<p>Peak (From Porirua)</p> <p><i>Express to Wellington</i></p> <ul style="list-style-type: none"> • Morning: 3 per hour towards wellington • Afternoon: 3 per hour towards Porirua <p>All stops</p> <ul style="list-style-type: none"> • Morning: 5 peak services between 7 and 8am towards wellington and 3 services towards Porirua • Afternoon: 3 peak between 5 and 6pm towards Porirua and 3 peak services between 5 and 6pm towards wellington <p>Off peak (From Porirua)</p> <p>All stops</p> <ul style="list-style-type: none"> • 3 services per hour both ways between 9am and 3pm Weekdays • 2 services per hour both ways all other off peak times 	30 minute average frequency (largely peak)
‘Quick’	<ul style="list-style-type: none"> • Peak: 22mins from Porirua • Off-peak: 21 mins from Porirua 	<ul style="list-style-type: none"> • 55 minute runtime in morning peak • 41-45 minute runtime in evening peak.
‘Reliable’	<p>2019/20 (% of trains that have not been cancelled, run with less capacity and that have stopped at every station):</p> <ul style="list-style-type: none"> • Waikanae: 95.4% <p>(% of services that have run on time (within five mins of their scheduled time))</p> <ul style="list-style-type: none"> • Waikanae: 86.7% 	<p>Punctuality 94.2%</p> <p>Reliability 99.7%</p>
‘High-capacity’	<p>Waikanae:</p> <ul style="list-style-type: none"> ○ Total 4.82m ○ Peak: 3.11 m ○ Please note this is down 19.7% compared to last year due to covid (also 19.7% in peak) <p>Off peak trains are all run by two car units, each two car unit can hold 246 people, sitting and standing.</p> <p>Peak trains south of Porirua are mostly run by 6-car trains which holds 738pax.</p> <p><i>For the purposes of this exercise direct services to/from Porirua to Wellington are excluded.</i></p> <p>Peak capacity</p> <ul style="list-style-type: none"> • 5 peak services between 7 and 8am towards wellington and 3 towards Porirua <p>Between 7 and 8am = 3690pax/hr inbound to Wgtn (738*5) and 2214pax/hr outbound to Porirua (738*3).</p> <ul style="list-style-type: none"> • Afternoon: 3 peak services between 5 and 6pm both ways <p>Between 5 and 6pm = 2214pax/hr both ways</p>	<ul style="list-style-type: none"> • Max 75 Pax • Equates to 150pax/hr <p>84,507 pax 80,656 peak pax (-32%)</p>

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	<p>Off peak</p> <ul style="list-style-type: none">• Between 9am and 3pm Weekdays 738pax/hour (246*3)• All other off peak times 492pax/hour (246*2)	
<p>Largely separated from other transport</p>	<p>Yes</p>	<p>No</p>

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Bus data notes:

- 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)

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 (excluding driver) includes minimum of 36 seats	12.8	13.5
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

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

^[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