

Chief Executive's Report

Recommendation:

That the Chief Executive's report be received.

Prepared by:

Dr David Warburton, Chief Executive

Corporate

Leadership Development

A new Leadership Development Pathway has been launched to build leadership capability across the organisation. This is a key deliverable of our HR Strategy and is a framework designed specifically for AT, for leaders of all levels.

The new pathway will provide an opportunity to develop consistency in leadership with a common language, culture and behaviours across the organisation.

There are clear progression steps in the pathway, starting from the Leadership Fundamentals Programme for frontline leaders and those aspiring to become leaders, and advancing to the Executive Leadership Programme for those preparing for more senior roles.

- **Leadership Fundamentals Programme** – this programme commences in July and is for our 150 frontline leaders and those aspiring to become leaders and covers the essential people leadership skills and behaviours.
- **Authentic Leadership Programme** – this programme is intended for mid to senior level leaders to enable them to identify their leadership needs, develop their strengths and take the actions required to create high performing teams. It is presently in the design phase and will be launched in early 2015.
- **Executive Leadership Programme** – this programme for senior leaders and future senior leaders and is designed to extend their leadership and people management capabilities in preparation for more senior executive roles. It was first launched in 2013 and runs annually, with the 2014 cohort commencing in July.

CCTV

The tender evaluation for CCTV management and provision of analytics capability has been concluded. Eighteen responses were received with HP being selected as the preferred supplier. Implementation will now begin at ATOC followed by JTOC. This tender was undertaken in conjunction with NZTA so that they can also leverage the technology.

This programme will provide significant improvement in customer and citizen safety as it is rolled out, enabling traffic lights to be activated by cyclists and enhanced safety monitoring of both the rail network and roading networks.

Customer Service Metrics

- Average call wait time: AT Public Transport - 9 seconds, HOP - 11 seconds
- Service level: AT Public Transport 86%, HOP 86%, AT Specialist Team - core hours 75%, Auckland Council – all hours 79%
- Abandonment of call: AT Public Transport 3%, HOP 3%
- Call volumes: AT Public Transport 33,720, HOP 11,838

Software Upgrades

SharePoint Document Management

The training and rollout team are working steadily training approximately 60% of the organisation and converting them to SharePoint 2013. SharePoint 2013 enables AT to share documents outside of the organisation with consultants and partners. This was delivered in May.

Version 8.1 and Office 2013

This upgrade will enable users to work easily from anywhere, including outside the organisation. It incorporates new security solutions to enable this.

The rollout is in pilot phase with communication and training for the initial group of 50 completed. Another 450 users will be implemented as old leased equipment is replaced with new equipment over the next couple of months.

Auckland Unitary Plan

Submissions on the Proposed Auckland Unitary Plan saw more than 9,000 submissions received.

Council has now published all submissions online, along with a summary report of the decisions requested in them. The submissions will be indexed and able to be searched by submission number, organisation and name. This will be the start of the formal notification period for parties to make further submissions, supporting or opposing the primary submissions received on the Proposed Auckland Unitary Plan. Parties have 30 working days to lodge further submissions.

AT and Watercare are working with AC to confirm the work programme going forward and to ensure effective input on submissions impacting on AT's operations.

AT will also review submissions that have been lodged on AT's designation notices included in the Plan. This review process will assist in determining future work required to support our notices in the hearing process.

Joint Transport Operations Centre (JTOC)

The Chief Executives of AT and NZTA approved the following proposals for JTOC:

- The transfer of 17 permanent Full Term Employees (FTE) and 4 casual staff from NZTA to AT employment
- Updated position descriptions for the Operations staff
- The establishment of 4 Team Leaders (2 x AT and 2 x NZTA) within the Operations team

These decisions will assist to move towards a 50/50 NZTA and AT employment ratio as was envisioned under the Partnering Agreement. It also provides a management structure to ensure the appropriate people and technical leadership are provided to staff working in a 24/7 environment. The structure also ensures the availability of a 24/7 Incident Command/Control capability within JTOC and offers opportunities for the professional growth and progression of staff. NZTA will continue with their share of funding.

The transfer of staff will take effect on 1 July.

Site Safe Audits

Each month Site Safe audits a sample of the work sites in the road corridor and reports the results to Auckland Transport. This audit is a comprehensive health and safety audit and involves each work site being assessed and scored on a pass/fail basis against a range of safety criteria.

The criteria include a review of the hazard register, health and safety plan, specific hazards such as hot bitumen, chemicals, electricity, machinery, noise, personal protective equipment, tools, site facilities and amenities, traffic management and the use and condition of mobile plant.

In May there were 17 Auckland Transport work sites which were audited by Site Safe. The average score was 88% and the range of scores was from 75% to 100%. There were 8 sites which scored above 90% and only one which scored less than 80%.

All sites which score less than 80% are investigated by the respective Team Leaders and followed up with the contractors concerned so as to improve safety performance.

Property Operations

Facilities Maintenance re-tender process for service contracts is progressing:

- PT Facilities Cleaning – tender evaluation to be completed. Announcement in June
- Electrical, Mechanical & Plumbing – tender evaluation delayed due to staff absence. Evaluation process now underway
- Security Guard and patrols – tender evaluation process progressing
- Response Maintenance – release of tender documents delayed
- Fire Protection – completed. Contract awarded to AFS International
- Stair Doors – completed. Contract award to Advantage Doors Limited

The target completion date is 30 June. The completion of Response Maintenance contract and the Electrical, Mechanical and Plumbing contract are at risk of extending past the target date. The team is focused on completing the tender and procurement processes as soon as practicably possible.

Finance

Revaluation of infrastructure assets (roads, bridges, etc.) and operational land and buildings (rail stations, wharves, etc.) is underway and will be completed for the 30 June accounts. Infrastructure asset depreciated replacement cost values will increase by approximately 18% from the last valuation in 2011 and approximately 9% on current book value. This will amount to approximately \$665 million. AT and AC net worth will increase accordingly and our annual depreciation will increase by approximately \$8 to \$14 million per annum as a result.

The review and renewal of insurance policies that will expire at 30 June¹ is almost complete. We expect premiums to reduce this year.

Regional Land Transport Programme (RLTP) Funding

During May, NZTA approved funding for the following projects:

Newmarket Level Crossing	Design	\$0.29m
Onewa Road Transit Lane	Design	\$0.16m
Onewa Road Transit Lane	Construction	\$0.52m
Tactical Plans Workstream (including ITP)	Study	\$0.83m
Walking & Cycling – Beach Road	Design	\$0.22m

The cost scope adjustment for the Public Transport Programme was also approved for \$7.6m NZTA funding.

NZTA Revenue Actual against Forecast for Capital and Operational Projects

NZTA Funding Status	Year to Date Actual Funding Claimed (\$m)	Full Year Expected Funding (\$m)	Full Year Budget Funding (\$m)	Likely Variance (\$m)
New Capital Projects	70.2	73.3	111.6	(38.3)
Renewal Projects	78.3	78.6	66.0	12.6
Operational Projects	189.4	201.4	220.0	(18.6)
Total NZTA Revenue	337.9	353.3	397.6	(44.3)

Funding for new Capital Projects to the end of June 2014 is now expected to be less than forecast, mainly due to some project delays (e.g. AMETI, Walking & Cycling). Several requests for Cashflow and Cost Scope Adjustments are currently with NZTA for review, and may reduce this shortfall.

¹ Excluding Rolling Stock which expires at 31 October

NZTA's Funding Assistance Rate Review

NZTA has released initial decisions on Funding Assistance Rates (FARs) following an 18-month review. The initial review findings indicate that NZTA are proposing to have one funding rate for all activities for most Approved Organisations. At present maintenance is funded at a 10% lower rate than road improvements and there are many other rates across the activities carried out by AT.

NZTA indicate that following completion of the transitional arrangements, the normal FAR received by 'most Councils' will be 52%. The transitional arrangements start in 2015/16, when AT's FAR will be 50%. As yet, there is no clarity over what time period we will transition to the new FAR, but it is assumed that AT's activities will be funded at 50% in 2015/16, 51% in 2016/17 and 52% in 2017/18 onwards. The other unknown factor is the funding available for each work category – this will not be known until the Government Policy Statement (GPS) is determined. NZTA have indicated that the overall impact is expected to be neutral.

Procurement

Five Tenders were published in May with an estimated value of \$2.27m. No Tenders had an estimated value of over \$2.0m.

