

Recovery, resurgence and results: Public transport usage in reality vs our recovery scenarios

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Structure

Public transport
and Covid-19

Recovery scenarios

Evaluating actual
vs scenarios

Global
trends

Regional & modal
differences

Future

Covid-19 Response

Principles

- Health of staff and public
- Essential workers
- Essential services
- Being ready for recovery

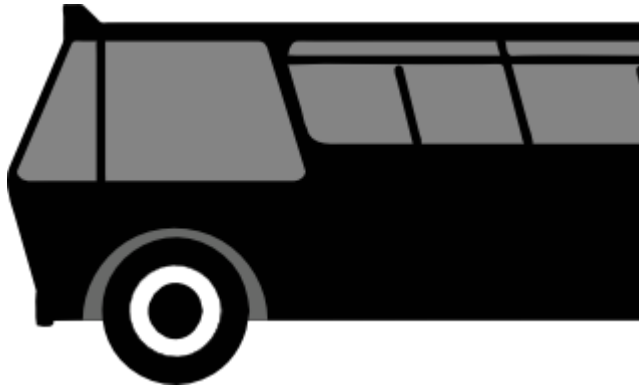
Responses

- Increased cleaning
- Cash-free
- Rear-door



Image: TVNZ

Funding



~50% fares

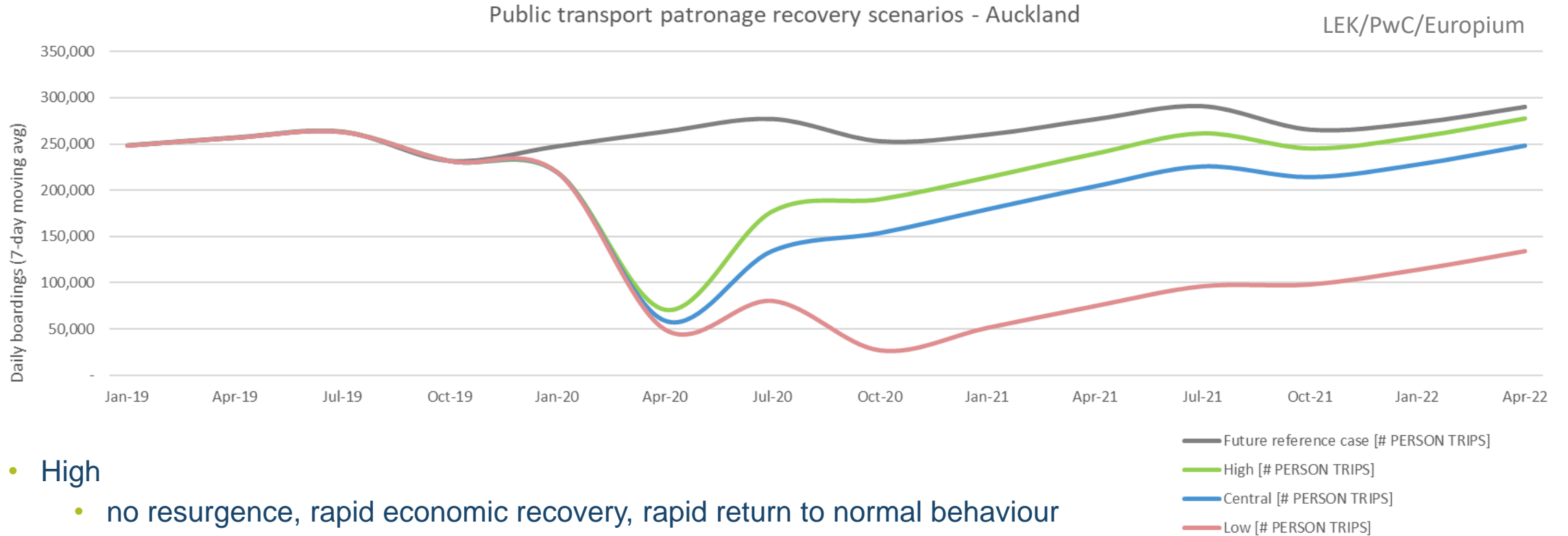


~25% local govt



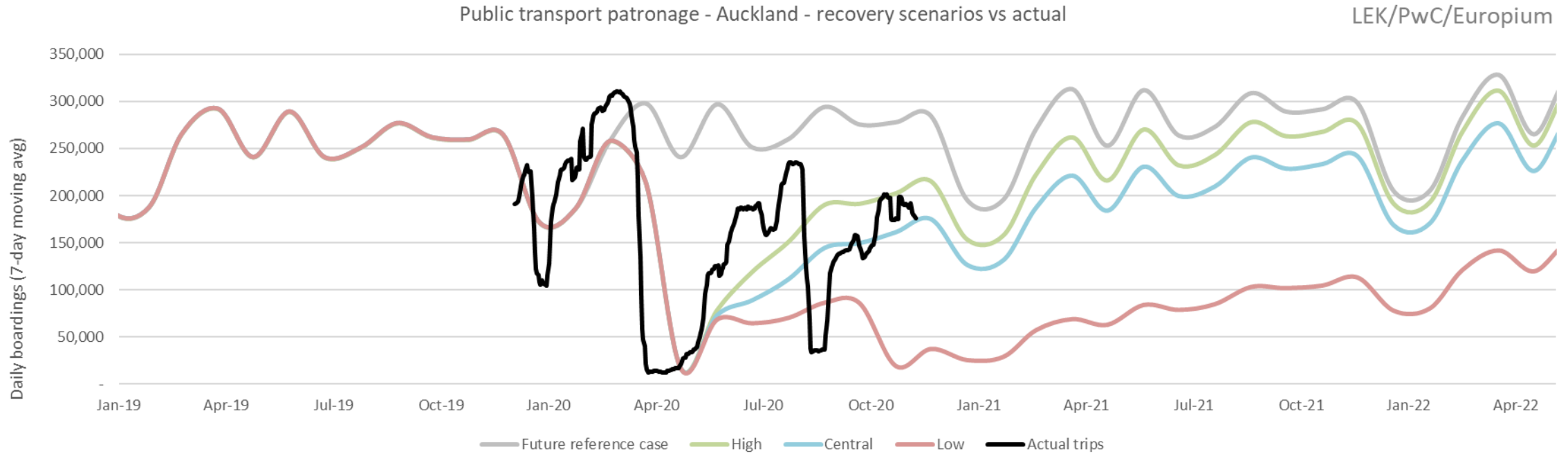
~25% NLTF

Recovery scenarios



- High
 - no resurgence, rapid economic recovery, rapid return to normal behaviour
- Central
 - no resurgence, medium economic recovery, medium-term mode shift
- Low
 - resurgence, slow economic recovery, long-term mode shift away from PT

