

Chief Executive's Report

Recommendation:

That the Chief Executive's report be received.

Prepared by:

Dr David Warburton, Chief Executive

Finance

A reforecast for the 2013/14 financial year has been completed and is reported on elsewhere.

The renewal of rolling stock insurance, due to expire on 31 October 2013 is underway with the EMU arrival timeframe and resultant incremental increase in overall value, being taken into account.

Regional Land Transport Programme (RLTP) Funding

During August 2013, one surplus declaration (-\$11,250,000) and two funding applications (\$1,944,754) totalling -\$9,305,246 were approved by NZTA.

Table 1 - Regional Land Transport Programme (RLTP) Funding

Project Name	Description	Activity Class	Phase	Cost	Outcome (NZTA)
AMETI NZTA Pk1 AT Pk1 Panmure (Phase 1)	AMETI Panmure Phase 1 is substantially complete. Contingencies funding to cover high risk elements are able to be declared as surplus.	Road Improvements	Construction	-\$11,250,000	Approved
EW 2013-14 Various Locations	Project covers emergency works for slips where treatment will be less than \$1m. This application covers: <ul style="list-style-type: none"> Makarau Road, North Auckland; Laingholm Road, West Auckland; and Titirangi Beach Road, West Auckland 	Emergency Works	Construction	\$461,027	Approved
EW St Michael's Ave Slip, April 2013	Project covers a major slip at the end of St Michael's Ave, Pt Chevalier, which has resulted in the collapse of a section of road cutting off access to one property	Emergency Works	Construction	\$1,483,727	Approved
Total New Schemes				-\$9,305,246	

Table 2 – Capital Funding expectations from NZTA

NZTA Funding Status	Aug Funding \$M	July Funding \$M	Difference \$M
Funding received *	17.6	0	17.6
Approved but not yet claimed	140.1	0	140.1
Not yet submitted	19.9	0	19.9
Total	177.6	0	177.6

Note: August funding received of \$17.6m combined both July and August as NZTA did not finish its year end roll-over process in July; therefore no actual claim was able to be calculated/submitted in the previous month.

Land Acquisition Programme

In August 2013, 25 unconditional agreements (July 2013 - 15) have been signed with a total project spend of \$3m being (Te Atatu x 12, Anzac Street x 5, Albany x 2, AMETI x 2, Tiverton Wolverton x 2, Ormiston Preston x 1 and Subway Manukau x 1).

There are 30 properties with a value of \$3.4m that AT (AMETI x 10, Warkworth Western Connector x 1, Ormiston Preston x 2, NORSGA x 4, Te Atatu x 9, Rothesay Bay x 2, Salisbury Road x 1 and Great North Road x 1) has agreed the terms and conditions with landowners and is in the sign-off process (either seeking internal approval, drafting up the sale and purchase agreement or the agreement is with the vendor for signing).

Procurement

Three Tenders were published during August with an estimated procurement value of \$6.8m. 49 Contracts were issued with a total value of \$10.3m. One of these was valued over \$2.0m (detailed below).

Contract	Vendor	Value
313-13-396-PS DETAILED DESIGN & MSQA FOR DOMINION ROAD	BECA LIMITED	\$3.4M

Strategy

Operative District Plan

Map 1 shows the location of Council and private plan changes and notices of requirement that AT have involvement in and their current status.

Unitary Plan

Over the last month, AT has been assisting AC with queries on matters such as cycle parking, integrated transport assessments, and parking, loading and access provisions. AT has also been continuing to work with the Auckland Utility Operators Group on trees in road corridor provisions.

The Auckland Plan Committee has been holding workshops to discuss feedback received on the draft Unitary Plan and recommendations from AC staff. The Committee met on 28, 29 and 30 August 2013 and 2 and 5 September 2013 to go through issues, discuss a revised draft of the Plan and make recommendations to the Governing Body.

The following is a list of some of the changes put forward to the draft version of the Unitary Plan from these sessions:

- Changes in density provisions in the Mixed Housing zone and a split of this zone into two – suburban mixed housing and urban mixed housing
- Changes to the Rural Urban Boundary (RUB) such as Dairy Flat, Warkworth, Drury, Westgate/Whenupai
- Reduced centre height controls in areas such as Browns Bay, Orewa, Mission Bay, St Heliers, Remuera
- A requirement for a percentage of affordable housing for all residential developments of 15 or more dwellings
- Extending minimum parking rates outside of the 2010 metropolitan area to places such as Warkworth, Wellsford, Helensville, Pukekohe

Information on these matters has been included on Council's Unitary Plan website: <http://shapeauckland.co.nz/>

The Governing Body held an extraordinary meeting on 10 September where the Council resolved to notify the Unitary Plan.

AT will be reviewing the Unitary Plan as notified. This review will seek to identify any provisions that may hinder a more permissive or enabling framework for the provision of transport infrastructure and services, such as any implications of overlay provisions and consent requirements including thresholds/triggers and status of activity.

Regional Land Transport Programme

The Land Transport Management Act amendment has been enacted, allowing the previously endorsed Regional Public Transport Plan to be recommended for adoption by the AT Board at its September meeting. The RLTP has been amended to comply with the LTMA changes and provides the policy framework for the new approach to public transport procurement in the Auckland region. Targeted consultation with operators has been undertaken following the Act amendment.

Integrated Transport Programme

The ITP will guide the preparation of the Long Term Plan which will need to be ready for consultation with Auckland Council early in 2014.

