

Business Report – August 2012

INTRODUCTION

This Report provides the Board an overview, status and direction for each division of Auckland Transport (AT).

1 PEOPLE and SERVICES (Simon Harvey)

Human Resources

1.1 Executive Summary

The level of turnover for the organisation was under 6% for the month which is close to the lowest levels experienced to date. Sick leave peaked slightly above 3% and as an interesting statistic we have all become younger with an average age of 43 (compared to 45 at commencement).

The new online performance management system is currently being developed which will enable us to streamline the process going into 2012/13. This will allow Auckland Transport to enhance the talent management and succession planning capability as well as reducing manual handling times. The new system is targeted to go live in early September.

The Collective Employment Agreement with the PSA expires on 31 October 2012. It is anticipated that the PSA will initiate bargaining for a new collective agreement in September. Preparations for this next round of negotiations have commenced.

A new set of values for Auckland Transport is being launched to staff in August to help us continue to grow the culture of the organisation. The new values for Auckland Transport are **On Board, One Team, Straight Up** and **Take Action** (see Attachment 1 for designs). The values were created from all levels of the organisation and build on from the original People, Service, Community and Culture. The new values framework will be incorporated into our core people systems, such as the performance management and recruitment processes.

The end of year performance review process is in the final stages for our people. Performance results are currently being peer reviewed as they work their way up through the management levels. It is expected that the ELT will confirm the results and make final approvals by the end of August.

1.2 Appointments / Payments / Records

- The FTE budget for permanent positions for Auckland Transport for the 2012/13 year is set at 1020. The workforce statistics in July are made up of 943.17 actual FTE. The current headcount filling permanent roles is 993 with 964 being permanent employees and 29 contractors filling permanent positions.
- Positions recruited for July were 23 with 9 being internal appointments, 14 external.
- The number of new starters for July is 35 consisting of 17 permanent staff and 18 fixed term.
- Over the last three months the recruitment team has opened 80 vacancies for recruitment.
- Psychometric Assessments have been implemented and will be used as part of all recruitment to help managers in the selection of the best candidate.

1.3 Health and Safety

- There were thirteen reported incident/accidents in July.
- These were: 1 serious harm, 1 near miss, 2 assault/abuse and 9 non serious harm accidents.
- 3 of these accidents resulted in lost time.
- Total incidents and accidents for the 11 months to 31st July – 102, LTI's - 19
- The serious harm was in the Manukau building. A staff member was going down stairs from level 9 and landed badly on the bottom stair, he did not fall over or hurt any other part of the body, just rolled his ankle. This resulted in a hairline fracture of the 5th Metatarsal. He returned to work after three days absence. This serious harm accident was reported to the DoL who are not taking any further action.
- Three of the non-serious harm incidents resulted from slips in the wet weather.

1.4 Cultural / Training / Support

Training

- A new monthly lunchtime learning programme commenced in July as part of Auckland Transport's mentoring programme for engineers wishing to attain Chartered Professional Engineer registration with IPENZ. The aim of the programme is for engineers to share their knowledge and experiences to assist with their accreditation, utilising guest speakers internally and externally.
- Auckland Transport celebrated Maori Language Week during 23-29 July. Internally a Te Reo training programme for staff was launched during the week to improve our capability in Maori language pronunciation and phrase meanings.
- There is a strong level of uptake in the career pathways seminar programme for Parking Officers. The first seminar was held in July with positive feedback from attendees and the remaining sessions are fully booked.

Customer Services

1.5 Executive Summary

Customer Service Operations met service levels are at a lower level than last month. The MAXX Call Centre has seen an increase in work time which is partly due to a number of new staff starting. There has also been a number HOP / Snapper issues around card balance readings on NZ Bus.

The Britomart Customer Service Point (CSP) has been busy with concession renewals for tertiary students starting their next semester.

A straw model has been created for the ring fenced Auckland Transport – Auckland Council Call Centre and this will be presented to the Customer Services leadership team shortly. Target date for complete roll out is February 2013.

1.6 Key Service Metrics

- Average call wait time - 12 seconds MAXX, 14 seconds HOP
- Service level - 82.61% MAXX, 81.28% HOP
- Abandonment of call - MAXX 2.06%, HOP 1.55%
- Call volumes for July - MAXX 38857, HOP 2,701
- Web Traffic for July – 713,299 visits (MAXX website (582,931), MAXX mobile site (295), MyHOP (54,725), Auckland Transport (74,321) & Lets carpool/Auckland (1027)).
- Auckland Council on behalf of AT – 22,544 calls answered, 1,396 abandoned (6.2%), 86.83% answered within 20 seconds

2 OPERATIONS (Greg Edmonds)

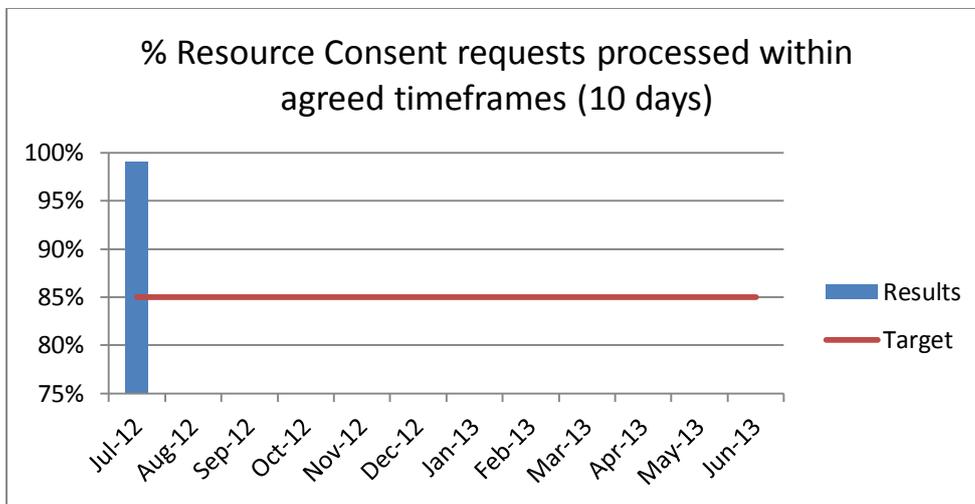
2.1 Executive Summary

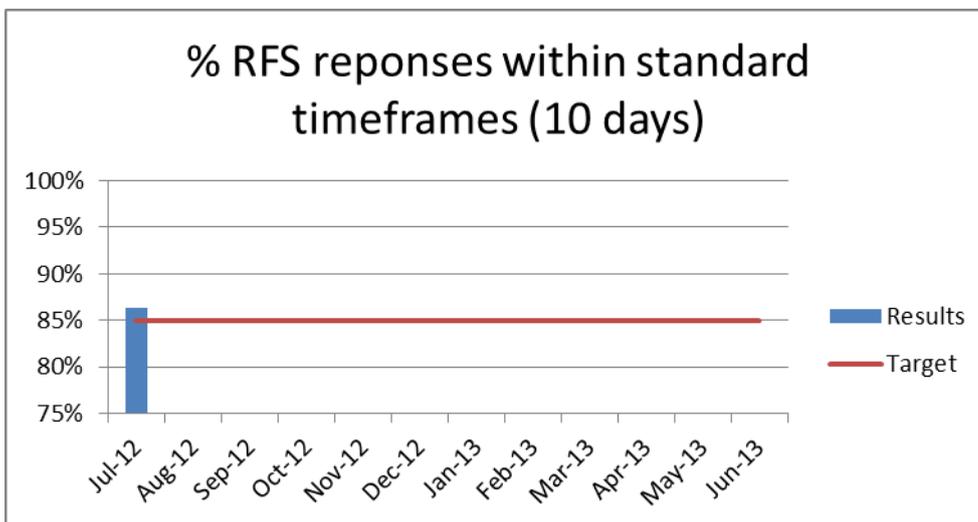
The first month of the financial year has been demanding on the Operations team across Auckland Transport as they have dealt with severe weather issues early in the month, as well as implementing the new Southern Maintenance contracts. Key highlights include:

- The identification of a further 25 schools to be investigated for the AT safety engineering programme for this year.
- Implementation of the new Customer Relations Management System as part of the new Southern Maintenance Contracts.
- On site review with Chorus of Jervois Rd UHB footpath reinstatement work.
- Good progress for rail and ferry go live of the AT HoP card at Britomart and Newmarket stations.
- The implementation of the St Mary’s Bay Residential Parking programme.

2.2 Road Corridor Operations

- The Wellington Street On-Ramp review is progressing well. The New Zealand Transport Agency (NZTA) and Auckland Transport are continuing to work collaboratively on this project and a final decision on the operation of the ramp will be communicated in late August.
- In July Road Corridor Operations processed 74 Resource Consents (99% meeting the standard timeframe of 10 days). A total of 543 request for service cases were opened with 635 closed for July (86.3% meeting standard timeframes of 10 days).





- The 2012 annual Auckland Region road toll to 24 July was 25 deaths i.e. 6 less than the annual Auckland road toll to 31 July 2011. The number of road deaths for the month of July 2012 was 4, compared to 7 in July 2011. Details are provided in the tables below.

Annual Auckland Road Deaths at 24 July 2012 compared with 31 July 2011

	Rural North	Urban North	Urban West	Urban Central	Urban South	Rural South	Auckland Region
At 24 July 2012	6	2	1	5	8	3	25
At 31 July 2011	6	2	0	11	5	7	31

Annual Auckland Road Deaths per Road Type and Road User Types at 24 July 2012

	Drivers	Passengers	Motor-cyclists	Pedestrians	Cyclists	Auckland Region
Local Roads	7	1	3	5	1	17
State Highways / Motorways	2	2	3	1	0	8

Annual Auckland Local Roads Road Deaths per Road User Types/Age at 24 July 2012

	0-14 years	15-19 years	20-24 years	25-39 years	40-59 years	60+ years	Auckland Region
Drivers			2	3		2	7
Passengers		1					1
Motorcyclists					1	2	3
Pedestrians	1	1		2		1	5
Cyclists				1			1

- Four fatal crashes were investigated by the Road Safety Team up to 26 July 2012, two in the Urban South and two in the Rural South.

Tamaki Drive

- Of the seventeen high priority Tamaki Drive projects identified by the road safety audit, fifteen projects have been completed in the 2011/12 financial year. The Strand and Tamaki Drive intersection project was deferred to the 2012/13 financial year, to ensure integration with the Quay Street upgrade design. Work is continuing at the Kelly Tarlton's corner, largely due to the site conditions associated with the Kelly Tarlton's underground fish tanks that require careful above ground construction together with the threshold treatments that are still to be delivered at key locations along the corridor to reinforce a slower speed environment.
- The second stage of the minor safety improvements that includes a number of outstanding improvements associated with the Tamaki Drive safety audit will commence in the 2012/13 financial year.

Safety Around Schools

- The speed of traffic past rural schools is of grave concern to many rural communities due to the conflict of the school drop-off and pick-up activities mixed with the high speed of through traffic. An opportunity exists to participate in a national trial to gauge the level of activity outside a limited number of rural schools.

