

Chief Executive's Report – November 2010

INTRODUCTION

This Report is a collation from the area managers and provides the Board an overview, status and direction report on Auckland Transport (AT)

1 HUMAN RESOURCES

1.1 Section Removed: Contains Human Resource related material

1.2 Section Removed: Contains Human Resource related material

1.3 Health and Safety

- The Accident Compensation Corp (ACC) WSMP audit application will be sent in November. ACC will then identify which sites will be audited allowing us site specific preparation. This audit must be completed by 28th February 2011 to gain a back dated discount to 1st November 2010.
- The Vault EH & SMS will not be fully operational for some months and will need to be rolled out progressively to managers. Some manual forms will be posted on the Intranet as an interim measure.
- An electronic interactive H&S induction package will be made available on the Intranet before the managers training on the 18th November. This will form part of the training.

Please note: the last report incorrectly states that the discount program is legacy Auckland City Council, it is however Accident Compensation Corporation (ACC) program.

1.4 Cultural / Training / Support

Cultural

- A focus on customer service and outcomes/delivery based culture is being incorporated into all communications and training in the organisation.

Training

- Training for all staff throughout November in AT's core IT business tools/systems - SAP, Microsoft Sharepoint, and Office 2010.
- Manager Induction training programme to be held on 18, 19, and 24 November to impart important information to managers, team leaders and supervisors to support them in their roles and assist in bringing the organisation into a single entity with common values.

Support

- A contract with EAP Services has been signed and is being advertised to managers and staff. This will support the transition training programme.
- AT offices will be closing for Christmas at noon on 24 December. Those required by managers to work in the afternoon will receive a half day off in lieu.

- Those not working on 24 December will be required to apply for a full days annual leave. The offices will re-open at 8am on Wednesday 5 January 2011. Those with no leave owing will be allowed to take leave in advance.
- The HR Advisory team have been allocated responsibilities across the organisation and are currently in the process of making themselves known to management and staff at all centres
- Travelling to Work workshops are being held across all AT offices from 11-26 November to assist staff in finding the best transport options for their commute to their new work locations
- FAQ's are being finalised for the intranet in response to questions that were raised by staff at the AT Induction expo days
- Seven PSA delegates will be working full or part time on issues resulting from the transition in both Auckland Council (AC) and AT for the period ending 31 January 2011
- **Section Removed: Contains Human Resource Related Material**

2 OPERATIONS

2.1 Executive Summary

- Day 1 / Week 1 Operations for Auckland Transport have gone well with customer facing activities performing as expected.
- Where transitional issues had to be dealt with for, instance with regard to some parking payment mechanisms, these were dealt with speedily with minimum impact on customers.
- Key operational activities in the last few weeks have included the rollout of the Traffic Management Plan for the 6 November Eden Park Rugby League Event. A record 40% of the crowd was carried by public transport to the games and the new parking plan was implemented effectively. There were some issues for residents which are being addressed in the post-match review, and meetings with the community will be tabled for the next period.
- The key issue that has attracted media and political focus is the ongoing funding of Auckland Metro rail services. This is a key matter for engagement of Auckland Transport with Auckland council and the government over the next few months.

2.2 Road Corridor

Road Corridor Operations

- Development of an Action Plan for implementing improved Traffic signal coordination and route optimisation has commenced. Discussions with NZTA on a partnership on the TMU are underway.
- With the establishment and delegation for a Traffic Control Committee being approved, the first meeting of this committee is now being planned for mid-November, which will enable continuity of decisions around traffic and parking controls to be maintained.
- A stock take of the regions safety improvement projects and the associated resources is underway, and should be complete by month end.

Road Corridor Maintenance

- A number of Councils bundled road maintenance with other activities (e.g. tree pruning, property administration). Work is underway to identify these bundled contracts and agree with Auckland Council how these will be managed.
- Business as usual is continuing (this includes reseals, footpaths, pavement rehabilitation, minor safety works, walkways/cycleways, routine maintenance, drainage renewals, street lights, etc.)
- A number of maintenance contracts expire June 2011 and a decision on their future management will need to be made shortly
- Road Corridor Access
- Regular Road Opening Notice (RON) and overweight permit customers have been written to advising them of Day 1 arrangements in each of the legacy Council areas
- RON and overweight permits continued to be received and processed on Day 1. In the first week (1-5 November) 517 RON's were approved. An early project is to review and standardise the fees and charges for RON's and related activities across the region.

2.3 Public Transport

- **EMU procurement with KiwiRail:** bidders continue to prepare responses to the RFT; evaluation framework and structure is being developed jointly between KiwiRail and Auckland Transport
- **Rail Track Access Charges and Funding Gap:** This is addressed in more detail in Attachment A.
- A new form of partnering model between local government and bus and ferry operators continues to be developed. This is a commercial franchise model that involves a combination of open book negotiation on performance based commercial agreements in conjunction with a substantial proportion of tendered contracts.

