



# Capital Programme Update

## August Closed Board Meeting



27 August 2024



# Executive Summary

## AT Capital Programme Overview (2023/24 Financial Year)

The annual plan capital spend for the year is \$1058m. As of 30 June 2024, \$1043m of Capital Programme was delivered.

YTD actuals are 99% of the YTD budget. Out of 14 RLTP groups, 8 delivered above the target spend with underspend in the remaining 6 RLTP categories.

Significant underspend in Bus projects (35% of the annual plan delivered).

## Key Project Delivery Highlights

- Bus Stop Infrastructure Improvements Programme - Waiheke Package 3: Construction completed on all sites.
- Karanga-a-Hape Neighbourhood Network Improvements (Project K) – Main physical works contract awarded.
- EMU Tranche 3 – CRL: 3/23 units are now complete with 2 in transit.
- Retrofit programme: Stage 1 is now 100% complete.
- New Footpaths Programmes - Alice Avenue footpath construction is complete.
- Minor Cycling (Pop-up Cycleways) - Cavendish Drive SP2 construction is complete.
- Walking Programme - Pukekohe Town Centre construction is complete.
- Links to Glen Inness Cycleways - Construction work on college road/Stonefield road in now completed.
- Speed Management Programme - Construction for Nelson/Fanshawe/Hobson safety improvements stage 1A is now complete.
- Rodney Targeted Rate Programme - Rail overbridge installed next to SH1 as part of Rodney St, Wellsford footpath project.
- Glen Innes to Tamaki Drive C/way - Registration of Interest evaluation and moderation completed.
- Pt Chev to Westmere Improvements – Walking school bus initiative launched successfully.
- Low Emission Ferry Programme: Landside Infrastructure (Half Moon Bay) – Tender documents released.
- Bus Priority Programme (Fred-Taylor Drive) - DRP and ATOC review completed and approved. Public consultation closed. TMP approved.
- Mangere West Cycling Improvements (STAAI) – Route1: Motorway overbridge Detailed design to increase height of the balustrades completed. Route 3: Stage 4 RSA completed.
- Minor Improvements Programme has been successfully completed.
- Seismic Strengthening Programme: Parking Buildings - The variation order for concrete scanning to carry out requested minor Investigations is now being procured.



## Capital Programme: Recent Achievements



**SAFETY** - Pukekohe Town Centre construction is complete



**RODNEY TARGETTED RATE** – Rail overbridge installed for footpath project, SH1 / Rodney St, Wellsford

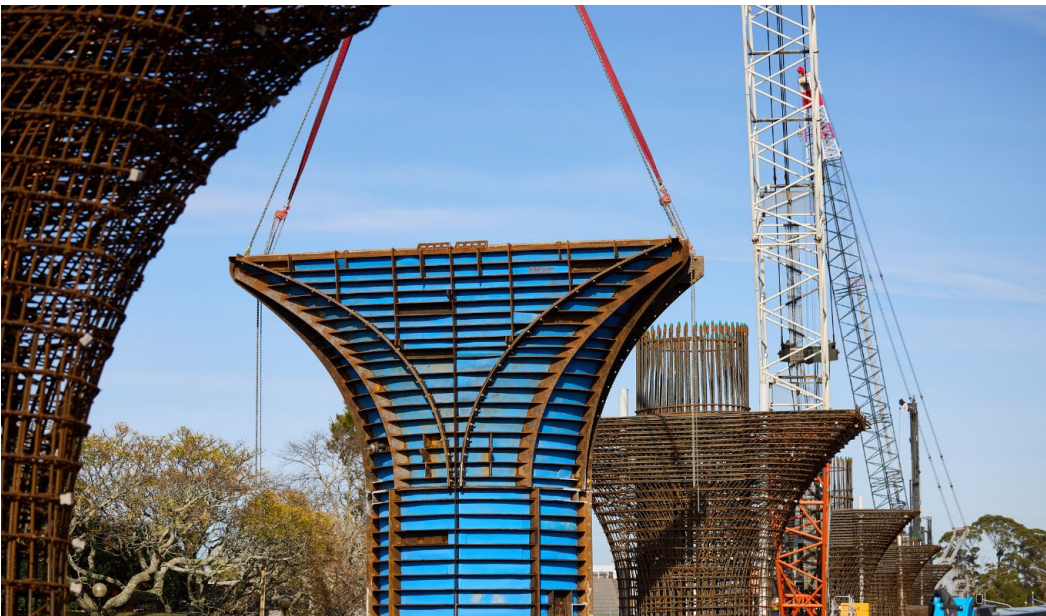


**LOCAL BOARD PROJECTS** - Criterion Square, Otahuhu work completed



**CYCLING**- Cavendish Drive, Manukau – installed new low profile concrete separators and improvements to existing cycleway

