

# FY21 Operational Budget Update

June 2020

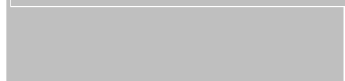


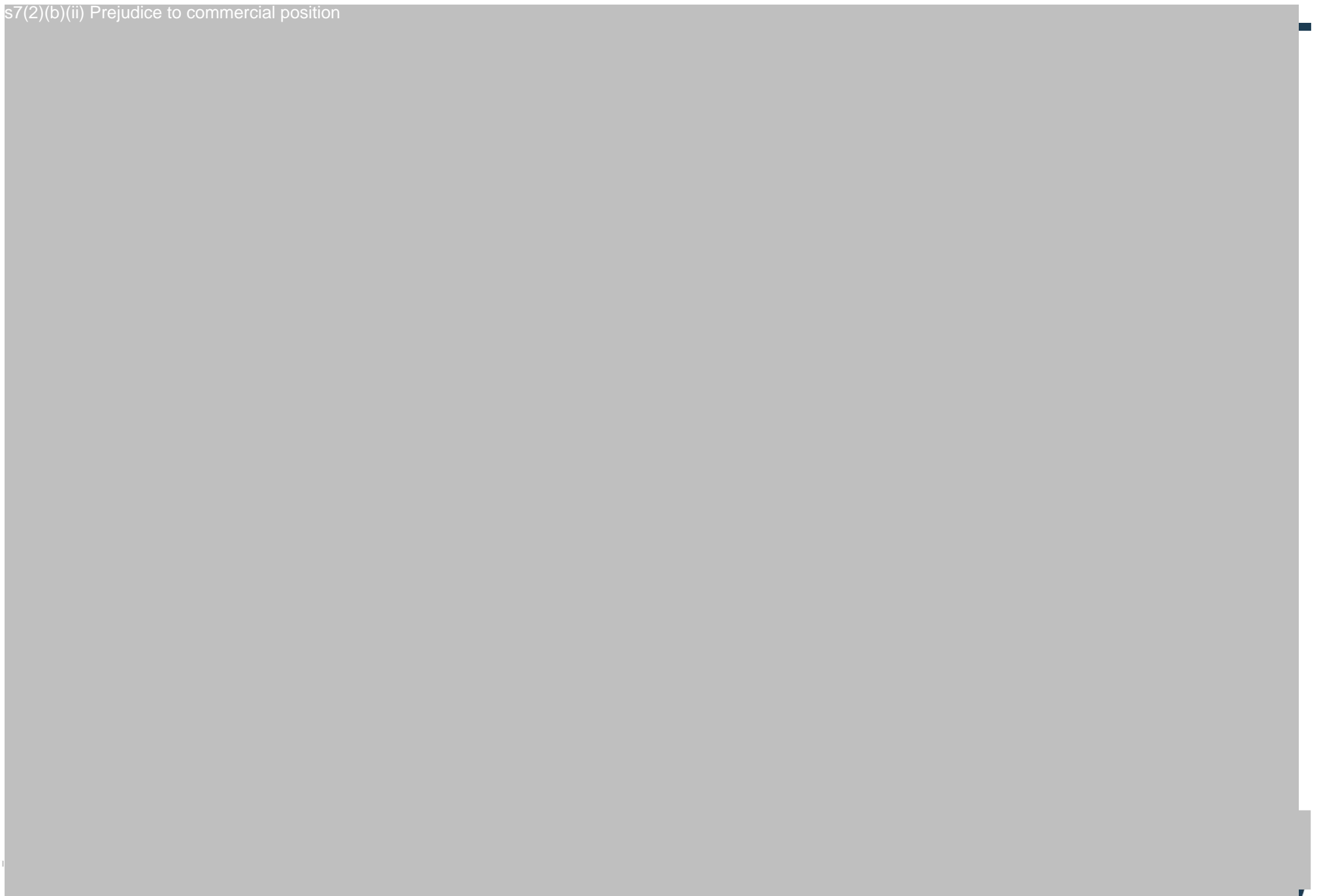












■ total boardings    ■ Child + Secondary





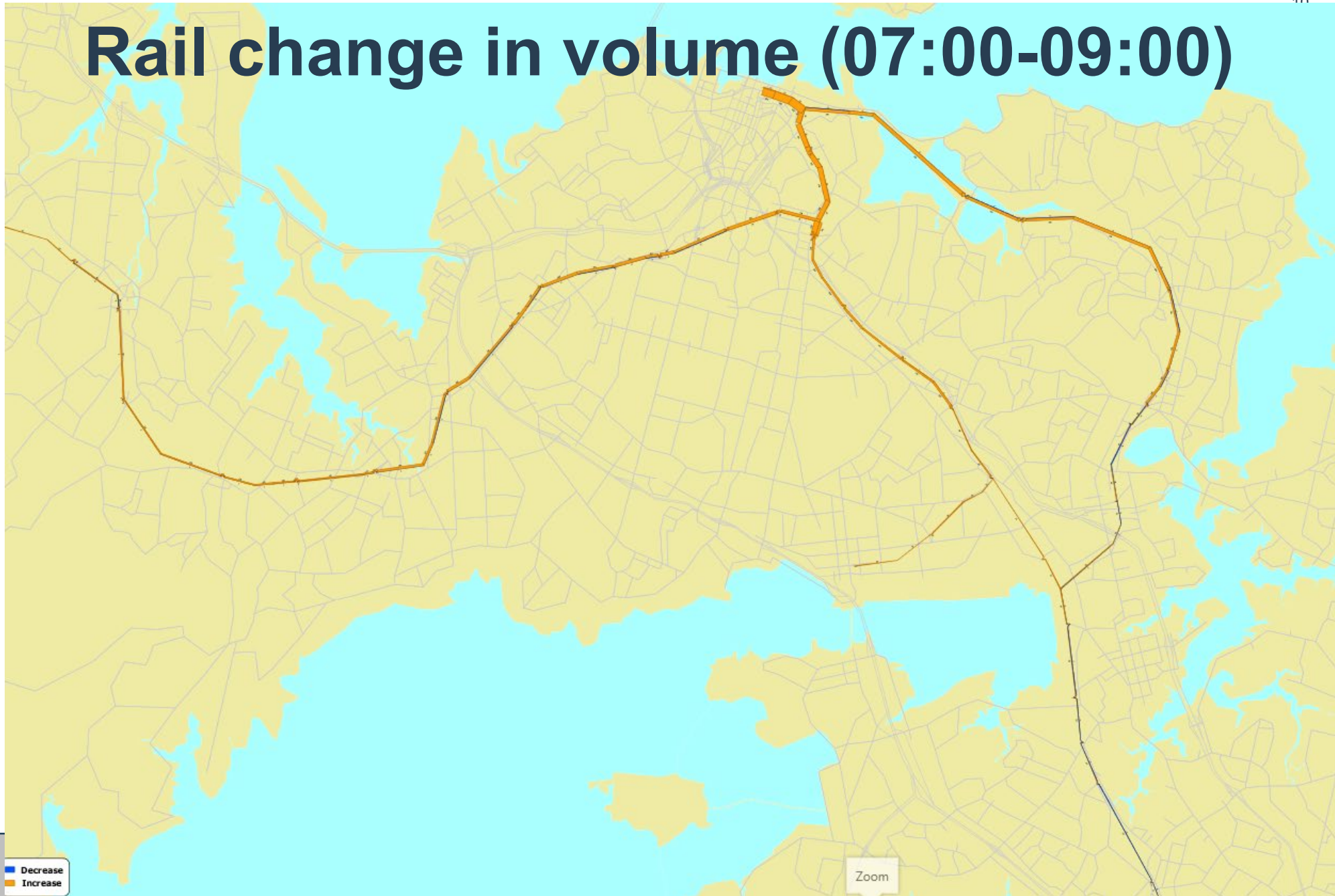


# Possible impact of removing 24 peak-only services + Stanley Bay ferry

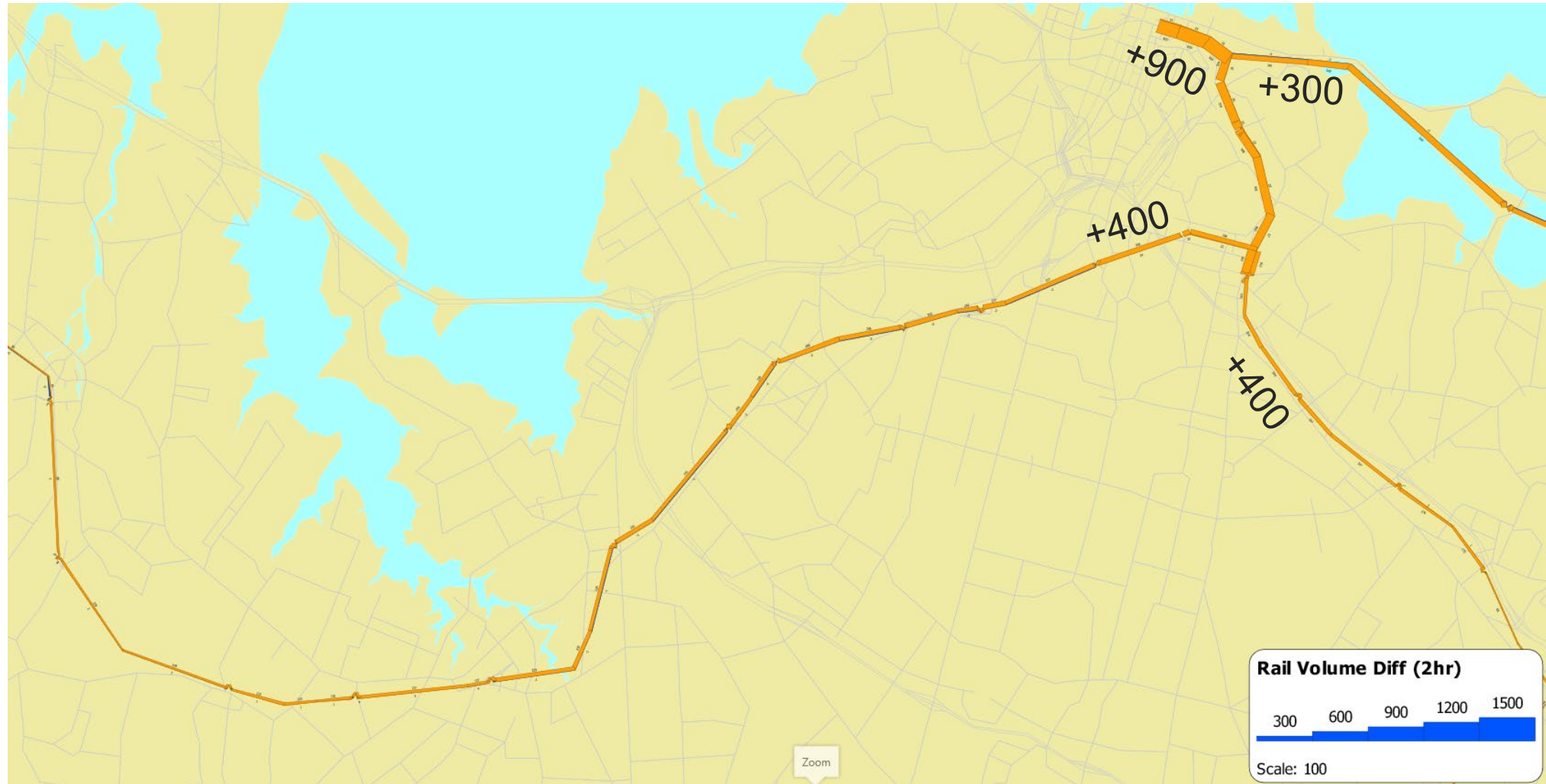
- High level AM peak assessment undertaken by AFC
- Some reassignment from bus to rail
- Capacity
  - Concerns raised on
    - Great South Road
    - Mt Eden Rd
    - Upper Harbour Drive
  - None of the rail services go above 0.7 PT volume capacity when peak services are removed - **CHECK**
- Demand reduction with removal of 24 peak-only services
  - Total PT demand **TO** the CBD (AM peak) decrease of 900 trips (4%)
  - Similarly at regional level PT demand decreases by 1,300 when peak services are removed (2%)



