

Business Report – May 2011

INTRODUCTION

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

1 HUMAN RESOURCES (Simon Harvey)

1.1 Executive Summary

The positive HR metrics for Auckland Transport continue with six months history giving some validity to statistical trends. The turnover of staff has trended down slightly again to 9.26% and while this is pleasing external labour markets will be assisting this statistic. Sick leave continues to trend at a low level throughout our organisation. As a business we should be pleased with these initial benchmarks.

The *InnovATe* programme was launched in May and HR has the first example with utilising a Sheltered Workshop facility in Avondale for some basic work support tasks that would otherwise be passed onto a traditional commercial enterprise. This is fiscally competitive and supports our ambition of being a leading corporate citizen in West Auckland.

We are again pleased to report no agency spend for recruitment activity which is a continuing commendation of our employment brand. A limited number of transfers have occurred between AC and AT since 1 November 2010 (6 either way).

As reported at the last Board meeting Customer Services have now formally transitioned across.

1.2 Appointments / Payments / Records

- Total staff for Auckland Transport in April is 955.37 FTE which is made up of 964 headcount.
- 15 positions recruited in April, made up of 6 internal appointments and 9 external. None were appointed through a recruitment agency. The total number of new employees commencing duties in April was 23, this consist of 21 permanent staff and 2 fixed terms. These appointments are mainly in the CFO and COO Divisions.
- There has been a small increase in the staff resignations for April to 6, with the main movement in the CE and COO Divisions.

NUMBER OF HIRES BY MONTH

Month	Number of hires	Number of internal hires	Number of agency hires	Number of external hires
February	29	9	1	19
March	32	5	2	25
April	15	6	0	9
Total	76	20	3	53

Salary Protection

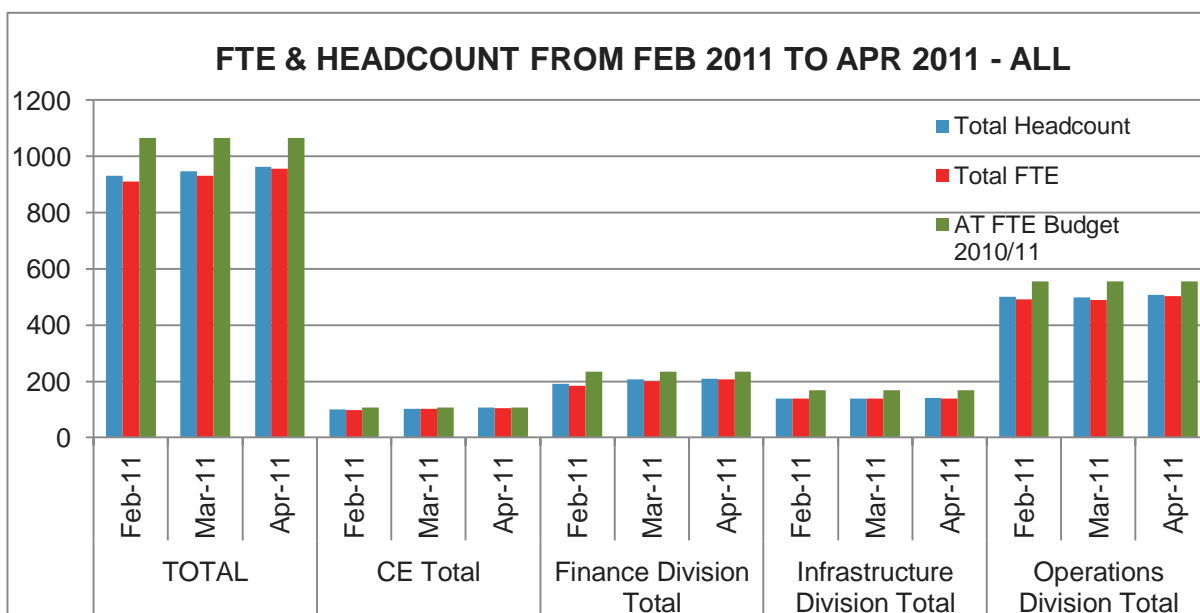
31 employees had salary protection for 6 months; these people have all been communicated with in regard to the change in their salaries from 1 May 2011. Of the 31, 9 had submitted job evaluation questionnaires to have their roles re-evaluated as part of the agreement between the PSA CEA and the ATA. Of the 9 job evaluations 4 have been reviewed as going in band.

Job Evaluation Review

The newly identified bench mark roles have all been re-evaluated and the grid process completed. The new bench mark review summary report has been reviewed. The next step in the process is for the final job evaluation questionnaires to be reviewed and slotted into the new grid.

**AUCKLAND TRANSPORT
FTE & HEADCOUNT FOR FEBRUARY TO APRIL 2011 - ALL**

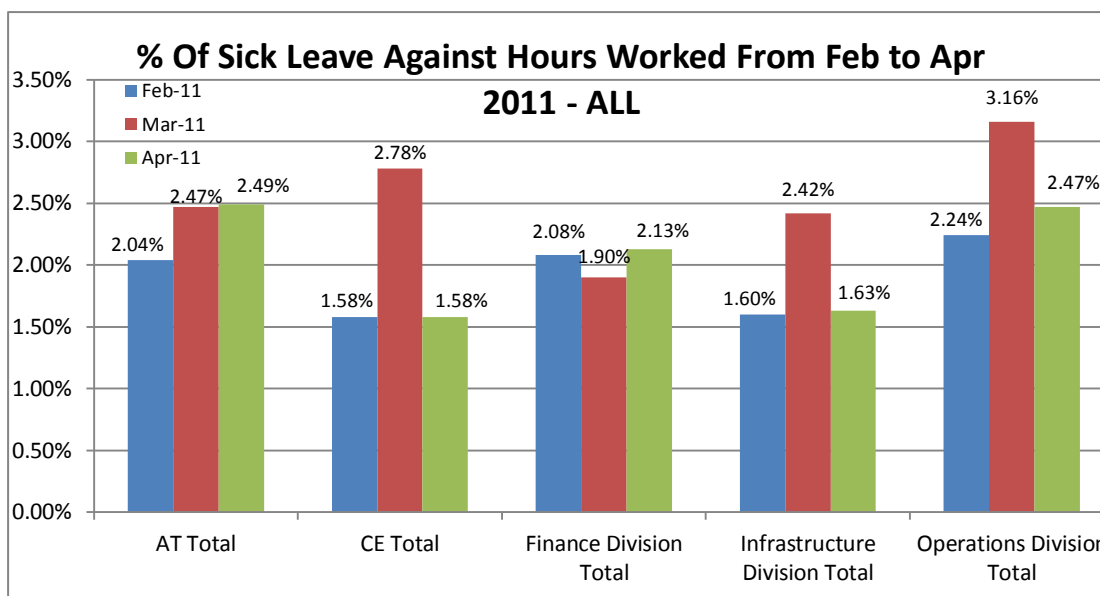
DIVISIONS	Month	Total Headcount	Total FTE	AT FTE Budget 2010/11
TOTAL	Feb-11	932	911.68	1065.18
	Mar-11	948	930.76	1065.18
	Apr-11	964	955.37	1065.18
CE Total	Feb-11	100	98.63	106.5
	Mar-11	103	101.75	106.5
	Apr-11	106	105.5	106.5
Finance Division Total	Feb-11	192	183.89	233.4
	Mar-11	207	199.9	233.4
	Apr-11	210	207.6	233.4
Infrastructure Division Total	Feb-11	139	138.61	169
	Mar-11	139	138.61	169
	Apr-11	140	139	169
Operations Division Total	Feb-11	501	490.55	556.28
	Mar-11	499	490.3	556.28
	Apr-11	508	503.27	556.28