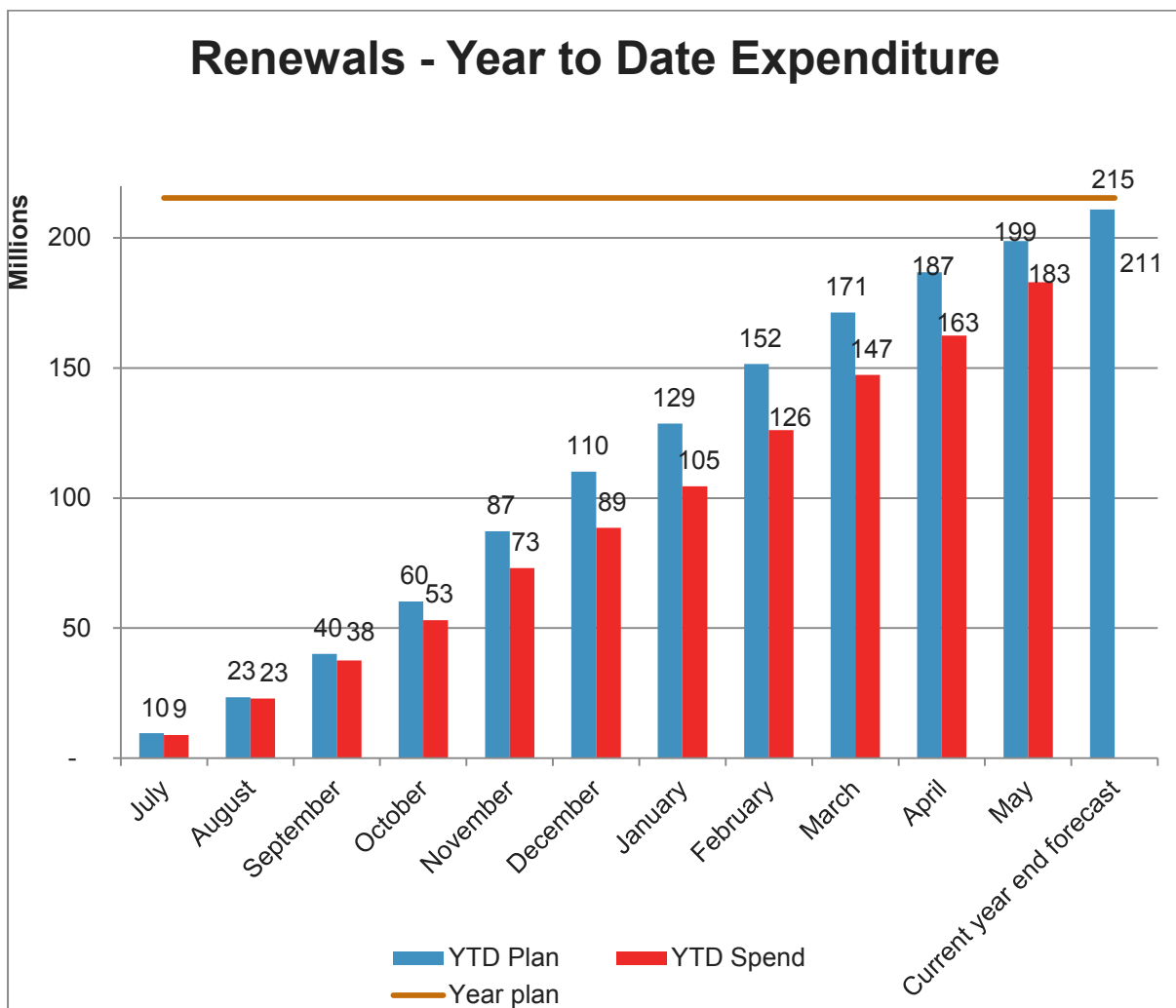
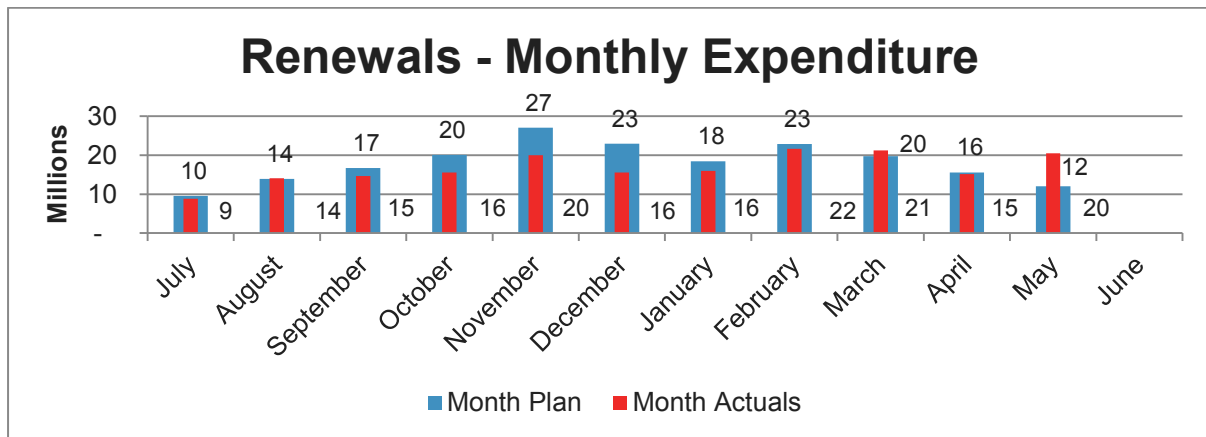
130 Contracts were issued with a total value of \$20.94m. Contracts awarded over the value of \$2.0m, are detailed below:

Contract	Vendor
342-14-088-T2 Dominion Road Cycle Route Physical Works	Dempsey Wood Civil Limited
250-13-865-IT Fujitsu Services Agreement	Fujitsu New Zealand Limited

Financial Performance

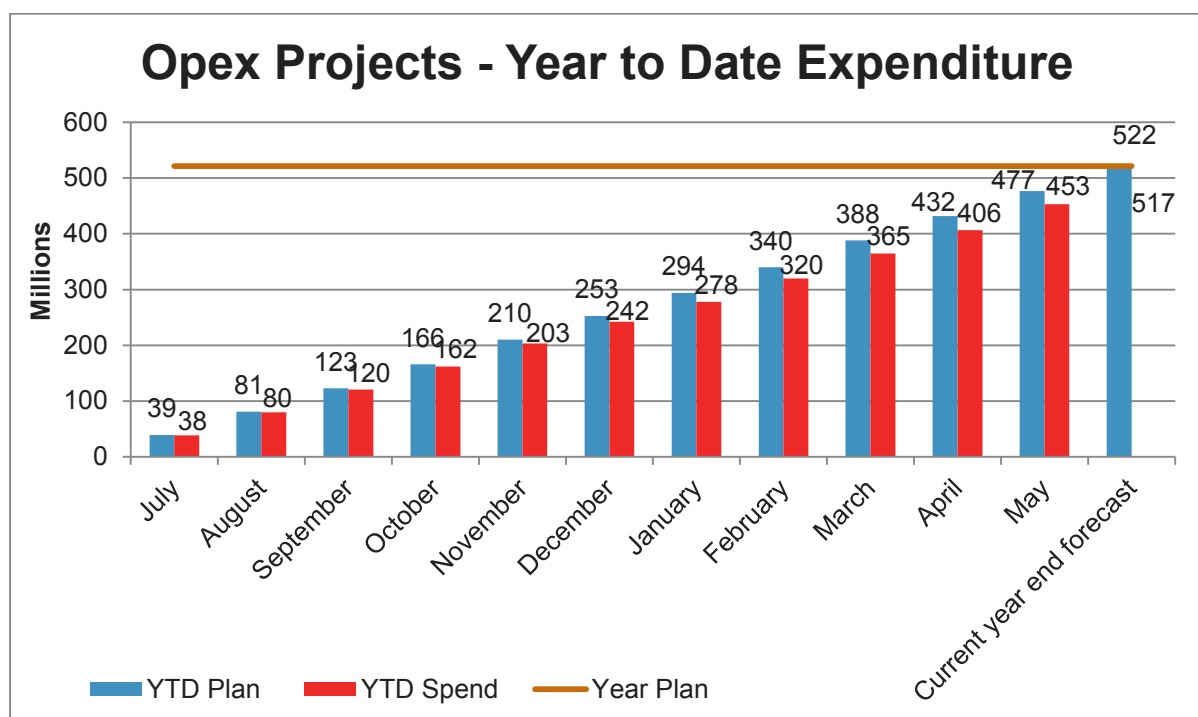
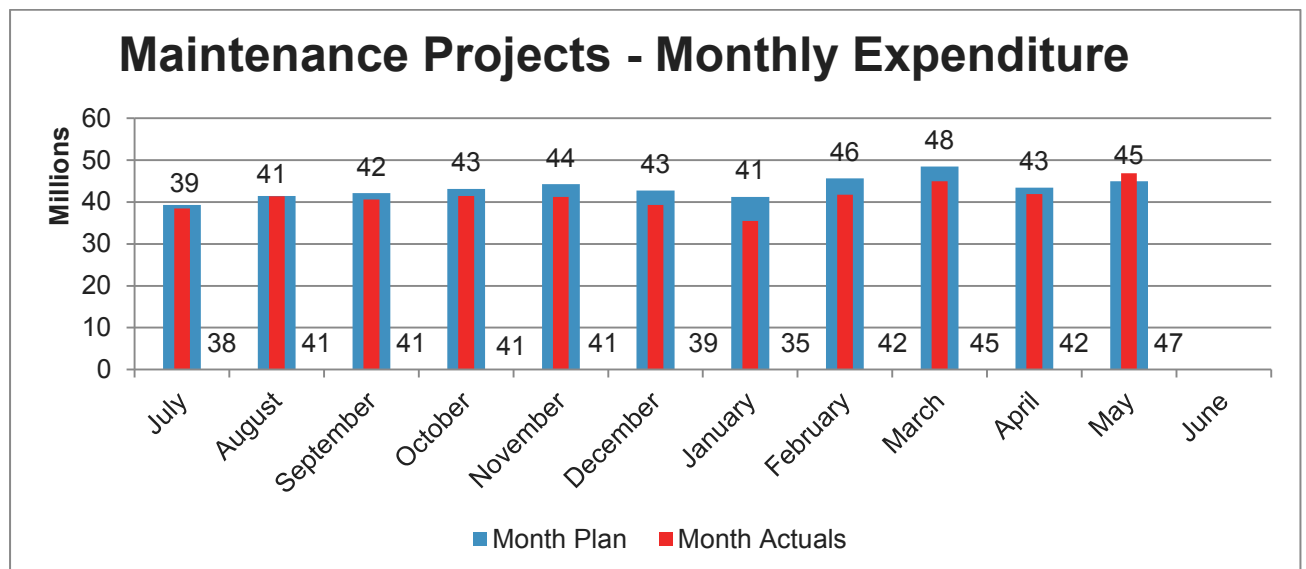
Renewal and Maintenance

The expenditure on renewal and maintenance projects to the end of May is detailed on the following four graphs.



The variance of \$16m underspend for renewals is due to four factors:

1. Rail renewals: Successful completion of the electronic train protection project within time and under budget resulting in a surplus of \$2m
2. Footpaths and cycleways: Issues around the complications of lining up physical works with the Ultra-Fast Broadband (UFB) project have resulted in delay in delivery, particularly within the central region.
3. Road rehabilitation: The award of the Technical Services Support contracts (external professional services work) have been delayed.
4. Road bridges and major culverts: The renewal of structures in the central area have been delayed due to the resolution of design issues for retaining walls on Pah Road and Sturdee Street.



