From: Andrew Wharton
To: Moana Mackey
Cc: Liam Hodgetts; John McSweeney
Subject: RE: Criteria for MRT
Date: Monday, 21 June 2021 12:01:00 pm
Attachments: Item 14. Statistics on Cable Car. Bus & rail services.pdf
image001.png

Hi Moana, Liam, I've attached Adam McCutcheon's summary of statistics on Cable Car, Johnsonville line, and a range of bus routes including Route 1. In his view, having a roadside bus lane along some of the route, some of the time, does not meet the criteria of "largely separated from other traffic".

The LGWM Mode Report for the Mass Rapid Transit IBC (still classified), states that rapid transit needs a high level of segregation (exclusive lanes) to maximise journey time reliability and travel time competitiveness, and a high quality running surface. This would mean either Right of Way A, or Right of Way B+ (exclusive). B (semi-exclusive or RoW C (mixed traffic) would not be included:

Right of Way Category	TCQSM Classification	Description	Examples
RoW A	Grade separated	A facility dedicated to the exclusive use of public transport vehicles, without regular at-grade crossings. These rights of way could accommodate rubber-tyred vehicles (typically called busways) as well as all types of rail vehicles such as light rail, monorail, metro rail, or heavy rail (including high speed rail) vehicles. While many suburban rail networks have some at grade (or level) crossings they are still classified as RoW A due to trains typically receiving absolute priority at these "intersections".	  
RoW B	Exclusive	A lane, portion of a roadway (e.g. the median), or right-of-way reserved for public transport use at all times, but still subject to some external traffic interference (e.g. intersections and at-grade crossings). They can accommodate a wide range of vehicles from standard sized buses through to large biarticulated buses as well as a wide range of light rail vehicle types.	 
	Semi exclusive	A lane partially reserved for public transport use, but also available for other use at certain times or in certain locations (Example on the left is a kerbside bus lane that has turning movements across them and allows for off peak parking/ loading. Example on the right is a part time tram (light rail) lane in centre of road at peak times but shared with general traffic movement and right turns at other times)	 
RoW C	Mixed traffic	Public transport vehicles operate with general traffic. This could include buses or light rail vehicles (often referred to as trams or streetcars in this context)	 

The One Network Framework is the new national classification system for transport corridors. As the ONF is a non-statutory document, it will not have decisive legal weight; decision makers will need to have regard to it. I'm checking whether this is the text in the final ONF.

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 quick, frequent, reliable, and high-capacity service that operates on a permanent route (road or rail) that is dedicated to public transport or largely separated from other traffic.	All metro rail corridors and dedicated corridors for non-rail public transport: all services Buses and other non-rail public transport on largely separated corridors >12 services per hour	>3000 per day	Dedicated or largely separated public transport corridors provide for the fast and efficient movement of people by rapid transit. By definition, they include dedicated busways and all metro rail lines. They only service public transport (excepting rail lines that can also provide a goods movement function under the freight mode).

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From: Moana Mackey <xxxxx.xxxxxx@xxx.xxxx.xx>
Sent: 21 June 2021 10:02 AM
To: Andrew Wharton <xxxxxx.xxxxxxx@xxx.xxxx.xx>
Subject: FW: Criteria for MRT

FYI – do we have something we can send Cr Condie on this?

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From: Councillor Jenny Condie <xxxxx.xxxxxx@xxx.xxxx.xx>
Sent: Monday, 21 June 2021 9:05 am
To: Moana Mackey <xxxxx.xxxxxx@xxx.xxxx.xx>
Cc: Liam Hodgetts <xxxx.xxxxxxxx@xxx.xxxx.xx>
Subject: Criteria for MRT

Kia ora Moana

I was talking to Liam last week about want to compare the number of people who can be moved per hour during current peak schedules across the Johnsonville train line, cable car, and number 1 bus from the hospital stop.

The reason I selected these three is that they all meet the NPS-UD criteria for being primarily separated from other traffic, as there are bus lanes along Adelaide Rd and Cambridge Tce, and now planned bus lanes for the rest of the golden mile. Therefore if Johnsonville line train is MRT (which I believe is correct) then there must be other reasons why the cable car and #1 bus from the hospital stop are not classed as such.

I was looking at the schedules over the weekend and there are 11 services on the Johnsonville line between 6am and 9am, 14 services on the #1 bus, and for comparison 11 services from the Tawa stations of the Kapiti line in the same time period. The cable car runs every 10 minutes, which means there are 18 services in the same time. If the Kapiti line is setting the standard for frequency, then clearly all of these services also meet

that standard.

As such all three of these meet the criteria for rapid - there are frequent services that run separated from other traffic. So the main difference must be "mass" or the capacity of these PT services per hour during peak.

Keen for this comparative information since classing the Johnsonville line as MRT in the spatial plan continues to raise questions among some constituents.

Cheers
Jenny