

CONFIDENTIAL

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

Recommendations

That the Board:

- i. Approves this Quarterly Report for submission to Auckland Council (Attachment 1).
- ii. Agrees to make 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 second 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.

Attachment

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

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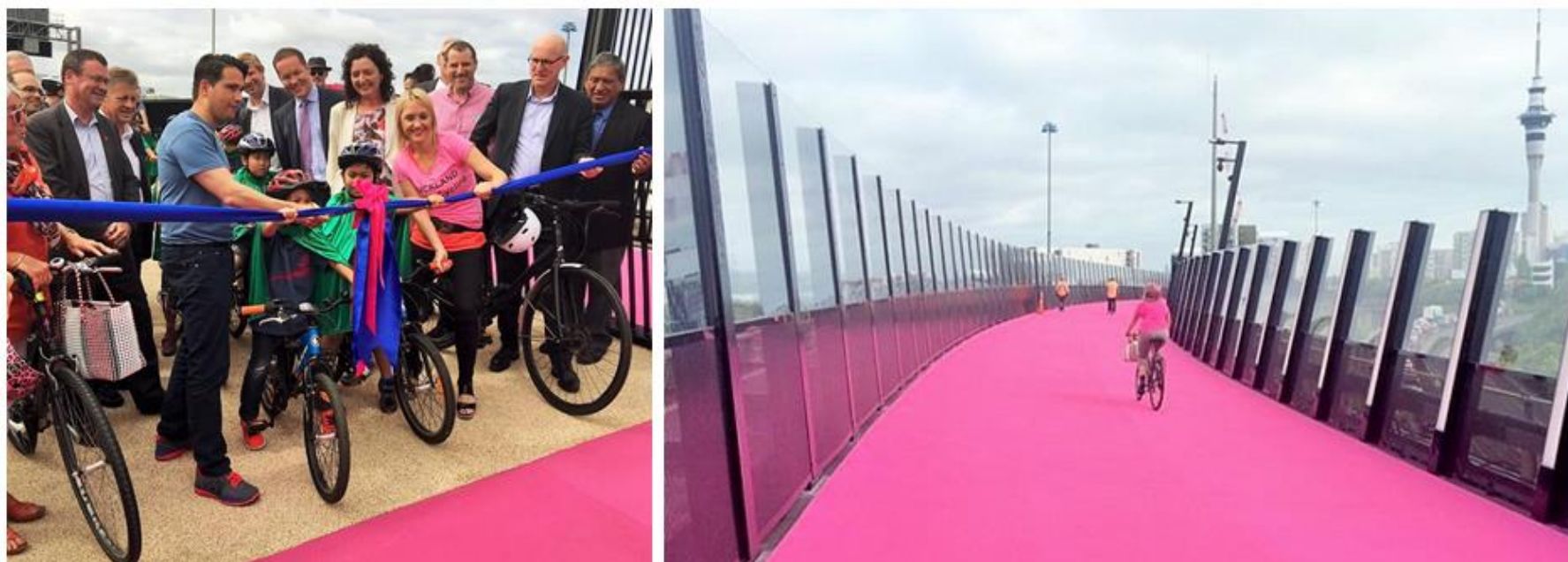
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Approved for Submission	David Warburton Chief Executive	

Auckland Transport Quarterly Report

Quarter ended 31 December 2015

CCO Governance and Monitoring Committee



***Nelson Street Cycleway** is now open to the public. It was opened by Transport Minister Simon Bridges. Representatives from NZ Transport Agency, Auckland Council, Auckland Transport and Bike Auckland attended the opening.*

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1.Executive summary

Key Achievements for the Quarter

Auckland Transport (AT) successfully progressed a number of significant projects and operational milestones during the quarter. These include:

- Train patronage has exceeded 20% year-on-year, and the month of November marked more than 15 million annual passenger journeys on the network
- Nelson Street Cycleway opened to the public
- Puhinui station upgrade completed
- Great Barrier Ferry infrastructure improvements completed
- Downton Ferry Terminal Pier 4 replacement works completed
- Hibiscus Coast bus new network launched
- CRL's preliminary work started with a dawn blessing of the work site by Mana whenua
- CRL bus lanes in the city centre now live
- First four of 53 new double decker buses being used on the Northern Express carrying the AT Metro brand.