Business as usual activities:

- Redesign prior to consultation of new Isthmus and CBD distribution bus services including the City Circuit and LINK in preparation for Rugby World Cup (RWC)
- Provision of special event rail and bus services to Eden Park 4-Nations Rugby League event on Saturday, 6 November achieved a record patronage of 17,800 patrons to the game (40% of crowd) and 16,900 patrons from the game
- A new Britomart PT information and retail outlet is due to be completed and opened in mid-November
- SuperGold card changes by MoT have been communicated to all PT operators for implementation on 1 December 2010. This change was a reimbursement for operators from 75% to 65% fare value. A moratorium on new services to be added to the scheme.
- Development of new customer information channel tools for people with disabilities will be rolled out during November

2.4 Rugby World Cup

- A separate Board paper provides an overview of the RWC project. A post match briefing from the 6 November 4 nations rugby league event has been sent to directors.

2.5 Parking and Enforcement

- The move to one consolidated infringement system (Pathway) was successfully completed with minimal impact on customers, although a number of technical issues have needed to be resolved
- Customers now have more payment channels available. Additional region wide payment channels for parking and bus lane infringements are by phone (IVR), online on the Auckland Transport website by internet banking, and at all Kiwibank and BNZ Branches. Payments can also be made at the Auckland Council Service Centres.
- Backlog infringements inherited from the ELGOs are being addressed with over time and will be cleared by month end.

2.6 Community Transport

Community Transport teams are in place with a focus on progressing delivery of programmes for November and December. Activities include :

- Preparing for the North Harbour Business Association Carpooling scheme launch on 17 November
- Launch of Windy Ridge School Travel Plan on 16 November
- Preparing the Launch of the "Share the Road" campaign for cycle safety, and preparing for the summer and Christmas road safety campaigns
- Engaging with schools to enrol 25 new school travel plans for the 2011 school year

- Progressing the development of cycle lanes as part of KiwiRail's bridge upgrade programme in South Auckland

3 FINANCE

3.1 Executive Summary

The finance unit has been very busy in its first two weeks together as an operating unit.

3.2 Update

Information Services have been resolving the expected transition issues, staff logins, and access to services. Parking systems are operational with no major problems, although there is still significant resource going into supporting the application and staff around the change. The Enterprise solution (SAP) is operational and we are able to transact business.

Customer services are operating and working on a number of relationship matters with Auckland Council who are a shared service provider. A number of issues have arisen and are being worked through. None of these issues have caused a reduction of service to our customers and they are all of a type which one would expect when a system or process goes live.

The Accounting team are working to get the Annual reports completed as well as the organisational budgets established. The Transition work has established budgets at a high level which we believe are reasonably reliable, but at the more detailed level the process means that we have less confidence in the figures. Again this is a normal process following organisational change. Due to the timing of completion of the financial budgets Auckland Transport (AT) did not have staff and so were not able to work on the AT budget details.

Property have continued to work on portfolio issues and ensuring that settlements continue and rentals are received. In addition, Property also have some resource dedicated to the accommodation changes.

3.3 Next Steps / Key Issues

Work to be undertaken in the next month:

Accounting and Finance:

- Budgets will be established and the forecasting process will be developed
- Financial policies will be in place for procuring goods and services (including P- cards and expenses), Debt management
- We currently have \$7M cash in the Auckland Transport bank account. We are actively monitoring our cash and forward expenditure and we have sufficient funds in place to meet our obligations.
- We are working with Auckland Council on our funding agreement
- Annual reports for the terminating entities are being completed, including staff working on legacy Council terminating entities where they were part of the previous Annual reporting team
- Continuing training and process knowledge for the new financial processes and delegations
- Commence planning for the 2011/12 plan and budgets
- First month end close and management report
- Assist the organisation through the first month of expenditure processing

Customer services

- Continuing to work through the new processes and relationships
- Establishment of LGOIMA processes for the organisation
- Working with Parking to resolve the backlog of enquiries
- The existing local authorities did not process approximately one month worth of correspondence for Parking which has created a backlog which we are currently working to clear

Information Services

- Get all users familiar with systems through training and support
- Support staff moving with required systems changes
- Establish change management work programme and prioritisation process, through the formation of an internal IT Steering group
- Assisting staff in using SAP for the first month of expenditure processing

Property

- Continue to support accommodation changes
- Work on protocols with Property company and Auckland Council

4 INFRASTRUCTURE

4.1 Executive Summary

Overall the transition to Auckland Transport for the Infrastructure division has occurred without incident. Leadership and teams are now in place and coordinating the activities of the division.

