

Business Report – June 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 key metrics of leave and turn-over remain consistent with trends over the last month. Auckland Transport's online job board now has over 10,000 registered applicants and shows consistent growth.

Auckland Transport is aiming to introduce a new Te Reo training programme for staff as part of Maori language week in July to improve our capability in Maori language pronunciation and phrase meanings. Further initiatives in cultural development will follow.

The end of year performance review process is about to get underway for our people. Information and support will be available for managers and staff throughout the process including sessions on the new performance based remuneration framework. These information sessions are being held across the organisation presently.

The 10,000 Step fitness programme was concluded with awards to the winning team and individuals. Consistent feedback is that individuals will continue with the awareness and exercise improvements made during the programme.

Auckland Transport has been approached by organisations supporting employment of those with traditional barriers. Where possible we will assist in furthering their causes and will report back on specific programmes as they deliver positive outcomes.

1.2 Appointments / Payments / Records

- The FTE budget for permanent positions for Auckland Transport for the 2011/12 year is set at 1020. The workforce statistics in May are made up of 928.9 actual FTE. The current headcount filling permanent roles is 971 with 936 being permanent employees and 35 contractors filling permanent positions.
- Positions recruited for May were 38, with 10 being internal appointments, 25 external and 3 through using recruitment agencies.
- The number of new starters for May is 20 consisting of 12 permanent staff and 8 fixed term. These appointments are mainly in the Operations Division.
- Over the last three months the recruitment team has opened 100 vacancies for recruitment.

1.3 Health and Safety

- There were 8 reported accidents in May.
- These were 4 abuse reports, 2 twisted ankles, 1 calf muscle sprain and 1 fall from push bike. None of the abuse incidents escalated to abuse.
- The calf muscle sprain resulted in 5 lost days and is on-going.
- Health and Safety assisted Community Transport (CT) to develop a new risk and management form to be used when managing promotions and running events. The Health and Safety Manager provided 3 half day hazard management training courses for all CT staff to ensure participants have sufficient knowledge to implement and use this new form.
- Incidents and Accidents for 9 months to 31 May – 80, LTI's 12.

1.4 Cultural / Training / Support

Training

- Auckland Transport will be implementing a new online capability later in the year to make it easier to implement the performance management process. This will enable the process to be streamlined, reduce administrative time and help drive a performance culture.
- "StartingAT" is a new programme to welcome new employees to the organisation and will be launched shortly. The aim of the programme is to ensure new staff have the tools and information they need to become productive, contributing members of the team as quickly as possible. It includes tools and resources for managers as well as a buddy system, and enhances our induction programme already in place.

Customer Services

1.5 Executive Summary

Customer Services has had a steady month in its business as usual activity. Planning is gathering momentum for the AIFS roll out later this year.

Work continues in the preparation for implementing the CRM system.

The Ring Fenced Call Centre project is underway with a high level design being established in conjunction with Auckland Council.

Call volumes for PT are continuing to trend down while HOP calls are continuing to trend up.

1.6 Key Service Metrics

- Average call wait time - 11 seconds MAXX, 10 seconds HOP
- Service level - 84.98% MAXX, 86.02% HOP
- Abandonment of call - MAXX 1.87%, HOP 0.93%
- Call volumes for May - MAXX 40,133, HOP 2,888
- Web Traffic for May – 707,349 visits (MAXX website (578,716), MAXX mobile site (476), MyHOP (61,696), Auckland Transport (65,691) & RideShare (770))
- Auckland Council on behalf of AT – 16,090 calls answered, 82.33% within 20 seconds, 1,041 abandoned (6.5%)

2 OPERATIONS (Greg Edmonds)

2.1 Executive Summary

The operations team continue to make good progress across all areas. May has been another busy month. Highlights are as follows:

- Communication has been delivered to all residents and businesses in Remuera regarding the Remuera Road bus lane change to T3. The re-marking of the bus lane to T3, is proposed to be completed by the end of June.
- An investigation into funding options for the supply and maintenance of street lighting has commenced
- Tenders have been completed for Traffic Signal maintenance and Renewals.
- PT Ops had a successful full rail network closure during Queens Birthday weekend which enabled a full state of the art signalling system to be installed across the rail network.
- Energisation of overhead lines for electrification of the rail network occurred for the first time on the Onehunga Line
- A formal contract signing was held for the Southern Maintenance contracts attended by the Mayor our Board Chair and Chief Executive.
- Community Transport delivered further cycle training & cycle safety checks to schools across the Auckland Region
- Community Transport surpassed their target of signing 50 new schools on to the 2011/12 school transport programme

2.2 Road Corridor Operations

- The road safety unit submitted comments to NZTA on the draft High-Risk Intersections Guide document (consultation closed 14 May 2012). Intersections are among the most dangerous places on New Zealand roads. During the last five years, 48% of fatal and serious injury crashes in urban areas were at intersections. On rural roads, with speed limits of 80 km/h or above, 17% of fatal and serious crashes were at intersections. The government's road safety strategy Safer Journeys highlights a need for improved safety on our high-risk intersections. This guide provides best practice guidance on how to identify priorities and treat key road safety issues at high-risk intersections. The High-risk intersection guide is a companion document to the High-risk rural roads guide, which was launched in September 2011. The road safety unit is at the forefront of using both reactive and predictive methods to identify intersection crash issues on our network.
- The annual Auckland Road Toll to 27 May was 17 deaths i.e. 2 less death than at the same time in 2011. The number of road deaths for the month of May 2012 was 2, compared to 3 in May 2011. Details are provided in the tables below.

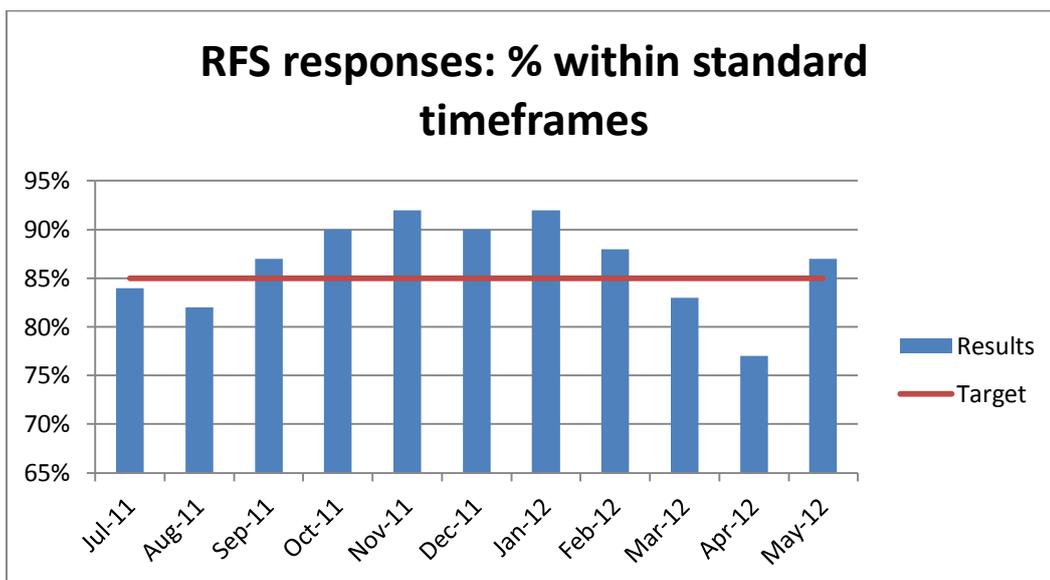
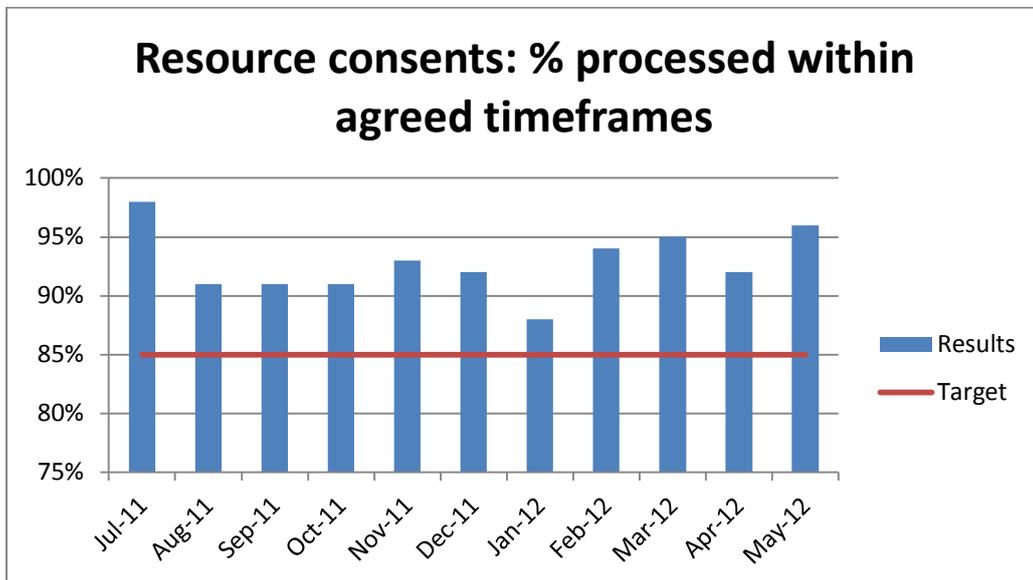
Annual Auckland Road Deaths at 27 May 2012 compared with 27 May 2011

	Rural North	Urban North	Urban West	Urban Central	Urban South	Rural South	Auckland Region
At 27 May 2012	5	1	0	5	4	2	17
At 27 May 2011	5	2	0	7	4	1	19

Annual Auckland Road Death Types at 27 May 2012

	Drivers	Passengers	Motorcyclist	Pedestrian	Cyclist	Auckland Region
Local Roads	3	1	3	3	0	10
State Highways / Motorways	3	1	2	1	0	7

- The capture of Real Time Travel information for 30 arterial routes across the Auckland Region is well underway. This 'One System' project involving the NZTA and JTOC is due to deliver real time travel information between key nodes across the region for publication on both the AT and NZTA websites from end June 2012.
- Tender evaluations have been completed for the 2012-2015 Auckland Region Traffic Signals Maintenance and Renewals and a supplier recommendation report prepared.
- In May Road Corridor Operations processed 77 Resource Consents (96% meeting standard timeframes). A total of 712 requests for services cases were opened with 788 closed for May (87.56% meeting standard timeframes).



The main reason for RFS responses not being met within the agreed timeframes are delays in the response and approval process where engineers' workloads make an immediate response very difficult. This in turn delays the approval process prior to releasing the information to customers.

This is a resourcing issue due to the increasing volumes of requests being processed by the department.

Road Corridor Operations is working on streamlining the process for handling RFS volumes to help alleviate the engineers' workloads and facilitate a more timely response to the customer.