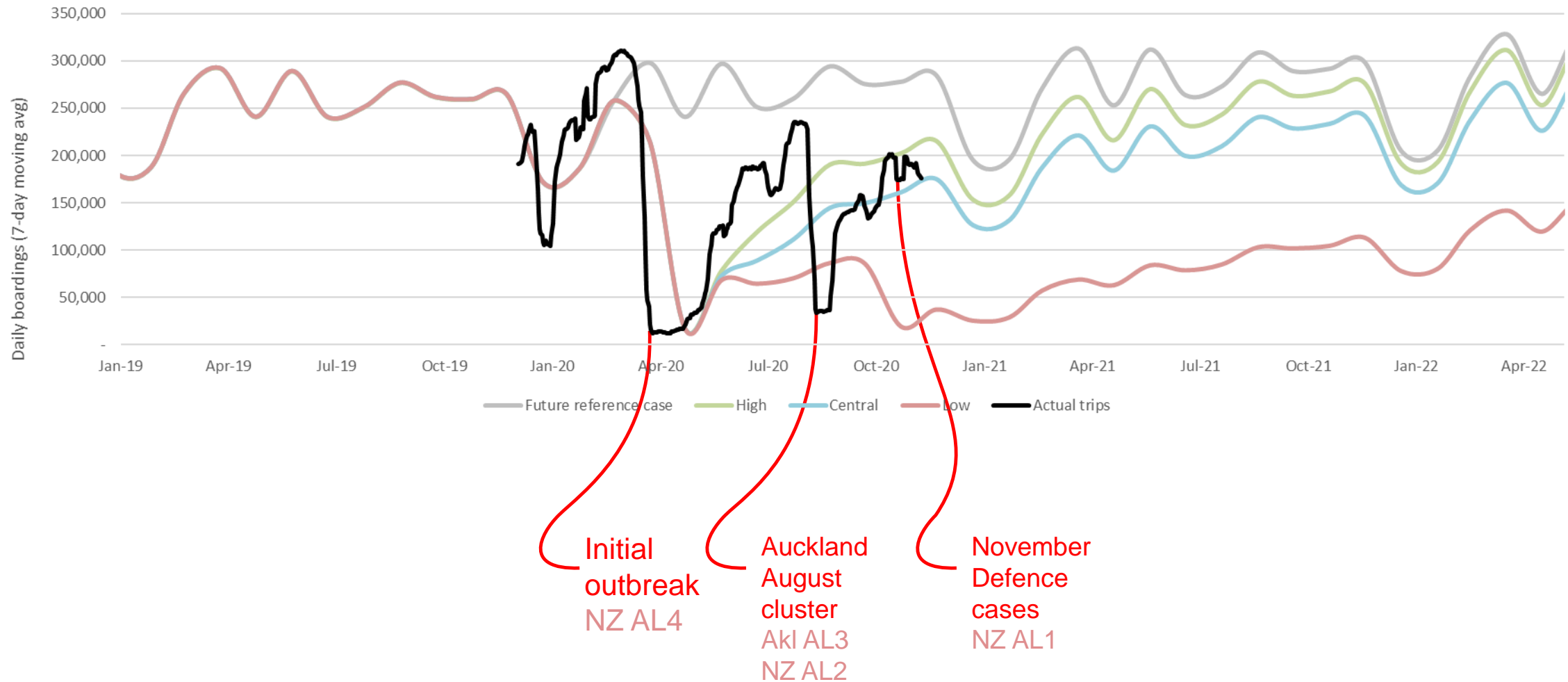
Reality vs scenarios



Reality vs scenarios

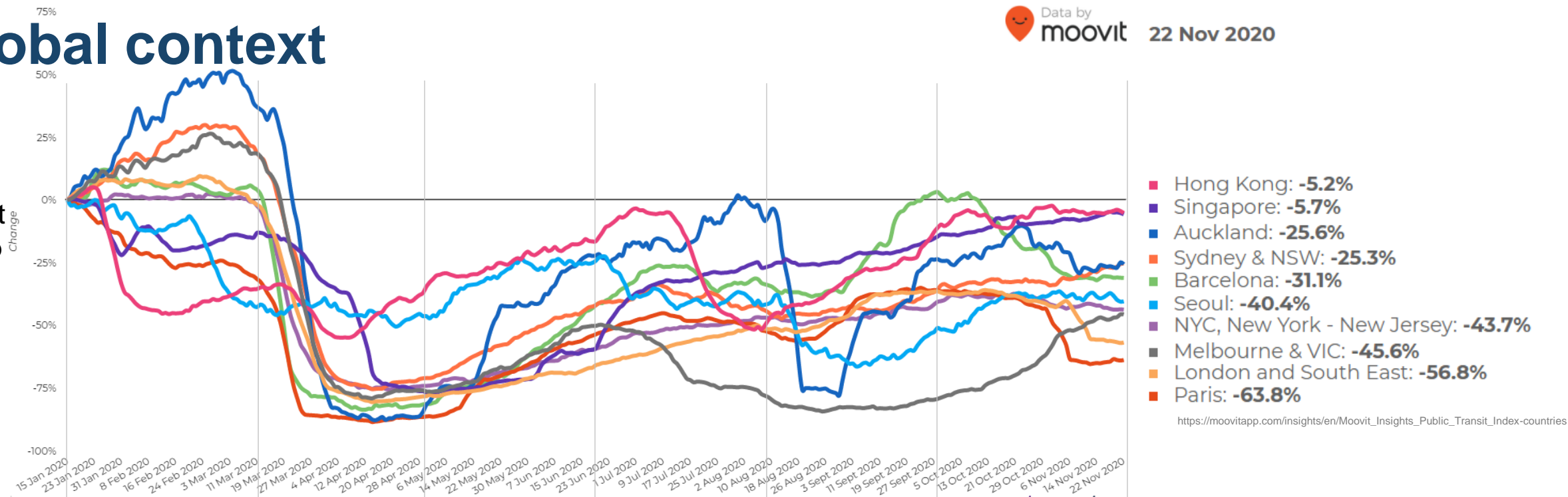
Public transport patronage - Auckland - recovery scenarios vs actual

