

# Statistics Report

July 2013



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# PUBLIC TRANSPORT

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## 1. HIGHLIGHTS

### Patronage

Auckland public transport patronage totalled 69,197,289 passengers for the 12-months to Jul-2013 an increase of +0.2% on the 12-months to Jun-2013. July monthly patronage was 5,952,687 an increase of 122,349 boardings or +2.1% on Jul-2012, normalised to ~-1.9% accounting for one more business day in Jul-2013 compared to Jul-2012.

Rail patronage totalled 10,090,993 passengers for the 12-months to Jul-2013, an increase of +0.5% on the 12-months to Jun-2013 increasing the 12-month rolling total above 10 million passenger trips. Patronage for Jul-2013 was 964,725 an increase of +52,187 boardings or +5.7% on Jul-2012, normalised to ~+1.7%.

The Northern Express bus service carried 2,286,165 passenger trips for the 12-months to Jul-2013, an increase of +0.3% on the 12-months to Jun-2013. Northern Express bus service patronage for Jul-2013 was 200,381, an increase of 7,580 boardings or +3.9% on Jul-2012, normalised to an equivalent patronage level.

Other bus services carried 51,279,195 passenger trips for the 12-months to Jul-2013, an increase of +0.1% on the 12-months to Jun-2013. Other bus services patronage for Jul-2013 was 4,350,167, an increase of 27,864 boardings or +0.6% on Jul-2012, normalised to ~-3.0% to -3.4%.

Ferry services carried 5,540,936 passenger trips for the 12-months to Jul-2013, an increase of +0.6% on the 12-months to Jun-2013. Ferry services patronage for Jul-2013 was 437,414, an increase of 34,718 boardings or +8.6% on Jul-2012, normalised to ~+4.6%.

### Service Performance

For rail, service punctuality in Jul-2013 improved to 89.7% compared to the average for the 12-months to Jun-2013 of 84.8%. Service delivery was 97.9%. This was the best monthly performance on record since the commencement of the rail upgrades prior to 2002.

### Initiatives

- Consultation on the South Auckland part of the new public transport network was completed on 2 August. A strong level of support (55%) for the New Network was received via submissions. Further analysis of the feedback is underway.
- AT HOP was extended to Birkenhead Transport Ltd buses on 14 July. This now brings the use of AT HOP to in excess of 20% of Auckland public transport network patronage following the launch on rail and ferry in 2012 and Urban Express buses in June.
- Improved timetables reflecting actual operating conditions (based on real time data) continue to be rolled out, including Green Bay on 4 August 2013.

## 2. PUBLIC TRANSPORT PATRONAGE

### Network Wide Summary

Normalising factors used on actual patronage counts in this report for Jul-2013 include:

- there was one more business day in Jul-2013 compared to Jul-2012 (~+4% impact)
- special event activities were at a comparable level (neutral impact)
- there was one partial weekend rail network closure and weekday evening (Sun-Thur) closures south of Otahuhu in Jul-2013 compared to one full weekend network closure Jul-2012, the net effect being largely neutral.

Auckland public transport patronage totalled 69,197,289 passengers for the 12-months to Jul-2013 an increase of +0.2% on the 12-months to Jun-2013, as illustrated at Figure 1. Patronage for Jul-2013 was 5,952,687 boardings, an increase of +2.1% (+122,349 boardings) on Jul-2012, normalised to ~-1.9%.

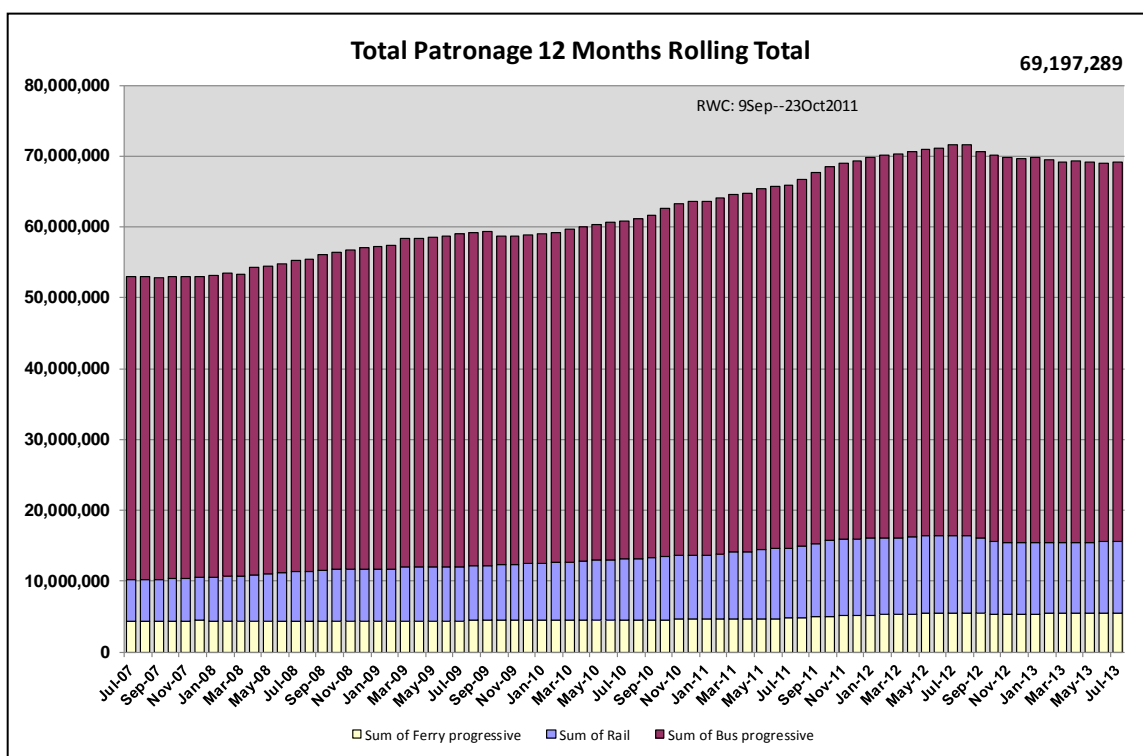


Fig 1. Total Patronage – 12 Months Rolling Total

A breakdown of patronage by month, 12-months rolling total and financial year-to-date (Jul 2013 to Jun 2014) is provided at Table 1.

For the financial year-to-date, one month to Jun 2014, patronage has increased by +2.1% (122,349 boardings) compared to the same period in the previous financial year.

**Table 1. Patronage Breakdown by Month, 12 Months Rolling and Financial Year-to-Date**

	Jul-13									
	Month			12 Months				YTD (from July)		
	Patronage	Change Prev Year	% Change Prev Year	Patronage	% Change Prev Month Period	Change Prev Year	% Change Prev Year	Patronage	Change Prev FY	% Change Prev FY
<b>1. Rapid Transit Network sub-total:</b>	1,165,106	59,767	5.4%	12,377,158	0.5%	-889,302	-6.7%	1,165,106	59,767	5.4%
Northern Express Bus	200,381	7,580	3.9%	2,286,165	0.3%	-1,795	-0.1%	200,381	7,580	3.9%
<b>Rail sub-total:</b>	964,725	52,187	5.7%	10,090,993	0.5%	-887,507	-8.1%	964,725	52,187	5.7%
- Western Line	349,354	28,581	8.9%	3,640,067	0.8%	-471,666	-11.5%	349,354	28,581	8.9%
- Southern & Eastern Line:	615,371	23,606	4.0%	6,450,926	0.4%	-415,841	-6.1%	615,371	23,606	4.0%
- Pukekohe / Papakura Services *	435,738	15,287	2.9%	4,628,546	0.3%	-394,623	-6.5%	435,738	15,287	2.9%
- Manukau Services * (opened 15 Apr 2012)	105,547			1,088,219				105,547		
- Onehunga Services	74,086	8,319	12.6%	734,161	1.1%	-21,218	-2.8%	74,086	8,319	12.6%
<b>2. Frequent Connector and Local Bus (Include School Bus) sub-total:</b>	4,350,167	27,864	0.6%	51,279,195	0.1%	-1,514,053	-2.9%	4,350,167	27,864	0.6%
- Frequent Connector & Local Bus	4,176,733	36,320	0.9%	48,725,833	0.1%	-1,468,814	-2.9%	4,176,733	36,320	0.9%
- Contracted School Bus	173,434	-8,456	-4.6%	2,553,362	-0.3%	-45,239	-1.7%	173,434	-8,456	-4.6%
<b>3. Ferry</b>	437,414	34,718	8.6%	5,540,936	0.6%	51,487	0.9%	437,414	34,718	8.6%
<b>Total Patronage</b>	<b>5,952,687</b>	<b>122,349</b>	<b>2.1%</b>	<b>69,197,289</b>	<b>0.2%</b>	<b>-2,351,868</b>	<b>-3.3%</b>	<b>5,952,687</b>	<b>122,349</b>	<b>2.1%</b>

\*Some Pukekohe/Papakura Services were reclassified as Manukau Services on 15 April 2012 with the opening of Manukau Station. Annual change figures are not representative between services and are reported together.

\*\*Birkenhead Transport: No data confirmed yet; used last year (Jul 2012) data, assuming zero growth estimation.

\*\*NZBus still working on their final counts due to certain issues, will confirm this month's actual number by the next reporting cycle.

Figure 2 illustrates the monthly patronage trend by mode across bus, rail and ferry and by monthly total moving average.

