

Chief Executive's Report

Recommendation:

That the Chief Executive's report be received.

Prepared by:

Dr David Warburton, Chief Executive

Corporate

Governance

Auckland Council has determined its new committee structure and reporting lines (see separate report).

A briefing pack for newly elected members was provided to Council to be part of a full briefing pack for all successful election candidates. AT also participated in an expo-style event at the Aotea Centre which showcased major transport initiatives across the region.

All Local Boards are being provided with transport workshops concerning programmes within their area during November and the first week of December.

The Mayor has introduced his proposed budget to the Council for consideration. A number of Councillor maiden speeches emphasized a preference for walking and cycling projects.

Members of Parliament

A briefing was undertaken for Su'a William Sio MP for Mangere on the East-West Link proposal.

A community meeting was hosted by Dr Paul Hutchison with support from NZTA and AT staff. This was an engagement about a wide range of transport issues in the Hunua electorate and was well attended.

List MP Jacinda Ardern was briefed about the City Rail Link Hearings process.

MP Darien Fenton has been appointed the Labour Party's new transport spokesperson. She was briefed on a wide range of transport issues across Auckland.

Career Progression

It is pleasing to report that a combined entry by Auckland Transport, Fulton Hogan and GHD for the Project New Graduate rotation programme has been judged as a Distinction finalist in the 2014 HRINZ 'HR Business Contribution – Large Category' Award. The entry has gone forward to the final stage of judging and the winner will be announced at the HRINZ Awards Dinner 21 November. Auckland Transport will also take on 12 new interns over the summer period.

The Career Progression Pathway for Engineers, Planners and Project Managers was launched in October. This is a significant step forward for employees in these professions and will provide them with a formal career progression process within AT. It is hoped that in time this model will be extended to other professions within AT.

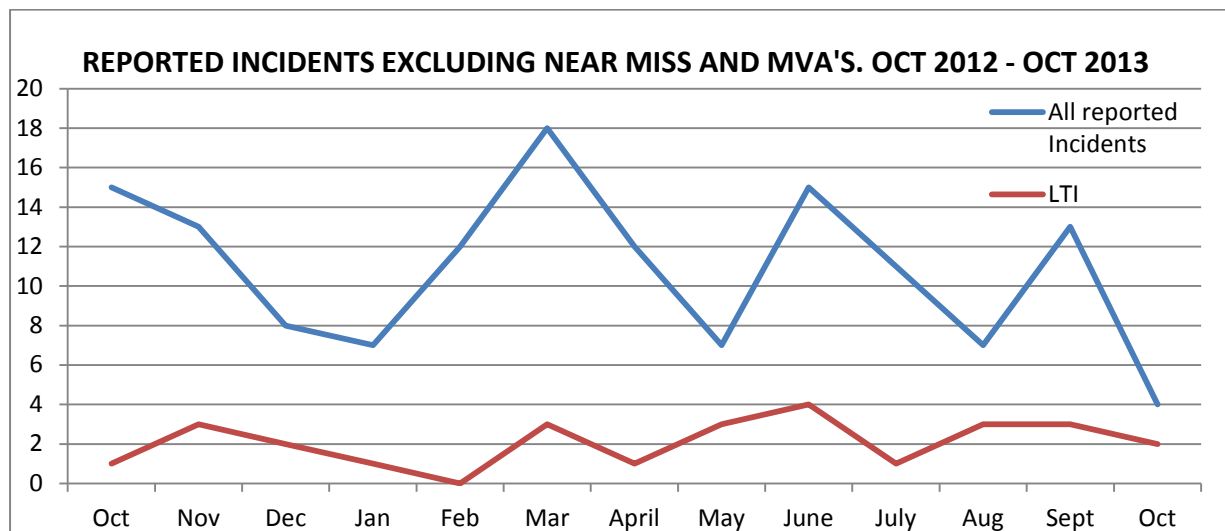
Health and Safety

The Health and Safety Team has been bolstered at Auckland Transport. This includes the creation and recruitment of a more specialised Health and Safety Manager, as well as targeted roles for Capital Development and Operations. A joint strategy is now being scoped with Parking and Enforcement, Health and Safety and the PSA to look at exhausting all avenues of lifting issues in this area.

There were four reported accidents and incidents in October. There were 2 sprained ankles, 1 threatening behaviour and abuse and 1 accident involving a tree branch.

The two sprained ankles resulted in lost days, 2 days for one and 4 days for the other.

Auckland Transport Management attended the EMA “Managing Health and Safety Risk for Auckland Transport” one day training in October. One more training session is booked for 27 November.



The “Father’s Day Five” concluded in September. This men’s health initiative attracted 135 male staff and the prize giving was 14th November. It is intended to extend the programme to other organisations next year to promote health.

Customer Service Metrics

- Average call wait time: AT Public Transport 10 seconds, HOP 11 seconds.
- Service level: AT Public Transport 84%, HOP 86%, AT Specialist Team - core hours 68%, Auckland Council – all hours 70%
- Abandonment of call: AT Public Transport 4%, HOP 4%, AT Specialist Team – core hours 9%, Auckland Council – all hours 9.2%
- Call volumes: AT Public Transport 35,553, HOP 9,451, AT Specialist Team – core hours 21,367, Auckland Council – all hours 25,329

Asset Condition Survey Update

The accelerated structural asset condition inspection programme is continuing and is on target to be completed by the end of December 2013.

Progress until the end of October is detailed below:

Asset Class	AT Inventory	2012/13: Total Inspected	2013/14: Total Inspected	To date total: October 2013	% Complete (on Inventory)
Bridges	658	470	188	658	100%
Footbridges	48	5	25	30	63%
Major Culverts	425	248	177	425	100%
Retaining Walls	3065	1289	1776	3065	100%
Sea Walls	195	9	141	150	77%
Car Park Buildings	14	13	0	13	93%
Wharves and Ferry Facilities	21	15	3	18	86%
Rail Stations	52	47	0	47	90%
Bus Shelters	1554	410	1144	1554	100%
Advanced Direction Signs	1972	423	1357	1780	90%
Overhead Sign Gantries	24	24	0	24	100%
Underpasses	14	14	0	14	100%

No major safety issues requiring immediate action or restrictions on access have been identified.

A full report on the condition of transport assets will be brought to the Board early in the new year.

Regulations & Standards

The AT Bylaws team has been working with Auckland Council on the drafting and policy development for respective signage bylaws to replace the inconsistent legacy council controls. The bylaws will cover signage on or visible from roads and will set requirements relating to numbers, location, size, construction, and content. They will apply general safety requirements for all signage and impose specific controls for signs such as footpath signs, posters, real estate signs, event signage, building signs, free standing signs. Workshops have been held with Local Boards, the Council's Bylaws committee and various external stakeholders. Consultation drafts will be ready for approval by the Governing Bodies of Council and Auckland Transport early next year.

Media Report

The volume of coverage of Auckland Transport in this period decreased slightly (245 reports compared to 257 the previous month). Public transport was the leading focus of coverage (92 reports), roading and infrastructure projects were also a focus of coverage (60 reports, up from 33 last month).

This month's prominent stories included:

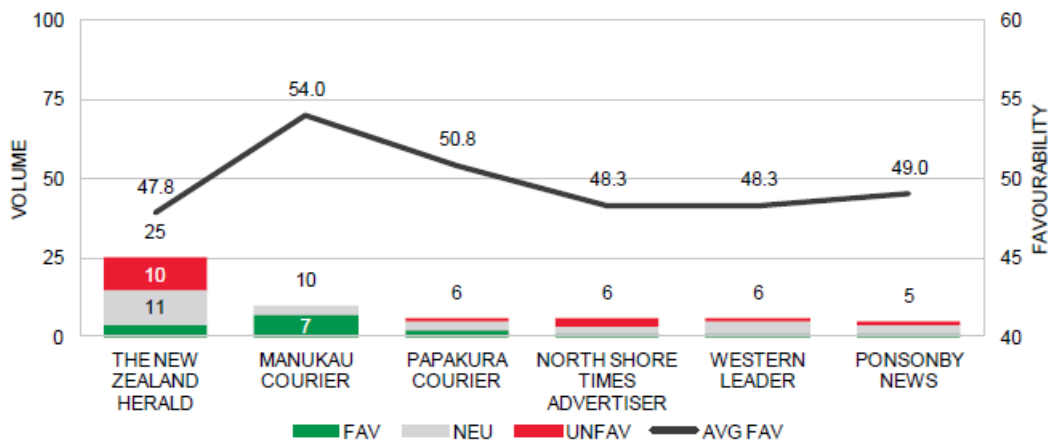
- The Serious Fraud Office's investigation into alleged irregularities in roading contracts;
- The decision to discontinue roadside berm mowing across the old Auckland City Council area;
- Annual public transport figures;
- The significant interruptions to Auckland's rail services on 14 and 16 October caused by KiwiRail equipment failures; and
- The release of options for an east-west freight transport link, and the subsequent rejection of option four by the Otahuhu-Mangere Local Board and Auckland mayor Len Brown.

