

Auckland Transport Quarterly Report

Quarter Ended 30 September 2018



AT in partnership with Howick Local Board and NZ Transport Agency opened the new Half Moon Bay bus interchange on 28 September 2018.

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1. Executive Summary

Strategic Context

With the approval of the Regional Land Transport Plan (RLTP) and Regional Fuel Tax (RFT) coming into effect from 1 July, Auckland Transport (AT) is now underway with delivery of the 2018/19 programme.

Key Achievements for the Quarter

AT has had a successful start to the financial year with many measures achieving high performance. Highlights for the first quarter were:

- Public transport patronage for the 12 months to September 2018 totalled 94 million boardings, an increase of 4.4% compared with the same period last year
- Overall satisfaction with public transport services (91%) for September 2018 exceeds the SOI target and was unchanged compared with the June 2018 result
- The proportion of the freight network operating at Level of Service C or better during the inter-peak exceeds the SOI target with a year to date average of 94%
- The New bus network for the Central suburbs and North Shore went live
- Half Moon Bay bus interchange was opened to the public

Financial Performance

Deficit from operations, excluding funding for capital items, was \$78 million, \$2.6 million favourable to budget mainly due to budget phasing, higher than budgeted Transport Agency operating funding of \$1.7 million and other revenue (e.g. fare infringement, advertising and rental revenues) of \$1.9 million. This is partly offset by higher than budgeted depreciation and amortisation of \$1.1 million.

Capital expenditure excluding vested assets was \$125.1 million, \$7.2 million higher than budget mainly due to unbudgeted deferrals of \$10.6 million. Deferrals include the Dominion Road upgrade, Half Moon Bay passenger facility upgrade, Newmarket Crossing, Park & Ride Silverdale Stage 2 and Parnell Train Station. No additional funding was requested for full year deferrals of \$55 million. They are expected to be absorbed in the 2018/19 capital envelope.

Vested assets of \$125.1 million are \$11.6 million higher than budget.

Non-Financial Performance

There are 22 non-financial performance measures covered by the Statement of Intent (SOI). Of the 22, eight **exceeded** the SOI target, two **met** the SOI target, three **did not meet** the SOI target, and nine have not yet been reported this year.

Performance highlights are:

- The number of local road deaths and serious injuries in the 12 months to June 2018 was 610, 7% lower than for the same period the previous year
- Overall satisfaction with public transport services (91%) for September 2018 remains the same as June 2018 and well above the SOI target of 85%
- The proportion of the freight network operating at Level of Service C or better during the inter-peak exceeds the SOI target of 85% with a year to date average of 94%
- The number of cycling trips at designated locations for the year to date September 2018 (792,659) was 5.3% ahead of forecast
- Public Transport (PT) punctuality continues to exceed the SOI target with 97.5% of services on time year to date
- AT has an SOI target of resurfacing / rehabilitating 6.0% of the sealed local road network during 2018/19. The completed year to date length is 36.5 km (above the forecast of 27.5 km).

Measures that did not meet their performance measures targets:

- The total public transport farebox recovery ratio was 45.2% this quarter, below the SOI target range of 46 - 50%. The year end projection is 45%.
- 0.9 km of new cycleway has been added to the regional cycleway network year to date. Due to pre-tender and construction delays, the Links to New Lynn cycleway, due for completion in September, has been extended to later in the year.
- The percentage of customer service requests relating to roads and footpaths that receive a response within specified timeframes has not met the SOI target of 85%. The 12 month average to September 2018 was 81.4%. The Improved Customer Journey project is addressing the issue.

Risk Management

Key risks are monitored and reported to AT's Board. No risks have been identified that are of a governance level that could impact on the wellbeing or reputation of the Auckland Council Group.

2. Strategic Issues and Focus Areas

Strategic Context

The past 12 months have shown mixed results for various external indicators, with some metrics showing large decreases year on year, but others experiencing record growth.

- Although annual net migration into Auckland remains high, the total of 32,095 in the 12 months to August 2018 was 12.8% lower than the 12 months to August 2017¹
- Auckland employment increased by 4.4% for the 12 months to June 2018 compared to the 12 months to June 2017²
- The number of housing consents in Auckland increased by 26.2% in the 12 months to August 2018 compared with the 12 months to August 2017³
- GDP in Auckland was up 2.3% for the 12 months to June 2018 compared to a year earlier. Growth in New Zealand was 2.7% for the same period. Annual GDP growth in Auckland peaked at 5.4% in the year to December 2016, and has consistently slowed since then.⁴

Travel demand over the past twelve months has displayed less growth than previous years.

- Total public transport boardings in the year to September 2018 totalled 94 million, 4.4% higher for the year to September 2018 compared with the year to September 2017. This is less than the 7.1% growth in the prior year.
- Total rail boardings of 20.3 million in the year to September 2018 grew by 0.4% compared with the year to September 2017, but the 12 month rolling total has decreased by 0.5% compared to the high point at the 12 months to November 2017.
- The total number of cars registered in Auckland remained relatively unchanged compared to September 2017. The number of cars grew by only 0.5%, an increase of 4,679 cars from 959,300 as at September 2017 to 963,979 cars as at September 2018.
- Fuel sales (by volume) in July and August 2018 were lower than their respective amounts in 2017, however high consumption up to June 2018 means the 12 month totals continue to grow. Total 12 months fuel consumption increased by 1.6% for the 12 months to August 2018 compared with the 12 months to August 2017.
- A total of 20.4 million passenger movements were recorded through Auckland Airport in the 12 months to August 2018, up 5.5% compared with the 12 months to August 2017.

¹ Calculation based on data from Statistics NZ, *International Travel and Migration: August 2018*.

² Calculation based on data from Statistics NZ, *Labour Market Statistics: June 2018*.

³ Calculation based on data from Statistics NZ, *Building Consents Issued: August 2018*.

⁴ Infometrics Quarterly Economic Monitor – June 2018
<https://ecoprofile.infometrics.co.nz/auckland/QuarterlyEconomicMonitor/Gdp>.

Progress Update on Key Projects and Initiatives

To deliver Auckland Council's priorities and to support our strategic themes, AT has progressed the following projects over the September 2018 quarter:

- **AMETI Eastern Busway** – The AMETI Eastern Busway (EB) programme continues to progress towards the target completion date for full operation by 2025. The project is separated into four stages: Panmure to Pakuranga (EB1), Pakuranga Town Centre and Reeves Road Flyover (EB2), Pakuranga to Botany Busway (EB3), and a new interchange at Botany Town Centre (EB4). AMETI also includes the Sylvia Park Bus Improvements project and further projects in the next Long Term Plan to the North of Panmure and on Mount Wellington Highway.
- **Downtown Programme**
 - **Quay Street Strengthening** – Given that the existing Quay Street seawall is now over 100 years old, below ground strengthening within the northern Quay Street footpath is planned to provide the required protection against a significant seismic event. Strengthening is planned between Princes Wharf and Marsden Wharf.
 - **Quay Street Enhancement** – Quay Street is set to become a revitalised waterfront boulevard. The streetscape will be transformed with wider footpaths for easier navigation, street furniture, trees, and more opportunity for business and events. Quay Street will become safer and able to accommodate events in future.
 - **Downtown Transport Hubs** – Bus stops at the eastern end of Quay Street will serve eastern and southern bus services. Bus stops on Lower Albert Street will serve western and southern bus services. The reconfiguration enables better navigation between trains, buses and ferries. Current engagement with key stakeholders will likely affect the way in which Britomart East bus stops are delivered. It is expected an interim solution will be developed for delivery pre-Americas Cup, with further development post 2021.
 - **Downtown Ferry Basin Redevelopment** – The relocation of Piers 3 and 4 is required to make way for the new downtown public space proposed at the southern end of the Ferry Basin. Six new berths will be installed along the western edge of Queens Wharf and forms stage one of a two stage redevelopment of ferry infrastructure in the Ferry Basin. The planned redevelopment will accommodate increased passenger numbers, create a modern consolidated ferry terminal, with improved accessibility and greater operational flexibility.
 - **Downtown Public Space** – An exciting new public space will be created in the ferry basin between Princes Wharf and Queens Wharf. It will be an inviting, fun place which embodies the historical harbour-side character of our city; providing a focus and connection for downtown businesses, residents, visitors and locals.
 - **Mooring Dolphin** – A new mooring structure at the end of Queen's Wharf will enable larger ships to dock in central Auckland.
 - **Galway Street** – Provides an improved streetscape for the mid portion of Galway Street.
- **North West Transformation** – The Supporting Growth planning team is currently assessing options for new transport connections to support growth in the North West. The study, which is being carried out in three stages over five years, consists of the identification of possible options, the confirmation of preferred options and land designations to protect preferred routes. A planning Alliance has been formed

between AT, the Transport Agency, legal consultants and planning and engineering consultants to route protect future transport networks across the four identified growth areas in Auckland. These growth areas are Warkworth, the North, the South and the North West. The Programme Business Case for the North West study is scheduled for completion in December 2018.

