



Two cyclones that hit Auckland in close succession in early 2011 caused about \$10m worth of damage to our roads



SECTION 3

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EXECUTIVE LEADERSHIP TEAM



Dr David Warburton

Chief Executive

Before joining Auckland Transport, David was the Chief Executive for CPG NZ & Australia, and prior to that Chief Executive of Wanganui District Council. He still serves on the Whanganui District Health Board.

David has a PhD in environmental engineering from Massey University and has held numerous senior management roles in the forestry, processing, packaging, property development and retail industries.



Dr Kevin Doherty

Chief Infrastructure Officer

Most recently, Kevin held various senior leadership roles with the NZTA.

Kevin led the initiation and development of the Auckland Motorway Alliance and has been integrally involved in major state highway infrastructure projects around the country. Kevin holds a Doctorate from the University of Adelaide in structural engineering and an MBA from Massey University.



Fergus Gammie

Chief Operating Officer

Prior to joining Auckland Transport, Fergus held the role of Chief Executive of the Auckland Regional Transport Authority (ARTA). Fergus worked with ARTA since its formation in 2004.

He has also worked for Auckland Regional Council, and spent many years as a Transport Consultant, playing a key role in leading and developing passenger transport, travel demand management and transport consulting for businesses throughout Australasia.



David Foster

Chief Financial Officer

Dave Foster has been a CFO for over 20 years. He has been a member of the NZ Institute of Chartered Accountants (NZICA) for 25 years and was a member of the Financial Reporting Standards Board of NZICA. He is also a past member of the financial management working party for local government.



Peter Clark

Corporate Manager, Strategy & Planning

Peter has been involved in the transport sector for 26 years and has held a variety of roles in private consulting as well as local and regional government, including most recently at ARTA.

He holds an Honours degree in economics as well as Masters in both planning and transport engineering.



Simon Harvey

Corporate Manager, Human Resources and Customer Services

Simon has had extensive global experience having worked with organisations in Australia, Singapore, Canada and the United Kingdom. He has worked in Human Resources and Strategy for large corporates such as Westpac, PWC and Vodafone and has had an active involvement in community development, working with the Ministry of Social Development on work based strategies and initiatives.



Dr Stephen Rainbow

Corporate Manager, Key Relationships

Stephen was previously Chief of Staff for former Auckland City Mayor John Banks and prior to that was General Manager of Transport at Auckland City Council and Director of Urban Strategy at Wellington City Council. He has considerable experience in the heritage and environment sectors and was a three-term City Councillor in Wellington.



Claire Stewart

Corporate Manager, Special Projects

Claire's last role was as Commercial Manager in an engineering consulting firm and prior to that a Manager of corporate finance at an accounting firm.

Claire has a law and commerce degree and practised in NZ and Australia. She has worked predominantly in the project management and business planning areas.



Wally Thomas

Corporate Manager, Communications & Public Affairs

Prior to the formation of Auckland Transport, Wally was Director of Public Affairs at Waitakere City Council during which time he was seconded to the Auckland Transition Agency (ATA) as its Communications Advisor.

An award-winning journalist, he has been the editor of a number of publications. He holds a NZ Diploma in Business and is a Fellow of the Public Relations Institute of New Zealand (PRINZ).

PEOPLE

Auckland Transport is committed to providing a safe, vibrant and enjoyable work environment. We aim to attract, grow and retain the best talent through our reputation as an 'employer of choice' and as an organisation in which anyone can grow their careers.

Our core values have been defined as People, Service, Culture and Community and these will be modelled to our employees to bring meaning to them and be embedded into how they do business.

ONE ORGANISATION – TOGETHER

On 1 November 2010, some 848 employees joined the new Auckland Transport organisation, many transitioning from one of the eight local government organisations, ARTA, Metrowater or ARTNL.

Despite the fact that most of these employees relocated to new offices, in Henderson, Manukau, Takapuna or the central city, the transition process was seamless, with Auckland Transport continuing to deliver on services and work programmes throughout this challenging reorganisation. Manager induction training programmes were held in November to impart essential information to managers and team leaders, to assist them with bringing the organisation into a single entity with common values. Most importantly, people began the process of getting to know one another in their new roles.

Auckland Transport's mix of jobs is diverse and complex, with around 395 unique roles. The end of June saw full-time employees at 940 against a budget of 1,020.

Particularly pleasing is that in this period only three positions were recruited via agencies – an endorsement of Auckland Transport's employment brand and a significant cost saving to the organisation. Our careers website has several thousand job seekers registered on it and will be further expanded to leverage online recruiting capability.

Job evaluation and HR processes

A commitment was given to all staff that job evaluations which had been undertaken prior to transition would be reviewed if requested. Employees were provided with the opportunity to comment on their roles and position descriptions. These were then benchmarked (internally and externally) and where appropriate roles were re-banded or re-sized. This task has been completed and all areas of question addressed.

Allowances and salary protection

A number of employees who were in different locations on 1 November were eligible for a relocation allowance. All payments were made to those who applied and who met the guidelines established.

Under the terms of employment contracts negotiated prior to transition, some staff have salary protection relating to pre-1 November terms and conditions of employment. These range from six months to two years. All staff whose salary protection provisions ended in May were moved to new contracts and the appropriate level of salary.