**AUCKLAND TRANSPORT
% OF SICK LEAVE AGAINST HOURS WORKED FOR FEB TO APR 2011**

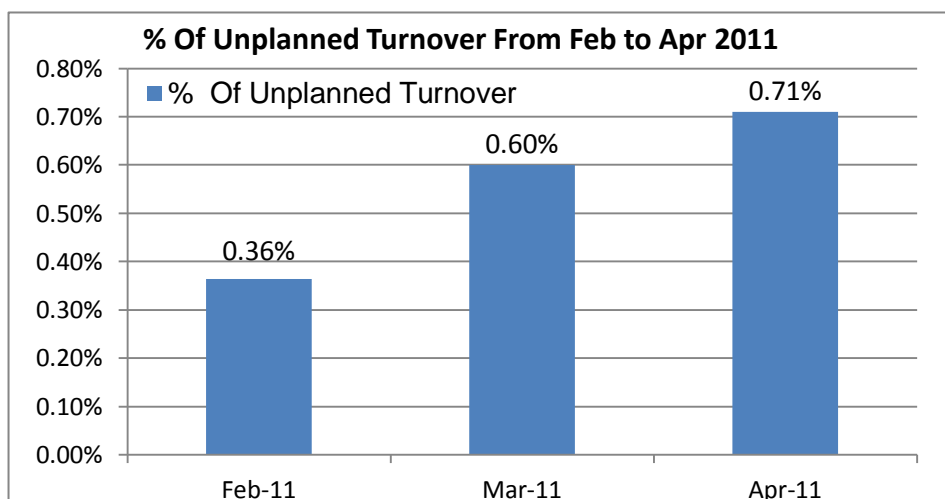
Departments	Feb-11	Mar-11	Apr-11
CE Total	1.58%	2.78%	1.58%
Finance Division Total	2.08%	1.90%	2.13%
Infrastructure Division Total	1.60%	2.42%	1.63%
Operations Division Total	2.24%	3.16%	2.47%
AT Total	2.04%	2.47%	2.49%

Level of absenteeism (Sick Leave and Bereavement Leave) as a % of total working hours



**AUCKLAND TRANSPORT
% OF UNPLANNED TURNOVER FEB TO APR 2011**

Employee Group	Feb-11	Mar-11	Apr-11
AT Permanent Employees	825	835	844
Unplanned Permanent Turnover	3	5	6
% Of Unplanned Turnover	0.36%	0.60%	0.71%

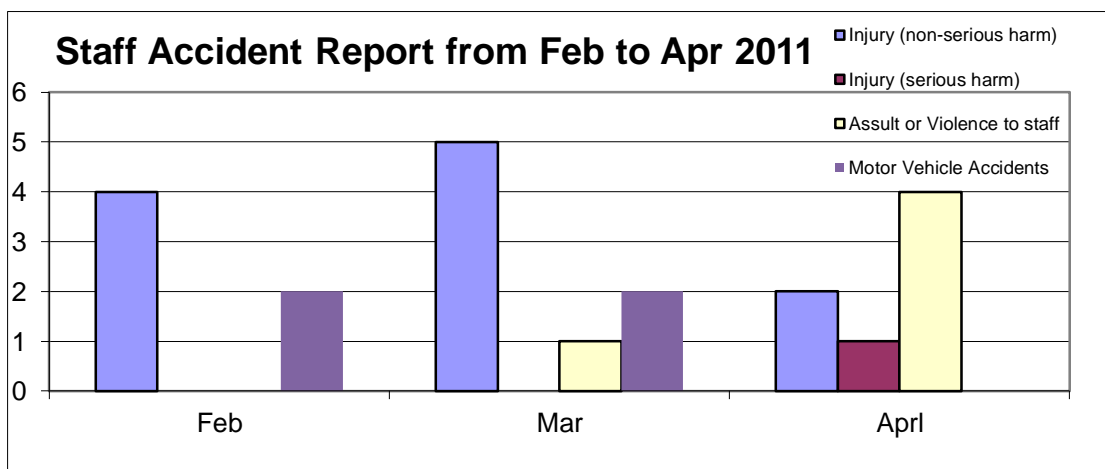


1.3 Health and Safety

AUCKLAND TRANSPORT STAFF ACCIDENT INCIDENT REPORT FEB 10 TO APR 2011

Report type	Reported Accidents Feb 11	Reported Accidents Mar 11	Reported Accidents Apr11
Motor Vehicle non-injury	2	2	
Motor Vehicle Injury			
Near Miss			
Assault Violence or Threatened		1	4
Injury Non-Serious Harm	4	5	2
Injury Serious Harm			1
Total	6	8	7

Division	Reported Accidents Feb 11	Reported Accidents Mar 11	Reported Accidents Apr 11	Total
Strategy and Planning				
CFO - Customer Services		1	1	2
CFO - IT and Business Systems				
CFO - Property				
COO - Community Transport	1			1
COO - Parking and Enforcement	5	6	6	17
COO - Public Transport Operations				
COO - Road Corridor Access				
COO - Road Corridor Maintenance		1		1
COO - Rugby World Cup				
Total				21



Note: The reporting of the above information will be further enhanced for the June Board meeting

- There was one serious harm accident, two non-serious harm injuries and four aggressive confrontation incidents reported in April 2011. Of the four aggressive complaints, two were referred to the Police, one resulting in a verbal warning to the member of the public and the other in an assault complaint being lodged.

- The serious harm event, a broken finger in CFO Customer Services, occurred on 30/04/2011 was reported to The Department of Labour on 05/05/2011 and is being investigated.
- Influenza vaccinations were delivered to staff across all locations in April. Uptake across the organisation was slightly less than 25%.
- An Auckland Marathon promotion is in progress.

1.4 Cultural / Training / Support

Training

- The **InnovATe** programme has been launched.. An online portal for staff to submit their ideas has been developed in-house. We are currently investigating whether the promotional materials, which were also designed in-house, can be sent to a community based packaging and distribution organisation for cutting/folding. Wrap 'n' Pak based in Avondale is run by the WDHb and assists people with mental health issues to reintegrate back into the community by allowing them to experience real work in a training environment. Further meetings are scheduled with them to explore other ways AT may be able to help their organisation.
- The next project is to create a pool of Auckland Transport professionals who will act as career advisors/mentors within the workplace. To date, 20 staff in key roles across HR, Strategy & Planning, Communications & Public Affairs and Key Relationships have been identified as career advisors/mentors. This will be the **motivATe** programme.
- The corporate induction held on 18 April was attended by over 30 new staff with positive feedback. It is anticipated that the first orientation bus tour for new staff will be introduced later this month.
- Five engineering graduates employed as part of the three year graduate programme that existed between North Shore City and Manukau City Councils, GHD and Fulton Hogan are expected to transfer from Auckland Council's employment to Auckland Transport as at 1 July, subject to approval FTE increase and budget allocation/transfer. Beyond these arrangements, AT's participation in the programme going forward is currently being examined and will need to be considered in the broader context of what a graduate scheme may look like in the future for AT. .
- On 3 May 2011 a number of HR staff attended a presentation held by Simpson Grierson at their offices on recent cases applicable to AT.

Support

As part of the Remuneration Review working party, AT has participated in the Job Evaluation Committee with AC. Also as part of this Review, all of the HR Advisors at AT have participated in evaluating the jobs submitted by employees at AT.