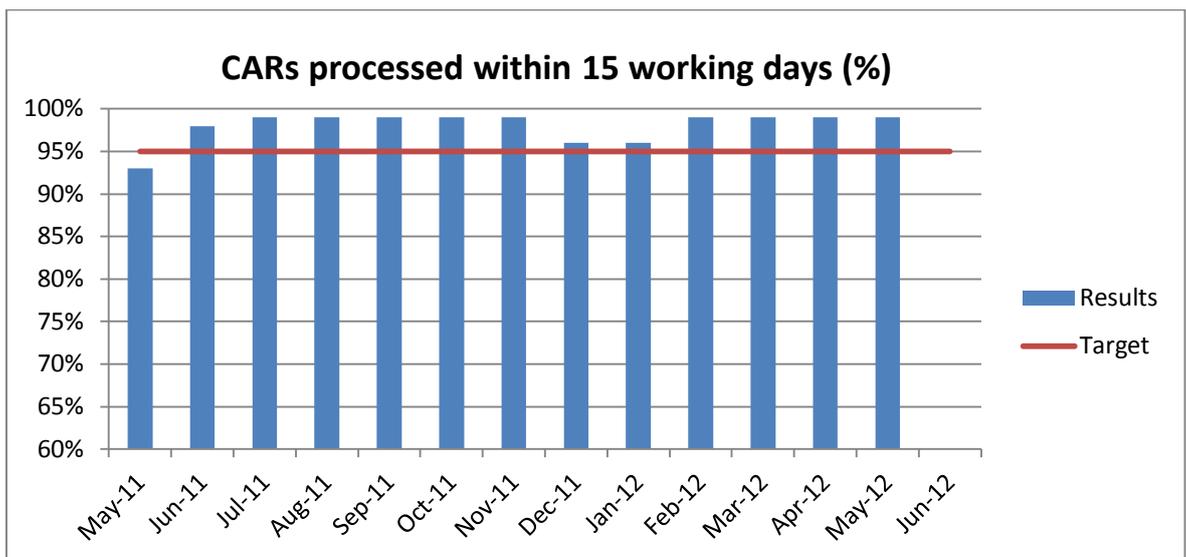
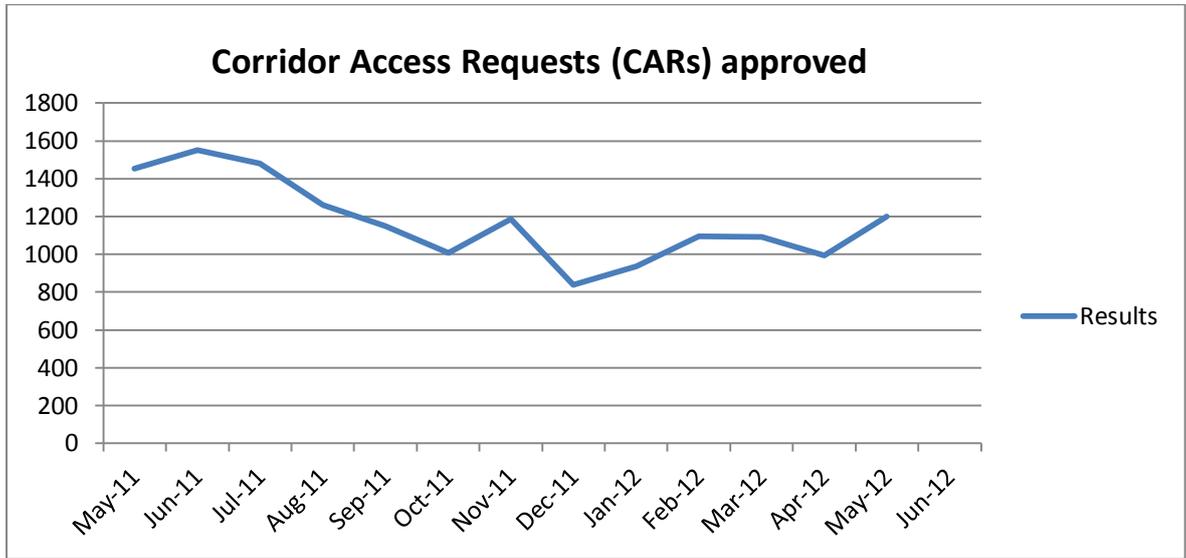
- As part of the Wellington Street On-Ramp Review, NZTA are monitoring the impact of permanently restricting access from this on-ramp. The study will help NZTA and AT to understand the impacts of the closure and other recent changes on the overall efficiency of the motorway and key arterial routes. NZTA has developed a consultation and communications plan, and AT has provided feedback into these plans. A project website has been set up to provide information on the review and an email address to receive feedback from the public. This information is available on the NZTA website. Community views are currently being sought on what additional elements the review needs to include. The project team have allowed the month of August for the analysis of the data from the review, and to undertake consultation. It is anticipated that NZTA will be in a position to make a decision on the long term operation of the Wellington St on-ramp in September 2012.
- Information pamphlets on the Remuera Road bus lane change to T3 were distributed to businesses and residents in the wider Remuera area in the week beginning 21 May. Residents have until 4 June to respond. The media messaging started on 28 May and the re-marking is proposed to be completed by the end of June dependent on the weather.

2.3 Road Corridor Maintenance

- Mobilisation of the new southern maintenance contracts is well advanced. A formal contract signing ceremony was carried out on 13 June and was attended by the Mayor, our Board Chair and Chief Executive.
- The RCM Technical Support Services supplier panel is now in place with Beca, GHD, Projenz, Opus and AECOM all being appointed.
- The financial provision for 2012/13 and proposed budget constraints in maintenance are significant enough to expect noticeable changes in levels of service. Major reductions in spending on footpath maintenance and vegetation control will mean that customer expectations are unlikely to be met in some areas, particularly central Auckland.
- A safety video highlighting the need to isolate pedestrians from our roadworks sites is being produced by the Auckland Road Maintenance Alliance. This follows an accident last year where a university student was injured crossing through an active worksite.
- Work is commencing to investigate funding options for the supply and maintenance of street lighting.

2.4 Road Corridor Access

- There were 1201 corridor access requests approved in May with 87% 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, Ponsonby, Glenfield, East Tamaki and Otara. As at 20 May there has been 457 km of ducting and fibre deployed and 94 cabinet areas completed since commencement in September 2011. There are a further 56 build areas in progress. Vision Stream who is carrying out the works on behalf of Chorus is required to complete the build of 156 cabinet areas in the 2011/12 year. Each cabinet area is capable of supporting fibre to around 200 premises. There have been some issues relating to the reinstatement of new concrete footpaths in Ponsonby and Remuera, which have been the subject of media attention. These issues affect a small number of sites and are being addressed with Chorus. Our expectation is that new footpaths will be reinstated to the same condition as they were prior to the carrying out of the utility works.

- The construction of Watercare's Hunua 4 bulk water main has commenced in Manukau with trenching currently underway in Thomas Road (between Murphy's Road and Aspiring Avenue). A full road closure has been put in place between Murphy's Road and Aspiring Avenue during the day to facilitate the carrying out of the works. The Hunua 4 project involves the construction of a 1.3-1.9 metre diameter water main from the Redoubt North Reservoir in Manukau Heights to Campbell Crescent in Epsom. This project is expected to take 4 years to complete.
- A meeting was held on 28 May 2012 with representatives of Transpower and their suppliers to discuss the initial traffic management plans provided for the Penrose substation to Pakuranga substation (PenPak) section of the North Auckland and Northland (NAaN) project. This project involves the underground installation of high voltage power cables from Pakuranga to Albany and will help reinforce the power supply to North Auckland and Northland. The project is being carried out in 4 separable portions of which the PenPak section will be potentially the most disruptive for road users with the power cables to be installed in the road carriageway on Waipuna Road, South Eastern Highway and Ti Rakau Drive. This stage is expected to be completed within the next 12 months. The timing of the various phases of the work will be coordinated as much as possible with that of other major projects in this area, such as AMETI and Pakuranga Rising Main replacement, so as to minimise the impacts for road users.
- A Forward Works Coordination meeting was held on 1 May 2012 to confirm and review the planned works for the Auckland CBD area which for the purposes of this meeting was taken to be the area bounded by SH1, SH16 and the harbour. The meeting was attended by representatives of Auckland Transport, Auckland Council, Vector, Chorus and Watercare. The meeting was productive and a follow up meeting is scheduled for 6 June 2012, which will address the remainder of the central isthmus area.
- The All Blacks v. Ireland rugby international will be held at Eden Park on 9 June 2012 and a sell-out crowd of 46,000 is expected. It has been agreed with Eden Park Trust that the delivery of the traffic management and transport operations plans will be carried out by Auckland Transport in keeping with the RWC 2011 model. The Major Events Operations Centre (MEOC) located in Bledisloe House will be mobilised 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

- Public Transport Network Plan (PTNP) review:
 - The review of the existing Public Transport Network Plan 2006-2016 (PTNP) is continuing. The proposed network structure will retain the PTNP concepts of a Rapid Transit Network supported by a layered service approach, with more emphasis on a network of frequent services:
 - The frequent service network:
 - The Rapid Transit Network (RTN) of rail and Bus way services
 - Frequent bus and ferry services at a worst case 15 minute service frequency across seven days
 - Secondary and tertiary network of local bus and ferry services connecting to the above
 - Targeted services: peak only and school bus services.

- Initial discussions with key stakeholders are progressing to finalise the network structure and key route framework over the next three months. A briefing has been undertaken with operators and this will be finalised at an operator CE/COO meeting at the end of June. A presentation will be organised for the Board.
 - An engagement and consultation plan is being prepared which will guide the various layers of consultation.
 - A preliminary assessment of the infrastructure requirements of the new PT structure is being undertaken, which will result in a reprioritisation of infrastructure projects to match the timings required for implementation. We are working with NZTA to ensure that the rebuild of the Te Atatu Motorway Interchange will accommodate passenger connections between frequent bus services along the motorway and along Te Atatu Rd. In the south, a bus-train interchange at Otahuhu will be the top priority, as this will enable Great South Rd bus services to terminate and feed the rail network, rather than run parallel with the rail corridor and duplicate.
 - The business case for zonal based integrated fares is being reviewed to ensure that customers required to make transfers between services to complete their journeys will not incur a fare penalty – this will need to be put in place after the implementation of integrated ticketing under the AIFS project.
- PTOM (Public Transport Operating Model):
 - Mapping of bus routes and services under the proposed new PTNP against proposed PTOM Units (contracts) has been completed. Remaining policy and commercial issues are being finalised with NZTA, MoT and bus operator representatives prior to issue to bus operators for consultation of the draft contracts.
 - Ticketing operations and go-live planning for integrated ticketing is progressing.

Rail

- Auckland's rail network was closed for Queens Birthday Weekend to allow major works associated with the ongoing upgrade of stations and electrification of the rail network and significant modifications at Britomart. The energisation of overhead lines for electrification of the rail network occurred for the first time on the Onehunga Line. Replacement bus services were provided across the network.

Bus

- Transpower cable works are increasing on the Northern Busway. Delays to buses are being actively managed and continue to be minimised.
- Northern Busway patronage surveying has been completed. Across all scheduled bus services, the Busway carries a reported estimate of 5.7 million unique passenger trips per year. This compares to a reported 2.3 million trips per year on the Northern Express bus service alone. This provides a further detail of patronage analysis compared to the monthly statistical report.

Ferry

- Upgrade of the Birkenhead wharf inner berth is nearing completion to provide enhanced passenger waiting facilities.

2.6 Parking and Enforcement

City Centre Parking Zone

- Pre-consultation with key stakeholder boards and associations (including Heart of the City) has been concluded. There is generally enthusiastic support for the benefits that will accrue. The request is that public consultation commence as soon as possible so that the zone can be implemented.

Ronwood Avenue Car Park, Manukau

- The Ronwood Avenue car park is due to open to the public on 18 June 2012, following a slight delay with the installation of equipment. The car park will be controlled from the Central Control Room at Bledisloe House. Car parks will be available to lease or for casual parkers on an hourly basis or \$7.00 per day, which is in line with current parking prices in the Manukau City area.

Car Park Leases

- Notification has been sent to AT car park leaseholders of price changes effective from 1 July 2012. Generally prices have increased to match car park demand. In some cases, prices have increased significantly to correct heavy legacy discounts previously applied. Auckland Transport and Auckland Council lease holders are also affected with price increases.

Baxter Street Car Park, Warkworth

- Baxter Street car park is in the process of being repaired and resealed. The project commenced with the closure of the car park on 26 March 2012. On Friday 25 May, the vapour from solvent being applied leaked into the air conditioning of the Westpac Bank requiring its closure. The contractor stopped work on the site immediately. An incident report was produced showing root cause and mitigation. The report indicated that the solvent vapour Xylene is only toxic in high quantities and during prolonged inhalation. Steps will be taken to prevent a recurrence, so that work may resume.

2.7 Community Transport

- The winter cycle safety campaign was launched in May with winter bike stops and bike safety tutorial courses focusing on cyclist visibility.
- Five new automatic count stations have been identified to be installed at the following locations: East Coast Bays Road, Dominion Road, Grafton Bridge, SH20 Cycle route Mt Roskill and Lagoon Drive near Pakuranga highway.
- Delivery of cycle training & cycle safety checks continued over the Auckland Region with seven schools in south Auckland receiving training. Wellsford Primary School developed a cycling programme to fully utilise their new cycling track and to promote training and safety. This is the second in school cycling track that has opened in the Auckland region with the support of Auckland Transport.
- The development of the Cycle network continues with a focus on :
 - Working in partnership with NZTA on the following projects: 1) exploring options to replace the old Mangere Bridge; 2) in the delivery of the Central Motorway Junction scheme that will link the Northwestern cycle way to Grafton Gully.
 - The Puketapapa Local Board approved Greenways Strategy which includes cycle links. Feasibility work has commenced on two greenway routes to assess how they can be connect to and with the cycle network.

- A meeting was held with the Ministry of Economic Development (MED) on the proposals for the New Zealand Cycle Trail (NZCT) network expansion programme consisting of two routes, being the Airport to City route and the Waiheke route, as shown in Attachment 1. The MED were supportive of the approach and feasibilities undertaken and discussions with local boards are currently being undertaken.
- Public cycle route maps for the southern, western and eastern Auckland areas will be completed in June for publication in July. These maps will also be available online.