Over the transition period Auckland Transport staff have demonstrated significant commitment and resilience and should be commended for their efforts. In many cases staff have continued to work on legacy projects while developing handover documentation over and above preparing for transition into their new roles. There still remains significant work to ensure efficient project handovers are complete however the positive approach staff have demonstrated and the project continuity work undertaken over the transition has provided us with an effective basis to maintain delivery momentum for the Auckland Transport portfolio of projects.

Over the next month the key issue for the Infrastructure division will be the development of increased certainty around the forward works programme in particular for the 10/11 year but also to 12/13. The Auckland Council Planning document, which forms the currently approved Long Term Council Community Plan (LTCCP), has now largely been consolidated into the Auckland Transport SAP system and this will provide the basis and accountability for the infrastructure divisions forward works programme. As the data contained in the LTCCP is a straight download of the original legacy LTCCP's a complete review is necessary to ensure that there are no errors, that it is realistic from a delivery perspective, that the identified activities remain appropriate and that we have allocated accountability to the correct locations within Auckland Transport. This work is on-going and we expect to be able to report any variances to the Board in December with respect to the outcome of this review.

While the tender workload remains steady it appears that prior to the transition most legacy Councils have accelerated tender processes to market. For this reason in the short term there will be a slight lull in tender activity however we do not expect that this will impact our ability to deliver on the overall portfolio of projects.

As part of our ongoing work programme, a series of independent audit reviews of our procurement processes will be undertaken. The purpose of these reviews is to ascertain that our system and work processes are satisfactory.

The current plan is for the Infrastructure division to co-locate at the Henderson Level 4 Administration wing on Monday, 22 November 2010. While all teams have communicated work plans and are operating well, once we have co-located we expect that greater team co-ordination and efficiency will result.

4.2 Next Steps / Key Issues

The following sections provide a brief update with respect to the four Infrastructure divisional activities.

Asset Management and Programming

The Asset Management and Programming (AMP) division has now been established to lead the strategic asset management function for Auckland Transport's portfolio of assets and will create and maintain a region wide asset management plan. The division's activities will include monitoring the condition of all assets and formulating a prioritised programme for planned maintenance, renewals and improvements, along with the development of policies, standards and performance criteria.

The transition has seen staff consolidated at three temporary locations; Waitakere, Takapuna and Auckland. Initial tasks have included supporting the Annual Plan process by producing a consolidated Auckland Transport project programme from data held by NZTA and also data entered into SAP. This work is on-going, and we are targeting having a complete and accurate project list as soon as possible. Over the next month the AMP division will also commence the development of reporting dashboards and programme management tools to enable effective portfolio management for the project implementation teams.

Other tasks have included the commencement of a stocktake of existing asset management plans and systems within the legacy organisations.

The objective here will ultimately be the production of a robust asset management plan which provides certainty of our approach with an effective framework for efficiently achieving desired customer levels of service via effective asset management.

Infrastructure Development

The Infrastructure Development division has now been established with a near full complement of staff. The focus over the transition has been to ensure continuity of committed projects and the progression of new projects to tender to ensure that we do not lose momentum and can meet our portfolio targets for the year.

Major Projects and Project Management Office

The Major Projects division has now been established to provide focused project management discipline to Auckland Transport's most significant projects. However, recruitment of sufficiently competent project managers has remained a challenge with several vacancies outstanding which we are focussed on filling as a matter of urgency. To provide continuity and cover for vacancies we are currently sharing resources with the Infrastructure Development team, however this will not be sustainable in the long term. Over the transition Major Projects activity has focussed on establishing contacts with new teams and ensuring that existing projects and programmes are maintained.

The Project Management Office (PMO) has been established within the Major Projects division as a project management discipline centre of excellence. The PMO will provide support to project managers across Auckland Transport. The focus over the transition has been on reviewing existing project management processes, documentation and systems with a view to consolidating and optimising an approach as the basis for on-going development and standardisation. The proposed basis for development at this stage is largely the adoption of the legacy North Shore City Council 'Programme and Projects Management Manual' and this is consistent with the pre-existing process structures at legacy Auckland City Council, Auckland Regional Transport Authority and Waitakere City Council.

The focus of the PMO over the next month will be on agreeing with key project delivery team managers base processes and documents and rolling-out base project management system documents, flow-charts and templates. To ensure we operate within an environment of continuous improvement the PMO is also reviewing project performance benchmarking options which will allow performance monitoring of projects and suppliers and to compare this with other clients such as the NZTA.