The City Rail Link was frequently mentioned in reports on public transport patronage figures. This coverage noted that rising rail patronage was a precondition for the project to be funded before 2020.

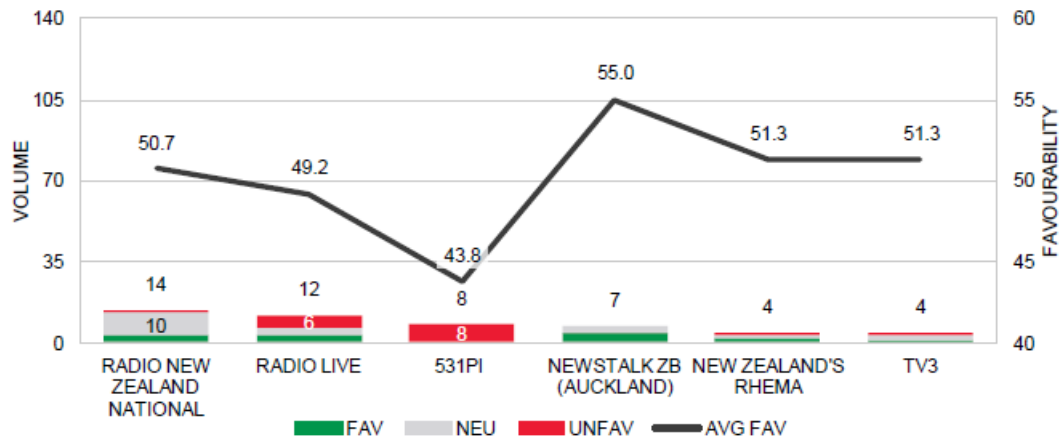
Proactively generated reports on the EMU trains discussed the start of testing on the first of the new vehicles at the Wiri depot and the campaign to alert the public about the specific dangers posed by the new vehicles.

Reports on parking discussed moves to increase pay-and-display parking spaces near Matiatia wharf and the extension of Park and Ride parking near Papakura train station.

Leading media – press



Leading media – broadcast



Finance

The First Quarter Financial Reporting Pack was completed and provided to Auckland Council on 15 October.

The Quartely Report to AC for the three months ended September has now been updated to include feedback from the Board at its October meeting, and was sent to Council on 8 November.

Work continues on the 2014/15 budget. Draft two is presented as a separate item which includes feedback received from the Board in October.

Planning is underway with AC and Audit NZ for the half year financial accounts and audit review engagement.

Regional Land Transport Programme (RLTP) Funding

During October 2013, NZTA approved the funding of five improvement projects and two emergency works. The total amount of funding secured from NZTA in October was \$7.3m. The projects which have secured NZTA funding are:

AIFS (cost / scope adjustment)	Costruction	\$5.8m
AMETI Syliva Park	Design	\$0.3m
Gt South Road / Bell Ave safety improvements	Costruction	\$0.5m
Murphy's Road Bridge improvements	Inv & Design	\$0.2m
Orminston Road widening	Design	\$0.1m
Emergency works		\$0.4m

Table 1 – Current Funding Expectations from NZTA for Capital Projects

NZTA Funding Status	Oct Funding \$M	Sep Funding \$M	Difference \$M
Funding received	43.5	28.2	15.3
Approved but not yet claimed	108.3	123.5	-15.2
Not yet submitted	22.7	22.8	-0.1
Total	174.5	174.5	0.0

Total NZTA subsidy expected for 2013/14 full year remains unchanged at \$174.5m.

October year-to-date subsidy was \$3.0m less than forecast (\$46.6m) mainly due to \$2.7m less renewals subsidy being received than forecast (\$25.8m). This was due to delays in roading expenditure, principally in road resurfacing in South Auckland and Bridge Renewals (North and West).

New Capex subsidy \$0.3m less than forecast (\$20.8m), due to delays in the release of AIFS capital subsidy by NZTA (\$1.7m), largely off-set by additional subsidies received from AMETI (Panmure Station) and Albany Highway projects.

Procurement

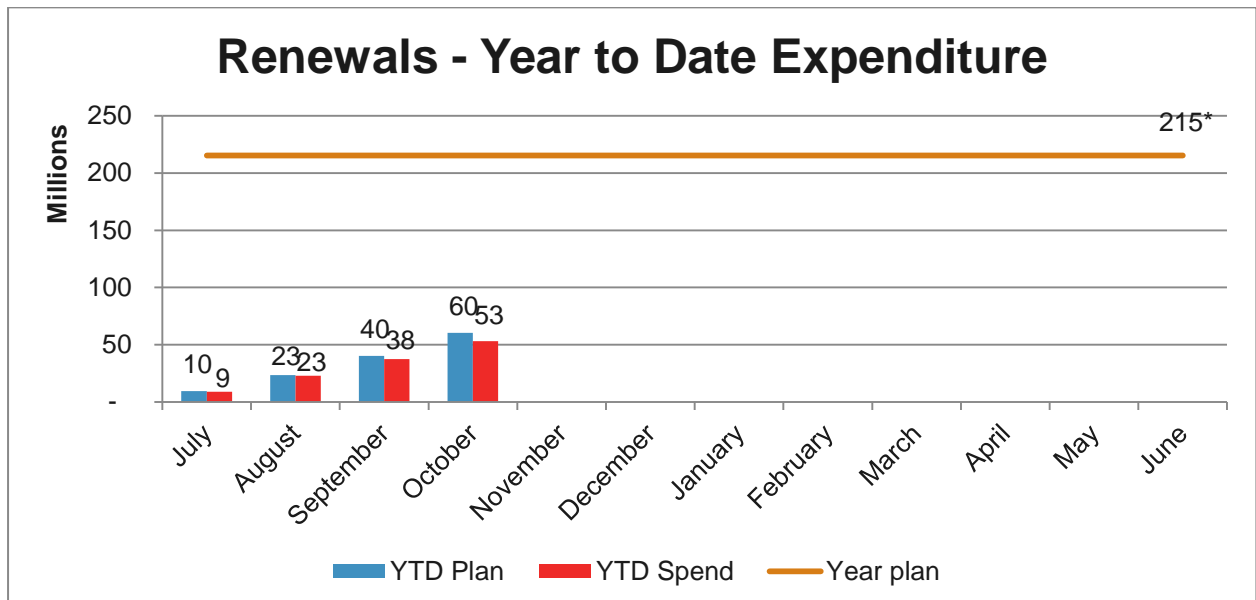
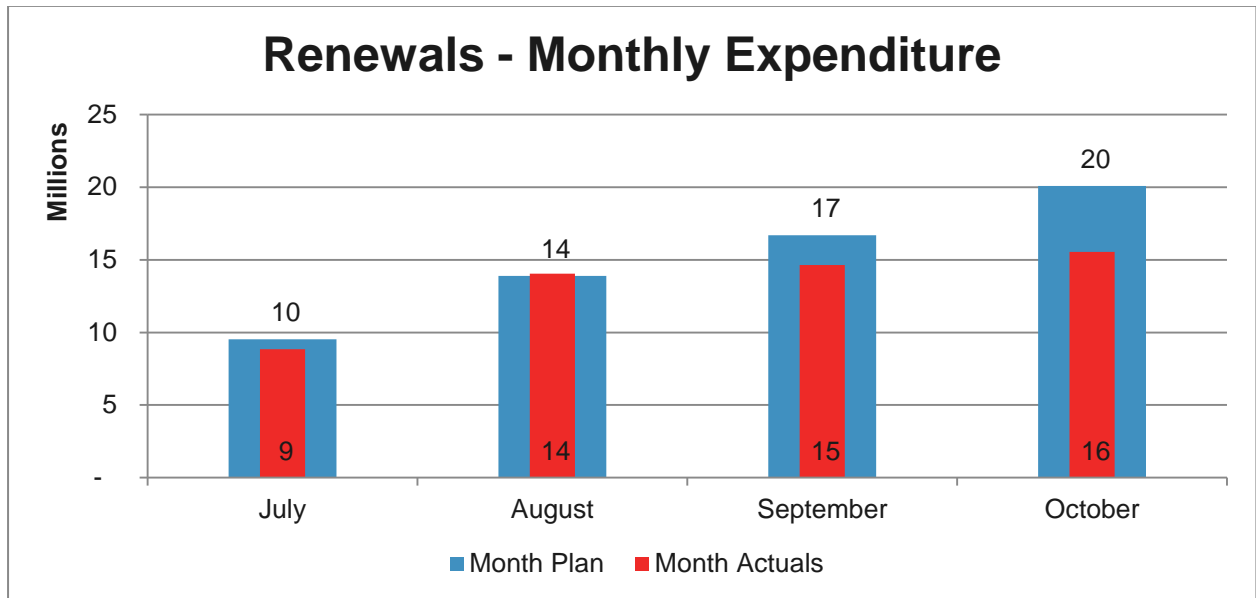
Nine Tenders were published during October with an estimated value of \$8.79m. 96 Contracts were issued with a total value of \$8.37m. One of these was valued over \$2.0m (detailed below).

