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Quarterly Report to Auckland Council for the Quarter Ended 31 March 2015

Recommendations

That the Board:

- i). Approves this Quarterly Report for submission to Auckland Council (Attachment 1).
- ii). Makes this report public after it has been received by Auckland Council.

Executive Summary

AC requires AT to deliver, no later than eight weeks after the end of the third quarter of each financial year, a report against the performance targets set out in AT's Statement of Intent (SOI). The report, included as Attachment 1, provides an overview of AT's performance against the SOI during this period.






The Auckland Council CCO Committee has recently undertaken its review of the second quarter report. The budget numbers in this report refer to the original Annual Plan and not to the revised (internal) budgets.

Attachment

Number	Description
1	AT Quarterly Report to AC, for the quarter ended 31 March 2015

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Document ownership

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Auckland Transport Quarterly Report

Quarter ended 31 March 2015

CCO Governance and Monitoring Committee



Looking into the future of Britomart Train Station

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1.Executive summary

Key Achievements for the Quarter

Auckland Transport (AT) successfully delivered a number of significant projects during the quarter. These include the following:

- completed St Georges Road and Orewa Bridge cycleways
- completed construction of Fred Taylor Drive and Garelja intersection (part of North West Transformation project)
- started the construction of approximately 4 kilometres of Albany Highway from Bush Road to Diary Flat Highway
- awarded City Rail Link enabling works design contract
- helped manage key events (e.g. Cricket World Cup, Lantern Festival, Pacifica, ITU Triathlon).
- provisionally accepted 8 additional electric trains
- added free, dedicated motorcycle and scooter parking areas in the CBD
- installed 10 bus stops and 5 bus shelters

Financial Performance/Forecast

AT's net surplus before tax for the nine months ended 31 March 2015 was \$94.3 million. This is \$49.5 million favourable to the budgeted surplus of \$44.8 million. The favourable variance is mainly due to \$98.8 million of vested asset income partly offset by \$26.6 million lower than budget co-investment from NZ Transport Agency due to lower capital expenditure. Forecast net surplus at year end is \$77.2 million.

Capital expenditure excluding vested assets for the nine months ended 31 March 2015 was \$516.0 million. This is \$78.9 million lower than the year to date SOI budget of \$594.9 million (\$833.1 million full year). Forecast full year capital expenditure is \$730 million excluding vested assets.

Non-Financial Performance

There are 31 non-financial performance measures covered by the Statement of Intent (SOI). Of the 31, nine are measured annually. Of the 22 measured this quarter, 20 were fully achieved, 1 was substantially achieved (i.e. within 97.5% of target) and 1 did not achieve target.

Highlights in terms of performance are:

- public transport patronage continues to grow strongly (10.1% increase compared to previous year).
- all targets for travel times along strategic freight routes were met.

Risk Management

AT has adopted a risk management process that follows the joint Australian/New Zealand International Standard AS/NZS ISO 31000:2009 Risk Management Principles and Guidelines. All AT risks have been analysed using the guideline. The AT Board leads the risk management process. Key risks are monitored and reported to the Finance and Risk Committee regularly.

2.Strategic issues and focus areas

In line with our strategic direction, AT has progressed the following projects over the quarter to 31 March 2015:

