

Auckland Transport Quarterly Report to Auckland Council

For the quarter ending 31 March 2011

Executive Summary

The Auckland Transport Statement of Intent (SOI) requires the completion of an unaudited quarterly report which is prepared within eight weeks from the end of March each year. The report presented here is for the period 1 November 2010 to 31 March 2011 and provides an overview of the organisation's performance during this period.

The report includes progress reporting against the Programme of Action and performance results against key performance indicators and financial targets for this period. Highlights are:

Major Local Rooding Projects:

- New roading connections and improvements associated with the New Lynn rail trenching and transport interchange underway;
- Rooding projects in new development areas, especially Flat Bush, East Tamaki, and Pukekohe progressing;
- Commencement of the Auckland Manukau Eastern Transport Initiative (AMETI) project;
- Bus priority programme review in progress;
- 82% major pavement reconstruction budget committed;
- Local road improvements associated with major New Zealand Transport Agency (NZTA) projects underway.

Study, Investigation and Design Projects:

- Investigation and route protection:
 - for the Central City Rail Link, business case completed;
 - for a Rail Rapid Transit Link to the Airport progressing;
 - of the Panmure-Botany Quality Transit Network or Rapid Transit Network route progressing.
- Investigation of rail to the North Shore underway;
- Development of a new rail station at Parnell feasibility assessment completed, awaiting funding decision;
- Removal of rail level crossings initiated;
- Interim solution to acquire public control of Bayswater Ferry Terminal underway;
- Albany Highway Corridor upgrade design project underway; detail design tender underway;
- CBD waterfront access road corridor consent granted and new flagship CBD bus service design completed;
- Strategic review of objectives for Dominion Road Corridor completed.

Public Transport Projects:

- Initiatives to provide greater public transport capacity in response to Auckland Transport and others success in generating increased public transport patronage are reported in section 4.1 of this report;
- Brand launch of Auckland Integrated Ticketing;
- Extension of the Real Time Public Information system progressing;
- Completion of the Manukau Rail Station and Bus Interchange progressing;
- Improvements to frequency and reliability of trains on the core urban network underway;
- Bus improvements on the Isthmus, Waitakere, North West Rodney, Manukau and Papakura including better connections to rail stations underway;
- Opening of and improvement to public facilities at Otahuhu Bus Station completed;
- Design of wharf underway at Hobsonville Ferry Terminal; procurement strategy being progressed;
- Installation of outer berth ramp completed at Birkenhead Ferry Terminal.

Contribution to Projects Led by Others:

- Installation of power supply catenary support masts progressing for the electrification of the urban rail network;
- Assistance provided to NZTA for the SH20 Waterview Connection;
- Provision of advice and support for work on SH1 Victoria Park Tunnel, SH1 Newmarket Viaduct and SH18 Hobsonville Deviation;
- Investigation and route protection for an additional Waitemata Harbour crossing, including rail.

Performance Measures:

- Ten measures were developed and measured at March 2011. Of those, all measures have been achieved;
- Three more measures will be measured against target in Q4;
- Further baseline measures are being developed and are reported on here. These will be included in the 2011/2012 Statement of Intent;
- It is indicated that as Auckland Transport are ahead of target for those measures measured at March 2010 there is low risk of targets not being achieved at June 2011.

Financial Performance:

- A Statement of Financial Performance, Statement of Financial Position, Statement of Movement in Equity and Statement of Cashflow has been included in the attachments to this report.
- Financial Performance is overall on track. The main area of variance is a delay in completion of some capital works, with a corresponding reduction in NZTA funding.

Abbreviations used in this report:

AC = Auckland Council

AT = Auckland Transport

POA = Programme of Action

NZTA = New Zealand Transport Agency

YTD = Year to Date

SH = State Highway

CBD = Central Business District

KPI = Key Performance Indicator




8 Months = 8 month financial period, from 1 November 2010 to 30 June 2011 year end

Plan = Approved budget as per Auckland Council Planning Document for the 8 month period from 1 November 2010 to 30 June 2011

Forecast = The revised forecast financial results following Auckland Transport review of the budgets established in the plan

5 Months = refers to the reporting period from 1 November 2010 to 31 March 2011, which is applicable for this report

Key to symbols used:

	: Achieved budget or better
	: Monitoring, some action taken
	: Action required

1. Programme of Action

The SOI identifies five key goals that Auckland Transport will focus on for the period ending 30 June 2011:

- Deliver a properly connected arterial road network that is integrated with the State Highway network and moves people and goods efficiently and safely;
- Deliver an integrated and connected public transport network of rapid, quality and local connector services that is attractive to customers;
- Reduce car dependency and improve community health by providing infrastructure and services for walking, cycling and ride sharing;
- Deliver an effective and efficient transport system that enables Aucklanders to make smarter transport choices;
- Ensure Auckland Transport is customer focused, and delivers value for money.

Auckland Transport has identified a Programme of Action (POA) which sets out specific transport initiatives planned for the next three years which support the achievement of these goals. The next section provides an update on progress on each of these initiatives. The initiatives are categorised as follows:

1. Major Local Roading projects;
2. Study, Investigation and Design projects;
3. Public Transport projects;
4. Contribution on projects led by others.