Investigation & Design

The Investigation and Design division has now been established with the accountability of taking projects from the approved scheme phase to readiness for construction. Over the transition visits to legacy Councils have been undertaken to receive project briefings and to collect files and data related to current projects. This work will be on-going in parallel with the portfolio programme development currently being compiled. In particular, the visit to the legacy Manukau City Council, revealed the risk of loss of records, knowledge and data relating to current projects in this area due to a lack of appropriate handover documentation and staff continuity. Arrangements have now been made to download records and data, and over the next month handover of projects from legacy project managers will continue.

4.3 Key Infrastructure Project Update

The following provides a brief summary of key project activities under the direct control of the Auckland Transport Infrastructure division.

Eden Park

Excellent results have been achieved in the last two weeks from major works around Eden Park for the Rugby World Cup. The work includes the installation of state-of-the-art variable street lighting using LED technology, a first on this scale in New Zealand and the completion of the striking new shared zone space called Wairepo Swamp Walk. Critical activities for the next month will include the tendering of a number of projects to ensure we can commence work over the summer construction period.

Claris Airfield Terminal on Great Barrier Island

The construction work is ahead of the scheduled completion date of January 2011 and is anticipated for completion prior to Christmas. Works still to be completed include finishing details for fitting of solar panels and equipment for the generator room. Furniture for the new terminal is still to be discussed with the Local Board. The final cost will be within the approved budget.

East Coast Road road-widening project

Construction is progressing well and expected to be complete ahead of schedule. Major structural and surfacing works were completed last week. The final intersection upgrades and surfacing will occur as night works over the next few weeks. Work on footpaths, driveways, kerb and channel and streetlight installations continue on programme. Cost forecast remains on budget.

Long Bay

Preparation is underway to issue a registration of interest with the intent of going to market at the end of November. An Early Contracts Involvement (ECI) procurement model has been selected as providing the optimal value for money.

New Lynn

Physical works for parking, walkway and safety improvements stage of the New Lynn project is expected to be completed by April 2011. This will provide additional parking capacity in Astley Avenue, completes the pedestrian link on the north of the rail trench, and improves safety around the exit into Clark Street. Over the past month the design was completed and resource consents applied for. Over the next month we expect that physical works will be tendered with an estimated value of build works of around \$250K

For the Great North Road Upgrade and McRae Way Upgrade components of the New Lynn project the concept design work was completed and approved last month ready to proceed to detailed design. These works will provide for the upgrade of streetscape and walkways with minor carriageway works between Totara Avenue and Veronica Street and between Memorial Drive and Great North Road. In the next month it is planned to tender the detailed design component. We also anticipate knowing the result of the mediation for the land take of number 30 Totara Avenue. The total design and build value is around \$15.0 m and construction completion is anticipated for mid-2012.

AIFS

This project has an established momentum which is being maintained. There are some implementation works associated with the project (cabling etc. on stations) which are being undertaken within the Rail upgrades team. A separate paper will go to the Board this month to update the AIFS project.

Manukau Rail Station

The underground rail box has now been completed to platform base level. Over the last month the concept design for the rail station / Manukau Institute of Technology (MIT) campus was signed off by stakeholders allowing the detailed design of the above ground components to proceed. Over the next month, we anticipate tendering the construction of the platforms and station fit out (canopies, escalators etc.) with the intent to commencing physical works in December 2010. All works are on schedule and within budget and work continues on the MIT above-station campus component of the project.

Good progress has been made on enabling works as part of the NZTA Highways and Network Operations SH20-1 project. The Lambie Drive bridge is complete and the tunnel structure through to Davies Avenue is nearing completion. Earthworks on the embankment from the main trunk railway line are also in progress.

Further work, in particular with respect to operational issues, is required to determine if the station could be operational for the Rugby World Cup. If possible a temporary entrance could be utilised and the rail operators would require a training window before the event which needs to be factored into the programme.

AMETI (Eastern Corridor)

The AMETI programme is well established with momentum being maintained within phases in Auckland and Manukau. The Pakuranga Interim Improvements project which involves the widening of South Eastern Highway on both sides immediately west of the intersection with Ti Rakau Drive to improve traffic flows at this major intersection has recently commenced.

Dominion Road

Recent legacy organisation decisions and consultation has required a re-evaluation of the previous preferred option. It is anticipated that we come to the Board in February 2011 with a preferred option for this project.

Manukau Car Park

Design work is now complete and tenders have been received for the car park construction. Last month construction tenders were evaluated and preferred tenderer identified (endorsed by legacy Manukau City Council and the ATA). Construction will start early next year as the site is not available until 1 January 2011.

There is potential to accommodate the aspirations of MIT to provide parking for their campus development at the Manukau rail station. MIT are currently evaluating this, and if they wish to proceed another one or two levels could be added to the car park building, the additional work to be at their cost. We expect to be able to close this out with MIT before the end of December 2010.

Flatbush School Road Bridge

The deck of the bridge has recently been poured and the upgrading of the road approaches on either side of the bridge is nearing completion. The project is on track to be completed by early January 2011 at which time the road will be re-opened for through traffic.