- **Public Transport Safety Security & Amenity** – Electronic ticket gating and associated access improvements are underway for Manurewa, Middlemore, Papakura, Glen Innes and Grafton train stations. Electronic ticket gates are now operational at Papatoetoe Station.
- **East West Frequent Bus Network** – The objectives of the project are to improve public transport, walking and cycling connections between Māngere Town Centre and Sylvia Park, via Ōtāhuhu. As part of the new South Bus Network, frequent network route 32 was implemented on 30 October 2016. There is a need to improve facilities and deliver bus priority lanes to support this route. The project has been divided into three packages:
 - *Stage 1 Early Works* – Extension of the bus interchange at Māngere Town Centre and new bus stops in Otahuhu Town Centre. Work includes streetscape upgrades and new passenger amenities.
 - *Stage 2 Early Works* – Transit/bus priority lanes along Walmsley Road, Atkinson Avenue and Mount Wellington Highway. A cycle route from Otahuhu to Sylvia Park, via Avenue Road, Church Street, Meadow Street, and Mount Wellington Highway.
 - *Stage 3 Remaining Works* – Transit/Bus priority lanes and cycle lanes along Massey Road and Māngere Road. Cycle lanes along Thomas Road and Orly Avenue will connect to the Māngere Town Centre.
- **Warkworth Matakana Link** – The Matakana Link Road project is a new greenfields road, which is proposed to link SH1 and Matakana Road in Warkworth to enable and support planned growth in Warkworth and improve network resilience. It forms part of the Supporting Growth vision for Warkworth and links in with other local improvements such as the Western Collector and Sandspit Link Road. AT and the Transport Agency have agreed to coordinate the Puhoi to Warkworth (P2Wk) and Matakana Link Road project so that the Matakana Link Road project is completed on or before the opening of P2Wk in October 2022.
- **Walking & Cycling Major Projects**
 - Consultation, community engagement and discussion with stakeholders is progressing for the Glen Innes/Tamaki Shared Path (Section 2), Pt Chevalier to Herne Bay Cycle Route, Herne Bay to Westhaven Cycle Route, Parnell to Tamaki Cycle Route, and Waitemata Safe Route.
 - Design work is ongoing for the Karangahape Road Cycle Route, Tamaki Drive Scheme Cycleway (The Strand to Ngapipi Bridge), Victoria Street Cycleway (Beaumont to Hobson), Great North Road Cycle Route and Bus Priority, Glen Innes/Tamaki Drive Scheme Cycleway (Section 2 and 4), Westhaven to CBD Cycle Route, and Cycle link to Glen Innes Train Station.
 - Construction work is ongoing for the Glen Innes/Tamaki Drive Scheme Cycleway (Section 3), Links to New Lynn, Northcote Safe Route (Stage 1), and Ian Mckinnon Cycle Route.
 - Completed the Quay Street Cycleway (Plumer Street to The Strand).

- **Road Safety programmes for young Māori drivers and passengers**
 - Mini road safety event held at Te Kura Kaupapa o Te Raki Pae Whenua with 30 Rangatahi and Kaiako, eight pirihiimana - two of which were our Māori Liaison officers attending. Promotion of Taraiwa inu waipiro kore, Drive Sober, Me Tika Whaia Kia eke, and E tu, E tiro, Whakarongo as well as distractions.
 - Attended the Māori and Pacific Careers Day in the Viaduct Business Village with 100 Māori and Pacific youth engaged in the promotion of Travelwise, Taraiwa inu waipiro kore and me tika whaia kia eke.
 - Hikoia te Korero event for Te Wiki o te Reo Māori held in Manukau with over 2,000 students and whanau registered. Road safety themes including Me Mau Tatua child restraints were promoted at the event.
 - Survival event held at Māngere Bridge Rumaki unit with messaging and information on road safety and pedestrian safety korero with students and whanau. Engagement continues with Kohanga reo, kura kaupapa, rumaki units, Reo rua units and whanau units. Child restraint information talks, clinics, cycling training and Pahi kura hloi well as Te Ara Haepapa in Kura (Māori equivalent of Travelwise) is in the discussion and planning phase.
 - One Back to School speed campaign in conjunction with non-Māori or general schools at Onepoto Kura. Currently engaging with other kura for both Back to School and Slow Down Around Schools speed campaigns. Speed issues to be investigated for TKKM o Te Kotuku, TKKM o Maungarongo and TKKM o Māngere.
 - Nine Raihana Ākonga Workshops delivered with over 129 students attending. Three workshops were held in conjunction with our community partners in Māngere and Waiuku for a more sustainable approach with a wider reach. So far 18 students have sat and passed their Raihana.
- **Organisational Development**
 - **Diversity and Inclusion:** AT participated in the Diversity Awards NZ 2018 for the first time. The awards, which have been operating for 21 years, were originally created to inspire organisations to build more diverse and inclusive workplaces. AT were finalists in three categories – Emerging Diversity & Inclusion (for new D&I practices); Tomorrow’s Workforce (for our Staying On Mature Aged Workforce Program) and the Cultural Celebration category – showcasing our AT Connects Groups. This is a great achievement for AT’s Diversity and Inclusion programme, which has been in place for a little over 12 months. The activities that the Diversity and Inclusion leadership team have fostered and continue to encourage across AT are a foundation piece for us reaching our aspirations of having a great workplace, increasing our capability to serve our customers across the region, and also fully engage with the multitude of communities we need to take with us on our journey.
 - **Rainbow Network:** AT has officially gained Rainbow Tick certification. The Rainbow Tick accreditation is designed to make an organisation a safe, welcoming and inclusive place for people of diverse gender identity and sexual orientation. The evaluation measured AT’s level of LGBTQIA+ inclusion against specific benchmarks in relation to Policy, Staff Training, Staff Engagement and Organisational Support, External Engagement, and Monitoring. This is a great result and a testament to the hard work and contributions made by our employees. In his Rainbow Tick evaluation report and action plan, Programme Director Michael Stevens said that AT has done extremely well for their first year of assessment.

- The **AT Women's Network** hosted an event on 12 July, in conjunction with Kensington Swan, with a presentation by the Minister for Women and Associate Minister of Transport and Health, Julie Anne Genter. The event was attended by approximately 70 staff, as well as Dame Paula Rebstock. The network has a comprehensive programme for the year, which includes connecting with other events run by the Auckland Government Women's Network.
- **AT's Pasifika** network hosted a week of activities and events for AT staff to celebrate Cook Islands Language Week from 30 July to 3 August. The theme for this year was "*Kia ngākau parau, kia rangarangatu to tatou Reo Māori Kūki Āirani. Be proud of our Reo Māori Kūki Āirani and protect its future.*" Activities included a 'word of the day' to learn basic Cook Island greetings and pronunciations, a lunchtime event featuring Cook Island star, Alistar Kata, reporter from Tagata Pasifika and producer of Radio 531 PI's breakfast show, as well as lessons on hula dancing, how to tie a pareu (sarong/lavalava) and make a 'ei katu (flower wreath/crown).
- The **Māori staff** network hosted a week of activities and events for all staff to celebrate Te Wiki o te Reo Māori (Māori Language Week) from 10 to 15 September. This year's theme was 'Kia Kaha te Reo Māori'. Let's make the Māori language strong. Activities included a Waea Korero Challenge, a Māori themed baking competition, participation in a Hikoi (a march), and wrapped up with a Hangi and movie.
- In August the Talent team held another round of '**Staying On**' workshops for both, staff and managers/team leaders, as part of our commitment to the mature aged workforce. The workshops for people leaders cover how to engage and work with an ageing workforce and how to have effective life stage conversations, a fundamental element to support employees plan for the future. The workshops for mature aged staff cover how to revitalise your career and explore a future beyond work. The latter also includes one on one sessions with a life stage coach and financial advisor.
- In September AT participated in the inaugural **Viaduct Village Māori and Pasifika Careers Day**, an opportunity for students to meet with and explore the various organisations that make up Auckland's Viaduct Village. Participating organisations were KPMG, Datacom, Microsoft, Fonterra, ATEED and Air New Zealand. Over 50 students from Auckland University and AUT were in attendance as well as 10 students from Tamaki College. AT also welcomed The Southern Initiative and TupuToa to exhibit at the careers day. AT will host the event in 2019.
- **Early Careers Programme** – 18 talented graduates will start working at AT in February 2019. The group is diverse in terms of ethnicity, gender and educational background, with a number of people employed after returning to education following earlier careers. We have also commenced a partnership with Tuputoa and will be supporting three of the participants in their programme (one as a graduate and two as interns).
- **Culture and Effectiveness** – On Monday 30 July 2018, the AT Culture & Effectiveness Survey was sent out to employees across AT. This survey was the starting point to our transformation journey. Based on the results of this survey, of which over 1,500 of our employees participated, sessions have been held across AT to provide employees with an understanding of AT's ideal and actual culture for the future. These sessions had an amazing turn out, with over 900 employees contributing and showing us a willingness to participate, share ideas and support us in moving toward a constructive culture for our communities, customer and ourselves.