Staff benefits

A proposed new package of staff benefits was developed and discussed with the Public Service Association. These will be introduced in the 2011/2012 financial year. These are targeted at the wellness of staff and include:

- Health checks
- Fitness-based work programmes
- Smart financial management
- Referral of candidates for advertised job vacancies.

Staff induction

Auckland Transport looks to on-board new employees in ways that support their learning from Day One. A corporate induction programme includes a workshop with an overview of the organisation's business units and key projects. These are led at a high level by the CEO, executive team and other senior managers. An orientation bus tour includes visits to various sites and projects for a look at Auckland Transport's work in action. Feedback has been exceptionally positive.

THE INNOVATION PROGRAMME

Developing a culture of innovation is an important aspect of organisational growth. The innovATe programme creates a vehicle for employees to contribute new ideas, through an online portal. A cross-organisation team of innovation champions reviews all ideas submitted to see which can be practically implemented.

The first such idea is the use of Quick Response codes on mobile phones. This is where scanning codes from mobile smart phones connects staff to web based information sites.

PEOPLE contd

CAREER PATHWAYS

'Growing' our people across all disciplines is a key element in providing a challenging and rewarding workplace. We have introduced several programmes to enable career advancement and progression. One of these is with registered engineers. Auckland Transport employs engineers in our operations, infrastructure and strategy and planning units. In June 2011 the objectives, project structure and make-up of teams were confirmed to align with introducing a career pathway for engineers. Working parties then developed the criteria that will be used to assess employees and ensure consistency of progression across the organisation. Final proposals were made at the end of July, with a Professional Assessment Group established in August to oversee the programme going forward.

A similar process will be used in identifying career progression throughout the organisation in different roles. Parking is the current area of pathway development.

Career mentors have been interviewed and profiled for developing a new Careers programme. Staff will be able to locate potential careers on an intranet site, read a mentor's profile and meet with these professionals for guidance on their development.

NEW POLICIES

Any large organisation requires systematised policies and procedures to function effectively. Our philosophy is to make these as simple and user friendly as possible. Key human resources policies were in place on 1 November.

In May 2011, a Code of Conduct was endorsed by the Executive Leadership Team and is now a requirement of all employees. This covers issues such as professionalism, ethics and expectations. Where possible, policies have been streamlined.

HEALTH AND SAFETY

A range of projects are laying the groundwork for a working environment that is both healthy and safe. They include:

- An overarching Health and Safety Policy, manual, forms, templates and guidance notes which are published and available on the staff intranet
- Established accident and hazard reporting systems
- Elected health and safety representatives for each team or department and ongoing monthly meetings
- An established comprehensive Employee Assistance Programme (EAP), providing all employees access to a wide range of confidential counselling services, free of charge
- Systems and processes for suppliers of physical works being developed, including Working Safer and Smarter Guidelines, performance criteria and monitoring, and project management linked to the Auckland Transport intranet.



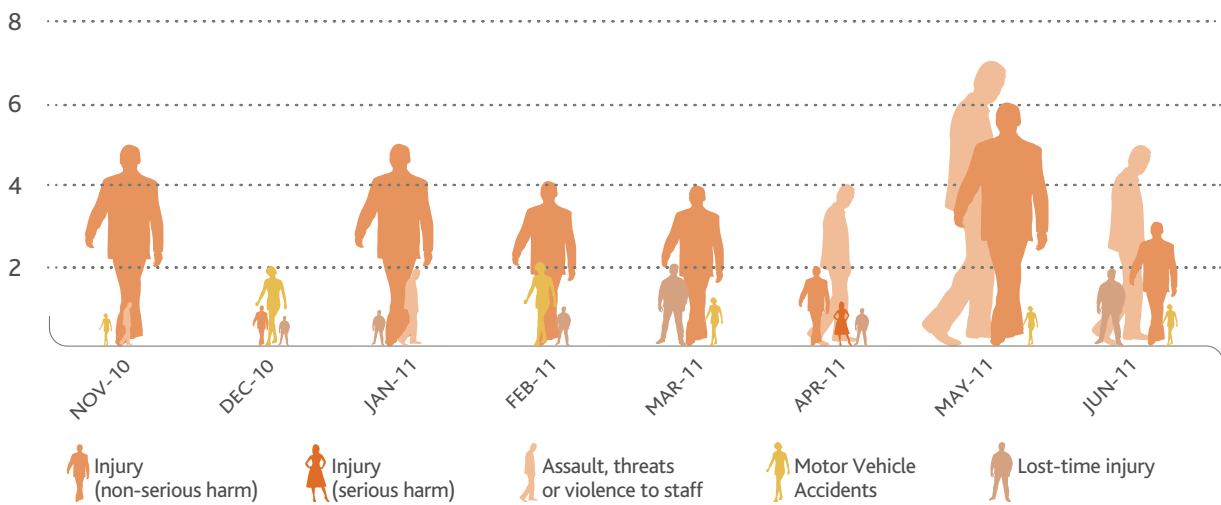
Staff are encouraged to submit new ideas to the innovATE programme

PEOPLE contd

The Accident Compensation Corporation (ACC) Workplace Safety Management Practices (WSMP) Audit was passed in early March at Secondary level. Following twelve months of continuous improvement, Tertiary level will be sought through a second audit.

Further negotiation resulted in ACC agreeing not to experience rate Auckland Transport until three years of claim data is available. This means the organisation is not carrying forward, or being held responsible for, any claims sustained by any previous local authorities.