Contract	Vendor	Value
Road Storm water Maintenance (Central Area)	Auckland Council	\$2.00m

Financial Performance

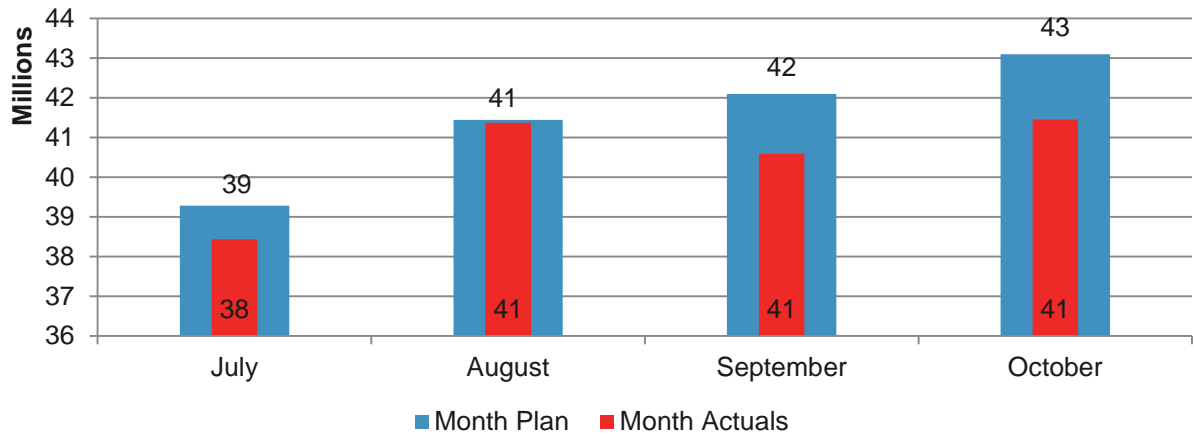
Renewal and Operation Project Expenditure

The renewal and operation project expenditure to the end of October is slightly behind target as detailed in the following four graphs, but is expected to catch up the small differential before year end.

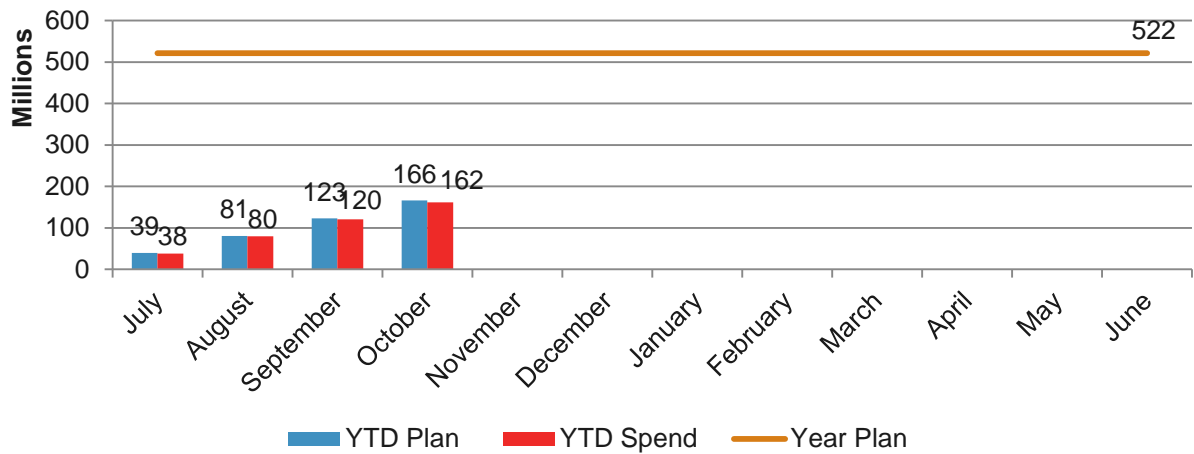


*The total renewal project expenditure has increased from the \$203m identified in September to \$215m to correctly reflect road reconstruction which historically had been reported in the new capital works budget.

Opex Projects - Monthly Expenditure



Opex Projects - Year to Date Expenditure

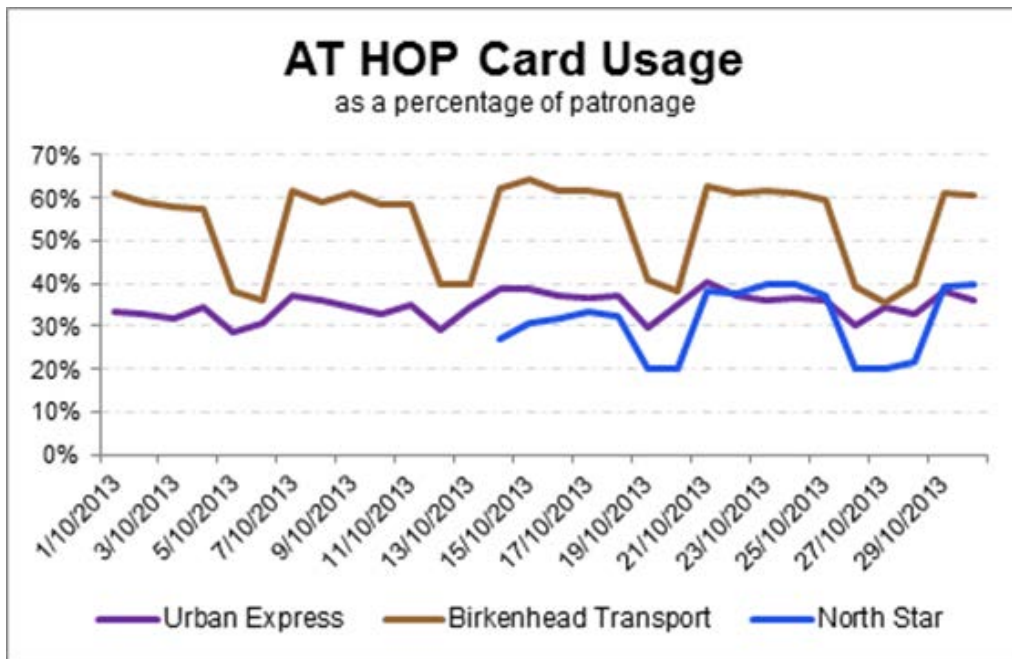


Key Projects

AIFS (Integrated Ticketing and Fares)

Integrated Ticketing System

- Successful AT HOP launch on the first NZ Bus service, North Star, on Sunday 13 October 2013 averaging 20,000 trips per day. AT HOP Card usage has increased from 32% during week one to 39% usage in week two on the North Star Fleet.
- AT HOP card usage:



- 41,506 AT HOP cards distributed to replace existing bus operator cards (including Snapper) as at 1 November 2013.
- Metrolink Inner and LINK went live on 10 November 2013 and is averaging 27,000 passenger trips a day. There is customer feedback on having to carry two cards Snapper HOP and AT HOP but otherwise the rollout went as planned. AT HOP card usage on Metrolink Inner and LINK has continued to grow during this week (see table below) and AT HOP card usage is expected to grow during the next week and a half.