Key Projects

Road

Tiverton-Wolverton

Design of the alternative cycleway component of the project is near completion with construction planned to commence in July 2014.

Scoping work is underway to prepare a design and construct contract for the upgrade of Whau culverts 1 and 2. This work is required to meet new catchment assessments carried out by Council Stormwater and is provided for in the project budget.

Dominion Road

Construction has started on the parallel cycle routes following a Dawn Blessing of the work site.

Tendering for the construction of the main corridor works will be completed in June/July 2014 with construction planned to commence in October 2014. Isolated enabling works will commence in June 2014 on the main corridor.

Wynyard Quarter - Integrated Road Programme

Waterfront Auckland and AT are carrying out joint consultation for the Central Park area. The first stage was with current occupiers of the Wynyard Quarter and is complete; the second stage is to engage the public and will commence in mid-June 2014.

Co-ordination with utility providers is underway such that any utility upgrades can be co-ordinated with the road construction.

Albany Highway Upgrade

Key stakeholder updates will continue following the tendering process when more information becomes available regarding construction staging and methodology.

Relocation of the Albany Family Medical Centre is expected to be complete by the end of July 2014.

East West Link

The Government allocated \$10m in Budget 2014 to the NZ Transport Agency for the continued development of the East West Link. The NZ Transport Agency and AT will therefore further develop the East West Link programme to give greater certainty on its scope and cost.

Public and key stakeholder consultation over the next two months will focus on increasing the community's level of awareness of the programme, current status and next steps.

The two agencies will also ask the community for feedback on the transport issues identified in the area, with an aim to understand if all the issues have been identified.

The feedback will be used as input into the development of the programme during the next phase of the project.

Mill Road

The project team is assessing the environmental effects of the various options. Lodgement of the Notice of Requirement for any preferred route will likely be the third quarter of the year to allow for additional ecological surveys and assessments, all of which are currently underway.

Murphy's Road Bridge

The contract for the detailed design was awarded in May with presentation of the scheme plans to the local board early in June 2014. Following completion of the detailed design, all the required consents will be lodged for a planned construction in 2015/16.

Public Transport

Rail

City Rail Link

Following AT's confirmation of the Notice of Requirement designation, to construct and operate the City Rail Link, with the Appeals period closed, AT have commenced discussions with the appellants.

The Technical Advisor concluded the Definition Design Phase at the end of May and has now commenced the Reference Design Phase.

Mt Albert Station Stage 2

Stage 2A consists of underpass upgrade and extension of platform shelters including coverage over stairs and underpass ramp. Construction is planned for first quarter of 2015 subject to budget and funding approval. Planned Stage 2B work includes a covered link bridge from the existing Concourse to 915 New North Road (site of the proposed town square). Estimate construction start date for Stage 2B is early 2016.

Bus

Manukau Bus Interchange

The contract for the design works went to market on 5 June 2014 and is expected to be awarded by the end of July 2014. The design works are due for completion by the last quarter of 2014. The programme for construction delivery will be managed very closely to ensure optimum outcomes are achieved by September 2015.

Otahuhu Bus-Train Interchange

The design works are progressing and due for completion by September 2014. The tender for construction will commence in September 2014 for enabling works to be completed during the Dec 2014/Jan 2015 planned block of line. The tender for the main works will follow in late October 2014.

The scope for the Otahuhu Linkages project is agreed and further discussions with the Local Board and Council will define the optimum delivery timing for each element (such as paving, street furniture, landscaping etc.) as they relate to the development of the bus-train interchange. The project completion for key components of the linkage projects will be co-ordinated with the bus-train interchange works and the delivery of the remaining projects will be dependent on allocation of funding for these projects.

EMU Launch



**smarter
better
quieter**

New electric trains are coming.
57 brand new electric trains are being progressively introduced from April 2014. This means increased comfort, safety and reliability.
Combined with planned timetable improvements, the new trains will be more frequent and will provide the capacity to carry 40% more passengers.
They mark a defining moment for the future of Auckland.
Now's your time to get on board.

Auckland Transport
An Auckland Council Organisation

For more information visit
AT.govt.nz/electrictrains
or phone 09 366 6400 [@AkiTransport](https://twitter.com/AkiTransport)



Analysis of the recent electric train launch campaign has shown:

- 76% of the target audience (All people 25-54) saw the TV advertising, on average 7.4 times over a four week period
- The electric train video has been viewed via AT's website by over 150,000 people
- TVNZ On demand video (30" ad) received 100,002 views
- The YouTube home page was viewed 922,551 times
- Banner advertising on Google Display Network received 5,941,394 impressions
- Electronic direct mail open rate is 65% (database 160,000) – normal open rate is 40%
- In the post launch 'Experience Survey' conducted over the first two weeks of travel on the new trains found that almost everyone surveyed was very positive about the electric trains, with 97% giving a positive overall rating
- Over 90% were overall satisfied with the information about the introduction of the electric trains

The Electric Train launch campaign has been entered into the **TVNZ Marketing Awards**.

Ferry

Half Moon Bay Ferry Terminal Upgrade

The investigation and design stages for a new passenger facility, wharf and terminal will commence July 2014. Design will be completed during 2014/15 and be completed by July 2015. Tender and construction phases are scheduled to commence in August 2015 with completion mid 2016.

Multi-Modal

AMETI

Design is almost complete on cycle parking facilities at Panmure Station and construction is well advanced for the new link road and the new William Harvey Bridge. Planning has commenced for opening of the new link road in August 2014. The upgrade of Van Damme's Lagoon, NCI and Watercare works is ongoing.

Planning is underway for a public planting day at Van Dammes lagoon carpark.

Meetings were held with the Howick and Maungakiekie-Tamaki Local Boards to update them on progress on Panmure to Pakuranga (Stage 2a). This included discussion of consultation on potential changes to parks and reserves.

AT was congratulated publicly by the Principal of Panmure Bridge School for improving traffic safety for their children and families, particularly the new footpath onto Dunkirk Rd. The project was a partnership between AT, Auckland Council Parks, the local school and community. This work also aligns with Auckland Council's proposed Greenways Plan in the area, an initiative by the Maungakiekie-Tamaki Local Board that seeks to improve internal park circulation, as well as walking and cycling connections between parks in the area.

MP Jami-Lee Ross held a public meeting about transport issues in the Howick and Botany Downs area, at which AT's Chief Executive answered questions. Over 150 people attended, with many of the questions focussing on the future impact of the next stages of AMETI.

Meetings were held with the Howick and Maungakiekie-Tamaki Local Boards to update them on progress on Panmure to Pakuranga (Stage 2a). This included discussion of consultation on potential changes to parks and reserves. The Communications and Engagement Strategy has also been finalised, it includes a strong focus on engagement with stakeholders and the community as design is further developed and notices of requirement are prepared.

City Centre Integration (CCI)

An update on CCI scope and progress was presented to the Auckland Development Committee on 12 June 2014, highlighting key projects and initiatives.

A Downtown Framework is due for completion at the end of July 2014 which collates all projects and initiatives in the Downtown area (including Seawall, Quay Street Boulevard, Downtown Bus Interchange & Fanshawe Street Busway, Ferry Basin Redevelopment etc.) and provides context for issues such as the replacement of public open space, connectivity and access between PT modes, and project interdependencies.

A programme business case is being developed for the city centre bus infrastructure requirements, including Fanshawe Street and Wellesley Street busways, Wynyard Quarter, Downtown and Learning Quarter Interchanges. Completion due end July 2014.

Quay Street upgrades have commenced with safety improvements at intersections.

Quay Street Seawall upgrade commences in June 2014 with immediate repairs to priority sections.

Local Board Initiatives

Good progress has been made with an additional 35 projects being identified by the Local Boards. This now brings the total projects identified to 270 with 35% complete or in construction and 27% in investigation or design phases.

Walking & Cycling

The detailed design for Stage 1 (Churchill Street to Quay Street via Mahuhu Crescent and Tapora Street) is complete. The construction of Stage 1 will start in June 2014 and will be complete in September 2014 to coincide with the opening of the NZTA Grafton Gulley Cycle Route.

AT, in collaboration with Cycle Action Auckland, is progressing a programme of audits on priority cycle routes. The audits have highlighted a number of improvements, some of which have been implemented and others are currently in various stages of design/construction. These works along with other defined cycle safety projects make up \$1 million works committed to cycle projects this calendar year (as per the CEOs March report to the Council's Infrastructure Committee).

The Cycle Advisory Group met and provided feedback on the prioritisation of the Auckland Cycle Network and designs of cycleways for Beach Road, Carlton Gore Road and the Mt Roskill safe routes. The group consists of representatives from the following organisations: NZTA, Auckland Council, Bike NZ, Cycle Action Auckland, AA, Generation Zero, Ministry of Transport, Transport Blog, Greenways Trust, Walk Auckland, Waterfront Auckland and the Mayor's office.

A three week consultation process and an open day with residents and businesses were undertaken on proposed separated cycle lanes on Carlton Gore Road. Cycle lanes together with pedestrian safety measures are proposed to be delivered as part of the road rehabilitation project.

Walking School Bus Volunteer Recognition

Walking School Buses are operated by volunteers (often parents and caregivers) who are vital to the running and long term sustainability of the Walking School Bus programme.

As part of National Volunteer Week from 15-21 June, Auckland Transport will be hosting an event to reward and recognize these volunteers. This Walking School Bus Megastars event has over 600 people confirmed to be attending.

Roading and Network Performance

Integrated Transport Programme

The prioritisation methodology was endorsed by the AT Board in March and has been presented to Councillors and Local Boards. A draft 10 year ranked capital programme was presented to the Board in May so that it could be forwarded to Auckland Council to inform the development of the next Long Term Plan. Positive initial feedback has been received from Council on the draft programme. The wider ITP project list, modelling results and further information on prioritisation will be presented to the AT Board in Q3 2014.