KiwiRail Bridges

KiwiRail are replacing six road bridges that cross the main trunk railway line between Papakura and Papatoetoe as part of their Main Trunk Electrification project. Auckland Transport is contributing to these works to widen the bridges to include cycle lanes. The replacement work is scheduled to be carried out in a three week period in January 2011. Each site will require enabling works prior to the replacements and this work has already commenced at St George Street and Bridge Street in Papatoetoe. The traffic restrictions due to these works have the potential to significantly affect traffic movements in these areas. This will be monitored closely to ensure that disruption is kept to a minimum.

5 COMMUNICATIONS AND PUBLIC AFFAIRS

5.1 Executive Summary

The Communications and Public Affairs division provides strategic and operational support across all facets of Auckland Transport. The main areas of focus are:

- External Communications (which includes stakeholder and community consultation and website development)
- Internal Communications
- Strategy and Research (customer analysis and insight to inform new product development)
- Customer and Identity Communications (campaigns aimed at increasing passenger transport patronage in particular and branding)

5.2 Areas of Recent and Planned Activity

Internal Communications

- Staff 'TravelWise' workshops on the benefits of car-pooling and use of public transport (to the Henderson offices) have been held
- The Transport intranet site is the main internal communications channel for staff. This is updated daily with organisational news and external media coverage relating to transport.
- The weekly 'On the Move' staff newsletter continues to keep staff up to date. The focus is currently on IT, HR and location related information.

Customer Communications

- The Auckland Transport (interim) corporate identity brochure has been distributed both internally and to suppliers (printers etc.). All new items and collateral are now being produced according to these guidelines.
- **Events:** Advertising campaigns promoting passenger transport options for the Metallica concert and international rugby league matches at Eden Park were implemented. Upcoming special events include: U2 and Bon Jovi concerts, the Auckland Santa Parade, and Christmas in the Park.
- A print (community newspaper-only) and radio campaign promoting the new Auckland Transport contact details concludes at the end of November
- **Rail timetable updates and maintenance work:** A number of initiatives are in progress to communicate changes to services over the Christmas period. Staff have been working with rail operators Veolia on the 'soft' launch of a text alert service (advising customers of delays and cancellations). This commences in the week beginning November 15.
- **Community Transport initiatives:** Staff have been working with the North Harbour Business Association on the launch of a business carpooling initiative
- **Tertiary Travel Campaign:** A public transport campaign aimed at tertiary students returning to study will begin in February 2011. Creative concepts are currently being developed.
- **AIFS Stage 1 launch:** A Marketing Plan is in development and due to be completed early December. Sign-off is required prior to Christmas for Launch material and a media plan.

External communications

- **The Auckland Plan:** Initial meetings have been held with Auckland Council to determine the best way to provide Auckland Transport communications input and consultation support to the Auckland Plan (also known as the Spatial Plan).
- In conjunction with staff from the Key Relationships division, protocols and procedures for interaction with the Mayor's office have been agreed. These relate most particularly to correspondence and media inquiry. Briefing material on rail and funding issues has been provided to Mayoral advisors.
- Also, at the Mayor's request and working with Auckland Council, staff are preparing a creative brief for an interactive presentation (DVD) which portrays the Mayor's vision for rail in Auckland. Auckland Transport staff will have primary responsibility for scripting the DVD. Production is to be completed by Christmas.
- Significant media coverage resulted from poor crowd behaviour at Eden Park's international rugby league matches. In general, coverage of traffic management aspects of the event was positive. Staff worked with the mayor's office on aligning messaging both prior to and post the event. Residents have also been asked to make any comments and suggested improvements for traffic management via a dedicated feedback form on the Auckland Transport website.

6 KEY RELATIONSHIPS UNIT

6.1 Executive Summary

The Key Relationships Unit (KRU) has focused on establishing the Elected Members Liaison Team, building relationships with Local Boards and, in particular, their Transport spokespeople.

Establishing clear lines of communication between Auckland Transport (AT) and Auckland Council, including the Mayor's office, has been the other significant activity.