Metro Inner & LINK AT HOP card Usage		
Sunday	10/11/2013	21%
Monday	11/11/2013	28%
Tuesday	12/11/2013	32%
Wednesday	13/11/2013	35%

- Metrolink Outer is scheduled for Go Live on 24 November 2013.
- Marketing for the Metro fleet started on 24 October.
- Total of 1005 buses, out of the Auckland Public Transport Bus fleet of 1240 buses, have the new ticketing equipment installed.
- Overall transaction levels in the AIFS scheme have almost tripled to 97,000 trips per day with the launch of the AT HOP card on bus services in June 2013. The current usage by modes of transport is
 - Bus 63% of passenger trips
 - Rail 36% of passenger trips
 - Ferry 1% of passenger trips

Harbour Edge Development

Options for the HED structure moving forward are being drafted for review by the Chief Executive Steering Group, to address an expanded geographic scope following the recent presentation on strategic planning and integration of city centre projects.

A "Fleet Profile Review" report was issued by a specialist consultant to consider the operational requirements for Auckland's ferry fleet and associated infrastructure requirements in the future. Workshops are planned to short-list options for the Ferry Basin Masterplan, prior to evaluation and selection of a recommended configuration in December.

Options for the Fanshawe/Customs Corridor are being evaluated, together with the Wynyard Quarter Bus Interchange. Recommendations are due December, to enable engagement with Waterfront Auckland and private landowners. Investigation and design of four new interchanges is progressing.

Tenders close in November for the design of Wynyard Quarter Roding & Infrastructure.

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 currently being evaluated. A report will be provided to the Board in December detailing the improvements and results of the tender process.

The request for proposal for the provision of radio communications to support EMUs, Parking and also PT operations has closed and is under evaluation.

EMUs and Electrification

An updated Auckland Electrification Programme (AEP) is being prepared by KiwiRail for discussion with AT in November 2013.

Testing and Commissioning (EMUs) on the Main Line is due to be completed for the setup tests in November. The first practical driver training is scheduled to commence on 13th January 2014 with the 2nd Unit for training required in February 2014.

EMU gained high speed track acceptance (122.6kph) in October.



Fig 1: Train 1 at Middlemore Station

The second train has arrived in Auckland, with trains 3 and 4 currently in transit from Spain.

The bodyshells for trains 14 and 15 are now in fabrication in Spain. Trains 7 to 10 are on the assembly line with train 6 in test. Production of trains is progressing steadily and there are no material supply issues.

Wiri Depot

Work on the depot is concentrating around clearing any outstanding items from the main civil contract and managing the carriage wash contract. The depot has been handed over to Transdev and CAF.

AMETI

Auckland Transport continues to work with NZTA regarding potential acceleration of this Project based on the Prime Minister's 28 June speech.

Fitout of the Panmure bus interchange and station building is well advanced. The first fix of services is complete and ceiling linings and glazing is being installed.

Planning is underway for an official opening of the new Panmure Station building, which will be operating for train and bus passengers. Engagement is underway with stakeholders in the Pakuranga area on plans for the new busway, Pakuranga bus station and Reeves Rd flyovers.

Finishing work is continuing on the local road adjacent to the station.

Foundations for the William Harvey Place footbridge have also been completed.

The monthly AMETI hui with Manu Whenua was held on 31 October. Additional archaeological investigations have been completed in the southern area.

Unitary Plan

AT has commenced its review of the Proposed Unitary Plan. Workstreams will provide recommendations on how AT should respond to the Notified Unitary Plan in December.

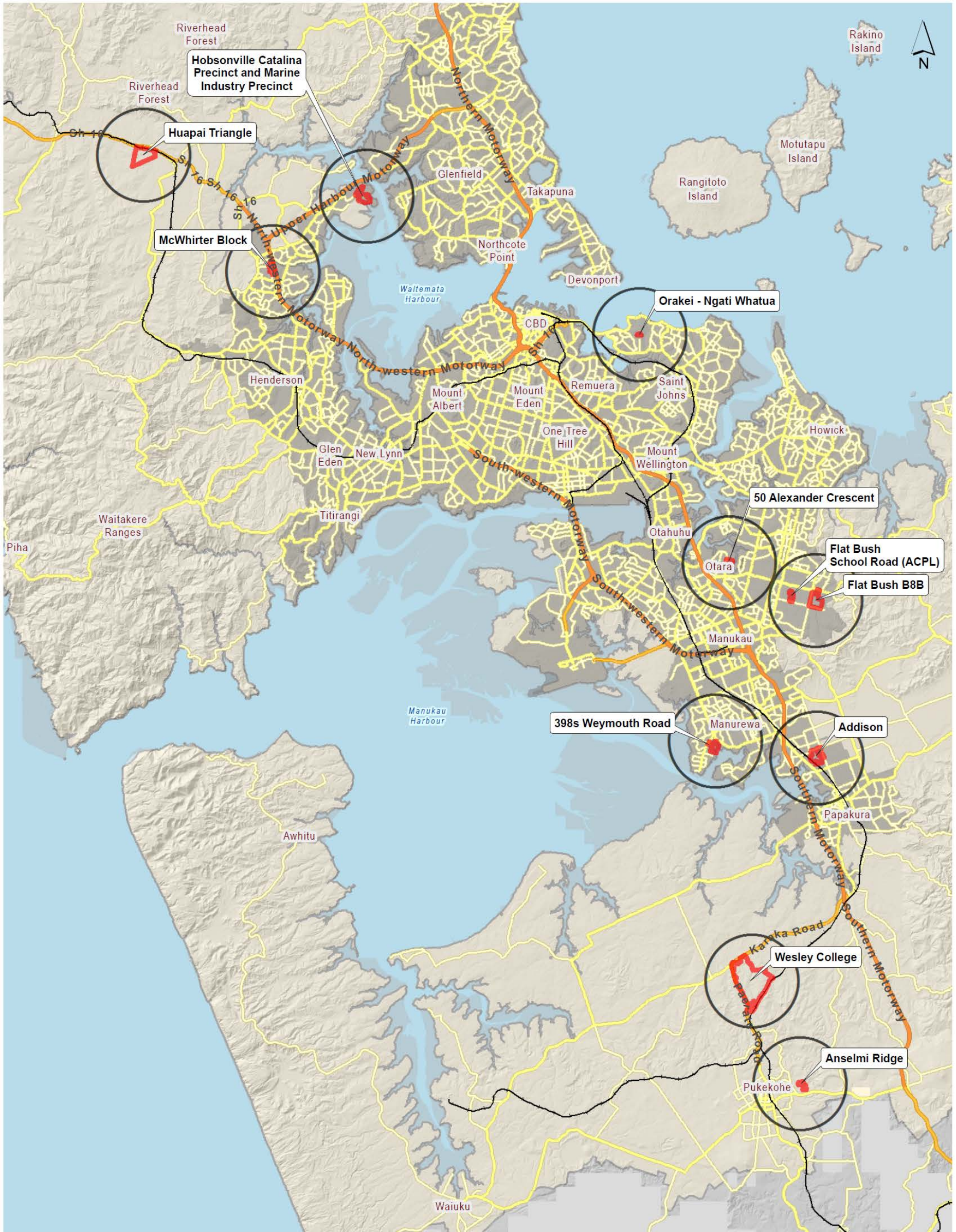
Housing Project Office


AT has allocated four FTEs (two for consenting team and two for master planning) to the Housing Project Office (HPO). The HPO has recommended eleven Tranche 1 sites to the Minister which were subsequently notified and are now gazetted (see Map 1). The HPO is currently in the process of identifying SHA's for inclusion in Tranche 2. It is intended that Tranche 2 sites will be notified and gazetted by the end of this calendar year. It is unclear at this stage how many Tranche 2 sites will be recommended to the Minister. The HPO is now able to receive any lodged Qualifying Development consents within the Tranche 1 Special Housing Areas.