1.5 Other

- Project Arizona (parking building management upgrade) is nearing completion from a people perspective. The consultation process has been completed and the decision taken to proceed with the organisation's proposal. This has meant that a new operating structure with new roles has been finalised. The affected employees have been given preference to apply for the new positions and have been given assistance with how to make their applications. Interviews for the new roles have taken place. Any unfilled roles will be recruited internally as a first option and then through external advertising. A number of staff have opted to take redundancy.

2 OPERATIONS (Fergus Gammie)

2.1 Executive Summary

- The tornado in Albany on May 3 damaged street lights, signal poles and spread debris over the road network. AT's contractor Fulton Hogan, responded to the incident. Some local diversions to bus services occurred that evening, but services were back to normal the next day.
- All corridor access requests (CARs) from utilities now processed through one system, the new CAR Manager system. This will improve the coordination of CARs throughout Auckland.
- April PT patronage was 5,312,520 passenger trips, an increase of +3.9% compared to April 2010. For the 12 months to end April 2011 PT patronage was 64,781,426 passenger trips, an increase of +8.0% compared to the 12 months to end April 2010.
- Additional capacity has been provided on a number of routes experiencing high loadings, including the Northern Express, Hibiscus Coast and Dominion Road and Mt Eden bus services.
- Although previous reviews of security on the Auckland Rail Network have indicated that crime at rail stations is lower than the surrounding environment, Interfleet has been commissioned to undertake an independent review of security on the rail network. This will be used to identify any actions needed as the network enters a new level of service and usage.
- RWC 2011 preparations continue and are on track. The CBD traffic implementation contractor is currently being engaged and a new improved layout for the Auckland Domestic Terminal bus-taxi-visitor car area is being developed.
- The HOP card was successfully launched on North Star services on Sunday 8 May.

2.2 Road Corridor

Road Corridor Operations

Route Optimisation

- Work has progressed on the Symonds Street, St Lukes Road and the Dominion Road, optimisation projects.
- The recommended optimisation changes have been implemented on Symonds Street and on St Lukes Road. The impact of these changes will be surveyed in mid-May and assessed and reported in July.
- Changes have been recommended for Dominion Road these are currently being implemented. The effects of these changes will be surveyed at the end of May and the results assessed and reported in July.
- Work is proceeding on the update to the business case for the Regional Route Optimisation

Joint Transport Operations Centre (JTOC) changes

Arrangements have been made for the relocation of AT Traffic Systems staff to JTOC to be able to accommodate the RWC spatial requirements for the Major Events Operating Centre (MEOC) at Bledisloe House. The move is planned for the last weekend in May.

Road Safety and Traffic Operations

- School Travel Plan programme planning and investigation for 2011/12 is well underway, with several school travel plan engineering meetings being programmed for the next few weeks
- Crash reduction area studies are well underway, with reports now being prepared for the Southern and Central areas
- 291 safety improvement projects were identified this year. 150 are complete, with a further 61 projects within the construction phase and a further 37 commencing construction in May. The overall programme is progressing well.
- Year to date, Twenty four fatal crash sites have been investigated in conjunction with the New Zealand Police. Road improvements completed at nine of the sites where it was identified that the road required improvement.
- Processed 62 resource consents in April and 6 in May to date
- Responded to 407 Requests for Services in April
- Short term corridor improvements (approx. 15 projects) have been identified for design and implementation ahead of RWC. These are primarily on the Manukau Road route with projects also identified on other two routes along Dominion Road and Mt Eden Road, which have a Public Transport emphasis. Longer term options have also been identified for implementation post RWC to improve efficiency and way finding.

Road Corridor Maintenance

- The tornado in Albany damaged street lights, signal poles and spread debris over the road network. Fulton Hogan crews responded rapidly.
- Collaboration continues between Auckland Council and Watercare to align within the new Road Corridor Accountabilities

Road Corridor Access

- All corridor access requests from utilities are now being processed through the new Corridor Access Requests (CAR) Manager system which went live at the end of March. The requirements for a corridor access request to be lodged will be extended to incorporate the carrying out of maintenance, renewal and improvement projects by Auckland Transport over the next 2-3 months.
- New business processes have been introduced for the lodgement and processing of vehicle crossing applications and the carrying out of street damage inspections
- AT now has a representative on the National Axle Weights and Loadings Advisory Group which meets quarterly in Wellington.
- Consideration is being given to how AT can be assured that traffic management is given greater consideration throughout the development and delivery of transport projects so as to minimise the level of disruption to road users. An upcoming project – Glenfield Road Reconstruction is being used as a test case to develop our approach.
- A weekly network activity report is being produced identifying the road works and other activities occurring on the network. This will undergo further development as the needs of the users of the information are better understood and the available information is improved

2.3 Public Transport

- April 2011 patronage was 5,312,520 passenger trips across PT, an increase of +3.9% compared to April 2010. For the 12-months to end-April 2011 patronage was 64,781,426 passenger trips across PT, an increase of +8.0% compared to the 12-months to end-April 2010.
- With the increase in patronage in March/April several trips continued to be operated with additional non-timetabled (banker) services until the university break on 21 April:
 - Onewa Road via Birkenhead Transport
 - Botany and Howick to CBD corridor via Howick & Eastern Buses
 - Northern Express
 - Additional trips and consequently capacity were added to the Northern Express (NEX) service and the 897 (Hibiscus Coast) from 2 May 2011.
 - NEX- Frequency increases in peak and shoulder peak including 3 minute frequency 7am to 8am ex Albany (currently 4-5 minutes) and 5 minute shoulder peak (currently 10 minutes)
 - NEX - Services starting earlier and finishing later including extension of evening services to 12am Monday to Thursday and 3am Friday and Saturday (currently 11am)
- Additional capacity (longer trains, using 4 additional SA carriages) is to be added to the rail network on 19 June 2011, following the completion of the platform extension works on the Southern Line.
- From Wednesday 13 April, further buses have been sourced and additional trips provided on Mt Eden Road AM peak via NZ Bus
- From the week commencing Monday 18 April, further buses provided additional trips on the Long Bay to Newmarket (route 881), Dominion Road and Mt Eden Road PM peak services
- Special event PT services were provided to the Warriors v Panthers at Mt Smart Stadium on 1 May and on 22 April Super 15 Blues v Rebels at North Harbour Stadium (including free event ticketing). Extra bus and ferry services were provided for the Bruno Mars concert on 18 April at Vector Stadium, as well as extra ferry and train services (Onehunga) for the Katy Perry concert at Vector Stadium on 7 and 8 May.
- A customer information campaign was undertaken to encourage train customers to buy monthly passes and ten trip tickets
- Public consultation for new Isthmus and CBD distribution bus services including the City Circuit and LINK in preparation for Rugby World Cup (RWC) closed on 15 April. Customer focus groups were also completed in April. The proposed changes were generally supported, and a few refinements are now being investigated as a result of the consultation.
- Initial research has commenced in preparation for bus service reviews along the Great North Road and New North Road corridors, Pukekohe and the Hibiscus Coast.
- Previous reviews of security around the Auckland Rail Network together with on-going customer satisfaction surveys have indicated that crime at rail stations is lower than the general demographic environment that rail stations are located in, both in terms of frequency and crime type and that the rail station environment on the Auckland Rail Network is safe, the security mechanisms provided are of a high standard and customers perceive stations to be a safe environment. Nevertheless, with the increasing number of rail stations being upgraded and the significant increase in patronage, consideration is being given, amongst other things, to the level and nature of user security of the Auckland Rail Network. Security issues associated with the Auckland Rail Network can potentially arise for passengers and staff on the train, at rail stations, associated Park and Ride facilities and access to and from these facilities.

- Interfleet has been commissioned to undertake a review of security on the Auckland Rail Network. This will include existing methodologies and provision, and will address the network as a whole, including on train, station, station access and associated precinct facilities such as Park and Ride facilities.