- **Electric Trains** – There are now 47 three-car units in Auckland, with provisional acceptance issued for 38. The final 57th unit is due in Auckland in June 2015. CAF is on track with the planned delivery schedule.
- **Rail Station Security** – Continues at the upgraded level across a number of stations resulting in a continuing corresponding decrease in on-platform incidents, assaults and vandalism. Transdev Ticket Inspectors have personal CCTV cameras and the ability to issue Trespass Notices to those repeatedly travelling without a valid ticket.
- **CRL** – Project continues with reference design, property purchase, Notice of Requirement (NOR) and consenting process. An award was made in March for the Early Contractor Involvement (ECI) services package and preparation for enabling works construction package to be awarded in late 2015.
- **AMETI** – The AMETI programme has completed a strategic review testing options against the Auckland Plan for the best transport solution around Pakuranga Plaza. Work on options is continuing.
- **North West Transformation (formerly known as NORSGA)** – The construction of Fred Taylor Drive and Garelja intersection is complete. Widening of Fred Taylor Drive Stage 1 started in January 2015 and is expected to be completed by early October 2015. These projects are elements of Plan Change 15 - Westgate.
- **Te Atatu Road Corridor Upgrade** – AT is in the process of reviewing the draft conditions for the various required consents. The physical construction work is scheduled to start in June 2015, subject to LTP funding.
- **Beach Road Cycleway Stage 2 Construction** – Extension of the cycleway on Beach Road between Britomart Place and Mahuhu Crescent started in March 2015 and is currently scheduled to be completed by June 2015.
- **Otahuhu Bus - Train Interchange** – Developed Design was completed at the end of February 2015. The project is currently scheduled for completion by the end of February 2016 and will become operational with the roll-out of the new southern bus network in April 2016.
- **New Network including Frequent Service Network**
 - **South Auckland New Network** – Routes and service specifications were finalised for Public Transport Operating Model (PTOM) service contract procurement targeted in May/June subject to PTOM contract and Request for Tender (RFT) endorsement by NZ Transport Agency.
 - **Hibiscus Coast New Network, Waiuku/ Pukekohe New Network and West Auckland New Network** – Reports on public consultation for new bus network and design and final recommendations endorsed by AT Board. Contract specifications for procurement are being finalised.
 - **North Shore New Network** – The February 2015 Birkenhead Transport bus timetable renewal is progressing well. Full draft of the new network service design is being finalised for public consultation in mid-2015.

- **PT Integrated Ticketing and Fares** – Successfully implemented annual fare review on 29 March 2015.
- **Road Safety Promotion** – AT delivered various regional road safety initiatives (e.g. Regional alcohol #Drunksense #Straightsense campaign, distribution of BAC alcohol law change information, “Red Light Running” regional campaign, regional back to school speed campaign, etc.).

3.Highlights for the last quarter

- **PT Patronage** exceeded 78 million passenger trips for the past year.
- **AMETI** – Construction of Panmure stage 1 is complete and the project is working on the design, consenting and property purchase activities for future stages.
- **Electric Trains and Rail Electrification** – The electric trains continue to roll out into other areas following their delivery to Auckland after the testing programme.

The capacity on Eastern Line electric train operations has been significantly increased as there are now five six-car trains operating at peak times. Since January 2015, electric train services have been introduced to the Southern Line with two inter-peak return electric train services between Britomart and Papakura.

Electric trains used for driver training have been regularly running out to Swanson.

- **CRL** – CRL enabling works Early Contractor Involvement tender evaluations concluded with Board approval to award.
- **Albany Highway North Upgrade** – The construction of approximately 4km of Albany Highway from Bush Road to Diary Flat Highway has started. The upgrade will provide two general traffic lanes, two peak-hour transit lanes, footpaths and cycle paths. Stormwater drainage improvements and undergrounding of services are included in the project scope. The project is programmed to be completed in December 2016.
- **Successful public consultation** on Long Term Plan, Regional Land Transport Plan, Parking Strategy and new bus routes

4. Future outlook

- **Long Term Plan (LTP) 2015-2025** – Public engagement with Council about the LTP 2015-2025 has completed. Consultation on the Draft Regional Land Transport Programme (RLTP) was integrated with the AC LTP consultation. AT's Transport Committee will consider any changes to the Draft RLTP in April. The final RLTP will be released in July once central government publishes the National Land Transport Plan.
- **Parking Strategies** – A set of inter-related parking strategies will be further considered by the AT Board in April. This will include proposed changes following public consultation in 2014. When the residential parking programme is ready for implementation, Local Boards will be engaged on an area by area basis.
- **Fare Zone Changes** – Public engagement about simplification of fare zones and pricing will be rolled out in the second half of 2015.
- **Rail Service Electrification** – Electric trains will start on weekend services on the western part of the network in late May. Diesel services to Britomart and Waitakere are expected to end in the first half of July. Diesel rail shuttle services to Pukekohe are intended to start in the first half of July.
- **New Network Consultation** – North Shore consultation is currently planned for June 2015.
- **Regional Public Transport Plan** – AT has commenced a process to update the Auckland Regional Public Transport Plan (RPTP). The variation will cover: (1) The proposed introduction of a new zone-based integrated fares system, (2) Proposals for a new light rail transit (LRT) network on some major arterial routes in central Auckland, (3) Service and infrastructure changes arising from the Ferry Development Plan, and (4) Revised service descriptions on the new bus network.
- **City Rail Link** – It is intended that early works will start along Albert Street in the early fourth quarter of 2015.
- **Devonport Ferry** – The redeveloped ferry area will be ready for an official opening in June.
- **Auckland's Public Transport Network** – Ongoing improvement to Auckland's public transport network will continue over the next four quarters. The new train fleet will increasingly be evident as additional electric trains join the system. The HOP card continues to change daily public transport use, and early 2016 will see the first bus route operator contracts put to the market for the revised southern Auckland bus routes.
- **Regional Signage Project** – AT and AC have been jointly engaged in the development of a consistent regional system of wayfinding and signage, which will be trialled in three areas (Northcote, New Lynn and the Wynyard Quarter), commencing in July. It is expected that from January 2016 the signage will be able to be rolled out across the region, replacing existing signage as it comes up for renewal.