LEK/PwC/Europium

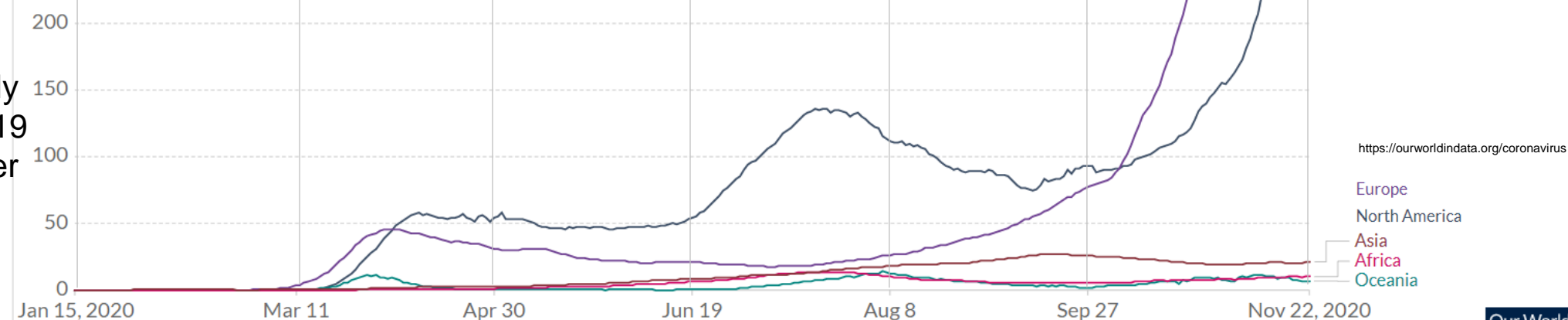


Global context

Public transport ridership



New daily COVID-19 cases per million people



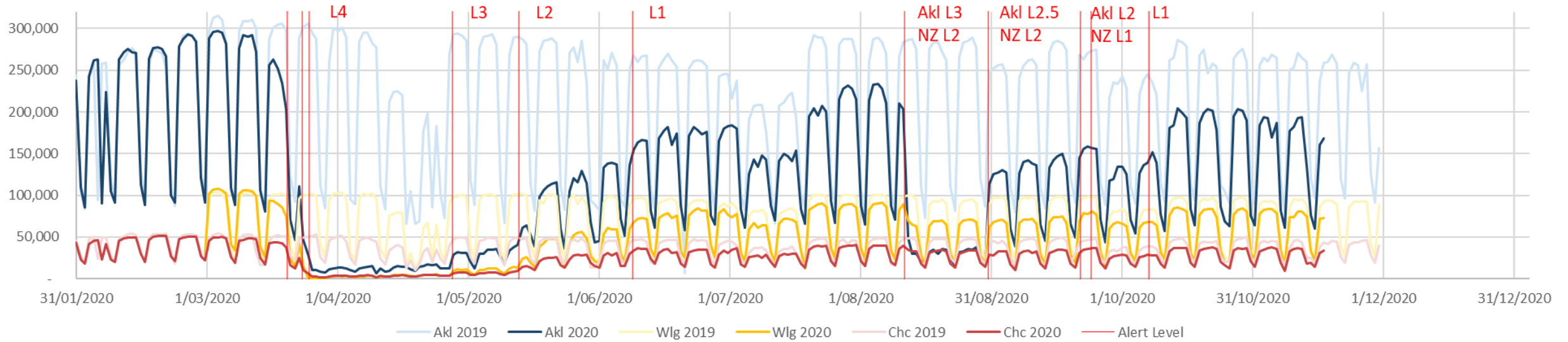
Source: European CDC - Situation Update Worldwide - Last updated 23 November, 10:06 (London time)