Financial Performance

AT's net surplus before tax for the six months ended 31 December 2015 was \$167.3 million. This is \$31.3 million lower than the budget of \$198.8 million. The variance is mainly due to \$70.3 million lower AC capital funding partly offset by \$31.7 million vested asset revenue higher than expected. AC's capital funding is lower as a result of capital expenditure being below budget. Forecast net surplus at year end is \$401.1 million.

Capital expenditure excluding vested assets was \$222.9 million against a budget of \$296.6 million. The variance is mainly due to underspend in ring-fenced projects such as Electric Trains, CRL and Local Residential Growth Fund. Forecast full year capital expenditure is \$607.7 million.

Non-Financial Performance

There are 29 non-financial performance measures covered by the Statement of Intent (SOI). Of the 29, 8 are on target to **exceed** the performance measure, 14 are on target to **meet** the performance measure, 3 are **not on target** to meet the performance measure, and 4 are annual measures.

Highlights in terms of performance are:

- AT Metro 12 month rolling patronage continues to grow, an increase of 7.6% on the previous year
- Public transport punctuality (all modes) at 95.9% for December 2015, 4% higher compared to SOI target
- All of the customer satisfaction performance measures are on track to meet or exceed target.

Performance not on target to meet performance measures are:

- Annual number of cycling trips in designated areas in Auckland. This year's aggregate will be affected by an unusually cold winter and road works affecting some counting points. In order to offset these factors, various campaigns were promoted to encourage people to get back on their bikes. Completion of new cycle ways at Beach Road, Quay Street, Nelson Street and the Upper Harbour Drive Cycleway, is expected to increase the number of cycling trips.
- Travel times along Great South Road (Portage Road to SH1 Ellerslie Panmure Highway Interchange). Target not met due to increased delay of approximately three minutes on this section. The highest weekly traffic flow for the year was recorded during the third week of November, resulting in the significant higher delay recorded for the month. Traffic flows during this week were over 10% higher than the average throughout the year. This section operates at capacity, in particular the SEART/Great South Road intersection. This route is a key intersection connecting SH1, SH20 and the Neilson Street industrial hub, and is a key reason for improvements being proposed as part of the strategic east-west connections project. In the interim, continued active monitoring and operations of this section by ATOC will take place, supported by additional CCTV cameras for the area.
- Reduction in the number of deaths and serious injury crashes on the local road network. There were 462 deaths and serious injuries on the local road network in the 12 months to August 2015. The SOI target is to reduce this to 390 during 2015/16. In response, the current safety measures including education targeted at high risk groups (pedestrians, cyclists, motorcyclists, young drivers and alcohol) and engineering solutions will continue. AT is working closely with Counties Manukau Road Police, Waitemata Road Police and ACC to promote safe motorcycle, pedestrian and cycling awareness amongst both drivers, riders and road users.

Risk Management

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

Internal Audits are undertaken in line with the standards promulgated by the Institute of Internal Auditors. All review findings and recommendations are reported to Senior Management and the Finance and Risk Committee.

Prior Audit NZ recommendations - Of the eleven recommendations from the prior year interim audit and review engagement report to the Board, eight have been resolved with Audit NZ. Of the remaining three, two are in progress and due for resolution/implementation before the end of March 2016, and the remaining one has only been partially resolved as the full Audit NZ recommendation was unable to be implemented. Management are looking to implement a work around.