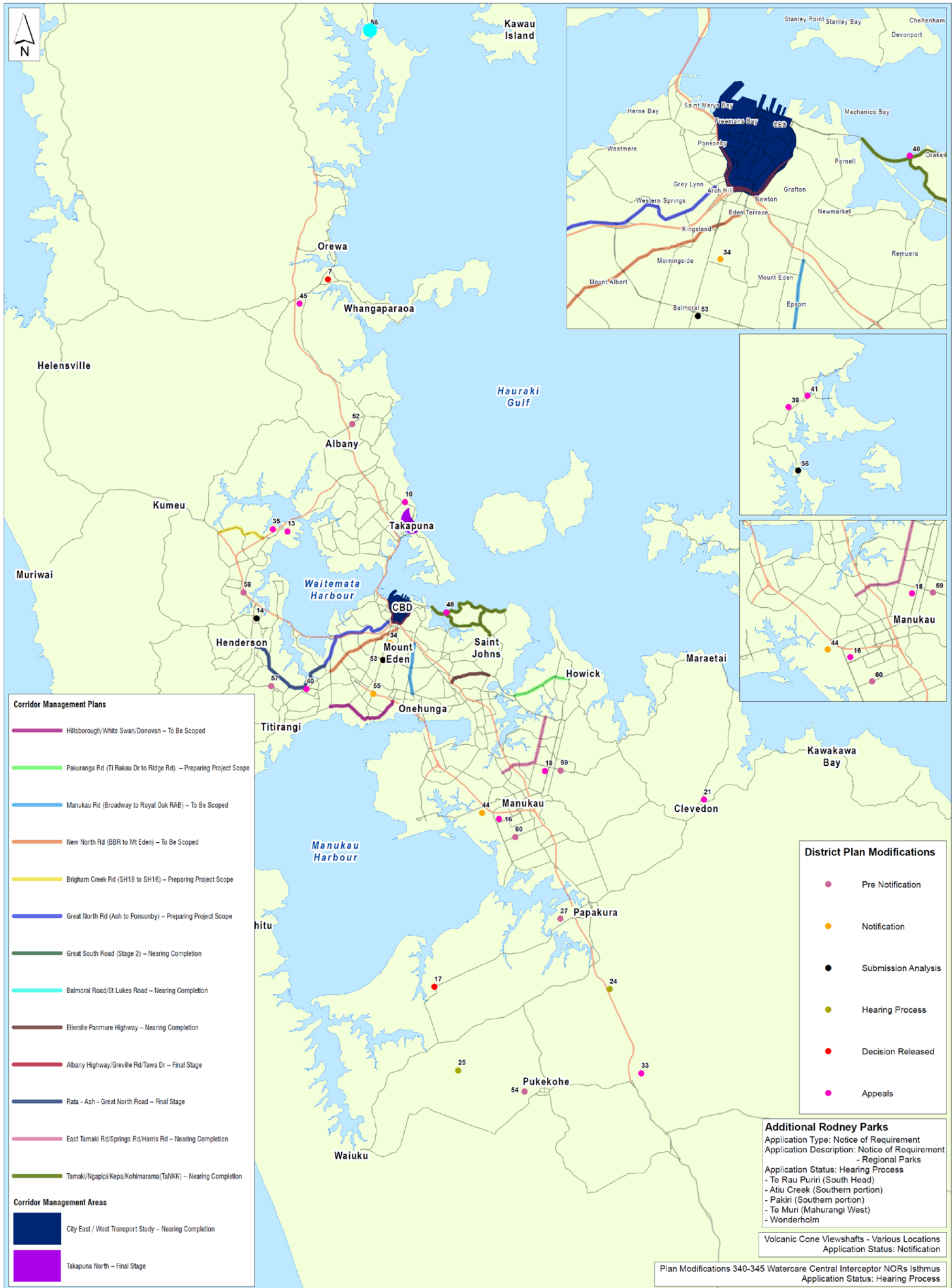
The ITP Steering Committee has endorsed the Terms of Reference. The work programme includes the development of a consolidated and rationalised list of projects across the transport system and the assessment of scenarios to best meet key benchmarks and levels of service.

Corridor Management Plans

CMPs identify short, medium and longer-term projects for delivery in response to growth and land use changes. Map 1 shows the location and status of 2012/13 CMPs. Three CMPs are reaching their final stages, with several more close to being completed. The first three 2013/14 CMPs are currently being scoped – Great North Rd (Avondale to CBD), New North Rd and Manukau Rd – and will be out for tender shortly. These were the top priority corridors identified through the ITP's arterial network deficiency analysis.

The completed 2012/13 CMPs (previously reported to the Board) identified a large number of transport projects and land use interventions for implementation. Work is underway on placing these into the forward works programme, according to priority and funding availability, and using the latest revisions to NZTA's funding criteria.

Map 1 – Plan Change and Corridor Management Plan Locations



Map1: Plan Change and Corridor Management Plan Locations

5 Km's

Plan Change key

AT_ID	Application	Application Status
7	Plan Change 159 - Peninsula Golf Course	Decision released
10	Plan Change 34 - Milford	Appeals
13	Plan Change 13 - Hobsonville	Appeals
14	Plan Change 42 - Lincoln Junction Special Zone	Submission analysis
16	Plan Change 36 - Wiri North Quarry	Appeals
17	Plan Change 28 - Kingseat Structure Plan	Decision released
18	Plan Change 20 - Flat Bush	Appeals
21	Plan Change 32 - Clevedon Village	Appeals
24	Plan Change 12 - Drury South Business Park	Hearing process
25	Plan Change 37 - Patumahoe Hill Structure Plan	Hearing process
27	Hingaia 1B	Pre notification
33	Plan Change 14 - Bombay Village Expansion	Appeals
34	Valley Road - 114 - 116 Valley Road	Notification
35	Plan Change 14 - Hobsonville Village	Appeals
39	Plan Change 64 - Matakana Village	Appeals
40	Plan Change 17 - New Lynn	Appeals
41	Plan Change 148 - Matakana Country Park	Appeals
44	Plan Change 35 - Puhinui Gateway Area	Notification
45	Plan Change 123 - Hibiscus Gateway Area	Appeals
48	Plan Change 260 - Orakei Point	Appeals
52	Oteha Private Plan Change	Pre notification
53	Plan Change 209 - Balmoral Warehouse	Submission analysis
54	Alteration to NOR - Pukekohe West Primary School	Pre notification
55	Plan Change 315 - 1370 - 1378 Dominion Road, Mt Roskill	Notification
56	Plan Change 179 - 47 & 61 Dawson Road, Snells Beach	Submission analysis
57	Alteration to NOR - Vector Waikumete Gas Delivery Station	Pre notification
58	Alteration to NOR - Waitakere Triangle Road Water Pump Station	Pre notification
59	Vector Substation 191R Ormiston Road	Pre notification
60	Alteration to NOR - Brown Road Homai College	Pre notification