Parking Consultation

Public consultation on AT's parking discussion document closes on 30 June. Local Boards, Council and a number of key stakeholders have received briefings and an update was provided at the Customer Focus Committee. At the time of writing 326 submissions had been received. Key themes are around park and ride, residential parking zones, and parking on arterial roads. A verbal update will be given at this meeting.

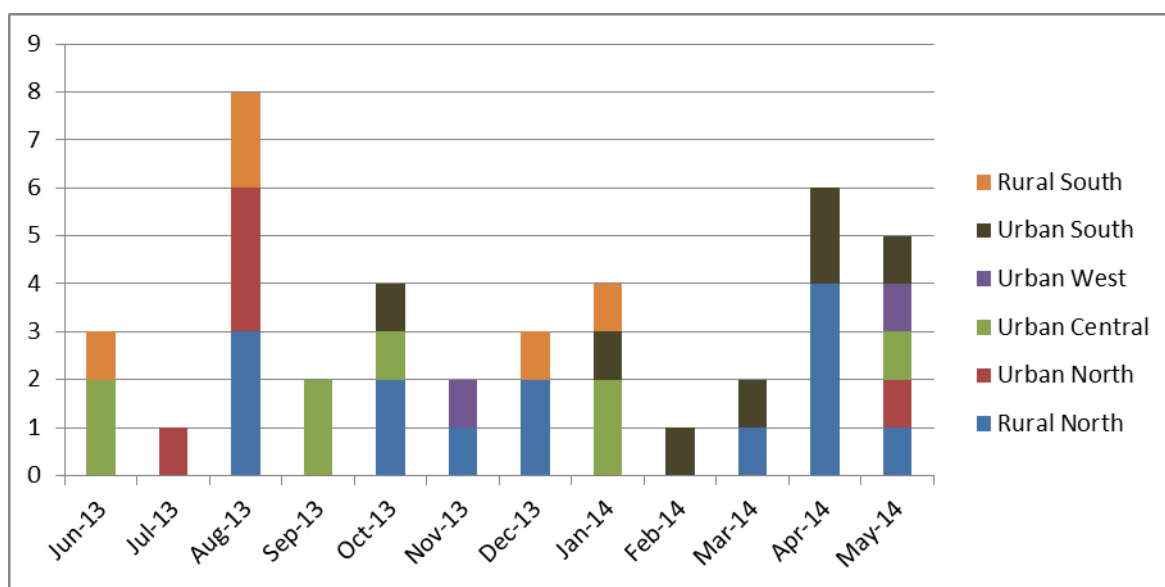
Road Deaths

The Auckland Region road toll on Local Roads and State Highways from 1 January to 30 May 2014 was 18 deaths, 7 less than the 25 road deaths recorded for the same period last year. All road deaths during May 2014 occurred on local roads.

Annual Road Deaths from 1 January to 30 May

Local Government Region	2009	2010	2011	2012	2013	2014
Auckland	37	26	18	17	25	18

Road Deaths per Month and per Sub-region from 1 June 2013 to 30 May 2014



Road Deaths from 1 January to 30 May 2014 Compared with 1 January to 30 May 2013

Auckland Sub-regions	Urban Central	Rural South	Urban North	Rural North	Urban South	Urban West	Total
30 May 2014	3	1	1	6	6	1	18
30 May 2013	5	3	0	5	11	1	25

Road Deaths per Road Type and Road User from 1 January to 30 May 2014

Road User Type	Drivers	Passengers	Motorcyclists	Pedestrians	Mobility scooters	Cyclists	Total
Local Roads	6		3	2		1	12
SH / Motorways	2	1	1	1		1	6
Total	8	1	4	3		2	18

Road Deaths on Local Roads per Road User Type and Age from 1 January to 30 May 2014

Road User Age	0-14 years	15-19 years	20-24 years	25-39 years	40-59 years	60-74 years	75 + years	Total
Drivers			1	2		3		6
Passengers								
Motorcyclists		1			1	1		3
Pedestrians	1						1	2
Cyclists						1		1
Total	1	1	1	2	1	5	1	12

Fatal Crash Investigations

During the month of May two fatal crash investigations were undertaken by the Road Safety Unit, one in the Rural North area involving a truck and car, and the other in the Urban West area involving a car and parked truck.

For the crash in the Rural North area, a number of short term improvements have already been completed including a temporary speed reduction of 50km/h along the length of Coatesville Riverhead Highway, a temporary 30km/h speed reduction along with 'slippery road' signage at the crash location, and water cutting maintenance to improve the friction surface of the road.

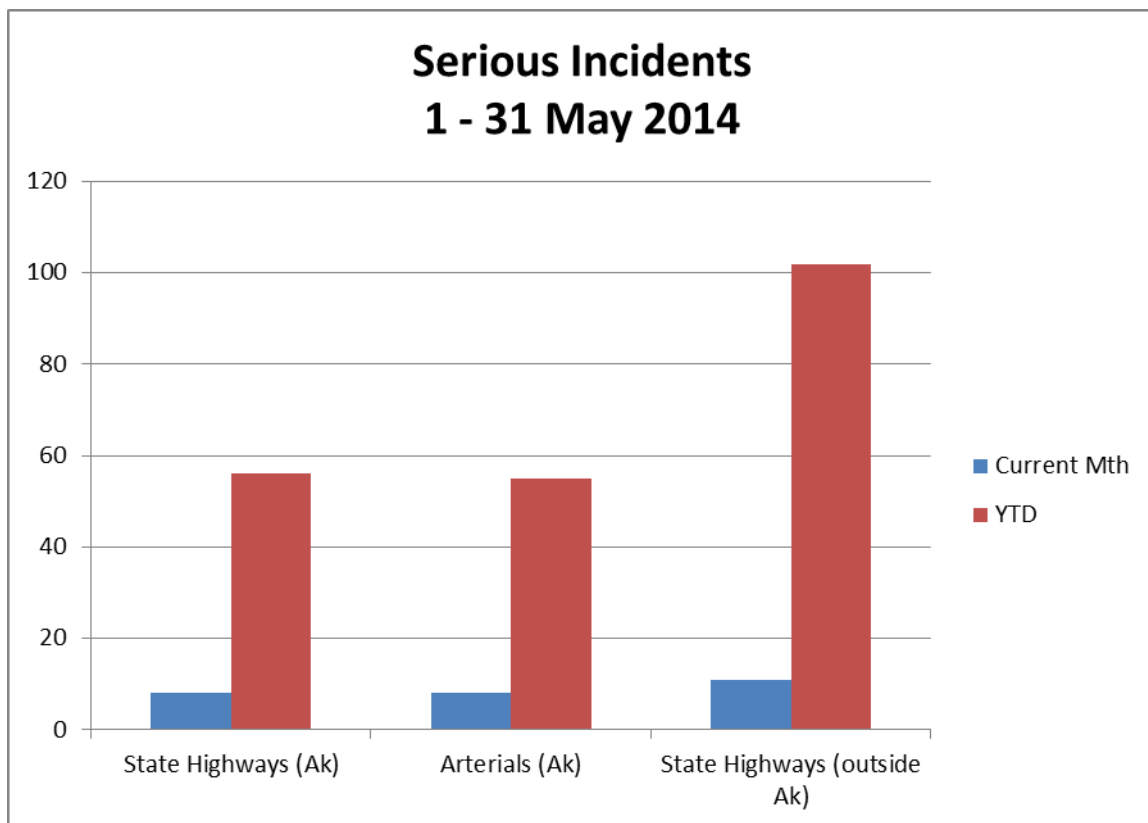
The above reports will be completed by the end of June 2014 along with recommendations.