2.Strategic issues and focus areas

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

Strategic themes: - Prioritise rapid, high frequency public transport - Transform and elevate customer experience - Build network optimisation and resilience - Ensure sustainable funding model - Develop creative, adaptive, innovative implementation
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- **Electric Trains** - All 57 electric trains have been accepted and are now in service in Auckland.
- **City Rail Link** - Preliminary work for Auckland's largest infrastructure project started on 21 December 2015 with a dawn blessing of the work site by Mana whenua. Project continues with reference design, enabling works detailed design, property purchase and consenting process. Britomart designation consent is progressing through the Environment Court with a decision due in the first quarter of 2016. Pipe Jack resource consent was granted and pipe jack construction commenced as a prelude to enabling works construction commencement scheduled for approximately the second quarter of 2016. Enabling Works detailed design scope is reaching completion.
- **North West Transformation (formerly known as NORSGA)** - Investigation of the feasibility of providing a motorway interchange at Northside Drive is still being undertaken by NZ Transport Agency. The Northside Drive East construction project has been put on hold pending the outcome of NZ Transport Agency's investigation. A study is also underway to determine what roading connections are needed from Fred Taylor Drive to serve the SHA development at Redhills. The Fred Taylor Drive Widening Stage 2 project has also been put on hold pending the outcome of the study. These projects are elements of Plan Change 15 - Westgate.
- **Te Atatu Road upgrade** - Preparation work, including fence and vegetation removal and new wall and fence construction continues. Utilities relocation works on Te Atatu Road increased this month. The use of thrusting/drilling for utility construction has increased in an effort to minimise disruption. Discussion with businesses potentially affected by lane changes and traffic management measures is on-going.
- **Otahuhu Bus Train Interchange** - The main works tender for construction was awarded to Downer who has started construction on 14 November 2015. The construction is planned to be completed by July or August 2016 ahead of the roll out of the new southern bus network.
- **Manukau Bus Interchange** - The developed design phase of the project is in progress and 50% complete. Consultation with Otara-Papatoetoe Local Board, mana whenua, Manukau Institute of Technology and the local Business Associations completed. Three public Open Days have been held and public consultation ended on 20 November 2015. Feedback on submissions is being analysed and construction is expected to start in early 2016.
- **Quay Street Cycle Route** - Public consultation for the Quay Street cycleway closed on 13 December 2015. An information evening was held outside The Cloud on 26 November 2015. The proposed design is a mix of two way on road cycle lanes separated from traffic by

raised kerbs and two way cycle lanes flush with the footpath from Lower Hobson to Plumer Street. This piece of infrastructure will link to and complete an inner city circuit Grafton Gully, Nelson Street and along the Waterfront to Beach Road and Grafton Gully again.

- **AMETI** - The AMETI programme has refined options for the best transport solution around Pakuranga Plaza. A joint review of the AMETI delivery strategy with regards to the timing of the Reeves Road Flyover and Stage 2B (busway between Pakuranga and Botany) components has been carried out between AT, AC and the NZ Transport Agency. Further work resulting from this joint strategic review is well advanced. A final decision on the outcome will be made by the AT board by mid-2016.
- **Public Transport Operating Model (PTOM)**
 - **Bus** - PTOM Request for Tender for South Auckland bus New Network responses closed on 28 September 2015. The evaluation of preferred tenderers is now expected to be completed in mid-January 2016.
- **Travel planning initiatives**
 - The 'Find new love' video campaign has been underway this quarter. The campaign acknowledges that the car has an important role to play, for example at weekends, through carpooling or even occasionally for work or study, but promotes options to try the train, bus, flexi work, cycling or walking where practical.
 - During November there was a focus on carpooling with promotion in the city to complement the introduction of dedicated carpooling spaces in the Downtown car park. During this campaign the number of registrants increased.
- **Route optimisation**
 - Completed 68 sets of signal reviews this quarter as part of the **routine optimisation programme**, comprising 32% of the programme this year. Fifteen capital projects identified from optimisation work have already been investigated for delivery.
 - **Dynamic Lane update** - Whangaparoa Road dynamic lane scheme plan completed. The next step is to finalise the proposal, modify the scheme plan, and undertake consultation next quarter.

3. Highlights for the last quarter

- **Nelson Street Cycleway** - Phase one was completed and opened by Transport Minister Simon Bridges on 03 December 2015. Phase two, which will be completed in mid-2016, will connect with the waterfront at Quay Street and a short section on Pitt Street from Beresford Square to Union Street.
- **Puhinui Station upgrade** - The Puhinui station upgrade has been completed and work has commenced on a major upgrade at Otahuhu which will include a bus interchange. The passenger information displays at Papakura Station have been upgraded to provide additional information advising of the departure platform for each train.
- **Electric Trains and Rail Electrification** - On time performance has improved markedly following the network-wide introduction of electric train services.

