

Auckland Transport Quarterly Report

Quarter Ended 30 June 2018



Auckland Transport took home the Business Transformation through Digital and IT CIO award and our Chief Technology Officer Roger Jones was a finalist in the CIO of the Year award.

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1. Executive Summary

Strategic Context

Auckland Transport (AT) has made significant progress in recent years, with major improvements in the public transport system, strong patronage growth, increasing customer satisfaction ratings and investment in active modes of transport.

The last quarter of 2017/18 saw growth slowing for several external indicators which is reflected in the growth rates for public transport and congestion.

Road safety remains a key priority.

Key Achievements for the Quarter

AT has had a successful quarter with many measures maintaining consistent high performance. Highlights for the 2017/18 year are:

- Public transport patronage for the 12 months to June 2018 totalled 92.4 million boardings, an increase of 4.4% compared with the same period last year.
- Overall satisfaction with public transport services (91%) for the 12 months to June 2018 is up 1% compared with the same period last year. Bus satisfaction had the biggest increase and now has 91% satisfaction (up 2% compared to the June 2017 result).
- Arterial road productivity, which measures the efficiency of key arterial routes in moving people during peak hour, continues to increase, exceeding the target of 55% with the 12-month rolling average result in June 2018 reaching 65%.
- Travel times on all ten of the key freight routes met their targets, with six of the routes exceeding targets.

Financial Performance

AT's surplus before tax, this includes funding for capital items, for the twelve months ended 30 June 2018 was \$692.6 million, which is \$180.5 million higher than budget. The variance is mainly due to unbudgeted vested assets revenue of \$213.3 million, higher than budgeted NZ Transport Agency capital and operating funding of \$44.1 million and lower than expected depreciation of \$38.3 million. This is partly offset by lower Auckland Council capital funding of \$111.4 million.

Deficit from operations, this excludes funding for capital items, was \$320.6 million, \$36.2 million favourable to budget mainly due to \$38.3 million lower depreciation.

Capital expenditure excluding vested assets was \$687.0 million, \$78.9 million lower than budget mainly due to delays in public transport projects (e.g. airport access study, Parnell Station and SaFE projects) and deferrals in land acquisition for the Light Rail Transit (LRT) project.

Non-Financial Performance

There are 36 non-financial performance measures covered by the Statement of Intent (SOI). Of the 36, fourteen **exceeded** the performance measure, ten **met** the performance measure, and twelve **did not meet** the performance measure.

Performance highlights for the 2017/18 year are:

- Overall satisfaction with public transport services (91%) well above the target of 85%
- Arterial road productivity exceeded the target of 55%, with the 12-month rolling average result in June 2018 reaching 65%
- Following the marginal adjustment of freight travel time targets for 2017/18, travel times on all ten key freight routes either met or exceeded their interpeak travel time targets, with six of the routes exceeding targets
- Public Transport (PT) punctuality continues to exceed the SOI target with 96.5% of services on time
- Road maintenance standards (ride quality) for both urban (84%) and rural roads (95%) exceeded their respective targets of 81% and 91%
- Active and sustainable transport mode share for Travelwise Schools Programme (48%) and Travelwise Choices Programme (69%) both exceeded their target of 40%. This meant a total of 27,962 single occupant vehicle trips were avoided in the 2017/18 year, well exceeding the target of 20,240.

Measures that did not meet their performance measure targets:

- Rail boardings totalled 20.2 million, 4.3% below the target of 21.1 million. Rail operations faced a number of challenges this year including rail strike action and the Britomart derailment.
- Total public transport farebox recovery ratio is 45.2%, below the target range of 47% to 50%. This reflects the increased proportion of passengers using AT HOP, the rollout of the New Network and the impact of the introduction of Simpler Fares in August 2016, which reduced fares for the majority of users.
- Local road deaths and serious injuries ended the 2017 calendar year at 690, significantly above the target of 537. A Speed Management Implementation Plan will be delivered in 2018 to change speeds on 10% of the rural and urban network. An Accelerated Safety Engineering Programme has been developed to address a greater number of high-risk locations and implement mass-action treatments across the urban and rural network. Latest results report local road deaths and serious injuries in the 12 months to March 2018 as 668, 15% higher than the 12 months to March 2017.
- Local road deaths and serious injuries per 100 million vehicle kilometres travelled is an indication of injuries relative to travel growth on the network. The result at December 2017 was 8.4 deaths and serious injuries per 100 million vehicle kilometres travelled, significantly higher than the target of 4.9, and 20% higher than the 2016/17 result of 7.
- In June 2018, resident satisfaction with the quality of roads in the Auckland region (61%; target 70%), and resident satisfaction with road safety in the Auckland region (59%; target 60-65%) were both 1% lower than last quarter. Together with resident satisfaction in the quality of footpaths in the Auckland region (56%, unchanged since last quarter; target of 65%), these scores are below target.