Auckland Transport staff monthly incident report 2010-2011

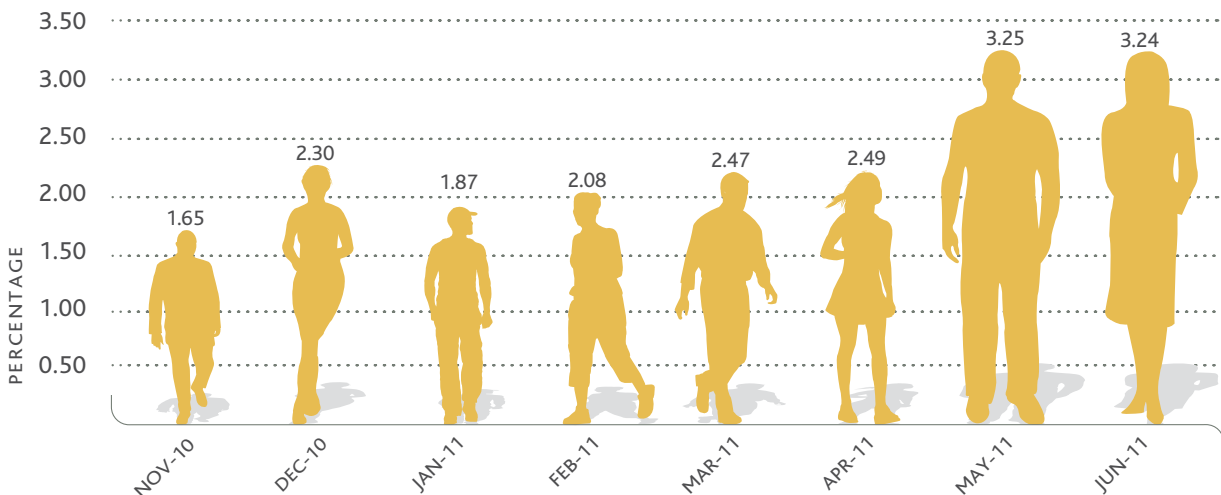


A review of accident statistics to date identifies the most frequent injuries as Foot (12), Spine-lower back (9) and knee/shoulder tied at (4). The most frequent incidents have been threats or violence to Parking and Enforcement staff (20) and non-injury motor vehicle accidents (7). There was one serious

harm injury to a staff member, a fractured ring finger. Eight lost-time injuries were reported.

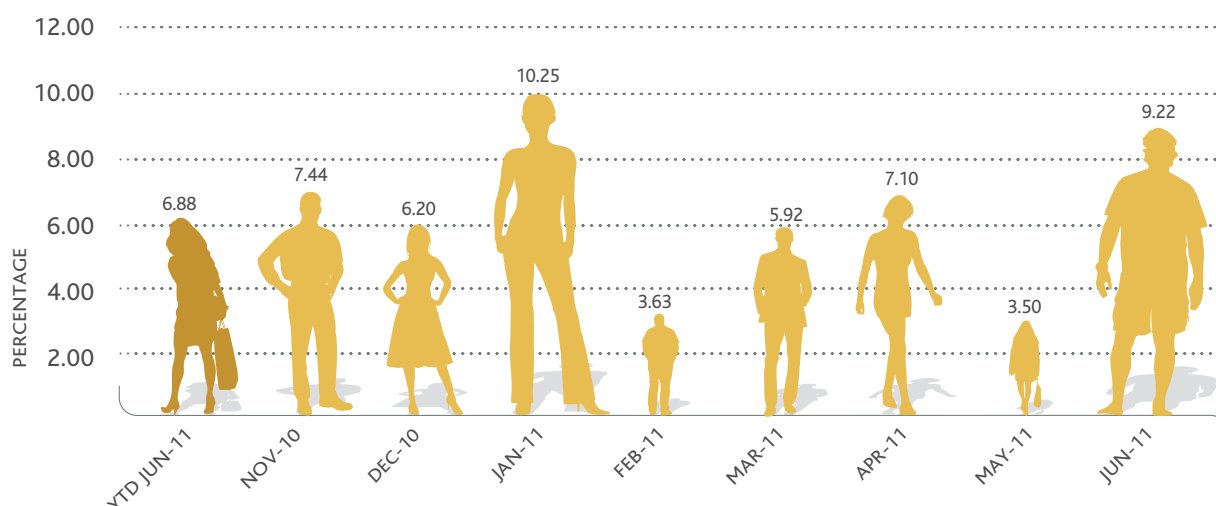
Sick leave continues to trend at a low level across the organisation and the turnover of staff is moving in a general downward direction.

Auckland Transport percentage sick leave against hours worked from November to June 2011



PEOPLE contd

Percentage of unplanned turnover from November 2010 to June 2011



IN THE COMMUNITY

As a large employer, we can have a positive impact, through our people, on both the regional and local West Auckland communities. We actively work with areas of the community that have linkages to employment and employment prospects with our organisation.