- Trains - For December 2015 service delivery (reliability) was 98.8% and punctuality was 94.3% compared to the 12 month average of 96.6% and 85.9%.
- Bus - For December 2015 the network reliability was 97.9% and punctuality was 94.8%, being a continued improvement in the year-on-year performance by 2.1% and 3.7% respectively.
- **Albany Highway Upgrade** - Construction continues to progress well, with the section of Albany Highway between Bush Road and Rosedale Road expected to be substantially completed by end of January 2016. Overall the project is expected to be completed in late 2016 well ahead of Schedule.
- **Otahuhu Bus Train Interchange** - Piling works are well advanced, with a successful Christmas block of line allowing lifting in of the extension of the Titi St footbridge across both tracks and concrete pouring for the Concourse foundation on the station platform.

4.Future outlook

- **Electric Trains and Rail Electrification** - Increase in peak services on Western line to 6 per hour from May 2016 and the “proof of concept” installation of flat screens on an EMU to provide visual media.
- **Otahuhu Bus Train Interchange** - Critical concourse construction activities over the rail corridor are planned for Auckland Anniversary weekend and Easter.
- **Lincoln Road Corridor Improvements** - Development of Notice of Requirement planned to be lodged by March 2016. This is to place a designation along both sides of Lincoln Road from Te Pai Place to the SH 16 interchange to protect the route from clashes with other future private developments.
- **AMETI** - Notice of Requirement and consent applications will be lodged for Stage 2A (busway between Panmure and Pakuranga). Endorsement of the AMETI delivery strategy. Design, consenting and property purchase activities for future stages. Undertake construction of carpark at 118 Mt Wellington Highway.
- **City Rail Link** – As previously advised ‘enabling works’ (removal and replacement of a major stormwater line) have begun in Albert Street. Main construction begins in April/May 2016 and will include a comprehensive, region-wide communications campaign. Main works procurement strategy and development progressing.
- **Major Events** – During the summer events season, AT will coordinate traffic management, including integrated ticketing, for a number of major events. These include Tennis Tournaments, International Cricket matches at Eden Park, Lantern Festival, NRL 9’s and Round the Bays.

- **Public Transport**
 - All indications are that public transport patronage growth across all modes will continue as reliability and punctuality also improves.
 - An annual fares review will be undertaken during this period and business cases continue to be developed for the Northern Busway and additional stations along the proposed Northern Busway extension.
 - Positive discussions continue with Police around an enhanced, joint approach to public transport security and fare evasion.
 - A programme of work is planned for early 2016 to inform SuperGold customers about changes to public transport entitlements; from 1 July 2016 SuperGold customers will be required to purchase an AT HOP card and load their concession on it before they can receive free public transport (off-peak).
 - Construction on the Manukau Bus-Train interchange is expected to start in early 2016.
- **Notices of Requirement** – an independent commissioner recommendation on the Notice of Requirement for Mill Road is expected in early January. A Hearing for the Notice of Requirement for the Sarawia Street level crossing (rail) is likely to be held in February/March 2016.
- **Auckland Transport Alignment Project** – AT will continue to play a key role in developing options and programme packages for this project.

5.Key deliverables

Progress for Key Projects/Activities from Last Quarter




Key project/activity	Status	Comments
CRL	On-going	<ul style="list-style-type: none"> • Britomart to Wyndham resource consent confirmed. • Enabling works pipe jack separable portion commenced construction.
Otahuhu Bus Train Interchange	On-going	<ul style="list-style-type: none"> • Main works awarded to Downer and construction underway. • November and Christmas 2015 block of lines were well utilised and all scheduled activities completed.
Manukau Bus Interchange	On-going	<ul style="list-style-type: none"> • Concept design completed.
AMETI Pack 1-Phase 1-CONST-AMETI Link Rd	Completed	<ul style="list-style-type: none"> • Demobilised from site and continuing to rectify defects and undertake minor safety works.
AMETI Pack 1-Phase 1-CONST – Minor Works	Completed	<ul style="list-style-type: none"> • Tender contract for construction of carpark at 118 Mt Wellington Highway.
North West Transformation (formerly known as NORSGA)	On-going	<ul style="list-style-type: none"> • Joint planning workshops have commenced with Auckland Council and NZTA to determine what transport infrastructure is needed to support growth in the North West. Fred Taylor Drive Stage 2 water main works completed.