2.4 Rugby World Cup

Christchurch Match relocation

Further to the Quarter Finals being moved to Auckland, RNZ2011 announced that a further pool match will be relocated to Auckland to be played at North Harbour Stadium. The match, Australia v Italy is scheduled for the opening weekend, Sunday 11 September at 3.30pm, making two consecutive days of matches at North Harbour Stadium. Auckland Transport is in discussions with the public transport operators on the operations for this event. The Traffic Management Plan is likely to need to be altered slightly to free up some road closures to allow retail trading to continue. This will also make car parking a premium and create a higher use of the Park and Ride options

Traffic Implementation

The RFT for a Traffic Implementation Contractor for the CBD works is presently underway and an appointment of a successful tenderer is expected in May 2011.

Airport Operations

Further meetings have been held with Auckland International Airport Limited (AIAL) where a new layout of the domestic terminal has been tabled. A report from Flow Transportation Specialists is expected to be tabled at this month's meeting together with a schedule of timelines for the changes to be implemented.

Teacher Only Day – Friday 9 September

The RWC2011 Auckland Coordination Group together with Auckland Transport is having discussions with RNZ2011 and the Ministry for Economic Development to have the Government declare a Teacher Only Day or Half Day on Friday 9 September in Auckland. By implementing this it is expected that traffic in the CBD and in an around Eden Park would be reduced by approximately 20%, public transport usage on the evening peak would be reduced as a number of workers would have departed early and that school buses and driver hours would be freed up to provide some level of contingency for the business as usual train services should there be a breakdown. Discussions are on-going.

2.5 Parking and Enforcement

- Customer correspondence processes are currently been re-worked in Pathway to accommodate email correspondence
- Project Arizona background:

Project Arizona is the upgrade of payments and entry and exit systems in all Auckland Transport owned car parks buildings.

Following an incident of credit card fraud in the Auckland City car parks, it was discovered that the credit card processing software at the Automatic Payment Machines in the car parks could easily be hacked into and did not comply with the Payment Card Industry Data Security Standard which is a required standard for any payment system that incorporates a credit card payment option. Additionally, the car parking equipment in use is near the end of its life and does not support the level of automation that is required for the car parks.

Project Arizona addresses these issues and enables a fully automatic payment management system. The current rollout is in the K road, Victoria Street, Civic and Downtown carparks, with completion expected by end June.

- Early bird pricing at car park buildings has had a slight price increase to keep in line with the current market situation
- On street car parking pay and display is moving to 'expression of interest' for suppliers to replace equipment as it has come to end of life
- Meeting with the Local Board and Business Association in Remuera to discuss the way forward for the Clonbern Road proposed car park building upgrade, which is part of the review of the Remuera town centre parking requirements.

2.6 Community Transport

- Road safety campaigns delivered for "Back to School Slow Down", Pedestrian Safety, Fatigue Stops, child restraints checking clinics and the RYDA programme.
- Assessment of Community Groups Road Safety funding applications have been undertaken for delivery of the 2011/12 community programme
- School Travel Plan assessments being undertaken on 2011 base line surveys for new schools on the School Travel Plan programme to identify engineering safety measures. A Public Transport clinic was held at Rosehill College to promote students using public transport.
- Be Safe, Be Seen winter cycle campaign with event held at Aotea Square on 12 May and a number of initiatives held across the region including cycle skills training and maintenance workshops and a pilot Scooter programme.
- Negotiations commencing with two submitters for operating a public bike hire scheme during the 2011 Rugby World Cup in central Auckland
- Massey University has signed up for the tertiary Travel Plan programme with a baseline survey to be undertaken in August.

2.7 AIFS (Integrated Ticketing and Fares)

- HOP successfully went live on NZBus's North Star service on Sunday 8 May
- In excess of 15,000 HOP cards issued so far
- The rollout of HOP on remaining NZBus services is planned as follows:
 - Sunday, 22 May: Waka Pacific and Go-West
 - Monday, 6 June: Link & MetroLink.
- Pre-installation of rail station devices continues. Eighteen stations have now had foundation works completed.
- Thales remains on track for the delivery of Phase 2 of the programme (RWC solution). Factory testing has now been completed and NZ based site acceptance testing commences from 23 May.

3 FINANCE (David Foster)

3.1 Executive Summary

Individual teams within the Finance Unit are still busy on transition matters and establishing the organisation. As we progress it is noticeable that less time is being spent on transition with more time spent on delivering new initiatives. The Procurement to Payment process is working through the training and implementation phases ready for implementation on 21 May. This has been a significant project with wide involvement of all the Finance Unit teams along with other parts of the organisation. It will contribute to enhanced internal control through the systems rather than reliance on manual intervention. The staff have adapted extremely well to the situation and have put in place a more effective and efficient solution.

The annual budget numbers have been developed and fit within the Auckland Council expectations. Staff are now moving on to consideration of the Long Term Plan and other strategy documents which will require involvement from the Finance, IT and Property teams.

Recent reviews of systems and procedures have identified the need for more policies to be developed. The team are working through a process of policy identification and simplification to ensure we have all of the policies we need, that policies are succinct and robust to clearly identify expectations and behaviours. We will bring a policy report to the Board in June to advise on progress and the programme for policy improvement.

3.2 Accounting and Finance

Staffing

Departmental staff have settled in well and the majority have shown great initiative in learning their new responsibilities, new systems and introducing improvements.

Accounts Payable

Update:

- Following a difficult start 6 months ago, the team have come to grips with the SAP system and the ongoing changes. The team is often called upon to assist with invoice processing to ensure that creditors are paid on time.
- A revised Procurement to Payment process is being implemented on 21 May 2011. The payables team are working with other teams to ensure a smooth transition and that suppliers continue to get paid in a timely manner. This includes following up on invoices which are in the system awaiting approval.

Next Steps/Key Issues:

- All outstanding invoice approvals are to be processed prior to the implementation of the new Procure to Payment.

Accounts Receivable

Update:

An on-going programme of identifying all revenue streams and ensuring completeness and robust systems is proceeding well. This includes:

- New revenue streams are being added with parking leases going live in April. Very few problems were experienced.
- In recent months there has been a steep rise in payments received after infringements have been sent to the Courts and an agreement is now in place to pass bulk payments to the Courts, saving time compared with refunding customers and this also assists in speeding up the recovery from the Courts.

- A first payment from the Court for infringements lodged by Auckland Transport arrived in February for \$333k with a second payment in April of \$1.876m.
- Close liaison with the Parking Review team is maintained to ensure that queries and payment traces are handled quickly and efficiently.
- Streamlining the interface of systems and processes between Auckland Council and Auckland Transport around reimbursement of AT revenue received through AC channels. These processes and interfaces are important to minimise a number of bank reconciliation issues in processing infringement payments.

Next Steps/Key Issues:

- Processes continue to be reviewed as we learn more about the systems we work with and the various payment channels.
- AC have recently confirmed that the EFTPos terminals at all their Service Centres will be upgraded prior to 31 May and will have a multi-merchant facility. This will enable AC front of house staff to process AT receipts directly to the AT bank account.
- Invoicing to ACPL of rentals associated with the houses and buildings owned by AT for future roading projects has now commenced. One invoice for the five months to March 2011 has been done in May together with one each for April and May. This income is \$614k per month.

Financial Systems

Update

The team are continuing to develop and enhance parts of our main financial system (SAP) to ensure efficient operation and also to enhance our internal control systems. Progress to date includes:

- SAP fixed asset module is configured and testing is underway.
- Pathway / SAP GI interface is scoped. This will enable automated transfers to replace the current manual process.
- System / process support to implement SAP Real Estate module to manage Parking leases.
- Revised SAP Process to Pay (P2P) go live on schedule. Work is underway to clear unprocessed invoices.