These include:

- **Fundraising for others:** Once a month staff are able to wear non-business (i.e. casual) attire to work. On these Casual Fridays a gold-coin collection for a local charity is taken. Recent efforts have seen more than \$1,300 contributed to the Christchurch earthquake recovery and the Pike River mining disaster. A fundraising staff bake-off in response to the Japan earthquake was also held in March.
- **Supporting local assisted employment:** In April Wrap 'n' Pak was engaged to package and distribute a brochure. Based in Avondale, Wrap 'n' Pak assists people with mental health issues to reintegrate back into the community through participating in real work experience in a training environment. Engaging Wrap 'n' Pak was fiscally competitive and supports Auckland Transport's goal of being a leading corporate citizen in west Auckland. Auckland Transport continues to promote this community group to other organisations.
- **Blood Bank:** A blood drive campaign was held in Henderson with enough blood to save 138 lives being donated. NZ Blood also gained 23 new donors through this exercise.

Rapid response to the Christchurch earthquake

Immediately following the devastating magnitude 6.3 earthquake in Christchurch on 22 February, Auckland Transport staff were deployed as part of the recovery operation. The first contingent of volunteers arrived on the ground the day after the quake, providing practical support in the form of senior communications staff as well as civil, structural and roading engineers.

Roles included communications advice and support to Christchurch Mayor Bob Parker, international media liaison, organising VIP briefings and tours, building and roading inspection and reporting. A total of 10 Auckland Transport staff were involved in deployments ranging from five to 10 days. Experience gained from the event was reported to Auckland Civil Defence to inform future planning in the event of a natural disaster in this region.

LOOKING AHEAD

The programme of work for 2011/12 includes:

- Continuing to develop career progression pathways, starting with Parking
- Developing the new Careers programme beyond the planning stages and into delivery
- Further expansion of the careers website to leverage online recruiting capability.

COLLABORATING WITH KEY PARTNERS

Auckland Transport has a large job to do and can't do it alone. It needs to work with its partners to ensure that there is open and regular communication with the stakeholders that it needs to help deliver the transport system that Auckland aspires to. Its approach to relationships with all key stakeholders is proactive, responsive and transparent. From Local Boards to industry groups and iwi, the Key Relationships Unit has worked over the last year to build effective relationships between Auckland Transport and a wide range of stakeholders.

AUCKLAND COUNCIL

Auckland Council, established on 1 November 2010, sets the overall strategic direction and develops a Long-term Council Community Plan which sets out transport funding. While Auckland Council owns the local road network, Auckland Transport manages it.

This year, the Council has agreed a Statement of Intent with Auckland Transport. We are also providing input into Auckland's spatial plan, Auckland Unleashed. Our Key Relationships Unit has established and maintains clear lines of communication between elected members and Auckland Transport, addressing pressing issues as they arise and acting as a source of expert advice on transport policy and operational issues.

IWI

The Independent Maori Statutory Board, Tamaki Regional Mana Whenua Forum, Tamaki (Treaty Negotiations) Collective and several runanga, iwi and hapu authorities hold key relationships with Auckland Council and with Auckland Transport.

This year, Auckland Transport held a series of meetings with Auckland Council and NZTA Maori Relationships Managers to establish a consistent approach to engaging with Maori in the region on transport projects. We clarified our statutory responsibilities to Maori, and put in place processes to ensure iwi engagement on major projects including the Auckland-Manukau Eastern Transport Initiative (AMETI), the airport corridor study and the City Rail Link (CRL).

The processes put in place over the last year will ensure that relationships are being built that will ensure iwi are consistently engaged at the earliest possible opportunity.

LOCAL BOARDS

Significant effort has gone into building constructive relationships between Auckland Transport and the 21 Local Boards. The Elected Member Liaison Team has primary responsibility for the relationships with the Boards and their 149 elected members.

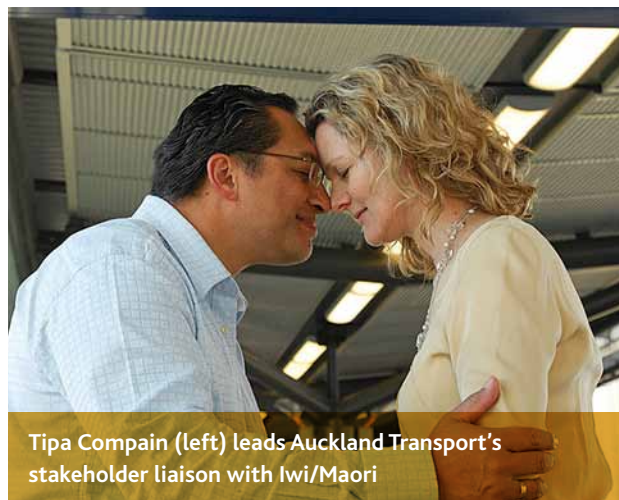
Every three years, Local Boards develop a local plan that outlines the community's aspirations and priorities, desired projects and potential funding. Auckland Transport has worked closely with Local Boards on the transport components of their Local Plans.

Auckland Transport has also worked closely with Local Boards to ensure they have their say on the transport programme prepared by Auckland Transport. Engagement has been consistently high and Auckland Transport is now positioned as a trusted source of advice to Local Boards.

OTHER CCOS

Auckland Transport works collaboratively with other CCOs on issues of mutual interest. We have specific relationships with:

- Waterfront Auckland on roads and public transport infrastructure planning within the waterfront area
- Tourism, Events and Economic Development for road closures, transport services and planning for significant events.



Tipa Compain (left) leads Auckland Transport's stakeholder liaison with Iwi/Maori

COLLABORATING WITH KEY PARTNERS contd

THE NEW ZEALAND TRANSPORT AGENCY (NZTA)

The NZ Transport Agency (NZTA) was established in August 2008 to ensure the Government's national priorities for transport are achieved. The New Zealand taxpayer is a major investor in Auckland's transport infrastructure.