Planned Progress on Key Projects/Activities for Next Quarter

Key project/activity	Comments
Electric trains	<ul style="list-style-type: none"> Western line peak service increase to 6 trains per hour and on-board media trial.
CRL	<ul style="list-style-type: none"> Completion of reference design concludes quarter 2. Detailed Design completed for enabling works. Development of main works procurement strategy.
Otahuhu Bus Train Interchange	<ul style="list-style-type: none"> Main works construction continues, including removal of/redistribution on site of preload material, lifting in of hollowcore beams for the interchange concourse and completion of piling works for Titi St footbridge and concourse.
Manukau Bus Interchange	<ul style="list-style-type: none"> Developed design Commencement of enabling works
Te Atatu Rd : Corridor Improvements	<ul style="list-style-type: none"> Utility services relocation Construction of retaining walls at boundary lines
Lincoln Road - Corridor Improvements	<ul style="list-style-type: none"> Development of NoR Public information/update round
AMETI – Stage 2A	<ul style="list-style-type: none"> Lodge Notice of Requirement application in February 2016
AMETI Pack 1-Phase 1-CONST – Minor Works	<ul style="list-style-type: none"> Complete construction of carpark at 118 Mt Wellington Highway
North West Transformation (formerly known as NORSGA)	<ul style="list-style-type: none"> Tree planting and drainage works to be carried out in Fred Taylor Drive berms. NZTA to confirm if motorway interchange is to be built at Northside Drive. Draft list of future transport infrastructure projects for the North West to be released for public consultation.
Double decker buses	<ul style="list-style-type: none"> Botany routes from Howick to the CBD and Mt Eden corridor are due to be operated with double decker buses as part of the wider programme to increase bus capacity. New vehicles are due to arrive and be in service by mid-2016. An extensive programme of route clearance has been undertaken to ensure that there are no risks to customers, pedestrians and other road users of buses hitting trees, wires or other obstacles.

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
<u>Operational</u>							
Revenue/ External funding	211.0	212.0		Additional revenue for AT Metro due to increased patronage.	415.2	419.0	3.9
AC funding	124.9	124.9			249.8	249.8	-
Expenditure excluding depreciation, amortisation	322.1	317.3			659.6	664.1	(4.5)
Depreciation and amortisation	156.7	155.3			313.5	316.9	(3.4)
Loss on derivatives and disposal of assets	-	0.2			-	0.9	(0.9)
Income tax benefit	-	0.2			-	-	-











\$'m	Budget	Actual	Variance	Comment	Full year budget	Full year forecast	Variance
<u>Capital</u>							
Expenditure excluding vested asset	296.6	222.9	●	The variance is mainly due to underspent ring-fenced projects such as Electric Trains, CRL and Local Residential Growth Fund.	620.0	607.7	12.3
Vested asset expenditure	50.0	81.7	●	Roading vested assets received from Auckland Council higher than expected. Vested land - \$60m; Infrastructure (e.g. road formation, streetlighting, footpaths and drainage)-\$22m	100.0	116.5	(16.5)
Vested asset revenue	50.0	81.7	●	See explanation above.	100.0	116.5	16.5
AC funding – subsidy	221.1	148.9	●	AC's capital funding is lower as a result of capital expenditure being below budget.	452.6	435.7	(16.9)
AC loan funding (Electric Trains)	10.0	10.7	●		10.0	10.0	-
External funding	65.5	63.3	●		157.4	162.0	4.6









7. Performance measures


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

Key	Criteria
	On target to exceed performance measure (more than 2.5% above target)
	On target to meet performance measure (within +/- 2.5% of target)
	Not on target to meet performance measure (more than 2.5% below target)

Performance measure	SOI Target	On track	Last actual	Date of last measure
Strategic Theme - Prioritise rapid, high frequency public transport				
1. Total public transport boardings (millions)	84.47		81.58	Dec 2015
2. Boardings on rapid or frequent network (rail, busway, FTN bus)	Increase at faster rate than total boardings		6.3% growth compared to 2.9% total boardings growth	Dec 2015
Strategic Theme - Transform and elevate customer focus and experience				
3. Public transport punctuality (weighted average across all modes)	92%		December result: 95.9%	Dec 2015
4. Customer satisfaction index: Public transport	83%		83%	Dec 2015
5. Customer satisfaction index: Road quality	70%		69%	Dec 2015
6. Customer satisfaction index: Footpath quality	65%		64%	Dec 2015