Urban KiwiRAP Star-rating

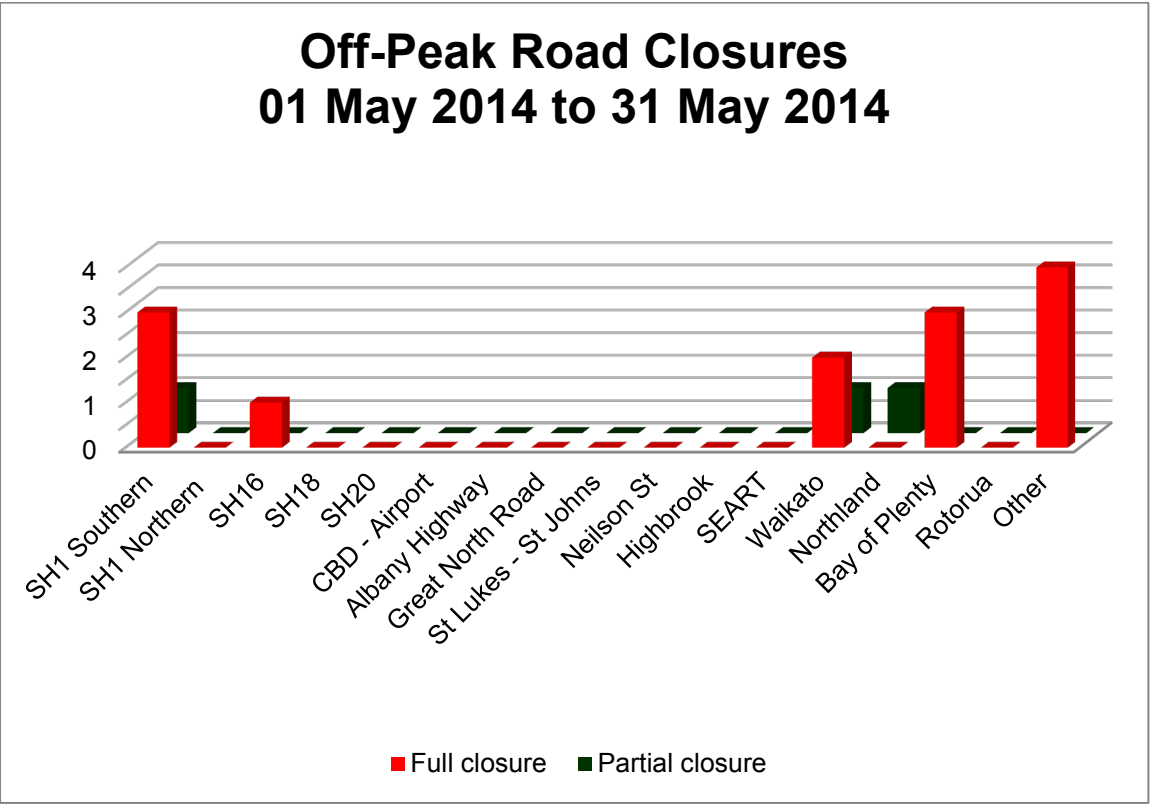
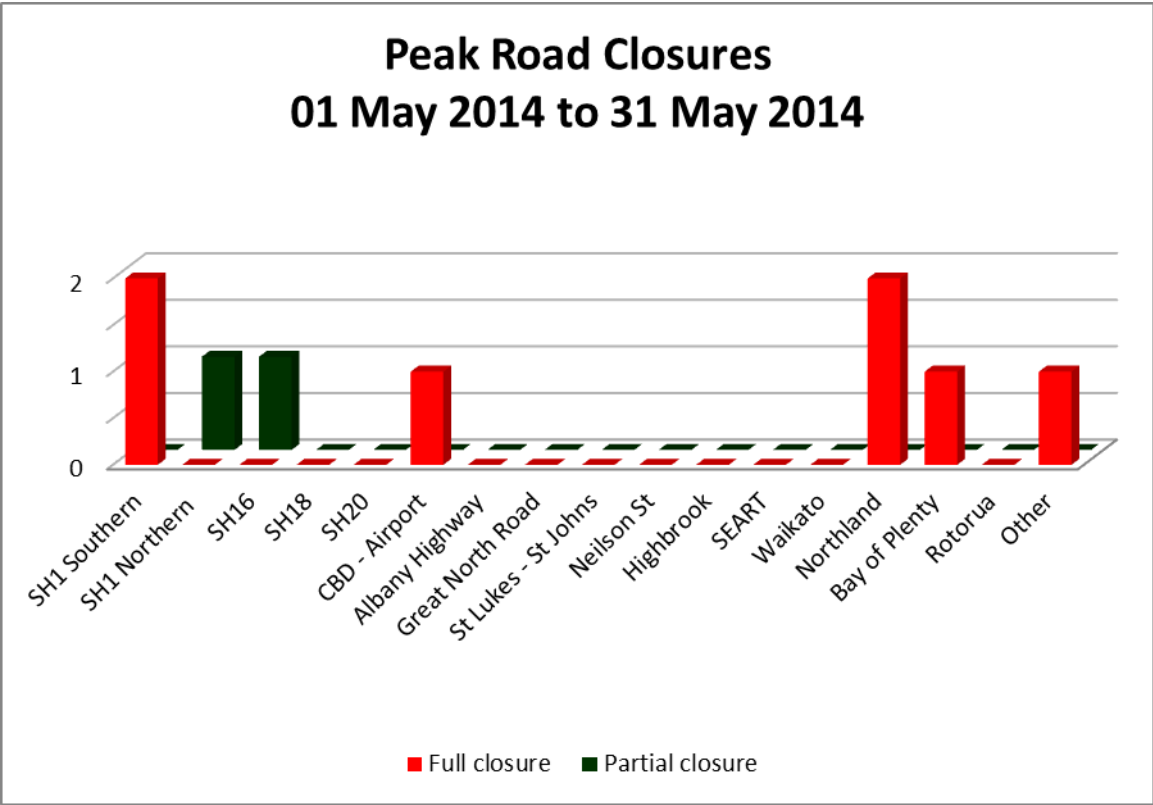
This is an international road safety demonstration project aimed at improving the identification and rating of urban road infrastructure for safety improvements. An international contract has been awarded for the 'star-rating' of Auckland urban road infrastructure which will provide a best practice benchmark of existing road infrastructure in terms of the safety it provides to vehicles and vulnerable road users.

Incident Reporting

Joint Transport Operations Centre (JTOC) is responsible for managing incidents across the entire Auckland road network as well as regional incidents occurring on state highways from Taupo to the top of the North Island. In total JTOC managed 27 serious incidents in May 2014. The aim is to clear the incident as quickly and safely as possible in order to restore traffic to "normal" conditions (normal for that time of the day/route). The table below provides a summary of serious incidents across the "One Network"



The charts following show the number of full road and partial (lane) closures that have occurred on strategic routes during the peak and off peak period for May 2014. Closures shown are for unplanned, serious incidents only.



Storm update

The storm event over the night of Tuesday 10 June 2014 resulted in high winds and heavy rain across the region and caused slips, trees to come down and surface flooding. A large tree down over Great North Road at Waterview closed the road in both directions and prevented commuter traffic from accessing the motorway for a number of hours. With the help of the Well-connected Alliance the debris was removed and the eastbound lanes reopened in the morning peak with the westbound lanes reopened later in the morning.

Great Barrier Island was particularly hard hit with 220 mm of rain recorded at Fitzroy following 100 mm the day before. The assessment of road damage is continuing but at this point it is expected that the cost of the repairs will be in excess of \$3 million.

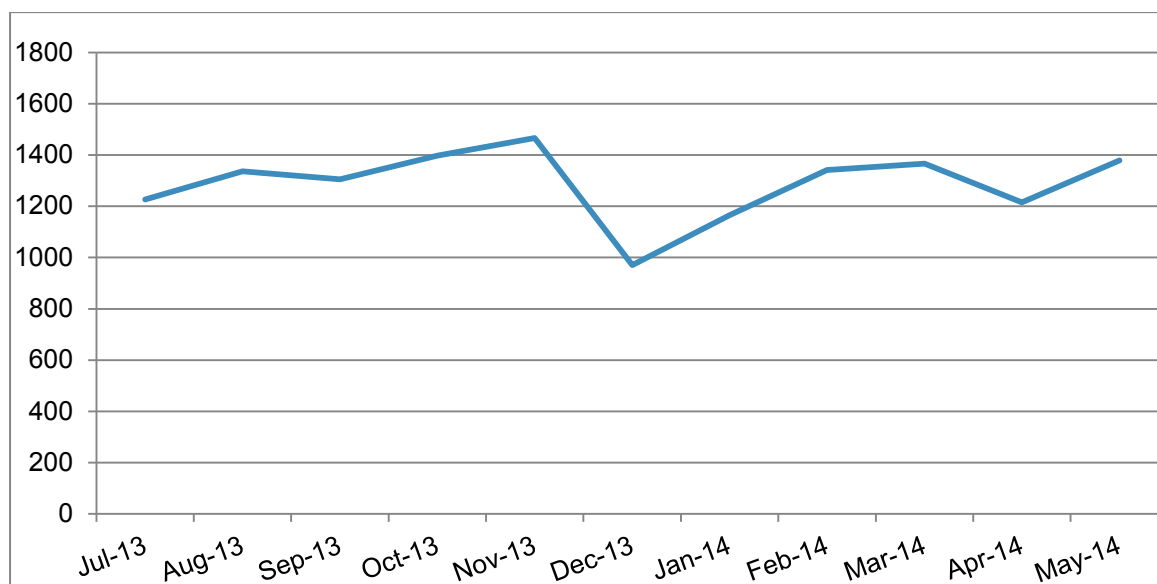
Corridor Access Request Applications

There were 1,379 corridor access request (CAR) applications approved in May 2014 compared with 1,215 in April 2014 and 1,017 in May 2013.

Of these 1,379 CAR applications, 83% were approved within 5 working days and 95% approved within 15 working days. The target is to process not less than 80% of CAR applications within 5 working days and not less than 95% within 15 working days.

In the 11 months to the end of May 2014 there has been 14,169 CAR applications approved to carry out work on the road network.

No. of CAR applications approved



Ultra-Fast Broadband

There has been a high volume of activity on the network over the last month as Chorus and its contractor, Visionstream seek to complete the Year 3 (2013/14) build for Crown Fibre Holdings. As at the end of May, 344 Year 3 cabinet areas have been completed of which 297 have undergone their final walkover and sign-off by Auckland Transport. The remainder

are in the quality assurance process and will be inspected in the coming weeks once passed by Visionstream and Chorus.

The remedial work from Year 1 (2011/12) and Year 2 (2012/13) is now largely complete with only 20 cabinet areas requiring some further work. The completion of this work remains a priority for all parties.

Physical work has now started on 2 of the Year 4 (2014/15) cabinet areas. The Year 4 build comprises 451 cabinet areas spread evenly across the region. It is expected that up to 25% of the Year 4 deployment will be overhead utilising existing power poles. Resource consent approval for the overhead deployment is being obtained from Auckland Council prior to lodgement of the CAR applications.

Overweight Permits

There were 197 overweight permit applications processed and approved in May 2014. Of these 197 permit applications, 148 (75%) were processed within the target timeframes. The remainder were all approved before the first day of the requested travel period. The target timeframes for processing overweight permit applications are 3 days for single trip and multi-trip permits and 5 working days for continuous and area permits.

An overweight permit is required if there is a need to operate a heavy vehicle above the legal mass limits (axle, axle set and gross) specified in the Vehicle Dimensions and Mass Rule 2002 when transporting an indivisible load. The operator is required to lodge a permit for the proposed route and an analysis of the pavements and structures is undertaken to ascertain whether they can carry the increased loading and any restrictions to movement and travel which should apply.

There were also a further 75 High Productivity Motor Vehicle (HPMV) permit applications processed in May 2014 of which 65 were approved and 10 declined.

A High Productivity Motor Vehicle permit allows a heavy vehicle to operate above the maximum gross mass of 44 tonnes when carrying divisible loads on approved routes.

Road Corridor Maintenance

Financial Overview

MAY 2014			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	19,364	17,111	(2,253)
Operating Expenditure	8,363	7,660	(703)
TOTAL	27,727	24,771	2,956

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Full Year Budget
Renewals	170,888	178,094	7,206	193,674
Operating Expenditure	79,033	79,499	416	87,530

TOTAL	249,921	257,593	7,672	281,204
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Commentary

Operating expenditure is running to budget with 90% of the approved annual budget expended as at 31 May 2014.