6.2 Key Relationships

- The KRU has been involved in briefings and induction tours for new AT Board members, and for political leaders including the Leader of the Opposition and the Oppositions Transport Spokesperson
- Along with Communications & Public Affairs the KRU met with the Mayor's office to establish operating principles around transport issues and the Mayoral office
- The KRU has contributed to resolving several issues and enquiries from the Mayor's office as well as Local Board and Council members
- The KRU met with the Transport Manager at Auckland Council to establish operating protocols (particularly around the relationship between AT and the Auckland Council Transport Committee)

6.3 Elected Members Liaison Team

- Local Elected Member Liaison Team staff were introduced at each of the Induction Courses for the Local Board Members
- Members of the Elected Members Liaison Team have been present at the Inaugural Meetings of the Local Boards and have introduced themselves to the Chairs of the Boards
- The Elected Members Liaison Team has met to establish consistent operating principles across all Boards
- An initial register of issues projects and initiatives has been created based on feedback from Local Boards, environmental scanning and discussions with AT staff

6.4 Stakeholder Liaison

- A Stakeholder Relationship Management Matrix is being developed, along with a strategy to manage key relationships
- A draft Relationship Management Agreement is being prepared for both the NZTA and the New Zealand Police (as per AT commitments in the SOI)

7 STRATEGY AND PLANNING

7.1 Executive Summary

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

It has also been building relationships with the Auckland Council Chief Planning Officer Department in order to support the Auckland Plan process.

7.2 Planning and Policies

Submissions to the Western Ring Route (State highway 20, Waterview)

NZTA has applied to the Environmental Protection Authority (EPA) for resource consents and designations to build a new six-lane motorway between SH20 at Maioro Street interchange and SH16 at Waterview interchange, as well as upgrading SH16 between Te Atatu Road and St Lukes Road interchanges. The proposal includes a 2.5km tunnel under Owairaka and Waterview, as well as raising and widening the SH16 causeway. The proposal will complete the motorway network in this part of the region and provide an alternative north-south route to SH1. Further information is available on the NZTA and EPA websites.

The EPA publicly notified the application on 18 September 2010 with submissions closing on 15 October. A hearing on the application will be held from 7 February 2011.

Submissions on the proposal were made by the three relevant legacy Councils and Auckland Regional Transport Authority. The four submissions support the completion of the Western Ring Route, whilst seeking the high quality replacement of open space, application of urban design best practice and a range of transport improvements.

Auckland Council and Auckland Transport will work together as partners to present a single submission to the hearings. Given the short timeframe to prepare the submission, Auckland Council will lead the overall submission to the hearings based on the previous four submissions. Auckland Transport will lead the transport related aspects of the Auckland Council submission.

The key transport submission points are:

- The provision by NZTA of a continuous cycleway above the tunneled section of motorway, to connect the existing SH20 and SH16 cycleways, utilising the Auckland Council park network
- The provision by NZTA of Great North Road bus lanes near the Waterview interchange as part of major carriageway reconstruction for the tunnels.
- The future-proofing of SH16 for future upgrading bus lanes to rapid transit standard, including bus-to-bus passenger connections at interchanges to ensure bus services maintain journey time reliability and a travel time advantage over other vehicles
- The protection of the planned Avondale-Southdown rail line, including providing sufficient room for a station at Stoddard Road town centre

Expert evidence in support of the Auckland Council submission is due on December 17, ahead of the Board of Inquiry hearing (expected to run February to April 2011), with a decision announced by June 20 2011.

7.3 Airport / Onehunga Rail Loop

The South-Western Airport Multi-modal Corridor Project (Airport Corridor) is a joint project between the NZTA, Auckland Council, Auckland Transport, KiwiRail and Auckland International Airport Limited. It is covered by a Memorandum of Understanding (MoU) setting out how the parties will work together to identify the preferred multi-modal transport routes to and from Auckland International Airport including destinations in between, and prepare documentation for route protection. The project objectives are to deliver the future arrangements for:

- The long term State Highway footprint for SH20A and SH20B and connections to SH20 and a progression plan for infrastructure delivery
- Rail rapid transit connections including station locations to the Airport, along the SH20, SH20A and SH20B alignments, the interface between these connections and the Airport passenger terminals
- A progression plan of public transport infrastructure and service provision over the next 30 years identifying progression from bus to rail based public transport
- Long term corridor cycle and walking routes and linkages
- Identifying current and potential future integrated transport / land use opportunities along connections to the Airport including those that could utilise freight rail where rail is a rapid transit option

The study area includes the Manukau Harbour Crossing to the north, Auckland International Airport to the south-west and the North Island Main Trunk Line (just north of Homai Station) to the south-east.

The key deliverable of the Project will be a robust set of Notice of Requirement (NOR) documentation to support the designation of the preferred routes including the establishment of easements within Auckland Airport. The Project will be split into three phases as follows:

- **Phase 1:** Option identification and assessment, identification of preferred corridor option and PT mode progression strategy
- **Phase 2:** Scheme Assessment, Business Case, statutory approvals, preliminary AEE
- **Phase 3:** Draft Notice of Requirement, Easement Documentation and Implementation Plan

Given that the Regional Land Transport Strategy (RLTS) 2010 identifies the Airport Rail Loop and improved SH20A and SH20B road capacity as activities of high regional significance and given the urgency and priority accorded to this project by the Mayor, the Airport Corridor project has set an ambitious target of completion of all three phases within 1 year from award of the contract.