The aim of this trial is to use a Safe System approach for improving road safety outside rural schools where the greatest risk of a high-severity crash is associated with traffic turning in and out of the school or the adjacent intersections. Generally, rural schools have none or few pedestrians crossing the road outside the school and therefore a 40km/h variable speed limit is not required or appropriate. This trial investigates if an appropriate speed environment for the turning traffic risk can be achieved using 60 or 70km/h variable speed limits, which are activated before and after school times only.



Auckland Transport sought approval from NZTA for a trial for which three schools have been approved namely Puni School, Pukekohe, Ararimu School, Franklin and Diary Flat School, Rodney.

A full evaluation both prior and post installation of the signs will be undertaken and submitted to NZTA for consideration. This may lead to the possibility of extending the use of these signs to other schools, depending on the benefits that the trial will provide. The evaluation period is expected to be completed and submitted to NZTA by June 2013.

- Atkinson Road adjacent to Kaurilands School in Titirangi featured on TV1 Close Up (15 June 2012). An advisory group (Primary Schools, Early Childhood Education, Local Board, NZ Police, Community Transport, Traffic Operations and Road Safety Team) has been established to manage communication and consultation with regards to Atkinson Road safety issues and the Safety Around Schools programme for Kaurilands School.
- The Road Safety Team has initiated a national Urban KiwiRAP (Road Assessment Programme) pilot project with NZTA to develop and trial a methodology for rating the crash-risk on urban local roads, including the mapping of their location and identifying 'predictive crash-risk' at locations in the future. The Urban KiwiRAP pilot is a key action in the national Safer Journeys Action Plan and will provide urban local authorities guidance for assessing crash-risk on their local roads and prioritising them for improvement. The Urban KiwiRAP project will complement the existing national state highway KiwiRAP programme <http://www.kiwirap.org.nz> which is an extension of the international best practice iRAP programme.

- The results for five out of six of the completed 2011/2012 route optimisation projects have been received and are being summarised for inclusion in the September report to the Board. Work has commenced on seven new routes:
 - Mt Albert Road, New North Road to Pah Road
 - Remuera Road, Broadway to Bassett Road
 - Lunn Avenue
 - Carbine Road
 - Princes Street / Atkinson Avenue
 - Whangaparaoa Road, Wade River Road to Tower Hill Road
 - West Coast Road, Town Centre.

Bylaws

- Following the Board's passing of the Auckland Transport Traffic Bylaw 2012 and Auckland Transport Speed Limits Bylaw 2012 the necessary legal steps have been undertaken. The Minister of Transport has been informed of the passing of the bylaws and been provided with copies; a public notice has been run in the NZ Herald; copies of the Bylaws have been made available on the AT website and through service centres; copies of the written submissions have also been made available on the website. The Bylaws came into effect on 1 August 2012.

Traffic Control Committee

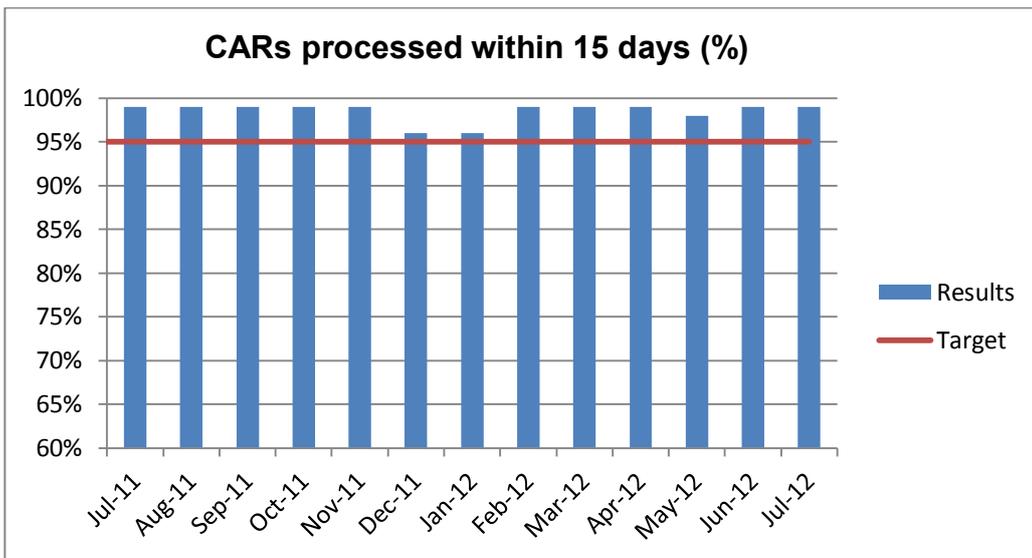
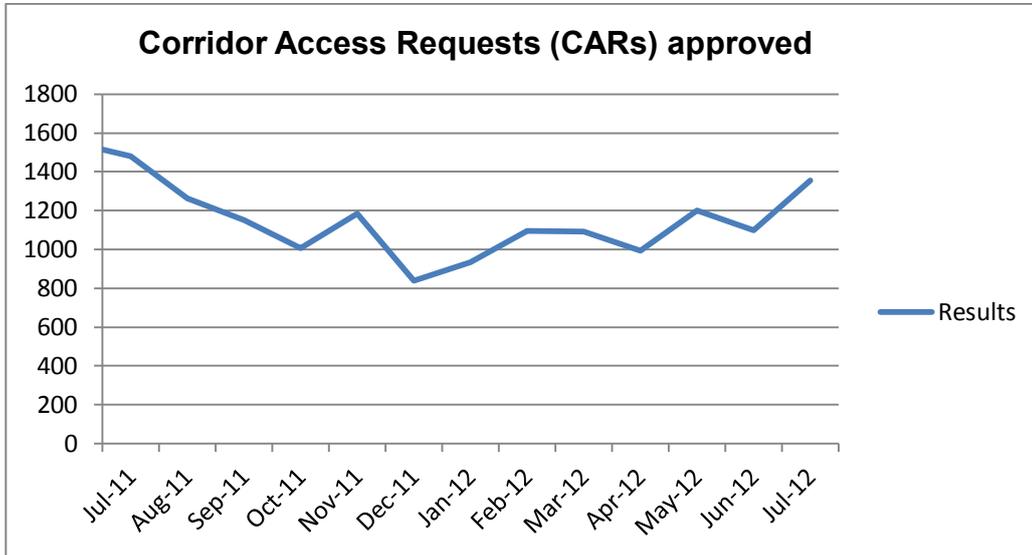
- During July, the Traffic Control Committee considered 61 reports. The committee passed the resolutions for 54 of those reports and declined 7 (primarily for issues relating to consultation or in order to obtain further information). Of those that were passed the majority related to no parking at all times restrictions, and there were also pay and display and time limited parking restrictions, loading zones, bus stops and a taxi stand. There were also three school speed zones and eight temporary parking controls for events.

2.3 Road Corridor Maintenance

- New Street Light Maintenance contracts are being prepared. The preliminary work will include investigating the suitability of moving towards new technology such as LED lighting. The work will also explore the potential for public private partnerships for street light maintenance, renewals and possibly energy supply.
- A "lessons learnt" review is underway following the start-up of the new southern maintenance contracts. The issues identified will lead to improvements in the upcoming Central and West contracts.
- New accountabilities between AC and AT commenced on 1 July 2012, the only outstanding issue relates to the processes for dealing with abandoned vehicles. These will be resolved with AC by 30 August.
- The new Customer Relationship Management system went live for RCM on 1 July for the Southern Area, with very few problems. Some teething issues were evident with new staff at the call centre, but these matters have been addressed with some additional training.
- The extremely heavy rain on 3 July, tested our communications systems and our response times. 95% of requests for service were responded to within the contractual timeframes. This is a commendable result considering that our contractors in the south had only been on the job for three days.
- Work is underway to finalise work programmes and budgets for the upcoming construction season.
- Budget transfers between AC and AT relating to Town Centre cleaning and Vegetation Control continue to be negotiated.

2.4 Road Corridor Access

- There were 1355 corridor access requests approved in July with 91% processed within 5 working days and 99% processed within 15 working days.



- The deployment of fibre for the Ultra-Fast Broadband project is continuing in Remuera and Ponsonby. As at 22 July there has been 623 km of ducting and fibre deployed since the commencement of the project in September. The Year 1 build (2011/12) which consisted of 156 cabinet areas in Albany, Avondale, Browns Bay, East Tamaki, Glenfield, Otara, Ponsonby and Remuera is nearing completion with 149 cabinet areas now complete.

The Year 2 build (2012/13) comprises approximately 300 cabinet areas. As at 22 July approval has been given to start work in 44 of these cabinet areas.

- A further Forward Works Coordination meeting was held on 4 July 2012 to review and discuss the planned works for Manukau, Papakura and Franklin. The meeting was attended by representatives of Auckland Transport, Auckland Council, Vector, Chorus, Watercare, Veolia Water and Counties Power. The next meeting scheduled for 1 August 2012 will address the planned works for North Shore, Rodney and Waitakere.

All organisations wishing to carry out work in the road corridor are required to lodge details of their planned works on the Forward Works Planning layer on the Auckland Council GIS system. This information is then available to the respective parties and enables potential opportunities for coordination to be identified. It is a requirement of the National Code of Practice for Utility Operators' Access to Transport Corridors that Corridor Managers and Utility Operators share their forward work programmes and coordinate their works as much as is practical. When a corridor access request is lodged prior to the commencement of the physical works we undertake a final check to ensure there is no potential conflicts before the work is approved.

The existing Forward Works Planning layer however only has limited functionality and requires the data to be inputted through Auckland Transport and Auckland Council. It is proposed that the existing system be replaced with an integrated software solution that will provide greater functionality and be able to be more readily updated by the respective project owners.

- The next major game at Eden Park is the All Blacks v. Australia rugby test on 25 August 2012. The Major Events Operations Centre (MEOC) located in Bledisloe House will be utilised for this event and will be manned on the night by representatives of Auckland Transport, NZ Police, Veolia, Action Traffic and JTOC.

It is expected that PT patronage will be high and integrated match/travel ticketing will be in place which will enable event patrons (on display of their ticket) to travel without charge on the rail network and special event bus services to and from the event venue.

Both Zone A and Zone B residents only parking zones will be in place for this game and vehicular access to the roads in the vicinity of Eden Park will be restricted both before and after the game to ensure the safety of pedestrians.

2.5 Public Transport

Multi-Modal

Regional Public Transport Plan (RPTP) Review

- The RPTP will be the one statutory plan that encompasses proposed public transport policy, guidelines and strategic priorities and actions, none of which can be implemented without a publicly consulted and adopted RPTP.
- The existing 2010 RPTP is being updated to accommodate the proposed public transport service network structure and service design changes, the confirmed contracted service procurement and delivery framework (the Public Transport Operating Model (PTOM)) and other policy changes. The draft 2012 RPTP will combine the existing 2010 RPTP and the existing Auckland Public Transport Network Plan (PTNP) into one statutory public transport planning document.
- A draft RPTP will be presented to the August 2012 Board meeting prior to wider public consultation between September and November 2012 with a target date for adoption of the new plan in December 2012.
- Adoption of the RPTP will permit AT to implement the 2012/15 public transport network structure and service design review programme through new service contracts under PTOM.