Renewal expenditure is running a little behind forecast with \$171 million expended to date compared with a forecast spend of \$178 million. Expenditure as at 31 May 2014 is 88% of the total approved budget for the year.

Operating expenditure is on track for the full year. Renewal expenditure is forecast to be \$185 million for the full year.

North

MAY 2014			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	5,111	4,643	(468)
Operating Expenditure	2,138	2,130	(8)
TOTAL	7,249	6,773	(476)

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Full Year Budget
Renewals	44,105	43,721	(384)	47,393
Operating Expenditure	22,379	22,254	(125)	24,569
TOTAL	66,484	65,975	(509)	71,962

Comments

Both operating and renewal expenditure are running slightly ahead of forecast. Both are on track for the full year.

There have been 22.6 km of pavement renewals completed to date with work recently completed on Lonely Track Road between Fairview Avenue and East Coast Road.

There are further pavement renewal projects underway on Okura River Road and Ngarahana Road.

The resurfacing programme has been substantially completed with 17.8 km of asphaltic concrete (AC) surfacing and 95.9 km of chipsealing completed to date.

The remediation work on the Victoria Road Retaining Wall is progressing well and the project is now 80% complete.

The seal extension work on Matakana Valley Road has commenced and is well underway. The formation widening and placement of the sub-base layer is complete with the placement of basecourse and the sealing of the road programmed to be carried out later this month.

The closeout of the existing maintenance contracts is underway with these maintenance contracts ending on 30 June 2014. Preparations for the new contracts are well underway

and the successful contractors, Downer New Zealand, Fulton Hogan Limited and Transfield Services Limited are mobilizing and are on track to commence work on 1 July 2014.

Central

MAY 2014			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	6,563	6,301	(262)
Operating Expenditure	1,630	1,424	(206)
TOTAL	8,193	7,725	(468)

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Full Year Budget
Renewals	45,580	50,537	4,957	55,704
Operating Expenditure	14,889	15,757	868	17,609
TOTAL	60,469	66,294	5,825	73,313

Comments

Both renewal and operating expenditure are running behind forecast. It is expected that operating expenditure will be to budget for the year however there will be an underspend on renewals.

There has been 33.9 km of AC resurfacing and 33.4 km of chipsealing completed to date.

AC resurfacing projects have been recently completed on Rockfield Road, Ranui Road, Great North Road (between Bullock Track and Ponsonby Road) and Richardson Road.

Pavement renewal projects are continuing on Carlton Gore Road, Aranui Road and Elstree Avenue and are on track for completion by the end of June.

To date this year there has been 26.3 km of footpaths either resurfaced or replaced in the central area. The UFB rollout has adversely impacted on the delivery of the footpath renewal programme as it has delayed some projects and created resourcing issues.

Leaf fall removal remains a focus at this time of the year.

South

MAY 2014			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	4,096	2,808	(1,288)
Operating Expenditure	2,291	1,822	(469)
TOTAL	6,387	4,630	(1,757)

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Full Year Budget
Renewals	45,445	46,635	1,190	48,487
Operating Expenditure	16,981	17,836	855	19,149
TOTAL	62,426	64,471	2,045	67,636

Comments

Both operating and renewal expenditure are still running behind forecast however the variance has reduced considerably over the last month.

There has been 22.5 km of AC resurfacing and 167.2 km of chipsealing completed to date.

Preseal repairs for the 2014/15 resurfacing programme are well advanced and will be substantially completed in June.

There has been 17.2 km of pavement renewals completed to date with projects recently completed on Great South Road (between Browns Road and Grande Vue Road), Sheehan Avenue (Papakura), Cook Street (Howick), Ostrich Farm Road and Stan Wright Road. The remaining project on Waiuku Road will be completed shortly.

The investigation and design of the 2014/15 pavement renewal projects is underway and will enable an early start to the delivery of the programme.

There has been 31.8 km of footpaths either resurfaced or replaced to date.

West

MAY 2014			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	2,765	2,517	(248)
Operating Expenditure	765	831	66
TOTAL	3,530	3,348	182

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Full Year Budget
Renewals	27,110	28,873	1,763	32,661
Operating Expenditure	8,646	8,109	(537)	9,208
TOTAL	35,756	36,982	1,226	41,869

Comments

Operating expenditure is continuing to run a little ahead of budget though the variance has reduced over the last month.

Renewal expenditure is running a little behind forecast though again the variance has reduced. As a result of savings enabling work has been able to commence on the 2014/15 pavement renewal programme. This will accelerate delivery of next year's programme.

There has been 14.2 km of AC resurfacing and 38.5 km of chip sealing completed to date.

There has been 5.6 km of pavement renewals completed to date with work recently completed on the West Coast Road project.

There are further pavement renewal projects nearing completion on Rimu Street (Stage 2) and at the Great North Road/Titirangi Road intersection.

Construction of retaining walls at two sites on Tanekaha Road will be commencing shortly. This work was put on hold pending Watercare completing a water main replacement project.

There has been 14.7 km of footpaths either resurfaced or replaced this financial year.

Street Lighting

MAY 2014			
Monthly Expenditure (\$000)	Actual	Forecast	Variance
Renewals	829	842	13
Operating Expenditure	1,540	1,454	(86)
TOTAL	2,369	2,296	(73)

FINANCIAL YEAR 2013/2014				
Year to Date Expenditure (\$000)	Actual	Forecast	Variance	Full Year Budget
Renewals	8,647	8,327	(320)	9,429
Operating Expenditure	16,139	15,493	(646)	16,996
TOTAL	24,786	23,820	(966)	26,425

Comments

Both operating and renewal expenditure are running ahead of forecast. Operating expenditure is ahead of forecast due to increased electricity charges and the costs associated with additional street lights vested as a result of completed subdivisions.

Renewal expenditure is ahead of forecast due to work being done in support of the undergrounding of overhead power cables by Vector.

It is expected that operating expenditure will come in a little above budget while renewal expenditure will be to budget for the year.

The cost of car v. pole crashes continues to be significant with \$600K spent to date this year replacing poles damaged from road crashes.

To date there has been 3,693 luminaires renewed and 673 street light poles replaced this year.

Public Transport

8 Key Strategic Priorities

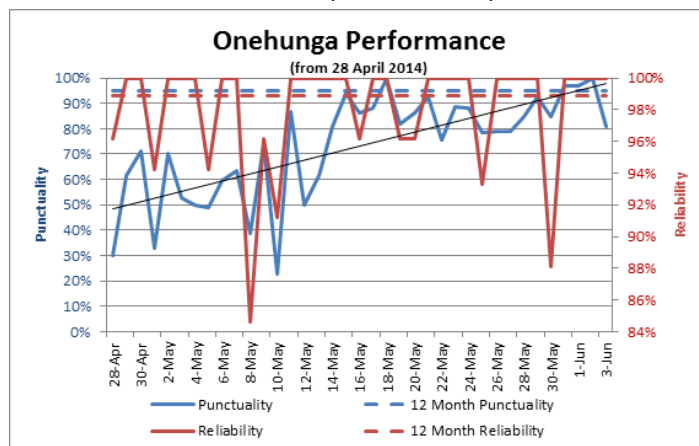
Key Milestone Targets	Monthly Update												
1. Integrated Ticketing & Fares													
<ul style="list-style-type: none"> 2012: Rail & ferry 2013: Urban Express, Birkenhead, NZ Bus bus fleets 1Q/2Q 2014: Ritchies, Northern Express, Bayes, Party Bus, H&E, Waiheke Buses, Airbus, Airporter, Murphy's bus fleets Integrated fares: concept 2013; business case 2014; implementation on 2Q2015 	<ul style="list-style-type: none"> The final AT contracted (school bus) operator, Murphy Buses, went live with AT HOP on Tuesday 3 June 2014. All contracted bus services are now AT HOP enabled and all urban scheduled bus passenger services. 251,000 unique AT HOP cards used in the 90 days to end-May with almost 190,000 registered cards (55% of total cards sold). 50 AT HOP retailers are available across Auckland with retail sales of \$2.15 million per month. A review of the retail network has been completed to identify in particular coverage gaps in South and West Auckland. HOP card usage was 64% penetration across all AIFS trips in May. <div style="display: flex; justify-content: space-around;"> <div data-bbox="400 936 882 1193"> <p>AT HOP Usage: Card vs. Cash (Bus) - May</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>Cash</td><td>43%</td></tr> <tr><td>Card</td><td>57%</td></tr> </table> </div> <div data-bbox="922 936 1406 1193"> <p>AT HOP Usage: Card vs. Cash (Rail) - May</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>Cash</td><td>28%</td></tr> <tr><td>Card</td><td>72%</td></tr> </table> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div data-bbox="395 1283 874 1563"> <p>AT HOP Usage</p> </div> <div data-bbox="906 1283 1390 1563"> <p>AT HOP Value (NZD)</p> </div> </div> <ul style="list-style-type: none"> Overall transaction levels in the AIFS scheme has increased to an average 275,000 trips per business day. Following direction from the April 2014 Board meeting, the business case for integrated fares under a 5 concentric ring zonal model, including product and pricing scenarios is progressing to be presented to the July or August meeting. Modelling analysis is underway to refine pricing points and patronage / revenue impacts. Thales has committed to respond by end-June to a business requirements specification to cost the changes necessary to AIFS. Testing of an AT HOP Day Pass is progressing with target implementation in July / August 2014. This will replace the paper-based Discovery Day Pass and offer greater flexibility of zonal options and will include Inner Harbour ferries. 	Category	Percentage	Cash	43%	Card	57%	Category	Percentage	Cash	28%	Card	72%
Category	Percentage												
Cash	43%												
Card	57%												
Category	Percentage												
Cash	28%												
Card	72%												

2. Procurement & Contract Reform

- 2013: RPTP adopted and legislation passed
 - 2014: South Auckland bus tender; rail tender
 - 2015: South Auckland bus services start; ferry tenders & award; rest of Auckland bus tenders
- Bus:
 - Draft of the proposed bus Public Transport Operating Model (PTOM) contract is undergoing final AT management review prior to issue for feedback to the bus industry.
 - Target is for tender for the new South Auckland bus network in August / September with a target go-live for services in Q3 2015.
 - Rail: Market sounding and a Request for Information is confirmed for 2 July 2014 for the rail operations procurement.
 - Ferry: Work is progressing around the ferry PTOM procurement strategy to be presented for approval to the Board later in 2014.