The estimated cost of completing the study and providing for the project up to preparation of draft NoR is \$4.9 million. NZTA will fund 100% of Phase 1, estimated at \$1.7 million (subject to NZTA approval). For the remaining two phases, estimated at \$3.2 million, the costs will be shared by Auckland Transport and NZTA.

A request for tender (RFT) to deliver the project objectives will be advertised no later than 19 November 2010. Submissions in response to this open tender will close no later than 10 December 2010. The tender evaluation process will be carried out in accordance with the Procurement Plan (dated 8 November 2010) and the New Zealand Transport Agency's (NZTA) price quality methodology.

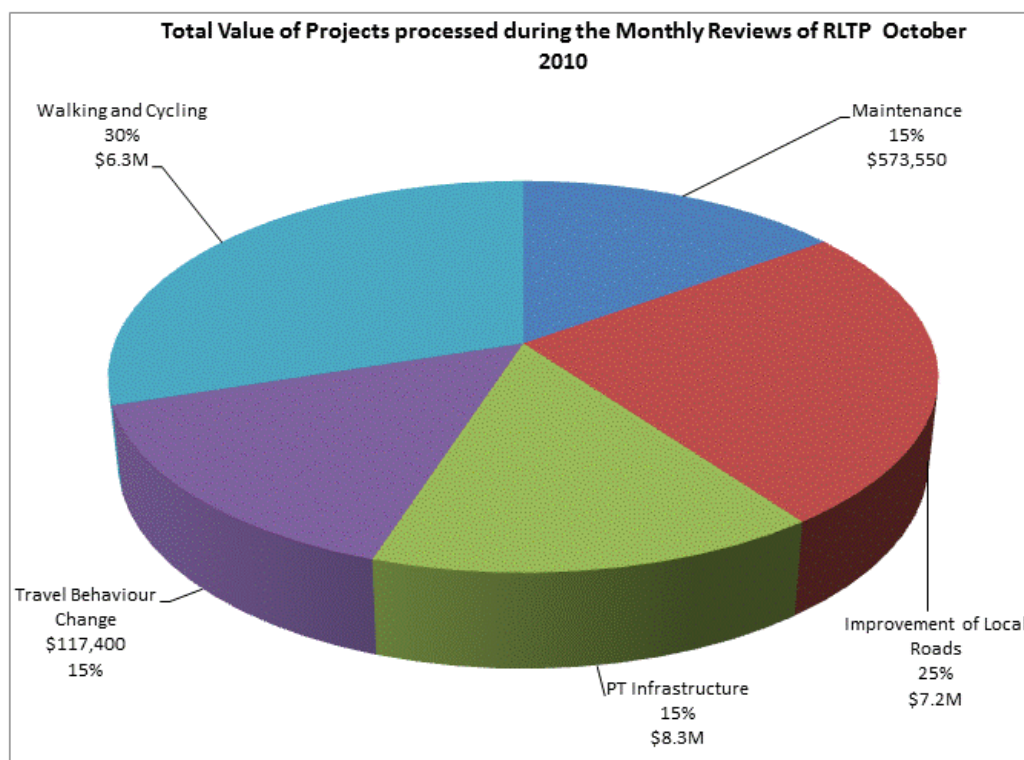
NZTA and Auckland Transport will work in partnership to deliver the contracted professional services.

7.4 Regional Land Transport Programme Funding

During the October monthly reviews, 20 funding applications totalling \$22,572,456 were submitted to ARTA for consideration. Details are shown in the attached table.

ARTA recommended 20 applications for funding. Of the recommended applications by ARTA, 5 applications worth \$8,828,897 have been deferred by NZTA for further information while the remaining 15 applications worth \$13,743,559 have been approved by NZTA.

Figure 1 shows the breakdown of scheme types.



Note The percentage values in the chart above relates to number of schemes processed as opposed to the value of the scheme.