5.Key deliverables

Progress for Key Projects/Activities from Last Quarter




Key project/activity	Status	Comments
Dominion Road Parallel Cycle Route	Completed	<ul style="list-style-type: none"> The construction of a 12km cycleway running parallel to Dominion Road was completed at the end of March 2015.
Bus Stop and Shelter Programme	On-going	<ul style="list-style-type: none"> There were 10 bus stops and 5 bus shelters installed during January to March.
Walking and Cycling Projects	On-going	<ul style="list-style-type: none"> St Georges Road and Orewa Bridge cycleways were completed. Other projects are under construction.
Otahuhu Bus-Train Interchange	On-going	<ul style="list-style-type: none"> Developed Design was completed at the end of February.
North West Transformation (formerly NORSGA PC 15 – Westgate)	On-going	<ul style="list-style-type: none"> The construction of Fred Taylor Drive and Gareija intersection is complete. Widening of Fred Taylor Drive Stage 1 started in January 2015 and is expected to be completed early October 2015.
PTOM	On-going	<ul style="list-style-type: none"> NZ Transport Agency is progressing with its process of review and endorsement of the final draft PTOM contract and Request for Tender (RFT).











Planned Progress on Key Projects/Activities for Next Quarter





Key project/activity	Comments
Onewa Road Bus Lane (West Bound)	<ul style="list-style-type: none"> Civil works in Onewa Street (transit lane) to be completed by 30 June 2015.
Beach Road Cycle Route, CBD	<ul style="list-style-type: none"> Stage 2 construction of Beach Road cycleway between Britomart Place and Mahuhu Crescent has started in March 2015 and is currently scheduled to be completed by June 2015.
Electric trains	<ul style="list-style-type: none"> Scheduled to complete delivery of the final 57th unit in June 2015.
Te Atatu Road Corridor Upgrade	<ul style="list-style-type: none"> Construction is scheduled to start in June 2015.
Albany Highway	<ul style="list-style-type: none"> Reconstruction of the Rosedale Road intersection, including a new access for Kristin School, construct a stormwater detention pond and rock lining of the Oteha Stream.
Matakana Valley Road (Seal Extension)	<ul style="list-style-type: none"> Consents and contracts are in place for construction activities to commence from April 2015.
CRL	<ul style="list-style-type: none"> Award Urban Design Contract and hold a NoR Environment Court Hearing.
FIFA Under 20 World Cup preparation	<ul style="list-style-type: none"> Full preparations are underway for the operational delivery of the FIFA Under 20s World Cup which is due to start late May and run through to late June.
PTOM	<ul style="list-style-type: none"> South Auckland New Network bus contractors are targeted for procurement in May/June 2015.

6. Financial performance

The following criteria has been used to rate the financial performance for this report:




Key	Criteria
	Target met or exceeded (100%+)
	Target substantially achieved (97.5%-99.9%)
	Target not achieved (0%-97.4%)






\$'m	Budget to date	Actual	Variance	Comment	Full year budget	Full year forecast	Variance
Operational							
Revenue/ External funding	294.7	296.9		Includes increased AT Metro income due to higher patronage than budgeted.	389.0	391.6	
AC funding	176.7	176.7			235.6	235.6	
Found assets income	-	15.8			-	14.8	
Expenditure excluding depreciation, amortisation and impairment	455.0	459.6		Includes unbudgeted costs for light rail.	621.1	623.7	
Depreciation and amortisation	200.0	216.9		Increased amortisation expense due to higher than budgeted intangible assets, and additional depreciation expense from the vested assets.	266.0	293.0	