3.Highlights from the Last Quarter

- **Public Transport**
 - Overall satisfaction with public transport services is 91% and remains the same as the previous quarter and well above the SOI target of 85%
 - Overall public transport patronage totalled 94 million boardings for the 12 months to September 2018, an increase of 4.4%, or 4 million boardings, on the 12 months to September 2017
 - Rail boardings totalled 20.3 million for the 12 months to September 2018, an increase of 0.4%, or 0.1 million boardings, on the 12 months to September 2017
 - Bus boardings totalled 67.6 million for the 12 months to September 2018, an increase of 6.2%, or 3.9 million boardings, on the 12 months to September 2017
 - Ferry boardings totalled 6.1 million for the 12 months to September 2018, a decrease of 0.9%, or 53,100 boardings, on the 12 months to September 2017
- **Network Optimisation**
 - The proportion of the freight network operating at Level of Service C or better during the inter-peak exceeds the SOI target of 85% with a year to date average of 94%
- **Active Transport**
 - The number of cycling trips at designated locations for the year to date September 2018 (792,659) was 5.3% ahead of forecast
- **New bus network for Central and North Shore suburbs**
 - The new bus network was successfully rolled out on 8 July 2018 for Central and 30 September 2018 for the North Shore. Benefits of the new network include:
 - Central**
 - Better evening and weekend services
 - 12 frequent bus routes to and from the city centre at least every 15 minutes until late evening, 7 days a week. During busy periods most of these routes have buses every 5 to 10 minutes
 - The TāmakiLink bus connects the eastern bays to Britomart. This new link service is in addition to the CityLink, InnerLink and OuterLink.
 - Improved crosstown routes so one can travel between central suburbs without going through the city centre
 - North Shore**
 - Fewer routes, but there will be more frequent services (particularly 7am-7pm) 7 days a week, and services will be better connected
 - Makes public transport a more attractive option for more people
- **AMETI Eastern Busway** – Eastern Busway 1 (Panmure to Pakuranga Busway) Notice of Requirement was confirmed by Auckland Council in full with no further appeals.
- **North West Transformation** – Detailed design has been completed for the Maki Street upgrade and NZRPG has been granted a resource consent by Auckland

Council to undertake physical works. It is anticipated that the physical works will be tendered late October/early November and a contract awarded before Christmas 2018.

- **Public Transport Safety Security & Amenity** – Electronic ticket gates are operational at Papatoetoe Station. The pedestrian level crossing infrastructure at Papatoetoe Station has been removed.
- **Pukekohe Station Upgrade** – The full interchange has been completed with the pedestrian overbridge to link the bus passengers and rail passengers opened from 31 July 2018.
- **Newmarket Crossing** – The bridge and road were opened to the public on 13 July. Simultaneously the existing Sarawia Street vehicle and pedestrian crossing through the rail corridor was closed. Over the weekend of 14-15 July 2018, there was a rail shutdown period where the pedestrian mazes were removed, permanent fencing on Laxon Terrace was erected and the rail signals were relocated, allowing the timetable change to come into effect in August 2018. The Sarawia Street cul de sac was completed. A community liaison group (CLG) meeting was held on 10 September with local residents on construction completion.
- **Half Moon Bay bus interchange** – The interchange was completed and opened on 28 September 2018.

4.Future Outlook

- **Electric Trains** – Construcciones y Auxiliar de Ferrocarriles (CAF) – train supplier, continues manufacturing the 15 new EMUs and agreeing the European Train Control System (ETCS) program.
- **AMETI Eastern Busway**
 - EB1 – The main physical works contract will be awarded in December 2018 with construction expected to start in March 2019
 - EB 2 and 3 – Specimen design to be formally approved allowing the commencement of the Assessment of Environmental Effects leading to the preparation of Notice of Requirement documentation
 - Land acquisitions across the AMETI programme continues
 - A preferred concept design for Eastern Busway 4 will be progressed (via the Airport to Botany project)
 - The AMETI Eastern Busway Procurement Strategy review will be completed
- **Downtown Programme** – Programme wide public consultation is scheduled to commence late October with a view to informing the general public of the Downtown Infrastructure Development Programme.
- **North West Transformation** – Commencement of the Maki Street Upgrade physical works is on track for late January/early February 2019. The timing of and funding for the Northside East roading link is still uncertain and will be determined by the outcomes of the programme business case for the suite of works associated with the SH16 to SH18 Connections package of works.
- **Hibiscus Coast Busway Station: Stage 2 (Previously Park n Ride Silverdale)** – The new busway station building detailed design has been finalised. The next and final phase of the project is to begin construction of 90 car parks and the new busway station building. The process to procure the construction contract has commenced. The construction of 90 car parks will be completed by end of April 2019 and the busway station building will open in late 2019. The facility will have a total of 611 car parks.
- **Public Transport Safety Security & Amenity** – Procurement to be completed for the Middlemore and Papakura station ticket gating construction contractor.
- **East West Frequent Bus Network**
 - The Church Street cycleway design has been changed to a shared path, with additional consultation planned. Construction is expected to begin in early 2019 on the Avenue Road, Church Street and Meadow Street cycleways.
 - The bus priority measures and cycle infrastructure on Massey Road are to be delivered as part of the new Integrated Corridor Delivery Programme. Design of the Massey Road bus priority measures and cycle infrastructure is expected to begin in mid-2019.
 - Construction on the Mount Wellington Highway cycleway and T2 lanes is expected to begin in 2019.

- **Warkworth Matakana Link** – The detailed design phase has been on hold since March 2018 while the Transport Agency and AT agreed to stage the construction of the project. Stage 1 is expected to be constructed by late 2021, and Stage 2 will be constructed when traffic exceeds capacity of a two lane road (forecasted between 2036 and 2046). Updated designs and planning documents for the new staged project have been completed. Transport Agency funding approval is due to be confirmed early October 2018 enabling detailed design and land negotiations to be progressed. Public Notification of the NoR and RC are expected to occur prior to Christmas.
- **Newmarket Crossing** – Renewal work on Cowie Street is to be undertaken later this year. Post-construction dwelling condition surveys to be completed in the second quarter.
- **Parnell Train Station** – The footpath line to Carlaw Park and platform section around the station building are substantially complete and awaiting statutory building consent sign off from AC. Ticket gate canopies are being fabricated off site ready for a new gate line.
- **Rail Pedestrian Crossing Separation** – Signalling design works for Phase 1B on the Western Line (St Georges, St Judes, Chalmers and Portage Road) and on Phase 2 of the Southern Lines (Te Mahia, Spartan Road, Takanini, Taka Street, Manuroa Road, Walters Road and Tironui Road) have also been completed. Civil concept design for Phase 1B on the Western Line have been completed and are being prepared for Phase 2 on the Southern Lines for completion in September 2018. The project team is currently planning forward works to start with construction work in late December 2018.
- **Takanini and Te Mahia Station Upgrades** – The station shelters are being installed onsite with new lighting, CCTV and PA for the platforms commissioned. Shelter works are planned for completion in November 2018.
- **Lincoln Road Upgrade** – The detailed design and property acquisitions are progressing as programmed. The detailed design is on track for completion in July 2020 with construction planned to begin in 2021.
- **Franklin Road** – Physical works continue to progress for the section from Victoria Street to Wellington Street (Phase1). These works are planned for completion by late November 2018.
- **Wynyard Quarter (WQ Central Package): Daldy Street Upgrade** – Road closures are in place, and construction works underway on Daldy Street. Planned October works include site clearance, proving of underground services, stabilisation work, and construction of the sewer line travelling north/ south along the street.
- **Drury South Spine Road Development** – The road construction contract is continuing at the southern end of the project at the Ramarama motorway interchange but the construction heading north from this point to form the new spine road was suspended over winter due to wet ground conditions. This work is scheduled to recommence in October/November. Bulk filling of gullies to create the road formation and major stormwater works are continuing through the winter period.
- **Albany, Dairy Flat Highway Improvements** – Public consultation on the preferred option is to commence in October 2018. AT will seek approval from the Transport Agency on the Detailed Business Case between October and December 2018.
- **Local Residential Growth Fund (LRGF) - North (Albany, Medallion Drive Link)** – A T has finalised the layout and is progressing with the detailed design for the

signalisation of the Oteha Valley Road and Medallion Drive intersection. Consultation and land purchase process is ongoing.

- **LRGF – South (Hingaia)** – LRGF projects are progressing well. A new contractor has been appointed to complete the first stage of Hingaia Road widening and signalisation of the Hingaia-Papaka-Kahunui intersection. The other two projects are in the design phase and are planned for construction in 2019/2020.

5.Key Deliverables

Progress for Key Projects/Activities from Last Quarter

Key Deliverables	Status	Comments
Electric Trains	Ongoing	<ul style="list-style-type: none"> Contract signed with CAF for the purchase of the onboard European Train Control System signalling system across the 15 electric trains in manufacture and retrofitting the existing 57 electric trains
AMET1 – Eastern Busway	Ongoing	<ul style="list-style-type: none"> EB1 physical works tendering is in progress EB2 and 3 innovation and value engineering and Draft Preliminary Specimen Design have been completed EB4 Single Stage Business Case started (via Airport to Botany project)
North West Transformation (formerly NORSGA)	Ongoing	<ul style="list-style-type: none"> Maki Street Upgrade detailed design has been completed, resource consent has been obtained
PT Safety Security & Amenity	Ongoing	<ul style="list-style-type: none"> Papatoetoe Station ticket gates became operational on 26 July 2018 Middlemore Station perimeter fencing installation has been completed Pedestrian level crossing infrastructure at Papatoetoe Station has been removed
East West FN32 Bus Network	Ongoing	<ul style="list-style-type: none"> The Church Street cycleway design has been changed to a shared path, with additional consultation to follow
Newmarket Crossing	Ongoing	<ul style="list-style-type: none"> Cowie Street bridge and road has been opened to the public Sarawia Street cul de sac has been completed
New Northern Busway Station and Park & Ride	Ongoing	<ul style="list-style-type: none"> The funding for Rosedale Bus station and SH1 bridge replacements have been approved by the Transport Agency Constellation Station detailed design has been completed Rosedale Bus Station consenting design has been completed
Hibiscus Coast Busway Station - Stage 2 (Previously Park & Ride Silverdale)	Ongoing	<ul style="list-style-type: none"> The Pou artwork related to the Park & Ride has been installed The appellant have withdrawn their application from the Environment Court hearing after mediation and caucusing meetings and the resource consent has been granted in July with the same conditions
Bus Infrastructure Improvement Programme	Ongoing	<ul style="list-style-type: none"> All layovers for the Central new network have been constructed and are operational
Double Decker Buses	Ongoing	<ul style="list-style-type: none"> Manukau Road and Northern Express 2 routes went live on 30 September 2018 Remuera Road route procurement for physical works has been completed
Double Decker Buses (Dominion Road)	Ongoing	<ul style="list-style-type: none"> The tender for veranda modifications and civil works along Dominion Road have been released to the market The resource and building consents have been lodged for work along the double decker bus routes