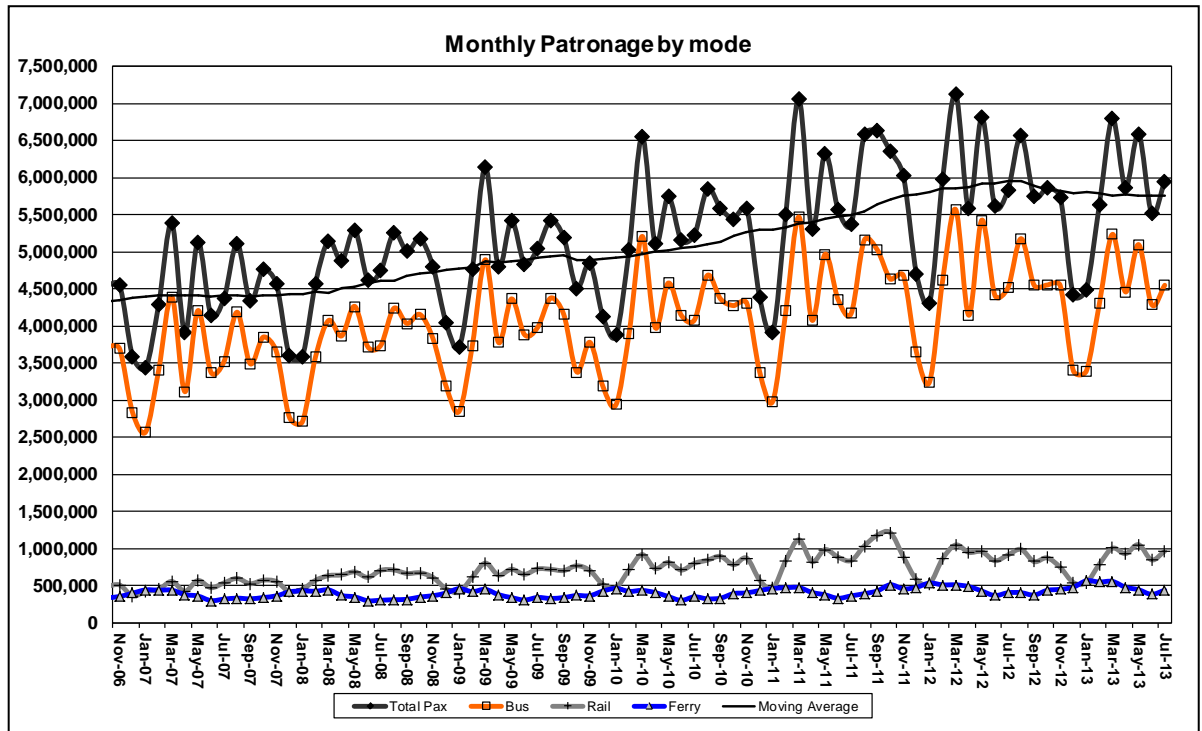


Fig 2. Monthly Patronage by Mode



**Table 1.1 Patronage Breakdown Normalised for Rugby World Cup 2011**

Normalised	Jul-13								
	Month			12 Months			YTD (from July)		
	Patronage	Change	%	Patronage	Change	%	Patronage	Change	%
<b>1. Rapid Transit Network sub-total:</b>	1,165,106	59,767	5.4%	12,377,158	-130,666	-1.0%	1,165,106	59,767	5.4%
Northern Express Bus	200,381	7,580	3.9%	2,286,165	77,714	3.5%	200,381	7,580	3.9%
Rail sub-total:	964,725	52,187	5.7%	10,090,993	-208,380	-2.0%	964,725	52,187	5.7%
<b>2. Frequent Connector and Local Bus (Include School Bus) sub-total:</b>	4,350,167	27,864	0.6%	51,279,195	-802,129	-1.5%	4,350,167	27,864	0.6%
<b>3. Ferry</b>	437,414	34,718	8.6%	5,540,936	242,357	4.6%	437,414	34,718	8.6%
<b>Total Patronage</b>	<b>5,952,687</b>	<b>122,349</b>	<b>2.1%</b>	<b>69,197,289</b>	<b>-690,438</b>	<b>-1.0%</b>	<b>5,952,687</b>	<b>122,349</b>	<b>2.1%</b>

Table 1.1 provides an estimate of patronage normalised for RWC2011.

## Rapid Transit Network

The Rapid Transit Network (RTN) comprises right-of-way (unobstructed by other traffic) public transport of rail and the Northern Express traversing the Northern Busway. The RTN is the first tier of a four-tier public transport network design approach for Auckland to be progressively implemented (the New Network). The second tier will comprise a Frequent Network of high frequency bus services, which utilise bus lanes and traffic signal pre-emption measures connecting to form a network of services in their own right. The third tier comprises Connector and Local bus services and ferry services connecting with the RTN and the Frequent Network and providing services to local destinations. The RTN, Frequent, Connector and Local services will be progressively integrated and connected to form a public transport network that will permit customers to access multiple destinations through direct services or across multiple services via transfers. The network will be supplemented by fourth tier targeted services for individual customer groups to meet specific needs as required.

Patronage improved in Jul-2013 and totalled 12,377,158 passengers for the 12-months to Jul-2013 (Figure 3). Patronage for Jul-13 was 1,165,106 boardings, an increase of +5.4% (59,767 boardings) on Jul-2012 (Figure 4), normalised to ~+1.4%.

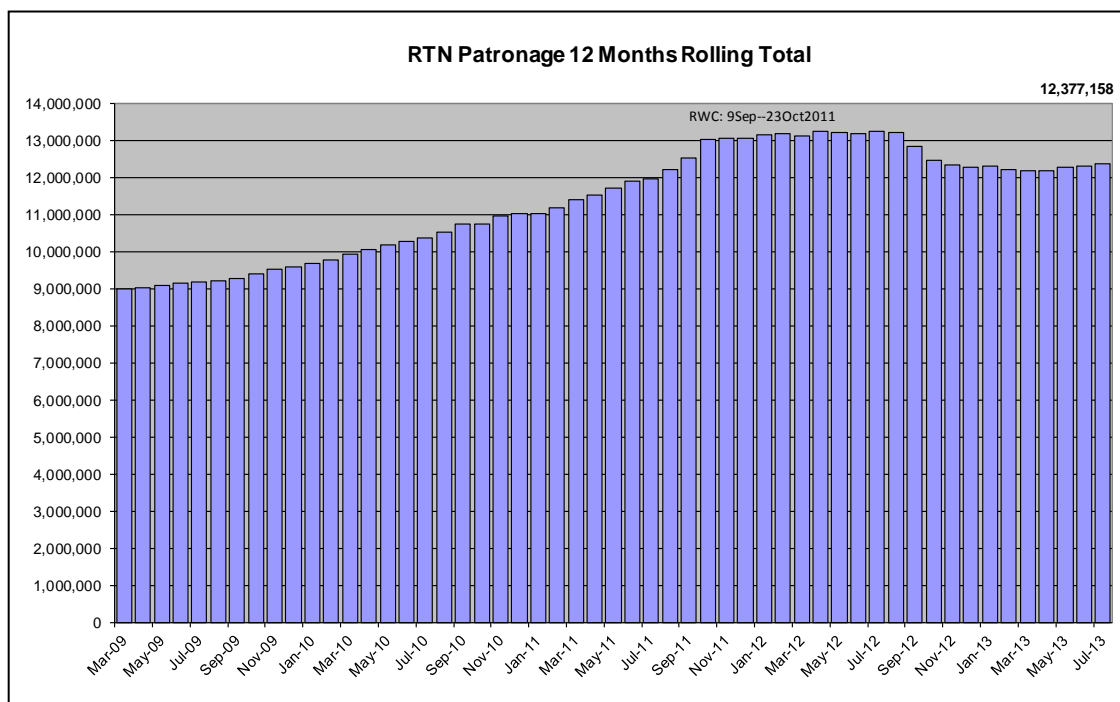


Fig 3. RTN Patronage – 12 Months Rolling Total

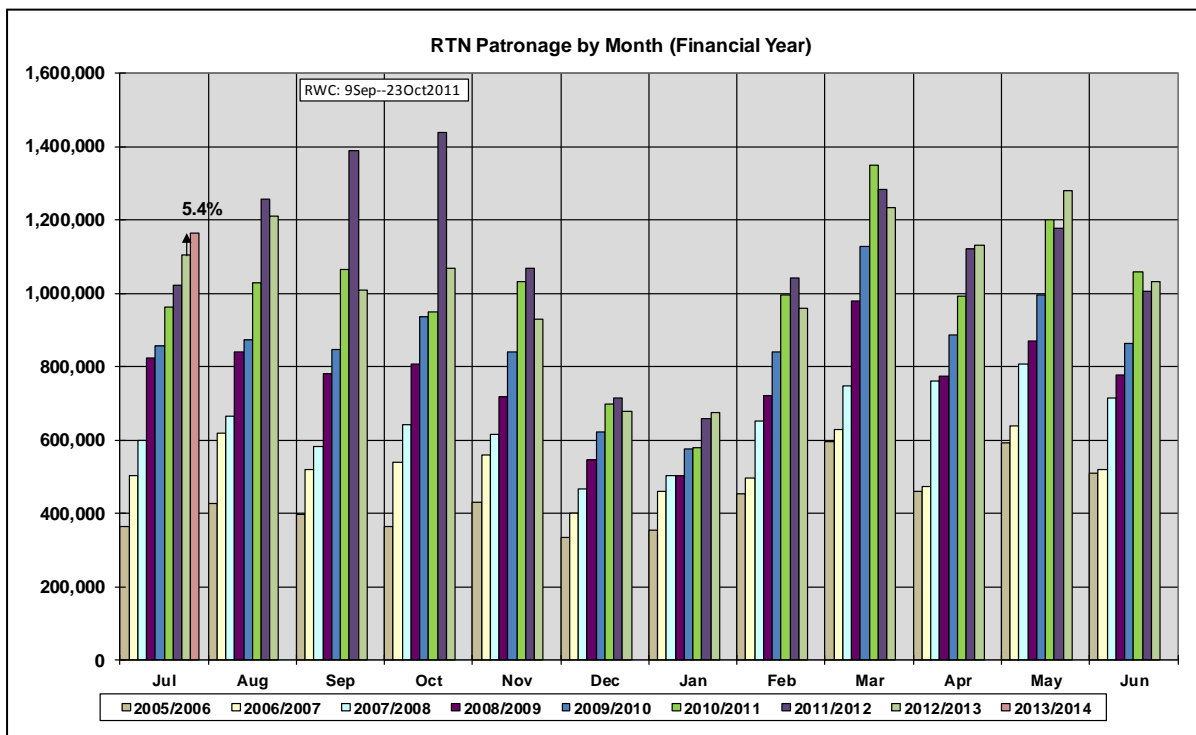


Fig 4. RTN Patronage – Growth by Month 2005/06 to 2013/14

## Rail Patronage

Rail patronage improved in Jul-2013 and totalled 10,090,993 passengers for the twelve months to Jul-2013 (Figure 5), an increase of +0.5% on the 12-months to Jun-2013.