Next Steps/Key Issues:

- Data migration of assets and WIP (Work in process/Assets under construction) details in SAP.
- Investigation of those WIP amounts:
 - That do not have a continuity of expense in current year – need to capitalise;
 - That do not relate to AT;
 - Are operational and need to be written off;
 - That are identified and may need to be grouped with other WIP / projects.
- P2P implementation will include documentation, training and post go live support (1:1 where necessary).
- A consistent approach to accounting for retentions (GST on gross amount of payment claim) is now under development.

Financial Reporting

Update:

This team has been very busy since establishment and will continue to be very busy for the remainder of this calendar year. Major focal points at present are:

- Annual Report 2011 – planning underway and key issues have been identified in a report to the Finance and Risk Committee meeting on 12 May 2011.
- Opening Balance Sheet – a significant amount of work has been completed but some asset values are yet to be advised to Auckland Transport by Auckland Council. The Work in Progress at 1 November is being analysed in detail to ensure only capital works are recorded as an opening item.

Next Steps/Key Issues:

- Annual Report – the form and contents are to be agreed to by directors and internal management. AC will also be requested to confirm that the proposed format will meet all SOI requirements.
- Opening Balance Sheet – each of the asset and liability classes is being analysed in detail to ensure all items are understood and any issues resolved prior to the preparation of the 30 June Annual Report.

3.3 Business Support

Update:

During April, Business Support has continued to work on the review of the 2011/12 budgets, and the compilation of information required by Auckland Council for the Final Annual Plan. A revised capital programme has been provided to Auckland Council, totalling \$550m but with buffer projects which will be progressed in the event of higher priority projects being delayed. AT have committed to making efficiency savings in the next year of \$11.2m and this has been factored into our budgets. It will be a stretch target but it is one we are confident we will achieve. A management approach to how to capture these savings will commence in June and will involve all senior managers. Part of that project will be managing the FTE numbers and vacancies to remain within the original establishment of 1020. Investigations are also underway to identify with NZTA to identify opportunities for subsidy which may be allocated to other areas.

The new SAP Procurement to Payment process has been developed and will be implemented immediately after the May 20th payment run. The Procurement Support Team, together with Ernst & Young, have developed a draft Procurement strategy for AT, which we are currently consulting the business groups on.

Two vacant Financial Business Analyst positions and the vacant Procurement Strategy Specialist role are being readvertised. Resourcing in the Procurement Support team is particularly tight, this is a small team which is important for both probity and efficiency and a change in circumstance for 2 staff has put pressure on the balance of the team.

Next Steps:

- Working on compiling 2011/12 budget information required by Auckland Council
- Finalising the Procurement Strategy for submission to the Executive Leadership Team, Board and NZTA. Beginning work on the Procurement Manual.
- Recruitment underway for 3 vacant positions, highest priority being Procurement Specialist role.

3.4 IT and Business Systems

Update:

Information Services have progressed implementation of strategies with the commencement of projects in conjunction with Customer Services, namely Requests for Service Management and Customer Case Management.

Workshops have been held with a number of internal managers to articulate the strategy document. Meetings have been held with NZTA IT to enable collaboration, interaction and joint initiatives, with regular meetings being established.

Work on scoping strategic initiatives is underway and a review of technical support requirements including outsourced support contracts has been initiated. Telephony and communication contract consolidation and negotiations have commenced which result in overall cost savings.

Migration of users from Legacy Councils is almost complete with 18 applications left to migrate from over 300 initially and there are 180 users still to be migrated across to a full Auckland Transport computer. Support calls are still a concern with higher than anticipated levels of support required due to geographic locations, complexity of new business processes and associated systems.

A business process mapping model has been piloted with the Parking and Finance areas.

SAP Real Estate has been implemented during the month to assist with the Property and Parking business areas.

Development and integration during the month resulted in the MyHop website being deployed to support integrated ticketing.

Next Steps:

- Communicate the IT strategy across the business
- Scope and initiate key projects to support strategy
- Rollout business process design toolkit across business units
- Continue to migrate remaining users and applications
- Rollout additional end user training identified as result training needs review recently completed
- Complete rollout of networks to support Project Arizona and AIF's.
- Migrate remaining legacy systems from ARTA to Albany data centre and shift equipment released as result

3.5 Property

Update:

The property team continue to make progress on a wide range of issues including:

- Compiling a real estate inventory comprising land and buildings owned by AT for transport purposes including assets to be transferred to AT by AC and revenue earned from those interests. Completion will involve improving legacy documentation to secure AT's tenure.
- Tracking and invoicing revenue in legacy systems for leases and licences for AT assets.
- Developing protocols and supporting documentation for compulsory land acquisition and partial purchases for agreement with AC.
- Developing Heads of Agreement with AC for AT corporate accommodation issues
- Developing AT accommodation strategy

- Development of a Facility and Asset Management Strategy for passenger transport assets
- Continuing to progress AT land acquisition programme
- Providing advice on property aspects of transport related projects (rail station upgrades, revenue opportunities, private plan changes, structure plan initiated, AC City Transformation projects) and Managing landowner technical advisory matters (airspace road stoppings easements)

We are getting close to the point where all of the property inventory items have been identified so that we can engage with Auckland Council on getting agreement on the items to transfer to Auckland Transport. Broad conceptual agreement on how that will occur and what types of property will transfer is in place, but with any portfolio of this size and diverse nature there will be some items which will need further work. Both AT and AC have agreed that a principles based approach will be taken and particular decisions will need to be tested where properties potentially have fit into more than one category. This work is on track to integrate with the establishment of the Opening Balance Sheet and the Annual Report.

Next Steps:

- Inventory: clarification of the carpark assets and land bank for roading projects to be transferred from AC to AT
- Clarification of the scope of some of the transport related infrastructure vested under the OIC
- Completion of the Service Level Agreement with ACPL regarding land bank portfolio and retail tenancies under management for AT
- Completion of Heads of Agreement re corporate accommodation with AC
- Finalising protocols with AC for Public Works Act compulsory acquisition

4 INFRASTRUCTURE (Kevin Doherty)

4.1 Executive Summary

Six months into the new organisation the Infrastructure Division has bedded in well. The collaborative sharing of resources between departments reflects the commitment of all staff to ensure the success of the organisation. This has allowed workloads to be managed within tolerable levels while maintaining continuity and consistency across transitional activities. While any organisational transition of this scale will have its frustrations, the teams have approached each new challenge with determination and commitment. This approach is starting to show through with the development of robust practices and a solid cultural base.

Relationships with the Auckland Council (AC), NZTA, suppliers and stakeholders are positive and continually improving, being focused on delivering the optimal transport result for the Auckland region. Integrated project teams have been developed across a number of projects and initiatives which is adding to the overall positive relationship and value we can deliver with reduced churn and wasted effort.

Productive discussions have continued through the reporting period with both AC and the NZTA to secure the fiscal envelope for the 2011/12 Capital Works Programme. The identified schedule of projects will now form an input to the AC annual plan process.

Key projects are progressing well to programme and budget. For AMET1 a Notice of Requirement has been lodged with AC for the first stage of works in Panmure, and detailed design for this stage is under way. Subject to approval this work will commence before the end of the year and includes raising the rail over-bridges on the Eilerslie/Panmure Highway and Mountain Road allowing KiwiRail to maintain their electrification programme. The New Lynn project is progressing well with preliminary indications that it will be complete some months ahead of schedule.