# Rail change in volume (07:00-09:00)



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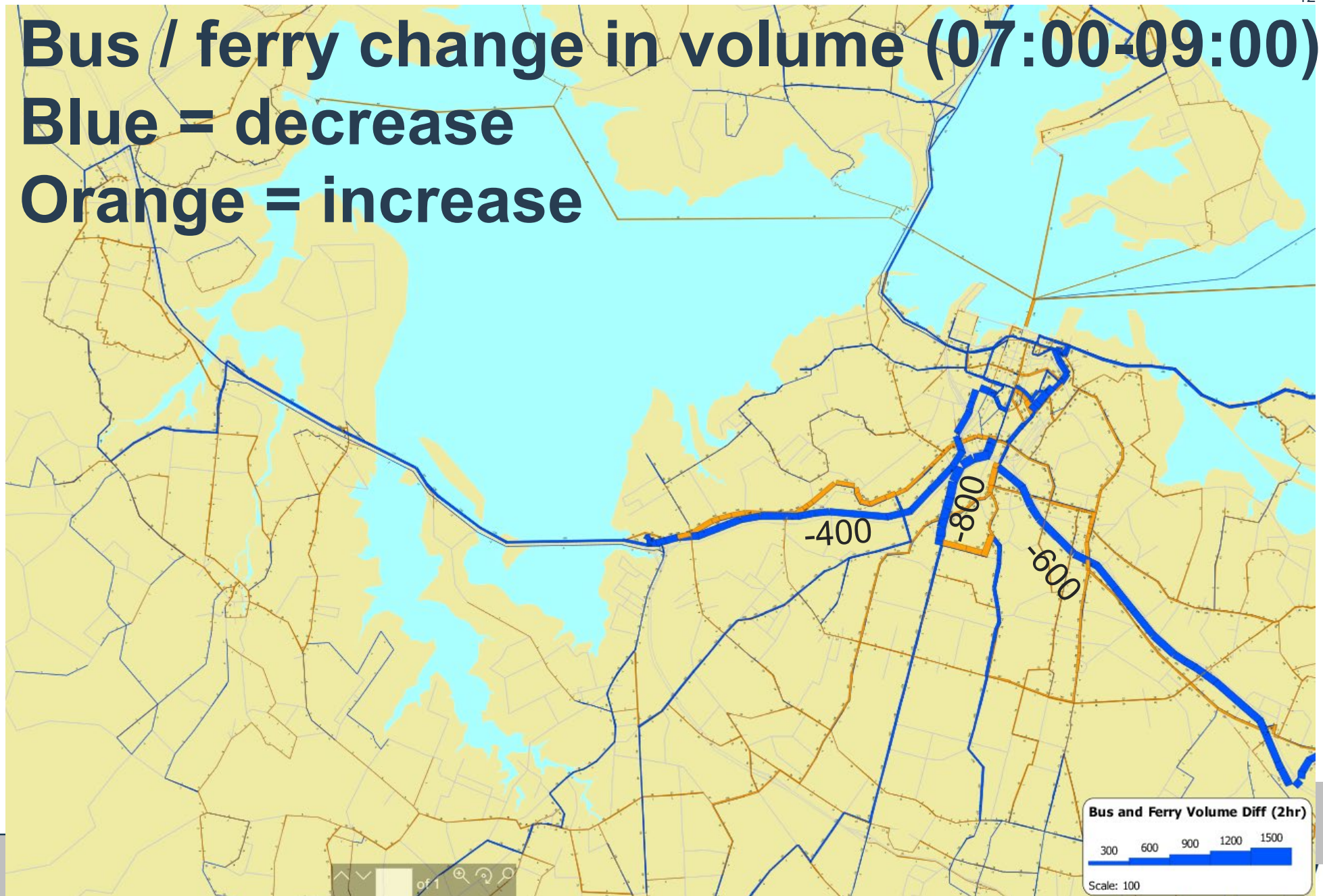