Patronage for Jul-2013 was 964,725 boardings, an increase of +5.7% (+52,187 boardings) on Jul-2012 (Figure 6). Normalising for various patronage impacts between Jul-2012 and Jul-2013:

- there was one more business day in Jul-2013 compared to Jul-2012 (positive impact ~35,000 passenger journeys or ~4.0%)
- special event activities were at a comparable level (neutral impact)
- there was one partial weekend rail network closure and weekday evening (Sun-Thur) closures south of Otahuhu in Jul-2013 compared to one full weekend network closure Jul-2012, the net effect being largely neutral

Normalised Jul-2013 on Jul-2012 patronage for the above impacts is estimated at ~+1.0% to +1.7%. Figure 7 illustrates estimated average passengers/day. Note that the month of Jul-2013 included one extra day of school holidays over a full two weeks with lower average daily patronage than Jul-12.

Rail ticket types sold (Figure 8) illustrates an increase in HOP card usage relative to single paper ticket sales in Jul-2013 compared to Jul-2012.

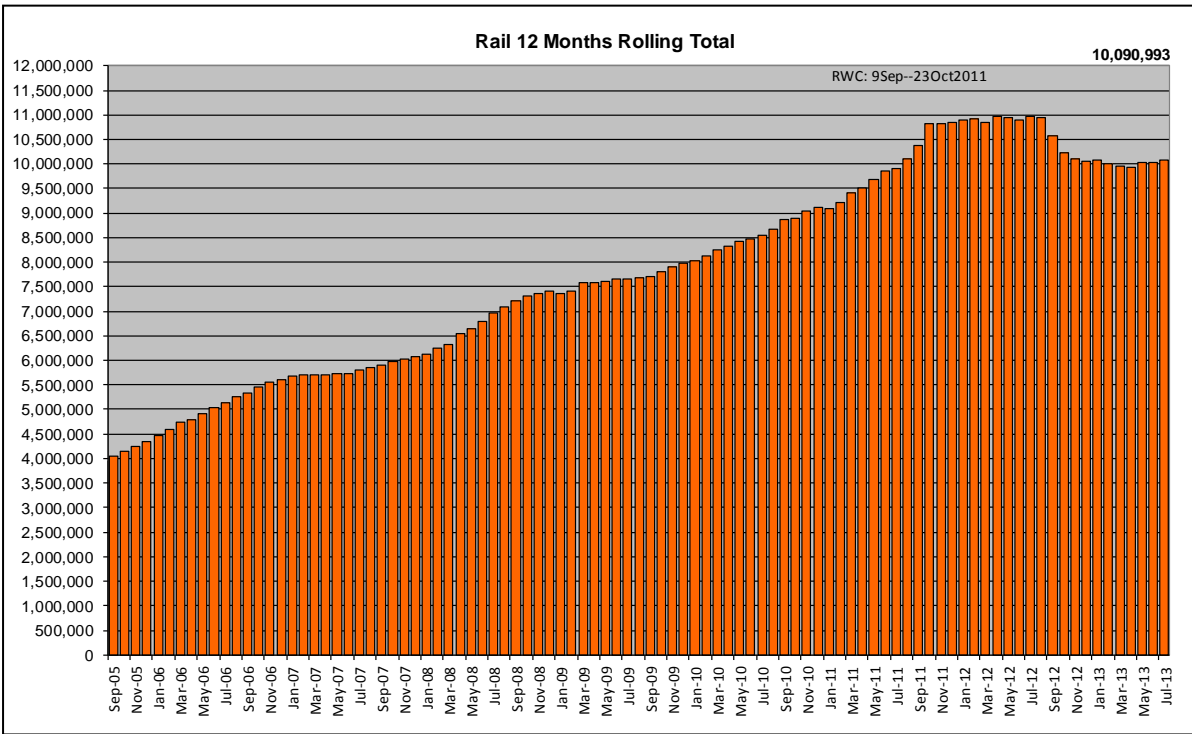


Fig 5. Rail Patronage – 12 Months Rolling Total

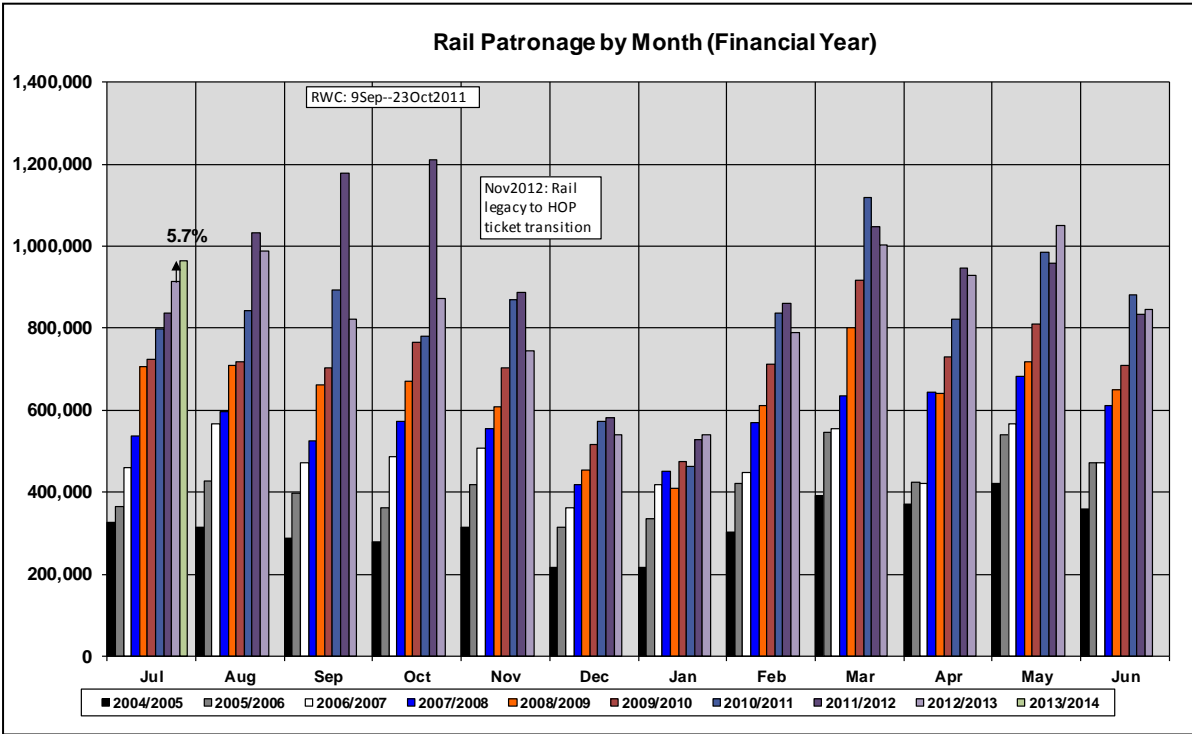


Fig 6. Rail Patronage – Growth by Month 2004/05 to 2013/14





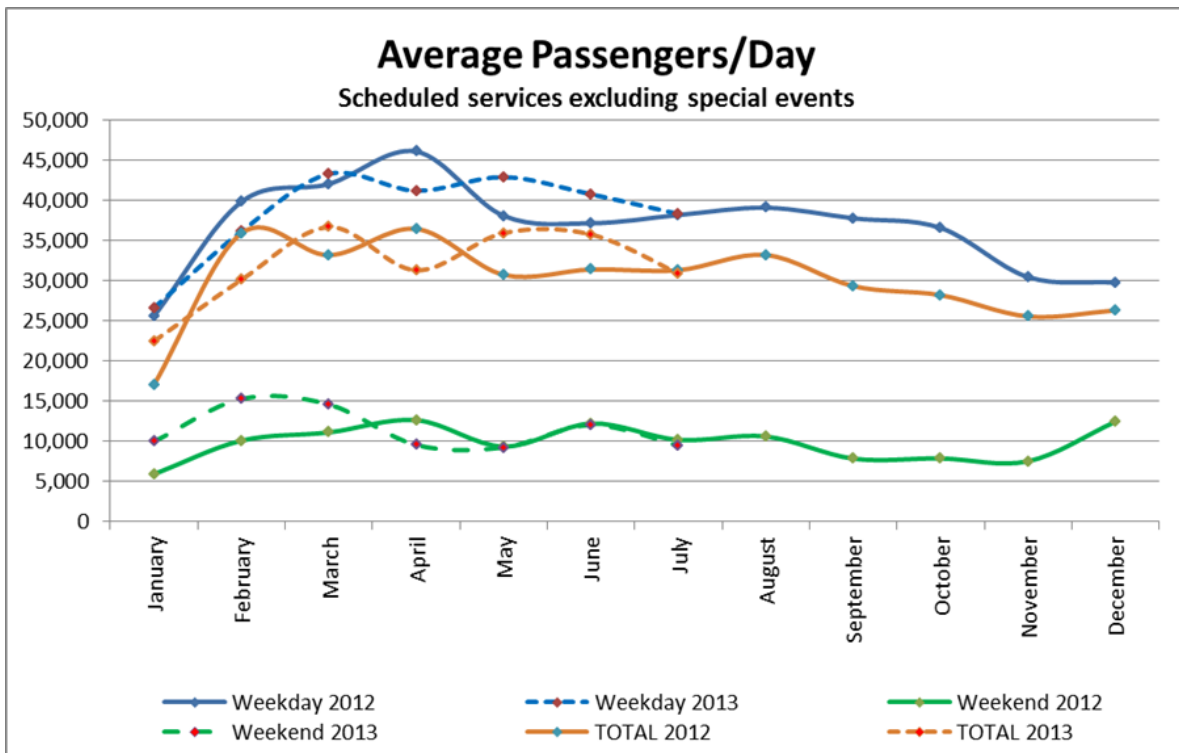


Fig 7. Rail Patronage – Av. Daily Passenger Counts for Scheduled Services 2012 and 2013