# Capital Programme: Look Ahead



**EASTERN BUSWAY** – Work progressing on Ra Hihi (Reeves Road) Flyover



**CRL** - EMU testing and commissioning activities in progress



- CYCLING** – Consultation complete on Māngere West Cycling project
- 4km cycleway links Māngere Town Centre and Māngere Bridge to the airport
  - Māngere Ōtāhuhu Local Board resolution supporting project.
  - Public release of Consultation Summary Report due early Sep 2024.
  - Construction start early 2025 – subject to confirmation of NZTA. funding.



**NEW FOOTPATHS:** Pararekau Road, Karaka – work in progress

## 2. Capital Financial Overview

2.1 Financial Summary YTD June 2024 – by RLTP Groups

2.2 Financial Summary YTD June 2024 – by Portfolios

2.3 Financial Summary YTD June 2024 – by RFT Projects

2.4 Financial Summary YTD June 2024 – Funding



# Capital Financial Overview – by RLTP Groups

## 2.1 Financial Summary YTD June 2024

As of 30 June 2024, **\$1043m** of the Capital Programme was delivered compared to the budget of **\$1058m (99% of the YTD profile)** (Ref Chart 1).

This overall variance of **\$15m** is largely from:

- Capex (Non-RFT) underspend = \$5m
- Capex (RFT) underspend = \$25m
- Renewals overspend = \$15m

Note: AT's YTD 30 June 2023 (last financial year) actuals was \$846m compared to the profile budget of \$857m (99% of the YTD profile).

Chart 1: June 2024 (\$M)

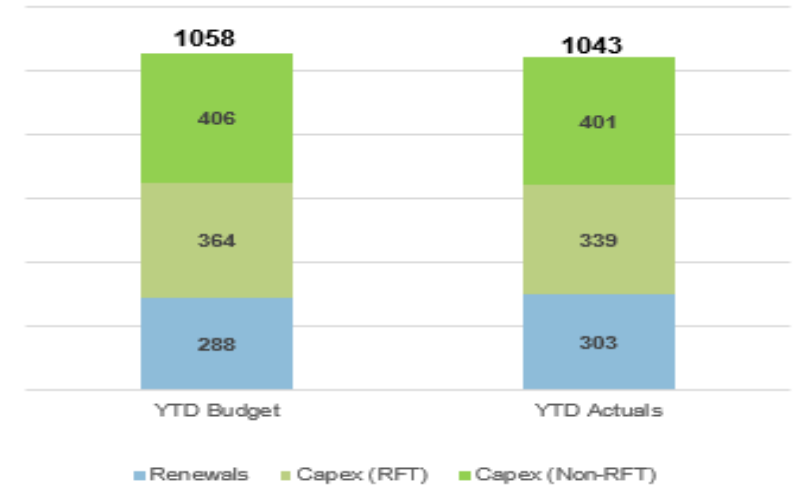
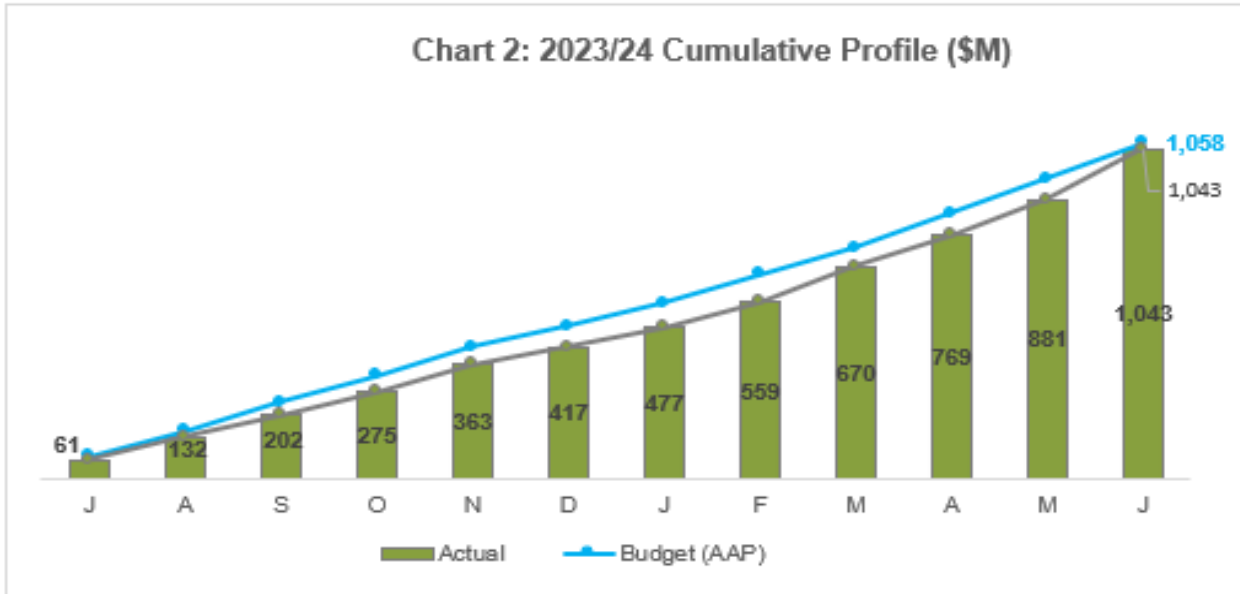