\$'m	Budget to date	Actual	Variance	Comment	Full year budget	Full year forecast	Variance
Loss on derivatives, disposal of assets and inventory impairment	-	19.5			-	7.5	
Income tax benefit	-	0.3			-	-	
<u>Capital</u>							
Expenditure	594.9	516.0		The capital programme has been revised down by \$82m for the year, this has resulted in lower than budgeted expenditure year to date.	833.1	730.0	
Vested asset income	-	98.8		Vested assets of \$98.8m not included in the budget.	-	43.0	
AC funding – subsidy	100.9	100.9			134.5	134.5	
AC funding – capital investment	190.2	144.9		Capital investment was lower than budget as a result of capital expenditure being below budget.	301.5	198.4	
AC loan funding	176.3	169.3			215.2	215.2	
NZ Transport Agency co-investment	127.5	100.9		Mainly lower NZ Transport Agency co-investment for new capital due to delayed property acquisitions.	181.9	181.9	











7. Performance measures

The following criteria has been used to rate the performance for this report:

Key	Criteria
	Target met or exceeded (100%+)
	Target substantially achieved (97.5%-99.9%)
	Target not achieved (0%-97.4%)

Performance measure	SOI Target	On track	Last actual	Date of last measure
Impact 1: Better use of transport resources to maximise return on existing assets				
1. Public transport subsidy per passenger kilometre (CPI adjusted to June 2012)	\$0.29		\$0.29	Feb 2015 ¹¹
2. Parking: off-street ¹ occupancy rates (peak 4-hour period)	Within 80-90% range		97%	Mar 2015
3. Parking: on-street ² occupancy rates (peak 4-hour period)	Within 70-90% range		86%	Mar 2015
Impact 2: Increased customer satisfaction with transport infrastructure and services				
4. Percentage of public transport passengers satisfied with their public transport service	83%		84%	Mar 2015
5. Percentage of residents satisfied with the quality of roads in the Auckland region	70%		71%	Mar 2015

Performance measure	SOI Target	On track	Last actual	Date of last measure
Impact 3: Auckland's transport network moves people and goods efficiently				
6. Percentage of residents satisfied with the quality of footpaths in the Auckland region ³	65%		64%	Mar 2015
7. Arterial road network productivity ⁴ . Percentage of road corridor productivity maintained or improving on key arterial routes: <ul style="list-style-type: none"> • Airport to CBD (via Manukau Road) • St Lukes to St Johns (via Balmoral/ Greenlane West/ Greenlane East/ Remuera Road) • Albany to Birkenhead (via Glenfield Road) • Henderson to CBD (via Great North Road) • SH1 to Ti Rakau Drive (via Te Irirangi Drive) • SH20 to Portage Road (via Tiverton/Wolverton Road) 	53% of the ideal achieved		53%	Mar 2015
Travel times along strategic freight routes during the inter-peak period (9am-4pm), with 85% of trips travelled within the following minutes:				
8. SEART (from Sylvia Park to East Tamaki)	11		11	Mar 2015
9. SEART (from East Tamaki to Sylvia Park)	12		10	Mar 2015
10. Wairau Road (from SH1 to SH18)	8		8	Mar 2015
11. Wairau Road (from SH18 to SH1)	8		8	Mar 2015
12. Harris Road (from East Tamaki to SH1 Highbrook interchange)	10		9	Mar 2015

Performance measure	SOI Target	On track	Last actual	Date of last measure
13. Harris Road (from SH1 Highbrook interchange to East Tamaki)	11		11	Mar 2015
14. Kaka Street/James Fletcher Drive/Favona Road/Walmsley Road (SH20 to Walmsley)	13		8	Mar 2015
15. Kaka Street/James Fletcher Drive/Favona Road/ Walmsley Road (Walmsley to SH20)	13		7	Mar 2015
16. Great South Road (SH1 Ellerslie Panmure Highway Interchange to Portage Road)	11		11	Mar 2015
17. Great South Road (Portage Road to SH1 Ellerslie Panmure Highway Interchange)	11		11	Mar 2015
18. Annual total public transport boardings ⁵ (000)	73,686		78,177	Mar 2015
19. Annual Rapid Transit Network rail boardings ⁶ (000)	12,100		13,385	Mar 2015
20. Annual Rapid Transit Network busway boardings ⁷ (000)	2,511		2,770	Mar 2015
21. Annual Bus network boardings excluding busway (including contracted school buses) ⁸ (000)	53,695		56,618	Mar 2015
22. Annual Ferry boardings (000) ⁹	5,380		5,404	Mar 2015
23. Road maintenance standards (ride quality) as measured by smooth travel	Not less than 82%		Annual measure	