# Bus / ferry change in volume (07:00-09:00)

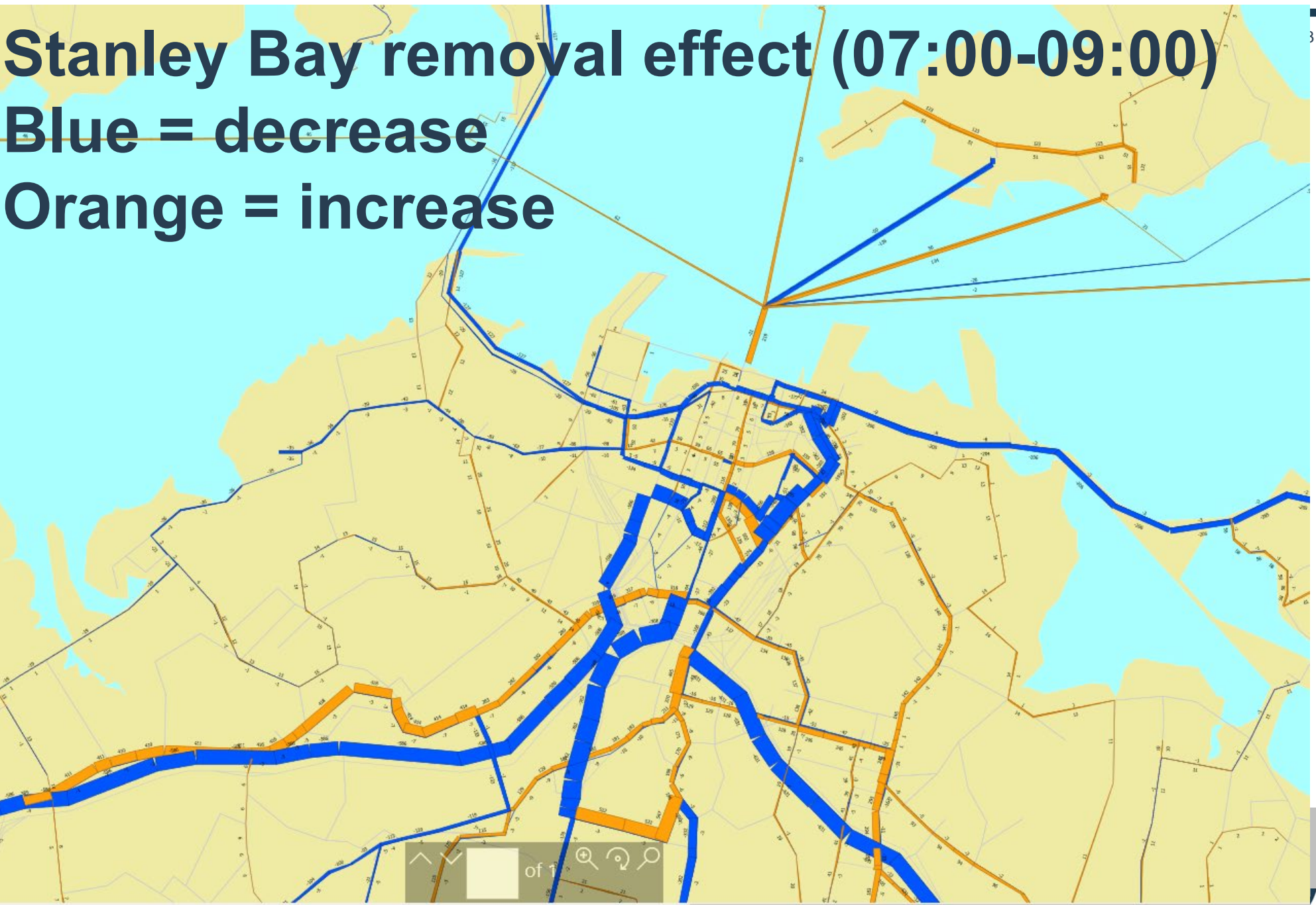
Blue = decrease