2012/15 Public Transport Network Structure and Service Design Review Programme

- Design work on the public transport network structure of a simple connected network of high frequency seven day a week rail and bus services, supported by connecting lower frequency bus and ferry services, peak only, and other local and school bus services is continuing.
- Business cases have been prepared, peer reviewed and submitted to NZTA for the release of new investment funding for bus and ferry services to facilitate the three year change programme.
- Timings for the three year change programme have been provisionally set as below, with the region split into three rounds of service redesign and service procurement through PTOM contracts:

	Local bus service design and public engagement	PTOM bus service contracts procured	New services commence
<i>Regional Public Transport Plan (RPTP) adopted: Dec 2012</i>			
South Auckland, Titirangi and Green Bay bus services	Q4 2012 – Q1 2013	Q2 – Q3 2013	Q4 2013 – Q2 2014
<i>Electric train fleet provides greater rail capacity for bus service connections: 2014-2015</i>			
Isthmus, North Shore and Hibiscus Coast bus services	Q3 2013 – Q2 2014	Q3 – Q4 2014	Q4 2014 – Q2 2015
West and East Auckland bus services	Q3 2014 – Q2 2015	Q3 – Q4 2015	Q4 2015 – Q2 2016

- Preliminary engagement with Local Boards and some stakeholders has already begun on the proposed new public transport network structure.

PTOM (Public Transport Operating Model) – New Public Transport Service Contracts

- Grouping of bus routes and services under the proposed new network structure into proposed PTOM contracts has been presented to incumbent bus operators and is currently being negotiated, with expected completion by August 2012.
- Remaining policy and commercial issues are being finalised with the NZ Transport Agency with a workshop held on 24 July 2012 to advance the policy decisions, to permit finalization of draft contracts for consultation with the bus industry commencing September/October 2012.
- A draft Request for Tender (RFT) is completed and is currently undergoing internal consultation.

Integrated Ticketing and Fares

- Integrated ticketing operations and go-live planning is progressing. Recruitment is underway for additional operations staff for go-live.
- Retail planning for go-live is progressing.

Total Mobility

- Proposed changes to the standard Total Mobility contract to increase vehicle safety standards (using COF pass/fails rates as a proxy) as well as improving driver training standards have been discussed with NZTA and incumbent operators. The new standards would align with the Ministry of Education’s Special Education Transport contract standards thereby reducing compliance costs for Total Mobility contractors. Both NZTA and operators are broadly in favour of the changes which would be put into effect next year.
- In July vehicle wheelchair hoist grants were awarded to six successful Total Mobility operators for the 2012-13 year. This funding enables Total Mobility passengers who use wheelchairs greater accessibility to transport across the region.

Rail

- Rail reliability and punctuality:
 - Performance improvements from the newly (July 2012) commissioned signalling and train control system have been targeted by KiwiRail in the order of 50% less delay minutes while the system is bedded-in in the short-term. Performance improvements will be managed through the new (from 1 July 2012) performance based rail network access agreement between Auckland Transport, KiwiRail and the rail operator.
 - The new signalling system has also enabled bi-directional operation. This is proving beneficial in assisting recovery from serious incidents, and provides the potential to reduce requirements for future network closures to undertake maintenance and upgrade works.
 - A proposed recast of the rail timetable is progressing and is currently undergoing detailed modeling by KiwiRail. The recast timetable is planned for introduction on 14 October and will reflect realistic journey times resulting from train dwell and boarding times at stations. The new timetable is expected to provide significant service performance improvements.
 - Performance impacts from construction work sites are likely to continue in the short-term as works for the EMU depot and network electrification progress through to mid-2013.
 - Real-time information is now enabled at rail stations and provides real-time performance tracked rail service departure times from stations. While this does not in itself improve punctuality performance, it does provide accurate service timings for customers.
- Preliminary agreement has been reached on network closures for the Christmas period. Britomart is planned to be closed for four weeks while the track is reconfigured and overhead wires are installed, while the full network is expected to be shut down for two weeks. Final dates for closure will be finalised shortly.
- Following AT Board approval in June and the establishment of a Veolia/AT project team, a request for proposal for interim Automatic Train Protection Equipment was released on 18 July 2012. Tenders are due for submission on 6 August 2012.
- Work continues on planning for the transition from diesel to electric operations. The critical path for key operational components is under preparation, including depot commissioning and operations, driver recruitment and training, safety licensing, EMU and network interface commissioning, and diesel fleet decommissioning and disposal.
- There were several protest marches unconnected with Auckland Transport during July, which started at the bottom of Queen Street outside Britomart, and required additional security resources to be brought in to mitigate risks.
- A project has commenced to relocate the Britomart ticket sales office in preparation for integrated ticketing go live and will also facilitate an increased footprint for the popular Britomart public transport walk-in centre.
- Preparations for integrated ticketing introduction are continuing with the installation of ticketing gate-lines at Newmarket rail station. Work at Britomart will commence shortly.
- Electrification works continue across the rail network with one weekend of network closure during July to facilitate.

Bus

- As commented above, a proposed network structure of high frequency bus services is being finalised as part of the proposed new public transport service network structure, with input from incumbent bus operators. Local bus service redesigns are progressing for consultation beginning as soon as the RPTP consultation process allows.
- AT management attended the annual Bus and Coach Association (BCA) conference in Rotorua during July, presenting on various aspects of Auckland bus development including implementation of the Public Transport Operating Model (PTOM) bus service contracts and participation on a crisis management panel.
- Albany Station carpark extension has been progressively opened with significant uptake of the spaces. Full works are anticipated for early August completion with an additional 550 spaces available.
- Transpower cable upgrade roadworks on the Northern Busway continue to be monitored, with peak morning delays managed at between 60-80 seconds per bus trip.
- The new Otara bus station and terminal was opened by the Mayor and other dignitaries in July.
- A project has been initiated to develop concepts for bus 'super stops', which will be implemented over the next three years as part of the rollout of the new bus service network review. Trials will be undertaken at Mayoral Drive, Victoria Park, Dominion Road / Balmoral Road intersection and Henderson Interchange bus facilities.
- New bus stop information has been implemented at 82 additional stops in the Glen Eden and Glendene suburbs. Information has been upgraded at a further 121 stops in the Don Buck, Glen Eden and Glendene areas.
- Significant progress has been made to develop real-time monitoring of service reliability and punctuality. As part of the project to review and update all existing bus timetables for accuracy and reliability, work is progressing with NZ Bus to re-timetable a number of services where timetables have become out-of-date due to changed operating conditions – increased congestion, more intersections with traffic signals, etc. This re-timetabling exercise will be informed by the real-time bus journey data now available. The first tranche of updated timetables is expected to be put in place by October with other timetables from late 2012 and early 2013.

Ferry

- Service tenders have been received for the proposed new Hobsonville ferry service and have been evaluated for service commencement with completion of construction of the wharf in the fourth quarter of 2012. Negotiations are currently underway with the preferred tenderer.
- Ferry access arrangements have been negotiated at West Harbour and continuation of car parking at Bayswater Marina.
- Development of a new berth 1C at Downtown Ferry Terminal is progressing to increase capacity and customer amenity, with an anticipated completion date of early October.
- A works contract has been awarded and works are to commence in early August for a new Stanley Bay ferry pontoon.

2.6 Parking and Enforcement

City Centre Parking Zone

- Public consultation was completed in July. Approximately 700 submissions were received. A report consolidating the feedback has now also been received. Consideration is being given to the feedback and what should be included in the final plan. A paper will be submitted for review and approval in the September Board Meeting.

St Marys Bay Residential Parking

- The new residential parking zone trial within St Marys Bay went live during the month. Many commuter parkers refrained from parking within the zone, providing instant relief to residents. AT parking received compliments from residents about how well they perceived the zone was working for them. The Parking Design Lead was asked to attend the St Marys Bay Association AGM on 26 July 2012. Auckland Transport was congratulated for the parking zone initiative and the positive impact it has had, in managing parking, reducing congestion and noise, and enhancing air quality.

Enforcement Software

- The Technology Team delivered a successful upgrade to the Pinforce enforcement software during the month. The software remains installed and operating within Auckland Council's IT infrastructure. Parking is awaiting AT IT plans to move the software and data into AT's IT environment. The upgrade has enabled Parking to consolidate all parking officers onto one enforcement software, providing process, training and reporting benefits.

2.7 Community Transport

Cycling and Walking

- The contract for the next stage of investigations into the Beach Road cycleway has been awarded to AECOM engineering consultants. The proposed cycleway will connect with NZTA's Grafton Gully cycle route. Stakeholder and public consultation will be undertaken on the Beach Road proposals in the latter half of the year.
- A child cycle safety programme to promote road safety and cycling skills has been developed in collaboration with Safekids for delivery between September 2012 and June 2013.

School Transport Programme

- Seven new schools signed onto the programme in July and four schools Stonefield School, Bayfield School, Te Huruhi School and Waiheke Primary School launched their safe school travel plans.
- Auckland Transport has been supporting Rosmini College and Takapuna Normal Intermediate School in undertaking an Interschool Travel Safe Project with a Canadian school in Calgary. The aim of the project is to encourage youth leadership in road safety and to facilitate students effectively communicating road safety messages to their peers. The students will be presenting the outcomes of their project to the 2012 World Safety Conference on injury prevention and safety promotion in October.
- A recruitment and retention drive has been undertaken for the Walking School Bus programme to maintain and encourage participants and volunteers to keep the programme active. The drive has led to an additional 6 new routes being set up in the following schools Waterlea Primary, Pukekohe Hill and Clayton Park School.

Road Safety Education Programme

The following Community based road safety education programmes were delivered in July:

- A Host Responsibility Training Seminar focused on the entertainment industry and licensed premises owners in the Central City area. The seminar was undertaken in collaboration with the NZ Hospitality industry and highlighted transport issues including Sober Driver campaigns and public transport.
- An Asian Youth Driver Awareness seminar undertaken in collaboration with the Korean Women's Network, NZ Police and the ACC. The seminar was aimed at young drivers aged 16 to 19.
- A New Lynn Pedestrian Safety Campaign was undertaken through Lynn Mall and Chinese Interactive TV Networks reaching over 1,000 residents.

Travel Planning

The evaluation of the workplace travel planning programme was completed in July and identified:

- the 44 organisations (including tertiary and business areas) in the programme which encompasses 226,250 participants
- a 3.7% reduction in single occupancy vehicles was achieved
- a reduction of 3,167 morning peak car trips was achieved

2.8 AIFS (Integrated Ticketing and Fares)

Integrated Ticketing – AIFS

- Civil Works installation has commenced:
 - Electronic Gates have been installed in Newmarket and Britomart (see pic. next page)
- Work has commenced to plan the pilot of the Rail and Ferry solutions of the Thales CORE system. Testing of the live system and devices is underway by Thales and select AIFS team members.
- The AT HoP card artwork has been signed off and packaging is now in the final developmental stage. The first phase of transition communications on rail starts from 6 August. Communication outlines the changes that will be occurring in the months leading up to the launch of the AT HOP on trains. Communications channels used include posters, on-board announcements, website information on MAXX, public notice ads and an information leaflet that highlights most of the changes customers can expect.
- Training for Veolia has been completed; training for Fullers is set for October.
- Parkeon representatives from Australia visited the AIFS team and the Bus Consortium to discuss project delivery.