Key Projects

AMETI Project

AT continues to work with NZTA and other key stakeholders on acceleration based on the Prime Minister's 28 June speech.

The completion of the new Ellerslie Panmure Bridge has enabled work to be advanced on the bus interchange and front portion of the station building. Cladding of the station structure, internal fitout and installation of services have progressed. Commissioning planning has commenced. The building will be complete by December and is expected to open to the public after the Christmas rail block of line.

Work is continuing on construction of the local road and finishing works on top and inside of the 220m long covered box adjacent to the Panmure station.

Work has continued on construction of the AMETI Link Road (to be named Horeta Road). There have been delays resulting from building consents for accommodation work and archaeological investigation which will have an effect on programme and cost. Koiwi discovered at the northern end of the site have been removed. AT continues to work with iwi and the Historic Places Trust to agree protocols for the protection of remaining archaeology.



A hui was held on 29 August to discuss the proposed alignment of the busway on Lagoon drive adjacent to Mokoia Pa. In September discussion will continue with Ngati Paoa regarding mitigations required to address construction impacts on the Mokoia Pa site.

Tiverton/Wolverton Corridor Upgrade

The first stage was completed in August apart from the final asphalt surface layers and the second stage is approximately 50% complete. The second stage was the north side of the roadway for the area from Blockhouse Bay Road to Lansford Crescent.

Stage three has completion of kerb and channel works and 80% completion of footpath renewal. Pavement works are planned to follow. This area covers St Georges Road to Ulster Road.

Minor drainage works and kerb and channel replacement continue on remaining sections of roadway including minor access roads. Utilities renewal and undergrounding works are now near completion. Retaining wall construction has commenced on several properties and other general streetlight, footpath and driveway works continue.

Harbour Edge Development

All comments/progress relating to HED activities may alter subject to the outcome of Americas Cup racing.

Recommendations for proposed changes to city centre road corridors and PT network infrastructure (CEWT Study) were formally endorsed by the HED Project Control Group in August. Emerging recommendations will be socialised with key stakeholders.

Concept design options for the Fanshawe/Customs Corridor are underway, with priority for a bus rapid transit corridor to extend the Northern Busway into the city centre.

Site options are being evaluated for locations and circulation for new Downtown and Wynyard Quarter PT Interchanges, prior to engagement with affected landowners.

Procurement of design of roading and infrastructure for Wynyard Quarter South will commence in September, including the extension of the Daldy St Linear Park.

The master plan for redevelopment of the Downtown Ferry Basin is progressing, with draft recommendations due October 2013 to inform budget forecasts. Engagement with key stakeholders includes Fullers and Ports of Auckland.

The Harbour Edge Development project has identified that the seawall between Princes Wharf and Marsden Wharf does not meet current design standards and has areas of deterioration. Sections of the seawall are likely to fail in a moderate to large seismic event. The advice is that there is no danger of the seawall collapsing spontaneously, and there is no need to exclude public access.

There was an outstanding question of whether AT was responsible for maintaining the sea wall, as it was not included in the asset register. Legal advice has been obtained which confirms ownership and maintenance responsibility for the sea wall. Land ownership does not necessarily convey responsibility for maintenance, noting the principle that the party who gets the benefit of the seawall is responsible for its maintenance. Maintenance responsibility is summarised below:



Area	Adjacent Land Ownership	Maintenance Responsibility
Area 1	1. Auckland Waterfront Development Agency Ltd 2. Quay Street	Auckland Transport
Area 2	Ports of Auckland Ltd	Ports of Auckland Ltd
Area 3	Auckland Waterfront Development Agency Ltd	Auckland Transport
Area 4	Auckland Waterfront Development Agency Ltd	Auckland Transport
Area 5	Auckland Waterfront Development Agency Ltd	Auckland Transport
Area 6	1. Auckland Waterfront Development Agency Ltd & New Zealand Government 2. Ports of Auckland Ltd 3. Quay Street	Auckland Transport
Area 7	1. Ports of Auckland Ltd 2. Quay Street	Auckland Transport

Excluding the length in Area 2, the sea wall will now be added to the AT's asset inventory.

EMUs and Electrification

The EMU Depot was officially handed over to Transdev and CAF on Wednesday 28 August.

The first of the new trains was officially unveiled on Thursday 12 September.

Agreement has been reached with KiwiRail and Transdev on the last timetable improvement prior to EMU transition targeted for end-October 2013, delivering half-hourly (compared to hourly) weekend services on the Western Line to align with Southern and Eastern Lines on the network and changes to some midweek schedules to improve service performance. These changes have been assisted by the ATP installation on the existing fleet.



The second and third trains are on test in Spain and trains 4 to 8 are in various stages of production. Production will commence in full force in September and everything is in place for production to proceed smoothly.