RPTP

The adopted RPTP has been posted on the AT website. The final published version of the plan will be available before the end of November.

Map 1 – Special Housing Area



<p>0 1.5 3 6 km</p> <p>Date: 3/10/2013</p> <p>Scale @ A4 = 1:250,000</p>	<ul style="list-style-type: none"> Special Housing Area (SHA) Metropolitan Urban Area Railway 	<ul style="list-style-type: none"> Motorway Major Road Arterial Road Medium Road 	 <p>Auckland Council <small>By Kōwhiri o Tamaki Makaurau</small></p>
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Roading and Network Performance

Taharoto/Wairau Upgrading Stages 6 and 8

AT's \$4.2 million upgrade of the Wairau/Forrest Hill Road and Nile Road/Forrest Hill Road intersections and replacement of the old 1930s Wairau Creek Bridge is due to be completed in early December.

The new bridge deck is complete and three lanes of traffic are now running on the new bridge. Work to "stitch" the existing eastern bridge and the new bridge together has been completed, along with the new cantilevered footpath section on the eastern side.

A final project newsletter has been sent to the local catchment advising of the final works to be undertaken and the benefits of the upgrade, and thanking people for their patience and cooperation during this phase of the project

Tiverton to Wolverton Corridor Upgrade

Wolverton Street - footpath reconstruction continues with remaining sections waiting on minor retaining walls to be constructed prior to footpath build. Cumulative length remaining is approximately 150m of 2200m total.

Tiverton Road - pavement reconstruction of the north side from Blockhouse Bay Road to Whitney Street is complete. Traffic will be moved to the north side in early November and reconstruction will commence on south side of this section. Pavement works also commenced on the northside of the section between Whitney Street and New Windsor Road.

Blockhouse Bay Road Roundabout - with pavement reconstruction works completed on Blockhouse Bay Road, north, south and east approaches, traffic lanes can be relocated to enable completion of intersection rebuild, which is planned for November.

Albany Highway Upgrade (Bush Road to Oteha Valley Road)

NZTA has requested further traffic modelling in support of the funding application for construction of the Albany Highway Upgrade to determine the impact of the SH1-SH18 Connection being brought forward in NZTA's programme. This has delayed the tender for construction until at least January 2014.

Medallion Drive Extension (Fairview Avenue to Oteha Valley Road)

The commissioner has recommended that the Notice of Requirement be approved with some acceptable minor changes to the conditions.

Hibiscus Coast Busway Station Stage 2

Auckland Council has received a claim by adjacent landowners for judicial review of its decision to grant resource consent for Stage 2 on a non-notified basis. Construction could be delayed until October 2014.

Flatbush School Rd Murphy's Rd Intersection

As part of the enabling works for the intersection upgrade, the relocation of the power cables to their new underground location is now being carried out by Vector and on target for completion by mid-December 2013. Watercare's tender has gone to market for the installation of the new water trunk main planned between December 2013 and April 2014.

Physical works contract for the road works is being developed for tenders to be called late this year.

King/Queen/Constable Intersection Improvement, (Waiuku)

Tenders closed for the King/Queen/Constable Intersection Improvement contract on the 23rd October. Five tenders were received, four conforming and one alternative. Evaluation process for the tenders is progressing and it is anticipated that award will be given in mid November 2013 for an early January 2014 start.

Shared spaces

Fort Street

Stage 3 of Fort Street project achieved practical completion. See before and after photos of the project below.



Upper Khartoum Place

The project is looking at upgrading the upper part of Khartoum Place (opposite the Art Gallery). The tender for the physical works has commenced and will close in November. The project is funded through Auckland Council with physical works scheduled to start early 2014.

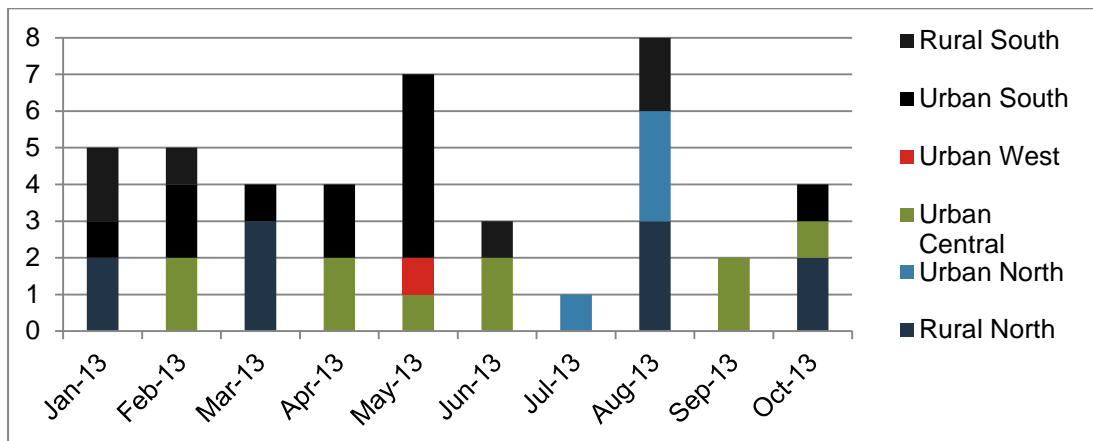
O'Connell Street

Detailed design is now complete. A request for tender for physical works is scheduled to go out to tender in early December.

Road Safety

The 2013 annual Auckland Region road toll on State Highways and Local Roads to 31 October 2013 was 43 deaths, 5 more when compared with the 38 recorded road deaths for the same period last year. The total number of road deaths recorded for the month of October 2013 was 4 which is the same number recorded last year.

Annual Auckland Region Road Deaths per month and sub-region at 31 October 2013



Road Safety Education

In partnership with NZTA, NZ Police and NZ Plunket, 19 checking clinics and Police checkpoints have been undertaken to promote the new child restraint law which came into effect on the 1 November 2013. Information about the law change in a number of languages has also been distributed to approximately 200 schools and to early childhood pre school networks throughout Auckland in the Auckland region.

Further information on the law change can be found at:

<http://www.nzta.govt.nz/resources/child-restraints/docs/child-restraints-save-lives-english.pdf>

The month-long 'Share the Road' campaign will be in the market on the week commencing 11 November. The objective is to encourage motorists to be more aware of cyclists. The campaign is supported by the success over the past two years (2012 campaign showed total awareness of 45%) as well as recent cycling market research which reinforced that driver behaviour is one of the primary reasons that people do not feel safe cycling on Auckland roads. Most significantly, there has been a 64% reduction in cyclist's fatal and serious injuries since 2012.

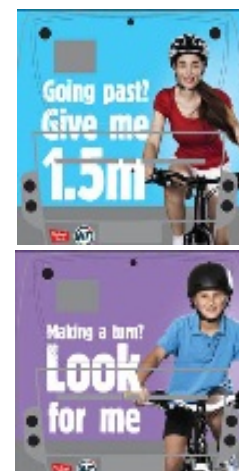
The campaign will be delivered by a combination of radio and bus back media. The bus back media alone is expected to reach approximately 381,000 people on a daily basis.

Carpooling

AT recently conducted a study to uncover public attitudes towards carpooling and its current uptake. A total of 509 Aucklanders were surveyed for this research while a small sample of respondents (100 each) from other regions was also surveyed.