Electronic Gates in place at Newmarket Station



3 FINANCE (David Foster)

3.1 Executive Summary

The Annual report for 2011/12 has been completed and is the subject of separate reports on this agenda. The LTP information for 2012/13 has been loaded into the system and has been calendarised monthly.

IT and Business Systems is continuing with its programme of work. A number of items within that programme are being rolled out.

Property is continuing to refine acquisition processes and reporting and the management of the property portfolio.

3.2 Finance

Update

The draft Financial Statements were presented to the Finance and Risk Committee meetings on 30 July, and 8 August. Audit NZ have confirmed that there are no significant issues now outstanding and the final set of Financial Statements, together with a clearance from Audit NZ, is included in this Board agenda.

As reported last month AC filed the Group Tax return in March 2012 covering the eight month period ended 30 June 2011. That return included AT tax losses of \$1.703 million. AC have now advised that AT will be paid compensation at the rate of 30% for the 2010/11 year being \$510,000. The AT tax loss for the 2011/12 year will also be utilised and offset against the profits of another group company and compensation for those will be paid at the new corporate tax rate of 28% or \$493,400. Those losses would not have been otherwise able to be utilised by AT, so this is a beneficial result for all parties.

The team have worked with the business to identify and allocate budget reductions to meet the \$18.5m efficiencies required for the 2012/13 financial year, and have worked with the Asset Management and Programming Team to identify spend on specific Capex projects that need to be carried forward from 2011/12 into 2012/13. A general provision for this was made in the LTP.

The year end NZTA claim and final supplementary claim were submitted and approved by NZTA.

The Procurement Strategy approved by the AT Board has been presented to NZTA for endorsement. NZTA endorsement was received on 10 August.

Key Initiatives for the Next Three Months

- The AIFS implementation is now moving into the testing phase of how entries will flow to the General Ledger in the SAP system. Recruitment of one extra staff member to handle the AIFS bank reconciliations is underway.
- Planning for the 2013/14 Annual Plan has commenced
- First quarter forecast for 2012/13 will be completed
- First quarter NZTA programme monitor reporting due to NZTA (first under the new National Land Transport Programme)
- Finalising work on monthly procurement reporting
- Completion of a Draft Procurement Manual (based on the MED and NZTA documents)
- Development of procurement category plans to cover the nine procurement categories (and sub-categories) outlined in the Procurement Strategy

3.3 IT and Business Systems

Update:

- The Information Management Team moved to Smales Farm to a specialised information management area complete with records management and scanning capability. Centralised collection storage of all AT contracts both electronic and physical will now commence.
- Core Capability Programme:
 - *Unified Communications & Video Conferencing.* Phase one of video conferencing was installed and is fully functional between Spain, Smales Farm and Pier One. Lync (new phone system) deployment to Henderson has commenced.
 - Refresh of Veolia equipment arrived and was installed
 - Vendor and product decided for Wi-Fi in AT Offices
- On Line Programme:
 - Road Corridor Operations requests for service went live on the new Customer CRM platform. Regulatory Services support application also went live during the month.
 - Exposure of information on a map, “My Street”, is complete. Traffic congestion information was released to the AT website. The next major set of information is in pre-production ready for rollout by the end of July. Following this rollout it is expected that additional information will be published on a three weekly cycle.
 - Work on building a platform to allow data feeds to the public commenced and should be ready in September
 - Work on the personalised web portal Proof of Concept was commenced and is scheduled to go into the test environment in the next two weeks. This is for internal use to raise awareness of what can be achieved and determine the look and feel aspects.
 - Consideration of options to provide a mobile application to support the online programme is underway. AT is looking to leverage a mobile application used widely in the United Kingdom in order to reduce local development risk and costs.
- Business Systems Programme:
 - Proof of Concept with CIO Projects on document storage and collaboration using Microsoft Cloud 365, commenced in late May. This has proved successful and is being formally documented as an option for future AT Projects
 - Upgrade of the internal network design to accommodate unified communications was implemented and some additional networks in the Wharf areas, for AIFS, has been completed
 - Work on Printer replacement across AT continues in conjunction with the Auckland Council Printer Replacement Project. Review of all current printers has been completed with a report on replacement timelines due this month.
 - Team site reviews continue. Finance and Community Transport went live in June with new sites.
 - HR Performance Management Solution – Iteration 1 development is complete and is under review by the business owners
 - Development was initiated on standard Finance Reports, business unit reports in conjunction with Business Support.
 - Work has continued on defining what systems the Joint Transport Operations Centre will need in conjunction with NZTA

- Passenger Transport Area:
 - The PT Programme structure has been agreed and a high level project plan developed
 - Assisting EMU project with technology review and requirements around Wi-Fi
 - Scoping of a project to establish business and technical requirements for uninterrupted power supply (UPS) for all network locations was continued with initial focus on rail stations, ferry wharves. A report has been received, however we are awaiting final signoff on the business requirements.

Next Steps

- Finalise the mobile application strategy for AT
- Finish the rollout out of Lync to Henderson and commence Bledisloe House rollout
- Prepare a Data Provisioning Public Access Policy for provision of AT related data in conjunction with the Commercial Manager
- Finalise support for on-line on-going development and support

3.4 Property

Update

The Property Department's key areas of focus have been:

- Nine unconditional agreements have been signed with a total value of \$1m in July 2012 (as at 27/07/2012)
- Development of Property Acquisition Strategy to balance current active acquisition portfolio and adjusted budget of \$35M for 2012/13
- Final development and preparation of data migration of the property acquisition data and documents to the new SharePoint directory and lists.

Disposals

A Property Disposal paper has been prepared for Board approval following the summary included in May 2012.

Other Activities

- Managing ACPL Property Management reporting to ensure alignment of AT Property Strategy and the Business Partnership Agreement
- Reconciliation of license income from Telecommunications suppliers aligning with invoicing and legacy information.
- Progressing Devonport Wharf refurbishment/redevelopment to concept plans stage
- Corporate accommodation continues to be under pressure for space. The Pitt St Call Centre is a pressure point to accommodate their growth from October.

Next Steps

- The manual migration of property acquisition data to the new SharePoint Lists will provide stability, better functionality and reporting as well as saving time in data capture and monitoring
- Document all AT encroachments on private land owners' land that the Property Department is currently negotiating

4 INFRASTRUCTURE (Kevin Doherty)

4.1 Executive Summary

After finishing the 2011/12 year with the highest monthly delivery of capital projects for the year the focus through July has been on ensuring a robust approach to delivering the 2012/13 annual plan while achieving optimal value for money. This has included an expenditure risk analysis of all projects within the annual plan and identification of high priority projects within the LTP but outside of the annual plan that could be accelerated on approval should annual plan projects be delayed by factors outside of AT's control.

The new capital expenditure for July 2012 was around \$11m also representing the year to date spend. This is slightly lower than the forecast, however the year end forecast remains in line with the available fiscal envelope.

4.2 Update / Next Steps / Key Issues

Asset Management and Programming

Significant activities undertaken during the reporting period have included:

- An Industry Forum to engage and inform representatives from ACENZ, Contractor's Federation and Rooding NZ held on 29 June.
- Development of a RAMM database health index dashboard for roading assets.
- Review and development of the database for PT Assets to commence the transition from legacy contracts to the new asset management contracts from 1 July.

Attachment 2 details the July edition of the capital project tender programme available on the AT website.

Attachment 3 – provides financial data for the Infrastructure Division for the month of July.

In June 2012 the Auckland Council approved the LTP. The first year of this sets out the Auckland Transport Annual Plan identifying budgeted projects and the total fiscal envelope once again based on an assumed level of NZTA subsidy. Through July the team has continued to analyse the delivery risk of projects identified in the annual plan including consenting, property, funding and market supply risk. This risk assessment has informed programming recommendations where high priority projects identified in future years of the LTP are proposed to be progressed in the current financial year to fill the gap expected due to projects within the Annual Plan that will experience delay due to factors outside of AT's control. These reprogramming decisions fall within funding rules set out by Auckland Council and are the responsibility of the AT Board. Therefore these decisions will be brought to the Board to seek approval of the revised forecast including the advancement of priority LTP projects as others within the annual plan will be delayed. Currently a quarterly review is proposed whereby the Board will be asked to approve the reforecast.

Major Projects

The following provides a brief summary of major project activity completed during the reporting period or schedule for reporting during the next period.

AMETI

The Mountain Road Bridge contract has continued to progress well during the June – July period and the new bridge opened to vehicle traffic on 30 July. The work on construction of the new extension of Mountain Road to Jellicoe Road is progressing well and on track for completion in late August.

The bulk excavation for the Panmure Covered Box adjacent to the station is complete and the major concrete works associated with this are advancing to plan. Considerable progress has been made on the foundations and walls to the covered box / tunnel. The time critical works remain those associated with construction of the interchange bridge. During the period the western piles to this bridge were completed and piling on the eastern side commenced on schedule.

Completion of services relocations on Ellerslie Panmure highway has been delayed by archaeological finds at Panmure roundabout. Bone discovered was not of human origin and work has recommenced. We have worked with our contractor, Historic Places Trust (HPT) and the service providers and do not expect this to have a critical impact on programme.

The period for submissions for the Panmure Phase 1 Notice of Requirements (NOR) and resource consents application closed on 12 July. To date 22 submissions have been received and further late submissions are possible from Iwi groups.

Detail design work is progressing on the Panmure Station building. The design is expected to be complete in September. Construction of concourse foundations will commence in early August.

The final design report for the section of the South-eastern urban Busway between Panmure and Panmure Bridge is complete. There is on-going engagement with a number of stakeholders regarding the design.

The scheme assessment report for the section of Busway between Panmure Bridge and Botany is progressing well. Consultation with key stakeholders on the draft scheme drawings has commenced.

A public open day is being planned for mid-September.

Dominion Road

The project team is preparing further information to present an incremental option analysis to the AT Board later this year.

The project team will formally communicate with the key stakeholders, advertising that AT are still evaluating options and no firm decision has been made.

NorSGA

Westgate – An outlet crib wall has now been completed for one of the retention ponds, storm water and wastewater lines have been completed for Garejja stub, kerb and channel installed for Tahi North, as well as power, gas and telecoms. Storm water lines and water mains have been installed in Northside Drive West and Fred Taylor/Northside Drive West intersection works are on track for completion in September.

Rua Road and Don Buck Rd Extensions: AT is preparing to let contracts for the balance of the construction works required to complete Rua Road and the Waru Rd stub and to undertake the detailed design of Don Buck Road Extension to ensure value for money.