Detailed planning is underway around the testing of the trains in Auckland. Test programmes are being developed, test routes identified and detailed requirements produced for the tests. In parallel, maintenance documentation for the trains is being prepared by CAF and reviewed by AT.

As reported last month AT is partnering with KiwiRail and Transdev to run a safety campaign around the 'going live' of overhead rail wires in Auckland. The theme of the campaign is 'no second chances'.

Following the overhead wires safety campaign there will be a campaign to make people aware of the new electric trains that will be testing on the tracks from 27 September. The campaign highlights the speed and quietness of the electric trains and warns people to 'watch out' and be extra careful around railway tracks and on platforms. A mixture of video, press, radio, adshels and on board media will be used for this campaign. See TVNZ news item at <http://tvnz.co.nz/national-news/safety-warning-over-electric-rail-wires-in-auckland-video-5579617>

Material is also being distributed through schools.

Christmas 2013 network closure to facilitate further electrification programme works has been agreed with a full network shutdown from Christmas Day 2013 to 5 January 2014 to install overhead lines between Newmarket and Britomart section and an extended shutdown on the Eastern Line between Sylvia Park and Britomart through to 19 January 2014.

East West Link

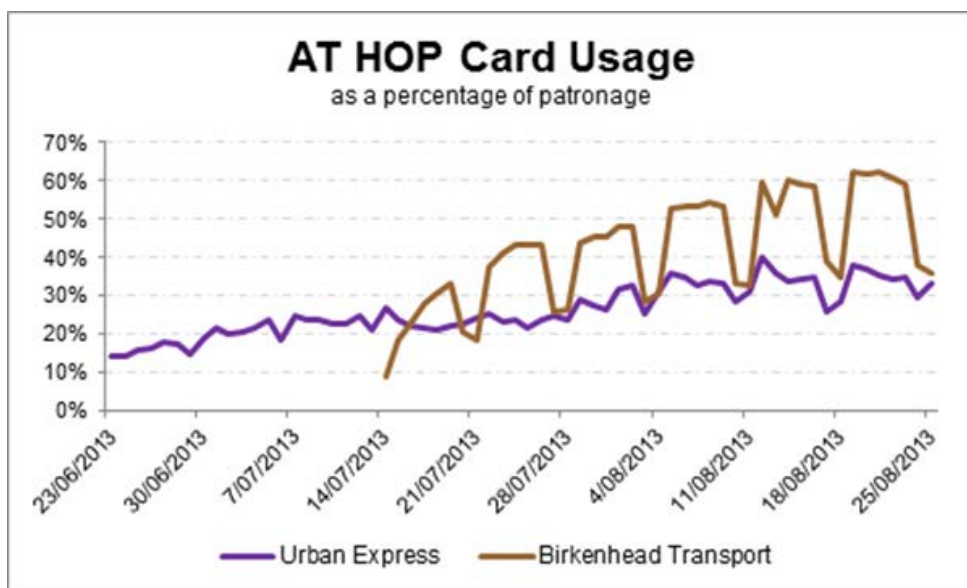
Presentations and workshops have been held with four local boards, business groups and key businesses to get feedback on early options for addressing transport issues in the area. The feedback will be used in further developing a package of options for the board to consider. A strategy for stakeholder engagement and public consultation in 2014 will be developed. The Capital Review Committee has been briefed on the programme and work to date.

Integrated Ticketing

As at 18th September 2013, 116,680, AT HOP cards have been activated by customers of which 64,000 have been registered or 54%. Around 40,000 of Birkenhead Transport passenger trips were handled through the AIFS system while some 72% of all travel for the 30 days up to 5 September on rail services was with the AT HOP card.

Modelling is nearing completion on integrated fares across a number of geographic zonal flat fare models including the level of impact on current users. This will form a critical part of the strategic public transport fares and pricing review.

Work is progressing to fix the intermittent technical problems on bus Fare Payment Devices (FPDs) to enable the rollout of the AT HOP integrated ticketing system on the rest of the bus fleet.



August has the largest uptake of free AT HOP cards since Rail Go Live with 9,030 free cards issues in that month.

Awareness regarding AT HOP indicates that:

- 15% of the adult population of Auckland noted having an AT HOP card.
- 81% were aware of the card (19% unaware).
- 20% noted having a Snapper Hop card. Again 19% were unaware of the card.

Note: Survey of 3,000 Aucklanders, July 2013.

Watercare's Hunua 4 Bulk Watermain

The construction of Watercare's Hunua 4 bulk water watermain is continuing westwards on Puhunui Road.

The next major intersection crossing is the crossing of the Puhunui Road/Lambie Drive intersection and is programmed for the weekend of 11/13 October 2013. This work will be undertaken in the same manner as that at the Great South Road/Puhunui Road intersection and will require the closure of Lambie Drive over the weekend. There is also a further closure of the Great South Road/Puhunui Road intersection planned for the night of Sunday 15 September 2013 to carry out the final surface reinstatement.

The extent of the carriageway reinstatement arising from the pipeline construction has been greater than expected due to the construction methodology and the poor ground conditions in this area.

Roading and Network Performance

Sturdee Street

The Sturdee Street over bridge was constructed in 1999/2000 by the developer of the Viaduct car park, and provides access from the footpath in Fanshawe Street, over Sturdee Street, to the car park building. It was constructed through a development agreement, between Songbird Holdings Limited and the former Auckland City Council. Under this agreement the Council was responsible for maintaining the bridge.

Shortly after construction, the car park building was sold to Metro Parking Viaduct Ltd (MPVL). There has been uncertainty about whether AT or Auckland Council is responsible for maintaining the bridge. It is not included on AT's asset register.