Chart 2: 2023/24 Cumulative Profile (\$M)



RLTP Group (\$M)	YTD Budget	YTD Actuals	Variance
Active Modes	54	44	(10)
Asset Management	418	438	19
Bus Projects	41	14	(26)
Climate Action Targeted Rate	31	39	8
Corridor Improvements	12	8	(3)
Ferry, Multi-modal, and Park and Ride	50	73	23
Local Board Priorities	18	24	6
Network Capacity and Performance	22	14	(8)
Operational Programmes	38	48	11
Population Growth	42	55	13
Rapid Transit: Bus Projects	180	194	14
Rapid Transit: Rail Projects	105	49	(56)
Safety	47	42	(5)
Sustainability Projects	0.5	0.5	0
<b>Total</b>	<b>1,058</b>	<b>1,043</b>	<b>(15)</b>

Table 1

# Capital Financial Overview – by Portfolios

## 2.2 Financial Summary YTD June 2024

### YTD Delivery:

YTD Actual spend for Grow Active Modes, Grow Public Transport and Transport Safety is less than the YTD Budget. The reasons for variance are; underspend in Mangere Cycleways, Ongoing cycling Programme, Climate Action TR – Cycling, CRL projects, EMU Rolling Stock, Neighbourhood Interchanges, Midtown Bus Improvements and Rosedale and Constellation Bus Stations.

### Full Year Forecast:

The **Effective Asset Management Portfolio** has delivered \$28m more than the approved budget. The variance includes Renewals \$15m, Network Resilience Response \$9m and Capex Transport Structures projects \$4m.

The **Effective Journeys Portfolio** has delivered \$2m more than the approved budget. Local Board Initiatives, Minor Improvements, Minor cycling and Projects funded through Rodney Targeted Rate programme are contributing to this variance.

The **Enablers for Business** has delivered \$5m more than the approved budget. This is for projects in the Business Technology Programme.

The **Enabling Growth Portfolio** has delivered \$5m more than the approved budget. This is due to Scott Point Repayment and Supporting Growth projects

The **Grow Active Modes Portfolio** has delivered \$13m less than the approved budget. This is due to lower than budgeted spend for Mangere Cycleways and On-going Cycling Programme.

The **Grow Public Transport Portfolio** has delivered \$29m less than the approved budget. This is due to lower than budgeted forecast for CRL, EMU, Midtown Bus Improvements and Rosedale and Constellation Bus station projects.

The **Transport Safety Portfolio** has delivered \$14m less than the approved budget. This is mainly due to safety programme behind allocated budget.

Portfolio Group (\$M)	YTD Budget	YTD Actuals	Variance
Effective Asset Mgmt	293	321	28
Effective Journeys	181	183	2
Enablers for Business	42	47	5
Enabling Growth	52	58	5
Grow Active Modes	58	46	(13)
Grow Public Transport	390	361	(29)
Transport Safety	41	27	(14)
<b>Total</b>	<b>1,058</b>	<b>1,043</b>	<b>(15)</b>

Table 2



# Capital Financial Overview – by RFT Projects

## 2.3 Financial Summary YTD June 2024

As of 30 June 2024, **\$339m** of the RFT Projects were delivered compared to the budget of **\$364m** (93% of the YTD profile) (Ref Chart 3).