Ref/ POA	Project	Progress to 31 March 2011
1. Major Local Roading Projects		
1.1	New roading connections and improvements associated with the New Lynn rail trenching and transport interchange.	<ul style="list-style-type: none"> • Bridge construction progressing on target. • Great North Road new intersection with Totara completed. • Great North Road improvements underway.
1.2	Roading projects in new development areas, especially Flat Bush, East Tamaki, and Pukekohe.	<ul style="list-style-type: none"> • Flat Bush School Rd Upgrading Stage 2 - Part 1 & 2 – Detail design completed and being handed over to Infrastructure Development. • Flat Bush School Rd Upgrading Stage 3 – Scheme Assessment stage. • Murphy's Rd Bridge Scheme Assessment Draft - On hold whilst sorting out hydraulic issues with the Beca Stormwater Model plus agreement on road configuration with plan change 20 (this is now fully agreed as 4 lanes with median). • Murphy's Rd Upgrade - Murphy's Bush (North of Thomas Rd to Flat Bush School Rd) – Some preliminary design completed. • Chapel Road Realignment and Bridge/Ormiston Rd to Stancombe Rd – Scheme Assessment Review completed but transport planning and hydraulic issues are still being resolved. • Ormiston Rd - North Side Widening Ti Irirangi Dr to Chapel Rd – Detail design completed. Finalising consents and difficult land acquisition issues • Pukekohe Eastern Arterial - Feasibility Study has been completed. No more funding available until 2012/13. • Mill Rd Corridor study - <u>Manukau Section</u> - Scheme Assessment Reporting underway. Scheme Assessment Review will be delayed due to review of modelling and land use assumptions. Request for tender being finalised for modelling as one project. Newsletter/Information notice being drafted to update residents on where we are at with the project. Hollyford/Redoubt intersection being added to OPUS brief. <u>Papakura Section</u> - Corridor management Plan Completed by GHD. Project need to be taken to Scheme Assessment Review. Yet to source funding and discussion with NZTA followed by tendering of professional services. • Flat Bush to Manukau City Centre-Roading Upgrades – Quality Transit Network Project covers the key bus-link from Flat Bush to Manukau Station. Overall includes very major projects like Redoubt road-Hollyford to Ronwood (Projects 1 and 1a) and various upgrades to promote this link. Undertaking integration process with related projects.
1.3	Commencement of the Auckland-Manukau Eastern Transport Initiative (AMETI) project	<ul style="list-style-type: none"> • Detailed design for Panmure works have commenced. • Concept designs for balance of Pakuranga and Ti Rakau Road progressing. • Lane improvements at the Ti Rakau/Pakuranga Highway intersection opposite Reeves Road have been completed.
1.4	Bus priority programmes.	<ul style="list-style-type: none"> • Overall Bus and High Occupancy Vehicle Priority review begun, will be completed by end July 2011 • Bus Lane Identification Review in progress • Review of Passenger Transport Network Plan commenced and will incorporate outcomes of forward looking bus priority programme
1.5	Major pavement reconstruction.	<ul style="list-style-type: none"> • 82% of budgeted reconstruction programme to March 2011 committed
1.6	Local road improvements associated with major NZ Transport Agency projects, including SH20 Waterview and SH16 upgrades	<ul style="list-style-type: none"> • Hobsonville Rd – Detail design underway. • Lincoln Rd preliminary design tender awarded and works commenced • Te Atatu Rd detail design underway. • Tiverton to Wolverton funding has been approved in principle by the AT Board; work with utility companies regarding service relocation is underway; construction methodology under discussion. • Hollyford to Ronwood corridor study – Scheme Assessment Review received and under review.

Ref/ POA	Project	Progress to 31 March 2011
2. Study, investigation and design projects		
2.1	Crash reduction studies in Auckland City, Waitakere and Franklin.	<ul style="list-style-type: none"> Crash reduction studies in Northern Urban, Northern Rural, West and Central CBD areas are complete. Southern areas and the remainder of Central will be commencing during April and May
2.2	Investigation and route protection for the Central City rail tunnel	<ul style="list-style-type: none"> Concept Design and business case has been approved by AT Board and endorsed by AC Government is reviewing the Business Case – to be completed by May 2011. AT and AC are setting up a project team to deliver the Central City Rail Link.
2.3	Investigation and route protection for a rail Rapid Transit link to the Airport	<ul style="list-style-type: none"> Phase 1 of the project is on track for completion and progress is good as reported to the Stakeholder Steering Group.
2.4	Investigation and route protection of the Panmure-Botany Quality Transit Network or Rapid Transit Network route	<ul style="list-style-type: none"> A Rapid Transit Network level of service for AMETI had been confirmed by the AT Board and endorsed by the Auckland Council Transport Committee. Concept designs for Botany to Panmure are progressing.
2.5	Investigation of rail to the North Shore	<ul style="list-style-type: none"> Project has been initiated following the completion of the Additional Waitemata Harbour Crossing investigations by NZTA. The NZTA work included an assessment of the capacity of the Northern Busway and a preliminary review of rail options to the North Shore.
2.6	Development of a new rail station at Parnell	<ul style="list-style-type: none"> Feasibility assessment of new station completed Funding prioritisation as part of Capital Works Programme
2.7	Removal of rail level crossings	<ul style="list-style-type: none"> Level crossings for removal have been prioritised. Programming of investigations being initiated.
2.8	Bayswater ferry terminal	<ul style="list-style-type: none"> Interim solution to acquire public control of existing terminal underway
2.9	Albany Highway Corridor upgrade	<ul style="list-style-type: none"> Scheme Assessment Report completed Notice of requirement application to be lodged before end April Land acquisition ongoing Registration of expression of interest completed - Beca, URS and GHD shortlisted Detail design to be tendered before end April
2.10	CBD Waterfront access	<ul style="list-style-type: none"> Road corridor consent granted and civil works and track laying for Wynyard Quarter tourist tram circuit commenced by the Waterfront Development Agency The new flagship CBD bus service design has been completed and public consultation is underway.
2.11	Upgrade to Dominion Road, including bus priorities	<ul style="list-style-type: none"> Strategic review of objectives for Dominion corridor completed. Criteria for developments to enhance PT service will be progressed with community involvement.