Performance measure	SOI Target	On track	Last actual	Date of last measure
7. Customer satisfaction index: Road safety	60%		65%	Dec 2015
8. Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	Reduce by at least 9 (390)		Aug 2015 12 month rolling total: 462	Aug 2015
9. Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames ¹	85%		November result: 87%	Nov 2015
Strategic Theme - Build network optimisation and resilience				
10. Arterial road productivity ²	54% of the ideal achieved		Nov 2015 12 month rolling average: 56.4%	Nov 2015
Travel times on key freight routes (performance measures 11 to 20)				
11. SEART (from Sylvia Park to East Tamaki) – East Bound	11		11	Nov 2015
12. SEART (from East Tamaki to Sylvia Park) – West Bound	12		11	Nov 2015
13. Wairau Rd (from SH1 to SH18) - West Bound	8		8	Nov 2015
14. Wairau Rd (from SH18 to SH1) - East Bound	8		9	Nov 2015
15. Harris Rd (from East Tamaki to SH1 Highbrook interchange) – West Bound	10		9	Nov 2015
16. Harris Rd (from SH1 Highbrook interchange to East Tamaki) – East Bound	11		11	Nov 2015

Performance measure	SOI Target	On track	Last actual	Date of last measure
17. Kaka St/James Fletcher Dr/Favona Rd/Walmsley Rd (SH20 to Walmsley) – East Bound	13		8	Nov 2015
18. Kaka St/James Fletcher Dr/Favona Rd/Walmsley Rd (Walmsley to SH20) – West Bound	13		7	Nov 2015
19. Great South Rd (SH1 Ellerslie Panmure Hwy Interchange to Portage Rd) – South Bound	11		11	Nov 2015
20. Great South Rd (Portage Rd to SH1 Ellerslie Panmure Hwy Interchange) –North Bound	11		14	Nov 2015
21. New cycle ways added to regional cycle network (km)	7.4 km		Jul-Nov delivery: 5.49 km	Nov 2015
22. Annual number of cycling trips in designated areas in Auckland (All day)	1.1 million (all day)		Nov 2015 12 month rolling total: 932,302	Nov 2015
23. Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban roads	83		Annual measure	
24. Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all rural roads	93		Annual measure	
25. Percentage of the sealed local road network that is resurfaced	8%		Jul-Dec delivery: 3.8%	Dec 2015
26. Percentage of footpaths in acceptable condition (as defined in AT's AMP)	99%		Annual measure	
Strategic Theme - Ensure a sustainable funding model				
27. PT farebox recovery ³	46-48%		August result: 48.3%	Nov 2015

Performance measure	SOI Target	On track	Last actual	Date of last measure
Strategic Theme - Develop creative, adaptive, innovative implementation				
28. Parking occupancy rates (peak 4-hour, on street) ⁴	70%-90%		Nov 2015 12 month rolling average: 90%	Nov 2015
29. No. of car trips avoided through travel planning initiatives	17,500		Annual measure	

¹ As defined in AT's customer service standards: 2 days for incident investigation as a high priority; 3 days for an incident investigation as a normal priority; 1 hour emergency response time.

² Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles, their average journey speed and average vehicular occupancy. Key arterial routes include:

- Airport to CBD (via Manukau Rd)
- St Lukes to St Johns (via Balmoral/Greenlane West/Greenlane East/Remuera Rd)
- Albany to Birkenhead (via Glenfield Rd)
- Henderson to CBD (via Great North Rd)
- SH1 to Ti Rakau Dr (via Te Irirangi Dr)
- SH20 to Portage Rd (via Tiverton/Wolverton Rd)

³ Farebox recovery measures the contribution passenger fares make to the operating cost of providing public transport services. The measure calculates farebox recovery in accordance with NZ Transport Agency guidelines.

⁴ 4-hour peak period is defined as the top 4 busiest hours of the day. These hours are not often coincidental and can vary depending on contributing factors. On-street parking occupancy is surveyed once a quarter in 3 central city parking zone precincts: Shortland/High Streets, K Road & Wynyard Qtr.