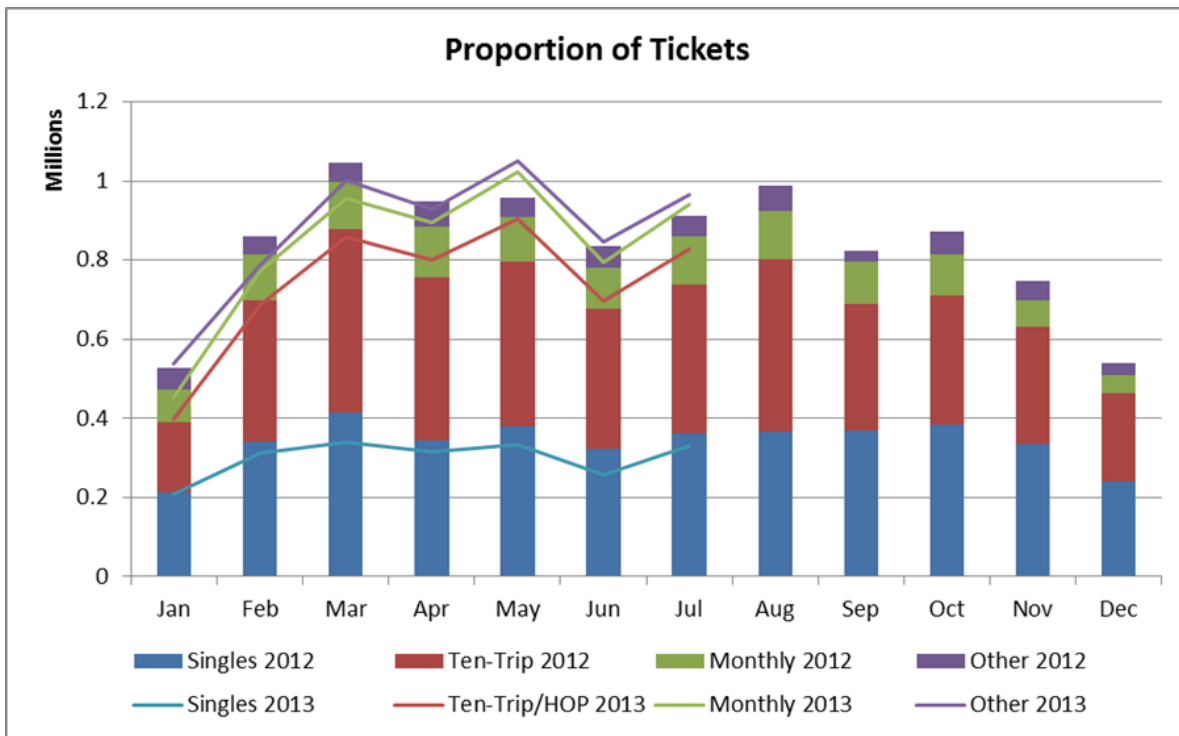


Fig 8. Ticket Sales by Ticket Type – 2013 compared to 2012

## Southern & Eastern Rail Lines (including the Onehunga and Manukau Lines)

Southern and Eastern Line rail patronage including the Onehunga and Manukau Lines totalled 6,450,926 passengers for the 12-months to Jul-2013. Patronage for Jul-2013 was 615,371 boardings, an increase of +4.0% (+23,606 boardings) on Jul-2012 (Figure 9) normalised to be at a similar level to last year (note the weekday evening and weekend network closures, during Jul-2013 were for services south of Otahuhu therefore the impact these had on passenger numbers were primarily experienced within this service grouping).

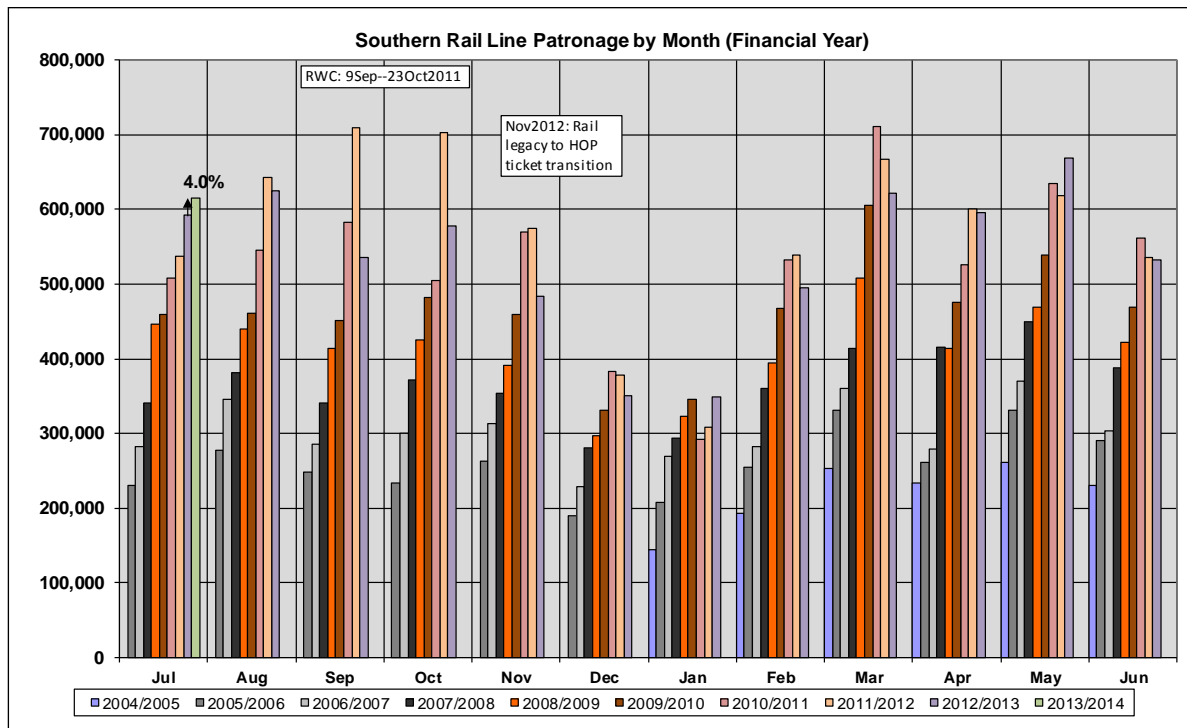


Fig 9. Southern & Eastern Line (including Onehunga and Manukau Lines) Rail Patronage – Growth by Month 2005/06 to 2013/14

## Western Rail Line

Western Line rail patronage totalled 3,640,067 passengers for the 12-months to Jul-2013. Patronage for Jul-2013 was 349,354 boardings, an increase of +8.9% (+28,581 boardings) on Jul-2012 (Figure 10), normalised to ~+5%.

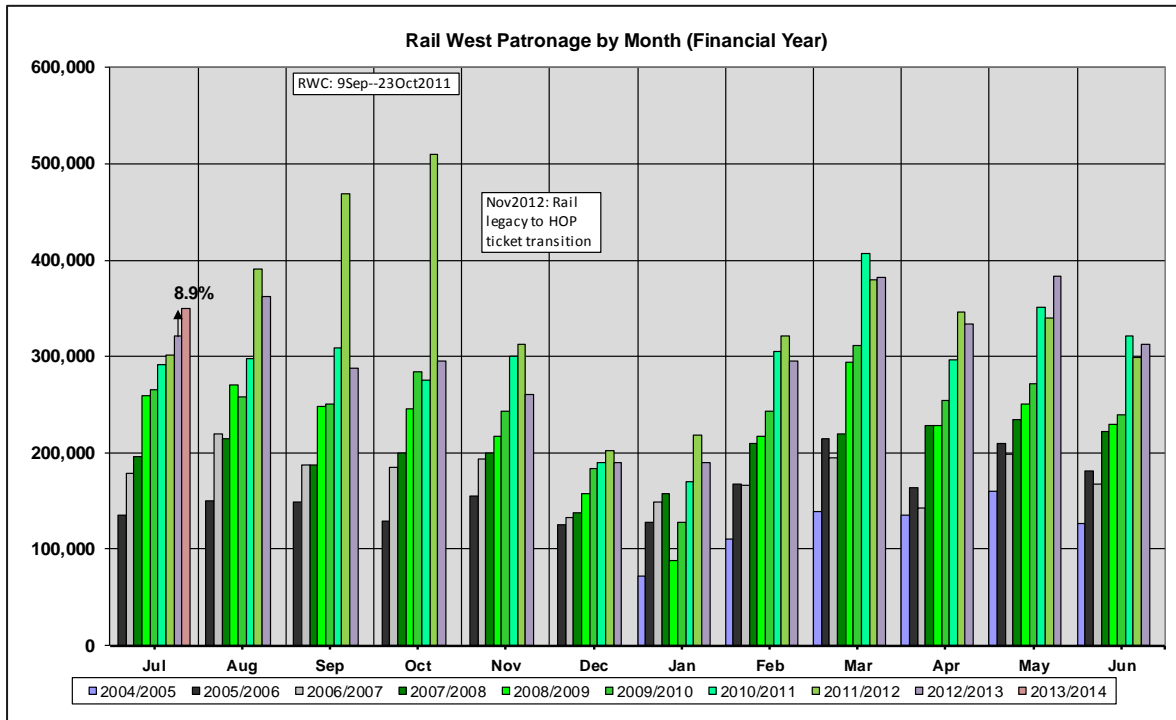


Fig 10. Western Line Rail Patronage – Growth by Month 2005/06 to 2013/14

## Northern Express

The Northern Busway along with the rail network forms the Rapid Transit Network. For the Northern Express bus service (the only dedicated Northern Busway service) patronage totalled 2,286,165 passengers for the 12-months to Jul-2013 (Figure 11) an increase of +0.3% on the 12-months to Jun-2013. Patronage for Jul-2013 was 200,381 boardings, an increase of +3.9% (7,580 boardings) on Jul-2012 (Figure 12), normalised at an equivalent level.