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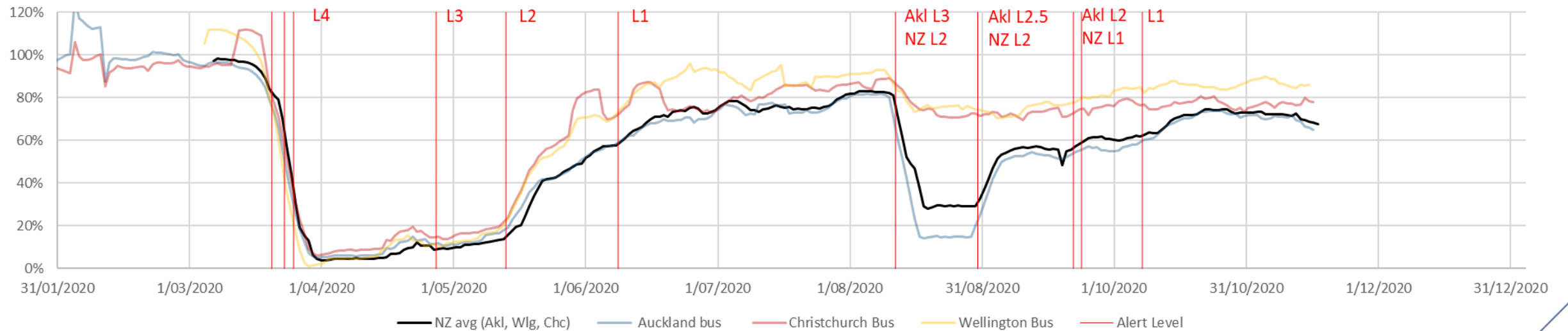