New Lynn

Three construction packages are underway in New Lynn at the moment. The construction of McCrae Way shared space is progressing well and works are programmed for completion by December this year. The McCrae Way shared space project moves into separable portion 2 on 13 August with works due for completion in late December 2012. Auckland Council have requested the team demolish the Ricochet Building in order to achieve fire safety of new building B. An application for demolition consent has thus been made and demolition commences in October once the tenant vacates. The construction of streetscape improvements along Great North Road between Totara Ave and Memorial Drive have commenced with a completion date of February 2013. Lastly, the construction to expand the canopy cover on the station has commenced with completion programmed for October this year.

Station Upgrades

The contract for upgrading 5 stations has been awarded and contractor mobilisation is well underway. Completion of works at all 5 stations is programmed for early 2013.

Papakura station reconfiguration and upgrade works are well underway in conjunction with KiwiRail track works. Stage 1 Staff accommodation works are 95% complete with main station works ongoing with completion programmed for April 2013.

Manukau Rail Station

Good progress is being made by the MIT Contractor after a difficult start in early 2012 with construction of the MIT campus building still on schedule for completion in 2013 for an anticipated opening date in mid 2013. The temporary station entrance is working well.

Parnell

Planning for the revised track alignment around the main line steam area is making progress to ensure works are completed to enable the construction of the new platform pending funding approval in early 2013. The final sections of the underpass are complete with the landscaping works making good progress.

Full scoping of the main station works is underway to inform the funding submission for the main station works. Formal application for funding is on schedule for submission in late Aug 2013. Parnell Station completion is anticipated for the first half of 2014.

Investigation & Design

The following activities were completed during the reporting period or scheduled for activity during the next reporting period:

Central

- Quay Street Upgrade: Draft concepts have been progressed by AC, and AT are now testing these for traffic, bus network, the CRL and other impacts. Preliminary results of the traffic modeling, assessment of the seawall, assessment of the work required to study the wharf structures, RMS planning advice, further cost analysis and preliminary legal advice regarding the seawall are all expected by the end of August.
- Eilerslie-Panmure Highway: Technical papers and assessment of the Corridor Management Plan received.
- Auckland Domain Walking and Cycling: Detailed design contract awarded.
- Tamaki Drive: SAR commission awarded for the Ngapipi intersection; feasibility report received with respect to extending the seawall from Kelly Tarltons to the Millennium Bridge.
- Auckland Harbour Bridge Pathway: Assessment of financial model awarded
- Glenfield Road (Town Centre) is an upgrade between Downing & Bentley roads. Both property purchase and design are progressing.

North

- Albany Highway North Upgrade (Schnapper Rock Road to SH17): NZTA funding report prepared for submission to NZTA. AC and the Appellant have signed the consent order and the judge has granted the Designation subject to the additional conditions in the consent order. The appeal has therefore been settled.
- Albany Highway South Upgrade (Sunset Road to SH18): NZTA funding report submitted to NZTA for approval.
- Hibiscus Coast Busway Station Stage: Further to court assisted mediation, the two issues - the timing of signalisation of Jack Hawken Lane and NZTA approval of the intersection has been resolved. The draft consent order has been prepared and will be lodged with the court mid-August. AT has received and is reviewing the detailed design of the Jack Hawken Lane intersection prior to approval.
- Whangaparaoa Rd 4-laning (Hibiscus Coast to Red Beach): Design to be progressed once funding is secured.

West

- Te Atatu Road Corridor Improvements: ACPL is continuing with the land takes negotiations with the affected land owners. Currently considering the process of how to get AC approval for the fences heights when requested by the owners as part of the mitigation works.
- Lincoln Road Corridor Improvements: Traffic Reports produced as part of this project have been peer reviewed. The current programme is to provide the draft preliminary design by end of August. There is an ongoing liaison between AT and NZTA on the interface of the work for each organization to ensure the best delivery for integrated network approach.
- Swanson Park N Ride: Outline Plan of Works (OPW) has now been approved by AC, along with the building consent, and stormwater consent. However the earthworks and National Environmental Standards are in the process. The lease agreement with KiwiRail for their land is still an on-going issue.

South-East

- Mill Road: Information letter drops prior to wider consultation have gone out to 600 properties. Iwi consultation is on-going. The Scheme Assessment is progressing well.
- Half Moon Bay Marina Upgrade: Consultation is well under way for this project with Sealink, Fullers, Bucklands Beach Yacht Club, Ferry Users and the Local board.
- Whitford Bypass: Negotiations have progressed well and the offer has been accepted. The club has now withdrawn its appeal.
- Otahuhu Bus Interchange: A Feasibility study has been commenced and is due for completion in early September.

Infrastructure Development

The following activities were completed during the reporting period or scheduled for activity during the next reporting period:

North-West

Glenfield Road Update

- Works are continuing on time and budget. Works include retaining walls 1 and 2 (nearing completion) and piling and foundations commenced on walls 2.1, 4 and 5, stormwater treatment tank installation completed, bulk watermain installation of new 400mm dia. and 857mm dia pipes now complete. Utility relocations and local watermain construction in progress. Overall programme still on track to substantially complete works in mid-2013.

Works Commenced

- Procurement of the Taharoto/Wairau Upgrading Stages 6 and 8 – Stage 2 has commenced. This project includes the upgrade of the Wairau, Taharoto, Forrest Hill Intersection and also includes the replacement and widening of one of the road bridges in Wairau Road.

Works to Tender Next Period

- Taupaki Footpath Upgrade – Retaining wall and footpath construction for Minor Safety Rural North.

South-East

Works Commenced

- Construction progressing on the Flat Bush School Road Stages 2 and 3 with Separable Portion A now at Practical Completion. Slippage in the programme due to inclement weather, Contractor is working to bring construction programme back on track. Separable Portions C to D still on track for completion by early August 2012.
- Negotiations underway with affected land owner at the Glenbrook-Kingseat intersection to acquire the land necessary for the construction of the round-a-bout.
- The King-Queen-Constable intersection improvement's NZTA funding application being prepared for lodgment.

Works to Tender Next Period

- Pukekohe Town Centre revitalisation project will be released shortly.
- Final stage for the Waiuku Town Centre revitalisation project will be released shortly.

Central/CBD

Tiverton/Wolverton Road

- The physical works contract has been awarded. Preliminary tasks required before starting on site including planning works with all utility companies.
- Construction yard has been established.

Works Commenced

- Domain Drive retaining wall replacement awarded.

Public Transport & Facilities

Works Commenced

- Shoal Bay Wharf, Great Barrier Island. Work includes reclamation of approximately 2,000 square metres of land and upgrading the existing wharf.
- Stanley Bay Ferry Terminal Upgrade. Work includes the construction of a new pontoon.
- Downtown Ferry Terminal Upgrade. Work includes the upgrading of the existing pontoon to a multi vessel pontoon capable of accommodating all fleet and hence increasing the overall capacity of the Downtown ferry terminal.

CBD Streetscapes

Works Commenced

- O'Connell Street - Concept design is now complete and ready for public consultation. Stakeholder consultation to date has confirmed this project is best suited to a conventional streetscapes upgrade.

Works out to Tender

- Fort Street Stage 3 (East End) closed and under evaluation. This section will complete the Fort Street project.

5 COMMUNICATIONS AND PUBLIC AFFAIRS (Wally Thomas)

5.1 Executive Summary

General communication has continued around a number of major projects, including the beginning of work on the Wolverton-Tiverton roading project.

Maori Language Week initiatives received good feedback from public transport customers and staff as well as generating positive media coverage.

Work has also continued on the Annual Report, which is the subject of a separate item on this agenda.

5.2 Key Initiatives

Maori Language Week

In a first for Auckland Transport, the organisation partnered with the Maori Language Commission on a number of internal and external initiatives. The theme of the Week was “Love and Cherish the Language”.

The campaign focussed largely on public transport users and involved on-platform, and on- train advertising to teach correct pronunciation and some basic transport related words.

Public address announcements and electronic display boards at key locations such as Britomart also carried Maori translation of everyday operational messages.

A social media ‘Word of the Day’ campaign also ran on Twitter (e.g. Bus is ‘Pahi”).

An example of the sort of positive, unsolicited, feedback from customers is attached at Attachment 4.

In addition, Auckland Transport’s Maori Relationships Manager featured in three short video clips which played on the Intranet and which were also posted on You Tube. The clips were filmed in-house and focussed on correct place name pronunciation and transport related words and phrases which supported the on board/on platform poster material.

They were also made available to public transport operators for use by their staff, in particular on board train announcers.

The initiatives were the subject of lengthy items on Maori Television and Radio New Zealand.

Media Analysis

Media coverage in this reporting period was again high; 284 items referenced Auckland Transport as an organisation. This is just 2 items less than last month but almost 50% up on previous months.

More than a quarter of this month’s coverage (74 reports) discussed the announcement that the route for the City Rail Link project had been identified and that the process of contacting affected property owners had commenced. Reporting on the announcement by Auckland Transport CEO David Warburton was mostly neutral or favourable.

The new electric trains were mentioned in three favourable reports this month. Two of these reported on the City Rail Link route announcement and mentioned the trains incidentally, while the third reported on the \$40 million contract to turn the Winstone’s Quarry site on Wiri Station Road into the maintenance and stabling depot for the trains.

There was a spike in the volume of reports that mentioned the HOP card this month, which rose to 50 from just four in May–June.

Other notable coverage included:

- The “Sober Driver Sorted” Facebook game (There have also been over 7000 visits to the Facebook page which is central to the campaign).
- The Travelwise Awards initiative that aims to encourage school children to use sustainable modes of transport;
- The accident at a Mount Eden level crossing on 8 July in which a 24-year-old man was struck by a passenger train; and
- The ongoing push to reopen the Northern Motorway’s Wellington Street on-ramp.

Social media (Twitter) again demonstrated its value when used as part of the ‘Let’s Carpool’ campaign. A single tweet from Auckland Transport on signing up for the scheme was re-tweeted by followers to 8,623 people. Auckland Transport now has 1314 Twitter followers.

Events and Disruptions

A number of operational issues, including a gas explosion which affected rail services near Manurewa, a further NZ Bus drivers’ stopwork meeting and flooding which caused road closures in some rural areas required communications support.

Staff provided general and social media support to the Major Events Operations Centre during protest marches which coincided with the National Party Conference in the CBD. Information gathered through the monitoring of social media sites during the march was relayed to operations staff and police who were then able to quickly put in place contingency plans around road closures etc.

Planning and marketing concept development is underway for several upcoming events including the Bledisloe Cup, ITU Triathlon and the Coldplay concert at Vector Arena.

HOP Tertiary Concession

HOP concession renewal activity for Term 2 of the educational year was launched on 23 July. Tertiary students have been targeted through electronic direct mail, tertiary/youth magazines, tertiary websites and Adshels on campus.

A total of 6690 Semester 1 cards expire on 31 August and early results have shown a steady surge of renewals.

Other Public Transport activities include:

- Howick & Eastern timetable changes. Feedback has been received from customers and staff are now preparing for advising of changes to be made to routes (on 2 September).
- Customer communications around a second NZ Bus driver stop work meeting later this month.