Performance measure	SOI Target	On track	Last actual	Date of last measure
exposure (STE) for all urban roads				
24. Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all rural roads	Not less than 92%		Annual measure	
Impact 4: Increased access to a wider range of transport choices				
25. Walking trips into the CBD during the morning peak	5,500		Annual measure	
26. Cycling trips in designated areas ¹⁰ in Auckland: • during the morning peak	142,200		Annual measure	
27. Cycling trips in designated areas in Auckland: • all day	958,000		Annual measure	
28. Number of morning peak (7-9 am) car trips avoided through travel planning initiatives	16,700		Annual measure	
Impact 5: Improved safety of Auckland's transport system				
29. Total death and serious injuries on local road network	Fewer than 340 (2.66% reduction from previous year)		Annual measure	
30. Public and customer safety and security incidents across public transport network per 1,000,000 passenger boardings	0.90		Annual measure	
Impact 6: Reduced adverse environmental effects from Auckland's transport system				
31. CO2 emissions from rail network	No more than 25.5 ktCO ₂ e		Annual measure	

- ¹ Off-street parking occupancy measures Civic, Downtown and Victoria Street car park buildings. A tariff review is now ongoing to address high occupancy.
- ² On-street parking occupancy is surveyed once a quarter in three central city parking zone precincts: Shortland/High Streets, K Road and Wynyard Quarter. Survey months were September 2014, November 2014 and February 2015.
- ³ The percentage of residents satisfied with the quality of footpaths in the Auckland Region has dropped slightly from 65% recorded last quarter. Part of the reason may be attributed to the disruptions caused by the footpath and rehabilitation and renewal works that have been carried out over the summer construction season.
- ⁴ Road corridor productivity is measured by: number of vehicles x their average speed x average vehicle occupancy by lane. Based on considerable research, Austroads (Association of Australian and New Zealand Road Transport and Traffic Authorities) has issued recommendations for measuring this, based on ideal arterial road conditions. Taking these recommendations into account, the AT productivity ideal has been set at: 38,000 person km, per hour, per lane (900 vehicles travelling at an average speed of 35kph in one lane, with an average of 1.2 occupants).
- ⁵ Auckland public transport patronage totalled 78,176,841 passenger boardings for the 12 months to Mar-2015, an increase of +1.4% on the 12 months to Feb-2015 and +10.1% on the 12 months to Mar-2014. March monthly patronage was 8,394,790, an increase of 1,088,864 boardings or +14.9% on Mar-2014, normalised to ~ +11.8% accounting for only special event patronage, one more number of business and one less weekend days in Mar-2015 compared to Mar-2014. Financial year to date patronage has grown by +10.9%.
- ⁶ Rail patronage totalled 13,385,018 passenger trips for the 12 months to Mar-2015, an increase of +3.0% on the 12 months to Feb-2015 and +21.1% on the 12 months to Mar-2014. Patronage for Mar-2015 was 1,564,792, an increase of 390,203 boardings or +33.2% on Mar-2014, normalised to ~ +29.1%. Financial year to date rail patronage has grown by +23.7%.
- ⁷ The Northern Express bus service carried 2,770,037 passenger trips for the 12 months to Mar-2015, an increase of +1.4% on the 12 months to Feb-2015 and +16.8% on the 12 months to Mar-2014. Northern Express bus service patronage for Mar-2015 was 300,340, an increase of 37,909 boardings or +14.4% on Mar-2014, normalised to ~ +16.2%. Financial year to date Northern Express patronage has grown by +19.6%.
- ⁸ Bus services excluding Northern Express carried 56,617,441 passenger trips for the 12 months to Mar-2015, an increase of +1.1% on the 12 months to Feb-2015 and +8.0% on the 12 months to Mar-2014. Bus services excluding Northern Express patronage for Mar-2015 was 5,982,231, an increase of 607,449 boardings or +11.3% on Mar-2014, normalised to ~ +8.1%. Financial year to date bus services excluding Northern Express patronage has grown by +8.1%.
- ⁹ Ferry services carried 5,404,345 passenger trips for the 12 months to Mar-2015, an increase of +1.0% on the 12 months to Feb-2015 and +5.0% movement on the 12 months to Mar-2014. Ferry services patronage for Mar-2015 was 547,427, an increase of 53,303 boardings or +10.8% on Mar-2014, normalised to ~ +10.4%. Financial year to date ferry patronage has increased by 7.4%.
- ¹⁰ The nine sites currently used for reporting are located at: Upper Harbour Drive; Great South Road; Highbrook Drive; Lake Road; North-Western Cycleway (Kingsland); North-Western Cycleway (Te Atatu); Orewa Cycleway, Tamaki Drive (Eastbound); and Twin Streams path.
- ¹¹ The public transport subsidy per passenger kilometre actual result is for the period Mar-2014 to Feb-2015. The result for the period Apr-2014 to Mar-2015 is not available at the time of writing this report.