Patronage trends in NZ

Bus boardings per day

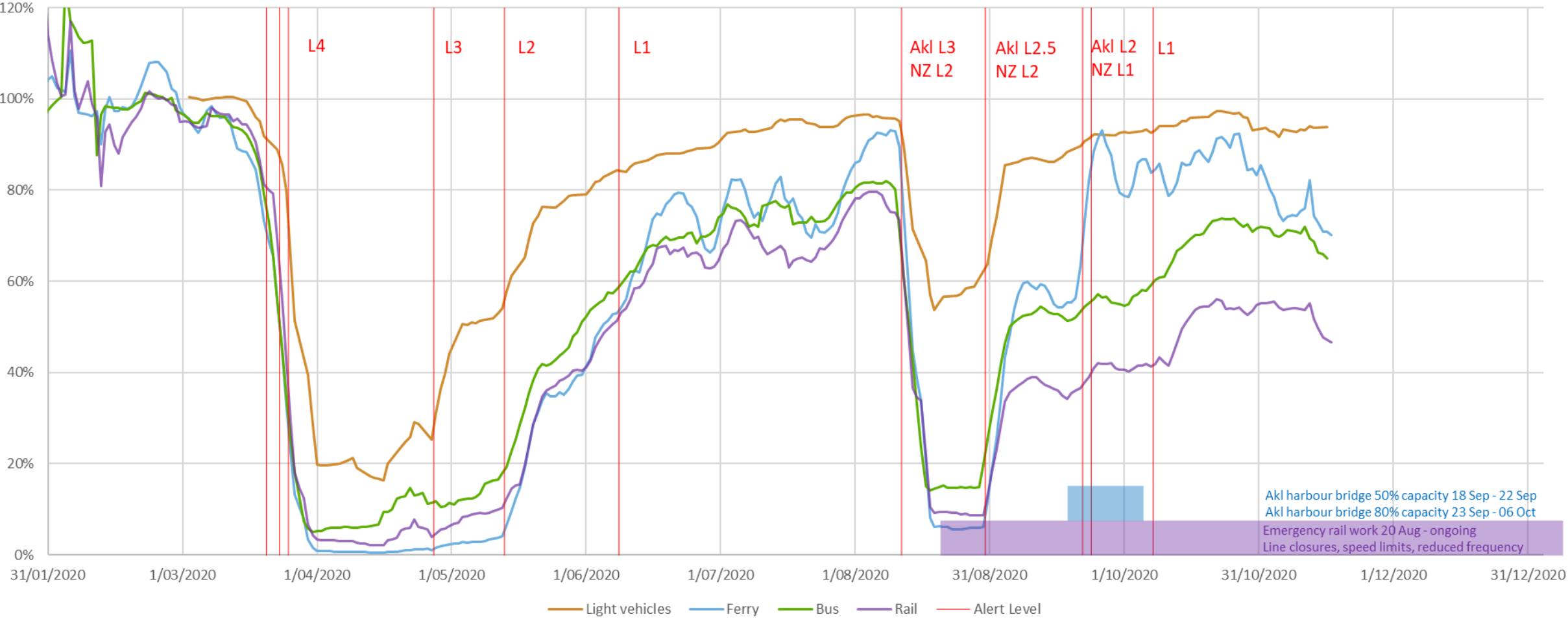


7-day moving avg, 2020 vs 2019

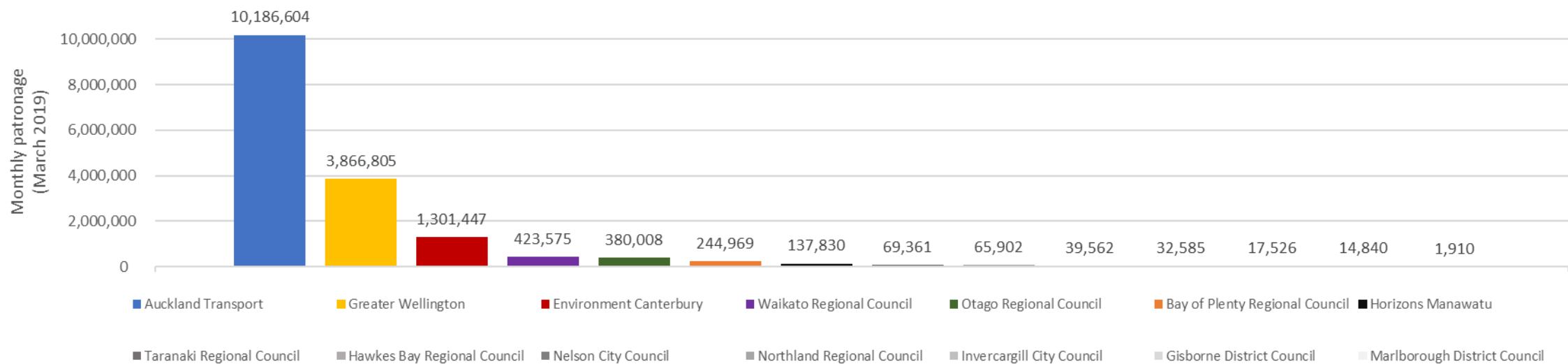
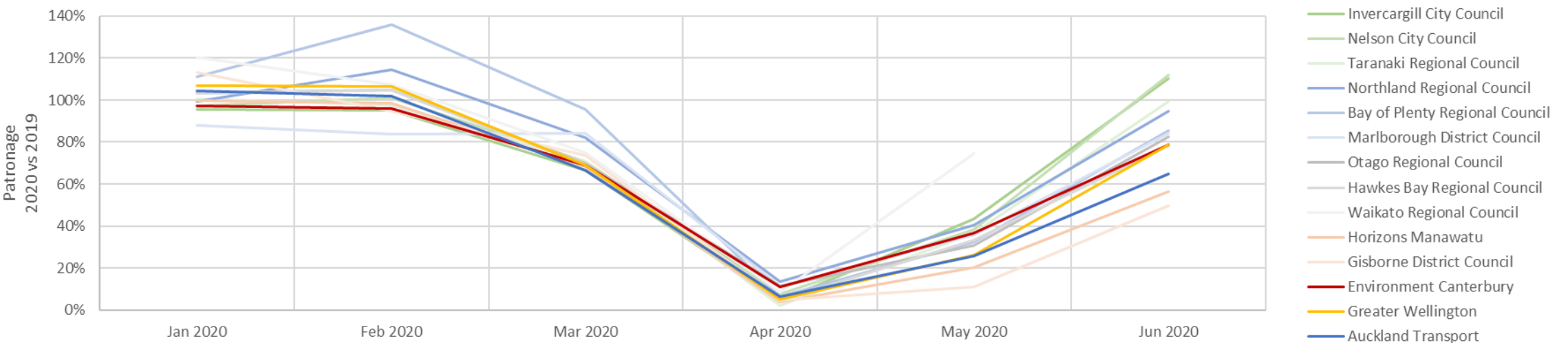


Mode differences

Auckland mode comparison, 7-day moving avg, 2020 vs 2019



Regional differences



Revenue shortfall

- 90% of total funding impact

Cost increases

- 10% of total funding impact

Total funding gap in first year

- High recovery: \$100 million
- Central recovery: \$150 million
- Low recovery: \$300 million



Questions?

More Transport Knowledge Hub COVID data sessions

Tue 1 Dec, 1:30-3:00pm

- Employment impacts of COVID pandemic
 - *Cat O'Neill and Jeremy Blake (Waka Kotahi)*
- Covid-19 Effects on PT Patronage - GWRC
 - *Chris Vallyon (Greater Wellington Regional Council)*