Some key findings are as follows:

- Of those surveyed, 85% of Aucklanders are aware of transit lanes that are reserved for motor vehicles carrying a minimum of two/three passengers.
- 69% of Aucklanders would not consider/haven't thought about carpooling; 20% are 'primed' (thinking about/have decided to carpool); 3% are interested in receiving information about carpooling; 3% are in the 'change' phase (have recently started carpooling); while 5% are 'normalised' (already doing this and will continue to do so).
- Half of Auckland carpoolers, carpool at least 3-4 times a week (42% for total)



- 46% of Auckland carpoolers share a ride with two passengers.
- Overall, cost savings comes across as the top motivator for carpooling. Aucklanders and Wellingtonians are more likely to carpool to avoid traffic while social and environmental benefits are accentuated in other regions

In partnership with Waikato Regional Council interregional carpooling between Auckland and Hamilton was a focus for the Let's Carpool programme in October. Billboards and at Huntly (northbound) and Mercer (southbound) information and a Let's Carpool animation have been used to promote carpooling. Carpooling from Auckland to Hamilton has a customer cost saving of \$25.40 a day (based on 2 people in a car) with this promotion aiming to reduce vehicle kilometres travelled by 480,000 a year.

Servicing Customer Requests

In October, Road Corridor Operations processed 124 Resource Consents (93% meeting the target timeframe of 5 days). A total of 286 new requests for service cases were opened with 387 closed for October (86% meeting standard timeframes of 10 days).

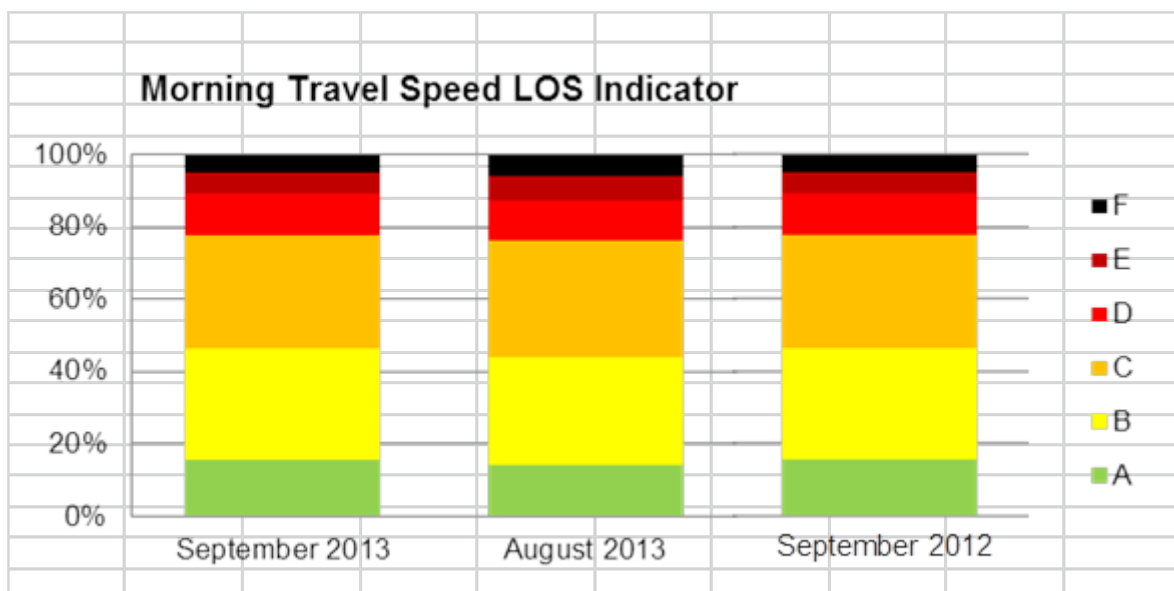
Network Performance

During September 2013, the congestion level on the arterial network across the Auckland region improved slightly compared to August 2013 and exhibited typical school term characteristics.

The morning peak hour average median speed for the network in September was 38 km/h, a slight improvement on 37 km/h recorded for August.

During the morning peak hour in September 2013, 23% of the road network experienced congestion (levels of service (LOS) D, E or F), again a slight improvement on the 24% recorded for August. On this basis, traffic conditions for September 2013 are similar to last year September 2012.

Travel time reliability was calculated as 1.40¹, which means travel time may fluctuate up by an additional 40% of the normal trip time.



¹ The 1.4 Network reliability figure refers to the degree that travel time (at peak periods) vary over a month. A figure between 1.4 and 1.6 is considered acceptable where the ideal or best is 1.0 (level of service A) and the worst is 2.0 (level of service F)

Road Corridor Maintenance

Financial Overview

OCTOBER 2013			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	14,655	19,576	4,921
Operating Expenditure	7,114	7,335	221
TOTAL	21,769	26,910	5,142

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Annual Plan
Renewals	46,630	52,560	5,930	196,724
Operating Expenditure	28,980	26,723	(2,257)	86,395
TOTAL	75,611	79,283	3,673	283,119

Commentary

Operating expenditure is running ahead of budget due to town centre cleaning and street lighting electricity charges being higher than originally forecast. Expenditure in the northern areas has also been higher than originally forecast for the first quarter and will be balanced out over the remainder of the year.

Renewal expenditure is running behind budget but work is committed and will catch up over the construction season.

Renewals

Pre-seal repairs remain a primary focus so as to enable the annual resurfacing programme to proceed. The good weather conditions and use of emulsion have enabled an early start to be made to chip sealing and to date there has been approximately 40.1 km of chipsealing and 32.8 km of asphaltic concrete resurfacing completed this financial year.

Over Labour weekend the opportunity was taken to complete the milling and resurfacing of Jervois Road between Ponsonby Road and Clarence Street. This work required lane closures on Jervois Road and rolling closures of the side streets to enable the work to be carried out. The work was well planned and communicated and was completed on time and without any major disruption.

Northern Area Road Maintenance Contracts

Tender and contract documentation is being prepared for the northern road maintenance contracts covering the legacy North Shore City and Rodney District areas. The existing maintenance contracts finish on 30 June 2014.

It is proposed that there be 3 physical works contracts of approximately equal size. These contracts will comprise all road maintenance activities within the specified areas with the exception of street lighting maintenance. It is intended that the Request for Tenders (RFT) be released to market before Christmas with tenders closing on or about 27 February 2014. The new contracts will commence on 1 July 2014 and be for a term of 4+2+2 years.

Ultra-Fast Broadband

To date approval has been given for VisionStream to commence work on 222 of the Year 3 (2013/14) cabinet areas. The Year 3 build comprises 434 cabinet areas which are required to be completed and handed over to Crown Fibre Holdings (CFH) by 31 May 2014.

Build teams are under considerable pressure due to CFH setting monthly rather than yearly completion targets as has been the case in Year 1 (2011/12) and Year 2 (2012/13).

There has been continued progress in closing out the Year 1 and Year 2 cabinet areas with 200 of the 488 cabinet areas now completed and moved into warranty. The next key milestone is the completion of a further 50 cabinet areas by 30 November 2013.

50 MAX

In September 2013 the New Zealand Transport Agency (NZTA) began accepting 50MAX permit applications for travel on the state highway network and approved local roads.

A 50MAX vehicle is a 9 axle High Productivity Motor Vehicle (HPMV) which is allowed to operate at a combined gross mass of up to 50 tonnes. The gross mass limit for standard Class 1 trucks is 44 tonnes. 50MAX vehicles have an additional axle so as to ensure that axle and axle group loads remain within the existing Class 1 limits. This means that they will cause no more wear to pavements or structures than standard Class 1 trucks and will potentially enable them to utilise parts of the network that previously would not have been available to HPMVs. This will deliver productivity gains by enabling more freight to be moved with fewer trucks and will require no additional capital or operational investment.

There have been two vehicle types approved as 50MAX vehicles – a standard rigid truck and trailer (R22T23) and a B-train (B1233). To accommodate the additional axle and spread the increased mass both these vehicle combinations are longer than conventional vehicles (a maximum length of 23 metres instead of 20 metres).

These vehicles will be able to travel everywhere that a standard Class 1 truck can go and safely cross existing bridges with the exception of a small number of older bridges which have spans of ≥ 25 metres. They will not be able to use posted bridges with weight restrictions which are not available for use now by Class 1 trucks.