School Transport Programme

- The target of signing 50 new schools on to the 2011/12 programme was surpassed in May bringing the total number of new schools to 51 and the grand total of schools on the School Transport Programme to 267. A further 60 schools have been identified to join the programme for the 2012/13 financial year.
- A meeting was held with National & Regional New Zealand Police Education officers to develop a strategic partnership & programme for the school transport programme for 2012/13.
- The Travelwise Awards Ceremony, hosted by the Mayor is taking place on 19th June at the Rendezvous Hotel. The aim of the ceremony is to recognize the work that teachers, students and parents undertake in the School Transport Programme. Schools & volunteers on the 'school transport programme' will be recognized for improving road safety & traffic flow in their school community.
- The Mayor launched the Pakuranga school travel plan cluster consisting of Riverhills, Riverina, Anchorage Park and Pakuranga Intermediate schools. The schools are based in the AMETI project area and will benefit from the proposed improvements in public transport, cycling and walking. As part of the travel plan process additional pedestrian crossing facilities are being provided adjacent to the schools.
- Fourteen new walking school bus routes were started at Howick Primary, Snells Beach, Riverhead, Takapuna and Red Beach schools.

Road Safety Education Programme

- The regional intersection road safety campaign commenced in May and focuses on improving intersection behaviour by encouraging motorists to slow down when approaching intersections and to stop red light running. Failure to stop or give way at intersections is the leading cause of road crash injury in Auckland, making up 37% of all crashes in the Auckland region during 2006-2010. Targeted local initiatives are also being undertaken in partnership with NZ Police to target high risk intersections.
- Evaluation and completion assessments of the 60 Community organisations/providers funded to deliver 216 road safety projects for the 2011/12 period are being undertaken. These projects were aimed at improving road safety for the following topics or targeted the following audiences: Recidivist Drunk Driving, Driver Education, Young Drivers, Mature Drivers, Alcohol, Child Restraints and High Risk Drivers.
- Six restraint and car seat checking clinics in partnership with Plunket, NZ Police and other key community stakeholders were held over the Auckland Region with the aim to increase child safety and to raise awareness about children staying in booster seats until they are 148cm tall.
- The Winter Sober Driver campaign is due to launch next month targeting young males, 15 – 24 years. The aim of the campaign is to nominate a sober driver for the journey home.

Travel Planning

- The Wynyard Quarter transport management association was launched in partnership with Waterfront Auckland , NZTA and Viaduct Harbour Holdings to promote travel initiatives that encourage improved access to Wynyard Quarter to provide for a future population of approximately 20,000 people
- The workplace website is under development with new tools and designs to provide a simpler engagement with businesses and workplaces. This will enable businesses easy access travel planning information and resources to assist staff with commuting and business travel. The website will be launched in August.
- A Teleworking trial is underway with Auckland Tourism, Events and Economic Development (ATEED), SKM, McCormick Rankin and New Zealand Post. This examines the benefits of working remotely for businesses and for the impacts on commuting as a tool to reduce the need to travel especially in congestion peak periods.
- Auckland Transport and Greater Wellington Regional Council are working together to launch the new Let's Carpool website by July. The national site will offer increased functionality, promote inter-regional trips, and provide cost-efficiencies for both organisations. A national integrated marketing campaign is being developed to promote the new brand and raise the profile of carpooling. This includes print, online, billboard and radio advertising, along with new marketing material and corporate registration activities. Since February 2012, successful promotion of the carpool service has resulted in over 1500 registrants and includes new corporate schemes for Massey University, AECOM, ATEED, the Royal New Zealand Navy and Sovereign Insurance.

2.8 AIFS (Integrated Ticketing and Fares)

Integrated Ticketing – AIFS

- Civil Works installation expected to commence mid-June for ticketing machines at the start of July.
- The Factory Acceptance Testing of the Thales CORE system was completed successfully. User Acceptance Testing of the Rail and Ferry solutions of the Thales CORE system has been completed, analysis of results is on-going.
- The project team is engaging with the business to develop the operating systems and processes for the new ticketing regime. This is a major piece of work involving PT Operations, Customer Services and the Transport Operators.
- Go-Live date prior to 30th November was confirmed for Rail and Ferry services, the Bus services will follow

3 FINANCE (David Foster)

3.1 Executive Summary

Annual Report preparation and the completion of the LTP are dominating the work being carried out by the Finance and Business Support teams.

IT is continuing on with its programme of work.

Property is continuing to fine tune processes and planning for the property acquisition programme.

3.2 Finance

Update

Commercial arrangements and software changes to the operating system are being finalised to enable the Baycorp trial collection of overdue infringements to commence on 1 July. Changes have been made to the Reminder Notice that is sent to all overdue infringement debtors noting that the overdue amount may be transferred to a debt collection company.

The draft Long Term Plan (LTP) capital and operating expenditure programmes were updated to reflect the outcomes of the RLTP submission process and to incorporate the Auckland Council efficiency targets.

The team has been working with the business units and the finance department in preparation for year end with a "hard close" scheduled for the May month end in order to ensure AT meets the tight AC reporting timelines.

Procurement has completed the refresh of the organisational procurement strategy. This will be presented to both the AT Board and the NZTA Board.

Work has also been completed in refreshing and enhancing the procurement page on the external website. This will include a Professional Services supplier register and publication of awarded tenders.

Staff are continuing to work with NZTA on monitoring and managing the Funding Assistance Rate (FAR) variation agreement.

Key Initiatives for the Next Three Months

- Working with the council and business in finalising the LTP and budget phasing for 2012/13.
- Co-ordinating the year end processes and requirements with the "hard close" scheduled for the May month end and the final close in June
- Completion of a draft procurement manual (based on the MED and NZTA documents) completed by end of June
- Development of procurement category plans to cover the nine procurement categories (and sub-categories) outlined in the procurement strategy
- Planning for the Annual Report, including completing the audited Financial Statements for consideration by the Finance and Risk Committee on 30 July, is well underway.
- Audit NZ will commence the final audit in June based on the 31 May Financial Statements. The 30 June Financial Statements will then be reviewed by Audit NZ for monthly transactions and any material movements, during July.
- Revaluations of Operating Assets will be completed by 5 June and the results will be included in the 31 May Financial Statements.

3.3 IT and Business Systems

Update:

- Reporting:
 - IT and BS Dashboard initial set of KPI reporting rolled out on the Intranet and available to all staff
 - Issues with capacity on the network storage have been resolved with the new NetAPP appliance installed and migration of services to this has commenced. This has enabled a number of projects to move to production.
 - Service Desk Issues –
 - Total issues raised: 492
 - Total issues resolved: 496
 - Total issues outstanding: 297
 - This is the third month of decreasing call volumes
- On Line Programme:
 - Work on Road Corridor Operations requests for service, has been completed and is in test. The application to enable the Auckland Council Call centres to interact and lodge requests for services with AT is being delivered this month.
 - Regulatory Services support application is due to go live in July
 - Exposure of information on a map “Mystreet” has re- commenced this month after issues with the speed of Google have been resolved. The first map will be available in Auckland Transport Website before the end of the month showing the new arterial road congestion status.
 - Work on building a platform to allow data feeds to the public commenced
 - RFP for ongoing development and support was released.
- Business Systems Programme:
 - Assisted Parking team with on street replacement project commencement.
 - Work done to assist strategic projects with integration of new Project Management toolsets undertaken
 - Proof of concept with CIO Projects area on document storage and collaboration using Microsoft Cloud 365, commenced in late May.
 - Investigation work completed on modifications to Pathway to accommodate Parking Collection Trial undertaken.
 - Upgrade of internal network design to accommodate unified communications implemented and some additional networks in the Wharf areas for AIFS completed.
 - Work on Printer replacement across AT continued in conjunction with Auckland Council printer replacement project.
 - Work on SAP application roadmap commenced in conjunction with Finance.
 - Work on defining what IT& BS systems the Joint Transport Operations Centre will need has commenced in conjunction with NZTA technical and AT business staff.
 - Disaster Recovery Phase 2 design completed and work commenced.

- Passenger Transport Area:
 - Assisting to define the total programme of work across Operations. This is a large programme.
 - Rail Real Time now achieving 95% accuracy in test, due to rollout in June.
 - Rail network switches upgrade completed, to facilitate AFIS.

 - Veolia equipment refresh project scope finalised with all stakeholders and equipment ordered
 - Assisting EMU project with technology review and requirements
 - Scoping of a project to establish business and technical requirements for uninterrupted power supply (UPS) for all network locations has commenced with initial focus on rail stations, ferry wharves.

Next Steps

- Rollout of Arterial Congestion map due June
- Go Live for Road Corridor Operations new component of CRM processes due June
- Regulatory service support component of the CRM will roll out into production in July
- CIO Project Management Reporting Solution go live in June
- Plan rollout and replacement of printers, including finalising contract negotiations in association with Auckland Council
- Finalise support RFP for on-line on-going development and support

3.5 Property

Update

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

- Continued delivery of land acquisition to enable the 2011/2012 Capital Works Programme
- Negotiations were concluded on 15 properties with agreements signed by vendors with a total value of \$5.7m.

Disposals Forecast

- A high level calculation of land originally purchased for transport projects, but now considered surplus to requirements, has been forecast for disposal.

2012/13 - \$18.2m
2013/14 - \$7.1m
2014/15 - \$0m
2015/16 - \$2.6m

The forecast has been based on the following assumptions:

1. Estimated values above are based on the latest rating valuation.
2. Properties purchased by legacy councils for a roading or rail purpose/project, are AT assets and AC will agree to that categorisation, although some properties may have been overlooked in the transfer to AT Fixed Asset Register.
3. The first tranche of properties are in final review prior to Board presentation and approval for sale.

Other Activity

- Implementation of an organisation wide strategic framework to guide all property related work at an organisational, departmental, and programme and project level is underway. The key outcome is a customer service orientation and the identification of single points of accountability for specific business areas and associated property.

Next Steps

- Continue with information management and process improvement initiatives
- Develop NZTA claim process for land acquisition
- Prepare first tranche disposal opportunities for Board approval

4 INFRASTRUCTURE (Kevin Doherty)

4.1 Executive Summary

Despite being a wet month good progress across the capital portfolio has continued. The new capital expenditure for May 2012 was around \$24m providing a year to date new capital expenditure of \$165m. While at the time of writing this report year end forecasts had not been concluded latest information indicates that this is now approximately \$200m. This has resulted from a significant spend in May and large forecast property spend in June. Taking into account some risk associated with the June forecast the most likely year end expenditure is \$190m-\$200m. Given this indicative forecast it is now unlikely that the CIO division will underspend the original funding envelope sufficient to fully absorb the lower NZTA subsidy expectation.

During the reporting period an enormous effort has gone into programming the capital work portfolio to fit the fiscal envelope provided. Over the next couple of years there is significant pressure on the envelope with a number of larger projects with committed expenditure. This will require careful management across the identified 3 year window to ensure the overall portfolio delivery is optimised.

4.2 Update / Next Steps / Key Issues

Asset Management and Programming

During the reporting period the evaluation of the eleven new Asset Management tenders has continued with awards to occur in June. Other significant activities during the reporting period have included:

- Collating legacy information and current requests to prepare an indicative seal extension programme.
- Undertaking a review of historical records for Wharves and Ferry Facilities to prioritise future condition data capture.

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

The programming team continues to monitor the 2011/12 capital works programme which is now fully aligned with AT's fiscal envelope. The current Infrastructure division forecast confirms a likely year end outcome of between \$190m and \$200m. The team has also managed the capital element of the draft LTP and RLTP, including modelling and reporting on the implications of committed projects from 2011/12.

Attachment 3 provides a summary of the fiscal envelope as it relates to the Infrastructure Division for April and May.

Major Projects

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

AMETI

The Mountain Road Bridge contract has continued to progress well during the April-May period. Work on the approaches to the bridge is well advanced. The Spotlight building demolition is complete and work on construction of the new extension of Mountain Road to Jellicoe Road has commenced.

Construction of the Combined Services trench is complete. Bulk excavation adjacent to the Ellerslie – Panmure Bridge is progressing to plan and is now 60% complete. Beams for the station plaza have been placed and the Plaza is on schedule to open for public use by July 2012. The traffic management restrictions on Ellerslie Panmure Highway have been adjusted during the month and continue to cope well with peak flows.

The Notice of Requirements (NOR) application for the remainder of the Panmure Phase 1 designation, and associated resource consents was lodged on 5 April. Notification was held pending the provision of additional material regarding ground water diversion consent. However notification has now been completed consistent with planned timeframes.

Detail design work is progressing on the Panmure Station building. The design is expected to be complete in September.

The detail design of the section of the Southeastern urban busway between Panmure and Panmure Bridge is progressing.

The development of the scheme assessment report for the section of busway between Panmure Bridge and Botany is in progress. This is expected to be completed in September. An additional public open day is planned to be held in July.

The Sylvia Park Package is progressing with the focus being on completion of the preliminary design, land purchase and scheme assessment.

Dominion Road

The concept development work has progressed to a point where a preferred option can be presented to the AT Board for consideration. The various aspects of the concept have been socialised with key stakeholder groups, including the Local Boards, business associations and resident groups.

NorSGA

Construction work on Northside Drive – West and Tahurangi Road, within the Massey North Town Centre is progressing with completion of these roads expected to tie in with the opening of the town centre. Construction work on the intersection between Northside Drive – West and Fred Taylor Drive has also commenced and temporary traffic management is in place at this location.

