

Chief Executive's Report

February 2011

1. Introduction

This report provides an overview of the business and highlights trends or identifies areas that may require further work. Detailed reports are provided separately in the Financial, Business and Special Project Reports.

2. Integrated Team

The organisation is developing an integrated culture with mutual support for various areas occurring through individual initiative. This is encouraging and essential if the diverse activities of Transport are to be successfully addressed.

Activities which in isolation don't justify Board notification are being conducted on a regular basis that demonstrate collective planning, execution and recognition/reward for those involved. Establishing this team work at a relatively early stage in the organisations development is encouraging.

3. Adverse Event Management

The Transport response to the two recent adverse weather events was satisfying. The first event identified some communication deficiencies. These were immediately addressed and unexpectedly were put to the test the following weekend. The improvement was significant.

The team, including all our contractors and professional support companies responded well. The combined damage has cost approximately \$3 million over the two weekends with an estimated further \$7 million for long term remedial work resulting from the damage. The latter cost will be spread over the 2010/11 and 2011/12 years for budgetary reasons.

4. Special Event Management

While the development of traffic management plans for major events is well established and overshadowed this year with the RWC, there is a growing demand for smaller, but significant special event support.

Managing VIP motorcades is currently being developed. Arising out of some undesirable congestion experiences, the Transport Team (AT and NZTA), have worked to provide smooth flows for dignitaries attending events. This has included ceasing contract work, traffic flow control and CCTV monitoring to assist. Request are also being managed for large funerals and other regionally significant functions.

5. Regional vs. Local Demands

The settling in of the Local Boards and the representational activities of Councillors is starting to show an increased demand for Transport to meet a plethora of local requests. These are individually important to those raising them but collectively they introduce a large work load to accommodate, assess, prioritise and respond. Given the organisation's desire to maintain a "can do" attitude and a quick response, resources are being stretched and Local interest is less impressed if Regional matters take priority.

This tension is not unexpected but will increase as the collective entities get more organised and their expectations increase. Further, given the propensity for public comment to promote failure rather than success it is likely to result in a growing disparity between what is actually achieved and what is the impression.

Communications and Key Relationship staff are working diligently in this area to minimise the organisational impact and Operations are endeavouring to meet as many request as possible.

6. Aspirations vs. Funding Realities

There are growing aspirations for Auckland which is positive. Transport is a key component of these aspirations and in many instances is an enabler of the desired long term results. However, execution is expensive. There is a growing but perhaps delayed realisation that unless there is a greater willingness to debt fund or increase rates (or income generating equivalents), it will be difficult to meet some of the aspirational desires.

Transport is keen to deliver but there is a risk that a pragmatic approach of considering funding and technical realities will see Transport acting as a damper or moderator on some of these desirable proposals rather than a crusader.

7. Delivery vs. Discussion Outcomes

A culture of Results and Deliverables is being encouraged and is essential in order to achieve the tasks required.

There is also a growing desire for a wide range of entities (Local Boards, Business Groups, Community Organisations etc), want to be consulted or even feel they should have delegated authorities to initiate or direct AT activities.


While operationally every effort is being made to maintain and develop strong community links and where appropriate accommodate local preferences, it should be recognised as being both resource intensive and often not practical to meet the divergent requests.

8. Auckland Council Interface

Maintaining close working relationships with Auckland Council is critical. Formal weekly meetings have been established to allow Planning/Strategy staff from both Organisations to coordinate activities. These meetings are independent of the fortnightly meeting between CE's and regular communication on any operational issues.

The new environment has required changes in mind set as the realisation that AT is responsible for transport and the road corridor are realised and the practical changes implemented.

Establishment challenges are being worked through and there is good will by all parties to strengthen this cooperation

<p>APPROVED FOR SUBMISSION by</p>	<p>David Warburton Chief Executive</p>	
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