Orange = increase



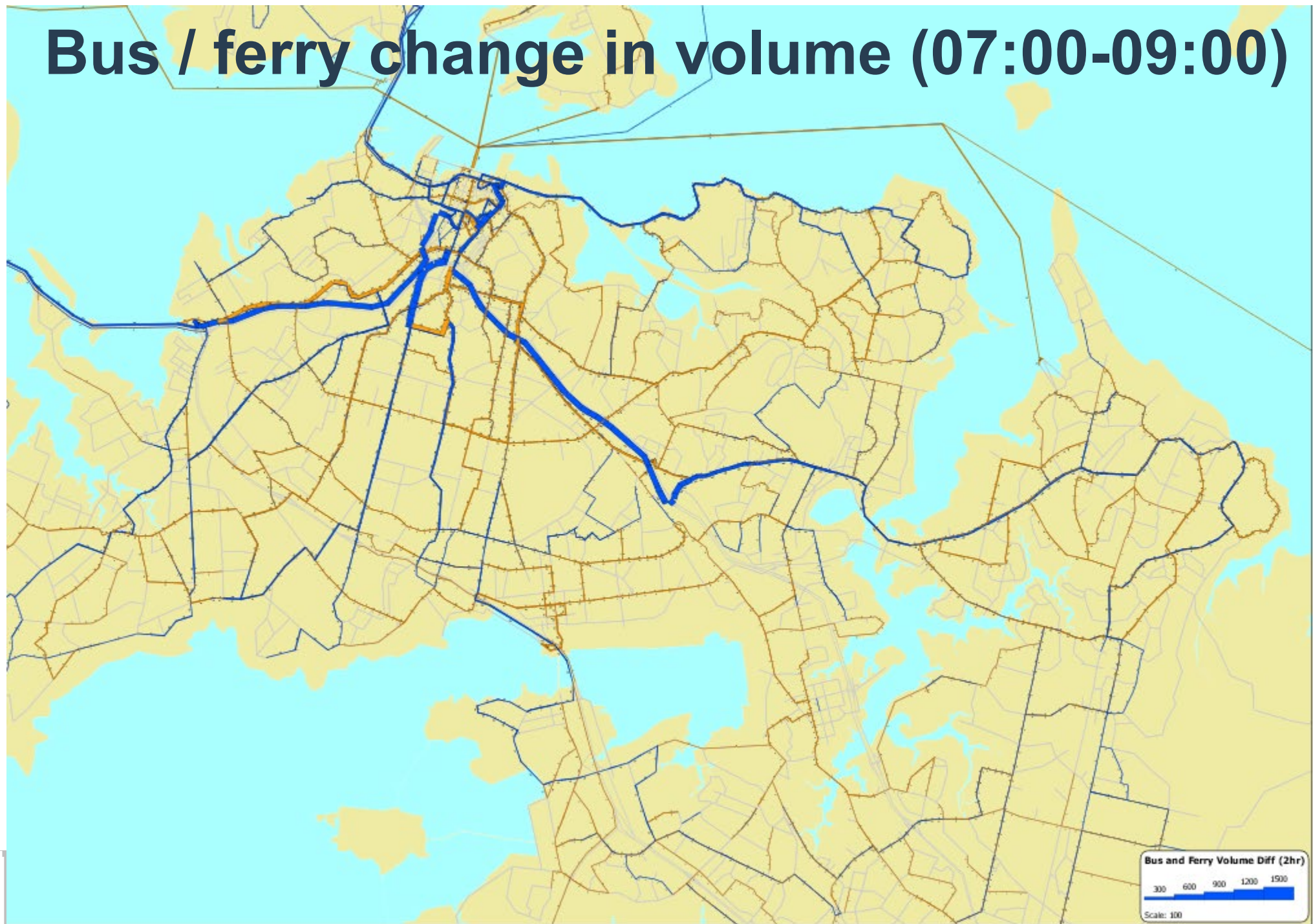
# Stanley Bay removal effect (07:00-09:00)