The NOR for the Hobsonville Road widening works has now been lodged. A Public information day has been held to present the design for the extension of Northside Drive eastwards over the motorway up to Trig Road. A total of 157 people attended this open day.

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 construction of streetscape improvements along Great North Road between Totara Ave and Memorial Drive have also commenced with a completion date of December 2012. Lastly, the construction to expand the canopy cover on the station has commenced with completion programmed by October this year. All packages are currently progressing to programme and budget.

Manukau Car Park Building (Davies Ave)

The opening date is now 1 July 2012 due to delays with the provision of parking equipment and CCTV systems. The installation of lift 2, external finishes, marking out bays and fitting wheel stops to Level 1 through 6, erection of security fencing and gates around the site and a security barrier between the car park building and the apartment block car park next door are now being finalised

Station Upgrades

Manukau Rail Station

Passenger services are now in service. Works continue on the tertiary campus above. A temporary access is now in operation to enable safe passenger access during construction of the Manukau Tertiary campus above.

Construction of the MIT campus building is well underway with an anticipated opening date in mid-2013.

Parnell

Station layout and feasibility "optioneering" is underway in collaboration with KiwiRail and the Auckland Council Urban Design and Parks departments. The wider spatial planning is planned to include connections down through the Carlaw Park development.

Funding submission for the main station works will be submitted mid 2012 with potential construction commencement in late 2012.

Ellerslie Station

Ellerslie station works are now complete with the formal opening taking place on 14th May with new lifts, stairs, platform systems and new canopies.

Investigation & Design

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

Central

- Tamaki Drive Capex Safety Projects: feasibility study for boardwalk continues; Ngapipi SAR offer of service is expected by end May.
- Wynyard Quarter Integrated Access: Inter-peak model contract ready for award. Brief for detailed design is being prepared.

North

- Taharoto/Wairau Corridor Improvements: NZTA funding for Stage 6 & 8 has been approved.
- Whangaparaoa Rd 4-laning (Hibiscus Coast to Red Beach): The tender for Detail Design has been evaluated and the contract will be awarded once confirmation of NZTA funding has been received.
- Hibiscus Coast Highway Park and Ride – the hearing was held in May. Parties are nearing an agreement which will enable the project to progress as funding is available over the next couple of years.

West

- Te Atatu Road Corridor Improvements: NZTA has advised that funding subsidy for detail design has been approved. Property negotiations are now underway.
- Lincoln Road Corridor Improvements: Preliminary design including traffic modeling will be completed by July 2012.
- Swanson Park N Ride: AT's Property department is continuing to liaise with KiwiRail for the lease agreement. Some land outside the service station is required for accessway to the Park N Ride. Public consultation is now completed and now outline plan of works has been lodged. The building consent application has now been submitted.
- Glen Eden Park 'N' Ride: The feasibility study for this project has been completed. A workshop with the Local Board to present the study's findings was held in May.

South-East

- Mill Road: Information letter drops prior to wider consultation will be going out towards the end of June 2012.
- Half Moon Bay Marina Upgrade: Consultation is well under way with respect to the development of a preferred option for this project with Sealink, Fullers, Bucklands Beach Yacht Club, Ferry Users and the Local board.

Infrastructure Development

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

North-West

Glenfield Road

- Progressing well with works including retaining walls (piling and foundations 50% complete, block work in progress), stormwater treatment tank installation completed, bulk watermain installation (400 dia. now complete), 857mm dia watermain construction 60% complete and utility relocations in progress. Currently the project is slightly behind baseline programme due to unforeseen service clashes, however ahead on retaining wall construction. Mitigations have been initiated to bring the project back on programme for June.

Works Commenced

- School Travel Plans - Chelsea Primary School safety improvements to crossing facilities and speed management.
- Various minor safety upgrades resulting from crash reduction studies.
- Atkinson Road Bend Treatment – Safety improvement using thermoplastic high friction surfacing.
- Konini School Travel Plan - Construction of parking bay, kerb and channel on Withers Road.
- Traffic Calming West – Traffic calming in Lynwood Road, New Lynn and Paiwai Road, Titirangi and crash reduction works on Gloria Ave/Te Atatu Road roundabout.

Works out to Tender

- Sinton Road Seal Extension – Seal extension of a 330 metre length of road in Whenuapai.
- Hibiscus Coast Highway Walkway/Cycleway – 600 metre long walkway/cycleway from Silverdale Rugby Club to Weiti River Bridge to improve safety.
- Don Buck Road Cycleway - Construction of shared cycle and pedestrian paths, parking bays, a raised speed table and adjustment to vehicle crossings on Don Buck Road between Triangle Road and Fred Taylor Drive.

Works to Tender Next Period

- Taharoto/Wairau Upgrading Stages 6 and 8 – Stage 2 of a two stage Procurement process. 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.
- Taupaki Footpath Upgrade – Retaining wall and footpath construction for Minor Safety Rural North.

South-East

Works Commenced

- Various minor safety upgrades resulting from crash reduction studies.
- Continuing works on the Pukekohe Town Centre revitalisation, including a public consultation exercise on the revitalisation of the Pukekohe Town Square.
- Final asphaltic surfacing Porchester Road, Takanini, between Airfield and Walters Roads.

Works to Tender Next Period

- Glenbrook-Kingseat Intersection Improvements – Contract to construct a roundabout at this intersection.
- King/Queen/Constable Intersection Improvements – Contract to construct twin adjacent roundabouts at the northern end of the Waiuku township to assist with safety and traffic congestion issues now planned to be tendered in early 2012-13 financial year.
- Further stage of the Pukekohe Town Centre revitalisation project will be released shortly.

Central/CBD

Works Commenced

- Tamaki Drive minor safety improvements including the Kelly Tarlton area and Mission Bay.
- Domain Drive retaining wall replacement tender evaluation underway.
- Tiverton Wolverton evaluation completed, and contract awarded.

Works to Tender Next Period

- Evaluating next year's Safety programme to develop a Tendering Plan.

Public Transport & Facilities

Works Commenced

- Stanley Bay Wharf Upgrade – construction of a new pontoon.
- Birkenhead Wharf Upgrade – concrete repairs to the underside of the existing wharf.
- Mulberry Lane Land Slip Repair – retaining walls construction with associated drainage works.

CBD Streetscapes

Works to Tender Next Period

- Fort Street Stage 3 (Shared Space to East End).
- Final stage of Elliot Street is now complete.

5 COMMUNICATIONS AND PUBLIC AFFAIRS (Wally Thomas)

5.1 Executive Summary

General communication has continued around a number of major projects whilst PT operations has been supported through a number of customer information campaigns. Work on the Annual Report is progressing to schedule.

Staff also worked closely, and proactively, with those from operations during two large protest marches in and around the CBD as well as special events.

5.2 Key Initiatives

Annual Report

Work is well underway on collating information, photography and writing text for this year's Annual Report. The overarching theme for the report is "integration"- across the network, across modes, with stakeholders and partners and internally.

It is also noted that the 2011 Annual Report was acknowledged in the Australasian Reporting Awards (receiving a bronze award). The awards recognise excellence in not only design but more particularly the reporting of key aspects of an organisation's operations. This is a significant achievement given that this was the organisation's first ever annual report and covered only the first eight months of AT's existence.

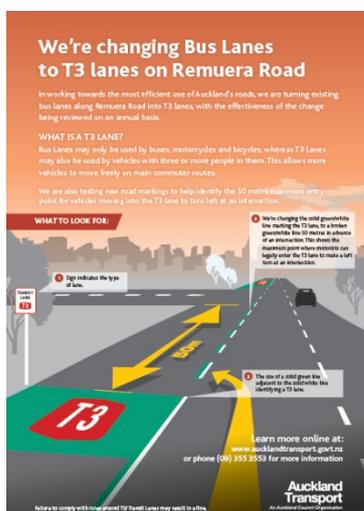
Changes to Bus and Transit Lanes

A campaign is in progress to inform Aucklanders about a trial on road markings and signage on several Bus/Transit Lanes around the region. The main focus of the communication is on new markings signalling the area 50m from intersections where private vehicles can legally move into the Bus Lane to turn left.

A special campaign is in progress in the Remuera area to inform residents about a Bus Lane on Remuera Road that is being trialled as a T3 lane. Residents have received an information flyer in the mail and press advertisements have been appearing in suburban newspapers (Central Leader and East and Bays Courier).

An interactive online game, styled on the recent 'Give-way rule changes' has also been produced so that people can test their skills and knowledge of Bus and Transit Lane rules. The online game will be hosted on our website along with other information around the trial.

Remuera Rd Advertisement



Sober Driver Campaign

Meanwhile, an innovative Facebook application has been developed for a new 'Sober Driver Sorted' campaign. The campaign targets 16-24 years olds and involved users selection/nominating one of their friends as the sober driver via their Facebook page. Initial testing with the target audience has been extremely positive.

Other collateral such as bar-mats, posters etc will be distributed to 100s sport clubs, 300 liquor stores and 40 bars. Selected billboards (below) and radio advertising will also be used.

Wendy's restaurant has come on-board to provide free meals to designated drivers and provides the means to promote the campaign to their database of 10,000 customers.



Travelwise Awards

The annual Travelwise Awards evening will be held tomorrow (June 19). Mayor Len Brown, is presenting awards on the night. This is now a large event with all Travelwise Schools and Walking School Bus organisers invited to attend, along with the local boards, media and other VIPs. Some 800 guests are expected.

Meanwhile, Walking School Bus resources have been translated into Maori, Tongan, Filipino, Chinese, Korean and Samoan, and can now be downloaded from the AT website (<http://www.aucklandtransport.govt.nz/moving-around/school-travel-plans/WalkingSchoolBus/Pages/default.aspx>)

Other Campaigns

Research into awareness of the Summer Cycling campaign has been received. A random sample of 'Go to Whoa' panellists showed that 18% of people stated they saw the advertising (unprompted) while 33% of people stated they saw the advertising when prompted. This is an excellent result when compared to other recent campaign evaluations.

A short campaign aimed at intersection safety (and timed after the introduction of the new give-way law changes) has just finished. Billboards were positioned close to major intersections across Auckland. This is in response to crash statistics and the need to reinforce the safety message around intersections.

Road Closures and Special Events

Two student protests created widespread disruption in and around the CBD this month. On both occasions Auckland Transport became aware of the planned marches through the monitoring of social media. Communications staff joined those from operations at the MEOC (Major Events Operations Centre), sending out regular media and social media updates. Live drive-time radio broadcasts and television crosses greatly assisted in advising commuters to either leave the CBD early or expect delays.

The emergency closure of Tamaki Drive due to flooding also required a communications / media response.

The All Blacks versus Ireland rugby test at Eden Park, which will be verbally reported on at the meeting, also saw staff working out of MEOC. Messages and communications channels employed during Rugby World Cup were once again employed in the lead up to and post the match.

Media Analysis

For this reporting period a total of 194 media items referenced Auckland Transport as an organisation. This is down slightly on the previous period when coverage of Manukau train station opening and plans to introduce double-decker buses featured heavily.

Public transport was the most frequent focus of coverage (84 reports or 43% of the total).

The likely costs of the City Rail Link were discussed in reports on Auckland Council's budget deliberations following the close of public submissions for the Regional Land Transport Programme (RLTP) while the new electric train fleet was mentioned in reports on the awarding of the contract to construct the maintenance and stabling depot at Wiri.

Other notable topics of reporting this month were:

- Plans to introduce “table top” speed bumps on Tamaki Drive as part of a range of works designed to improve pedestrian safety;
- Activities and events associated with Road Safety Week 2012 (7–13 May),
- Public disquiet over the closure of the Wellington Street onramp;
- Comment about Auckland Transport's weed control policy;
- The New Zealand Council for Infrastructure Development's proposal for tolls
- The proposed Auckland Harbour Bridge cycleway/walkway

6 KEY RELATIONSHIPS UNIT (Stephen Rainbow)

6.1 Executive Summary

The RLTP formal consultation process has been completed, Maori are fully engaged with specific projects particularly AMETI, key stakeholders are being engaged over the Integrated Transport Plan, and the Local Board Fund for Transport Projects is being consulted with Local Boards.