NZTA works with Auckland Transport, the Auckland Council, and other local councils to plan for their land transport needs. It nominates a non-voting member to Auckland Transport's Board of Directors. In the new environment, Auckland Transport and NZTA have a strong collaborative approach to ensuring the most effective and efficient use of resources available and to ensuring real progress is made across the entire transport network in Auckland.

This year, a relationship plan was developed with NZTA that focused on collaboration and communication. The two agencies established initiatives to deliver efficiency gains and economies of scale from combined regional and national investment. One example is a Memorandum of Understanding (MOU) signed in February called 'solutions via substitution'. This means that where NZTA is developing and investing in State Highway improvements such as the SH20 Waterview Connection, Victoria Park, Newmarket Viaduct and Hobsonville, Auckland Transport works at the same time to upgrade the arterial roads that service these corridors.

Improved coordination of road works timetabling and the Joint Transport Operations Centre at Smales Farm are other ways the two agencies are working to make efficiency gains. Real efficiency gains from the existing transport network are the likely outcomes of this unprecedented collaboration between the agencies responsible for Auckland's transport network.

PORTS OF AUCKLAND

Auckland is home to New Zealand's principal seaport and airport. Together they move 75 per cent of the country's imports and 40 per cent of our exports. An efficient transport network is critical to facilitating the movement of goods and freight that is so essential Auckland's economy. By 2040, we expect Ports of Auckland to be carrying four times as many containers. Ports of Auckland moves freight intra- and inter-regionally from the CBD wharves. Auckland Transport works with the Ports to ensure Auckland's arterial roads carry freight efficiently.

AUCKLAND AIRPORT INTERNATIONAL LTD (AIAL)

Auckland Airport is a key partner in the joint study being undertaken of transport solutions in the southern opportunity area over the next 30 years. The South West to Airport Transport Study area includes the airport and inner Manukau Harbour surrounds.

KIWI RAIL

KiwiRail is responsible for the electrification programme in Auckland, for the mechanical maintenance of the region's train fleet and for all track and signalling work in the region.

This year, Auckland Transport developed a Relationship Plan with KiwiRail to progress projects of high regional significance and interdependence, such as the City Rail Loop and the supply of electric trains.

OPERATORS AND CONTRACTORS

A wide range of transport operators supply bus, train and ferry services. While relationships have been historically defined by a combination of registrations to operate services and tendered contracts, Auckland Transport seeks to work collaboratively with operators to ensure the best possible customer experiences on the network.

This year, a new commercial franchising model has been developed for our partnership with public transport operators. It involves a combination of open book negotiation on performance-based commercial agreements alongside a substantial proportion of tendered contracts.

INDUSTRY AND CUSTOMER GROUPS

A number of industry and customer groups, such as the Road Users Forum, Business Forum, local business associations, and walking cycling and public transport advocates, along with the Whoa to Go online customer panel offer valuable input to transport planning and projects. Significant effort has gone into ensuring regular contact and feedback from these various groups over the last year, as they have sought to engage with the single agency now responsible for most of the region's transport.

This year, the Whoa to Go panel supported development of the new HOP brand and isthmus bus identifiers. The panel was also expanded from public transport to include vehicle users, cyclists and users of parking facilities.

A SUSTAINABLE APPROACH

As Auckland continues to grow, so too does the demand for travel. The mode of transport used and the number of journeys made significantly affects Auckland's contribution to national environmental goals.

TARGETS FOR REDUCING EMISSIONS

The Government has committed to developing a Forward Plan for Transport, which will replace the New Zealand Transport Strategy, and to a target of 50 per cent reduction in net greenhouse gas emissions from 1990 levels by 2050. The Forward Plan will consider the 30-year Auckland Plan, which Auckland Council is developing. The proposed target in the draft Auckland Plan is for a more ambitious 40 per cent reduction in emissions by 2025.

In Auckland, transport still accounts for the largest share of total emissions, at 38 per cent. But this figure is a decline from 44 per cent in 2009 and is expected to drop further as Auckland Transport instigates moves to further reduce emissions. These include:

- Electric trains and low emission buses
- Using new technologies and fuels
- Continuing to increase the use of public transport and active travel such as walking and cycling
- Maximising Auckland's high-occupancy vehicle lanes (HOV).

The Local Government (Tamaki Makaurau Reorganisation) Act 2009 requires Auckland Council to be responsible for environmental impact monitoring in the region. Auckland Transport has targets in the 2011 Statement of Intent for walking and cycling.



NEW INNER ISTHMUS BUSES

New high-tech buses are being introduced on the new Inner City and Outer Loop services. They will exceed Euro 5 emission standards.

AWARD-WINNING PROJECTS

Auckland Transport employee Veenay Rambisheswar won the small projects category of this year's Arthur Mead Environmental and Sustainability Awards. Veenay's winning project involves installing 'traps' inside roadside drains throughout the region. The traps are designed to filter out rubbish and other contaminants that run off the roads. This effectively means cleaner water in Auckland's harbours, streams and the estuary at minimal cost and with benefits for marine life. Second prize also went to an Auckland Transport project, with Siri Rangamuwa's Albany Lakes Precinct- Integrated Asset Management Strategy. The awards are made for predominantly engineering work that best exemplifies care for, and consideration of, environmental values.