Blue = decrease  
Orange = increase





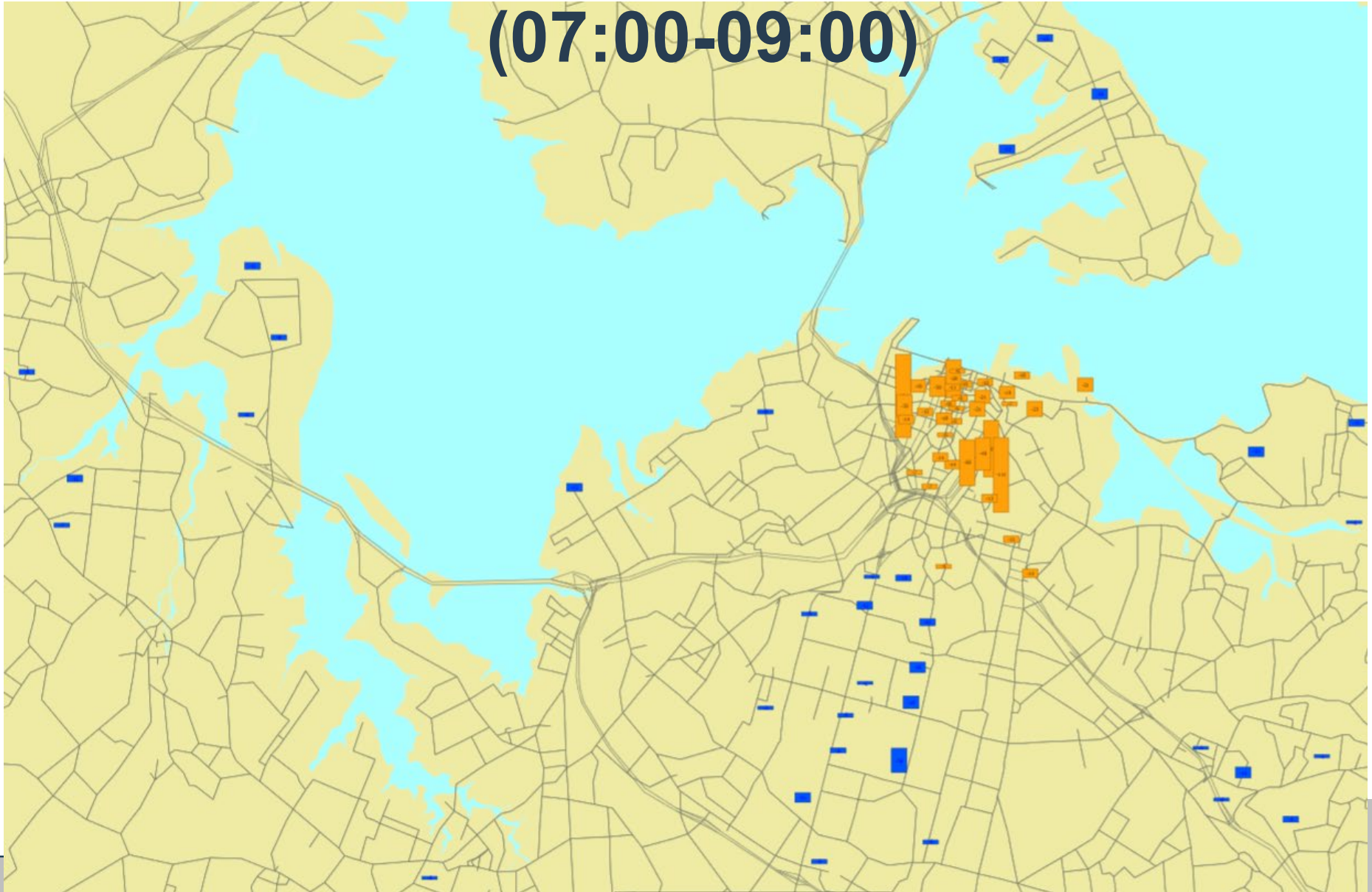
# Bus / ferry change in volume (07:00-09:00)