6.2 Councillor and MP Engagement Forward Programme

June - July 2012

CCO Strategy & Review 6 June	<ul style="list-style-type: none"> • CCO review scope proposed to Council
Auckland Policy Office 6 June	<ul style="list-style-type: none"> • Presentation on Integrated Transport Plan draft
Strategy and Finance 7 June	<ul style="list-style-type: none"> • Update on programme changes following LTP and RLTP
MP Simon Bridges Asc Minister of Transport 7 June	<ul style="list-style-type: none"> • Auckland transport issues update
MP Jonathan Coleman 7 June	<ul style="list-style-type: none"> • re Onewa Road T3 Lane
Accountability and Performance Committee 14 June	<ul style="list-style-type: none"> • Present quarterly report • Accountability Policy refreshed
Throughout June	<ul style="list-style-type: none"> • Draft Integrated Transport Plan stakeholder engagement to targeted stakeholders
Auckland Policy Office 20 June	<ul style="list-style-type: none"> • Auckland Plan implementation
Government MP's briefing 21 June	<ul style="list-style-type: none"> • In Wellington
Labour MP's briefing 2 July	<ul style="list-style-type: none"> • In Auckland

6.3 Key Relationships

- Engagement with Council over budget continuing
- Tertiary Sector Agreement signed
- LTP-RLTP facilitation
- Facilitating engagement with MP's on specific project briefings
- Key stakeholder engagement re draft Integrated Transport Plan
- Comprehensive Communications Plan for CRL post NOR, including exploring private sector support
- Working with Council and mayor's Office on proposed architecture for Alternative Funding Project

6.4 Elected Members Liaison Unit

- Preliminary discussions on how to communicate with the Local Boards on Multi-Modal east West Study
- High Occupancy Vehicle Lanes liaison re Kaipatiki Local Board concerning Onewa Road T3 lane
- Finalisation and distribution of Quarterly Report to Local Boards
- Business as usual communication with Local Boards and responding to their requests



The Key Relationships recently made a site visit to the AMETI construction site to be able to communicate progress at this site to elected members and stakeholders

6.5 Stakeholder Liaison

- Integrated Transport Plan preparation for engagement with key stakeholders
- Engagement with Mayor's office concerning dedicated fund for Local Boards on transport issues
- Engagement with Mayor's Office on Alternative Funding workstream
- Continued preparation for CRL Notice of Requirement engagement.

6.6 Liaison – Iwi/Maori

- Clarification and quantification of Auckland Transport contribution to Maori outcomes for the LTP
- Auckland Transport Maori Engagement Framework and associated plans completed, and presented to ELT
- Active iwi engagement (initial project hui, site visits) including successful hui held about infrastructure projects such as AMETI, Half Moon bay, Dominion Road, Wiri Depot, Oteha-Gills, Tiverton/Wolverton, Waiheke and Waterview cycleways, rail network upgrades, and CRL.
- Ongoing liaison with Independent Maori Statutory Board CE and staff
- Ongoing liaison with Group Manager and support staff of Council's Maori Strategy team

7 STRATEGY AND PLANNING (Peter Clark)

7.1 Executive Summary

Strategy and Planning focused on key activities including:

- Upper North Island Strategic Alliance (UNISA)
- Statement of Intent
- Regulatory Planning
- Corridor Management Plans
- Regional Land Transport Programme

7.2 Planning and Policy

Upper North Island Strategic Alliance (UNISA)

The Mayors and Chairpersons of Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council have agreed to establish a long-term collaboration for responding to and managing a range of inter-regional and inter-metropolitan issues. As part of the UNISA work AT have been included in work to develop an Upper North Island Freight Story, led by NZTA, and an Upper North Island ports and port related infrastructure supply and demand study, led by Auckland Council.

Spatial Planning

The Auckland Plan was launched on 29 May, and the final version is available on Council's website. This will provide the strategic direction for the region for key delivery initiatives.

A key initiative is the development of the Unitary Plan which will replace the existing district and regional plans and policies of the former city, district and regional council and will be the principal regulatory tool to implement the Auckland Plan. AT is assisting AC with the development of the Unitary Plan and will report on progress to the Board.

Statement of Intent

Auckland Council's shareholder comments on the Draft 2012—2015 Statement of Intent (SOI), will be considered by the Board on 18 June. The public will have the opportunity to speak to the draft SOI. In response to feedback from the Board and public comments, the SOI will be revised as appropriate. The final SOI will then be forwarded to Auckland Council by 30 June.

Regulatory Planning

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 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 study is underway. The plan is expected to be completed in the next financial year.
- East Coast Road (Hibiscus Coast Highway to Forrest Hill Road) – the CMP study is progressing. One more workshop is planned and the study is due to finish mid-June 2012.
- Khyber Pass Road (Broadway to Symonds Street) – the CMP study has commenced. The plan will be completed in the next financial year.
- Great South Road (Drury to Manukau Central) – the CMP study has progressed well in May as programmed. The draft report is expected to be completed by 1 June 2012 for technical stakeholder review.
- Henderson to Albany Bus Corridor – work on the preparation of the Project Feasibility Report is well underway.
- Hibiscus Coast Highway CMP review and update (Silverdale interchange to Centreway Road) – the CMP study has commenced. It is due to finish by the end of August 2012.

Auckland Integrated Transport Plan (ITP)

The Integrated Transport Plan (ITP) will set out an optimal transport investment plan, coordinated across all modes of transport, that will deliver the vision and outcomes of the Auckland Plan over the next 30 years. The ITP is currently being drafted and will be presented to the Board in July as a first draft.

City Centre Master Plan

AT is developing a programme of works to deliver the transport outcomes sought in Auckland Council's City Centre Master Plan. An overview of this programme will be incorporated into the Integrated Transport Plan.

7.3 Planning and Programming

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During May 2012, 25 new funding applications totalling \$261,985,527 were submitted to NZTA for consideration. Five applications worth \$12,837,000 have been approved by NZTA, while the remaining 20 applications worth \$249,148,527 are pending recommendation/decision by NZTA.

Table 1 – May Recommended Schemes to NZ Transport Agency

Project name		Description	Activity Class	Phase	Cost	Comments (AT)	Outcome (NZ Transport Agency)
May 2012							
AT	Emergency Works 19-22 March 2012 Storm damage - Great Barrier Island	Immediate response and emergency reinstatement works after storms include clearing overslip debris, manning and signing flooded roads, clearing blocked drains and culverts and construction of gabion walls to protect unstable bank.	Maintenance	Construction	\$56,000	Recommended	Approved
AT	2011-12 Te Atatu Road Corridor Improvements	Improving Te Atatu Road from Edmonton Road to SH16 interchange - 1.6 km of road to provide a painted median and on-road cycleways for the full road length. Includes Design, landtake, Consents and Construction.	Improvement & Replacement of Local Roads	Design	\$850,000	Recommended	Approved
AT	2009/12 Taharoto/Wairau Corridor	Construction of Stage 6 & 8 which includes traffic signals at the Nile Road / Forrest Hill Road intersection, an extra left kerbside lane for buses and general traffic on Forrest Hill Road between Nile Road and Wairau Road, a dedicated lane for traffic northbound on Wairau Road to bypass the Wairau Road / Forrest Hill Road intersection. Cycle lanes & shared pathways are also proposed along parts of the corridor.	Improvement & Replacement of Local Roads	Construction	\$9,102,000	Recommended	Approved
AT	Marua Road Reconstruction	Reconstruction of base course layer to improve life of pavement structure (section from #198 to Ballarat Street).	Improvement & Replacement of Local Roads	Construction	\$1,549,000	Recommended	Approved
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	Pending recommendation by NZTA
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	Pending recommendation by NZTA
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	Pending recommendation by NZTA
AT	AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	The AMETI Panmure phase1 property purchase.	Improvement & Replacement of Local Roads	Property	\$36,730,000	Recommended	Pending decision by NZTA
AT	AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Replacement & raising of Mountain Rd Bridge to allow electrification of rail below & realignment of Mountain Rd on either side with new exit link to Jellicoe Rd.	Improvement & Replacement of Local Roads	Construction	\$9,200,000	Recommended	Pending decision by NZTA
AT	AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction of two new lane arterial road between Mt Wellington HWY to Morrin Rd and new local connector Rd within Panmure town centre.	Improvement & Replacement of Local Roads	Construction	\$65,100,000	Recommended	Pending decision by NZTA
AT	AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	E-P HWY Upgrade Mt wellington HWY to Panmure roundabout.	Improvement & Replacement of Local Roads	Construction	\$81,410,000	Recommended	Pending decision by NZTA

Project name	Description	Activity Class	Phase	Cost	Comments (AT)	Outcome (NZ Transport Agency)	
May 2012							
AT	Hibiscus Road 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	Pending decision by NZTA
AT	HPMV Route Investigation	Investigate extent of upgrading & strengthening needed for structures along local roading HPMV routes.	Improvement & Replacement of Local Roads	Investigation	\$150,000	Recommended	Pending decision by NZTA
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	Pending decision by NZTA
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	Pending decision by NZTA
AT	2012-15 Auckland Integrated Fare Solution (AIFS) Programme	Opex funding to develop and implement the automated fare collection system solution for rail, bus and ferry services in the Auckland region.	PT Operation & Maintenance	Implementation	\$28,821,527	Recommended	Pending recommendation by NZTA
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	Pending decision by NZTA
AT	Ferry Terminal Upgrades - Bayswater 2009/12	Construction of a new Bayswater ferry terminal. Construction includes new pontoon and walkway attached to wharf.	PT Infrastructure	Construction	\$2,570,000	Recommended	Pending recommendation by NZTA
AT	Ferry Terminal Upgrades - Beach Haven 2009/12	Construction of a new ramp, pontoon and shelter on the existing wharf at Beach Haven.	PT Infrastructure	Construction	\$1,350,000	Recommended	Pending recommendation by NZTA
AT	Regional Traffic Signal Route Optimisation	Construction includes minor associated physical works to enable optimisation for traffic along the prioritised routes.	Improvement & Replacement of Local Roads	Construction	\$1,280,000	Recommended	Approved
AT	Rail Station upgrade - Greenlane	Modernisation of station at Greenlane to support Auckland electrification project.	PT Infrastructure	Construction	\$1,100,000	Recommended	Pending recommendation by NZTA
AT	Rail Station upgrade - MT Albert	Replacement of station facilities and widening of Carrington Road bridge to provide bus connections.	PT Infrastructure	Construction	\$8,851,000	Recommended	Pending recommendation by NZTA
AT	Rail Station upgrade - Otahuhu	Modernisation of station at Otahuhu to support Auckland electrification project.	PT Infrastructure	Construction	\$1,080,000	Recommended	Pending recommendation by NZTA
AT	Rail Station upgrade - Papakura	Improvements and provision of infrastructure at southern terminus of Auckland electrification project.	PT Infrastructure	Construction	\$5,476,000	Recommended	Pending recommendation by NZTA
AT	Rail Station upgrade - Swanson	Improving capacity & access to park & ride facility at Swanson station to support Auckland electrification project.	PT Infrastructure	Construction	\$2,535,000	Recommended	Pending recommendation by NZTA
Total New Schemes					\$261,985,527		

Notable in the May 2012 monthly review were:

- A large programme of construction projects in the AMETI area is seeking NZTA funding which will be the largest single project in AT's construction programme in the next RLTP.
- A number of Corridor Management Plans which will define how Auckland's major corridors develop in future taking into account the interest of both land use and transport.
- Ferry terminal and rail station upgrade projects to support the electrification and investment in the PT services.

The draft 2012 - 2015 RLTP has been redrafted following the Board's approval of the Hearings Panel's recommendations. The programme of projects has also been adjusted to take into account recent project commitments and adjustments to the programme made necessary by Auckland Council's recommendations on its draft Long Term Plan.

Figure 1 – Plan Change and Corridor Management Plan Locations



8 SPECIAL PROJECTS (Claire Stewart)

8.1 Executive Summary

- The Electric Multiple Unit (EMU) and EMU Depot Projects progressed consistently with programme timelines. The design of the EMUs progressed in May and the Depot construction tender was awarded to Downer on 17 May 2012.
- The City Rail Link (CRL) Project presented to the Auckland Council Strategy & Finance Committee on 23 May 2012, in particular providing an update as to the project costs and progress with central government. Preparatory work to designate land required for the route and the City Centre Future Access Study (CCFAS) progressed in May.

8.2 EMU Projects

EMU Delivery Project

Design

The EMU Project is now heavily engaged in the detail design of the vehicles, systems and equipment. The interfaces between the train and the infrastructure, including the new signalling and electrification systems are being developed and analysed to ensure the potential benefits of the electrified railway are fully realised.

The EMU manufacturer, CAF, has been submitting designs and proposals to AT for review and comment, leading up to three weeks of workshops in Auckland, starting in mid-June. The workshops will bring together all stakeholders and representatives of the user groups, including drivers and train managers, to review all aspects of the EMUs.

During the past month, user groups, representing the full spectrum of the travelling public, have continued to be involved in the development of the train interior design and passenger interfaces through meetings and discussion groups, in preparation for the workshops in June.

Production

CAF have ordered all the major equipment for the EMUs, including the stainless steel for the body shells. Production of the first pieces for the body shells is programmed to start in July.

Mock Up

The Stage 3 Mock up, (a full size model of the drivers cab and 10 meters of saloon length), is expected to arrive in Auckland on the 10th June.

The Mock Up will be located in the city centre and will be used to assess a number of design aspects of the EMUs, working in conjunction with the workshops mentioned above.