Ref/ POA	Project	Progress to 31 March 2011
3. Public Transport Projects		
3.1	Integrated fares and ticketing	<ul style="list-style-type: none"> • Brand launch of Auckland integrated ticketing on 4 April 2011 • Preparations for Go Rider card replacement on NZ Bus fleet being finalised • Civil works are progressing at rail stations for implementation of integrated ticketing readers • Ongoing development of core system for full multi-modal and operator launch mid-2012
3.2	Extension of the real time public information system	<ul style="list-style-type: none"> • Contract executed for third party signs for rollout on rail and ferry • Rail and ferry on track for mid-2011 • Contract executed for reduced size and specification signs at low capacity bus stops
3.3	Completion of the Manukau rail station and bus interchange	<ul style="list-style-type: none"> • Civil, construction and signalling works for new station and track progressing
3.4	Improvements to frequency and reliability of trains on the core urban network	<ul style="list-style-type: none"> • KiwiRail signalling upgrade continues: • Britomart to Newmarket – 9 January 2011 • Westfield to Newmarket – 16 May • Otahuhu to Britomart – 6 June • Temporary Speed Restrictions progressively lifted across the network following Christmas 2010 civil works has contributed to an improvement in rail reliability for the quarter to March at 97.7% reliability in March 2011 and 80% punctuality. However, this remains below target with disappointing failures of the signalling and infrastructure contributing to the majority of delays and cancellations. • The Onehunga and Western Lines recorded the best performance in March with 94.5% of Onehunga services arriving within 5 minutes of schedule and 85.2% of Western Line services
3.5	Bus service improvements on the Isthmus, Waitakere, North West Rodney, Manukau and Papakura including better connections to rail stations	<ul style="list-style-type: none"> • Following introduction of new North West Rodney services in September 2010, patronage growth rate of west services has improved from 2.5% per month prior to on average 6-7% • Public consultation on new isthmus bus services design complete and review of feedback underway. Launch of new services targeted for July / August 2011 • Improvements to bus services around the new Stonefields residential estate being finalised • Next b-line route rollout being developed for key isthmus corridors • Hibiscus Coast service redesign commencing. Funding permitting the Henderson to Constellation bus route reliability and peak frequency to be improved from late 2011 / early 2012
3.6	Otahuhu transit station	<ul style="list-style-type: none"> • Opening of and improvement to public facilities at Otahuhu bus station completed
3.7	Hobsonville ferry terminal in conjunction with new housing development.	<ul style="list-style-type: none"> • Design of wharf underway • Procurement strategy for ferry services being progressed
3.9	Birkenhead ferry terminal – installation of hydraulic ramp.	<ul style="list-style-type: none"> • Installation of outer berth ramp completed • Design and development of inner berth ramp nearing completion; Construction to commence shortly

Ref/ POA	Project	Progress to 31 March 2011
4. Contribution to projects led by others		
4.1	Electrification of the urban rail network and the purchase of electric trains	<ul style="list-style-type: none"> • Installation of power supply catenary support masts progressing • Re-signalling of network underway with major works to progress over Easter and Queens Birthday weekend network closures • Evaluation of Requests for Proposal for electric trains completed • Final preparations to commence short-list negotiations for supply and maintenance of electric trains
4.2	SH20 Waterview Connection	<ul style="list-style-type: none"> • Direct assistance provided through membership of the procurement Steering Group for the Waterview Connection tunnels project. • Working with NZTA to agree issues around Great North Road Bus Lanes and Cycleway prior to hearing. • Provision of advice and support to maximise the outcomes for Auckland
4.3	SH1 Victoria Park Tunnel	<ul style="list-style-type: none"> • Provision of advice and support to maximise the outcomes for Auckland • Agreement of future maintenance boundaries and interfaces
4.4	SH1 Newmarket Viaduct	<ul style="list-style-type: none"> • Provision of advice and support to maximise the outcomes for Auckland • Assistance in planning to minimise impacts of traffic restrictions.
4.5	SH18 Hobsonville Deviation	<ul style="list-style-type: none"> • Provision of advice and support to maximise the outcomes for Auckland • Working with NZTA to minimise the impacts on the local road network
4.6	Investigation and route protection for an additional Waitemata Harbour crossing, including rail	<ul style="list-style-type: none"> • NZTA has released detailed reports on work done to date. Consultation on the bridge versus tunnel options is being undertaken as part of the Auckland Plan.
4.7	Designation of Constellation to Albany busway extension	<ul style="list-style-type: none"> • Project has been initiated by NZTA with AT participation.

2. Performance Measures

Performance measures are listed under the SOI. This section provides an update on:







- Results available for March 2011;
- KPI's to be measured during the final quarter;
- New baseline measures which are being developed.





A: KPI's for which March 2011 results available

There are a total of 10 KPI's shown here:

- Achieved 10
- Not achieved 0

The risk of not meeting June 2011 targets in the Part A measures is low in all cases, as the March 2011 measures are already ahead of expectation.