Veenay Rambisheswar with his award for his drain 'trap' invention

A SUSTAINABLE APPROACH contd

EAST COAST ROAD WORKS

The \$10.7m upgrade of East Coast Road from Hastings Road to Rosedale Road was completed in March 2011. This 1km stretch of road averages 22,000 vehicles a day and passes in front of the biggest high school in Australasia – Rangitoto College. As well as employing a number of time-saving construction initiatives, a range of environmental best practices were adopted during the works.

- Old kerb and channel and concrete footpaths were recycled
- A silt fence was installed along work areas adjacent to the Rangitoto College hockey pitch to safely collect and filter muddy water from the exposed hillside above
- Hessian was used to cover exposed vertical faces and small stockpiles of earth or mulch
- Special filter logs were used around storm water inlets to prevent run-off flowing into waterways
- Mulch generated from cleared vegetation was used on site to stabilise bare areas
- Dug-out soil was reused to backfill new earth-retaining walls in the school grounds
- Old asphalt on access tracks was reused and plastic ducting off-cuts and wood were recycled.

FILM APPLICATIONS

In the first eight months of operation, we handled over 800 applications for filming on roads and at bus and rail stations. We support and promote Auckland's economic and tourism objectives by granting film students, advertising companies, the film industry and the general public use of a wide range of Auckland Transport-managed locations (for example, the Kingsland Rail Station was used in the film 'Mr Pip').

TRAVEL BEHAVIOUR CHANGE

Our role

Auckland Transport works with its communities to deliver road safety education, travel planning, walking and cycling initiatives – all of which have vital roles to play in improving road safety, reducing congestion and lowering the cost of transport on the environment and health.

- It delivers a variety of regional road safety education programmes in partnership with community groups, NZ Police and other stakeholders to increase awareness of road safety issues and reduce accidents
- It manages the award-winning School Travel Plan programme. Every morning 245,172 children travel to Auckland schools and over half these trips are made by car. Schools participating in the programme have taken 6,250 car trips off the road in the morning peak since 2005 and there have been 48% fewer crashes involving pedestrians around schools. The reduction in car trips has saved 3.3 million km in car travel and over 1,000 tonnes of CO₂.
- It delivers travel planning initiatives with businesses, institutions and business areas promoting greater travel choice. This has reduced the number of car trip by over 2,500 in the morning peak on our roads.
- Development of a safe network of walkways and cycle lanes and facilities is vital to Auckland Transport's long-term plan. The number of Aucklanders who walk and cycle is continuing to increase, and there have been cycle safety campaigns and increased levels of cycle skills training provided.

A SUSTAINABLE APPROACH contd

PERFORMANCE

Travel planning

Auckland Transport has continued the successful programme of developing travel plans in schools, tertiary institutions, and workplaces during the 2010/11 year. A total of 252 travel plans were active by June 2011, including 39 in start-up phase, and 213 in implementation. Surveys in 2011 show these programmes have resulted in 8,417 fewer vehicle trips on Auckland's roads during the morning peak period – a result that's over target and up 4.3 per cent from last year.

Walking and cycling

Cycle and walking numbers have continued to increase in the region. This increase is highest into the CBD, with the morning peak period experiencing a 27 per cent increase, primarily in walking. The largest increases were seen at Symonds Street and Fanshawe Street, with the highest number of cyclists on Tamaki Drive.

Results indicators

Auckland Transport's performance against the performance targets set for travel behaviour change in the Statement of Intent and the Auckland Council Planning Document, for 1 November 2010 to 30 June 2011, is summarised below. This information has been audited.

Objective/performance measure	Recent Performance ¹	Target 2010/11	Actual 2010/11	Comments
Morning peak (7am-9am) car trips avoided through TravelWise initiatives	9,619 (includes AM and PM trips) 8,064 (AM trips only)	10,000 8,390 (Revised Target)	– 8,417	2010 baseline in LTP and SOI (9,619) was incorrectly reported from legacy councils (mixture of AM and PM trips shown). Revised target (8,390) retains original 4% improvement over baseline
Walking trips into the CBD (inbound pedestrian counts) in morning peak (7am-9am)	4,007	4,490	5,297	
Cycle trips into the CBD (inbound cycle counts) in morning peak	829	890	853	
Cyclist movements in the Regional Cycle Count	12,625	Increase on baseline	12,970	

¹ These figures were taken from Auckland Council's Long-term Plan 1 November 2010 – 30 June 2019 Volume 4: The council-controlled organisation unless otherwise stated. These reflect the results prior to the amalgamation.



The North Western cycleway has proven extremely popular with young and old alike



More people are walking and cycling as a viable alternative form of transport



A walking school bus for St Francis School in Pt Chevalier

PROGRESS ON KEY PROJECTS

Progress on key travel behaviour projects during Auckland Transport's first eight months is summarised below.

Key travel demand projects

Actions and achievements to 30 June 2011

Road safety campaigns

Auckland was one of only two New Zealand regions to meet the Government's 2010 target of 'deaths plus hospitalisations of more than 3 days', and had a record low fatal and serious crash rate during 2010 (see graph overleaf).

Nine regional road safety campaigns were delivered across Auckland this year. Campaign targets are linked with NZ Road Policing enforcement to the Regional Road Safety Strategy and with Auckland Transport safety engineering projects, to reduce crashes (see page 30).