Three Month Look Ahead

The design workshops are scheduled for the period 14 - 30 June in Auckland. This is a contractual requirement and is when the CAF design team present their design to AT, together with the operational representatives of Veolia, and other involved parties such as KiwiRail Networks for infrastructure interfaces, and NZTA for licensing and safety case development.

During the next three months the EMU design will be progressed and CAF will make preparations for full scale production, due to commence in September 2013.

EMU Depot Project

Siteworks

The majority of earthworks was complete and the site handed over on 1 May as planned. The only remaining area to be filled is due to be handed over on 31 December 2012.

Design

Design work is substantially complete (apart from integration of major plant).

Construction Contract

Construction has started on site. The structural steelwork has been ordered. A significant shipment of rail and sleepers for the 26 turnouts has been delivered.

Key Plant Tenders

All of the five tenders have been awarded or are about to be awarded, with the exception of the Locally Operated Points System.

Three Month Look Ahead

The focus in the next quarter will be resolving design issues as they arise and concluding the major plant supply contracts. Early construction will focus on removing the ballast surcharge on the building site and constructing the building foundations.

8.3 City Rail Link Project

Notice of Requirement (NoR)

Preparatory work to support the lodgement of the Notice of Requirement, to designate the required land continued throughout May. A first draft of the concept design report was provided to the Project team, by technical advisors Aurecon, in May.

City Centre Future Access Study (CCFAS)

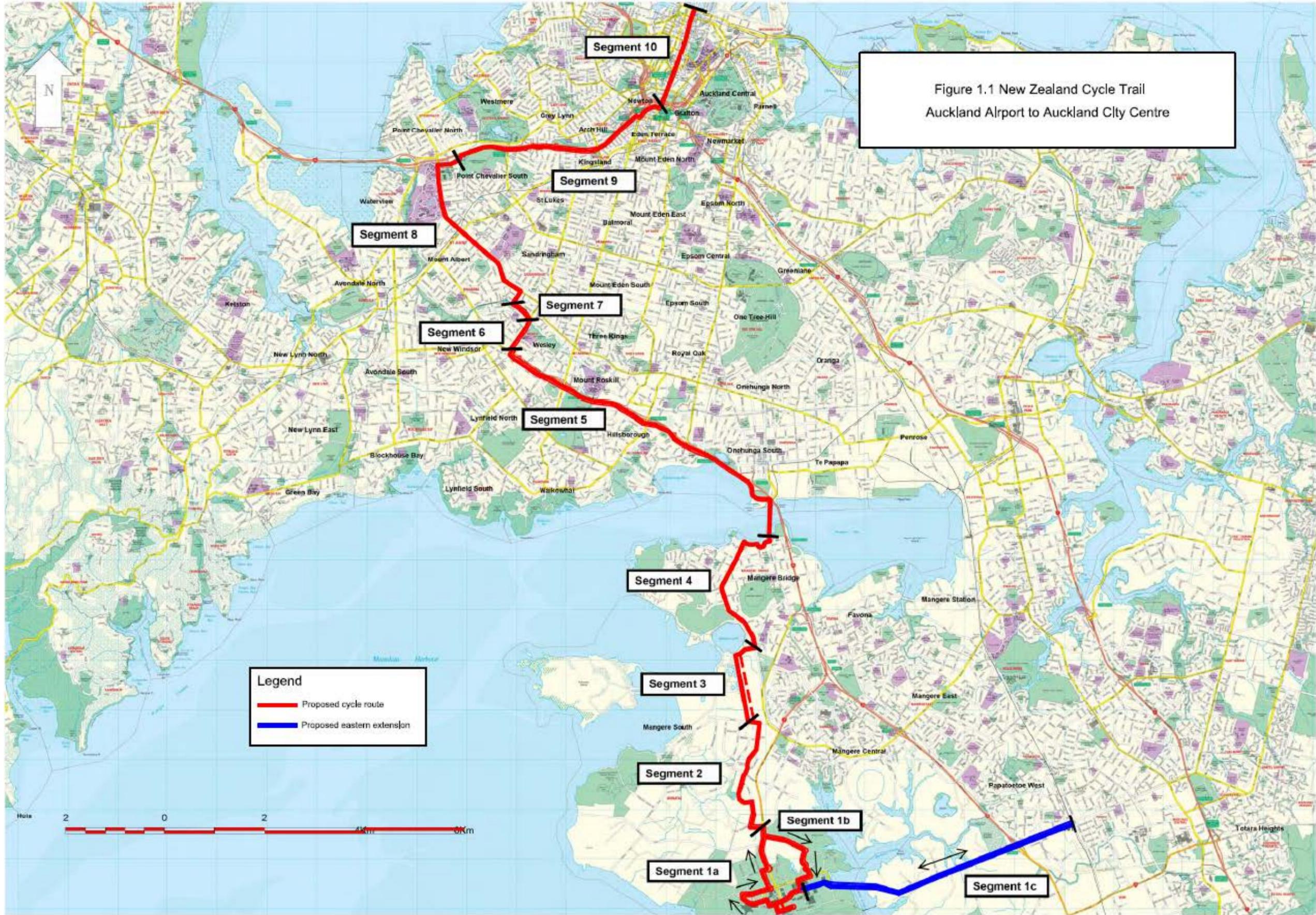
Weekly meetings with Central Government (NZTA, Ministry of Transport and Treasury) and Auckland Council continued throughout May.

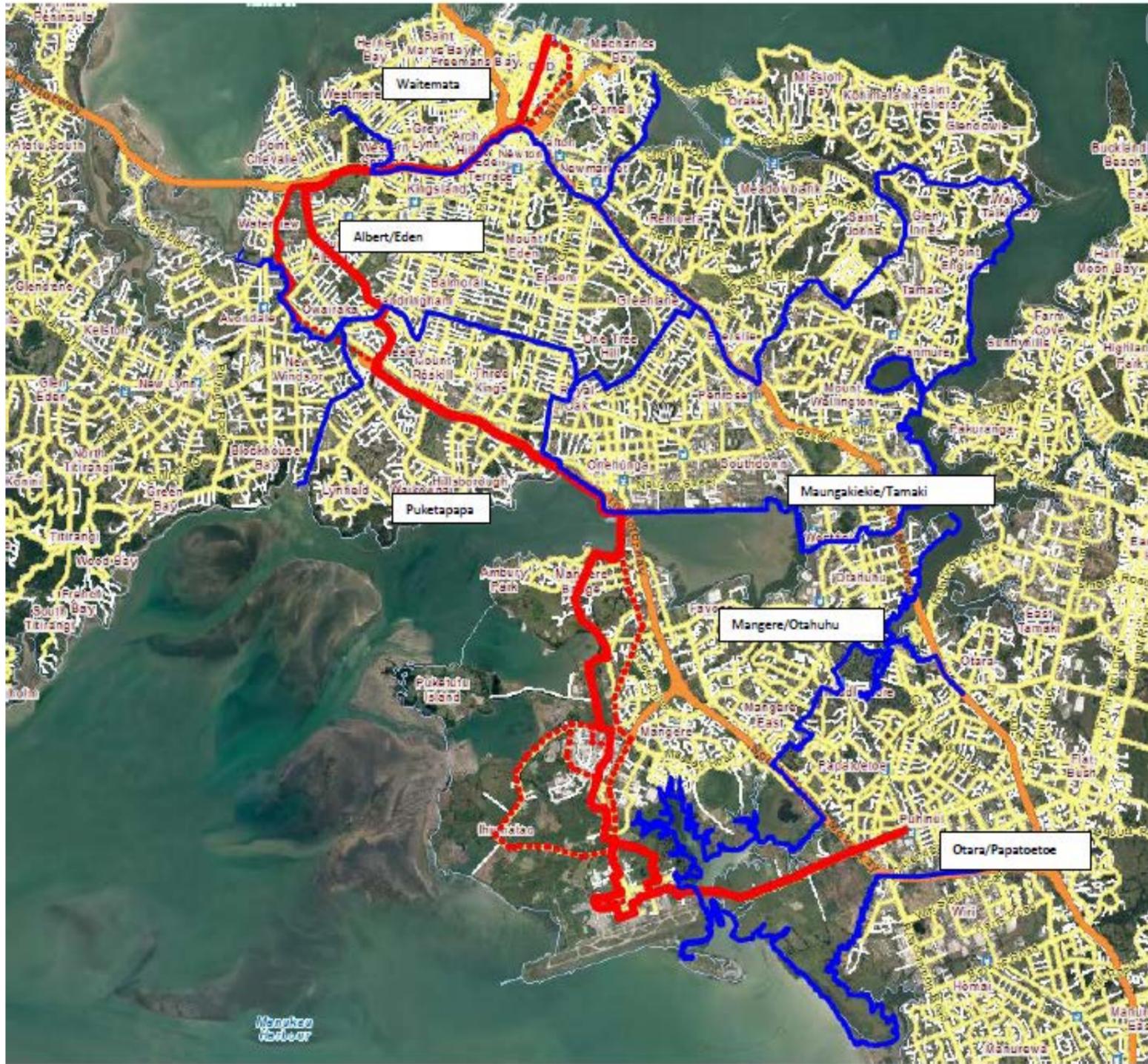
Communication

The project team continued its presentations to the Local Boards in May and presented to the Auckland Council Strategy & Financial Committee on 23 May 2012. A copy of that presentation is attached (Attachment 4).

APPROVED FOR SUBMISSION by	David Warburton Chief Executive	
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Figure 1.1 New Zealand Cycle Trail
Auckland Airport to Auckland City Centre





Key:

- Proposed Auckland Airport to Auckland City Centre Route Alignment
- Auckland Council Local Board Boundaries
- Potential Route Alignment Alternatives

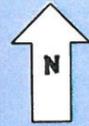
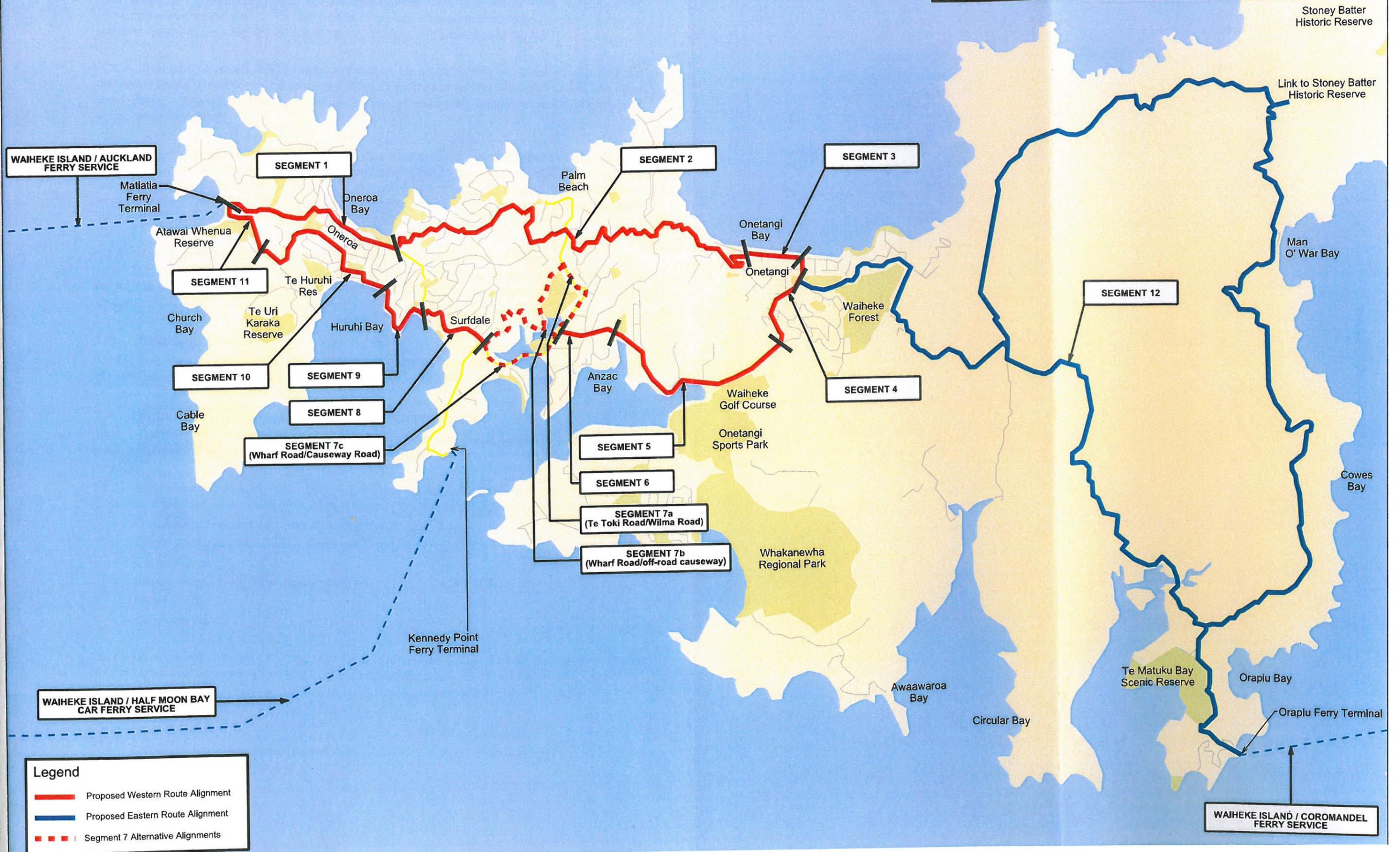