Legal advice has now confirmed that AT is responsible for the maintenance of the bridge. It will now be added to AT's asset inventory.

Dominion Road

Detailed design has commenced. This will initially focus on completing the design for the parallel cycle routes to allow construction to commence on these routes early next calendar year. A further round of public consultation has been completed that focussed on the proposed design elements for the cycle routes and the feedback will be considered during the development of the detailed design.

Construction works on the road and footpath upgrades are scheduled to commence in 2014.

Pūhoi to Warkworth

The Further North Alliance, on behalf of NZTA, lodged an application with the Environmental Protection Authority (EPA) for resource consents and a designation for the Pūhoi to Warkworth motorway. AT is working closely with NZTA and their alliance partner, the Further North Alliance, to ensure that this important element of transport infrastructure is planned and delivered as an integrated package of works. AT staff are also factoring in land use growth plans being developed by AC through its Unitary Plan, working closely with AC's planning staff preparing proposals for the Rural Urban Boundary and Area Plans.

Ultra-Fast Broadband

There has been good progress over the last month in closing out the Year 1 (2011/12) and Year 2 (2012/13) cabinet areas and a further 60 cabinet areas have now been completed and moved into warranty. This means that the first closure milestone has been achieved and Chorus has been notified that we will now approve a further 60 Year 3 CAR applications. A plan has been provided which will result in the completion of the remaining Year 1 and 2 cabinet areas by February 2014.

The Year 3 build is well underway with 25% of the Year 3 programme under construction and 14 cabinet areas in the final stage of completion. Chorus has committed additional resource to work with its contractor, VisionStream to improve delivery of the UFB programme and we are now starting to see the benefits of this.

Karangahape Road Car Park

AT's lease on the K' Rd Car Park was terminated, ending 40 years of tenancy. The landlord sold the car park to Tournament Parking, which has leased it to Wilson Parking.

Meanwhile, customer satisfaction surveys for AT CBD car parks were conducted in June 2013. The results show an overall satisfaction with AT facilities at 75%. The result is an increase from the December 2012 score of 68%. AT brand awareness increased from 7% to 16%, reflecting an effort put into improved directional signage and branding.

Road Safety Campaigns



Two campaigns have run in this reporting period - red light running and intersection safety.

The red light running campaign has seen over 6,000 clicks through to the AT website, largely from Google and Facebook advertising. In addition, the campaign has generated above the line media coverage in Auckland suburban newspapers.

A separate intersection safety campaign utilised channels including radio, print media, and an info graphics video on YouTube.

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See <https://www.youtube.com/watch?v=zeX01MEo7MQ>

Initial results:

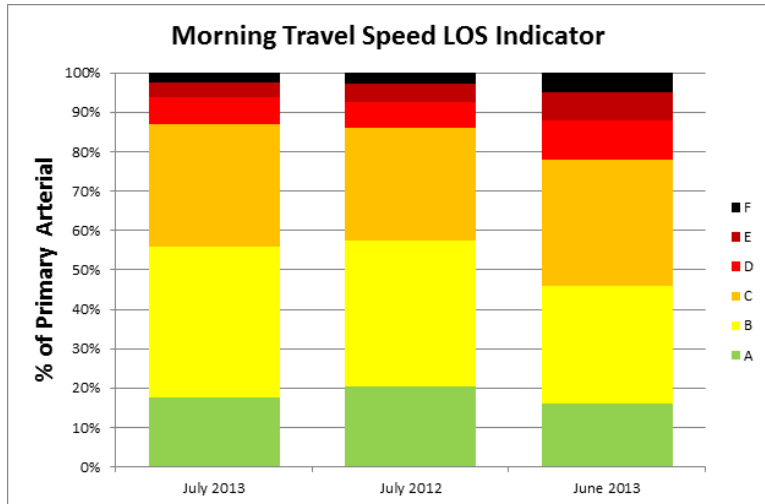
- Total video views on You Tube – 161,000
- 33,490 clicks through to AT website.



Network Performance

During July 2013, the congestion level on the arterial network across the Auckland region improved significantly compared to June 2013. The morning peak hour average median speed for the network in July was 41km/h compared to 38 km/h in June.

More noticeably, during the morning peak hour in July 2013, only 17% of the road network experienced congestion (levels of service (LOS) D, E or F), compared to 22% in June 2013.



The network reliability for July 2013 is 1.4, which means travel time may fluctuate by up to an additional 40% of the average travel trip. This is less than June 2013 which had a reliability value of 1.5.

These measures reflect the fact that the road network is generally quieter during school holidays, and therefore provides more reliable and predictable journey times.

Corporate

It is pleasing to report that AT, Fulton Hogan and GHD team were named as a highly commended finalist for a Best Practice in People Award in the 2013 Rooding Excellence Awards for the Project New Grad rotation programme run in partnership with the three organisations.

AT will be participating in the University of Auckland's engineering specialisation evening for first year undergraduates on 25 September to encourage students to choose a path towards the Transport field, as well as promoting the industry and our organisation.