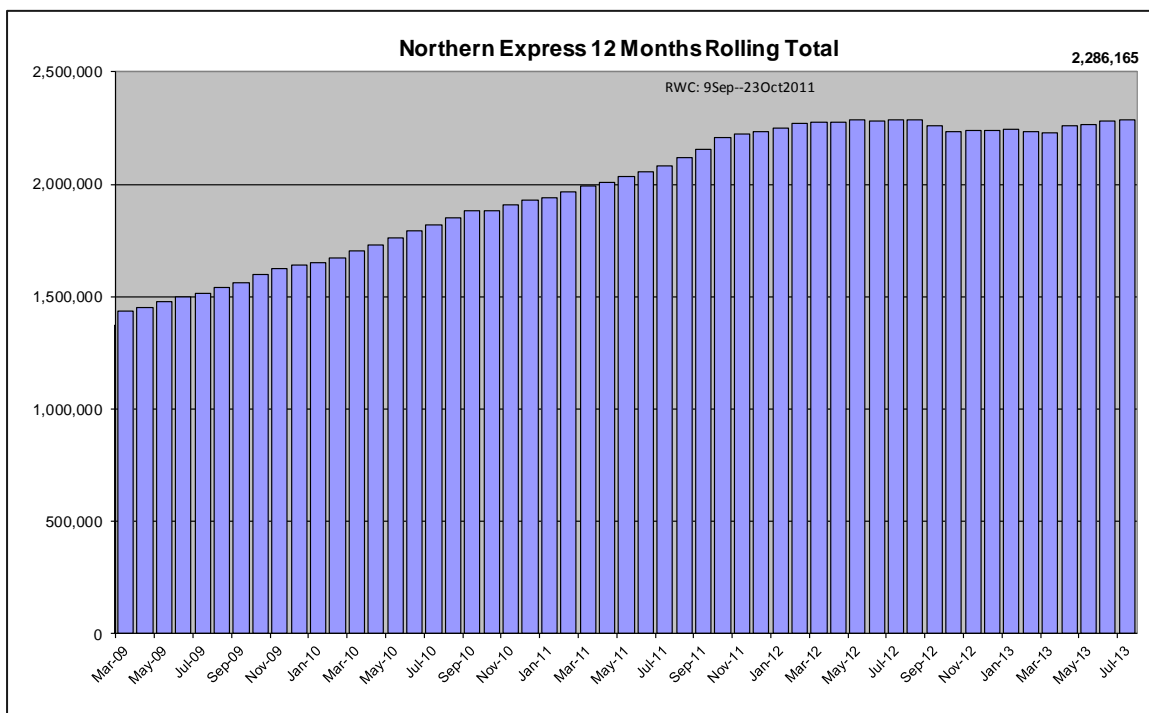


Fig 11. Northern Express Bus Patronage – 12 Months Rolling Total

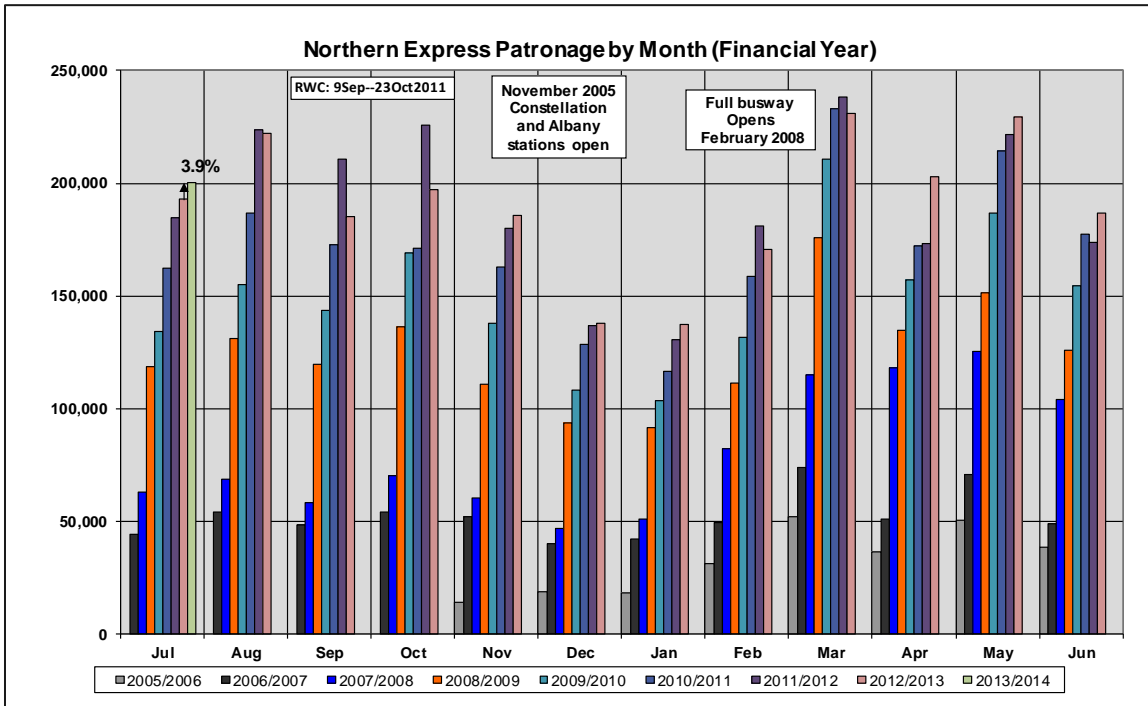


Fig 12. Northern Express Bus Patronage – Growth by Financial Year 2005/06 to 2013/14

### Bus Patronage (Other Than Northern Express)

Patronage totalled 51,279,195 passengers for the 12-months to Jul-2013 an increase of +0.1% over the 12-months to Jun-2013. Patronage for Jul-2013 was 4,350,167 boardings, an increase of +0.6% (27,864 boardings) on Jul-2012 (Figure 13), normalised to -3.4%. Normalised average weekday patronage is illustrated at Figure 14 and supports and equivalent level of patronage to the previous year.

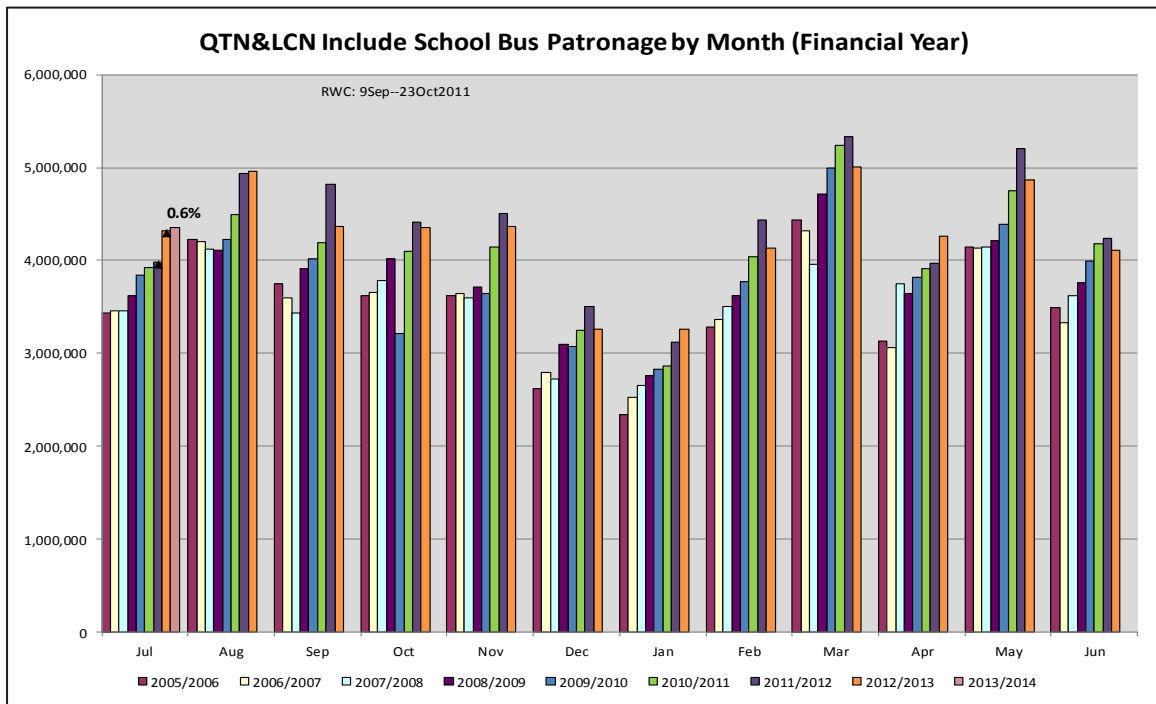


Fig 13. Bus Patronage (other than Northern Express) – Growth by Month 2005/06 to 2013/14