Figure 1.1 New Zealand Cycle Trail
Waiheke Island



Legend

- Proposed Western Route Alignment
- Proposed Eastern Route Alignment
- Segment 7 Alternative Alignments

WAIHEKE ISLAND / COROMANDEL FERRY SERVICE

Project No	Zone	Project Name	Expected Project Cost			2011/12												2012/13												2013/14						Comments		
			2011/12	2012/13	2013/14	Jul	Aug	Sept	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
		Note: 1. Project phasing, tendering period and construction cost are indicative. 2. Project Costs to be updated to reflect RLTP consultation				Key: Design Procurement												Construction Procurement												feasibility								
						Investigation Phase												Design Phase												Construction Phase								
Road Projects																																						
1	Central	AMETI Package 1 - Panmure Corridor Phase 1				Construction - will be finished by year 2016.																									Contract awarded in Nov/Dec.							
2	Central	AMETI Package 1 - Panmure Corridor Phase 2	\$40.9m	\$95.61m	\$69.22m	Design												Construction												2016-17								
3	Central	AMETI Package 1 - Panmure Corridor Phase 3				Design												Construction												2016-17								
4	Central	Tiverton / Wolverton Improvements	\$2.5m	\$9.92m	\$9.57m	Design												Construction													Contract awarded							
5	North	Hibiscus coast Walkways /Cycleway (Silverdale - Intersection)	\$0.36m			Design												Construction													Contract awarded							
6	North	Chivalry Road/ Diana Dr/ Chartwell Ave Intersection Upgrade	\$0.15m			Design												Construction																				
7	North	Whangaparaoa Road HBC Highway to Red Beach	\$0.39m		\$1.33m	Investigation & prelim. Des.						Design						Construction																				
8	North	Park and ride - Silverdale	\$0.87m	\$3.68m	\$4.43m	Design												Construction																				
9	South	Flatbush School Rd Murphy's Rd Intersection Improvements - Stage 4	\$1.2m		\$4.32m	Design												Construction													Construction phase moved by one year							
10	Central	Tamaki Dr & Ngapi intersection - Safety improvement	\$1.38m	\$1.49m	\$2.60m	Feasibility						Investigation						Design						Construction			Time line updated; Feasibility continuing till mid May 2012											
11	Central	Tamaki Dr / Takaparawha Pt - Safety improvement				Investigation												Design																				
12	East	Murphy's Road Bridge improvements - Detail Design			0.75m	Investigation												Design													Design phase moved further by one Financial year							
13	South	Mill Road Corridor Upgrade	\$1.38m		\$1.91m	Investigation												Design																				
14	South	Flat Bush main Street Collector Link (Stream to Stancombe Rd)			\$0.74m	Investigation												Design													Design phase moved further by one Financial year							
Special Projects																																						
15	Central	City Rail Link	\$4.7m	\$15.0m	\$108.58m	Investigation												Design													Appointment of Principal's Advisor.							
16	South / Centra	South - Western Airport Rail Link (SWAMMCP Detail Design)	\$0.8m			Investigation												Design																				
17	Central	Wynyard Quarter				Feasibility, Investigation and Scoping Study												Design							Procurement for Investigation and Design; Budget to be secured.													
Public Transport - Ferry Projects																																						
18	West	Hobsonville Ferry Terminal Upgrade	\$3.5m			Design												Construction													Currently at the tender process							
19	North	Beachaven Ferry Terminal	\$0.03m			Design												Construction													Subject to NZTA funding							
20	North	Bayswater ferry terminal	\$0.06m			Design												Construction													Subject to NZTA funding							
21	South	Half Moon Bay Ferry Terminal & Vehicular Ferries	\$0.06		\$1.15m	Investigation												Design													Design phase moved further by one Financial year							
Public Transport - Bus Projects																																						
22	North	Taharoto/Wairau corridor upgrade (Stage 6 & 8)	\$0.43m	\$7.19m	\$1.73m	Design												Construction																				
23	North	Local Bus Improvements Programme (Onewa/Wairau transit lanes)	\$0.3m		\$0.14m	Design												Construction													Consultation required longer period due to project sensitivity.							
24	North	Albany Highway Corridor Upgrade - North (Schnapper Rock to SH17)	\$3.85m	\$10.52m	\$28.84m	Design												Construction																				
25	West	Te Atatu Road Corridor improvements	\$1.56m	\$6.45m	\$5.26m	Design												Construction																				
26	North	Albany Highway Corridor Upgrade - South (Sunset to SH18)	\$0.4m	\$0.53m	\$1.02m	Investigation						Design						NOR/ Consents/Land						Construction														
27	West	Lincoln Road Corridor improvements	\$0.2m		\$1.41m	Investigation												Design													Anticipated carry forward from 11/12 to cover Design							
28	Central	Dominion road PT Corridor Upgrade	\$3.08m		\$8.61m	Investigation												Design																				
Public Transport - Rail Projects																																						
29	Central	Onehunga Station Platform Extension	\$0.38m			Design												Construction													to be awarded as a package by mid June but Greenlane and Otahuhu will depend on NZTA funding							
30	Central	Remuera Station Upgrade	\$0.16m			Design												Construction																				
31	Central	Penrose Station Upgrade	\$0.12m			Design												Construction																				
32	Central	Greenlane Station Upgrade	\$0.2m			Design												Construction																				
33	Central	Otahuhu Station Upgrade	\$0.2m			Design												Construction																				
34	West	Swanson Rail Park and Ride	\$0.28m			Design												Construction																				
35	Central	Mount Albert station - upgrade including concourse works	\$0.4m	\$7.51m		Design												Construction																				
36	Central	Parnell New station Stage 2 - Station & platform	\$10.7m	\$3.97m	\$3.06m	Design												Construction																				
37	West	Swanson Station Upgrade	\$0.7m		\$1.34m	Design												Construction																				
38	South	Puhinui Station Upgrade			\$0.77m	Dsgn												Construction													Subject to NZTA funding /Design to be commenced in August							

SUMMARY OF CIO FINANCIAL PERFORMANCE

1. Monthly Financial and Year End Forecast Results

Please note following the transfer of AIFS to COO, the figures in this report now reflect the exclusion of AIFS.

Monthly Results	May	April
Budget (Over Programmed)	\$55m	\$33m
Forecast	\$23.5m	\$22m
Actual	\$23.8m	\$18m
% of forecast achieved	101%	83%
YTD Spend	\$165m	\$142m

Forecast Results	May	April
Fiscal Envelope	\$195m	\$195m
Latest Forecast*	\$203m	\$194m
Over / (Under) Programme	\$8m	(\$1m)

*Latest forecast was not finalised at the time of writing this report

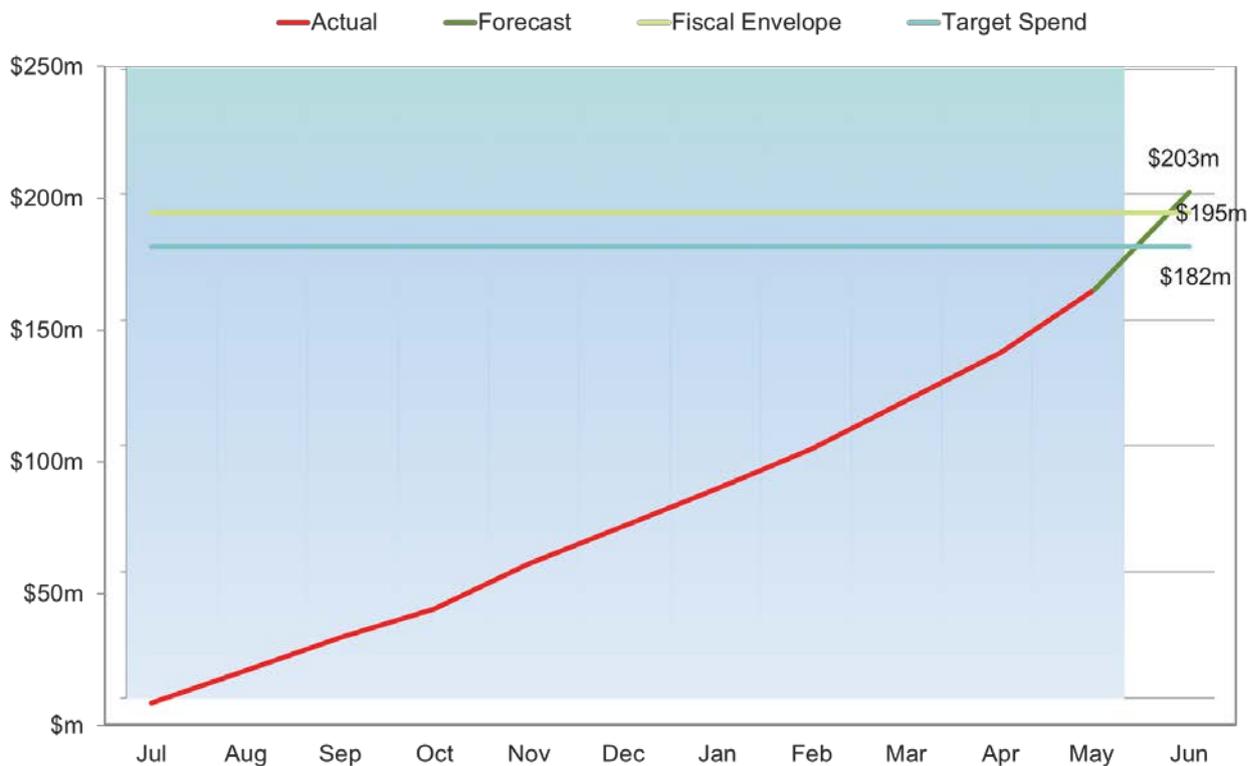
2. Key Implications

- At the time of drafting this report, the current month's forecast was still being finalised, but the latest information indicates that this will be approximately \$200 million, exceeding the original funding envelope of \$195m (after exclusion of AIFS) and last month's forecast of \$194 million.
- This increase is triggered by two components:
 - A significant spend in May (\$24m) – which achieved 101% of forecast spend
 - A high forecast spend in June (\$37m)
- Whilst the construction and land forecasts for June (\$16m and \$13m respectively) appear optimistic compared to earlier months, May saw the highest total spend this year, and with significant projects such as AMETI in full progress, there is likely to be another significant spend in June.
- March's NZTA reforecast indicated a \$13m capital funding shortfall (caused by reduced NZTA subsidy expectations) across Auckland Transport.
- Given this indicative forecast, it now appears unlikely that the CIO division will underspend their original funding envelope sufficient to fully absorb the lower subsidy expectations forecast in March.

2. Monthly Trend Analysis



3. CIO Capex Cumulative spend



The initial over programmed budget was \$366m which has been continuously managed downwards towards achieving the fiscal envelope. This forecast at \$203m exceeds the fiscal envelope (\$195m) and the target spend (\$182m) reflecting lower NZTA subsidy expectations.