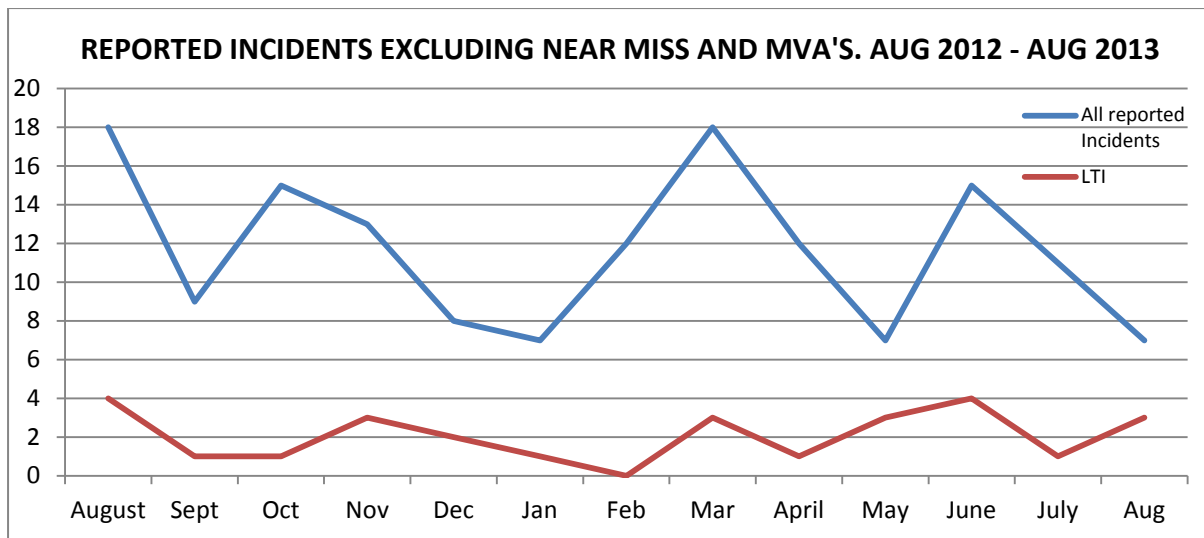
All Customer Service teams are focusing on lifting the quality of performance. The AT Specialist Team will introduce call recording later this year when new technology is introduced which will support a lift in quality. CRT is due to introduce a more rigorous quality assurance programme in September.

Health and Safety

There were eight reported accidents/incidents in August.

There were 2 assaults, 1 MVA, 1 foreign body in eye, 1 abrasion to leg, 1 lumbar sprain, 1 slip trip fall and 1 sprained ankle and rib.

The foreign body in eye, slip trip fall, ankle and rib sprain resulted in two lost days each.



During August training was undertaken on safety and environmental management for physical works. The course material spans the whole of AT and seeks to involve staff working in construction environments plus professional services personnel acting on AT's behalf. To date approximately 250 staff and contractors have attended the course.

A draft safety and environmental competency card has been produced for future use by staff and contractors. This card is intended for use on all AT construction sites and will be a prerequisite to site entry.

Three external safety audits have recently been completed, with the most significant being for the AMETI project which indicated a high level of onsite compliance.

Safety investigation work for the CRL project has required a reasonable level of direct intervention. The main concerns relate to the confined entry spaces proposed throughout the storm-water system within central Auckland.

We have also completed an overview audit of AT physical works contracts. The audit conclusions place emphasis on the need for an organisation-wide standardisation of physical works safety processes, which we will pursue.

Reverse Safety Videos

Two videos demonstrate how to safely reverse out of car-parks. Whilst primarily aimed at AT staff, they have also been uploaded on to the website Parking pages. A construction related video is also being used by contracting partners.

Reversing video - <http://www.youtube.com/watch?v=kpPwz-ckh08>

Construction video - <http://www.youtube.com/watch?v=mwz1kZk498M>

Customer Service Metrics

- Average call wait time: AT Public Transport 8 seconds, HOP 10 seconds
- Service level: AT Public Transport 88%, HOP 88%, AT Specialist Team - core hours 89%, Auckland Council – all hours 91%.
- Abandonment of call: AT Public Transport 3%, HOP 3%, AT Specialist Team – core hours 3%, Auckland Council – all hours 4.5%.
- Call volumes: AT Public Transport 32,689, HOP 10,307, AT Specialist Team – core hours 20,166, Auckland Council – all hours 24,034.

Weed Management Policy

Auckland Council has developed a Weed Management Policy to guide the management of weeds in Auckland's parks and open spaces, including the road corridor. The development of the policy was informed by a review of weed management policies developed by legacy councils, national and international best practice and current trends in weed management. Auckland Council request Council Controlled Organisations, including AT, to adhere to this policy.

Council have identified eight objectives for the policy:

1. Take an integrated approach to weed management and vegetation control
2. Ensure best practice in weed management and vegetation control
3. Minimise agrichemical use
4. Minimise non-target effects of agrichemical use
5. Ensure public health and safety
6. Protect and enhance the environment
7. Empower the community to manage weeds in accordance with the policy
8. Deliver weed management and vegetation control which is value for money

AT provided comments during development of the policy. The majority of these related to detail, with an underlying principle that the practicalities of operating an extensive transport network should not be ignored.

An operational review is now underway which will review existing practices and advise on potential alternative approaches including costs, leading to an implementation plan.

Annual Report 2013


AT's Annual Report was approved by the Board and delivered to our shareholder in line with statutory requirements.

Arts & Culture Events

AT is involved with two arts and culture festivals in October.

On 5 October, AT is hosting an educational ferry ride – 'God Willing and Weather Permitting' – in collaboration with Hobsonville Land Company, as part of the Auckland Heritage Festival.

The experience, guided by Auckland Council's Principal Heritage Adviser and inspired by the late Malcolm Hahn's book 'God Willing and Weather Permitting', will inform passengers about the rich history of the Waitematā – taking them from Downtown to the former Air Force Base at Hobsonville Point.



**God Willing
& Weather
Permitting**


Enjoy a return ferry trip from Auckland CBD to Hobsonville Point, learning about the use of the sea, harbours, estuaries and rivers in days before modern transport.