Seal Extension	Ongoing	<ul style="list-style-type: none"> • The defects liability period for Takatu Road has ended and final completion certificate has been issued • Nine further seal extension sites have been confirmed and agreed with the Rodney Local Board
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Progress for Key Projects/Activities from Next Quarter

Key Deliverables	Comments
AMETI - Eastern Busway	<ul style="list-style-type: none"> • EB1 – Award the main physical works contract, complete archaeology at Mokoia Pa and advance property demolition works. Continue to implement Travel Demand Management initiatives. • EB2 and EB3 – Commence combined Assessment of Environmental Effects, complete public consultation, and ongoing property acquisition • EB4 – Continue the Single Stage Business Case process (via Airport to Botany project)
AMETI Sylvia Park	<ul style="list-style-type: none"> • Complete further modelling and assessment of revised Kiwi Property operations and development proposals on the planned Busway link • Review AT Metro planning and operational requirements
Downtown Programme	<ul style="list-style-type: none"> • Quay Street Strengthening – Complete developed design (design 20 to 50% complete) for Princes Wharf and Ferry Basin sections, detailed design for Queens to Marsden section, resource consent lodgement for Princes Wharf, Ferry Basin and Ferry terminal, notification for Princes Wharf and Ferry Basin sections • Quay Street Enhancement and Downtown Ferry Basin– Complete developed design and resource consent lodgement and notification • Britomart East bus stops and Lower Albert Street bus stops – Complete concept design • Quay Street Waterfront Park – Complete concept design, resource consent lodgement and notification • Mooring Dolphin – Complete developed design, resource consent hearing and decision
PT Safety Security & Amenity	<ul style="list-style-type: none"> • Procurement for Middlemore and Papakura station ticket gating construction contractor • Procurement of contractor for new stair to footbridge at Papatoetoe Station and commence installation
East West (FN32) Bus Network (Early work packages)	<ul style="list-style-type: none"> • Following redesign of the Church Street cycleway and additional consultation, construction is expected to begin in early 2019 on the Avenue Road, Church Street and Meadow Street cycleways • Construction on the Mount Wellington Highway cycleway and T2 lanes is expected to begin in 2019 • Design of the Massey Road bus priority measures and cycle infrastructure is expected to begin in mid-2019
Warkworth Matakana Link	<ul style="list-style-type: none"> • Obtain Transport Agency funding approval • Complete detailed design award and notification of NoR • Continue land negotiations
Newmarket Crossing	<ul style="list-style-type: none"> • Renewal work on Cowie Street to be undertaken
New Northern Busway Station and Park & Ride	<ul style="list-style-type: none"> • Finalise the de-scoping items for Rosedale Bus Station • Construction of Constellation Station, Alexander Underpass and lowering of Rosedale Road to start

	<ul style="list-style-type: none"> • Finalise Assessment of Environmental Effects (AEE) for Rosedale Bus Station • Lodge NoR and resource consent for Rosedale Bus Station
Hibiscus Coast Busway Station - Stage 2 (Previously Park & Ride Silverdale)	<ul style="list-style-type: none"> • The tendering process for the station building and platform will commence in October 2019
Bus Infrastructure Improvement Programme	<ul style="list-style-type: none"> • The focus will be on Traffic Control Committee approval for Layovers and remaining sites for New Networks North during this period • The construction of the remaining north sites to be progressed for delivery after Traffic Control Committee approval • Traffic Control Committee approval to be achieved for remaining sites in central
Double Decker Buses	<ul style="list-style-type: none"> • Remuera Road route – Tree trimming, veranda cut-backs, kerb works and pole relocations will start late October and continue until the Christmas moratorium • New North Road route – Tender for professional services will be issued and contract awarded
Double Decker Buses (Dominion Road)	<ul style="list-style-type: none"> • Physical works for verandas modifications along Dominion Road to commence in late October • Physical works for civil works along Dominion Road to commence in late October • Physical works for CBD, Lynfield and Blockhouse Bay to commence in early November • Vector power pole, streetlight column relocation, traffic signal modification, signage relocation and Variable Passenger Information Displays (VPID) relocation to be completed by end of December 2018 • Double decker buses are scheduled to go live for routes 25/25L/25B at the end of December 2018

6. Financial Performance

The following criteria has been used to rate the performance for this report:

Key	Criteria
	Exceeded performance measure (more than 2.5% above target)
	Met performance measure (within +/- 2.5% of target)
	Not met performance measure (more than 2.5% below target)

\$M	Budget to date	Actual to date	Variance	Comment	Budget full year
<u>Operational</u>					
Revenue/External funding	144.2	147.8			578.3
AC funding	72.1	72.1			288.4
Expenditure excluding depreciation, amortisation	214.7	214.6			860.6
Depreciation and amortisation	82.2	83.3			353.9
Gain (loss) on derivatives and disposal of assets	-	2.4			-
<u>Capital</u>					
Expenditure excluding vested assets	117.9	125.1		The variance is mainly due to unbudgeted deferrals and roads and footpaths renewals ahead of the work programme.	744.4
Vested assets	54.0	65.6		Roading vested assets were higher than expected.	180.0
AC funding – subsidy	67.6	80.4		AC's capital funding is higher than budget as a result of higher than budgeted capital expenditure.	385.1
External funding	50.3	44.7		Funding from the Transport Agency funding is lower than the 50:50 funding ratio assumption.	359.3

7. Performance Measures

The following criteria has been used to rate the performance for this report:

Key	Criteria
	Exceeded performance measure (more than 2.5% above target)
	Met performance measure (within +/- 2.5% of target)
	Not met performance measure (more than 2.5% below target)

Performance measure	SOI Target	2018/19 Q1 Result	Last actual	Date of last measure
1. Total Annual public transport boardings	96.30m		12 month rolling total: 94 million	September 2018
2. Total Annual rail boardings	21.11m		12 month rolling total: 20.3 million	September 2018
3. Total annual boardings on rapid or frequent public transport networks	Increase at faster rate than total boardings		16.2% growth in RTN + FTN vs 4.4% growth in total boardings	September 2018
4. Kilometres of new cycleway added to the regional cycle network	10 km		YTD completed: 0.9 km	September 2018
5. Number of cycleway movements past the selected count site ¹	3.644m		YTD count: 789,941	September 2018
6. Active and sustainable transport mode share at schools where the Travelwise programme is implemented	40%	N/A	N/A	Reported at end of financial year
7. Active and sustainable transport mode share for morning peak commuters where a Travelwise Choices programme is implemented	40%	N/A	N/A	Reported at end of financial year

Performance measure	SOI Target	2018/19 Q1 Result	Last actual	Date of last measure
8. Average AM peak period lane productivity across 30 monitored arterial routes ²	21,000		YTD average: 28,677	September 2018
9. Proportion of the freight network operating at Level of Service C or better during the inter-peak ³	85%		YTD average: 94%	September 2018
10. Percentage of public transport passengers satisfied with their public transport service	85%		91%	September 2018
11. Public transport punctuality (weighted average across all modes)	94.5%		YTD average: 97.5%	September 2018
12. Percentage of local board members satisfied with Auckland Transport engagement – reporting to local board ⁴	70%	N/A	N/A	Reported by end of financial year
13. Percentage of local board members satisfied with Auckland Transport engagement – consulting with local board ⁴	70%	N/A	N/A	Reported by end of financial year
14. Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames ⁵	85%		12 month rolling average: 81.4%	September 2018
15. Number of high risk intersections and sections of road addressed by Auckland Transport's safety programme	10	N/A	N/A	First result in December 2018

Performance measure	SOI Target	2018/19 Q1 Result	Last actual	Date of last measure
16. Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number	Reduce by at least 9 (2018 year-end target of 681)		12 month rolling total: 610	June 2018
17. PT farebox recovery ⁶	46%-50%		45.2%	September 2018
18. Proportion of road assets in acceptable condition (as defined by Auckland Transport's AMP)	95%	N/A	N/A	Reported in March 2019
19. Road maintenance standards (ride quality) as measured by Smooth Travel Exposure (STE) for all urban roads	81%	N/A	N/A	Reported in March 2019
20. Road maintenance standards (ride quality) as measured by Smooth Travel Exposure (STE) for all rural roads	92%	N/A	N/A	Reported in March 2019
21. Percentage of the sealed local road network that is resurfaced	6.0%		0.6%	September 2018
22. Percentage of footpaths in acceptable condition (as defined by Auckland Transport's AMP) ⁷	95%	N/A	N/A	Reported in March 2019

¹ Targets for 2018/19 onwards reduced from previous years due to a reduction in the number of count sites monitored.