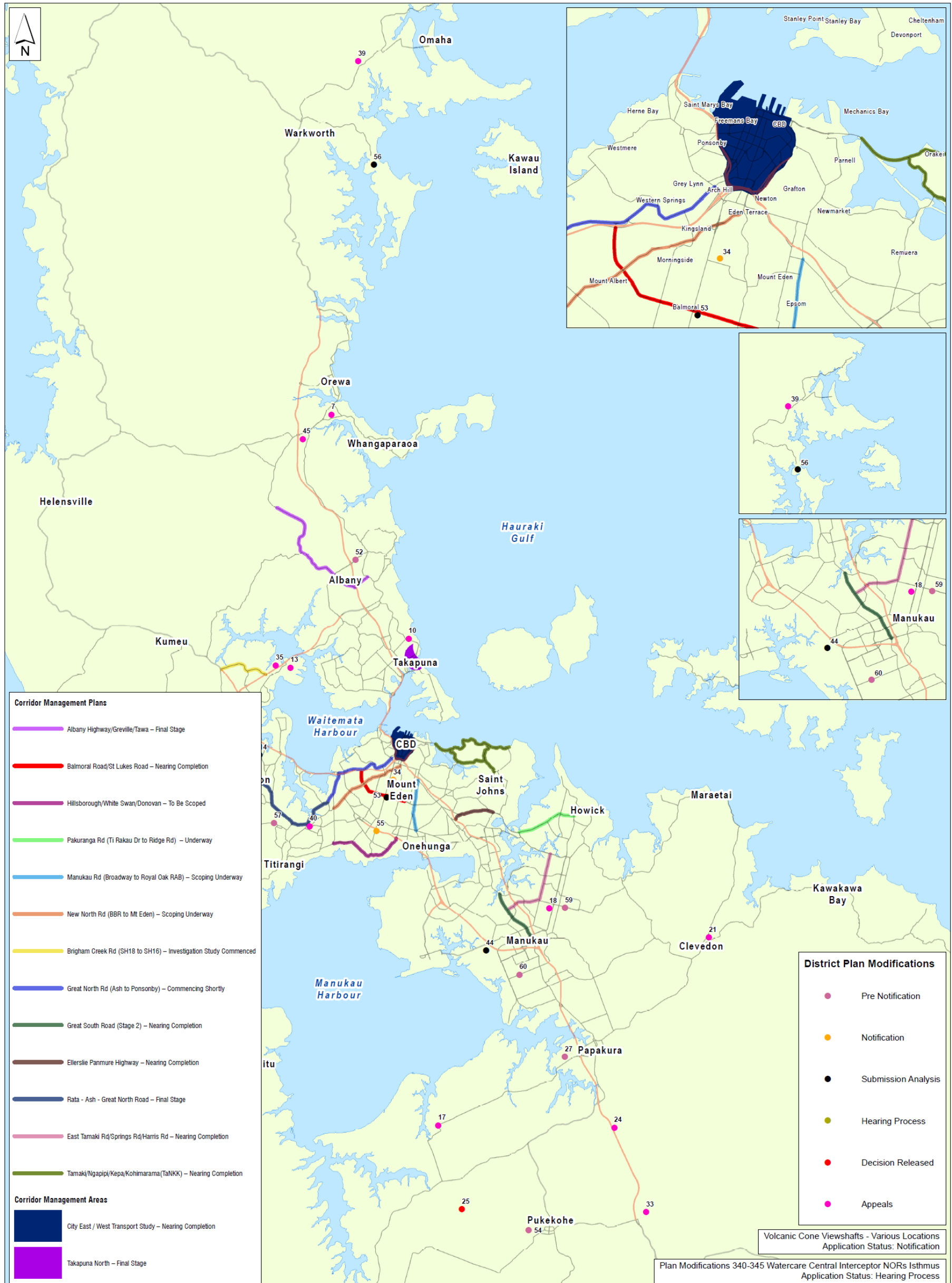
AT is currently finalising the schedule of existing bridges which will not be suitable for use by 50MAX vehicles. When that is completed AT will sign a Memorandum of Understanding with NZTA which will give them delegated authority to approve the use of 50MAX vehicles on the Auckland Transport road network subject to the specified restrictions.

Corridor Management Plans

CMPs identify short, medium and longer-term projects for delivery in response to growth and land use changes along corridors identified as priorities across the region. Map 2 shows the location and status of current CMPs.

Work is nearly complete on updating and inserting the packages of implementation plans from recent CMP into the upcoming LTP funding programme. The next three 13/14 CMPs are about to start – Great North Rd (Avondale to CBD), New North Rd and Manukau Rd – with the remaining CMPs to start in the New Year.

Map 2 – 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	Appeals
10	Plan Change 34 - Milford	Appeals
13	Plan Change 13 - Hobsonville	Appeals
14	Plan Change 42 - Lincoln Junction Special Zone	Submission analysis
17	Plan Change 28 - Kingseat Structure Plan	Appeals
18	Plan Change 20 - Flat Bush	Appeals
21	Plan Change 32 - Clevedon Village	Appeals
25	Plan Change 37 - Patumahoe Hill Structure Plan	Decision released
24	Plan Change 12 - Drury South Business Park	Appeals
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
44	Plan Change 35 - Puhinui Gateway Area	Submission analysis
45	Plan Change 123 - Hibiscus Gateway Area	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

Public Transport

Multi-modal

Industry consultation commenced on the Financial Incentive Mechanism (FIM) to be included in future bus services contracts under the Public Transport Operating Model (PTOM) for sharing revenue growth and to encourage patronage growth. This consultation will permit the proposed bus services contract terms and conditions to be finalised for issue to industry for feedback prior to the first round of procurement early 2014.

Options analysis for integrated fares and pricing is progressing following public feedback earlier in the year on the Regional Public Transport Plan (RPTP), prior to presentation to the Board in the next few months and broader public consultation.

Recruitment within the Public Transport Group of key business development roles is progressing following on from the Group on 1 July and appointment of Public Transport Department Managers. These roles will provide greater public transport business focus on customer growth through acquisition and retention at a whole of public transport and by mode of bus, rail and ferry, working alongside the AT Communications team.

Rail

Between 1 and 28 October 2013, 15.3% (126,488) of all passengers had tickets checked. A total of around 7% of trips were found to be undertaken on an invalid ticket.

On-time performance fell below the 12-month rolling average, with punctuality (on time to 5 minutes) in October at 85.8%, below target. Reliability was below target at 95.7%. The major reasons for the lower performance in October were a high level of speed restrictions during the month and Rail9000 signalling issues.

Rail patronage for October was 0.964 million up 10.5% on last year compared to October 2012. The daily average is up by about 12% on last year. The 12-month rolling patronage to October 2013 was 10.3 million, up by 0.9% on the 12-month total to September 2013.

An improved rail timetable was implemented on Tuesday 29 October 2013 providing the following service improvements:

- Half-hourly (compared to hourly) weekend service on the Western Line to align with Southern and Eastern Lines
- Later Onehunga Line services
- Later departure on weekdays from Britomart to Pukekohe.

KiwiRail has requested an extension of one week for the Xmas block of line on the Newmarket Branch Line (NBL). This request is due to gaining adequate time to complete works for Auckland Electrification Programme (NBL/Britomart) and to re-sleeper Bridge 6 at Stanley Street. The re-sleeper is required to support the diversion of freight from the East North Island Main Trunk (NIMT) to allow suitable access for AEP works on the Eastern Line. While this will impact on customers between Newmarket and Britomart for an additional week in January 2014, with resultant patronage impact, it is necessary to complete infrastructure upgrade works and will not extend the overall rail network closure in December and January.

Timetable modelling of the transition from diesel rolling stock to the new EMU fleet is being finalised in November 2013 to confirm timetable transition and final service timings.

During October testing has been carried out on all existing diesel rolling stock prototypes of the latest version of the Electronic Train Protection (ETP) software. This now allows finalisation of the ETP safety and validation procedures. End-November 2013 is targeted for operation across the diesel fleet of the newly installed ETP.

Swanson Station Upgrade

The Park 'n' Ride detail design is now complete and revised construction estimate obtained. The lease agreement for the land required for the park 'n' ride is with KiwiRail and AT property for review and negotiation.