Ref/KPI	Indicator	Performance target	Source	Results for period	
1.1	Daily people flows, inbound in morning peak (7-9am), across Harbour Bridge <i>Note: The result here is that reported in Dec 2011 as the March result is being checked for accuracy and is not available. However, there is a high confidence of this KPI being achieved.</i>	Car 16,440 PT 8,300 Total 24,740	NZTA counts & PT data	Car 17,311 PT 11,881 Total 29,192	
2.1	Total public transport patronage (annual boardings for bus, rail and ferry) <i>Note: Refer to section 4.1</i>	62,808,000	Operator returns (12 months to March 2011)	64,581,631	
2.2.1	Rapid Transit – Busway annual boardings	1,882,000	Operator returns (12 months to March 2011)	1,990,628	
2.2.2	Rapid Transit – Rail annual boardings	9,164,000	Operator returns (12 months to March 2011)	9,423,104	
2.2.3	Quality Transit and Local Connector buses annual boardings (including contracted school buses)	47,143,000	Operator returns (12 months to March 2011)	48,461,163	
2.2.4	Ferries annual boardings	4,619,000	Operator returns (12 months to March 2011)	4,706,736	

Ref/KPI	Indicator	Performance target	Source	Results for period	
2.3	Percentage of public transport passengers satisfied with their public transport service	87%	(October/November 2010 survey)	87%	
4.1	Percentage of public transport passengers with access to real time service information	>65%	March 2011 survey	65%	
5.5	Percentage of drivers complying with parking restrictions	81%	February 2011 compliance survey: 4 centres	85%	
5.6	Public transport subsidy per passenger kilometre	\$0.33	Operator returns (12 months to March 2011)	\$0.24	

B: KPI's to be measured in Q4

Ref/ KPI	Indicator	Performance target	Comment
3.1	Morning peak (7-9am) car trips avoided through TravelWise initiatives	10,000	Surveys complete in late March: results not yet available
3.2	Walking trips into the CBD (inbound pedestrian counts) in morning peak (7-9am)	4,490	Surveys complete in late March: results not yet available
3.3	Cycle trips into the CBD (inbound cycle counts) in morning peak	890	Surveys complete in late March: results not yet available

The risk of not meeting these measures and targets by 30 June 2011 is low given that other targets measured have been met; however cannot be ascertained until an initial survey is made.

C: KPI's for which baseline measures are being developed

The following KPI's had a performance target in the 2010/11 SOI to establish a baseline measure by 30/6/11. Development of these baseline measures is underway and proposed targets are reported here. These measures will be incorporated into the Draft 2011/12 SOI and Annual Plan 2011/12. The risk of not developing the baseline measures and targets by 30 June 2011 is low.

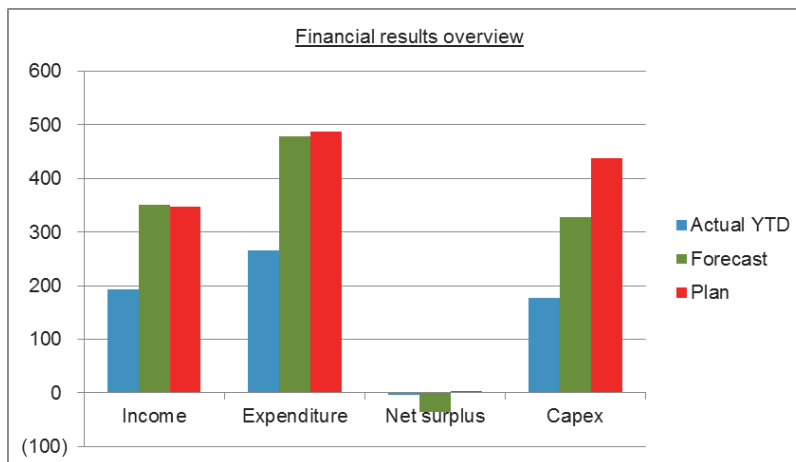
Ref/KPI	Indicator	Progress in developing measure
1.2	Daily people flows on other key routes	2011/12 Draft SOI proposes using people flows into the CBD (by mode) as measure: target volumes under review
1.3	<p>For arterials with a general vehicle emphasis: Travel times (minutes) along strategically important vehicle routes during the morning peak:</p> <ul style="list-style-type: none"> • Airport to CBD via Manukau Rd • St Lukes to St Johns via St Lukes Rd/Greenlane/Remuera Rd • Albany to Birkenhead via Glenfield Rd • Henderson to CBD via Great North Rd 	<p>Proposed target for 2011/12: 85% (85 out of 100 trips) travel time in minutes (morning and afternoon peak) maintained on these routes by June 2012. Baseline data expected by May 2011</p>