City Rail Link

Strategy and Finance Committee

23 May 2012

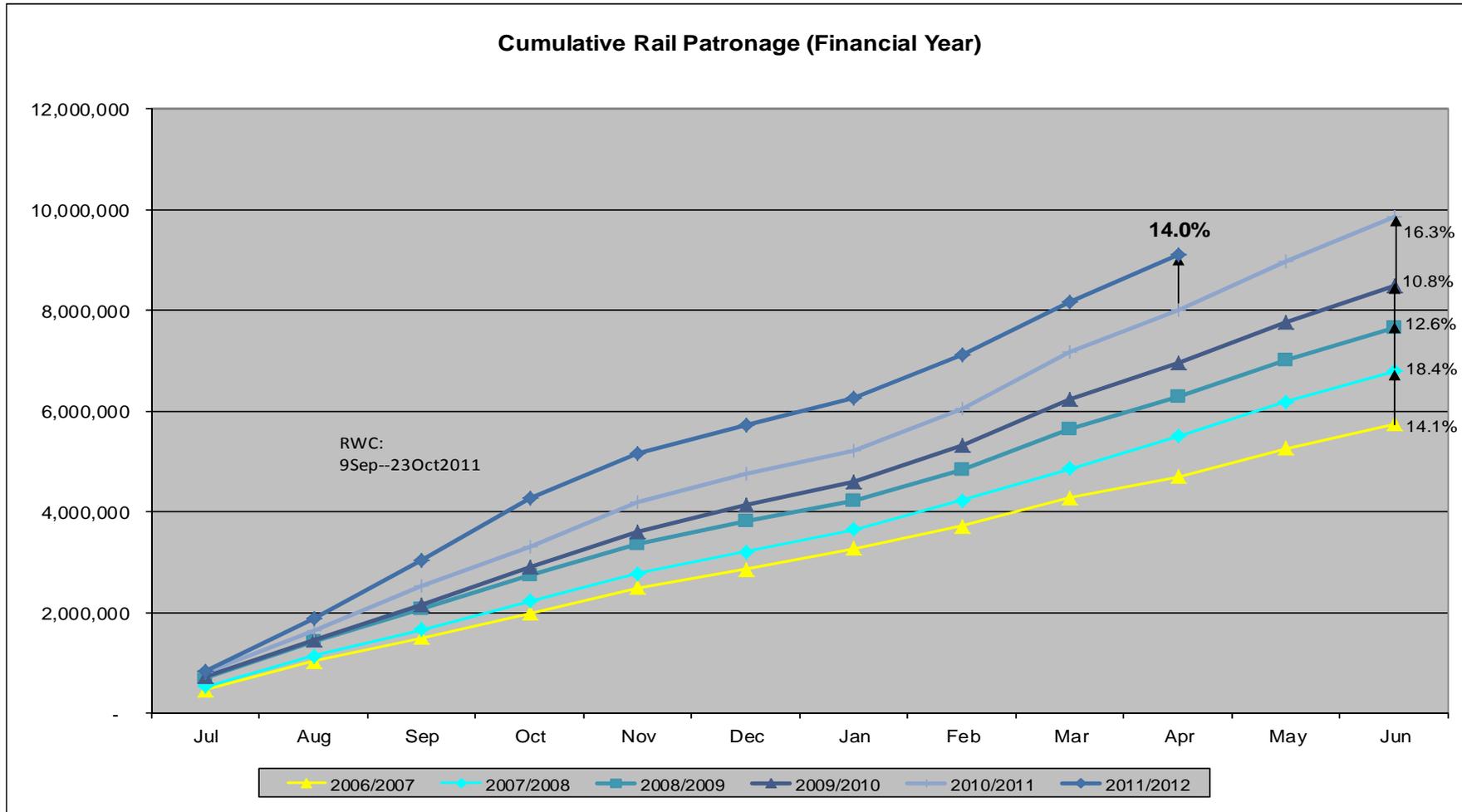


Progress

- Minister of Transport agrees it makes strategic sense to protect route (May 2011)
- AC resolved that AT proceed to designate route (June 2011)
- Project team established, supported by specialist advisors as required (Nov 2011)

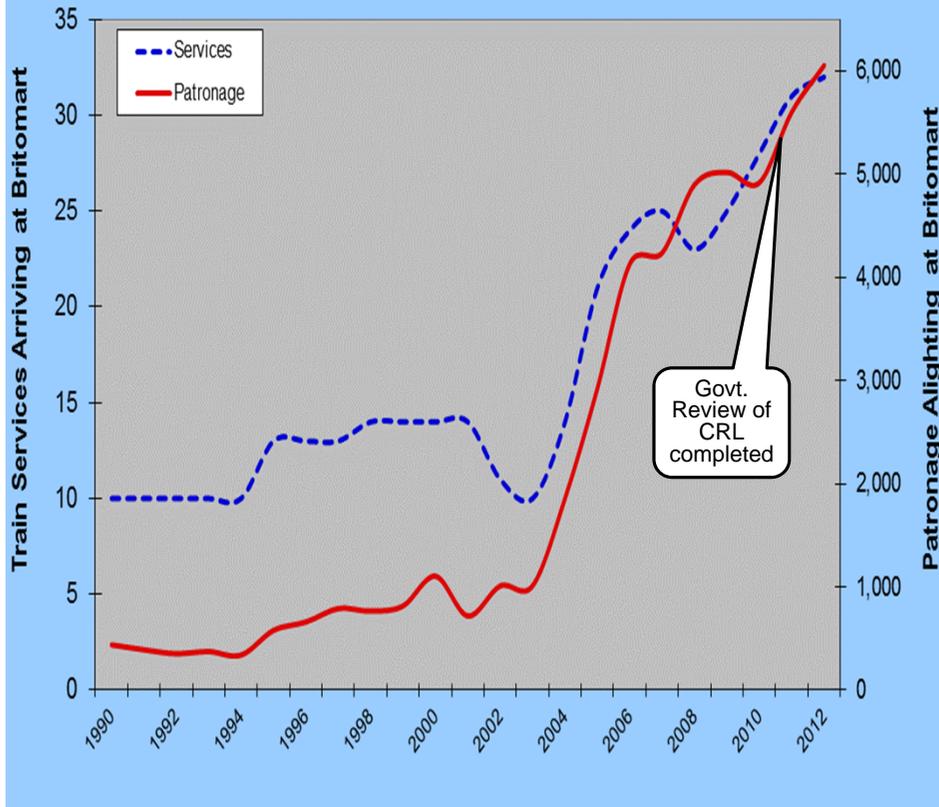


Context

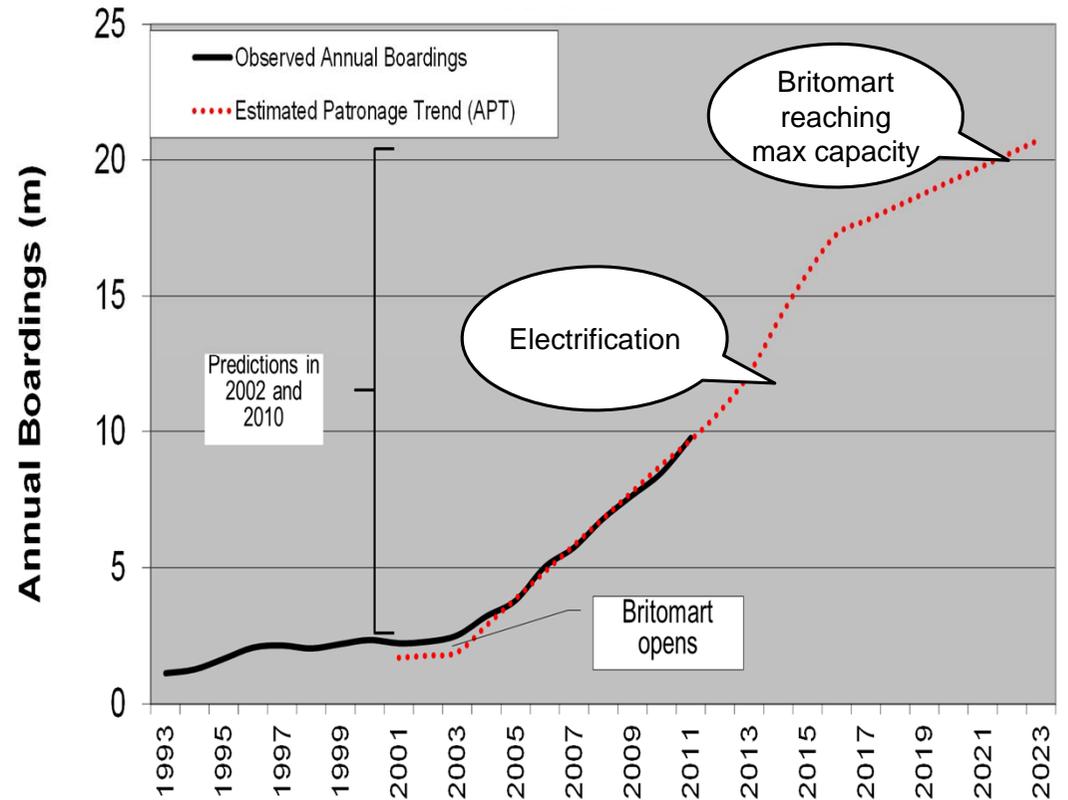


Context

Train Services and Patronage to Britomart (07:00 - 09:00)



Auckland Observed and Modelled Rail Patronage Trends 1993-2023



Project costs

CRL Cost Comparison showing changes over time (\$millions)	APB&B 2010 Expected Cost (2010 \$s)	APB&B 2012 Expected Cost (2012 \$s)	AC LTP 2012 inflated to year of spend
Expected Construction Cost	1,861	1,938	2,324
Gross land purchase	230	231	245
Estimated land sales	100	136	183
Net Land	130	95	62
Total Construction and Land Cost	1,991	2,033	2,386
Potential Construction Cost Saving		166	
<i>Additional EMUs</i>	<i>240</i>	<i>259</i>	<i>336</i>
<i>Other network optimisation</i>	<i>100</i>	<i>108</i>	<i>140</i>
Expected Cost inc additional EMUs and other network improvements	2,331	2,400	2,862
Expected cost with potential saving		2,234	

Project costs

- Inflation adjustment is only change to construction costs from 2010
 - Cost is \$2.4billion in today's dollars and \$2.86 billion when inflated to the year that the money is forecast to be spent (AC policy)
- Costs are robust
 - A review of the APB&B Study (Nov 2010) costs by the Ministry and NZTA concluded costs were robust and accurate
 - A recently-completed, independent cost review confirmed costs as robust and conservative
 - Previous (Pre 2010 APB&B Study) costs are not directly comparable
- Changes from previous draft LTP
 - Property costs now spread over 4 years rather than 3
 - Central Government and Alternative Funding assumptions after 2015 LTP adoption

Project costs - 10 year LTP

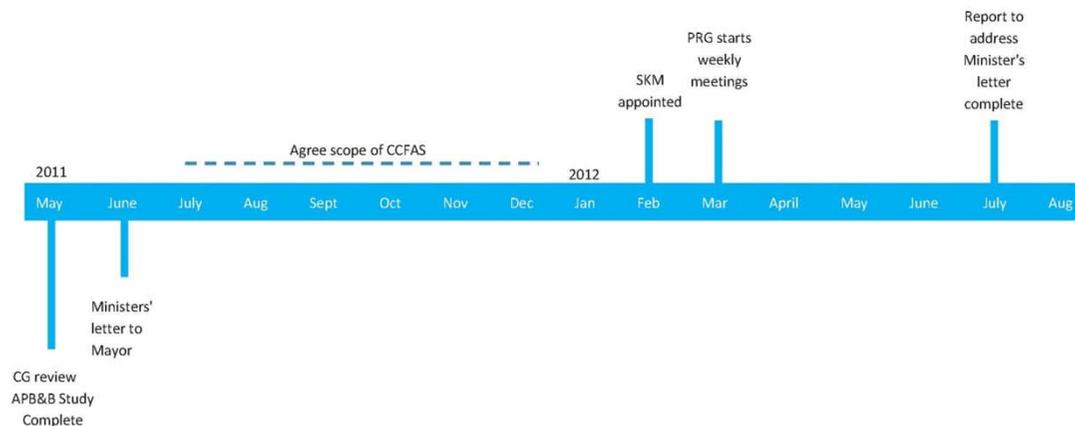
Costs	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Totals
Gross construction cost	15	116	105	312	522	563	389	302			2,324
Gross land purchases	95	65	65	20							245
Estimated land sales								(39)	(95)	(49)	(183)
Net Land	95	65	65	20				(39)	(95)	(49)	62
Total Construction and Land Cost	110	181	170	332	522	563	389	263	(95)	(49)	2,386
Additional EMUs								336			336
<i>Other network optimisation</i>								140			140
Expected Cost inc additional EMUs and other network improvements	110	181	170	332	522	563	389	739	(95)	(49)	2,862

Note: Construction includes notice of requirement, resource consent, design

Working with Central Government

Key outstanding questions outlined by Minister of Transport:

- Demonstrated evidence of intensification and investment around the rail corridors
- Documentation of current initiatives to address city centre access, including evidence of impact and discussion to get further efficiencies out of existing investment
- A cost benefit analysis that shows the need to improve city centre access beyond current investment
- A robust and neutral evaluation of potential alternatives to improve access



City Centre Future Access Study (CCFAS)

- CCFAS scope includes bus, car, rail, light rail and ferry options, as well as the potential combination and sequencing
- An international team headed by Sinclair Knight Merz is undertaking the study
- A series of workshops have been held with Central Government officials-MoT, Treasury and NZTA

Project Reference Group		Senior Officials Group	
Peter Clark/Chris Money/Claire Stewart	AT	David Warburton (CE/Chair)	AT
Geoff Cooper/Kevin Wright	AC	Doug McKay/Roger Blakeley	AC
Martin Glynn/Hamish Bunn	MoT	Martin Matthews	MoT
Peter Casey	NZTA	Stephen Town	NZTA
Dieter Katz	Treasury	Richard Forgan	Treasury

Summary

- Seeking AC funding commitment for consents, planning and investigation process
- Full support of Central Government for CCFAS process