Saturday 5 October 2013
Ferry departs from Downtown, Pler 4 at 10am, returns at 12pm

Tickets:
Adults (16yrs and older) \$10.00
Children (15yrs and younger) \$5.00
Family group (two adults and two children) \$25.00

Tickets and more information at
aucklandtransport.govt.nz/heritagefestival
Part of the Auckland Heritage Festival

HOBSONVILLE POINT
HOMES. ART. A WORLD APART.



AT is also supporting Auckland Artweek 2013, with Britomart playing host to 'Late Night Art' on 17 October with live music, exhibitions and installations between 6pm and 9pm.

Both these initiatives are part of extending public awareness of facilities and activities and supports the overall PT activity and "liveable city" priorities.

Partnerships and Engagement

A workshop between the AT Board and Auckland Council was to have been held on 12 August. This rescheduled meeting was cancelled due to Unitary Plan discussions at Council.

AT has now completed two parallel series of workshops with all local boards. The first, led by the Chief Executive, illustrated how AT prioritises particular projects. The second series provided breakdowns of all works planned within the 2014-15 financial year broken down by local board area. These workshops will be repeated annually to enable a higher degree of understanding of both prioritisation and works allocation by local boards. (See briefing paper attached).

AT provided its fourth quarter report to Auckland Council's Accountability and Performance Committee on 12 September.

Iwi engagement has concentrated on the AMETI project as it prepares for Notice of Requirement hearings early in 2014. A series of substantial hui have been underway to consider how to remedy or ameliorate construction and land acquisition effects.

The Chief Executive has also met with the leadership teams of Ngati Whatua, Orakei, Ngati Whatua Kaipara and Ngati Paoa. This is part of a rolling programme of one-on-one engagement with iwi groups across the Auckland region.

The regular Quarterly Report to local boards was published for most areas in the last month, covering AT's current workload in their areas, decisions over the last quarter relevant to their area, and formal reporting on each local board's "advocacy issues" and the status of their projects under the Local Board Transport Capital Fund. Copies can be provided to Board members on request.

Official Information Act Requests

There are currently 14 open Official Information Act requests. Most relate to straight forward operational inquiries. Several request CCTV footage and these requests will be assessed against privacy and other considerations.

Case Number	Title	Summary
CAS-67486-Q5Y4V1	Rates for footpath maintenance	% of revenue spent on footpath maintenance
CAS-66845-P4D7Q1	CCTV footage, Mahia Road/Great South Road	CCTV footage, Mahia Road/Great South Road (CAS-67627)
CAS-67939-W5Q8R6	Rising Parade/Lonely Track Road	All communications between AT and any other part in relation to the concrete blockade at the northern end of Rising Parade
CAS-71918-S0B0Z4	Safety Assessment	Copy of safety assessment (CAS-74169)
CAS-76801-L9Y0H1	Traffic Light Phasing - Cnr Khyber Pass and Mountain Road	All work records and complaints relating to this green arrow, including job sheets of all maintenance and responses made by the organisation (CAS-80134 & 80126)
CAS-75743-R3R3K5	Picton Street issues, Freemans Bay	Requesting multiple reports and documents (CAS-76556)
CAS-77516-Q7Y3Q5	Bus and rail maps	
CAS-77721-Q3K1S4	CCTV Footage, Victoria Street West	CCTV Footage, Victoria Street West for damage done to a vehicle (CAS-78271)
CAS-76804-J8K2P7	Transportation and infrastructure relating to the suburb of Howick	I am seeking information in regards to transportation and infrastructure relating to the suburb of Howick. I

Case Number	Title	Summary
		would like information on the following: -volume and nature of traffic -design and layout of streets -public transportation available -pedestrian facilities
CAS-78850-L7G1X8	Pedestrian crossing, Greenhithe Road	1. The pedestrian count necessary to proceed with a crossing? 2. The numbers established in your survey, including times/dates for this location. 3. The weather conditions at the time of the survey (CAS-78965)
CAS-77490-K4N3T0	CCTV footage, Fullers Wharf	CCTV of fullers wharf on 16/08/2013 at 11pm
CAS-78256-C5F1G2	CCTV footage, Glenfield	CCTV footage, Glenfield (CAS-80320)
CAS-79467-H9G4G6	Info regarding parking signs and ATs right to enforce, Matiatia	Info regarding parking signs and ATs right to enforce, Matiatia
CAS-80128-L2W0X8	CCTV footage, Downtown Car Park	CCTV footage from Downtown car park regarding a vehicle break in

All of these request remain within the response period.

Public Transport

Rail

During the 4-week period to 31 August 2013, a total of 149,428 ticket checks were completed by roving ticket inspectors, which represents 17% of all passenger trips. A total of 7,777 passenger trips or 5% of the total number checked were found to be undertaken on an invalid ticket.

On-time performance continued to be above the 12-month rolling average with punctuality (on time to 5 minutes) in August at 89.1%. Reliability increased slightly to 98.2%.

Rail patronage for August was 1.005 million up 1.7 per cent on last year with one less business day and more line closures compared to August 2012. The daily average is up by about 9 per cent on last year.

An information session was held for students at St Joseph's Primary in Grey Lynn informing them about the City Rail Link project.

Stage 2 Planning for Mt Albert Station is underway for connection to New North Road commencing in early 2014. Auckland Council have concluded first stage land agreement to develop the plaza and station square, which will be the location for the main station entrance from New North Road bus connections.

Bus

A service enhancement for the 881 route between Albany and Newmarket via Auckland University was implemented on 4 August providing additional capacity and service trips.

Urban Express improved service timetable for Green Bay was also implemented on 4 August.

Improved timetables have been agreed with Ritchies for West Auckland services to be implemented in September.

Green Bay/Titirangi route changes are due for consultation from 21 October until 22 November. Briefing memos have been sent out to Local Boards, Councillors, MPs and Advisory Panels. Arrangements are in place to brief incoming Local Board members and Councillors. To accommodate for elections and the hand over process, Local Boards and Councillors have been given an extension until Friday 6 December to submit on the changes.