6 KEY RELATIONSHIPS UNIT (Stephen Rainbow)

6.1 Executive Summary

The team is involved across Auckland Transport consulting with stakeholders on a number of major initiatives. They include a strong engagement with Members of Parliament, from all major parties, the initial drafts of the Auckland Integrated Transport Plan, AMETI, and the City Rail Link. An objective is to ensure that all key stakeholders are fully aware of the major new transport initiatives now underway in Auckland, particularly AMETI, CRL, and the EMU's.

6.2 Key Relationships

Auckland's Labour Party Members of Parliament and staff toured the train mockup in July, as did Auckland's Green Party Members of Parliament.

Council's Transport Committee also toured the train mockup in early July.

A significant focus has been in liaising with possible affected land owners along the proposed CRL route, with more than 200 affected people attending the 10 meetings held by the CRL team to brief them on the Notice of Requirement process.

The AMETI project is particular engagement focus this year. Tours and briefings are being prepared for the Ministry of Transport and NZTA staff in the near future.

The full Transport Committee will be touring the site, together with the media, in early September.

The AA is being provided with briefings on specific issues on an at-least monthly basis.



MP Sam Lotu-liga was provided with a tour of the AMETI project, here shown with Project Director Peter King, Key Relationships' Alan Howard-Smith, and AMETI Constructor Stakeholder Interface Darren Utting.



The Labour Party Transport spokesperson MP Phil Twyford, with AA Spokesperson Simon Lambourne, was also provided with a briefing and tour of the construction site.

6.3 Elected Member Liaison Unit

The EMLU staff and Manager have responded to all Local Board concerns over prioritisation in the final RLTP, and have had a series of face-to-face meetings with Local Boards, Chairs and Transport Portfolio Holders to clarify aspects that have been of specific concern to elected members. The Unit is actively engaged with finance staff and senior management to ensure that communications to local boards on budget matters are timely and consistent.

The next set of quarterly reports is being prepared, which will cover all Auckland Transport activities, defined by all Local Board areas. This is a significant and detailed undertaking.

Auckland Council is reviewing how Local Board Engagement Plans are formed and implemented. Auckland Transport have provided Auckland Council with examples of quarterly reports, because of the positive reception from Local Boards of Auckland Transport's reports.

The Auckland Council paper outlining options for the allocation for the \$10 million Local Board Fund are currently also in consultation and due to be reported back to Council in August. It is anticipated that there will be high interest from Local Boards as to how the fund will be administered and practically carried out. A paper outlining this process will be put to the Auckland Transport Board in September.

EMLU staff are working closely with NZTA staff on the design and communication of the Southwest Multi-Modal Project (SMART) project. Options for this project are likely to become public in August 2012, within initial feedback from relevant local boards and the local Member of Parliament indicating a high level of expected interest.

All Chairs of Local Boards meet together at Council from time to time where a number of speakers are invited for discussion. At the last meeting held in July, senior staff of the Office of the Auditor general were invited to discuss how the governance arrangements between Local Boards and the Governing Body were working. Auckland Transport's Chief Executive was also invited to consider how Local

Board priorities were taken into account and how local needs were incorporated into the Auckland Transport work programme.

6.4 Councillor and MP engagement forward programme

July - August 2012

Simon Lambourne AA and MP Phil Twyford	27 July	<ul style="list-style-type: none"> • Visit and briefing about AMETI
Green Party MP's and staff	27 July	<ul style="list-style-type: none"> • Briefing at EMU mockup
Auckland Policy Office	1 August	<ul style="list-style-type: none"> • Reflection on central-Local Government meeting • Rural-Urban Boundary discussion • Housing Strategic Action Plan
Transport Committee	2 August	<ul style="list-style-type: none"> • Wellington Street onramp • Regional Fuel tax discussion
Executive Leadership Team Planning Event	2 August	
CCO Strategy Review Committee	1 August	<ul style="list-style-type: none"> • Determine whether CCOs will be required to amend their Statements of Intent, particularly for financial reporting and for Human Resources survey
Strategy and Finance Committee	2 August	<ul style="list-style-type: none"> • Local Board Fund allocation process • Reallocation of surplus to Council projects • Funding for Waterfront Walkway and Cycleway •
Auckland Transport Board	20 August	<ul style="list-style-type: none"> • Integrated Ticketing update • CRL NOR update

6.5 Maori Engagement – Mana whenua (Iwi)-Mataawaka

Engagement continues with Mana whenua in the main on a project by project basis.

Ngati Whatua o Orakei, Ngati Te Ata, Te Akitai, Ngati Paoa, Ngati Tamaoho and Ngaitai ki Tamaki continue to provide input and support as the AMETi package 1 progresses. No submission on the NoR for Package 1 (Phase 1) has been lodged by Iwi, and this is due to the fact that AT have engaged early and kept Iwi up to speed with decision making. The monthly AMETi project hui has proved to be a successful way of ensuring information is shared and issues addressed. Three Maori Values Assessments have been received by AT and another three are pending.

Cultural monitors continue to be present alongside the AT Archeologist when certain agreed sites of significance are in the path of earth works etc. Agreed systems and process have been established to ensure that the Package I (Phase 2) planning, NoR and eventual works will be able to consider mana whenua values in regard to the Mokoia pa (Panmure bridge abutment) area. Water run off from the road corridor (new AMETi Link Road), fresh water spring management and the Van Damme Lagoon and its storm water management continue to be a topic of discussion and interest to mana whenua

Ngati Paoa have been proactively working with AT/ACPL on the Stoney Ridge (Waiheke Island) Quarry consents, Ngati Paoa submitted at the hearing held at Piritahi Marae and negotiated conditions talks are still being had.

Ngati Te Ata have been engaged with on the Tahuna pa & Marae road issue and have indicated appreciation for the way upon which AT staff and team have addressed their concerns about the safety aspects there and the intended improvements to be undertaken by AT this year, as entering and exiting this road from the main Awhitu road for their people was identified as a danger.

IMSB have released their Maori (Action) Plan and AT have been asked to consider how our projects contribute to the Plan. Alignment of outcomes at a project level to the IMSB have been identified and passed on to project leaders for their reporting with regard to the AC Maori impact statement report requirements (if any).

The Auckland Council Auckland Plan sections that are focussed on Maori outcomes and the associated activities have also been aligned in the same way as above to those AT projects which I have been asked to provide advice and or direct support on, so that AT can show how we are contributing to the Auckland Plan Maori outcomes.

All 22 Iwi Authorities have been invited to visit the EMU mock up and some design input has been provided by Maori designers commissioned by AT.

CRL has had several hui to discuss the project and inform mana whenua of decision making, AT have commissioned a Maori expert Urban Designer to work alongside the AT designers, which has resulted in a set of high level Maori urban design principles that will form part of the NoR documents to be lodged with AC. AT are cognisant of the potential AC request for evidence of consultation with Iwi and these principles, alongside of the several engagement hui to date will satisfy the initial legislative requirements with an intended Maori Values assessment commissioning strategy to be implemented at an appropriate time in the future.

Lower Domain Drive improvements and engagement with Ngaitai ki Tamaki and Ngati Whatua o Orakei has resulted in some cultural design additions being implemented to the infrastructure improvements here.

Parnell Train Station engagement with Te Kawerau a Maki (Waikato Tainui), Ngati Paoa, Te Akitai and Ngati Te Ata have resulted in Maori Values Assessments being commissioned to inform AT design and planning both for the Train Station and the associated adjacent sites of significance to them. Waipapa stream and the intended management of the storm water run-off from the platform continue to be a topic of discussion.

Mt Albert Station engagement with Ngati Whatua o Orakei, Ngati Te Ata and Te Akitai on going.

For Te Wiki o Te Reo Maori there was provision across the rail and some bus networks of Maori pronunciation guidelines and "how to say place names" of our train stations etc with the places (Maori vowels) being provided phonetically; Ma-nu-kau = Mar-new-co. The provision of Te Reo internally to support staff for basic Te Reo and pronunciation sessions was also successfully provided during the month of July.

7 STRATEGY AND PLANNING (Peter Clark)

7.1 Executive Summary

Strategy and Planning focused on key activities including:

- Spatial Planning
- Statement of Intent
- Regulatory Planning
- Corridor Management Plans
- Regional Land Transport Programme

7.2 Planning and Policy

Statement of Intent

The final SOI was forwarded to Auckland Council on 29 June. It is being considered by the CCO Strategy & Review Sub-committee on 1 August.

Regulatory Planning

Operative District Plan

Through responding to council plan changes, private plan changes and notices of requirement Auckland Transport ensures that land use and transport are integrated, that proposed land uses enable Auckland Transport to deliver an efficient and effective transport network and that necessary transport network improvements are considered, funded and provided for appropriately in the district plans.

Figure 1 (at the end of the report) shows the location of plan modifications and the status of these in the regulatory/Resource Management Act process.

Corridor Management Plans

Figure 1 shows the location and status of Corridor Management Plans being undertaken. In response to deficiency areas, growth and land use changes, CMPs identify short, medium and longer-term projects for delivery.

The current CMP's being undertaken are:

- **Broadway (Parnell Road to Manukau Road)** – The draft report has been received and will be jointly discussed with the Khyber Pass Road CMP at a Local Board workshop to be scheduled for mid-August. The draft CMP identifies 5 short-term, 6 medium-term, and 4 long-term transport projects. Each of the projects identified has a trigger such as land use changes, PT patronage, or congestion levels as appropriate. In some cases the projects are linked and have pre-cursor projects and any such pre-conditions are identified. Once the CMP is finalised, the package of projects will be prioritised for funding.
- **East Coast Road (Hibiscus Coast Highway to Forrest Hill Road)** – The draft report has been received and is about to be circulated for internal and key stakeholder comment. Briefing sessions with relevant Local Boards have been held. The draft CMP recommends 15 short term, 15 medium term and 4 long term projects. Some of these projects are a package of smaller projects such as pedestrian improvements at different locations along the corridor. The draft CMP divides the East Coast Road corridor into 5 segments, and for each segment has identified the triggers for undertaking the recommended transport projects. The triggers are land use changes, performance, safety issues and the provision of major transport infrastructure that requires network changes.
- **Khyber Pass Road (Broadway to Symonds Street)** – The plan will be completed in September 2012 and initial options will be discussed jointly with the Broadway CMP at a Local Board workshop to be scheduled for mid-August.

- Great South Road (Drury to Manukau Central) – The CMP study has progressed well in June as programmed. The final draft report has been reviewed by technical stakeholders and is now being presented at workshops with the relevant Local Boards. The draft CMP has identified 12 short-term, 7 medium-term, and 3 long-term transport projects.
- Hibiscus Coast Highway CMP review and update (Silverdale interchange to Centreway Road) – A draft CMP is due for completion in August-September. A Local Board briefing session has been held.

Henderson to Albany Bus Corridor

The Henderson to Albany Rapid Transit Network Project Feasibility Report (PFR) will identify a bus rapid transit route suitable for route protection that will connect Henderson to Albany via Westgate and other locations along the SH16 and SH18 corridor. The first part of the PFR has been completed and now the economic analysis will be undertaken with completion of this phase of the project due by the end of September 2012.