Rail Station Platform Extensions

The project objective is to extend a small number of platforms to meet the needs of the EMUs. The total scope is across ten rail stations. The project is in three packages Tenders for Packages 1 and 2 (seven stations of the total ten to be extended) closed on 30 October and evaluation is underway. The remaining three stations to be extended in Package 3 are planned for next financial year.

Parnell Station Upgrade

Detailed design funding was approved in September by the Auckland Transport Board. Currently an exercise to update the concept design for incorporation of integrated ticketing facilities is underway.

Bus

Timetable improvements for Go West's Te Atatu Peninsula and New North Road services were implemented on 13 October. This includes additional peak express services and weekday services between Henderson and Te Atatu Peninsula.

The installation of a bus priority lane at the SH16 motorway on-ramp and Great North Road approach roads in October has reduced bus delays on SH16 and approach roads that were resulting from the Waterview construction works.

The Otahuhu bus and rail interchange scheme assessment report is nearing completion. Public open days are planned for November 2013 to gain feedback on the concept design and layout. This interchange, adjacent to the existing Otahuhu rail station is critical for the new South Auckland bus network design to be implemented from early 2015.

Changes to the bus services that currently run in the Blockhouse Bay, Green Bay, Wood Bay, French Bay, Tanekaha, Titirangi, Laingholm, Kaurilands and Glen Eden areas are currently under public consultation. The proposed changes to simplify the many different routes and make better use of the bus services that run in these areas are a direct response to passenger requests to have simpler, more legible and more frequent services, with an overall improvement in customer experience. Consultation is open from Monday 21 October to 4pm Friday 22 November 2013. It is anticipated these changes will be implemented in early 2014 subject to the outcome of this consultation.

The South Auckland New Network public consultation feedback review has been completed and is the subject of a separate report to the Board. It is targeted to procure new PTOM bus service contracts for the new South Auckland network in the second quarter 2014 with new service implementation in early 2015. A comprehensive review of South Auckland bus stop and shelter infrastructure is underway in preparation for implementation of the New Network to identify requirements for additional infrastructure and modifications.

An extension of the Albany Busway Station canopy was completed end-October to provide improved weather protection for customers and enhanced bus capacity.

Ferry

Stage 1 (eastern side of the Pier 1 ticket office) installation of AT HOP electronic gates at the Downtown Ferry Terminal Pier 1 was completed on 26 October and the gates are now operational. This has created a more open and attractive customer waiting area on the paid-area of the gate line including removal of the corral fencing. The gateline on the western side of Pier 1 ticket office is now under construction with end-November target for operation.



Pier 1 electronic AT HOP gates installed

Community Transport

Cycling and Walking

The “Cycling the Go” spring campaign has delivered a number of events involving cycle safety, cycle helmet checks and maintenance awareness to promote safe cycling including:

- The opening event for the reconstructed Bayswater Bridge, a key section in the popular North Shore Green Route;
- Valet bike parking as part of the traffic management plan for “The Block” television series open home days;
- Children’s Halloween bike rides in partnership with Sport Waitakere, Sunnynook and Devonport community centres;
- Bike tours in partnership with local bike stores and Art Week Auckland;
- Orakei Heritage Cycle Tour in partnership with Orakei Community Centre and 50 Plus.

School Transport Programme

Long Bay College signed onto the Travelwise programme and Henderson Valley Primary School launched their school travel plan. Auckland Grammar School held a Road Safety Student Expo for over 300 students and staff members. The Expo provided an opportunity for students to meet NZ Police and Auckland Transport staff to discuss road safety activities including cycling, alcohol and driving, give way rules, road code knowledge, public transport and information about AT Hop.

The Regional Back to School Campaign commenced in October encouraging motorists to 'slow down around schools'. A major part of the campaign involves students, parents and the NZ Police reiterating the messages outside the school gates. 67 schools will be participating in the campaign in the current school term with the NZ Police providing speed enforcement at 22 of the schools.

Red Light Running

October’s board meeting requested more information about the Red Light Running campaign, which ran in August.

Auckland Transport implemented a month-long campaign from 12 August to 8 September to raise awareness of red light running behaviours at high risk signalised intersections for all road users and to contribute to a reduction in social cost and crashes at these intersections.

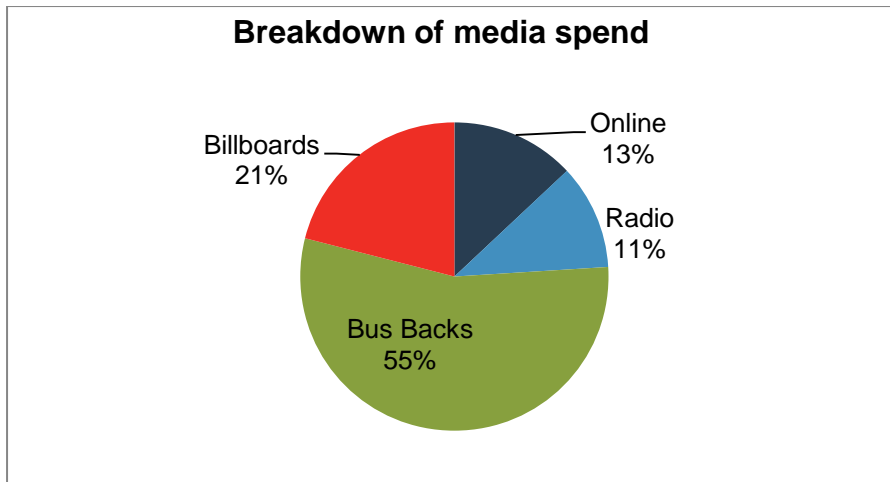
The campaign followed an announcement in July 2013 that the government is stepping up the use of red light cameras.

AT worked in partnership with NZTA, bus operators and particularly the New Zealand Police who simultaneously conducted an enforcement campaign at high risk intersections. Red light running attracts a fine of \$150.

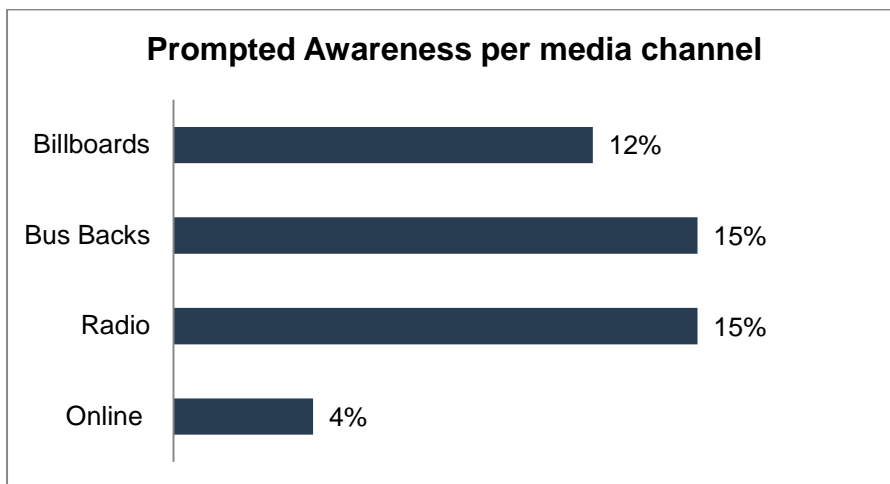
Based on the pre-campaign testing, the “red hand” creative concept scored the highest for being memorable, relevant and has an emotional impact.



The campaign was delivered via a combination of online, radio, billboard and bus back media based with a total media spend of \$63,338.



Post campaign research shows 35% of Aucklanders recall seeing or hearing at least one element of the campaign.



The outdoor bus back and billboards were the most effective media channels with 27% having seen the campaign via these two channels, followed by radio at 15%.

The majority (65%) were aware of the introduction of red light cameras at intersections and 62% were aware of the \$150 fine for drivers. Conversely, only 20% were aware that cyclists can also be fined \$150 for running a red light.

The campaign digital activity was delivered by a combination of Facebook and Google Display Network (GDN) advertising. Users were directed to the Auckland Transport website, generated a total of 11,851 clicks through.

Greater Police enforcement during the month saw a 24% increase in infringements issued.