Chart 4: 2023/24 RFT Capex Projects Cumulative Profile (\$M)

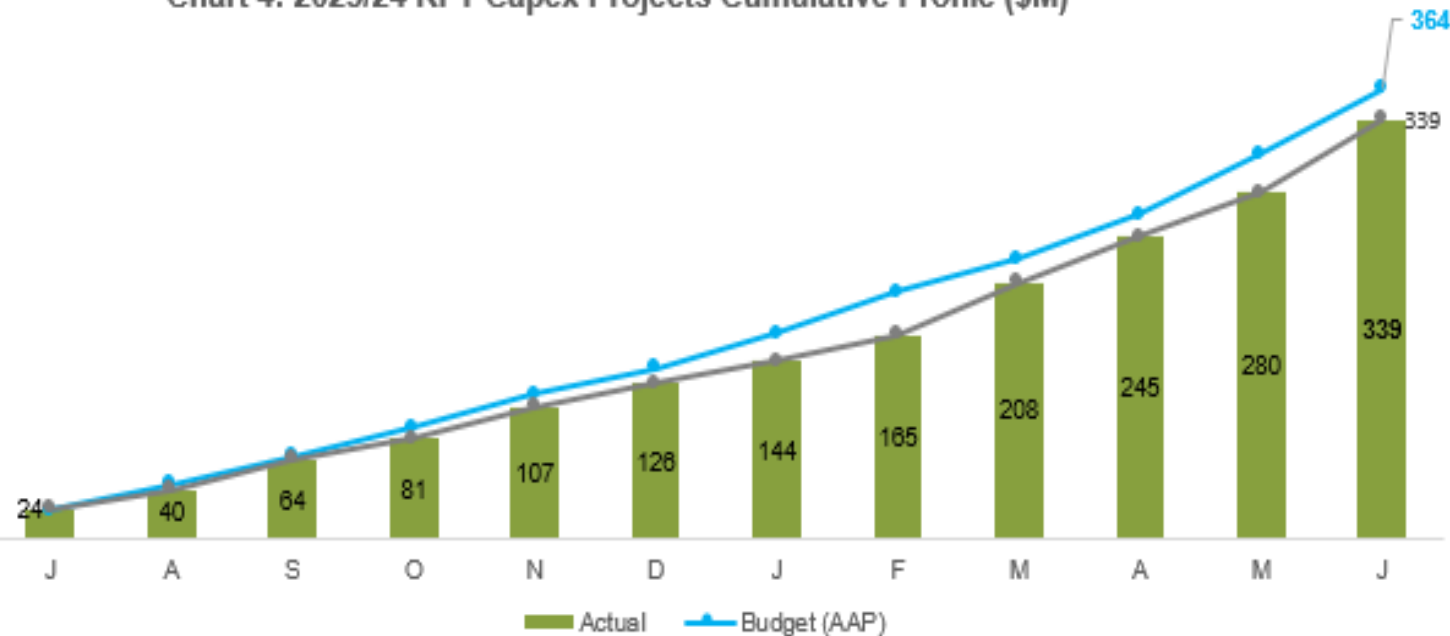
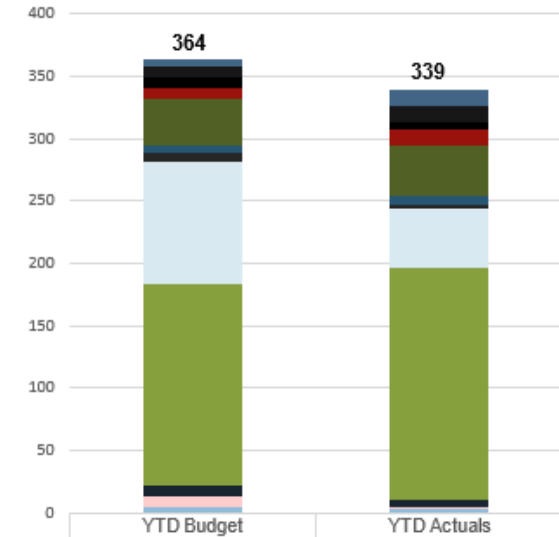


Chart 3: RFT June 2024 (\$M)