Auckland Transport uses the following sites to monitor cycle movements: Beach Road, Curran Street, East Coast Road, Grafton Bridge, Grafton Gully, Grafton Road, Great South Road, Highbrook shared path, Hopetoun Street, Karangahape Road, Lagoon Drive, Lake Road, Lightpath, Māngere Bridge, Northwestern cycleway – Kingsland, Northwestern cycleway – Te Atatu, Orewa shared path, Quay Street (Vector Arena), SH20 shared path (near Dominion Road), Symonds Street, Tamaki Drive (both sides of the road), Te Wero Bridge (Wynyard Quarter), Twin Streams shared path, Upper Harbour Drive, Upper Queen Street, Victoria Street West.

Note: some trips may be counted more than once across the cycle network.

² The monitored arterial routes are defined in the Auckland Transport 2018 SOI Route Productivity map. Productivity is measured as the average speed multiplied by number of people per lane in one hour. The 2018/19 target of 21,000 is equivalent to the route productivity target included in previous SOIs.

³ The monitored freight network is defined in the Auckland Transport 2018 SOI Freight Network map.

⁴ Local Board satisfaction results sourced from Auckland Council Elected Members Survey. Results are not available every year as the survey is only undertaken every 18 months.

⁵ Specified time frames are defined in Auckland Transport's customer service standards: 2 days for incident investigation as a high priority; 3 days for an incident investigation as a normal priority; 1 hour emergency response time.

⁶ Farebox recovery measures the contribution passenger fares make to the operating cost of providing public transport services. The measure calculates farebox recovery in accordance with NZ Transport Agency guidelines.

⁷ The amended 2018/19, 2019/20 and 2020/21 targets for this item relate to a change in performance measure methodology:

- Improved information from a detailed network-wide survey of footpath condition
- A reassessment of the AMP definition of acceptable condition

Auckland Transport confirms that it will work collaboratively with Auckland Council during 2018/19 to investigate how these could be best regularly monitored and reported.

8. Contribution to Māori Outcomes

The AT Māori Responsiveness Plan, which has been endorsed by the AT Board, is being integrated across various departments within the organisation. Māori Outcomes contributions for each group are agreed with the Māori Policy and Engagement team.

Māori Outcome guidance for prioritisation within the Transport context are sourced from the Auckland Plan refresh 2050, IMSB Māori Plan, a Treaty of Waitangi audit commissioned by the IMSB in 2018, direction from the Māori Outcomes Steering Group (which comprises senior management from Council and CCOs) and Mana Whenua Kaitiaki Forum plans and/or strategies.

The AT SOI commits to contribution to robust Māori engagement, the application of Te Aranga Design Principles, a focused Road safety programme, Mārae and Papakainga road infrastructure improvement, consideration of Māori values in respect to Water and implementing the Auckland Council Te Reo Māori Policy.

AT demonstrates its contribution to Outcomes for Mana whenua through engagement at a leadership level via the AT/NZTA Tamaki Transport Table (TTT) and/or the Auckland Council Mana Whenua Kaitiaki Forum, as well as at an operational level via four monthly hui held by sub region and or transport activity.

The AT contribution to Māori outcomes for this quarter are detailed below.

Activity Classes	Jul-Sep 2018 Spend \$	How it contributes to Māori outcomes/progress
Te Toa Takitini Māori Outcome priorities		
Te Ara Haepapa (Māori Road Safety Programme)	\$42,700	<p>Kaihautū – Driver licensing:</p> <ul style="list-style-type: none"> • Raihana Ākonga workshops (Learner Licensing): Te Ara Haepapa delivered nine Papamahi Raihana Ākonga with over 129 students in attendance. Three workshops were delivered in conjunction with our community partners in Māngere and Waiuku for a more sustainable approach with a wider reach. 24 students have sat and passed their Raihana Ākonga. Papamahi Raihana Ākonga delivered at Te Ara Rangatahi, Tūruki Health Care x2, Papatoetoe Rugby League, Mataatua Mārae, Te Kura Māori o Ngā Tapuwae, Ōrakei Mārae, Te Kura Kaupapa Māori o Te Kotuku and Māngere College. • Papamahi Kaiwhakahaere Raihana Ākonga (Train the Trainer): One Papamahi was delivered in Manukau attended by nine Kaiwhakahaere from Papakura: Papakura High school, Māori Wardens, Mārae and Community Groups represented. • Papamahi Raihana Whītiki (Restricted Driver): Plans to deliver three workshops in the second quarter are underway. <p>Whītiki – Restraints:</p> <ul style="list-style-type: none"> • Information Hui held at kohanga, Kura and Mārae regarding information evenings, clinics and Child Restraint Technician training.

		<ul style="list-style-type: none"> • Te Ara Haepapa attended three Child Restraint Checkpoints in conjunction with NZ Police and Mainstream colleagues at Pukekohe and Ouruamo. <p>Āta Haere – Slow Down (Speed):</p> <ul style="list-style-type: none"> • Te Ara Haepapa ran a “Back to School” campaign in Te Reo Māori and English with the New Travel wise student group and mainstream. The campaign raises public awareness of slowing down and being careful around school areas and was well received by the public and students alike. <p>Waipiro me ngā Tarukino (Alcohol and Drugs):</p> <ul style="list-style-type: none"> • Attended one CBT with Police central and West using Te Reo Māori and English and handing out bi-lingual messaging on resources which was very well received by Police and public. • Hikoia Te Korero, Māori and Pasifika Careers day, and Mini Road Safety Road Show at Te Kura Kaupapa o Te Raki Pae Whenua showcased messaging around Taraiwa inu Waipiro Kore and Sober Driving. • The inclusion of eight police with three being Māori Liaison officers who spoke Te Reo Māori along with the Booze bus brought some very positive comments from Rangatahi and Staff alike at the Te Raki pae whenua. <p>Whanau Walking:</p> <ul style="list-style-type: none"> • Plans underway to support Whanau Walking initiatives in the South and Maungarongo Kohanga reo with resources and safety korero. • Te Ara Haepapa supported the Pahi kura hikoi initiatives at two kura alongside mainstream schools. <p>Pahikara:</p> <ul style="list-style-type: none"> • Provided bikes to support the Pahikara initiative at Te Kura Kaupapa Māori o Te Kotuku <p>Te Ara Haepapa /Travel wise /Safer Communities:</p> <ul style="list-style-type: none"> • Māngere Bridge: Survival event held at Māngere Bridge Kura with Te Ara Haepapa displaying road safety videos and promoting positive safe crossing messaging to parents and children. • Te Kura Kaupapa Māori o Te Raki Pae Whenua: <p>Media Promotion:</p> <ul style="list-style-type: none"> • Te Ara Haepapa videos are continuing to be promoted.
Mārae (Māori Freehold Land) Road Safety Turnout Programme (\$1M annual budget)	\$5,700	<ul style="list-style-type: none"> • Motairehe Mārae – preliminary design and coastal engineering specialists procured.
Māori Wardens (Train Network)	\$115,200	<ul style="list-style-type: none"> • Contract with Trans Dev for security of people upon the train network.

Roads and Footpaths		
Roads and Footpaths (general)	\$31,900	<p>General (\$20,500)</p> <ul style="list-style-type: none"> Māori outcomes have been agreed and actioned in the following projects for North Auckland: Glenvar and Glenvar East Road, Hill Street, Station and Access Road (Huapai SHA), Gills to Oteha Valley Road, Medallion Drive, Dairy Flat Highway and Roundabout, Tuhonohono ki Tai (Matakana link Road), Sandspit, Tamahunga bridge and shared path. Māori outcomes have been agreed and actioned in the following projects for the Central and West of Auckland: Newmarket Level Crossing, Tamaki Drive and Ngapipi Intersection, Mountain Road Huia, Huia Road, Lincoln Road. Māori outcomes have been agreed and actioned in the following projects for South Auckland: Murphy's Road, AMETI has parallel stages of engagement taking form with the multiple Busway programmes. Mana whenua apply input into the option selection process for EB2 and EB3. Cultural monitoring continues at Mokoia Pa provided by Ngāti Paoa. Introduction of the Auckland to Botany programme engagement. Ongoing suite of smaller projects continue to engage with additional workshops at intervals where required. <p>Downtown Infrastructure Programme (\$3,700)</p> <p>Māori outcomes have been agreed and actioned in the following programmes for Central Auckland</p> <ul style="list-style-type: none"> Mana whenua Kaitiaki engagement tepu established (June 2018) Information and workshop time (over twenty two hui to date) Streetscapes - Quay Street (Hobson to Commerce Streets), Britomart East Bus Interchange, Downtown Public Space Marine – Ferry Basin redevelopment, Quay Street Wall, Procurement to assist Mana whenua (planning specialist, Taiao, Mahi Toi, Urban & Built form, Te Reo, Procurement (build), Marine Customary Title. Engagement Integration with Panuku on Waitemata Māori Values reports, AC / ADO and the City Centre Design Collective, Panuku (Dolphin) design, AT lower Albert Street Bus shelter design, CRL and the lower Queen Street design <p>Rural Road Sealing (\$400)</p> <ul style="list-style-type: none"> Māori outcomes have been agreed and actioned in the following projects for the Rural Road Sealing programme: Wellsford Valley Road, Ngarewa Drive and Ahuroa Road.
Roads and Footpaths (street scape)	\$600	Otahuhu Town Centre