Ref/KPI	Indicator	Progress in developing measure
1.5	Traffic signal coordination on key arterial routes	Proposed target for 2011/12: 10% of network arterial routes with signal optimisation in place by June 2012
1.6	For arterials with a freight emphasis: Travel times (minutes) along strategically important freight routes during the interpeak (9am-4pm): <ul style="list-style-type: none"> • Nielsen St (from SH20 to SH1) • SEART (from Sylvia Park to East Tamaki) • Wairau Rd (from SH1 to SH18) • Harris Rd from East Tamaki to SH1 Highbrook interchange 	Proposed target for 2011/12: 85% (85 out of 100 trips) travel time in minutes (inter peak) maintained on these routes by June 2012. Baseline data expected by May 2011
1.7	For all local roads: Crash reductions associated with completed transport projects	Proposed target for 2011/12: 30% reduction in crashes on local roads associated with the Crash Reduction Programme, by June 2012
4.2	Percentage of arterial road network for which real time travel or congestion information is publicly available	Proposed target for 2011/12: 8% of arterial network with real time information (signage) implemented by June 2012
5.1	Percentage of residents satisfied with the quality of roads	This survey is carried out by Auckland Council on behalf of AT. It is to be undertaken in April/May with results due in the week commencing 6 th June.
5.2	Road maintenance standards (ride quality) as measured by smooth travel exposure for all sealed roads	An assessment methodology is to be developed for this measure. First draft has been prepared to enable consistent collation of information across the region.
5.3	Percentage of residents satisfied with the quality of footpaths	This survey is carried out by Auckland Council on behalf of AT. It is to be undertaken in April/May with results due in the week commencing 6 th June.
5.4	Customer service enquiries resolved within standard timeframes	Proposed targets for 2011/12: 80% of telephone calls to MAXX call centre answered within 20 seconds 95% of Auckland Transport written correspondence assigned to correct business unit within 24 hours of receipt

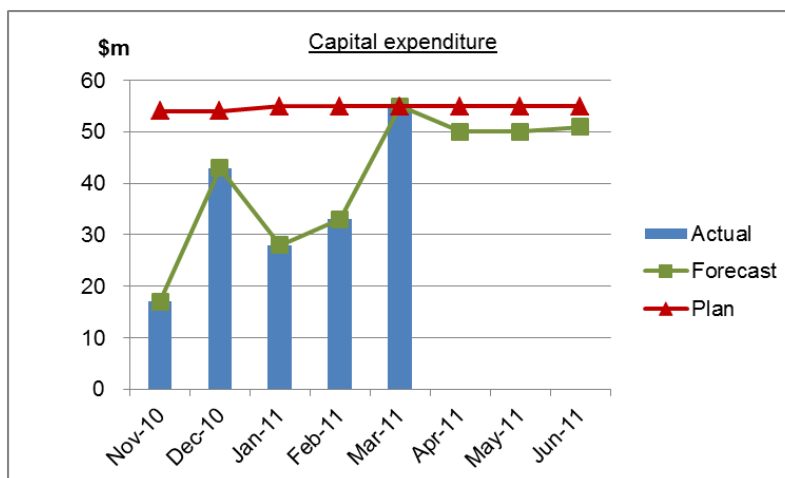
The intention is that future performance reporting will include graphical presentation of results achieved as a history of results achieved is developed.

3. Financial Performance

3.1 Financial results overview



Net surplus YTD is \$82.9m before depreciation expense as shown on Attachment 1. Net deficit YTD after depreciation expense is \$4.3m which is \$8.9m unfavourable to forecast. This is mainly due to reduced NZTA capital funding where there have been delays in the Capital Works Programme.



The YTD recorded capital expenditure is \$177.2m with significant progress made in March on the Capital Works Programme. The forecast for the year indicates completion of \$327m capital works by the end of the eight month period which is \$111m lower than the initial budget.

The Statement of Financial Position, Statement of Movements in Equity, Statement of Cashflows and details of capital expenditure at 31 March 2011 are included in Attachments 2 to 6 of this report.

In the next quarterly report we will include further notes to the financial statements.

4. Other Key Issues

4.1. Initiatives to Provide Greater Public Transport Capacity in Response to Increased Public Transport Patronage

March 2011 patronage was 7,067,239 passenger trips across public transport, an increase of 7.7% compared to March 2010. For the 12 months to March 2011 patronage was 64,581,631 passenger trips across public transport, an increase of 8.3% compared to the 12 months to March 2010.

March typically sees the peak demand for public transport services during the year as tertiary students return. Demand will reduce over subsequent months as students settle into travel patterns for the year. This along with the high growth rate in public transport over recent months created a spike in demand during March, resulting in some negative customer response and media coverage. Below is a summary of areas of excess demand, with actions already undertaken and further actions planned or under negotiation with transport operators:

- In anticipation of the peak, some additional services and capacity were introduced to some bus routes between January and March 2011:
 - Onewa Road via Birkenhead Transport;
 - Botany and Howick to CBD corridor via Howick and Eastern Buses;
 - Northern Express.
- A customer information campaign was undertaken on the Northern Busway in March 2011 to encourage customers to use under-utilised services and shift from highly patronised services such as the Northern Express
- Additional capacity had also been provided on rail in late 2010 and the Pine Harbour ferry service in January 2011
- Further additional capacity was provided on some bus routes with reallocation of larger buses to areas of need during March including Hibiscus Coast to CBD and Dominion Road
- From Wednesday 13 April, further buses have been sourced and additional trips provided on Mt Eden Road morning peak via NZ Bus
- From the week commencing Monday 18 April, further buses have been sourced from Wellington and Christchurch by NZ Bus to provide additional trips on the Long Bay to Newmarket (route 881), Dominion Road and Mt Eden Road evening peak services
- From early May, additional buses sourced from Christchurch by Ritchies will permit additional services and frequency to be operated on the Northern Express:
- Frequency increases in peak and shoulder peak including three minute frequency 7am to 8am ex Albany (currently four to five minutes) and five minute shoulder peak (currently ten minutes)
- Services starting earlier and finishing later including extension of evening services to 12am Monday to Thursday and 3am Friday and Saturday (currently 11am)

- From the end of May 2011, four additional carriages will operate as five-car trains (previously four-car) on the Southern and Eastern rail lines, plus the train capacity will be increased from June 2011 along with an optimisation of rolling stock to ensure the longest trains serve the trips with the greatest demand.
- An extension to Albany Park & Ride is planned for construction commencement in November 2011 with completion mid-2012. Further Northern Busway capacity will be introduced at this time.