8. Contribution to Māori outcomes

AT's SOI recognises all seven community outcomes as outlined in the Auckland Plan. This includes the Māori community outcome - **Te Hau o Te Whenua, Te Hau o Te Tangata** (a Māori identity that is Auckland's point of difference in the world).

There are six priority project areas in Auckland Council's Annual Plan 2014/15 which are intended to give effect to Te Hau o Te Whenua, Te Hau o Te Tangata and show Auckland Council's and CCOs' commitment to Māori. This includes the contribution to the transformational shift of significantly lifting Māori social and economic wellbeing. AT is able to contribute to all six priority project areas, however for the purpose of this report its focus is on **priority outcome area: Transport, walking and cycling infrastructure, incorporation of te reo Māori signage/narrative, Māori design and public artworks.**

To give effect to this strategic outcome, AT will continue to engage with mana whenua on major projects using Te Aranga Māori urban design principles, and utilising AT's Māori Engagement Framework (which includes Māori Value assessments) across the following activity classes.

Activity classes	Jul-Mar Spend \$	How it contributes to Māori outcomes / Progress
Roads and footpaths		
AMETI	122,000	Construction works around Mt Wellington and Panmure Station (Stage 1) are now complete. Mana whenua and AT are working together on investigating koiwi and taonga internment from this stage of works. Work is continuing on finalising the Cultural Values Assessment for Mokoia Pa, a site of significance principally for Ngāti Paoa and possible mitigation measures. The new road at AMETI, Te Horeta, named by mana whenua was opened on 1 November with a site blessing. Engagement with the eight mana whenua tribes is now focused on other AMETI packages such as the Pakuranga Road Busway.
Dominion Road	19,300	Ngāti Te Ata, Ngāi Tai ki Tamaki, Ngāti Whātua o Orākei, Ngāti Maru and Ngāti Tamaoho continue to work with the Dominion Road project team on the implementation of the Cultural Landscape Concept. This includes a hinaki (eel pot) inspired walking and cycling bridge, native planting landscape design, pavings, pou whenua and placemaking signage. The hinaki walking and cycling bridge is presently being constructed.
Penlink	14,300	A joint Māori Values Assessment was produced by Ngāti Manuhiri and Te Kawerau a Maki outlining the association of Māori values along the proposed Penlink route. An update to mana whenua was given in March 2015.