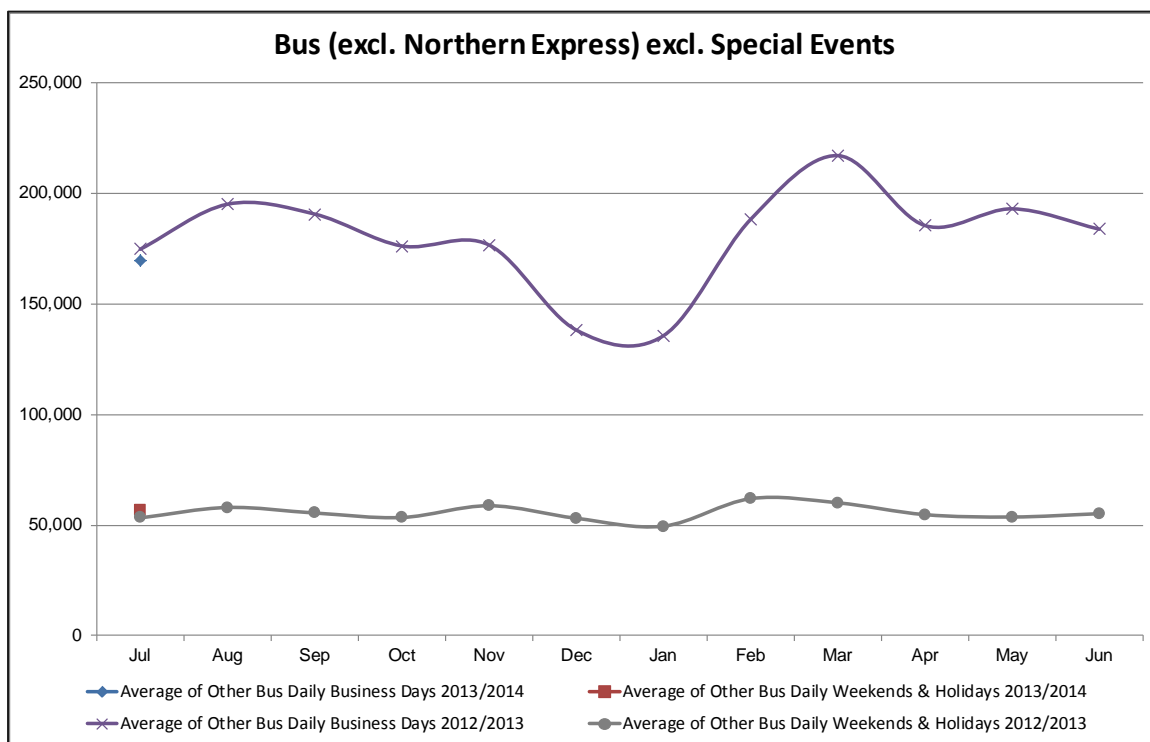


Fig 14. Bus Patronage – Av. Daily Passenger Counts 2012/13 and 2013/14

## Bus (Other than Northern Express) Patronage Analysis

Table 2 provides an analysis of bus services (excluding Special Events patronage) by geographical sector.

Table 2. Bus Patronage Analysis by Geographic Sector

	North Sector (excluding Northern Express)						West Sector					
	By Month			12 Month Sum			By Month			12 Month Sum		
	Patronage	Change	%	Patronage	Change	%	Patronage	Change	%	Patronage	Change	%
Jul-13	940,213	13,361	1.4%	10,482,605	-268,338	-2.5%	394,289	-13,319	-3.3%	4,810,921	-149,428	-3.0%
	South Sector						Isthmus Sector					
	By Month			12 Month Sum			By Month			12 Month Sum		
	Patronage	Change	%	Patronage	Change	%	Patronage	Change	%	Patronage	Change	%
Jul-13	871,963	14,825	1.7%	10,628,692	-121,317	-1.1%	2,143,702	12,997	0.6%	25,356,977	-974,970	-3.7%

## Ferry Patronage

Ferry patronage totalled 5,540,936 passengers for the 12-months to Jul-2013 an increase of 51,487 boardings or +0.9%. Patronage for Jul-2013 was 437,414 boardings, an increase of +8.6% (34,718 boardings) on Jul-2012 (Figure 15) normalised to +4.6%.

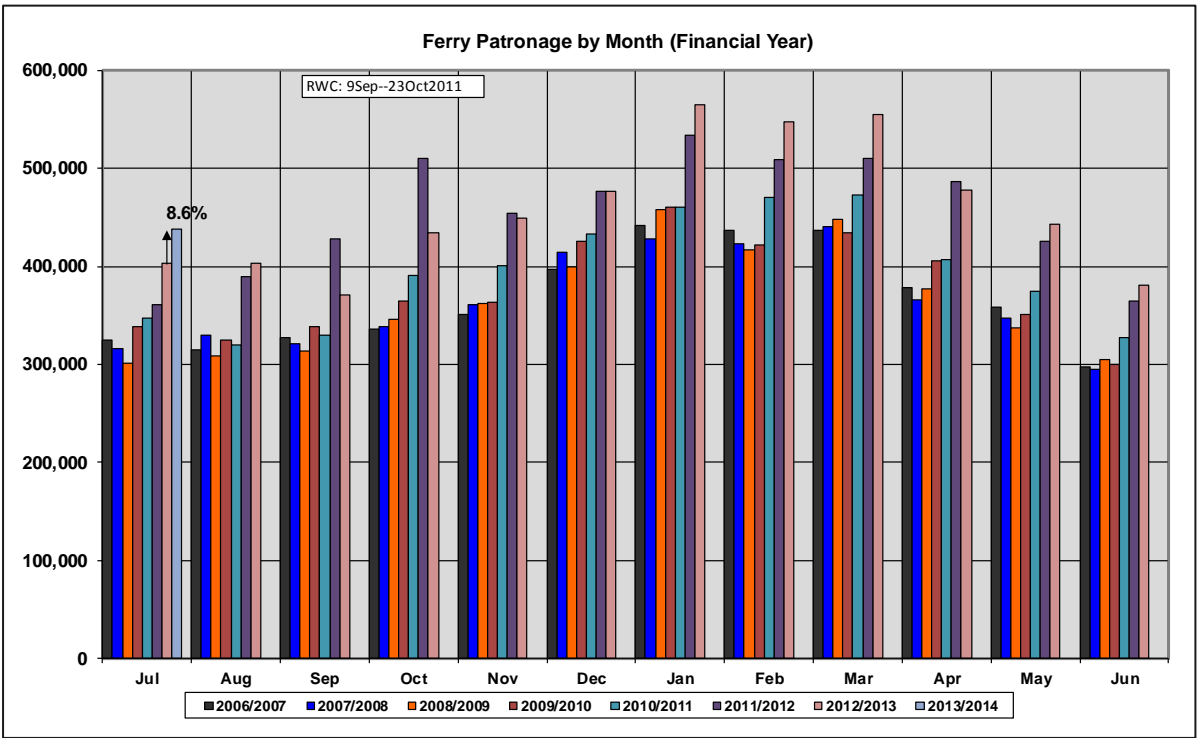


Fig 15. Ferry Patronage – Growth by Month 2005/06 to 2013/14



### 3. PUBLIC TRANSPORT SERVICE PERFORMANCE

#### Rail Service Performance

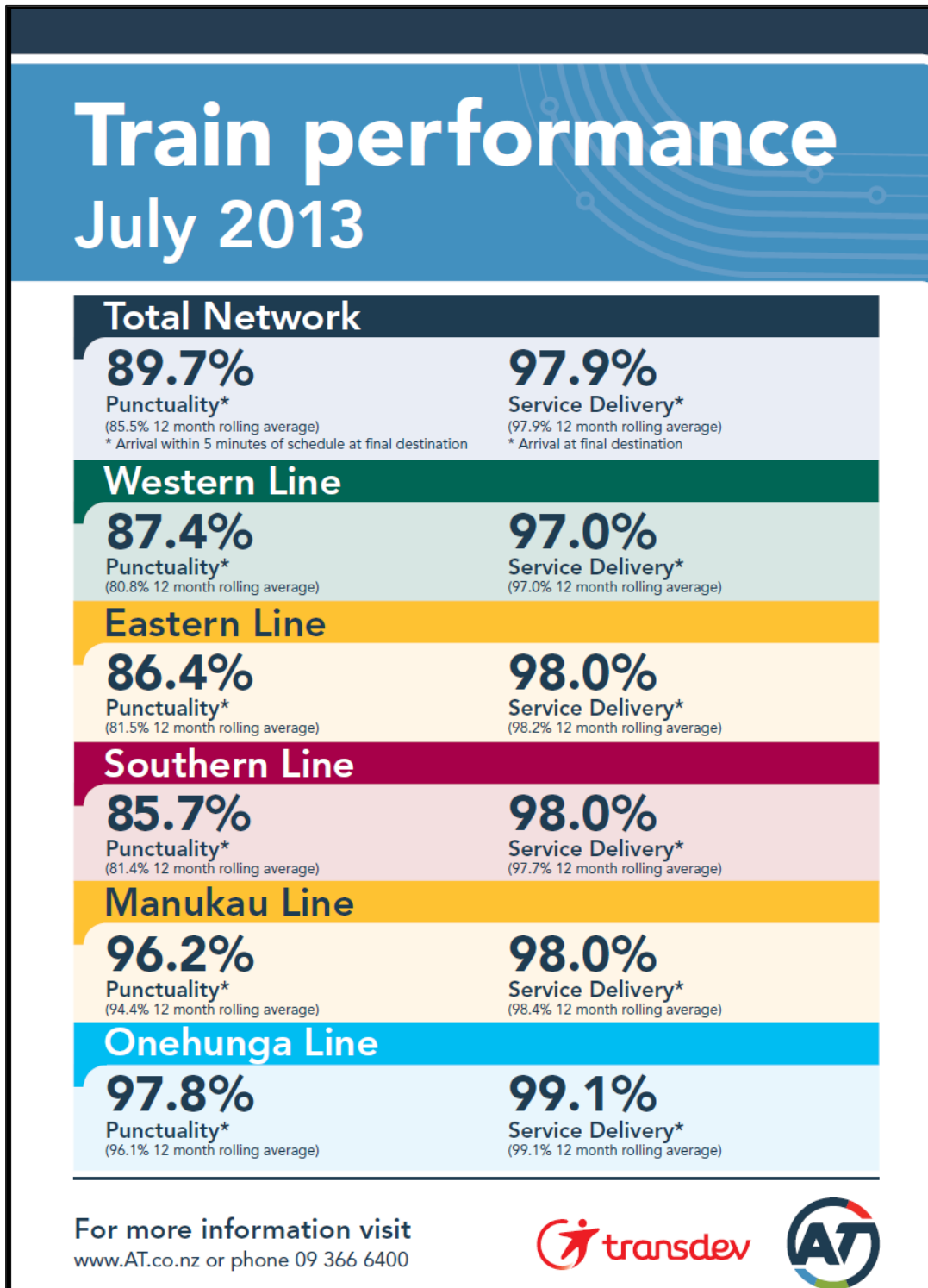


Fig 16. Rail Published Performance Results for July 2013.

