

Chief Executive's Public Briefing - September 2011

1. Introduction

Much of the focus for Auckland Transport (AT), has been around the Rugby World Cup (RWC), consequently this report concentrates on those activities.

2. Rugby World Cup

Opening Night

A detailed report on transport activities on Opening Day was prepared, copied to the Board and presented to Auckland Council on Wednesday, 14th September. In addition the Board commissioned an independent inquiry that is due to report before the Board meeting on the 28th September. Consequently this event will not be covered in much detail.

The significant factor on Opening Night that was not well anticipated is that as the first game (All Blacks vs. Tonga) generated a large interest in the Pacific Community, this resulted in disproportionately high numbers arriving from the South using rail. The table attached provides estimated comparative data (Attachment 1).

Rail

The attached table shows that the pressure points (largely from the South), occurred in the six hours leading up to the game and the 30 busses allocated for rail standby were inadequate to cope with the load.

Actions since the Opening Night have rectified areas of concern. The primary corrections have been:

- More security on stations and in each carriage to monitor loading and in train actions
- More communications on the train and around stations and corralling points
- More standby buses to meet short-term peaks
- Better coordination between bus and rail
- Additional Britomart to Eden Park bus shuttle service

It is anticipated that the actions taken will be satisfactory for the next few weeks.

There remains some uncertainty as to crowd sizes as the tournament approaches the final. AT is working with event organisers to get a better fix on numbers. It must be recognised that by nature this is difficult and planning is based around a flexible contingency allowing repositioning of resource depending on demand.

The finite capacity of rail will require a larger bus support programme if it is decided to continue to promote activities.

Bus

Overall the bus programme has worked with few difficulties. There have been some crowd control issues at certain stops and need for greater separation between RWC ticket holders and those just travelling to the Fan Zone.

The extra demand for buses has caused the bus companies to have to fly in spare drivers to ensure they continue to comply with safety requirements on driver time. This was scheduled with additional train drivers but had not been anticipated for bus drivers and is a consequence of the greater contingency allowance.

Ferry

The ferries are only significant in bringing commuters into the city and allowing transfer to train or bus for travel to Eden Park. However, it is worth noting that while ferry numbers for Bledisloe and the AU/IR game were both in line with Business As Usual (BAU) for Saturday ferries (about 5,000 passengers), the loadings for Opening Night, despite the 1.5 hour shut down, was 34,380 or about 2.5 times the BAU for ferries on a Friday of 13,500.

Coaches

In the overall mix, the relative volume of coaches is worth noting.

Bledisloe:	2250
Opening Day:	2250
AU/IR Day:	3645
AB/FR Day:	3465

Predictions are for additional coaches as the tournament progresses towards the final. This will impact on PT or other forms of travel given the limited and defined number at Eden Park.

It is likely there will be a greater use made of coaches to manage volumes off cruise ships during the semi-finals and final.

PT Impact

There has been speculation that the problems occurring on Opening Night would have lasting and negative impacts on PT.

The relative total daily PT loadings over events are worth considering. Approximate estimates are outlined below:

Bledisloe:	153,325
Opening Day:	414,380
AU/IR Day:	159,870
AB/FR Day:	174,950

This shows that Opening Day was about 2.7 times the normal loadings achieved with other events, typically on Saturdays, and highlights the relative loadings. Total loadings on the Opening Day were approximately 1.7 times a normal Friday spread across the day (with peaks at specific times up to six times on some bus corridors and up to ten times on rail as identified in the table).

Comparing the overall PT loadings there is not sufficient data as yet post the Opening Day across the PT network. For rail, using a four week average pre 9 September, there was an 8.6% lift in total rail from 2010. The week following the Opening Day, the volume

was 24.9% above the same week in 2010 but 4.8% down on the previous weekly average.

This trend will be monitored to determine what if any lasting effect the Opening Day events may have had on PT, but based on rail usage in the two weeks post the Opening Day it is not considered to be a major factor.

Traffic Plans

While most of the media focus has been on PT, however the RWC Transport function has involved a significant component of traffic management. The Team have done a large amount of successful management and intervention work keeping traffic flowing.

The decision to close Quay Street from noon Friday to midnight Sunday every weekend until the finals has increased this work, particularly managing traffic leaving the CBD on Friday.