4.2 Update / Next Steps / Key Issues

2011/12 Funding, Prioritisation and Programming

Productive discussions have continued through the month with both AC and the NZTA to secure the fiscal envelope for the 2011/12 Capital Works Programme. Schedules have been produced from the AT prioritised portfolio of projects detailing the projects that can be delivered utilising the indicative balance of NZTA subsidy and respective AC funding. This will now be incorporated into the AC annual plan process. Preliminary discussions are also underway with AC with respect to the possible over-allocation of projects within the improvement project portfolio. Over-allocation is used on the basis that inevitably some projects, for reasons outside of the delivery agencies control, will experience delay whether it be property, weather, RMA or other issues. Over-allocation would allow AT to manage the overall portfolio within a defined overall fiscal envelope while retaining an optimal NZTA subsidy level and maximising benefit delivery. Over-allocation would provide AT with the flexibility to progress some projects which would have otherwise fallen below the cut off line while at the same time still managing overall performance within the defined fiscal envelope.

As reported last month the level of NZTA subsidy is sensitive to cashflow against their revenue streams. AT are working closely with NZTA to ensure programming of key milestones throughout the 2011/12 year optimises availability of project subsidy.

Asset Management and Programming

The Asset Management team are progressing well with the preparation of the first draft of the Auckland Transport Asset Management Plan (AMP). This is being progressed in parallel with the identification of operational, capital and renewal work programmes for inclusion in the next Regional Land Transport Programme (RLTP).

Other significant activities undertaken by the asset team during this reporting period or scheduled for activity during the next reporting period include:

- Advancing the development of tactical and operations levels of service statements
- Commencing the detail work necessary for completion of life cycle management plans for both roading and public transport assets

- Commencing the infrastructure assets valuation for regional transport assets
- Completion in draft of a white paper to promote sustainable asset management practices
- Submission of two papers for the Arthur Mead environment award sponsored by IPENZ. Both have now been accepted as finalists.
- Commencing the audit of the consolidated regional RAMM database along with the development of an improvement plan to standardise the data set.

During the reporting period the programme team have continued to focus on the development of a prioritised capital project programme for 2011/12.

Investigation & Design

The Investigation & Design (I&D) team continues to work at building working relationships across the organisation. Meetings have been held with City Transformation Projects and participation in collaborative working platforms associated with CBD projects and the City Centre Masterplan are taking place on an ongoing basis. Work is underway with Auckland Council Planning to ensure that the links between AT and AC projects as well as the supporting strategies are in place.

To assist with developing reliable management information, I&D continue to be involved with:

- the development of project sites on the AT Intranet
- the PMO to implement project management governance
- the members of the '5 Star' team to progress the NZTA accreditation

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

Central

- Federal Street – integrated project team established to reflect the joint responsibility of AT and AC
- Tiverton/Wolverton – traffic modelling, design review and negotiations with utility companies continue
- Ellerslie/Panmure Highway - Commencing studies in conjunction with Strategy and Planning
- Neilson Street - Project initiation commenced to assess feasibility of possible interim upgrade project prior to longer term motorway to motorway connection by NZTA

North

- Stanley Bay Ferry Wharf - resource consent application for reclamation submitted.
- Albany Highway Upgrade Schnapper Rock Road to SH17 detail design – out to tender
- Glenvar Road Upgrade/East Coast Road Widening SAR - RFT prepared

West

- Northside Drive Bridge – design of central pier to be completed to permit construction commencement in accordance with NZTA Brigham Creek Extension program.
- Don Buck Cycleway – consultation responses to be collated

South-East

- Meetings have been held with Auckland Council planners regarding the proposed projects around Flat Bush
- The Hollyford/Ronwood intersection now forms part of the Mill Road Investigation and has been flagged as high priority. The associated work from Ormiston Road through Aspiring Avenue, Hollyford Drive, Redoubt Road, Manukau Station and Ronwood Avenue have been segmented for staging to give the most effective outcome for the network.

Infrastructure Development

During the reporting period the major focus has been on confirming the 2011/12 Capital Works Programme. Infrastructure Development is working closely with the Road Safety Team to not only complete this year's programme but also plan the effective implementation of the 2011/12 programme which is a consolidation of all the minor safety programs of the legacy organisations.

North-West

Works Commenced

- Stevies Lane Footpath Upgrade – renewal and widening of full length of Stevies Lane.

Works out to Tender

- Glenmall Place Safety and Renewal works – new speed tables and road pavement repairs.

Works to Tender next period

- Piha Footpaths – new sections of paths for sections of road in Piha area.

South-East

Works Commenced

- Guardrail installation contract for works on the rural roads in Clevedon.
- Liaison with Waiuku Town centre redevelopment working party.

Works to Tender next period

- Pukekohe Town Centre redevelopment, balance of outstanding works

CBD

Works Commenced

- Eden Park precinct minor town centre upgrades for RWC 2011 in Kingsland and Eden Valley.

Central

Works Commenced

- Karangahape Road bus shelter project.

Works out to Tender

- Arthur Street Local Area Traffic Management measures.
- Speed tables Otahuhu Town Centre.

Public Transport & Facilities

Works Commenced

- Hibiscus Coast Busway Station - currently awaiting consent approval before the contract can be awarded. It is likely that the contract will now not commence until post RWC as we are working through issues raised by a potential appellant.

Works out to Tender

- Waitakere Station Park and Ride – contract awarded

Major Projects & Project Management Office

Major Projects Update

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

AMETI

The Notice of Requirement has been lodged with AC for the first stage of works in Panmure, and detailed design for this stage is under way. Subject to approval this work will commence before the end of the year. It includes raising the rail over-bridges on the Ellerslie/Panmure Highway and Mountain Road allowing KiwiRail to maintain their electrification programme. Work on the subsequent stages of development is continuing, with a scoping report in review for the RTN busway component.

There have been a number of community awareness and stakeholder meetings for AMETI in the last few months and more are scheduled for May.

Dominion Road

A strategic review has been undertaken to confirm the requirements for the Dominion Road corridor with respect to its transport role in connecting the south west – central isthmus to the CBD and in supporting the commercial village environment. This has considered the growth profiles for the corridor over time and the likely impacts through increases in car use and PT uptake. It is expected that this work will assist in the development of an appropriate solution for the Dominion Road Corridor that will be effective for the planning horizon and future proofed beyond.

New Lynn

- The project is progressing well with preliminary indications that it will be complete some months ahead of schedule. This is particularly good news for local motorists and retailers.
- The bridge deck for the Clark Street extension has been completed on time which allows KiwiRail to fix their electrical hot wires to the underside. Work on the bridge continues without affecting the KiwiRail operations.
- Roading works in Great North Road are advancing well with the full width of Stage 2 completed and in daily use.
- Work on the shared space surface in Totara Avenue has commenced.
- 48 new parking bays in Astley Avenue have been completed on time providing further long term Park and Ride facility.

Manukau Rail Station

The main station building works are progressing well. Provision for escalators will be implemented once level one soft fit out of the MIT building is in place and weatherproofed.

The formal opening date is scheduled for early 2012 which has been amended in line with the completion of additional work around the network and to be integrated with electrification of the rail line prior to new electric trains being bought into service.

Manukau Car Park Building

Tenders closed with contract award scheduled before the end of May and construction commencement in June.

Rail Station upgrades

The Strand emergency station demolition works will commence by mid-May. Heritage protection measures at the Strand emergency station are in place. Ongoing liaison meetings are continuing with Stakeholders with regard to alternative access across third party driveway.