Activity classes	Jul-Mar Spend \$	How it contributes to Māori outcomes / Progress
East West and Mill Road	5,800	Hui on East-West are continuing with mana whenua in a process now led by NZTA. Discussions were centred on the selection of the route options. Final documentation for Mill Road, including a Cultural Values Assessment from seven mana whenua groups, was finalised late in 2014. Mana whenua were updated in February 2015, prior to Notice of Requirement lodgement and are to be kept regularly informed and engaged of key dates and milestones. Senior AT staff recently attended a meeting hosted by Papakura Marae for the local community on Mill Road.
Roads and Footpaths	11,400	Includes the Glenvar Ridge Road project that has developed consent conditions from cultural impact assessments, addressing mana whenua issues. Work continues on cultural monitoring and Māori Urban Design opportunities in this project. Initial discussions have commenced with mana whenua and AT on mana whenua's proposed approach to Corridor Management Plans and a set of agreed principles to be included in the plans.
Walking and Cycling (Glen Innes to Tāmaki Drive)	6,800	Glen Innes to Tāmaki Drive Shared Pathway commenced engagement with mana whenua in 2014, including a walkover of the proposed route and identifying sites of Māori cultural and ecological significance. Engagement in 2015 has been focused on works in stage 1, and appropriate cultural mitigation measures such as cultural monitoring and landscape design for inclusion in consent conditions.
Walking and Cycling	7,300	This includes engagement with mana whenua over Point England to Panmure cycleway and a site visit in early 2015, where feedback was received on Māori cultural heritage and environmental issues for inclusion in proposed design. Mt Roskill Safety Routes site visit was held with two mana whenua groups in late 2014. Feedback was received on Te Aranga Māori Urban Design principles, such as viewshafts to maunga and appropriate stormwater measures such as vegetated swales in the proposed route, which is being considered in next steps.
Public Transport/ Other Public Transport		
City Rail Link	35,800	Work is progressing on the CRL design with mana whenua who are working closely with the CRL design team. Resource consent requirements, particularly regarding stormwater, and Cultural Impact Assessment triggers under the Proposed Annual Unitary Plan were the focus for mana whenua. A mauri model of assessment is being considered by mana whenua, in conjunction with Auckland University Engineering students. Mana whenua involvement in the tendering processes for CRL is a further area of focus.
Te reo Māori translation	2,000	A brochure outlining the changes to the new bus network for the Hibiscus Coast (Whangaparaoa/Orewa areas) was translated into te reo Māori by a licensed te reo Māori interpreter.

Activity classes	Jul-Mar Spend \$	How it contributes to Māori outcomes / Progress
Ōtāhuhu Bus interchange	14,800	AT has been working with Ngāti Whātua o Ōrākei, Ngāi Tai ki Tāmaki, Ngāti Tamaoho, Te Akitai Waiohua, Ngāti Te Ata, Ngāti Maru and Ngāti Paoa in the detailed design of the Ōtāhuhu Bus Interchange. This includes cultural narratives that celebrate the portage, rango (totara logs used to move waka overland), Manukau Harbour and Tāmaki Walkways, maunga, navigation and the Ridge (Tutu trees). Other areas of importance identified were stormwater, plantings and water quality. Resource consents were recently completed for the interchange with draft Assessment of Environmental Effects documentation distributed to mana whenua pre lodgement. Rau Hoskins (Design Tribe) has been re-engaged on the project to work alongside AT and mana whenua in the developed design phase of the interchange. Completion date is scheduled for March 2016.
Māori wardens	436,300	Māori Wardens provide a customer service role on some train services particularly in the evenings, and for special events. This is met through a contract between AT and TransDev.
Public Transport (incl Newmarket Level Crossing, Half Moon Bay Ferry Terminal, Manukau Bus Interchange)	23,200	Since September 2014, a number of hui have been held with mana whenua (including sites visits), on the Newmarket Level Rail Crossing. Stormwater issues and Māori Urban Design for the bridge have been raised by mana whenua for consideration in the assessment of options and next steps. Half Moon Bay Ferry Terminal redevelopment commenced engagement with mana whenua in February 2015. Mana whenua have expressed interest in the application of Te Aranga Māori Urban Design principles, resource consents and water quality. As a first step, mana whenua undertook a site visit to Half Moon Bay and Hobsonville Marina, where they viewed completed cultural narratives and the hinaki (eel weir) inspired art work from engagement with Te Kawerau a Maki. Engagement on the Manukau Bus Interchange and the associated works for Lot 59 is progressing, including stormwater measures and input into design with the AT project team and engineering consultants.
Other		
RLTP	3,400	Two pre-engagement hui in Manukau and Orewa were held with mana whenua on reviewing the Regional Land Transport Plan (RLTP) for incorporation into the Long Term Plan and setting priorities for funding projects for 2015 onwards in May 2014. Thirteen mana whenua groups were represented at the two hui where mana whenua were invited to contribute to the priorities prior to formal engagement in early 2015. In February and March 2015, two hui were held with mana whenua on the draft RLTP, which were attended by nine mana whenua groups. Feedback from mana whenua is currently being reviewed on AT priorities and the RLTP prioritisation process.
Te Wiki o te reo Māori	13,000	Te Wiki o te reo Māori (Māori Language week) was held nationally from 21-27 July 2014. AT's contribution to the week was a daily kupu o te rā (a transport related word of the day) that was handed out to commuters at key train and bus stations. Kapa haka was performed at the stations, the week beginning with a performance at Britomart with pork and puha soup served to commuters. Decals in te reo Māori were also placed on the floor at train stations.