Category	YTD Budget (\$M)	YTD Actuals (\$M)
Growth-related transport infrastructure	6.1	13.5
Network capacity and performance improvement	8.9	12.8
Road corridor improvements (Variation FY24)	8.0	5.4
Active transport	10.0	13.5
Road safety	37.2	39.4
Downtown ferry terminal redevelopment	4.9	8.3
Electric trains and stabling (Variation FY24B)	7.6	2.3
Electric trains and stabling (Variation FY24)	97.8	47.7
Park-and-ride facilities	0.0	0.1
Eastern Busway	162.0	186.1
Improving airport access	8.8	5.1
City centre bus infrastructure	7.5	1.9
Bus priority improvements	5.2	3.1

\* The above chart shows the full year view however after March'24, RFT collected can only be utilised for Eastern Busway, Electric Trains and Corridor Improvements projects.



# Capital Financial Overview – Funding

## 2.4 Financial Summary YTD June 2024

The Annual plan budget of **\$1,058m** was funded by

- Auckland Council Funding - \$513m
- Waka Kotahi / NZTA Subsidy - \$516m
- Other Capital Grants (Crown Infrastructure Partners Capital Grants, Infrastructure Acceleration Fund Capital Grants) - \$29m

### YTD June 2024

From the YTD June 2024 capital spend of \$1043m, \$899m was eligible for the NZTA subsidy. This resulted in a \$543m subsidy being received from NZTA, which is **52.0%** of funding share.

The balance **44.1%** was funded by Auckland Council and **3.9%** other capital grants. (Ref Chart 6).

Chart 6: 2023/24 Cumulative Funding Profile

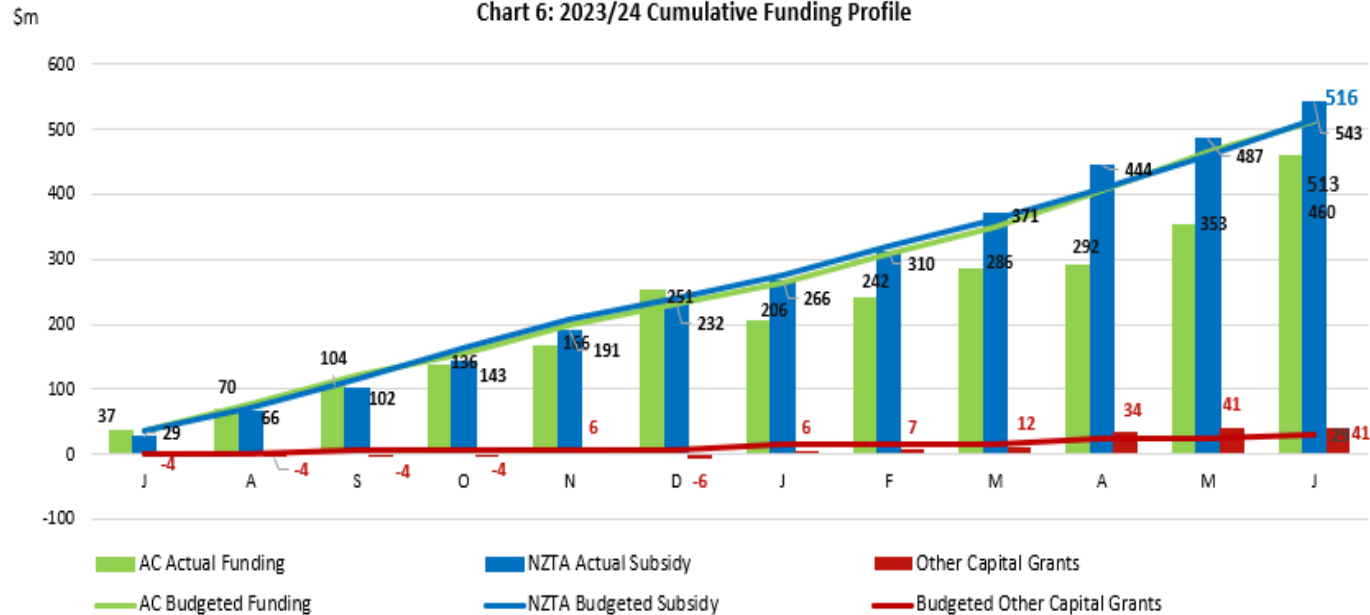


Chart 5: Capital Programme Funding June 2024