Reliability is the number of trains that are not cancelled in full or part and arrive at their final destination. Punctuality is the proportion of trains that were not cancelled in full or part and that arrived at their final destination within five minutes of the scheduled time regardless of whether the train departed its origin on time.

For Jul-2013 reliability was 97.9%. Punctuality for Jul-2013 was 89.7% compared to the 12-month average of 84.8%, 88.0% in Jun-2013 and 82.6% for Jul-2012. Punctuality trends comparing 2012 and 2013 are presented at Figure 17 showing an overall improvement since the September 2012 timetable changes compared to the previous year.

The performance during Jul-13 was the best in recent history since the commencement of the rail service upgrades in 2002, across more than three times the level of service provided per week than at that time. This performance partially reflects an improvement in network conditions, with a relatively low level of track and signal faults, and also relatively fewer significant incidents during the month.

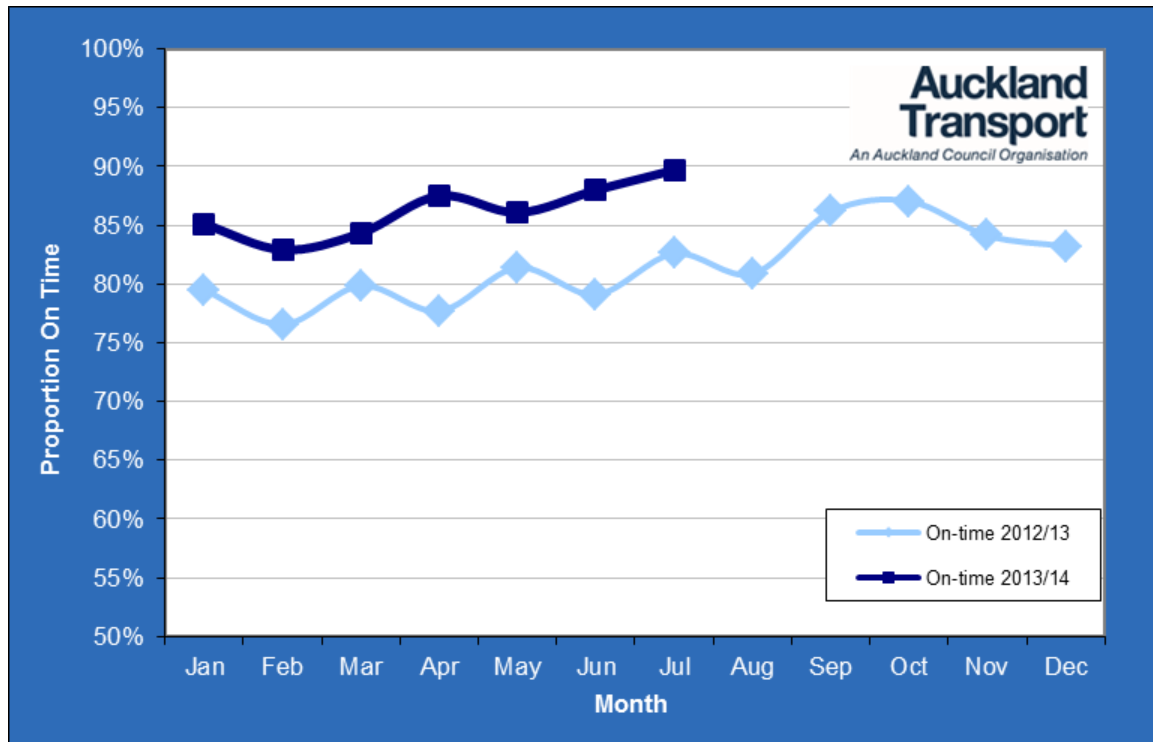


Fig 17. Rail Punctuality Trends for 2012 and 2013

The following major incidents impacted on service delivery during July:

- *Track, Signals and Train Control (KiwiRail)* – Track, signal or points failures had a significant effect on the delivery of services on three days during July, including signal outages in two consecutive mornings due to a fault that continued to affect services to a lesser extent through to the end of the month.
- *Train faults (KiwiRail)* – Train faults had a significant effect of the delivery of services on two days during July.
- *Operational (Transdev)* – There was one significant operational incident that occurred at Te Mahia resulting in service disruption to evening peak services on 16 July.
- *Other* – A freight train incident at Paerata during the morning peak of 24 July caused a temporary block of line for approximately 3 hours which resulted in multiple service cancellations between Pukekohe and Papakura.

### Train Delay Impacts

Train delay minutes continued with the long term declining trend reflecting the overall performance trends. The average delay per service operated continued to trend downwards as illustrated in Figure 18. The total delay minutes were -29.5% below the level for the same month last year. Delay minutes caused by infrastructure faults were at a similar level to last month while delay minutes due to train faults fell from the previous month to similar levels recorded in previous months. For the month a total of 12,160 delay minutes were recorded as a result of all causes. Figure 18 also shows



the slight increase in the trend of train services operated over time and the decreasing average delay minutes per train service.

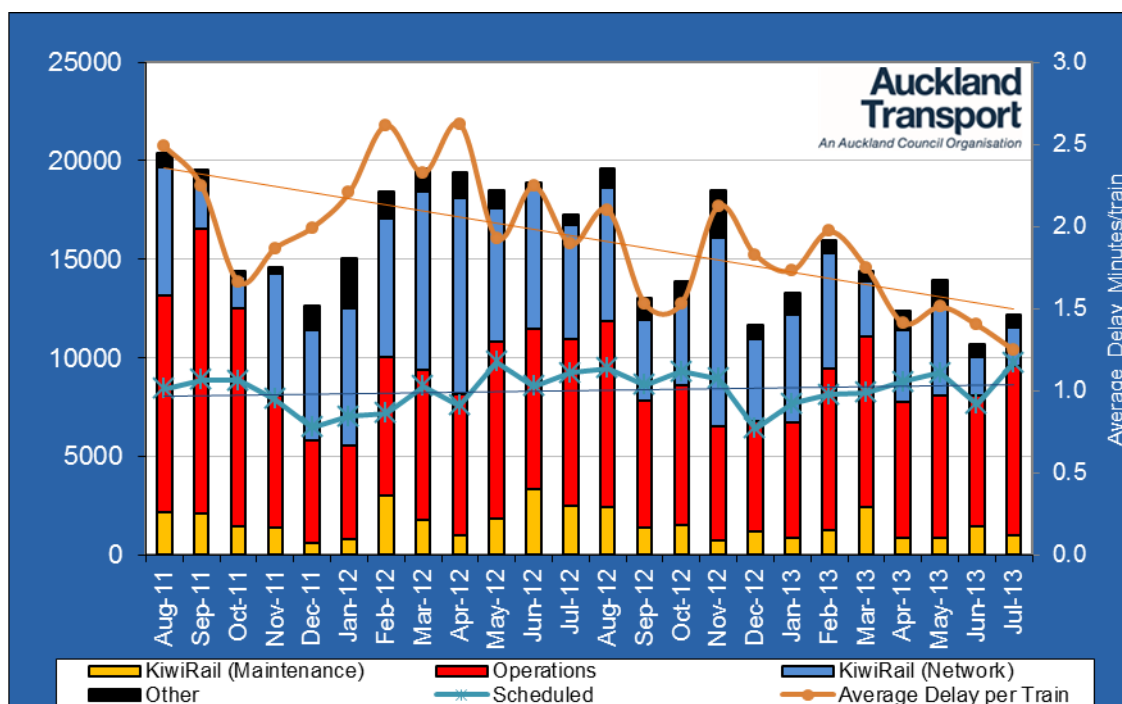


Fig 18. Train Delay Minutes by Cause

The following is a break-down of the infrastructure-related delay minutes for the month:

	Delay Minutes	Proportion
Network Control	789	39.8%
Signal/points failure	260	13.1%
Speed restrictions	827	41.7%
Track protection measures*	106	5.4%
<b>Total</b>	<b>1,982</b>	

\* Track protection measures are put in place at sites where work that involves activities close to the track is underway. These require trains to slow or stop at a safe distance prior to the actual site and only proceed after receiving approval from the site protector that the track is clear of all obstructions.

### Passenger Weighted Delays

Figure 16 illustrates the actual train service numbers by line and cumulative across the total network that arrived at their destination on time and were not delayed compared to the total services scheduled. In Jul-2013, the overall network on-time performance as the percentage of total service trips arriving on time compared to the total service trips scheduled across the network was 89.7%.

Weighting the actual on-time performance by line against patronage carried on each line provides the total network on-time performance delays as a percentage of total passengers carried - Table 3 below. This was 88.6% on-time performance for Jul-2013.

Table 3. Rail Punctuality Weighted by Passenger Volume

	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Total Network Actual Service Delays	80.9%	86.2%	87.1%	84.1%	83.2%	85.1%	82.9%	84.3%	87.5%	86.1%	88.0%	89.7%
Weighted by Passenger Volume by Line	78.7%	84.3%	85.7%	82.7%	81.5%	82.9%	80.4%	81.8%	85.9%	84.4%	86.6%	88.6%

### Rail Capacity

There was one service reported to have exceeded AT's planned seating to standing ratio on average during July. Average loads recorded on some peak services would have been lower during the month due to school holidays.

## Bus Service Performance

For Jul-2013, 99.99% of contracted service trips were operated and reached their destination (reliability measure). Service punctuality for July 2013 was 98.79%, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time and reach their destination. Service punctuality and reliability are self-reported for contracted services by the bus operators utilising bus drivers logs. AT reporting of bus service performance without reliance on operator self-reporting is under development.

**Table 4. Contracted Bus Service Reliability and Punctuality- July 2013**

	Scheduled Trips	Reliability	Punctuality
Birkenhead	11,723	99.99%	99.97%
H & E	19,136	100%	99.48%
NZ Bus	125,327	99.86%	98.92%
Ritchies	30,536	99.99%	99.28%
Tranzit	2,277	100%	96.75%
Urban Express	5,497	99.91%	96.49%
<b>Total</b>	<b>194,496</b>	<b>99.91%</b>	<b>99.03%</b>

## Ferry Service Performance

For July 2013, 100% of contracted ferry service trips were operated (reliability measure). Service punctuality for July 2013 was 99.69% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time. Service punctuality and reliability is self-reported by the ferry operators utilising ferry skipper logs for contracted services.