4.2. Relationship Building

The Key Relationships Unit (KRU) continues to focus on establishing the Elected Member Liaison Unit (EMLU), building relationships with Local Boards and, in particular, their Chairs and Transport spokespeople, and facilitating the relationship between Auckland Transport (AT) and Auckland Council (AC). Briefings for various MP's have also been arranged.

Managing AT's relationships with a wide range of stakeholders - apart from entities like Boards and Auckland Council - from activists and industry groups to local people impacted by major projects, is emerging as a major challenge.

EMLU members are now actively working with the Local Boards and the Unit is engaged in the process around the development of Local Board Plans. No less than 90 requests for information from AT on Local Plans have been received, making transport the major issue of concern from Local Boards.

Recommendation

It is recommended that:

- That this quarterly report be approved for submission to Auckland Council

Attachments

Attachment 1 Statement of Financial Performance for the 5 months to 31 March 2011

Attachment 2 Statement of Financial Position as at 31 March 2011

Attachment 3 Statement of Movement in Equity for the 5 months to 31 March 2011

Attachment 4 Statement of Cashflow for the 5 months to 31 March 2011













Attachment 5 Summary of capital expenditure

Attachment 6 New capital expenditure report for the five months ended 31 March 2011
Statement of key projects >\$1.5million

WRITTEN BY	Name : Chetna Naran Title: Reporting and Planning Accountant	
RECOMMENDED BY	Name: Jenny Livschitz Title: Manager Financial Reporting Name: Steve Smith Title : Manager Finance	
APPROVED FOR SUBMISSION BY	Name: Dave Foster Title: Chief Financial Officer	

Attachment 1**Statement of Financial Performance for the 5 months to 31 March 2011**



















(provided in Auckland Council requested reporting format)

For year to 31 March FY2011	March Actuals YTD	March Forecast YTD	Variance Actuals to budget			Full Year Forecast	Full Year Budget
	\$000	\$000	\$000	%		\$000	\$000
Operating expenditure	265,885	287,434	21,549	7%		479,417	488,271
Depreciation (Note 2)	87,149	87,159	10	0%		139,214	140,714
Operating Expenditure less depreciation	178,736	200,275	21,539	11%		340,203	347,557
Revenue from activities (e.g. user charge)	34,122	41,152	(7,030)	-17%		68,423	69,622
Revenue from interest, royalties, dividends	-	-	-	-		-	-
NZTA Income	123,111	150,037	(26,926)			210,075	261,317
Other revenue	10,131	6,629	3,502	53%		271,007	271,007
Council funding	94,245	94,245	-	0%		150,792	150,792
Total Revenue	261,609	292,063	(30,454)	-10%		490,222	491,421
Net surplus / (deficit) before tax	82,873	91,788	(8,915)	-		150,019	143,864
Taxation	-	-	-	-		-	-
Net surplus / (deficit) after tax	82,873	91,788	(8,915)	-		150,019	143,864

Note 1 Net deficit is \$4.3m after depreciation expense (\$82,873k less \$87,149k)

Note 2 Depreciation expense YTD has been accrued as the asset opening balance sheet items have not been finalised.











Attachment 2
Statement of Financial Position as at 31 March 2011
 (provided in Auckland Council requested reporting format)

As at 31 March FY2011	March	March	Variance			Full Year
	Actuals	Forecast	Actuals to budget			Budget
	\$000	\$000	\$000	%		\$000
ASSETS						
Current Assets						
Trade and other receivables	140,879	140,000	879	1%		75,153
Inventories	5,825	5,800	25	0%		-
Cash and cash equivalents	4,406	4,400	6	0%		7,239
Total Current Assets	151,110	150,200	910	1%		82,392
Non-Current Assets						
Property, plant and equipment	11,563,767	11,554,666	9,101	0%		11,995,392
Intangible assets	21,270	21,270	-	0%		21,542
Total Non-Current Assets	11,585,037	11,575,936	9,101	0%		12,016,934
Total Assets	11,736,147	11,726,136	10,011	0%		12,099,326
LIABILITIES						
Current Liabilities						
Current Liabilities	15,833	16,000	167	1%		13,935
Trade and other payables	117,834	120,000	2,166	2%		95,444
Total Current Liabilities	133,667	136,000	2,333	2%		109,379
Non-Current Liabilities						
Non-Current Liabilities	10,336	10,500	164	2%		4,966
Total Non-Current Liabilities	10,336	10,500	164	2%		4,966
Total Liabilities	144,003	146,500	2,497	1%		114,345
Net Assets	11,592,144	11,579,636	12,508	0%		11,984,981
EQUITY						
General equity	11,254,233	11,249,636	4,597	0%		11,769,868
Reserves	337,911	330,000	7,911	2%		215,113
Total Equity	11,592,144	11,579,636	12,508	0%		11,984,981

Note: The asset position presented here is not finalised. Land held for future roading purposes is currently being finalised with Auckland Council. Review work and validation is currently underway for work in progress carried forward from legacy entities.