Auckland Integrated Transport Programme (ITP)

The AITP sets out the 30 year multimodal transport programme to meet requirements of Auckland Plan, taking into account the GPS. The plan will assess the programme's performance in terms of levels of service against the targets in the Auckland Plan.

Auckland Transport and NZTA have been collaborating, with support from Auckland Council, to prepare the draft AITP for Auckland. The first version of the draft plan is nearing completion.

The draft AITP will be presented to the Risk & Audit committee of the AT Board on 8 August and to the AT Board in September.

SMART- South-western Multi-modal Airport Rapid Transit (formerly SWAMMCP)

The project name change has been agreed across the project partners but needs to be formally reported through the Stakeholder Steering Group.

Work continues on route alignment and station options for the rapid transit elements of SMART as well as the roading (including cycling and walking) alignments. Phase 2 is scheduled for completion in December/January 2012/13.

7.3 Planning and Programming

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During July, 12 new funding applications totalling \$23,103,000 were submitted to NZTA for consideration. Eleven applications worth \$12,746,000 have been approved by NZTA, while the remaining one application worth \$10,357,000 was not approved as the project will be progressed in the 12/15 NLTP.

Table 1 – July Recommended Schemes to NZ Transport Agency

Project name		Description	Activity Class	Phase	Cost	Comments (AT)	Outcome (NZ Transport Agency)
July 2012							
AT	Broadway, Newmarket Corridor Management Plan (CMP)	Corridor Management Plan (CMP) to set out an integrated transport land use strategy, and an associated phased implementation plan for the management and development of one of Auckland's key arterial road corridor's.	Transport Planning	Study	\$80,000	Recommended	Approved
AT	East Coast Rd (Hibiscus Coast H'way to Forrest Hill Rd) CMP	Corridor Management Plan (CMP) to set out an integrated transport land use strategy and an associated phased implementation plan for the management and development of one of Auckland's key arterial road corridor's.	Transport Planning	Study	\$150,000	Recommended	Approved
AT	Great South Road (Drury to Manukau Central) CMP	Corridor Management Plan (CMP) to set out an integrated transport land use strategy and an associated phased implementation plan for the management and development of one of Auckland's key arterial road corridor's.	Transport Planning	Study	\$150,000	Recommended	Approved
AT	Hibiscus Coast H'way CMP review & update (Silverdale interchange to Centreway Road)	Corridor Management Plan (CMP) to set out an integrated transport land use strategy, and an associated phased implementation plan for the management and development of one of Auckland's key arterial road corridor's.	Transport Planning	Study	\$90,000	Recommended	Approved
AT	HPMV Route Investigation	Investigate extent of upgrading & strengthening needed for structures along the routes proposed to take the region's heaviest trucks.	Improvement & Replacement of Local Roads	Investigation	\$150,000	Recommended	Approved
AT	Integrated Transport Plan	The Integrated Transport Plan (ITP) will deliver an integrated plan that will govern the management, development and operation of the Auckland Region's transport system as a single system.	Transport Planning	Study	\$605,000	Recommended	Approved
AT	Khyber Pass Road CMP	Corridor Management Plans (CMP) to set out an integrated transport land use strategy, and an associated phased implementation plan for the management and development of one of Auckland's key arterial road corridor's.	Transport Planning	Study	\$220,000	Recommended	Approved
AT	SWAMMCP (Southwestern multimodal corridor)	A multimodal land use and transport integration project. The aim is to identify the preferred rapid transit alternative/option (modes and routes), PT progression plan and configuration of multi-modal transport connections to and from the Airport.	Improvement & Replacement of Local Roads	Investigation	\$3,480,000	Recommended	Approved

Project name		Description	Activity Class	Phase	Cost	Comments (AT)	Outcome (NZ Transport Agency)
July 2012							
AT	Rail Station upgrade - Greenlane	Modernisation of station at Greenlane to support Auckland electrification project.	PT Infrastructure	Construction	\$1,257,000	Recommended	Approved
AT	Rail Station upgrade - MT Albert	Replacement of station facilities and widening of Carrington Road bridge to provide bus connections.	PT Infrastructure	Construction	\$10,357,000	Recommended	Not approved as the project will be progressed in 12/15 NLTP.
AT	Rail Station upgrade - Otahuhu	Modernisation of station at Otahuhu to support Auckland electrification project.	PT Infrastructure	Construction	\$1,088,000	Recommended	Approved
AT	Rail Station upgrade - Papakura	Improvements and provision of infrastructure at southern termini of Auckland electrification project.	PT Infrastructure	Construction	\$5,476,000	Recommended	Approved
Total New Schemes					\$23,103,000		

Notable in the monthly review were:

- Over \$7m funding approved for Rail Station upgrades to support electrification and investment in PT services.

- Approximately \$690,000 funding approved for five Corridor Management Plans (CMP). CMPs will help guide future Auckland transport and associated land use planning decisions along the region's major road corridors.

2012 /2015 Auckland Regional Land Transport Programme (RLTP)

Printed copies of the RLTP are being distributed. In addition, response letters to local board letters and other consultation submitters are being finalised.

Figure 1 – Plan Change and Corridor Management Plan Locations



8 SPECIAL PROJECTS (Claire Stewart)

8.1 Executive Summary

All three major rail development projects had high activity levels throughout July. Following the CAF visit in June the EMU Project focused on completion of the Stage 2 of the design process mindful of the CAF annual (summer) close down period in August. Addressing the outstanding design issues and preparatory building foundation work was the focus for the Depot Project in July. The City Rail Link Project communicated with affected landowners throughout July, via letters, seminars and specific landowner (requested) meetings.

8.2 EMU Projects

EMU Delivery Project

Design

Throughout July, the Project has been focussed on reviewing and agreeing the base design for the trains so that procurement of the key parts can progress with confidence. This is particularly important for long lead items such as motors and gearboxes. The reviews have also agreed the design for the bodysells and bogies so that ordering of the steel and fabrication of these key assemblies can commence.

For the development of the train interior, workshop sessions with user groups and operational representatives from Auckland Transport and Veolia have continued using the mock up as an aid to illustrate solutions and trial alternatives. This process has been particularly successful and rapid progress has been made, with issues and solutions able to be tabled, discussed, illustrated, trialled and agreed.

Production

The steel members for the first bodysell have now been produced a few weeks ahead of programme. Assembly of the first bodysell will commence in September, after the annual summer shutdown and all steel sections for the bodysells and bogie are on order.

Mock Up

The mock up has been of great value in developing the final design for the saloon and cab interior and has been well used by the Project team, crew, focus groups and stakeholders. In addition to these sessions, open days have been held for Auckland Transport, Veolia and KiwRail staff. These have been very well attended and proved useful in providing general feedback and gathering first impressions.

The detailed work with the mock up has now been concluded and the mock up will soon be moved to MOTAT, for public display. It will remain readily accessible for the needs of Auckland Transport and stakeholders, should they arise.

Programme

The project remains on programme.

Three Month Look Ahead

August is traditionally the time when CAF production closes down for their annual break and this year is no exception. The shutdown covers a two week period with no production but generally reduces factory activity throughout August and is usual for the Spanish industry. This shutdown has been planned into the CAF project programme.

September will see the production of the EMUs commencing in earnest, with bodysell and bogie production being the first two workstreams to be established. Project activity in Europe will increase significantly, not just with CAF but for all their suppliers and subcontractors throughout the supply chain.

A key focus will be the final approval of all design, manufacturing, testing and inspection information, clearing the way for full scale production.

EMU Depot Project

Foundations are being cast and structural steelwork has been ordered.



The focus in the next quarter will be integrating the major plant supply contracts into the programme and minimising any delays to the main construction contract. Construction will focus on civil works, building foundations, pits in the floor of the building and fabrication and erection of structural steelwork.

8.3 City Rail Link Project

Following letters (sent) to affected landowners on 2 July, 10 seminars for landowners were held from 16 - 20 July. An estimated 240 people attended the meetings. The Project Team has focused on follow up one on one landowner meetings in late July - mid August.

Work continued through July in preparation for lodgement of the Notice of Requirement to designate the required land. Current programme timelines suggest the NoR would be publically notified by Auckland Council in late 2012.

The other key focus for the Project Team continued to be preparatory work to respond to the Minister's statements to the Mayor in 2011 regarding the CRL. On 24 July 2011 the Mayor received a letter from the (then) Minister of Transport requesting a further review of the CRL to include:

- "Finalisation of the spatial plan and master plan including establishing achievable growth projections for the CBD
- Demonstration of a commitment to resolving current CBD issues, for example by improving bus operations and addressing capacity issues

- Evidence of rail patronage increases, particularly in the morning peak, residential intensification and CBE regeneration as a result of current investment
- Beginning implementation of large scale residential developments along the rail corridors
- Implementation of additional park and ride sites, and changes to bus feeder services"

The Project Team progressed work to respond to these statements throughout July. A draft report addressing the above statements is targeted to be sent to Central Government in mid-August.

The City Centre Future Access Study (CCFAS) addresses the key aspect of the Minister's letter, namely that the Minister wished to see a robust, multimodal evaluation of:

- "The need for improved access to the City Centre; and
- The best multimodal solution to provide that access"

The CCFAS report is targeted to be sent to Central Government late September/early October.

APPROVED FOR SUBMISSION by	David Warburton Chief Executive	
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Peter, Alley, Paige,
Sonja, Mayur.



Our Values.



Sonja.
Public Transport Operations.

**Auckland
Transport** 
An Auckland Council Organisation



On Board.

We are positive.
We are proud of our work and our workplace.
We recognise and acknowledge achievements.



Mayur and Shane.

Community Transport and Parking.



One Team.

We work together as an effective team.
We help and support others.
We build positive relationships.



Alley.
Parking.



Straight Up.

We say what we mean.
We do what we say.
We can be counted on.



Peter.
Infrastructure Development.



Take Action.

We take ownership and accountability.
We use good judgement and make decisions.
We try new things.