<p>Te Tupu Ngātahi - Supporting Growth</p>	<p>\$36,100</p>	<p>Te Tupu Ngātahi met with Mana whenua partners for 19 workshops. Nine Mana whenua were involved in the North for an Orewa hui, and eight hui have been held about the Warkworth, Wainui, Silverdale, and Dairy Flat supporting growth areas. The North has nearly landed on emerging preferred options. An area of concern highlighted in the site visit to Curly Avenue, Silverdale remains regarding multiple crossings of the Weiti and effects on the nearby SEA. MCA sessions have gleaned preferences and workshopped short list options. Ngāti Maru and Ngāti Manuhiri provided Mana whenua Values Assessments of their interests in the North.</p> <p>In the South, six Mana whenua have participated in five hui. Four of the workshops discussed the strategic connections, long list MCA assessment and arterials. Preparations to decide on the Southern emerging preferred options are set for October. Te Ākitai Waiohua, Ngāti Te Ata Waiohua, Ngai Tai ki Tāmaki and Ngāti Tamaoho have collaborated in a joint Mana whenua Values Assessment for the Southern Structure Plan and Ngāti Tamaoho has provided an MVA for Te Tupu Ngātahi.</p> <p>Four workshops were held in the North West with up to six iwi. The emerging preferred options workshops will take place in early November. Ngāti Whātua o Kaipara has submitted a Mana whenua Values Assessment.</p> <p>We bought all iwi Kaitiaki together in September to share information across the four growth areas. We also presented to iwi leaders at the September Tamaki Transport Table with the intention to meet with iwi leaders individually in the next quarter.</p>
<p>AMETI</p>	<p>\$101,100</p>	<p>AMETI has parallel stages of engagement taking form with the multiple Busway programmes. Mana whenua apply input into option selection process for EB2 and EB3. Cultural monitoring is continuing at Mokoia Pa provided by Ngāti Paoa. Introduction of the Auckland to Botany programme engagement. Ongoing suite of smaller projects continue to engage with additional workshops at intervals where required.</p>

Public Transport & Other		
Public Transport	\$58,300	<p>Te Aranga outcomes were highlights from engagement with Public Transport activity / projects.</p> <p>Downtown Infrastructure Programme (\$31,700) Māori outcomes have been agreed and actioned in the following programme for Central Auckland:</p> <ul style="list-style-type: none"> • Mana whenua Kaitiaki engagement tepu established (June 2018) • Information and workshop time (over twenty two hui to date) • Streetscapes - Quay Street (Hobson to Commerce Streets), Britomart East Bus Interchange, Downtown Public Space • Marine – Ferry Basin redevelopment, Quay Street Wall, • Procurement to assist Mana whenua (planning specialist, Taiao, Mahi Toi, Urban & Built form, Te Reo, Procurement (build), Marine Customary Title. • Engagement Integration with Panuku on Waitemata Māori Values reports, AC / ADO and the City Centre Design Collective, Panuku (Dolphin) design, AT lower Albert Street Bus shelter design, CRL and the lower Queen Street design. <p>General (\$26,100)</p> <ul style="list-style-type: none"> • Pukekohe station (Karakia and Mahi toi completion), Half-moon Bay (Karakia and Mahi toi completion), Papakura Park & Ride, Puhinui Station, Airport to Botany. <p>Carparks (\$500)</p> <ul style="list-style-type: none"> • Waller Street carpark archaeological and Māori values assessment
Walking & Cycling	\$13,400	<p>Te Aranga implementation has featured in the Shared pathway programme for Ian McKinnon Drive, Herne Bay to Westhaven, New Lynn to Avondale, Pt Chevalier to Westmere, Tamaki Drive, Te Ara ki Uta ki Tai (GI to Tamaki Drive) and the Waitemata Safe Routes cycle and shared pathways.</p>
Policy & Strategy	\$1,900	<p>Engaged on the Congestion question, RLTP, RPTP and Regional Fuel tax</p>
Tamaki Transport Table (Leadership to Leadership Engagement)	\$900	<p>Mana whenua leadership (Chair or delegated Executive) and the CE or ELT representative of AT and the Transport Agency:</p> <ul style="list-style-type: none"> • Transport Agency Procurement Framework • Hamilton to Auckland Corridor • NLTP / ATAP update • Rapid Transit Network (Light Rail) intro • Te Tupu Ngātahi Governance engagement

AT internal Māori responsiveness	\$42,600	<ul style="list-style-type: none"> • Māori Network hosted the organisation’s celebration for Te Wiki o te Reo Māori (10 - 15 September). In addition to internal promotion and events, there was a role out of Te wiki o te Reo Māori Posters on the network (Buses, Trains and Ferries). Social media content was well received. • Te Waharoa – a Māori information portal (GiS and Fulcrum) includes all documents received from Mana whenua to date with some presented spatially, contacts management, Project specific vales reports and spatial overlap capability of Māori layers with RLTP and AC Unitary Plan rules. • Ngā Kete Kiwai – Internal staff training, eight sessions for 30 staff max per session (Treaty of Waitangi, Engagement, Māori Responsiveness and basic Te Reo) • Te Reo – Link Bus, Northern Express and City to Manukau video and text to speech audio reo pronunciation trial
Total	\$450,400	

9.Key Local Board Issues

Local boards were involved extensively in the development of and consultation on the introduction of the new network in central Auckland and on the North Shore. The new network central went live on 8 July and September 30 in the north. Numerous changes and refinements to original proposals resulted from this engagement, including the introduction of a completely new service (The Tamaki Line), running from Glen Innes to Tamaki Drive and on into the CBD.

Projects funded by the Rodney Targeted Transport Rate are progressing at pace with the first two new bus services in the design phase and operation planned to begin in February/March 2019.

AT’s renewals and capital work programmes were presented to all local boards during July and August. This information provides an opportunity for local boards to leverage their transport funds by incorporating ‘added value’ aspects to projects AT are already undertaking.

During this period AT also presented to all local boards on local initiatives aimed at reducing deaths and serious injuries on our roads. This work includes both road safety initiatives and speed reduction proposals.

Local boards were also engaged on the Regional Public Transport Plan, through cluster workshops, which details what AT will be offering in terms of public transport over the coming decade.

The long awaited final phase of the Half Moon Bay Ferry/Bus interchange was completed and opened. This Howick Local Board initiated, and partly funded, project has delivered a new ferry wharf and integrated bus station, to provide ferry travellers from Howick and surrounding areas with good alternatives to driving into the city.

10. Risk Management

Progress on Current Internal and External audit issues

Internal Audit and Risk Management

In the first quarter of the 2018/2019 year, Risk & Assurance continued to work with senior management to facilitate the formal program of key risk assessment and in-depth analysis of each of the 12 key risks over a 12-month rolling period. These key risks affect AT's core business areas and include service delivery, strategy, finance, procurement, major project delivery, asset management, contract management, cybersecurity and health and safety.

Risk and control attestation statements were obtained from executive management as well as from other senior managers. This will be continued on a quarterly basis. Risk and Assurance held risk-profiling workshops with the senior management teams of each business area and the Board and developed a risk appetite and tolerance dashboard for the organisation's key risks. These workshops have led a refresh of the organisation risk profile identifying our top 100 risks and confirming our 12 key risks for monthly monitoring purposes. We also completed deep dives on two key risks during the quarter with in-depth review of each risk, related controls and mitigation activities.

Risk & Assurance has been developing online modules for Fraud Awareness Training and Anti-Corruption Training. The Fraud Awareness Training module has been rolled out to the business via our online training tool "Think Tank". The Fraud Risk Management Framework programme of work is ongoing.

Risk & Assurance updated AT's Risk Management Framework and the AT Risk Management Policy has been approved by the Board. Risk and Assurance has also led a review and update of the organisation Tier 1 policies taking the updated policies to the board for review and approval.

Delivery of the approved 2017/2018 internal audit work plan is ongoing with some regulatory compliance and expenditure audits having been completed in the period under review. Several business technology reviews will be delivered in the next quarter. The internal audit plan will be reviewed and an updated plan will be presented for approval to the Finance, Capital and Risk Committee next quarter. A number of special investigations (i.e. unplanned work) are also in progress or have been completed.

Risk & Assurance also continues to provide probity audit and advisory services on high value procurements or those deemed to be potentially higher procurement risk in line with AT's Procurement Strategy.

External Audit

Audit New Zealand issued an unqualified opinion on the financial statements for the year ended 30 June 2018. The financial statements were part of the AT Annual Report which was released to the public on 28 September 2018.