**Table 5. Contracted Ferry Service Reliability and Punctuality- July 2013**

	Scheduled Trips	Reliability	Punctuality
Bayswater	1,070	100%	100%
Half Moon Bay	606	100%	99.17%
Birkenhead	1,150	100%	100%
Gulf Harbour	154	100%	100%
West Harbour	621	100%	92.43%
Rakino	16	100%	100%
Pine Harbour	690	100%	98.84%
Hobsonville	253	100%	100%
<b>Total</b>	<b>4,560</b>	<b>100%</b>	<b>98.68%</b>

## 4. SPECIAL EVENT PUBLIC TRANSPORT SERVICES

24 events took place in July with approximately eight that had an adverse impact on public transport either with road closures and/or route diversions or additional special event services. The following identifies where Special Event services were provided. Additional passenger movements as a result of events will also be carried on scheduled public transport services.

### **Auckland Blues vs. Chiefs Eden Park: Saturday 13 July 2013:**

For the 2013 Blues Season at Eden Park, travel is included in the ticket price for these events. Patrons can travel on the following Special Event Bus Services (Newmarket, Mt Eden, Northern Busway, Takapuna, Manukau, Botany Pakuranga) and all regular timetabled and special event rail

services. Attendance at the event was 25,118. This event was the last for the Blues Season at Eden Park.

	INBOUND		OUTBOUND		AVERAGE % GATE MOVED
	Special Event Service Passengers	% Gate Moved	Special Event Service Passengers	% Gate Moved	
<b>RAIL</b>	4678	18.62	4798	19.10	<b>18.86%</b>
<b>BUS</b>	1935	7.70	1872	7.45	<b>7.58%</b>
<b>FERRY</b>	-	-	-	-	-
<b>TOTAL</b>	6613	26.33	6670	26.55	<b>26.44%</b>

## 5. REGISTERED SERVICE NOTIFICATIONS UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008

Under the Public Transport Management Act 2008, there were no applications for registered services approved during July 2013.

## 6. PUBLIC TRANSPORT SERVICE DEVELOPMENT PROJECTS

### Projects in Planning

- A review of all bus timetables for service reliability and punctuality performance is progressing using real-time journey data to align run-times to the operational environment. Timetable updates are being implemented between October 2012 and early 2014. Upon new timetable implementation real-time bus tracking will be used for service performance management permitting AT reporting of performance against timetable rather than operator self-reporting.
- Improvements in the 881 (Torbay to Newmarket via Auckland University) service are due to commence in mid-August with additional service capacity.
- Integrated fares modelling and focus groups on zonal fares have commenced and options for a wider strategic fares review is underway.
- A revised timetable will be implemented on Ritchies North Shore services by early September to improve service performance.

### Projects Implemented

- Consultation on the South Auckland part of the new public transport network closed on Friday 2 August. Over 1,100 official submissions were received as well as around 3,400 other interactions from the public. Of the official submissions we received, around 55% were in support of the New Network, while around 21% opposed the New Network; the remainder were neutral or did not know. The submissions are currently being analysed for recommendations by the end of October 2013.
- AT HOP launched on Birkenhead Transport following the launch of Urban Express in June, with the balance of bus operators due to be rolled out by the end of 2013.
- A revised Green Bay timetable was implemented on 4 August 2013 to improve service performance.

## 7. PUBLIC TRANSPORT PROMOTIONAL ACTIVITIES

- New-movers direct mail campaign continued in July, communicating local public transport options to people who have just moved house (~1,000 households per month).
- Mt Eden / Sandringham Road bus campaign focussed on 10 minute interval frequency during morning peak down these main corridors to the CBD.
- Birkenhead Transport AT HOP launch.
- Auckland Transport has extended its participation in the Air New Zealand Destinations Video. Played to all incoming visitors to Auckland on Air New Zealand's services, it is viewed by over 2.6M visitors each year and promotes key public transport options

## 8. PUBLIC TRANSPORT CUSTOMER SERVICE CHANNELS

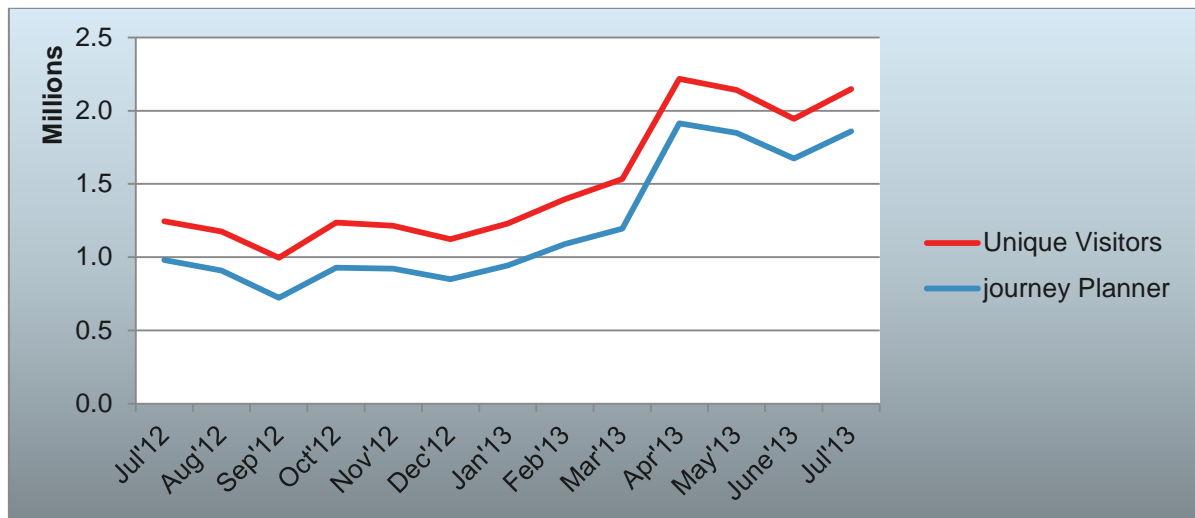
### 8.1 Walk-In-Centres

The combined customer visits to the Customer Service Centres at Britomart, AUT, Newmarket, New Lynn, Papakura, Smales Farm and Constellation for July were 73,345. Visits to Britomart alone totalled 55,429, a 456% increase compared to July 2012.

### 8.2 AT Public Transport Call Centre

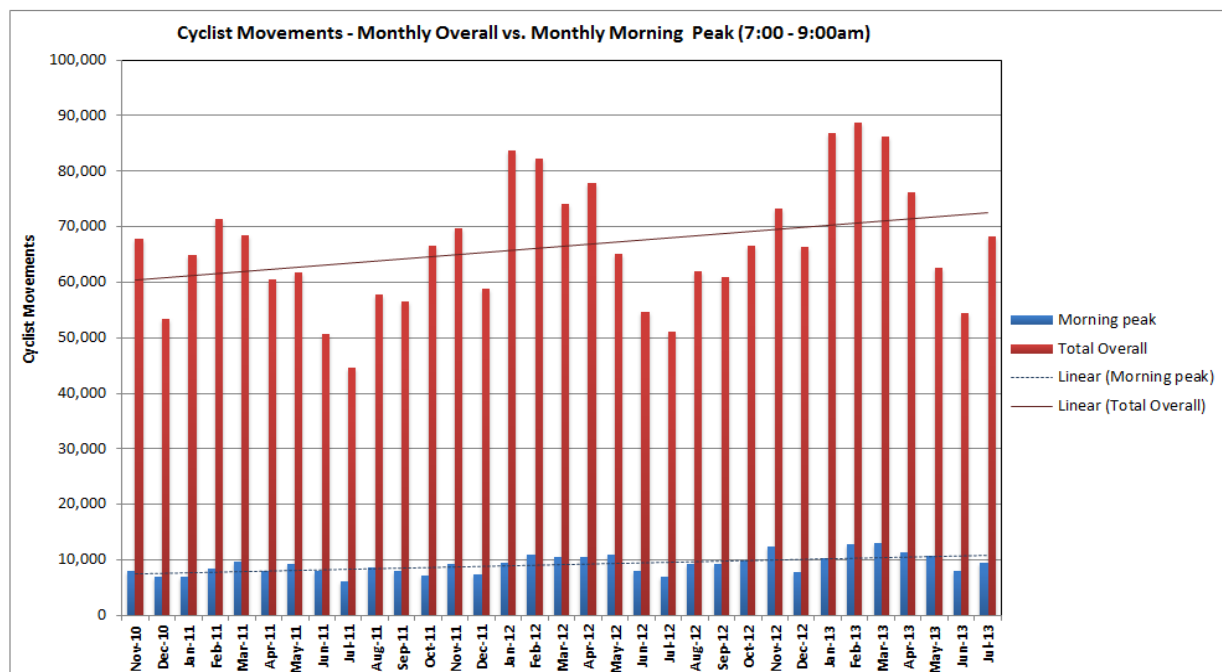
For July 2013, call volume was 33,132 (-12.48% compared to July 2012). 95.0% of calls were answered within the service standard of 20 seconds. For HOP ticketing there were 7,701 calls during the month and were answered in 95.0% grade of service standard of 20 seconds.

### 8.3 www.AT.co.nz Visitors by month



## Monthly Cycle Monitoring Report (July 2013)

- There has been an increase of 33.3% in cyclist movements in July 2013 when compared to July 2012. A contributing factor to this increase may be due to July being an exceptionally dry month (the 2<sup>nd</sup> driest on record), with high numbers of cyclists being recorded during the school holidays at most sites.
- The morning peak movements increase by 35.7% when compared to July last year.
- A total of 852,323 cycle trips were recorded for the year August 2012 to July 2013, this is an increase of 6.79% on the previous year.



**Note:** Automatic monitoring data from nine sites: Upper Harbour Drive, Great South Road, Highbrook, Lake Road, North-Western cycleway Kingsland and Te Atatu, Orewa Cycleway, Tamaki Drive (E/bound), Twin Streams path.