The next three months will see continuation of construction progress and recommencement of the Manukau Station escalator works. Further planning will continue for the LOT 59 Bus Interchange and wider car parking impacted by the LOT 59 development proposals in Manukau.

Ferry

Work is progressing to install Pier 1 electronic ticket gates for AT HOP card use targeted for November 2013.

Customer Experience

An information gathering phase has been completed and work commenced on the mapping of an enhanced blue-print for public transport journey experiences. Interviews have been

completed with all senior management and a selection of customers including observing end-to-end customer journeys.

A design competition for modular bus shelters has commenced through a competitive request for proposal process. It is intended to select two or three best practice modular designs and to construct trial sites in advance of using on all future bus stop and shelter improvements in the future.

Real Time Replacement

The bus equipment component is progressively being rolled out in association with the AIFS project. Significant improvements have been seen in tracking the buses, and providing visibility of issues that impact system accuracy to the operators for rectification. The RFP for the prediction component is still open in the market, having had time extended at the request of numerous vendors.

PT Marketing

380 Airporter

Initial launch advertising in July has been followed by further bus stop advertising in August. AT Ambassadors visited 120 companies in vicinity of Auckland International Airport distributing information on the bus service.

Silverdale Hibiscus

Direct marketing has been undertaken targeting 5000 households, and supplemented by paid advertising in community newspapers (North Harbour News) and local radio to generate increases in patronage.



Press 14x7

A smaller campaign (500 households) in the West Harbour/Hobsonville area has promoted services between these suburbs and the CBD.

Text Campaign

A customer acquisition campaign was launched in late June to capture contact details for Auckland bus commuters and build our Public Transport Database. The campaign involved capturing both email addresses and mobile phone numbers, and permission to send communications via these channels. This will allow targeted messages to customers within the bus roll-out campaign, as well as generic future messaging. The campaign has so far captured information for over 11,300 bus passengers along with an indication of what bus

services they use. The campaign was extended to trains late August and has captured details for over 800 train commuters.

All Blacks Test Match

Promotion to encourage the use of PT to and from the game included print and radio advertising as well as billboards and posters. The aim is to build upon the 42% achieved for PT travel the All Blacks v France test match earlier in the year.

The event season begins in earnest from the first week of October with multiple sold out concerts at Vector Arena. These concerts will be closely followed by the Auckland Marathon, Bike the Bridge, Christmas in the Park, Auckland Santa Parade and many regional Santa Parades.

Christmas in the Park will see extended PT services throughout the night to ensure that attendees who remain in the CBD following the event have travel options for returning home. This operation will be co-ordinated from the Major Events Operations Centre (MEOC) in conjunction with the NZ Police.



All Blacks vs. South Africa
7.35pm, Saturday 14 September 2013, Eden Park.

Train

Event trains operate from 4.30pm. Services from the city terminate at Kingsland and services from the West terminate at Morningside. Final event trains depart Waitakere at 6.26pm, Britomart at 6.45pm and Papakura at 5.39pm prior to kick-off.

Bus

Event buses operate from 4.30pm to Eden Park from Auckland City Centre, Northern Busway stations, Takapuna, Manukau, Pakuranga, Botany, Newmarket and Mt Eden.

Terms and conditions: Travel is included with presentation of your game ticket and applies only to special event buses and to train services from 1 hour prior to kick-off and the last train on Saturday 14 September 2013 for the All Blacks vs South Africa match at Eden Park. Travel on event bus services starts from the published time, until no later than 1 hour after that time. For full terms and conditions visit at.co.nz. All services are funded by Auckland Transport. These services are provided by Auckland Transport. Some services are operated by Auckland Transport Auckland Ltd. Some bus services are operated by NZ Bus, Northern Transport Holdings Ltd, Eastern Head Transport and Trains and Eastern Buses.

For more information visit
at.co.nz/events or phone 09 366 6400
@AucklandTransport



Community Transport

Road Safety Education

International Students Road Safety Expos were held at Taylors College and the Auckland branch of Otago Polytechnic, in partnership with the NZ Police.

School Transport Programme

Back to School and slow down around school Travelwise campaigns were delivered in partnership with the NZ Police and 20 schools across the region.



Cycling and Walking

This month saw the completion of new 3m wide shared cycleway and walkway paths at: 1) Grand Drive, Orewa – to provide improved walking and cycling connections between Orewa Te Ara Tahuna Estuary path, Orewa town centre and Silverdale; 2) Waimana Place, Point Wells – constructed in conjunction with traffic calming on the approach to Point Wells and provides a key link to the Matakana to Point Wells scheme.

In partnership with Counties Manukau Health, MahiTahi Trust and Nga Mahi Kia Tupato, a cycle training and maintenance workshop was delivered at Papatuanuku Marae. Employees and family members from organisations aligned with the Commute travel planning programme participated.



Alcohol (Sober Driver) campaign

This year's winter campaign finished with strong engagement from the sports clubs which participated. "Beer goggle" workshops at larger clubs were popular and three subsequent videos (filmed at Manukau Rugby League, Hibiscus Coast Raiders and Waiuku Rugby Clubs) promoted on Trueview. See; <http://youtu.be/w3nyfpCXwcl> <http://youtu.be/dRAb63Rs-uM> and <http://youtu.be/uU6-GPynFDY>

Initial results:

- 42,452 views on Trueview
- 4,085 new Likes on Facebook (7,044 total since the Facebook game went live)
- 2,609 new gameplays

The pre-Christmas campaign will focus on host responsibility targeting employer/ employees and the general public mainly driven by an interactive digital media.