CAPITAL PROJECT PROGRAMME (LARGE PROJECTS) 2012/13 TO 2014/15

Project No	Zone	Project Name	Expected Project Cost			2012/13												2013/14												2014/15												Comments
			2012/13	2013/14	2014/15	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
		Note: 1. Project phasing, tendering period and construction cost are indicative.																																								
Road Projects																																										
1	Central	AMETI Package 1 - Panmure Corridor Phase 1				Construction												Construction												Contract awarded in Nov/Dec.												
2	Central	AMETI Package 1 - Panmure Corridor Phase 2	\$83.05m	\$74.36m	\$10.35m	Design																								2016-17 → Construction phase beyond 2014/15.												
3	Central	AMETI Package 1 - Panmure Corridor Phase 3				Design																								2016-17 → Construction phase beyond 2014/15.												
4	Central	AMETI Package 2 - Sylvia Park Bus Lane	\$1.05m	\$10.06m	\$4.58m	Design												Construction																								
5	Central/South	AMETI - 4 Pakuranga Ti Rakau & Reeves Rd	\$2.92m		\$15.71m	Design												Construction												2016-17 → Construction phase beyond 2014/15.												
6	North	Park and ride - Silverdale	\$3.1m	\$5.49m		Construction																																				
7	West	Plan Change 15 Area- Rua South and Waru stub				Construction																																				
11	West	Plan Change 15 Area- Don Buck extension	\$20.34m		\$9.84m	Design												Construction																								
8	South	King/Queen/Constable Int Upgrade	\$1.31m	\$0.00m	\$0.00m	Design												Construction												New to the list												
9	South	Flatbush School Rd Murphy's Rd Intersection Improvements - Stage 4	\$1.86m	\$2.79m		Design												Construction												Enabling works - Service relocation												
10	West	Plan Change 14 Area - Spine Road	\$1.67M		\$2.02m	Design												Construction												New to the list												
12	Central	Tamaki Dr & Ngapipi intersection - Safety improvement	\$0.98m	\$2.80m		Investigation												Design												Construction phase brought forward from Jan 2014 to July 2013.												
13	Central	Tamaki Dr / Takaparawha Pt. - Safety improvement				Investigation												Design																								
14	South	MCC Ormiston Rd Widening (TI Dr-Chapel)	\$0.74m		\$1.88m	Design												Construction												New to the list												
15	North	Whangaparaoa Road HBC Highway to Red Beach	\$0.77m	\$1.43m	\$16.77m	Investigation												Design												NOR/Consents/Land												
16	South	Mill Road Corridor Upgrade	0.98m	\$1.07m	\$7.33m	Investigation												Design												Design phase moved by one year												
17	Central	Neilsen Street upgrade - [MMEWS (Multi Modal East West Corridor)]	\$0.62m		\$0.17m	Investigation												Investigation												New to the list												
18	East	Chapel Rd Realignment and Bridge			\$0.21m	Investigation												Design												New to the list												
19	East	Murphy's Road Bridge improvements - Detail Design	\$0.07m	0.8m	\$0.05m	Design												Design																								
20	North	Smales/Allens/Harrish/Springs Rd widening and intersection Upgrade	\$1.11m	\$0.00m	\$0.54m	Investigation												Design												New to the list												
21	Central	City Rail Link	\$15.5m	\$115.86m	\$104.77m	Investigation												Investigation																								
22	South / Central	South - Western Airport Rail Link (SWAMMCP)	\$1.7m	\$5.31m	\$5.47m	Investigation												Investigation																								
23	Central	Wynyard Quarter	\$0.21m		\$0.21m	Investigation												Design																								
Public Transport - Ferry Projects																																										
24	West	Hobsonville Ferry Terminal Upgrade	\$2.85m			Construction																																				
25	South	Half Moon Bay Ferry Terminal & Vehicular Ferries	\$0.1m	\$1.13m	\$7.05m	Construction												Design												Construction phase beyond 2014/15												
Public Transport - Bus Projects																																										
26	North	Taharoto/Wairau corridor upgrade (Stage 6 & 8)	\$5.72m	\$3.62m		Construction												Construction																								
27	North	Albany Highway Corridor Upgrade - North (Schnapper Rock to SH17)	\$3.05m	\$38.86m	\$15.86m	Design												Construction																								
28	West	Te Atatu Road Corridor improvements	\$4.16m	\$8.2m	\$6.81m	Design												Construction																								
29	West	Triangle Road/Lincoln Road Bus Interchange				Design												Construction												Project has been initiated in July 2012												
30	West	Lincoln Road Corridor improvements	\$1.00m	\$0.52m	\$3.98m	Design												NOR / Consents / Land												Design will be finished by December.												
31	North	Albany Highway Corridor Upgrade - South (Sunset to SH18)	\$0.47m	\$1.54m	\$1.02m	Investigation												Design												NOR/ Consents/Land												
32	Central	Dominion road PT Corridor Upgrade	\$3.36m	\$9.25m	\$17.59m	Investigation												Design												Construction												
Public Transport - Rail Projects																																										
33	Central	Onehunga Station Platform Extension	\$0.45m			Construction																								Contract has now been awarded for first 3 separable portions Onehunga start 27/7/2012 to 27/08/2012, Remuera 27/07/2012 to 22/08/2012, Penrose 21/08/2012 to 20/10/2012. Separable portion 4 and 5 will be awarded by September. Otahuhu 5/10/2012 to 13/12/2012 and Greenlane 22/11/2012 to 18/01/2013												
34	Central	Remuera Station Upgrade	\$0.46m			Construction																																				
35	Central	Penrose Station Upgrade	\$1.2m			Construction																																				
36	Central	Greenlane Station Upgrade	\$1.16m			Construction																																				
37	Central	Otahuhu Station Upgrade	\$1.02m			Construction																																				
38	West	Swanson Rail Park and Ride	\$0.03m			Construction																								Current phase changed to Construction Procurement												
39	Central	Parnell New station Stage 2 - Station & platform	\$3.97m	\$3.06m		Construction												Construction																								
40	West	Swanson Station Upgrade		\$1.34m		Construction												Construction												Current phase changed to Construction Procurement												
41	Central	Mount Albert station - upgrade including concourse works	\$7.51m			Design												Construction																								
42	South	Puhinui Station Upgrade		\$0.77m		Design												Construction												Design start in 1013/14												

SUMMARY OF CIO FINANCIAL PERFORMANCE

1. Monthly Financial and Year End Forecast Results

Month Results	July	June
Budget (Over Programmed)	\$14m	\$73m
Forecast	\$14m	\$32m
Actual	\$11m	\$33m

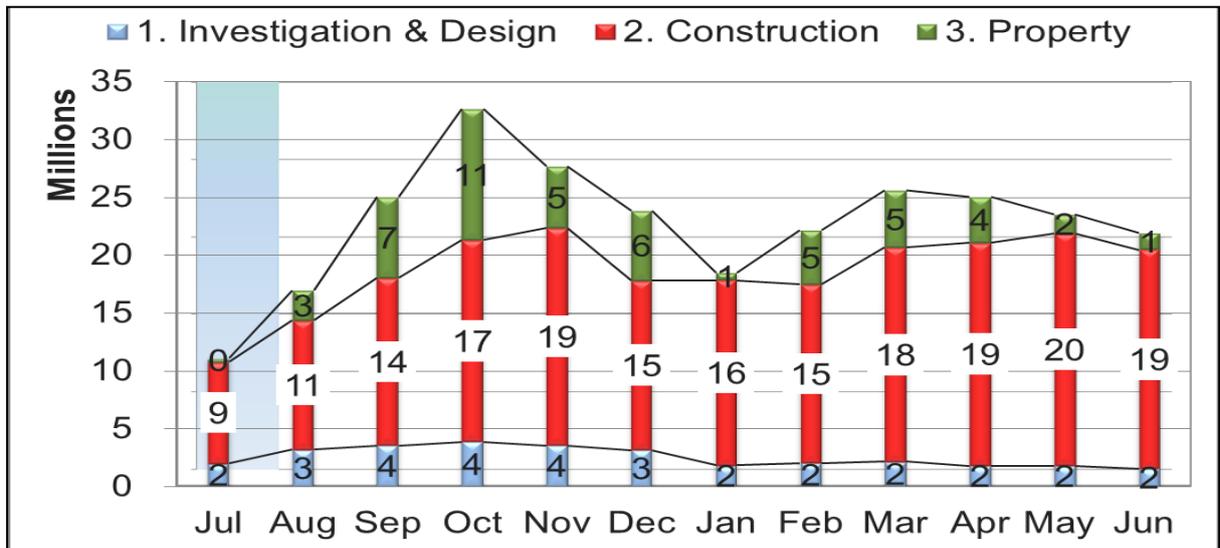
Year Results	2012-13	2011-12
Fiscal Envelope	\$240m	\$195m ⁽¹⁾
Latest Forecast/Actual	\$274m	\$199m
Over / (Under) Programme	\$34m	\$4m

(1) CIO Fiscal envelope for 2011/12 does not include \$7m of NORSGA Budget transfer to Auckland Council.

Highlights

- CIO CAPEX spend for July was 80% of the V0 budget, \$11m compared to V0 budget of \$14m
- Underspend in July was in investigation & design (\$2m) & construction (\$1m)
- The full year forecast result is \$34m higher than the fiscal envelope of \$240m (includes \$26m AMETI. This is due to a faster anticipated expenditure which is currently under review)
- Key drivers for the increase in the forecast are construction (\$15m) & land (\$16m)

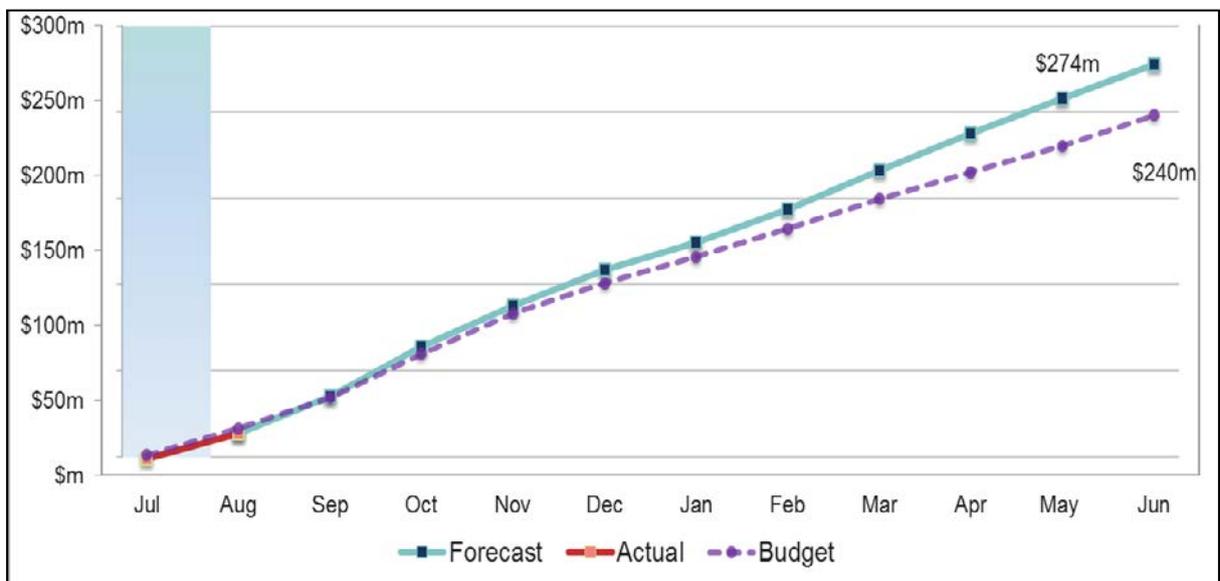
2. CIO Monthly Capex Forecast (Jul Actual & Aug – Jun Forecast)



Note:

- Construction forecast in October & November increases due to high spend in Tiverton, Glenfield, Papakura Station and NORSGA
- Investigation & Design Forecast spend for Jan-Jun 2013 (\$12m) is significantly lower compared to Jan-Jun 2012 (\$19m).

3. CIO Capex Cumulative spend



The gap between CIO fiscal envelope and latest forecast is mainly due to the AMETI programme (\$26m). This is due to faster anticipated spend which is under review.



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