The contracts to install Phase 1 of the additional canopies on the Kingsland Station have been awarded and works are progressing well to ensure delivery ahead of the RWC. Phase 2 of the canopies are planned to commence after RWC. AT is continuing to liaise closely with AIF's, KiwiRail, Passenger Information Display to ensure a co-ordinated approach to the different work scopes whilst minimising operational disruption.

Project Management office

The establishment of the Contracts Content and Change Control Group has ensured a structured approach and management of the various AT tendering and contract documents as well as bringing an organisation-wide view to the PMO tool box.

Activities for the PMO over the next reporting period include:

- Developing more sophisticated and standardised risk assessment / contingency allocation systems;
- Developing a short-form physical works contract template for use on minor construction works;
- Inviting applications from suppliers for inclusion on a pre-qualification list – thus allowing streamlined tender submission / evaluation processes;
- In conjunction with the above – development of a consolidated and centralised contractor performance review / record process / system.

5 COMMUNICATIONS AND PUBLIC AFFAIRS (Wally Thomas)

5.1 Executive Summary

The Communications and Public Affairs division provides strategic and operational support across all facets of Auckland Transport.

The major focus of work during this reporting period was the launch of the first phase of HOP on North Shore bus services. A number of other customer campaigns were initiated including the 'Check Before You Step' pedestrian safety campaign. The 'Back to Uni' campaign targeting tertiary students concluded with results exceeding campaign targets.

5.2 Key Initiatives

HOP Launch

A multi-faceted marketing campaign led into the "Go Live" of HOP on North Star bus services. Messaging changed from raising awareness of the product ("Here Comes HOP") to more complex information around how to obtain cards and swap-out existing Go Rider tickets ("Ready, Set, HOP"). Despite the challenges of explaining this staged roll-out, by "Go Live" more than 15,000 cards had been issued, an extremely pleasing result.

As well as media messaging (Attachment 1), HOP Helpers were on hand at bus-stations and shelters, shopping malls, schools and tertiary institutions to assist with card change-outs. A special HOP ticketing booth at Britomart has been a key location for customers wanting to obtain HOP cards.

There have been more than 52,000 visits to the MyHOP website, with over half of those in the week before "Go Live" – an indication of the effectiveness of the marketing campaign and the growing level of awareness and interest in the product.

A HOP Twitter account has also been set up to both promote the service and answer individual queries.

The number of HOP cards being issued continues to rise as other services come on stream. The cards will be introduced on Go West and Waka Pacific buses on May 22 and Metro and LINK services in early June.

Tertiary Campaign

As previously reported the 'Back to Uni' campaign aimed to increase public transport patronage by students by 14% on the previous year. In another pleasing result, boarding numbers have in fact increased by over 25% (representing around 250,000 more boardings).

This is particularly notable given that overall the number of enrolled students remains fairly consistent year on year.

The campaign promoted tertiary discounts through a highly visible on-campus presence (digital panels, posters and Maxx ambassadors), as well as by utilising student web-sites and magazines and youth-oriented radio stations.

Pedestrian Safety

The 'Check Before You Step' campaign was launched by Deputy Mayor Penny Hulse.

This campaign targets teenagers and adults, with statistics showing they are the group most likely to be involved in accidents with cars especially within town centres (including the CBD). Auckland CBD has the highest number of vehicle versus pedestrian accidents, with Queen Street, Karangahape Road and Hobson Street being the intersections with the most incidents.

The campaign will run for six weeks and be re-visited during the Rugby World Cup (RWC) when visitor numbers are expected to increase dramatically. By using a cascade of media messages including bus backs and bus shelters (around key town centres and pedestrian routes), it is hoped to raise awareness among pedestrians to cross safely and for motorists to slow down.

Rugby World Cup

RWC preparations continue. Staff are working closely with ATEED to ensure transport messaging is contained within all information and collateral being prepared. Target audiences include visitors, Aucklanders and businesses who may need to adjust their activities, particularly on game days. A series of presentations on transport planning will be made to groups such as the Chamber of Commerce in coming months.

The work with ATEED includes the development and marketing of a special public transport card (the A Pass) aimed at visitors. Staff have also finalised plans for a special RWC related photographic exhibition at Britomart. A series of 100 "iconic" photographs will be on display, mirroring a similar exhibition in Wellington.

The Minister of Transport, Hon Steven Joyce, has requested an update on RWC preparations. This will take place in coming weeks.

Also in the lead-up to RWC, an initiative being trialled (at Super 15 matches) sees the utilisation of Bluetooth technology in/around stations.

A Bluetooth transmission device has been installed at Britomart prior to the Blues vs. Stormers match. The device – about the size of a computer modem – can transmit messages to anyone within range who has Bluetooth enabled on their mobile-phone. Messages will be sent via text advising how to get to the game, e.g. "For trains to Eden Park use platform 1 and disembark at Kingsland Station. If you are returning to the city after the game all trains will be leaving from Kingsland. Travel is free with your game ticket."

It is anticipated that this will be particularly helpful for visitors during RWC who may not be familiar with station layouts etc.

A similar trial is being run at Auckland University, transmitting a marketing message around the HOP Card.

The final opportunity to trial transport planning and communications around big matches at Eden Park comes with the Bledisloe Cup test match in August and, possibly, Super 15 semi-finals and final.

B.Line

The B.Line bus service along Dominion Road has proven extremely popular since it was introduced last year. A survey to measure the effectiveness of marketing activity shows that most people in the geographical catchment recall seeing or hearing about the service.

Over 300 survey forms were completed and showed:

- The buses act as their own advertisement – 54% of people recall seeing or hearing about the service from B.Line buses running along the routes. A further 40% of people mention seeing billboards.
- Key messages are reasonably well recalled with over 50% of responses recalling "7am-7pm every 15 minutes". Also mentioned was "more frequent and regular buses".

- A Mail drop promotional letter delivered earlier this year was recalled by six in ten people.

Satisfaction with the service is also high with 90% of customers satisfied with the B.Line service overall. Convenience, cleanliness and frequency are key aspects of the service rated positively by respondents.

Media Activity

Media coverage of Auckland Transport as an organisation once again increased (as it has month on month since monitoring began in January). The organisation was either the focus of or mentioned in 268 reports - a significant rise from 136 reports the previous month.

Pre-publicity about the introduction of HOP and coverage of growing public transport patronage were largely responsible for this increase.

The NZ Herald was once again the leading press outlet to report on Auckland Transport (24 reports) and the aucklandtrains.co.nz site was the leading on-line outlet (37 reports).

Media reports are compiled by an independent monitoring and analysis agency. Over the period 81% of coverage was deemed to be positive or neutral in tone.

Public transport (including HOP) was once again the leading focus of analysed coverage, comprising 51% of total coverage. Reporting focused on roading and infrastructure made up 21% of coverage during the period. A prominent theme was the progress of AMETI, with frequent and favourable discussion of improvements in Panmure and Pakuranga.

Incident Response

The tornado which struck Albany closed a number of roads and detours were put in place.

Over the course of the late afternoon and into the evening five media advisories/updates were issued. Mainstream media were invaluable (TV3 and Newstalk ZB in particular) in carrying the message that commuters (including those on buses) were to expect delays. Various contractor crews were also on hand through the night to assist with clearing debris off roads etc.

Through internal communications channels, staff at all locations finishing work for the day were advised to be cautious if commuting and were referred to Civil Defence and emergency services websites for up-to-date information.

6 KEY RELATIONSHIPS UNIT (Stephen Rainbow)

6.1 Executive Summary

The Key Relationships Unit has over the past month put considerable resources into responding to issues raised through the Auckland Council Annual Plan and the Local Board Plan processes. This has involved attendance at Hearing of Local Boards and dealing with matters raised.