8. Contribution to Māori outcomes

Auckland Transport is contributing to Te Toa Takitini Auckland Council's Māori transformational shift programme, designed to improve Māori wellbeing across Tāmaki Makaurau (Auckland). This includes giving effect to kaitiakitanga, marae development and papakainga development in Whai Tiaki (cultural wellbeing area). Contributions are also being made to Whai Painga (social wellbeing) including the road safety programme, and Whai Rawa Māori economic wellbeing.

AT's Statement of Intent 2015/16-2018/19 demonstrates its commitment to Māori responsiveness. AT will continue to engage with mana whenua on major transport infrastructure projects using Te Aranga Māori urban design principles, including te reo Māori and signage, and utilising AT's Māori Engagement Framework (which includes Māori Value assessments) across the following activity classes.

Activity classes	Jul-Dec 2015 Spend \$	How it contributes to Māori outcomes / Progress
Roads and footpaths		
AMETI	14,900	Monthly meetings with Iwi / Mana whenua are continuing. Stage 1 signage at Te Waipuna Rangiataea nearing completion. Koiwi discussion has engaged Tūpuna Taonga o Tāmaki Makaurau Authority for advice. Taonga application made by Ngati Paoa to Heritage NZ for claimant. Stage 2a specialist reports presented at monthly meetings and documentations provided to mana whenua. Mitigation discussions with Ngati Paoa well progressed. Office of Auditor General report discussed with Mana whenua.
East West and Mill Road	5,600	Council hearing on Mill Road commenced in August and was adjourned. A Māori specialist presented the Cultural Values Assessment at the hearing. Council recommendations are expected in September/October. Mill Road is route protected with only indicative plans so consultation will be on-going. Mana whenua will play an important role in preparing plans/details as directed by the designation conditions. Meeting to update mana whenua to be held shortly.
Roads & Footpaths (general)	2,300	Engagement with mana whenua on a number of proposed works including Lincoln, Murphy's and Franklin Roads.
Glenvar Ridge Road	39,900	The Ministry of Education and AT are working jointly on engagement matters for Glenvar Ridge Road. Protocols for discovery of taonga-koiwi and cultural monitoring were established for archaeological works and landscape matters. Boffa Miskell was engaged to assist with Te Aranga Māori Urban Design matrix development with mana whenua on landscape/planting aspects.

Activity classes	Jul-Dec 2015 Spend \$	How it contributes to Māori outcomes / Progress
Walking and Cycling (Glen Innes to Tāmaki Drive)	20,900	<p>Monthly hui are held between the project team and mana whenua, with a focus on Te Aranga Māori Urban Design throughout all sections of the project. Section 1 of the project works requires a geo-technical consent. The project team has asked for mana whenua to consider a waiver of the Cultural Impact Assessment, until the submission of section 2, 3 and 4 consents. Kaitiaki have negotiated a methodology to monitor the geotech investigation works for section 1. Two mana whenua design artists have been appointed to the project and they are working with AT consultant design team.</p> <p>A dawn karakia & turning of the sod occurred on 21 October to begin works. This was led by mana whenua.</p>
New Lynn to Waterview Shared Path	27,300	A Māori Urban Design specialist was engaged to assist in Te Aranga application for bridge design and a regular monthly hui is being held. This includes a facilitation workshop, 3D design and the development of Māori Urban Design themes with mana whenua
Walking & Cycling (general)	6,400	This includes engagement on the Nelson Street walking and cycleway which opened in early November and engagement on Quay Street
Public Transport/ Other Public Transport		
City Rail Link	17,200	Regular monthly hui are being held with a focus on Māori Urban Design for the new station design, and consenting requirements. The sustainability sub-group of the CRL mana whenua forum has met monthly, the present focus is on the integration of Māori cultural values into the Infrastructure Sustainability rating tool that has been adopted by the project for the early works.
Ōtāhuhu Bus Interchange	12,500	A Māori Urban Design specialist was engaged for design workshops with mana whenua and applying Te Aranga Māori Urban Design principles. A mana whenua artist has been appointed to provide mana whenua artworks. Resource consent for build lodged, to start works in late October.
Parnell Station	14,100	Cultural monitoring on earthworks at Parnell Station was undertaken, led by Ngāti Whātua o Ōrākei on behalf of other mana whenua. A Māori Urban Design specialist was appointed for the project. Mana whenua visited Pukekohe station to view the refurbishment of the buildings and cultural design elements. A workshop on cultural design was held in August, and a further workshop is planned once final layout of building and timetable is finalised.