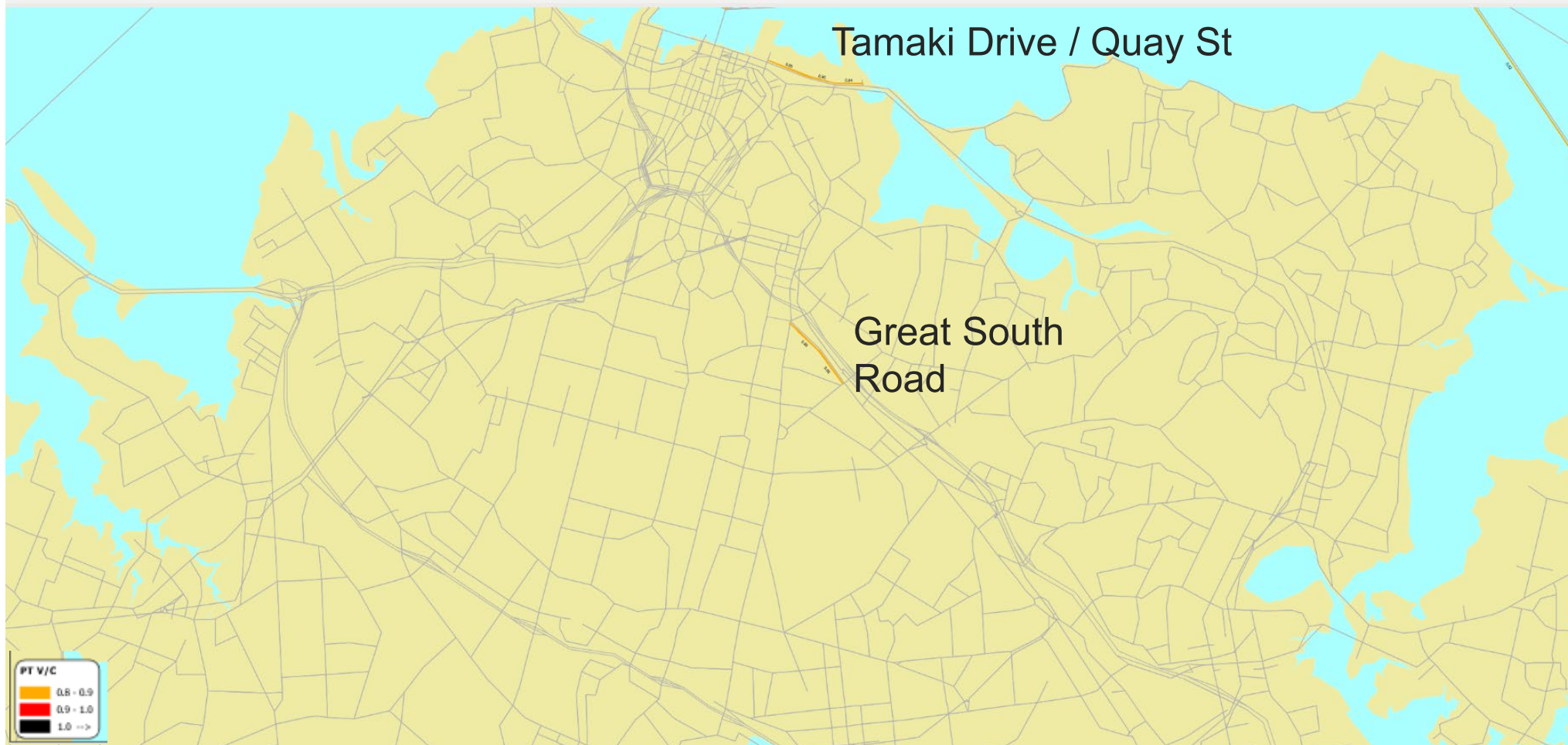


# Around 900 fewer PT trips to CBD (orange)<sup>15</sup>

(07:00-09:00)