The Unit has facilitated briefings for Labour Party MPs and Green Party Transport spokespeople and provided ongoing input into AT Capex projects.

There has been engagement with tanga whenua in relation to the South West to Airport Transport Study and liaison with NZTA and AC Maori Units. There has also been Iwi engagement over several phases for AMETI.

6.2 Key Relationships

- Briefing for Green Party transport spokespeople
- Briefing for Labour Party MPs
- Met with Business Forum about impending publicity drive
- Ongoing advice and input into AT capex projects
- Ongoing support to Council meetings, Mayoral meetings etc.
- Dealing with issues raised by Councillors and other stakeholders

6.3 Elected Members Liaison Unit

- Unit staff have been heavily engaged over the last month in the analysis and response to requests for information on projects identified by the Local Boards and by public submitters in the context of the Annual Plan and Local Board Plan processes.
- Unit staff have also been seeking to explain to the Local Boards the pressures that AT will be under in the forthcoming budget year, and especially to dampen their expectations that some of their more “aspirational” projects will be able to be funded.
- It is anticipated that within the next month the appointees for both the current Elected Members Liaison role vacancies will take up their positions, and that the Unit will be back to full strength

6.4 Stakeholder Liaison

- Coordination of responses to matters raised through the Auckland Council Annual Plan process. This has involved research and response to approximately 100 queries.
- Responded to issues raised by Auckland Councillors
- Liaison with Key Stakeholders in relation to matters raised by Local Board members.
- Attendance at Local Board hearings for Annual Plan submissions.

6.5 Liaison – Iwi/Maori

- Mana whenua Relationship plan scope continuing
- South West to Airport Transport Study– engagement with tangata whenua (workshop on issues) completed
- Liaison with NZTA Maori; ACC Maori Unit on-going
- AMETI Iwi engagement co-ordination sought over several phases

7 STRATEGY AND PLANNING (Peter Clark)

7.1 Executive Summary

The Strategy and Planning Unit (S&P) focused on ensuring seamless continuation of key activities including the City Rail Link, South West to Airport Study and maintaining the flow of NZTA funding to Auckland Transport through the RLTP process.

It has also been building relationships with Auckland Council to support the Auckland Spatial Plan and Central City Masterplan process.

7.2 Planning and Policy

City Rail Link

The updated information around this project is detailed in a separate report. The Strategy and Planning team have been providing information for and assisting in the preparation of both the Ministry of Transport Review and the AT/AC documents which have consumed most of the teams time.

South West to Airport Transport Study

The South West to Airport Transport Study continues to progress at pace with a set of six packages being developed which outline different route and mode options to the airport. Additional modelling work is required which will extend Phase 1 by three weeks until the end of May. However, it is intended to make up this time in subsequent phases. The next Stakeholder Steering Group meeting is scheduled for 23 May which will provide an overview of the preferred way forward.

Auckland's Spatial Plan – the Auckland Plan

The Strategy and Planning Unit are continuing to engage with Auckland Council in the development of the Auckland Plan through workshops looking at potential transport networks that may be required to facilitate the land use scenarios that council are evaluating.

Regulatory Planning Matters

The Transport Land Use Integration Plans team co-ordinate Auckland Transport's response to Auckland Council plan changes, private plan changes and notices of requirement. The following list identifies such changes that have required Auckland Transport involvement over the last month:

- Plan Change - Kumeu Town Centre – providing comments on Auckland Transport's submission points
- Plan Change - Takanini Area 6 – reviewing Auckland Council's transport assessment study and providing a response on this from Auckland Transport and NZTA
- Plan Change - Wiri North Quarry – addressing submission points
- Plan Change - Mill Road and an application to extend the Metropolitan Urban Limits (MUL) – providing Auckland Transport comments on the proposal
- Plan Change - Beachlands – reviewing Auckland Council's decision
- Plan Change - Pine Harbour – reviewing Auckland Council's decision
- Plan Change - Papakura Rural Plan Change – working through appeal matters
- Plan Change - reviewing the Integrated Transport Assessment for Fulton Hogan Hobsonville Village

- Plan Change under preparation - reviewing the Integrated Transport Assessment for Hingaia Peninsula
- Plan Change - St John Vianney, Hillsborough - providing comments to Auckland Council on the submissions received
- Notice of Requirement - Wiri Men’s Prison - pre-hearing conferencing
- Notice of Requirement – SH16 widening (NZTA) – providing comments on conditions to be considered by Auckland Council
- Notice of Requirement under preparation - Westgate/Massey North Cable Undergrounding (Transpower) – working through appropriate conditions for the applicant’s consideration, identifying the need for a maintenance agreement between Auckland Transport and Transpower
- Outline Plan of Works – Papakura Motorway Interchange - review of NZTA’s proposal

The Transport Land Use Integration Plans team is also working with Auckland Council on developing the transport content of the future Unitary Plan which will replace the District Plans.

Central City Masterplan

Auckland Council’s planned Central City Masterplan (CCM) will contain a number of transport-related proposals aimed at developing a city centre of international standing.

Staff have been working with Auckland Council on determining the extent and details of the various transport proposals, to enable these to be tested through traffic modelling simulations. The testing and analysis involves key stakeholders in the transport network, including NZTA.

7.3 Regional Land Transport Programme Funding

Regional Land Transport Programme 2009 - 2012

Monthly Reviews

One funding application (Emergency Works (E/W) for first response and permanent re-instatement as a result of storm related damage from cyclones Zelia, Vania & Wilma) was received and actioned; totalling \$3,000,000. NZTA have confirmed its approval.

Project name							
Project name	Description	Activity Class	Phase	Cost	Comments (AT)	Outcome (NZ Transport Agency)	
April 2011							
AT	E/W January 2010/11 Total New Schemes Approved for Funding	All first response and permanent re-instatement work resulting from cyclones Zelia, Vania & Wilma from 21 to 29 January 2011.	Maintenance	Construction	\$3,000,000	Recommended	Approved.
					\$3,000,000		

RLTP Variation

A request to vary the RLTP was received from NZTA (HNO) in early March. The request included three projects:

- SH1 (Southern Motorway) Hill Road to Takanini southbound 3-laning - \$49.9 M
- SH1 (Northern Motorway) Constellation to Greville Road NBD 3-laning - \$26.3 M
- SH1 (Southern Motorway) Ellerslie – Panmure Highway to Greenlane NBD Auxiliary lane - \$21.1 M

These projects are considered essential for congestion relief on the Auckland State Highway network to make best use of the existing infrastructure. NZTA have advised that the projects have received sufficient consultation to meet the requirements under the LTMA.

NZTA have also advised that the projects will be managed from within the national “New and Improved Infrastructure for State Highways” activity class. HNO also advise that the projects will be implemented through the deferral of other, lower priority, projects.

Auckland Regional Land Transport Programme 2012/2015 (RLTP) Update

April has seen the initiation stage of this project substantially completed. Membership of the Steering Group has been confirmed and a basic project structure has been developed. The first Steering Group meeting was held in April and included Manager, Regional Strategy, Community & Cultural Policy from Auckland Council and the Auckland Regional Director of NZTA.

A number of issues were raised, including the potential overlap of Auckland Council and Auckland Transport strategic planning work. The public consultation was also highlighted as an area that needs to be carefully planned, to ensure complementary consultation with other Auckland Council documents being consulted on around the same time.

Initial meetings have been held with Asset Management, NZTA’s Highways and Network Operations and Auckland Council’s Long Term Plan Project Director, to ensure that the RLTP timelines are realistic and to introduce the process to these key people.

APPROVED FOR SUBMISSION by	David Warburton Chief Executive	
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