The campaigns included:

- Make It A Good One, Make It Home young sober driver campaign, and Repeat Drink Driver education programme
- Look Twice and training in motorcycle safety and visibility
- Slow Down Around Schools child pedestrian safety, and Check Before You Step pedestrian safety
- Tamaki Drive Look Back for Bikes and Be Safe Be Seen campaign
- Bad Calls Can Be Deadly intersection safety
- Regular child restraint checking clinics.

School travel plans

- In 2011, 25 new schools have signed up to the travel plan programme, taking the total to 216 schools. 5,400 children now walk to school on 334 Walking School Bus routes, cared for by 2,300 volunteers
- Surveys in TravelWise schools showed a 5 per cent reduction in car use to get to school, with increases in walking, cycling and car pooling
- In April 2011, 75 schools were awarded certificates at a ceremony in the Civic Theatre. Gold awards were given to schools that had reduced the number of car trips to their school by more than four per cent. Point Chevalier Primary School cut its car use by 12%.

Workplace travel plans

This year the programme has welcomed Counties Manukau District Health Board, Fletcher Building & Aluminium, NZ Navy (Devonport), Albany area, New Lynn area, and Auckland Transport itself:

- Telecom's travel plan for its new Telecom Place building on Victoria Street began in March 2011 with a public transport clinic to staff on their travel options and challenge their current choices of commute. Auckland Transport provided access to the regional car pooling service and our public transport trial, offering staff free travel on all bus and train services for two weeks to 'give public transport a go' in April
 - Auckland International Airport's Lift programme celebrated its fourth birthday in February this year. The Lift scheme has grown to involve 23 companies across the airport community. It has 1,000 registered members who car pool, using priority parking close to the terminal
 - Counties Manukau DHB has developed its travel plan which will launch in September. Waitemata DHB has held cycle training and promotions this year and will be launching car pooling shortly
 - Tertiary travel campaigns have been undertaken and Massey University has joined the programme.
-

PROGRESS ON KEY PROJECTS

Key travel demand projects

Personalised journey planning

Actions and achievements to 30 June 2011

A trial of personalised journey planning has been undertaken in the North Shore suburbs of Sunnynook and Devonport with the aim of promoting travel choices to residents to reduce reliance on their cars. The programme was part of the Sunnynook neighbourhood accessibility plan and the package to reduce congestion for the Lake Road upgrade in Devonport. The programme is continuing, but an initial assessment of the first 74 households to take part has shown that a third of households changed some of their trips resulting in a 20 per cent reduction in driving alone trips. Annually this means that 30,840km of single car travel have been removed with switches to public transport, active modes and car pooling.

Tamaki Drive improvements

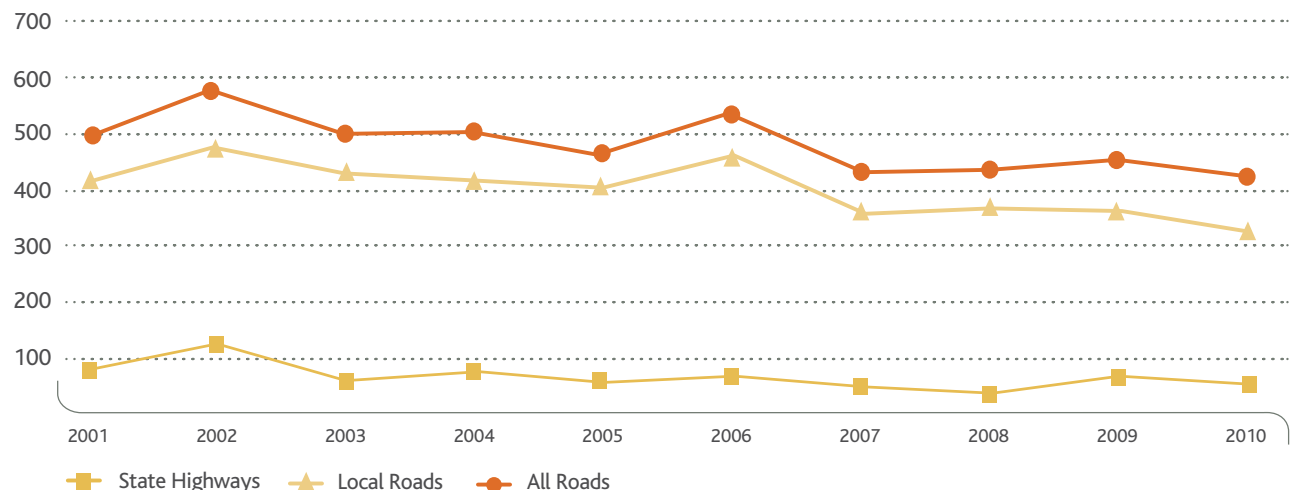
Auckland Transport is continuing with the work required to complete 50 per cent of the regional cycle network by 2016 through:

- Continued development of the cycle and walking programme, including the revision of the central cycle map
- A public bike hire scheme for the Rugby World Cup
- During Bikewise month in February, 30 activities and events were held across Auckland. Go By Bike to work breakfasts were held at Orewa, Takapuna, the Viaduct, Henderson and Manukau. Other activities included Mayoral cycle challenges, bike maintenance courses, and a Ride your Bike summer programme.
- In May, the Be Safe Be Seen winter cycle campaign was launched with a breakfast for cyclists at Aotea Square
- The cycle training programme has expanded this year to both schools and adult training. Around 2,500 people have been involved in 95 training events in the region.