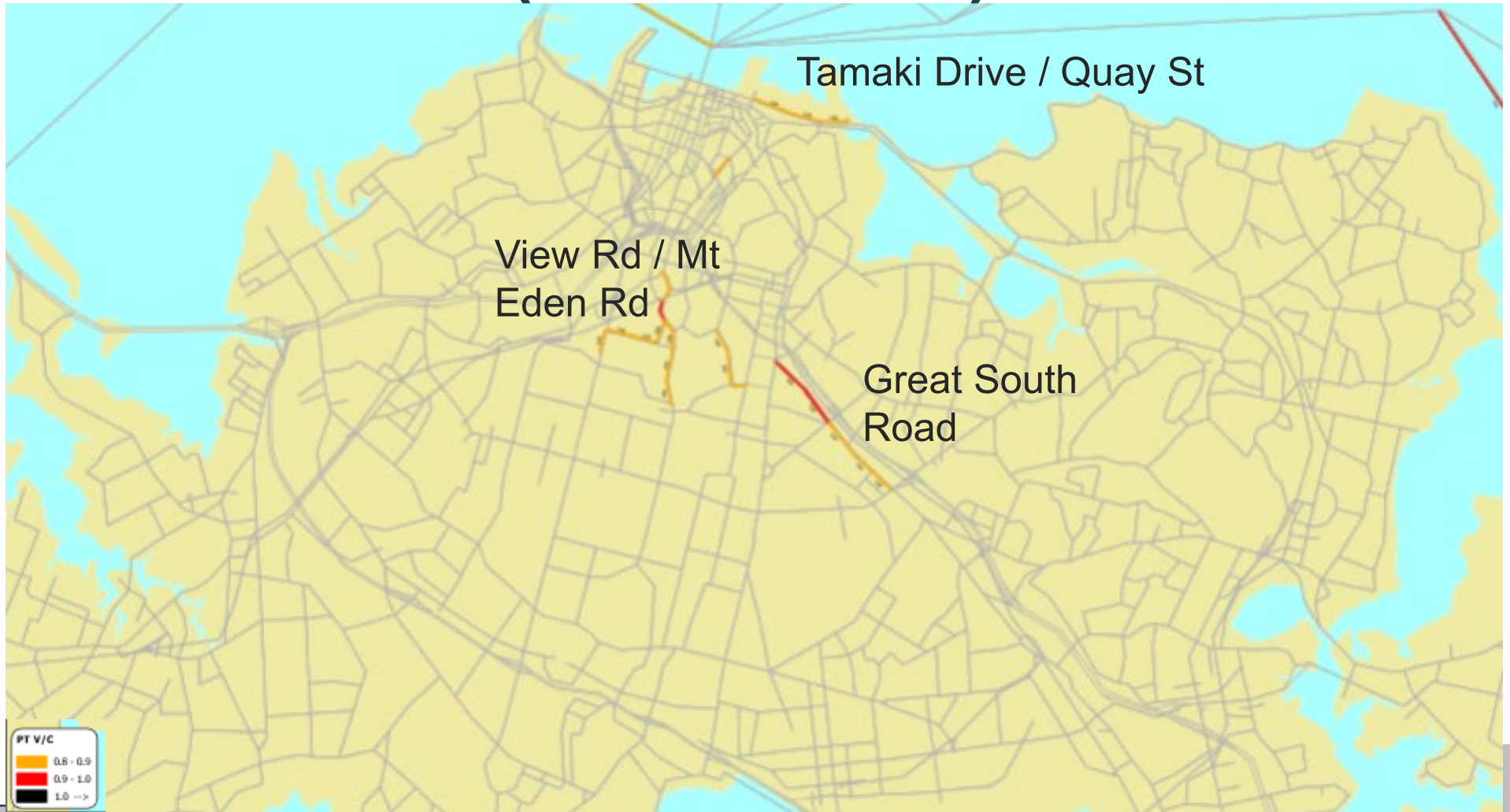


# Capacity concerns – current (07:00-09:00)





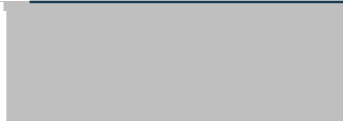
# Capacity concerns – with peak removal<sup>17</sup> (07:00-09:00)

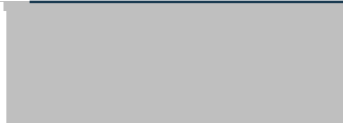


# 120 corridor also highlighted









s7(2)(b)(ii) Prejudice to commercial position



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