Group Financial Impacts

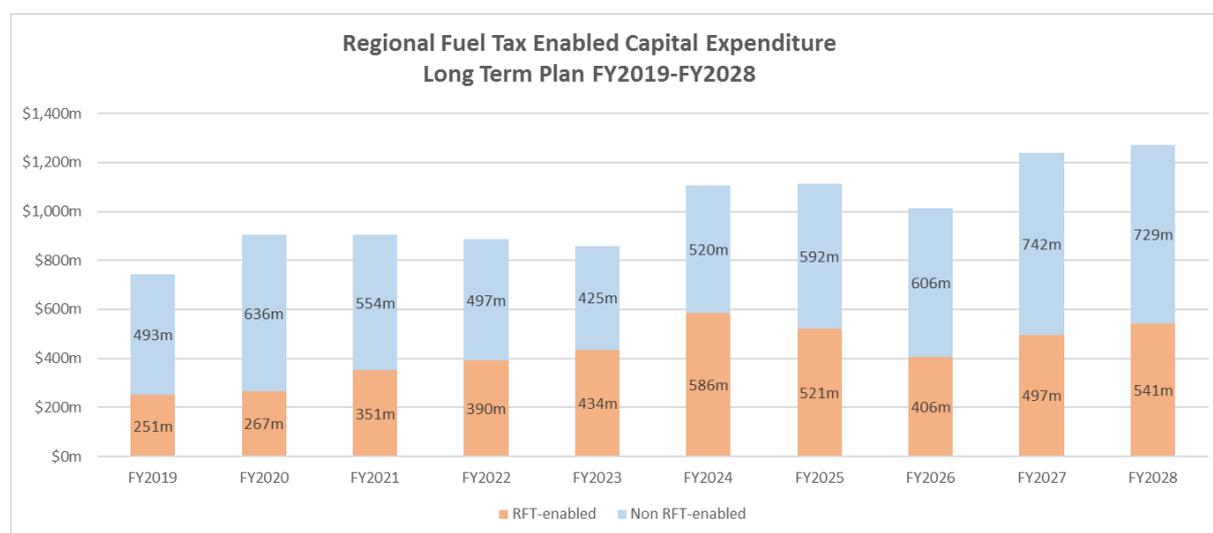
AT is unaware of any financial impacts that would affect the Auckland Council Group. No changes have been made in the quarter to the approaches taken to risk management, internal audit, or external audit.

11. Regional Fuel Tax Report

Summary

The Regional Fuel Tax (RFT) came into effect on 1 July 2018. The projected revenue from the RFT of \$1.5 billion over the 10-year period, leverages a further \$3.0 billion from other revenue sources, such as NZ Transport Agency subsidies and development contributions, enabling a total \$4.5 billion expenditure. As such, it enables a substantial part of AT's \$10 billion ten year capital programme.

The capital programme is spread over ten years and covers 14 separate projects. Expenditure on RFT enabled projects is lower in the initial years, as existing committed projects are completed, and AT gears up for this larger capital programme. Expenditure on RFT enabled projects is higher from 2023 onwards, reflecting the start of large projects such as Mill Road and the purchase of additional electric trains around the time of the opening of the City Rail Link.



Expenditure on RFT Projects July - September 2018

	Year to date			Full year
	RFT-enabled expenditure*			RFT-enabled
	Actual \$000	Budget \$000	Variance \$000	Budget \$000
Capital projects				
Project 1: Bus priority improvements	2,046	3,758	1,712	23,899
Project 2: City centre bus infrastructure	1,172	632	(540)	5,049
Project 3: Improving airport access	540	262	(278)	6,344
Project 4: Eastern Busway	7,825	7,654	(171)	79,092
Project 5: Park-and-ride facilities	-	80	80	100
Project 6: Electric trains and stabling	-	-	-	-
Project 7: Downtown ferry terminal and redevelopment	1,201	1,450	249	11,454
Project 8: Road safety	2,781	2,879	98	46,121
Project 9: Active transport	-	-	-	-
Project 10: Penlink	1,758	1,370	(388)	2,000
Project 11: Mill Road corridor	1,833	75	(1,758)	5,800
Project 12: Road corridor improvements	3,193	8,463	5,270	50,432
Project 13: Network capacity and performance improvement	1,004	2,256	1,252	9,200
Project 14: Growth-related transport infrastructure	-	-	-	11,584
Total capital projects	23,353	28,879	5,526	251,075
Operating projects				
Project 8: Road safety	46	-	(46)	3,000
Total operating projects	46	-	(46)	3,000
* RFT-enabled expenditure is expenditure spent on RFT projects. These projects are funded by the Transport Agency and Auckland Council. Auckland Council's portion is a combination of rates/debt funding, estimated development contributions collected and RFT.				

Initial focus is on the redevelopment of the Downtown Ferry Terminal, enhanced safety programme, network performance and capacity and progressing the Eastern Busway. Project 9: Active transport will commence in 2019/20, while Project 6: Electric trains and stabling will commence around 2023.

RFT revenue is received monthly by Auckland Council from the Transport Agency. The amount of RFT spent is calculated as the cost of the project after deducting other funding sources such as rates/debt funding, estimated development contributions collected and Transport Agency co-funding.

Highlights for the Quarter

Project 1: Bus Priority Improvements

The most important enablers of increased patronage are reliability, frequency and coverage. AT's 'New Network' seeks to provide effective public transport options, with a component being a core network of about 30 high frequency bus services designed to remove the need to rely on timetables for most of the day, and that work together to provide easy service connections.

- The implementation of bus priority improvements, enabled by RFT, are essential to increasing bus network reliability and improve bus travel times. The first project is completion of Stage 3 of the route that travels from Māngere town centre, through Otahuhu Station, to Sylvia Park (FN32).

- Construction on the Mount Wellington Highway corridor improvements, including transit lanes (T2) to enable bus priority, is expected to begin in late 2019. Corridor improvements will be integrated with new cycleways, along with the completion of Avenue Road, Church Street and Meadow Street cycleways.
- Business cases are being prepared to identify the preferred response for a further 11 road corridors across the region, looking at an integrated approach to bus priority, safety and active transport on those corridors. The procurement process has commenced through market sounding.
- Sylvia Park Bus Improvements – Investigations into impacts of new development proposals and operational changes within Sylvia Park have progressed.
- Tree-trimming and physical works for double decker buses is underway. The Manukau Road and Northern Express (NX2) routes went live at the end of September 2018. Physical works for the Remuera Road route will start in late October 2018 and finish in late February 2019. The next route to be investigated is the New North Road route.

Project 2: City Centre Bus Infrastructure

The city centre is currently the destination or interchange point for approximately 80,000 commuters each morning, with the number of bus patrons and bus services expected to grow rapidly. The City Centre Bus Infrastructure seeks to address the pressure from this increase through creating the Downtown Transport Hubs in Lower Albert Street for the Northern and Western bus services and on, or in the vicinity of, Quay Street East for Isthmus and Eastern bus services.

Business case development for the Downtown Transport Hubs is underway and discussions with the Transport Agency for funding are progressing. Shortlist options for the Britomart East Bus Stops (on Quay Street East) are being further assessed to ensure that selection for the preferred option is robust.

Concept design is now complete for the Lower Albert Street Bus Stops. The next phase involves review of the draft business case and economics evaluation, and gaining design approval.

Both Downtown Transport Hubs (Quay Street East and Lower Albert Street) are to be delivered by December 2020, prior to the Americas Cup AC36.

The second part of the project will deliver improvements along Wellesley Street for bus services and customers, improved walking and cycling, and a possible station/interchange in the vicinity of Grafton Gully. These will be delivered around the time of the City Rail Link opening. The Detailed Business Case to identify the preferred option will be completed around June 2019.

Project 3: Improving Airport Access

Auckland Airport is the international gateway to New Zealand, and a growing regional employment hub and key freight destination. A programme of initiatives to improve access to the airport area will be delivered by Auckland Airport, the Transport Agency and AT.

The first phase is a new bus/rail interchange and enhanced station at Puhinui, which is expected to be operational by the end of 2020/early 2021 before the Americas Cup and APEC. The contract for the detailed design of the Puhinui station/interchange will be tendered in the second quarter, followed by design and then construction contract award by the end of 2019.

The wider programme of improvements includes bus priority lanes which will be provided along most of the route between the Airport and Manukau Bus Station, with Auckland Airport delivering segments within its area, the Transport Agency delivering segments along SH20B and AT delivering the remainder. Walking and cycling improvements will also be completed. The business case for these improvements is underway.

Project 4: Eastern Busway

Auckland Manukau Eastern Transport Initiative (AMETI) Eastern Busway (EB) will create a dedicated, congestion-free busway, with integrated cycling and walking paths, urban design enhancements, safety improvements and major intersection upgrades between Panmure, Pakuranga, and Botany town centres. The project is separated into four stages: Panmure to Pakuranga (EB1), Pakuranga Town Centre and Reeves Flyover (EB2), Pakuranga to Botany Busway (EB3), and a new interchange at Botany Town Centre (EB4). Eastern Busway stages 2, 3 and 4 have been accelerated due to the RFT.

The AMETI - Eastern Busway programme continues to progress towards the target completion date for full operation by 2025.

- **Eastern Busway 1 (Panmure to Pakuranga Busway)** – The Notice of Requirement was confirmed in full with no further appeals. Procurement for the construction contractor progressed through shortlisting and a request for tender was issued. Demolition and archaeology was progressed in preparation for the main physical works. Travel Demand Management initiatives were commenced to reduce the risk of construction disruption.

Award of the main physical works contract is due in December 2018 with construction starting in March 2019. Further implementation of the Travel Demand Management programme is planned and demolition and archaeological investigation will continue at Bridge Street adjacent to Lagoon Drive. The staged tenancy termination and demolition elsewhere on EB1 will also be progressed.

- **Eastern Busway 2 and 3 (Pakuranga Town Centre, Reeves Road Flyover and the Busway to Botany)** – The preliminary specimen design first draft (residential section west of Pakuranga Creek) was completed and reviewed by AT internal stakeholders. Further refinement of the Reeves Road Flyover concept design and revised Pakuranga Town Centre Busway layout were completed. Affected landowners were identified and contacted and public consultation on the draft preliminary specimen design has commenced.

Over the second quarter, the specimen design will be formally approved and commencement of the Assessment of Environmental Effects will follow, leading to preparation of Notice of Requirement documentation. Public consultation on the specimen design will be completed, along with further design and refinement of the commercial area of Ti Rakau Drive east of the Pakuranga Creek Bridge.