Attachment 3**Statement of Movement in Equity for the 5 months to 31 March 2011**

(provided in Auckland Council requested reporting format)

As at 31 March FY2011	March	March	Variance			Full Year
	Actuals	Forecast	Actuals to budget	%		Budget
	\$000	\$000	\$000	%		\$000
Equity at beginning of period	11,483,092	11,461,587	(21,505)	0%		11,472,270
Net surplus/(deficit) after tax	(4,276)	4,629	8,905	-192%		3,150
Revaluations	-	-	-	-		-
Reserves	(92)	-	92	0%		215,113
Contributed equity	113,420	113,420	-	0%		294,448
Equity at end of period	11,592,144	11,579,636	(12,508)	0%		11,984,981
Equity at end of period comprises:						
Contributed equity	11,258,509	11,245,007	(238,085)	2%		11,766,718
Reserves	337,911	330,000	(7,911)	2%		215,113
Retained earnings	(4,276)	4,629	8,905	-192%		3,150
Equity at end of period	11,592,144	11,579,636	(12,508)	0%		11,984,981

Attachment 4**Statement of Cashflow for the 5 months to 31 March 2011**

(provided in Auckland Council requested reporting format)

For year to 31 March FY2011	March	March	Variance		Full Year Budget \$000
	Actuals YTD \$000	Forecast YTD \$000	Actuals to budget \$000	%	
Net cashflows from operating activities (Note1)	(8,196)	-	(8,196)	-	-
Net cashflows from investing activities (Note 2)	8,298	-	8,298	-	-
Net cashflows from financing activities	-	-	-	-	-
Net increase (decrease) in cash and cash equivalents	102	-	102	-	-

Reconciliation

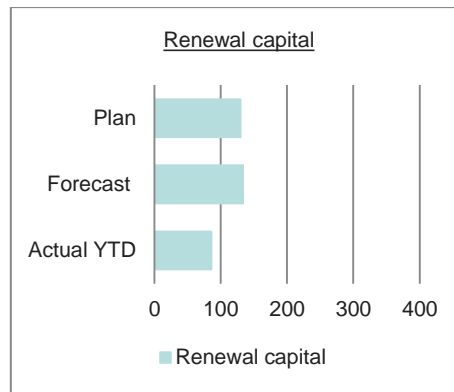
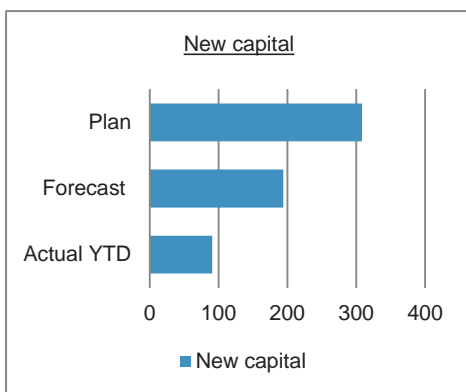
Opening cash balance	4,304	-	-	-	-
Plus movements (above)	102	-	-	-	-
Closing cash balance	4,406	-	-	-	-

Note:

1 Cash provided from activities, Auckland Council and NZTA grants	53,647	45,585	8,062		
Cash applied to suppliers and employees	(61,843)	(45,585)	(16,258)		
Net cashflows from operating activities	(8,196)	-	(8,196)		
2 Cash provided from Auckland Council And NZTA for capital projects	41,620	54,388	(12,768)		
Cash applied to Capex projects	(33,322)	(54,388)	21,066		
Net cashflows from investing activities	8,298	-	8,298		

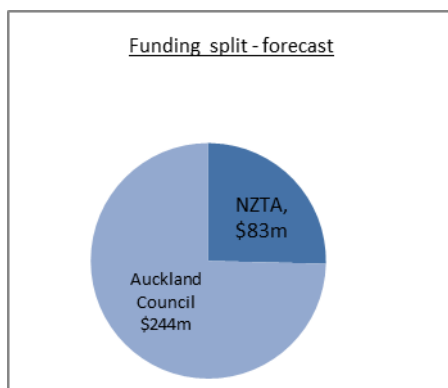
Attachment 5 Summary of Capital Expenditure

For year to 31 March FY2011	March Actuals YTD	March Forecast YTD	Variance Actuals to Forecast		Full Year Forecast	Full Year Budget	Variance Forecast to budget
	\$000	\$000	\$000	\$000	\$000	\$000	\$000
New capital	91,245	116,419	25,174	22%	193,549	308,177	114,628
Renewal capital	85,940	83,166	(2,774)	(3%)	133,663	130,134	(3,529)
Grand total	177,185	199,585	22,400		327,212	438,311	111,099



Sources of funding of capital projects for the 5 months to 31 March 2011

For year to 31 March FY2011	Total Forecast	Council	NZTA subsidy
	\$000	\$000	\$000
New capital	193,549	153,858	39,691
Renewal capital	133,663	90,104	43,559
Grand Total	327,212	243,962	83,250



Attachment 6
New capital expenditure report for the five months ended 31 March 2011
Statement of key projects >\$1.5million