3. Rail Electrification

- Mid-2013: Depot
 - Apr 2014: Onehunga Line services
 - Sep 2014: Manukau via Eastern Line services
 - Mar 2015: Southern Line services
 - Jul 2015: Western Line services
- Units 1 to 4 are now available to AT for revenue service. AT has Provisionally Accepted 13 EMU Units with 9 of these now awaiting Transdev acceptance for revenue operations.
 - Following implementation of the Onehunga Line services, additional dwell times at stations and bedding in of new operations and procedures resulted in some additional journey times for services. A focus in May has been on the bedding-in of new operations of the trains with consistent improvements in performance seen as illustrated below.

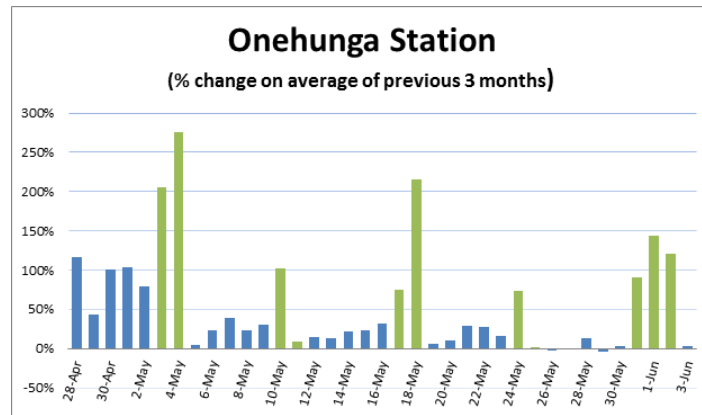


During May and early June, operational improvements were made to improve automatic door opening systems and procedures.

Recovery time from network performance issues that impact on Onehunga Line performance is limited. At early June, work is progressing with KiwiRail to target short-term track speed improvements on the Onehunga Line to improve both journey times and resilience to network impacts on the timetable along with medium-term risk review of ETCS and track performance parameters.

- The results of a customer survey show that the new electric trains on the Onehunga Line have been very well received, with 97% rating them positively and gave consistently high scores for their appearance, comfort and ease of use.
 - Customers described the trains as quiet (52%), fast (24%), smooth (17%), comfortable (17%), modern/new (17%), and spacious/open (15%).
 - When asked what they didn't like the highest response was "nothing". The main negative factors mentioned include the early operational delays.
 - The new system of buttons to open doors and firm seats/lack legroom were each mentioned by 7% of customers.

- Over 90% were satisfied with the information about the introduction of the electric trains (brochures, ambassadors, announcements and safety information).
- The survey was completed by 391 customers who had travelled on the new electric trains (either the open day/first couple of weeks in service on the Onehunga Line).
- Train boardings on the Onehunga Line at Onehunga and Te Papapa stations has seen an increase since the 28 April launch, in particular over weekends as illustrated in green below.



- Final electric service timetable modelling is progressing with Transdev and KiwiRail to confirm full electric service timetable specifications and timing for the Manukau – East NIMT line for operation in September/October 2014. A second iteration of the full EMU timetable is undergoing Open Track modelling with performance results to be confirmed by mid-June by KiwiRail.
- Prior to peak hour introduction on the Manukau line of EMU services, simulated (shadow) running will be undertaken followed by night time off-peak random running and then inter-peak random running to confirm run times.
- Platform Interface Testing will be conducted during June (South NIMT) and July (West NAL) to identify any track/platform works prior to revenue services commencing on these lines.
- Network Rail from the UK has undertaken an investigation and benchmarking of track condition. AT, KiwiRail and Transdev are reviewing the Draft Report. Final agreed recommendations will be used as part of the future infrastructure works programme delivered through the Track Access Agreement with KiwiRail.

4. Ferry Improvements

- 2014: Ferry strategy and fares review following RPTP 2013 adoption.
- 2014 onwards: existing service timetable, frequency and capacity upgrades.
- 2014 onwards: existing service wharf and waiting facility upgrades.

- The enclosing of the customer waiting area at Pier 2 Downtown Ferry Terminal to improve customer amenity and weather tightness and installation of new seating has been completed in May.
- Improvements to the Stanley Bay passenger waiting facilities have been completed in May.
- Public consultation is due to commence by mid-June on improvements to the Gulf Harbour ferry service, improving weekday sailings from two AM and two PM sailings to six sailings each way per day:

Current		Proposed	
From Gulf Harbour to Auckland	From Auckland to Gulf Harbour	From Gulf Harbour to Auckland	From Auckland to Gulf Harbour
07:00 am		06:30 am	
07:30 am		07:30 am	07:30 am
		08:30 am	09:30 am
		10:30 am	
			2:30 pm
	4:40 pm	3:30 pm	4:30 pm
	5:35 pm	5:30 pm	5:30 pm
			6:30 pm

The new timetable is targeted for implementation in July.

	<p>A two year agreement has been signed with Top Harbour Developments (residential developer in Gulf Harbour) for support and contribution to the enhanced ferry service timetable and joint approach to marketing of the new service to both existing users and residents and prospective new property purchasers.</p> <ul style="list-style-type: none"> • Preparations are being finalised for a mid-June consultation on changes and improvements to the Rakino Ferry service following user and resident feedback on a need to improve service frequency, while retaining public subsidy contributions through a fare increase and re-negotiation of the operator service agreement. At the time of writing this is subject to NZTA procurement approval. • A review of wharf levies collected at both the Downtown and Hauraki Gulf Island wharfs is progressing.
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5. New Network & Facility Improvements

<ul style="list-style-type: none"> • 2013/14 onwards: ongoing minor bus service timetable reviews. • 2013: RPTP adoption. • 2013: South bus consultation. • 2014: West, Hibiscus Coast, Franklin bus consultations • 2015: North, East & Central bus consultations • 2015/16: New Network implementation. 	<ul style="list-style-type: none"> • Pre-engagement with key stakeholders including operators and Local Boards is being completed for bus service design of the New Network for Hibiscus Coast, with target commencement of public consultation on the proposal for mid-July 2014 and new service implementation in Q2 2015. • Service review and designs for bus services for the New Network for Franklin (Pukekohe and Waiuku) is progressing for target commencement of public consultation in late September 2014. • Service review and designs for bus services for the New Network for West Auckland are progressing for target public consultation late October 2014. • The South Auckland bus New Network preparations for service implementation in Q3 2015 is progressing with a review of all South Auckland bus stop and shelter requirements now complete. South Auckland PT infrastructure pre-feasibility reports for Mangere Bus Station upgrade, Pukekohe Bus-Train Interchange, Walmsley Road-Mangere Road Intersection performance have been received. • Preparations are being finalised for bus service changes for 3 August 2014 for Green Bay, Wood Bay, French Bay, Titirangi, Laingholm, Kaurilands, parts of Glen Eden and Blockhouse Bay following earlier public consultation and notification of results. This will be done in parallel with the re-timetabling of West Auckland services operated by NZ Bus to improve reliability and punctuality. • Following consultation on removal of the Sea View Road section of Waiheke bus route 1a on the basis of safety concerns by the bus operator, notifications have been made to residents. • Discussions are underway with Adshel, the provider of over 1,000 of AT's bus shelters, regarding the re-siting of up to 30% of shelters as part of the bus New Network redesign. The discussions are timely as AT's new bus shelter prototypes are in final design and development before being trialled at upper Symonds Street.
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6. On-Time Performance

<ul style="list-style-type: none"> • 2013/14: review all bus timetables; upgrade all on-bus GPS tracking equipment • Mid-2014: enhanced bus real-time tracking and reporting • 2013/14: progressive rail improvements. • 2014/15: rail electric timetable 	<ul style="list-style-type: none"> • Rail punctuality reduced in May through various significant network incidents including a passenger medical emergency, two major freight train breakdowns and a Britomart points failure that also impacted reliability. Performance improved towards the end of the month as the Onehunga Line performance improved as new EMU operations bedded-in. • The rolling improvements to bus punctuality achieved some significant milestones in May: <ul style="list-style-type: none"> ○ Following an increase in AT resource as part of the PT Group restructure, all timetables are continually being reviewed for run-times with operators with formal timetable changes planned regularly: following previous implementation over the last nine months of NZ Bus timetable improvements, all NZ Bus trips have again been reviewed against actual on-road performance; this represents around 70% of the network. The outcome of these reviews will be further progressive timetable improvements to improve service punctuality commencing with West Auckland on 3 August 2014. ○ Further to recent NZ Bus timetable changes, on-time performance for NZ Bus achieved 90.3% with the Go West business unit achieving an 11% improvement in on-time performance over the past 12 months.
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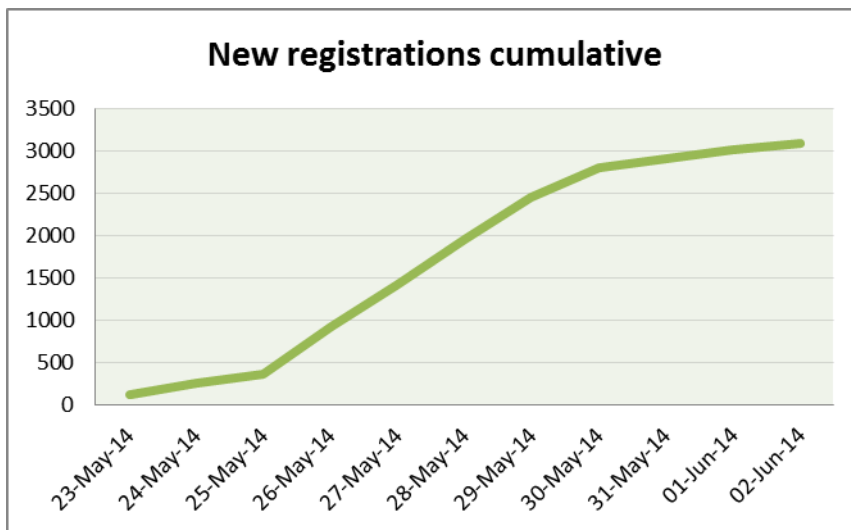
rollouts
 • 2014/15:
 ongoing bus
 timetable
 reviews.