- **Eastern Busway 4 (Botany Interchange)** – The Single Stage Business Case has commenced with shortlisting of options completed. A preferred concept design for Eastern Busway 4 will be progressed via the Airport to Botany RTN project.
- **Land acquisitions** across the AMETI programme continues. A programme wide re-baseline of the AMETI master schedule was completed. A full review of the Procurement Strategy has commenced and will be completed in the second quarter. The Te Horeta Road Extension (Long Term Plan 2028 onwards) Indicative Business Case was commenced to confirm a designation footprint to assist with upcoming land acquisition opportunities.

Project 7: Downtown Ferry Terminal Development

The long-term vision for the Downtown precinct includes redevelopment of the ferry basin to enable better public spaces and more efficient ferry services to cater for predicted increases in growth. The relocation of Piers 3 and 4 is required to make way for the new downtown public space proposed at the southern end of the Ferry Basin. Six new berths will be installed along the western edge of Queens Wharf forming Stage 1 of a two stage redevelopment of ferry infrastructure in the Ferry Basin. The planned redevelopment will accommodate increased

passenger numbers, create a modern consolidated ferry terminal, with improved accessibility and greater operational flexibility and safety.

The new 'reverse sawtooth' ferry berth configuration along the western edge of Queens Wharf has been evaluated. Concept Designs for both waterside and landside infrastructure and facilities have been completed and a resource consent application was lodged on 3 October 2018. Several workshops have been held with Mana Whenua to identify project values and design opportunities. Early procurement will commence this quarter for pontoons, piles and other long lead items.

Project 8: Road Safety

The Road Safety Programme will deliver both transformational and low cost safety projects at high-risk locations to reduce road deaths and serious injuries (DSI) that have seen a 65% increase from 2012 to 2017.

- **Urban Road Safety** – Preliminary design has been completed for two high risk corridors, Weymouth Road and Russell Road Manurewa, and traffic calming on Rathgar Road. Physical works will commence in early 2019 and are projected to be finished by June 2019.

Other urban safety programmes being undertaken are: upgrades and safety improvements to 60 pedestrian crossings, safety improvements on four high risk intersections (Tamaki Drive/Watene Crescent, New North Road/Asquith Avenue, Bruce McLaren Road/Railside Avenue and Oteha Valley Road/Harrowglen Drive), and reviews of up to 50 sets of traffic light phasings. All are planned for completion by June 2019.

- **Rural Road Safety** – Design works have been completed for two high-risk rural intersections, the Waiuku/Patumahoe/Atwell roundabout and the Coatesville/Dairy Flat intersection, with works projected to be finished by June 2019.

Procurement has been completed for improvements to signage and delineation (road markings) to address loss of control crashes, and for improvements to 20 intersections that have been identified as having safety risks. Delivery starts in October, with completion of the programme in June 2019.

- **Speed Management** – Work is underway on actions to manage excessive speed across the region:
 - Implementing a 30 kpm speed limit across the city centre. Preliminary design has been completed on 23 'gateway' treatments (access points to the Auckland city centre), with implementation from April to June 2019
 - Investigation of speed management options in ten town centres, prioritised on risk
 - Speed limit reductions and physical measures (e.g. speed bumps) at locations across the region
 - Interventions on the top 10% high risk rural roads as identified by the Transport Agency
- **Safer Communities** - Preliminary design is underway on initiatives to make the Mt Roskill and Māngere Bridge town centres better and safer for walking, with delivery expected in 2019/20.
- **Minor Safety** – Minor safety relates to a larger number of specific interventions. Current actions underway are traffic calming on Margate Road, New Lynn, a refuge island on Jutland Road, North Shore, and improvements to the intersection of School Road and Vodanovich Road, Te Atatu.

- **Red Light Cameras** – An additional six red light cameras will be installed in 2018/19, taking the total number to 18. Six sites have been identified and confirmed. Site design work will be completed in March 2019, with cameras operational by June 2019.

Costs incurred to date primarily relate to time spent on the safety around schools programme.

Project 10: Penlink

Penlink is currently planned for later in the 2018-28 LTP period. Designations have been secured for the Penlink corridor, and some land purchases were completed during the quarter.

A contract has been awarded to update the business case, which will explore the financial and commercial cases for bringing the project forward to next year without impacting Auckland Council's balance sheet.

Project 11: Mill Road

Mill Road is also currently planned for later in the 2018-28 LTP, continuing into the following decade. AT has already secured the designation for the northern section of Mill Road (from Redoubt Road as far south as Alfriston Road), and is completing the purchase of land parcels where negotiations have started.

AT have entered into an alliance arrangement with the Transport Agency for Te Tupu Ngātahi (Supporting Growth Alliance) to undertake detailed investigations for the extension of this corridor further south, as part of the longer-term Supporting Growth programme.

Te Tupu Ngātahi is also identifying intersection and safety improvements along the Mill Road corridor using the funding enabled by the RFT in the 2018/28 Regional Land Transport Plan (RLTP).

AT (through the Te Tupu Ngātahi) expects to engage further with the community on the preferred option in late 2018/early 2019 prior to proceeding with route protection in the next two to three years to give more certainty to the community.

Project 12: Road Corridor Improvements

- **Lincoln Road** – The detailed design and property acquisitions are progressing as programmed. The detailed design is on track for completion in July 2020 and construction is planned to begin in 2021.
- **Matakana Link Road** – The construction of the full project will be staged, where Stage 1 (two-lane road) would be constructed by late 2021, and Stage 2 would be constructed when traffic exceeds capacity of the two-lane road (sometime between 2036 and 2046). Following this decision, updated designs and planning documents have been completed.

Detailed design is being progressed. Public Notification of the Notice of Requirement and Resource Consents is expected to occur prior to Christmas.

- **Glenvar Road/East Coast Road intersection and corridor improvements** – Procurement has commenced for the business case which will identify the preferred layout and cost for the Glenvar/East Coast Road intersection upgrade, the East Coast Road/Glamorgan Drive intersection upgrade, and improvements to Glenvar Road.
- **Lake Road** – Procurement is about to commence for the detailed business case to identify the preferred option to move more people along the existing corridor (mostly likely through the introduction of new transit lanes on Lake Road and repurposing the Esmonde Road bus lane into a transit lane), along with improving walking and cycling facilities, better public transport, and new technology solutions to improve information on travel options and driving conditions.

- **Seal extensions** – The RFT enabled seal extension programme is part of a larger seal extension programme that included funding from the Araparera Forestry Joint Venture. For the RFT enabled component, Monowai Stage 1 is currently under construction and expected to be completed by December 2018. Detailed design for Monowai Stage 2 and Ngarewa Drive is expected to be completed in the second quarter.

For the Araparera Seal extension programme, nine sites have been agreed with the Rodney Local Board and are progressed to scheme design. The second quarter will see the completion of detail design and tender for three of those sites (Underwood Road, Whitmore Road and Tauhoa Road), with progress on design of remaining six. Design is also underway on Wellsford Valley Road, Ahuroa Road and Ngarewa Drive, as part of the wider seal extension programme.

Project 13: Network Capacity and Performance

Network Optimisation provides small to medium-scale improvements to achieve better and more appropriate use of the existing network. The following projects are at the preliminary design phase, with completion expected in April-June 2019:

- Dynamic lanes on Redoubt Road to ease congestion and increase safety for the morning and evening peaks
- Peak hour bus lanes on Ti Rakau Drive between Wheatley Avenue to Gossamer Drive, and a dual right-turn on Ti Rakau Drive into Gossamer Drive, to ease congestion and improve intersection efficiency
- Minor intersection improvements to increase efficiency on Ti Rakau – Botany - Te Irirangi and Ti Rakau- Chapel
- Infrastructure upgrades at four signalised intersections in metropolitan town centres, to improve the level of service and increase road safety for active modes
- Monitoring and deficiency assessments on ten corridors and intersection bottlenecks to identify upgrades to improve efficiency for cars, freight, public transport and pedestrians

A current focus for Intelligent Transport Systems has been in CCTV analytics. These have the ability to provide useful data to identify high risk areas and support later actions to improve safety or efficiency. Examples of current technology projects enabled by the RFT:

- **Red Light Runners** analytics have been rolled out at three more sites across Auckland and a further two are currently being developed bringing the total number to seven. Although AT currently does not have enforcement powers, this provides useful data on risk areas.
- **The Vehicle Occupancy Detection project** has commenced, which can assist with automated enforcement at T2/T3 lanes. The first step is to identify and test the most suitable camera for the purpose. This complements work also being undertaken by AT on Onewa Road to encourage travel behaviour change.
- **CCTV cameras** are being used to locate congestion hotspots throughout the Auckland city centre, by analysing the lengths of time that vehicles are stationary in traffic. Once the threshold is reached an automatic alert is sent to SCATS operators, who can make decisions to allow traffic to clear.
- AT is piloting **bus priority and traffic light phasing** on key routes, to optimise bus priority when particular conditions are met (e.g. buses are fuller and/or late running due to congestion).

- A 12-month **On-demand Rideshare** trial is scheduled for launch in Devonport in November 2018. This will provide high quality, low cost, on-demand door-to-door rideshare service, linking a customer's origin or destination to facilitate easier access to public transport. The service will use technology to book a journey, track the real-time location of the vehicle and facilitate customer payment.