Projects	YTD Actual	Full Year Forecast	Full Year Plan	Variance	Confidence Rating High Medium Low	Project Status
	\$000	\$000	\$000	\$000		
New capital expenditure – projects >\$1.5m budget						
New Lynn TOD project	11,088	21,736	47,750	26,014	High	Construction
AIFS Project Management	15,112	25,500	14,800	(10,700)	High	Underway
Weiti Toll Road	159	142	12,950	12,808		Deferred
Manukau City Rail Link	873	5,986	10,004	4,018	High	Tender Phase
NorSGA Massey Nth Westgate	855	12,573	9,933	(2,640)	Medium	Construction
AMETI – Land (Wider project)	5,430	12,413	9,718	(2,695)	Medium	Land acquisition
Land Acq SH16 & Hobsonville Rd	3,096	11,271	9,447	(1,824)	Medium	Land acquisition
Real Time Passenger Information System	654	3,482	8,905	5,423	Medium	On Target
Distributed Stabling – Detailed Design	349	2,490	8,860	6,370	High	Design/Tender
NorSGA Hobsonville TC Inds Precinct	277	4,200	8,318	4,118	Medium	Design/Land acquisition
AMETI – Panmure Corridor Package 1	2,185	8,546	6,963	(1,583)	High	Underway
Busway – Westlake Station Land	23	23	5,006	4,983	Low	Acquisition
Manukau Rail Link	-	859	4,320	3,461	High	Design/Construction
Lake Road (Esmonde to Jutland)	2,970	5,310	4,286	(1,024)	High	Construction
Sturges Rd Bridge Upgrade	1,916	2,984	4,167	1,183	High	Construction
Albany Highway Upgrade	265	2,552	3,881	1,329	Medium	Land acquisition/Design
East Coast Rd (Hastings to Rosedale)	3,130	3,842	3,877	35	High	Construction
Eden Park precinct transport and infrastructure	464	3,441	3,730	289	High	Construction
New Projects F5063/1 Hobsonville	17	100	3,500	3,400	High	Design
Pedestrian traffic	5	5	3,415	3,410	High	Tender Phase
Pavement Reconstruction	2,204	3,789	3,107	(682)	High	Underway
Minor safety works	1,036	2,603	3,036	433	High	Design/Construction
AMETI – 4 Pakuranga Ti Rakau & Reeves Rd	237	5,970	2,971	(2,999)	High	Construction/Design
Sandringham Rd realignment	2,094	1,500	2,960	1,460	High	Project closure
Seal Extensions	70	787	2,943	2,156	High	Tender Phase
Land Development Land Purchase	670	500	2,913	2,413	Low	Land acquisition
Flat Bush School Upgrading	67	1,050	2,893	1,843	Low	Design
Dominion Rd land for roads	748	8,820	2,484	(6,336)	Medium	Land acquisition
Park and Ride Silverdale	307	3,340	2,175	(1,165)	Medium	Tender Phase
Cont. Massey Nth Access Lane	-	619	2,046	1,427	Medium	NZTA contribution
Cycleway On Road Cycle Lanes	50	300	2,020	1,720	High	Construction

Projects	YTD Actual	Full Year Forecast	Full Year Plan	Variance	Confidence Rating	Project Status
	\$000	\$000	\$000	\$000	High Medium Low	
Wynyard Crossing Te Wero Bridge	1,318	3,218	1,896	(1,322)	High	Construction
Memorial Drive Extension – Crown Lynn	3	327	1,800	1,473	High	Design
FT Upgrade DT Pier 1C	2	1,000	1,777	777	Medium	Design
Proactive Safety Programme	506	937	1,773	836	High	Design & Construction
Footpaths and Cycleways	1,815	1,700	1,720	20	High	Design & Construction
Dominion Rd stage 1-4	192	1,300	1,700	400	Medium	Design
Gasometer Development Parking	-	50	1,684	1,634	Medium	Developer - led
Carpark Operating Equipment	1,200	4,952	1,612	(3,340)	High	Underway
Hetana Street Extension – Crown Lynn	-	105	1,581	1,476	High	Design
Glenfield Rd - Kaipatiki intersection	3	120	1,562	1,422	Medium	Investigation
Hingala Peninsula Rd Improvement	2,309	4,168	1,400	(2,768)	High	Construction
New Projects F5064/1 Baldwin Ave	1,105	2,526	1,350	(1,176)	High	Near completion
Strategic Cycle Network	907	2,060	1,348	(712)	High	Construction
Clevedon/Broadway Rail Overbridge	852	1,591	1,333	(258)	High	Construction
Highbury Town Centre	-	1,704	1,125	(579)	Low	Transferred
NorSGA: Hobsonville Airbase	-	1,863	1,100	(763)	Medium	Underway
Footpath Construction	406	1,525	911	(614)	High	Construction
Warkworth SH1 intersection improvement	2	2,002	830	(1,172)	Medium	Construction
Flat Bush School Rd Bridge	1,467	2,740	728	(2,012)	High	Completion
Roading Minor Safety Projects	501	1,668	488	(1,180)	High	Construction
Road Reconstruction	328	1,778	384	(1,394)	High	Construction
Manuroa Rd Rail Overbridge & Approach	-	1,875	200	(1,675)		Deferred
East Coast Rd Extension	624	3,385	-	(3,385)	High	Construction
Porchester Rd – Walters to Airfield	1,393	1,703	-	(1,703)	High	Construction
Total projects >\$1.5m	71,284	201,030	241,680	40,650		
Other projects < \$1.5m	19,961	69,722	66,497	(3,225)		
Portfolio provision for non completion of projects	-	(77,203)	-	77,203		
Total new capital expenditure	91,245	193,549	308,177	114,628		

Confidence rating explanation:

High – High confidence level indicates that this is a low risk of non- completion of the project, construction is likely to be underway or plans well progressed for the delivery stage of works

Low – Low confidence level indicates that there are high risks which may impact unfavourably on project (e.g. difficulties with land acquisition, design difficulties, consent issues etc.)

Medium – Medium confidence level indicates medium risks.