Monitoring of the Fan Trail and social areas, such as Kingsland, is done in conjunction with the Police and there is an effective integration of functions through MEOC (Major Event Operations Control).

Staff

The overall transport management of any RWC event requires approximately 30 AT staff. These staff are engaged in MEOC, PTOC (PT Control which is just AT monitoring and coordination of all modes and BAU Services), Britomart building and precinct control, Train Control (with Veolia), and Management of AT Ambassadors.

In addition there are scores of contract staff involved in traffic control, security, communications etc.

On any Eden Park game day these staff are operational from mid-afternoon until close (usually after midnight). North Harbour games are similar though numbers are less and any game day outside Auckland involving the All Blacks or teams expected to generate interest at the Fan Zone will trigger a skeleton crew to monitor events.

Managing workloads and meeting expectations of progress in other areas while these demands are being met will require continued monitoring.

Staff are operating well as a team and providing backup for the various transport functions.

3. Presentations

Presentations since the last Board have included:

- Resource Management Law Assn
- Civic Contractors

4. Attachment

Attachment 1: RWC 2011 PT Volumes - Overview

<p>APPROVED FOR SUBMISSION by</p>	<p>David Warburton Chief Executive</p>	
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RWC2011 PT Volumes - Overview

RAIL 24HR TOTAL (INBOUND + OUTBOUND)	DAY	Demand				Capacity			VOLUME RELATIVE TO BAU	VOLUME RELATIVE TO BAU CAPACITY
		BAU	ACTUAL TO CBD OVER BAU	EDEN PARK SPECIAL EVENT	TOTAL DEMAND	BAU CAPACITY	EDEN PARK SPECIAL EVENT CAPACITY	TOTAL CAPACITY		
BLEDISLOE	Saturday	7,000	1,000	36,825	44,825	55,165	40,000	95,165	6.4	0.8
OPENING	Friday	43,000	51,000	26,200	120,200	143,206	40,000	183,206	2.8	0.8
AU/IR	Saturday	7,000	4,000	24,470	35,470	55,165	40,000	95,165	5.1	0.6
AB/FR	Saturday	7,000	10,000	25,900	42,900	55,165	40,000	95,165	6.1	0.8

RAIL PINCH POINTS	DAY	BAU	ACTUAL TO CBD OVER BAU	TOTAL DEMAND	BAU CAPACITY (@ 1.4 load factor)	CRUSH LOAD (MAX) CAPACITY (@ 2.8 load factor)	VOLUME RELATIVE TO BAU	VOLUME RELATIVE TO BAU CAPACITY	VOLUME RELATIVE TO CRUSH LOAD
BLEDISLOE	Saturday 3 hrs Inbound 16:30 to 19:30	1,050	1,000	2,050	7,815	15,630	2.0	0.3	0.1
OPENING	Friday 5 hrs Inbound 14:00 to 19:00	7,500	33,000	40,500	22,389	44,779	5.4	1.8	0.9
OPENING	Friday 4 hrs Outbound 20:30 to 24:30	2,000	17,800	19,800	6,451	12,902	9.9	3.1	1.5
AU/IR	Saturday 3 hrs Inbound 16:30 to 19:30	1,050	3,000	4,050	7,815	15,630	3.9	0.5	0.3
AB/FR	Saturday 3 hrs Inbound 16:30 to 19:30	1,050	7,500	8,550	7,815	15,630	8.1	1.1	0.5

BUS 24HR TOTAL (INBOUND + OUTBOUND)	DAY	Demand				Capacity			VOLUME RELATIVE TO BAU	VOLUME RELATIVE TO BAU CAPACITY
		BAU	ACTUAL TO CBD OVER BAU	EDEN PARK SPECIAL EVENT	TOTAL DEMAND	BAU CAPACITY (@ 1.2 load factor)	EDEN PARK SPECIAL EVENT CAPACITY	TOTAL CAPACITY		
BLEDISLOE	Saturday	79,100	6,200	17,200	102,500	258,000	27,830	285,830	1.3	0.4
OPENING	Friday	184,500	64,000	20,500	269,000	480,000	27,830	507,830	1.5	0.6
AU/IR	Saturday	79,100	18,400	21,900	119,400	258,000	33,830	291,830	1.5	0.5
AB/FR	Saturday	79,100	20,000	26,550	125,650	258,000	33,830	291,830	1.6	0.5