Activity classes	Jul-Mar Spend \$	How it contributes to Māori outcomes / Progress
Wynyard Quarter	14,800	Wynyard Quarter is an integrated programme with AT, Waterfront Development and Watercare. AT is leading the mana whenua engagement, with mana whenua from the Waitematā Local Board area. During engagement, mana whenua raised concerns relating to contaminated soil, storm, groundwater and waste water management and partnering on Māori identity/Māori cultural expression (naming, art and planting). Cultural monitoring of contaminated soil by consent condition were adopted, and agreements to provide for mana whenua involvement and input into naming are being developed.
Māori Image Gallery	14,900	A Māori professional photographer was commissioned to provide Māori images for AT's photographic library. These images covered AT activities including walking and cycling, public transport (ferry, train and bus), and Māori Urban Design. A selection was included in AT's Annual Report 2014.
Māori Engagement Framework	6,000	A legal review of AT's Maori Engagement Framework was undertaken to identify recent amendments including Treaty Settlement legislation and changes to the Land Transport Management Act.
Transport Day with Mana Whenua	N/A	In July 2014, AT established a Transport Day with mana whenua (kaitiaki) who meets one day a month. Projects present to hui participants, and input and feedback is received from mana whenua. Further engagement occurs outside the Transport Day on projects. Resourcing for Māori outcomes is met by the specific projects.
Other Engagement	N/A	Initial discussions have been held with iwi representatives in the North West with a view to a series of workshops with AT staff and contractors working in the area. These meetings will focus on areas of cultural and historical significance. AT senior staff participated in the PWC review/Treaty of Waitangi Audit of AT's contribution to Auckland Plan Māori Outcomes and are waiting on the release of the findings and recommendations. Senior AT staff members are participating in ACs 'Whai Tiaki' (Māori Cultural Wellbeing) series of workshops aimed at developing a programme of work across the Council family, which contributes to the Auckland Plan transformational shifts of raising Māori social and economic wellbeing. A senior AT staff member on behalf of Council is preparing a statement of evidence for the Unitary Plan Independent Hearings Panel for June 2015 (Māori Values).
Total	751,100	

9. Key Local Board issues

Most Local Boards took the opportunity to engage directly with AT's Regional Land Transport Committee. Key themes from this engagement will be reported in the consultation report to the AT Board, where a revised RLTP will be considered. Feedback included the need for AT planning to reflect Local Board Strategies and the desire (not supported by AT) for an increase in the Transport Capital fund.

Delivery against the Local Board Transport Capital Fund is improving, with some larger-scale items such as the Half Moon Bay ferry redevelopment plan pulling many elements of AT into a coordinated response to this Local Board initiative. Six local boards remain significantly underspent in their allocation.

10. Risk Management

- **How AT identify, assess and manage risks.**

The risk management process adopted by AT follows the joint Australian/New Zealand International Standard AS/NZS ISO 31000:2009 Risk Management Principles and Guidelines.

The AT Board leads the risk management process. Key risks are monitored and reported to the Finance and Risk Committee regularly. No changes have been made in the quarter (i.e. 31 March quarter) to the approaches taken to risk management, internal audit, or external audit.

No significant changes have occurred to the top ten potential risks that were reported in AT's December 2014 quarterly report

- **Progress on current internal and external audit issues**

Progress against the activities contained within the 2014/2015 internal audit plan is in line with expectations. A number of special investigations (i.e. unplanned work) have also been completed.

Recommendations from the external audit June 2014 management report have been substantially cleared and/or implemented. Remaining items are due for implementation in the coming months.

AT is unaware of any financial impacts that would affect the group.