Walking

Annual Walk to Work breakfasts were held in March. More than 600 people walked and gathered at locations around Auckland. Auckland Transport hosted the breakfasts in association with Living Streets Aotearoa, an organisation that promotes walking-friendly communities. This year's theme was 'Increasing the walk' in your commute.

Auckland fatal and serious crashes 2001 to 2010



SPOTLIGHT ON NORTH SHORE'S CARPOOL NOW

CarPool Now is a highly successful car-pooling initiative for businesses, introduced by Auckland Transport in partnership with the North Harbour Business Association.

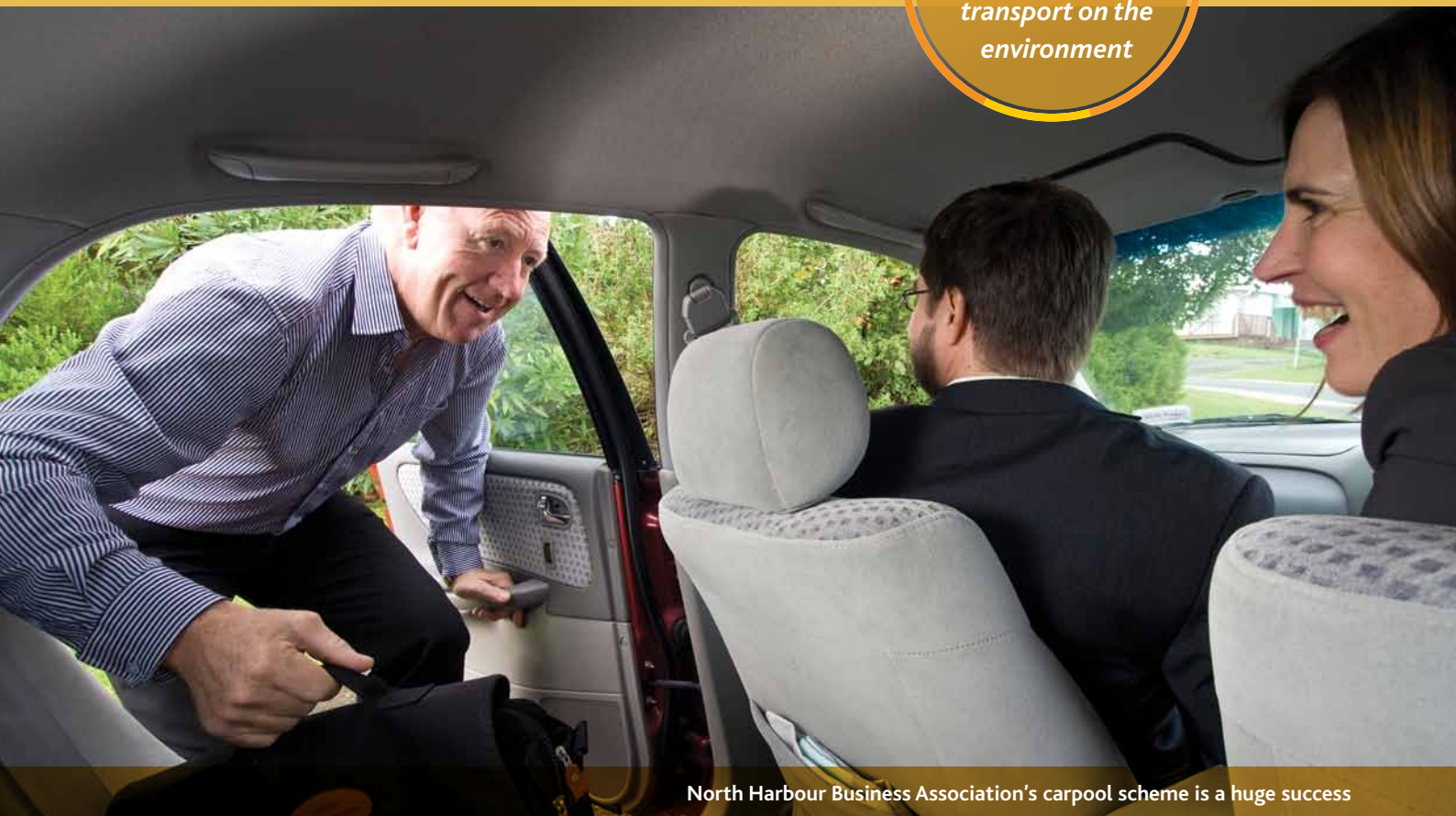
The scheme was launched in November 2010 and has over 220 people registered on the website. It is one of a number of carpooling schemes in key commercial centres across Auckland that are helping to reduce congestion and carbon emissions, lower commuter travel costs and improve staff wellbeing and productivity.

The new website-based schemes enable commuters to decide who they travel with, how often they carpool and let them know who lives nearby to find a carpooling buddy. Auckland Transport provides companies with all the information needed

to encourage staff to sign up, including registration forms and promotional materials and advice on competitions to incentivise staff.

Rising petrol prices are contributing to the success of CarPool Now, but as the North Harbour Business Association points out, the scheme is not only good for commuters, it's good for business by providing start-up companies and those looking to expand with yet another reason to make North Harbour their location of choice.

*Car pooling
reduces congestion
and the costs of
transport on the
environment*



North Harbour Business Association's carpool scheme is a huge success