Table 1 – October Recommended Schemes to NZ Transport Agency

Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
October 2010							
ACC	2009-12 Dominion Rd PT	Activity built on previous Dominion Road studies to identify a number of options, including the long term least cost option.	Improvement & Replacement of Local Roads	Investigation	\$1,400,000	Recommended	Deferred pending decision from NZTA Board.
ACC	Activity management Plans 2009/12	This AMP update is required to maintain the integrity and relevance of the current AMP by identifying material changes that have occurred since its adoption.	Travel Behaviour Change	Study	\$91,000	Recommended	Approved.
ACC	Auckland School Travel Plan Infrastructure	Activity supports strategic investment in walking infrastructure for schools and particularly aligns with the development of a naturally low speed environment.	Walking and Cycling	Construction	\$1,888,000	Recommended	Approved.
ACC	Quay Street - Hobson St to Tinley/Tangihua St	Quay Street reconstruction extends from the western end of lower Hobson Street intersection to the eastern end at the Tinley Street intersection.	Improvement & Replacement of Local Roads	Construction	\$3,200,000	Recommended	Approved.
ARTA	Passenger Transport Facilities Operations and Maintenance	Operational phase of the Auckland Integrated Ticketing Fare System	PT Infrastructure	Construction	\$3,384,920	Recommended	Deferred pending decision from NZTA Board.
ARTA	Penlink Economic Evaluation Review	Penlink Economic Evaluation Review	Travel Behaviour Change	Study	\$12,000	Recommended	Approved.
ARTA	Pier 1C and 1D improvements	Pier 1C and 1D improvements	PT Infrastructure	Construction	\$1,750,000	Recommended	Approved.
ARTA	South Western-Airport Multi Modal Strategy	Enhance the future accessibility of the Airport as a strategic international connection ("Southern Global Gateway") for New Zealand and the Auckland region.	PT Infrastructure	Study	\$3,220,000	Recommended	Deferred pending decision from NZTA Board.
FDC	Asset Management Plan Review/Update	Asset Management Plan Review/Update	Travel Behaviour Change	Study	\$14,400	Recommended	Approved.
FDC	E/W 2010/11	Flood damage & slip repair works.	Maintenance	Construction	\$200,000	Recommended	Deferred pending decision from NZTA Board.
FDC	Int Imp 2010/2011	Construction of intersection improvements - Harris/John and Edinburgh/Cape Hill	Improvement & Replacement of Local Roads	Construction	\$623,977	Recommended	Deferred pending decision from NZTA Board.
FDC	Reconstruction 2010/2011	This application is a request for road reconstruction and includes the reconstruction of two roads in the Franklin District jurisdiction.	Improvement & Replacement of Local Roads	Construction	\$1,493,455	Recommended	Approved.
MCC	E/W Manukau City - 2010/11	Flood damage & slip repair works.	Maintenance	Construction	\$226,000	Recommended	Approved.
MCC	St George Street Scheme St George	Provision of cycle and pedestrian facilities along St George Street and the bridge across the rail corridor.	Walking and Cycling	Construction	\$960,185	Recommended	Approved.
MCC	Station Road, Manurewa	Provision of cycle and pedestrian facilities along Station Road and the bridge across the rail corridor.	Walking and Cycling	Construction	\$1,221,646	Recommended	Approved.
MCC	Browns Road Scheme, Manurewa	Provision of cycle and pedestrian facilities along Browns Road and the bridge across the rail corridor.	Walking and Cycling	Construction	\$1,054,803	Recommended	Approved.
MCC	Bridge Street Scheme	Provision of cycle and pedestrian facilities along Bridge Street and the bridge across the rail corridor.	Walking and Cycling	Construction	\$940,492	Recommended	Approved.
RDC	E/W 14-25 September 2010 Storm Damage	Reinstating washout areas including abutment using hard-fill material.	Maintenance	Construction	\$147,550	Recommended	Approved.
RDC	Rodney School Travel Plan Infrastructure	Activity supports strategic investment in walking infrastructure for schools and particularly aligns with the development of a naturally low speed environment.	Walking and Cycling	Construction	\$249,300	Recommended	Approved.
WCC	Edmonton Road (School Road to Te Atatu Road)	Reconstruction of Edmonton Rd to Te-Atatu Rd Road.	Improvement & Replacement of Local Roads	Construction	\$494,728	Recommended	Approved.
Total New Schemes					\$22,572,456		

The October 2010 monthly review considered a variety of applications. Notable were a number of projects to fund bridge widening or allow for cycleway facilities on bridges and take advantage of the upgrades being carried out on the bridges to cater for electrification. The October review was the last occasion where the previous local government organisations took an active part in arranging for funding. There is a great deal of effort taking place to ensure momentum is not lost due to the reorganisation.

7.5 Note on Agreements and Day 1 Risks


Management is working through these risks and as reported to the October Board meeting, will be reporting back to the Board in December.

8 POLICY, GOVERNANCE AND RISK MANAGEMENT

As the new structure beds in and the various parties establish working relationships there is some advantage in the Board considering how it wishes management to act given the range of situations that occur. As examples:

- Individual Board Member request for information, action, priority outside the Board
- Mayoral request for action / information
- Council committee or individual Councillor request for action / information
- Local Board action as above.
- Ministerial or MP requests as above.

Separately it should be noted that as part of the risk management programmes to check operating procedures we are initiating independent (external), reviews of payroll and major works procurement processes. This will be reported through ongoing risk and audit functions.

APPROVED FOR SUBMISSION by	David Warburton Chief Executive	
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