Activity classes	Jul-Dec 2015 Spend \$	How it contributes to Māori outcomes / Progress
Māori Wardens	402,100	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	11,400	Māori Urban Design specialist engaged to assist in Te Aranga application of Half Moon Bay Ferry terminal, design of wharf and bus station discussion on site being discussed jointly. Regularly monthly hui are being held.
Other		
Road Safety & Community Transport	27,400	<p>AT has been working with the NZ Police and NZTA on a strategic road safety programme to reduce the high level of Māori road deaths in the Auckland region.</p> <p>A pilot Ready for the Road Course was held at Ruapotaka marae (Glen Innes) for at risk Māori youth, with Police providing referrals. The programme promoted responsible and safe road use, and mentored participants to sitting their learner licence. Kaumātua at the marae provided manaaki/support to the participants and their whānau. All participants passed their learners license at the conclusion of the course.</p> <p>A second Ready for the Road course was successfully held at Ōrākei Marae in November.</p> <p>A pilot 'train the trainer' driver license course, with a focus on kohanga reo and kura kaupapa Māori kaiako and whānau, was held at Papatūānuku Marae before Christmas.</p>
Wynyard Quarter	5,400	Cultural monitoring of works by kaitiaki.
Regional Signage	1,300	Mana whenua have been engaged through a series of hui on regional signage, with a workshop to be held in 2016 to explore a tohu (regional sign) and 20 locations for signage opportunities.
Communications	36,600	A te reo Māori digital app was launched on Monday 27 July 2015, during te wiki o te reo Māori (Māori language week) that tells the story of a whānau who travel by train from Pukekohe to the Dick Smith NRL Auckland Nines at Eden Park. Along the route the whānau tell stories of the Māori history of Auckland, including dual names for train stops. Designed primarily for children at kura (Māori schools), the App is available on iTunes and Google play, and was a

Activity classes	Jul-Dec 2015 Spend \$	How it contributes to Māori outcomes / Progress
		<p>collaborative effort between AT, Kiwa Digital, Pukekohe North School, ATEED, Duco Events and Dick Smith Auckland NRL Nines.</p> <p>Effort in this quarter is focused on implementing the App into kura (Māori schools) in Auckland and mainstream schools through teaching notes and activities.</p> <p>The App was a finalist in Te Taura Whiri Māori Language Awards for 2015 (Māori Language Commission awards).</p> <p>There are further opportunities in the first quarter of 2016 to promote the App during the Māori Signature Event and at the Dick Smith NRL Nines.</p> <p>Te reo Māori translations completed for all of the App collateral.</p> <p>Te reo Māori translations also completed for traffic infringement notices.</p>
AT Statement of Intent	5,000	Consultant engaged to work with mana whenua on completing SOI on Māori Engagement indicator. Further engagement with mana whenua February 2016.
TOTAL	\$650,300	

9. Key Local Board issues

Almost all Local Boards have signed-off on their Local Board Transport Capital Fund projects for the 2013-2016 financial years. A number have also committed substantial portions of their 2016-2017 allocations. Among the projects to be delivered are:

- Mt Albert Station pedestrian bridge
- Waiuku town centre paving replacement
- Path from Claris to the crossroads on Gt Barrier island
- Sandringham Road cycleway
- Covered walkway from Papakura Train Station to the town centre.

10. Risk Management

- **How AT identifies, assesses and manages 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 risks have been identified that are of a senior management or governance level that could impact on the well-being or reputation of the Council Controlled Organisation or Auckland Council.

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

Progress on planned internal audit work

The audit topics contained within the 2015/16 internal audit plan are being carried out in line with expectations. A number of special investigations (i.e. unplanned work) are also in progress or have been completed.

External audit

The final management report to the AT Board for the year ended 30 June 2015 has now been received. It contains ten recommendations, one is considered urgent. Management are already working to resolve or implement the recommendations, however, as the report is going to the AT FRC meeting on 2 February 2016, full details on recommendations and actions will be reported in the next quarter's report, after taking on board the FRC's input/comments.

Group financial impacts

AT is unaware of any financial impacts that would affect the group. No changes have been made in the quarter (i.e. 31 December 2015 quarter) to the approaches taken to risk management, internal audit, or external audit.