7. First & Final Leg

- Opportunities to enhance bus feeder services in the short-term prior are under investigation.
- PT has provided input to the Parking Strategy, in particular the Park & Ride aspects.

8. Customer Experience

- Wi-Fi on the PT network achieved phase 1 rollout on 26 May with launch across rail stations. As at 2 June, over 3,000 individuals had subscribed to the service:



- The installation of two of the three new trial bus shelter designs by Designbrand/Metshelter and Opus/Cam is complete on Symonds Street with the third design by Jasmx / Hub to be completed early July. The public will be asked for feedback between 7 July and 22 August. These bus shelter design or designs will ultimately be rolled out across Auckland. Already the anecdotal feedback we are receiving is very encouraging. All the trial shelters are a modular design so they can be installed in various sizes, layouts and locations. The trial will also be used to assess how the shelters perform against criteria, such as value for money, durability, and ease of construction. The second phase of the trial will be installation of minor shelters at Silverdale Park & Ride. All should be completed by early July and evaluation will then start.



- AT HOP customer query cases are now being managed with a 2 day service level, ensuring customer queries are resolved quickly without the need to escalate or log multiple requests relating to a single case.

Business Development

Research commissioned for youth, tertiary, visitor and senior market segments is nearing completion to support understanding of market penetration, customer preferences and key drivers of PT use, which will be used to support the PT one to three business development planning. This data along with previous market segmentation research, HOP boarding and alighting data and mapping geographically using GIS data is starting to provide a level of granularity around future PT business and campaign development including targeting of customer segments for specific campaigns.

Rail

Patronage growth continues to outperform expected patronage levels across the rail network and maintained these levels during the month to a new record for the month of May. Contributing to this growth was a high level of passenger demand on Onehunga Line services as Aucklanders took the opportunity to check out the new electric trains, especially in the first week of operation which was school holidays when family groups tried the services.

Rail punctuality for the Month of May was 84.4%, which fell during the month relative to recent performance due to several significant one-off events causing major service disruption including a passenger medical emergency, two freight train failures and a track fault at Britomart. For the year to date 87.9% of services have operated on time to 5 minutes. May was the first full month of EMU operations on the Onehunga Line which presented some challenges with new day-to-day operations. By month end, performance levels on the line were returning to those experienced prior to the change.

The recorded fare evasion in April and May on the rail system was 4.2% and 5.6% respectively. This is a reduction in pre-HOP recorded levels, but still presents an unacceptably high level. Recent initiatives have included ongoing "Fare Evasion is Ugly" campaign and continued focus on station blockades that have the highest level of fare evasion by the Transdev Ticket Inspection team. Other actions underway:

- In early June, AT submitted on the Statutes Amendment Bill (No 4), to be considered by Select Committee over the following few months. Auckland Transport supported the proposed enhanced provisions relating to the management of fare evasion in Part 12 (Land Transport Act 1998 (LTA)) and Part 16 (Local Government (Auckland Council) Act 2009) of the Statutes Amendment Bill (No 4) (the Bill) to the extent that the proposed amendments provide for improvements to make fare evasion an offence but also submitted that the enforcement framework could be improved further to better achieve practical implementation by making it an offence for individuals to withhold identification and address details. If adopted, these changes will make it an offence to be caught without a valid fare on public transport unless the user was unable to purchase a ticket for valid reasons.
- Prioritisation of stations for potential gating subject to capital funding availability is being finalised for future presentation to the Board.

Ferry

Discussions have commenced with Fullers on the downtown ferry terminal operational management and associated activities in advance of management agreement expiry in November this year.

The draft Ferry Service Strategy is undergoing advance consultation with ferry operators prior to submission to Board.

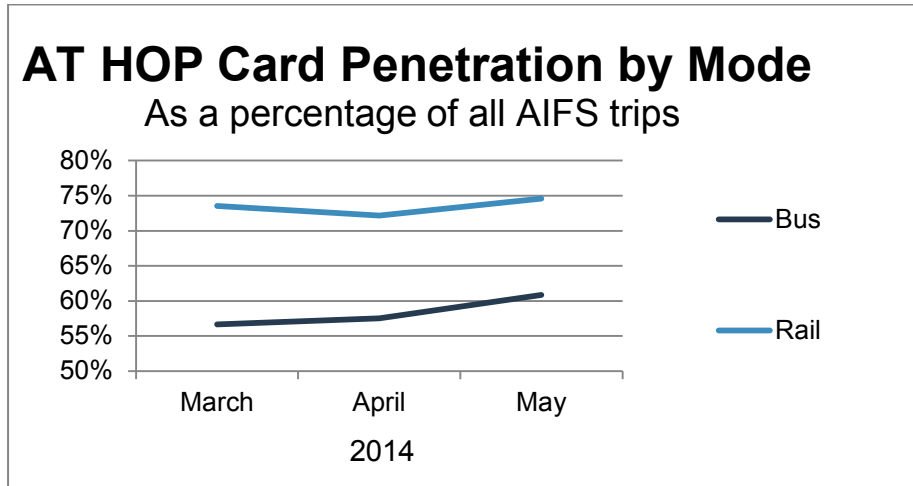
Public consultation programme for proposed new bus shelter and canopy over western walkway of Deveonport Wharf Transport interchange ended 6 June. Feedback to date has been generally supportive

Render drawing illustrates the proposed bus shelter and canopy (right side), including new timber boardwalk (left side and under construction)



AT HOP

Traffic and AT HOP Card Usage Statistics



Total Traffic (2104)	March	April	May
Total Trips	6,639,621	5,521,673	6,598,578
Revenue(1)	\$14,473,664	\$12,178,001	\$14,262,019
HOP Penetration	59.9%	60.5%	64%
HOP Trips	3,977,209	3,339,694	4,202,670
HOP Revenue (1)	\$8,812,599	\$7,462,159	\$9,196,294
Paper Ticket Trips	2,662,412	2,181,979	2,395,908
Paper Ticket Revenue	\$5,661,065	\$4,715,842	\$5,065,725
Average Revenue per Trip	\$2.18	\$2.21	\$2.16

(1) Ferry Revenue -AT HOP card only, does not include ferry operators products or paper tickets

Traffic

HOP card usage continues a steady increase as a percentage of overall ticket sales, up to 64% for May.

Sales Statistics for the AT HOP Card

Total AT HOP Card Sales	March	April	May
Total Sales Volumes	\$11,022,005	\$8,999,611	\$11,080,730
Avg. Revenue per Sales Transaction	\$29.99	\$28.14	\$28.13

	March	April	May
Total AT HOP Cards Sold in Market	308,753	328,965	341,782
AT HOP Cards % Registered	54%	54%	55%
AT HOP Card Registered	165,636	176,580	188,275

Sales

- Sales of Top Ups/Passes
 - Average value of the sales transactions is between \$28 and \$30.
- Card sales
 - Shows steady sales of cards – has averaged 20,000 cards per month, this is slowing down as the project rollout has been completed.
 - Card registration continues to be high by overseas standards at 54-55%.

This month's work programme

- Murphy Buses have gone live with 4 buses on school routes.
- New ticketing rules for the annual fares review in July are currently being built and tested.

Community Transport

Travel Planning

The Takapuna Beach Business Association launched its Lets Car pool site for businesses and employees in Takapuna.

North Harbour Business Association held a travel expo to outline travel options for commuters in North Harbour and provide information on the planned Albany Highway Upgrade. Options discussed included alternative commuting options that could be used to reduce the number of vehicles on the road during the construction period.

Road Safety Education

As part of "Road Safety Week 2014" a programme of activities with a focus on young drivers was undertaken. 15 high schools participated in the 'Make it Home – Youth Road Safety Expo' which included a presentation by psychologist Nigel Latta to parents/caregivers, presentations by road safety experts on best practice road safety education, the latest resources for schools and parents and a Youth Road Safety Expo. Over 600 students participated in the Expo which focused on breaking down the common attitude of 'this won't happen to me'. The aim was to support young people to identify key actions they can take to reduce their risk as a teen driver or passenger.

Child restraint checking clinics were run in partnership with the Police, Safekids and Plunket in Helensville, Mt Roskill and Albany.

Pedestrian and cycling road safety was promoted at the Helensville Herekinakina organised by Ngati Whatua Nga Rima o Kaipara Trust.

The Distractions "2 seconds to Kill" campaign has generated 19,715 clicks to the website with the videos receiving 175,897 views.

An international student's road safety event was held at Taylors College to approximately 450 international students highlighting New Zealand road rules and road safety issues.



The winter cycling campaign continues through June. The campaign aims to remind motorists that cyclists can be difficult to see and to ensure cyclists make themselves as visible as possible in low-light and wet weather conditions.

Bus backs have consistently proven to be effective when targeting motorists. This campaign is being delivered via 18 general bus backs throughout June.

Evaluation of the Red Light Running campaign (which ran through February and March) has shown:

- Prompted awareness of 42% (*increase from 35% in October 2013*) with generally higher recall among young people.
- Recall from the billboard and bus back media was significantly higher than radio (43% vs. 10%) and declared awareness of the billboards was also higher in Central Auckland (51%).



This campaign had been supported by NZ Police, who implemented enforcement.

Below is a summary of Policy activity across the three Auckland Metro Police districts, which saw a total of 1348 infringements issued for orange and red light running.

2014	Red Lights	Orange Lights	Total
Auckland City	164	72	236
Waitemata	243	152	395
Counties Manukau	317	400	717
Total	724	624	1348