- The percentage of customer service requests relating to roads and footpaths which receive a response within the specified timeframes fell below the target of 85%, with the 2017/18 year end average of 82.5%. The Assets and Maintenance team are working with contractors to gain insights on the issues impacting on performance.
- 417.5 kilometres of the local road network was resurfaced or rehabilitated, equivalent to 6.4% of the total network. AT has a target of resurfacing/rehabilitating 7.5% of the sealed local road network. The 2017/18 programme did not meet the target due to the need to prioritise funding to undertake urgent emergency repairs to our asset base, including storm events and the sea wall.
- 6.5 kilometres of new cycleways were added to the regional cycle network, less than the target of 10 kilometres. A number of projects that were projected to be completed this year are now expected to be completed in the first half of 2018/19.
- Satisfaction with AT's engagement with local boards improved slightly from the 2016 result but remains below the targets of 60%.
 - Satisfaction with AT's reporting to local boards was 56% in the 2017 survey, an increase of 1% on the 2016 result
 - Satisfaction with AT's consultation with local boards was 42% in the 2017 survey, an increase of 2% on the 2016 result
 - AT's Elected Member Relationship Unit has a plan to improve the overall quality of reports to local boards which includes receiving monthly feedback and are focused on providing advice to support local boards with their capital fund decisions.
 - While not an SOI measure, satisfaction with AT's Elected Member Relationship Managers was 85% in the 2017 survey, an increase of 7% on the 2016 result, and an increase of 10% on the 2015 result.

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 trends in key external indicators. After record growth over the past few years, the last quarter has shown slowing growth in some indicators. Net migration, airport passenger movements, Auckland GDP and car registration numbers in Auckland all had annual growth rates lower than at any other point in the past three to six years, with net migration and new cars registered decreasing compared with the previous year. Employment levels and fuel sales continue to show steady growth, whereas the growth in dwelling consents issued in Auckland continue to rise with a record month in May 2018.

The overall slowing growth of external indicators has flowed through to the growth rates for public transport and congestion. Total public transport patronage growth in the 12 months to June 2018 was lower than any other rolling 12-month period in 2017/18. Average congestion over the past 12 months also decreased slightly compared with the previous year.

Most recent results for key external indicators:

- Annual net migration reached a record peak in August 2017. Estimated net migration into Auckland in the 12 months to May 2018 totalled 33,695 and, although still far higher than the net migration seen prior to 2016, this was 7.1% lower than the 12 months to May 2017.¹
- The number of cars first registered to an Auckland postcode decreased by 0.5% for the 12 months to June 2018 compared with the 12 months to June 2017. This is the first 12-month period since 2012 in which fewer cars were first registered in Auckland than the preceding 12 months.
- The total number of cars registered in Auckland grew by 0.28%, an increase of 2,655 cars from 964,777 at June 2017 to 967,432 cars at June 2018.² This is far lower than the growth rate of 4.5% (41,587 new cars) experienced in the 12 months to June 2017.
- GDP in Auckland increased by 2.2% for the 12 months to March 2018 compared with a year earlier. Growth was 2.7% in New Zealand over the same period. Annual GDP growth in Auckland peaked at 5.4% in the year to December 2016 and has been slowing since.³
- Fuel sales (by volume) grew by 2.8% for the 12 months to May 2018 compared with the 12 months to May 2017, consistent so far through 2018.
- Auckland employment increased by 3.8% for the 12 months to March 2018 compared with the 12 months to March 2017.⁴ This is slightly below the 4.2% increase seen in 2016/17.
- A total of 20.1 million passenger movements were recorded through Auckland Airport in the 12 months to May 2018, up 6.2% compared with the 12 months to

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

² Calculation based on Regional Monthly Vehicle Registration data provided by the NZ Transport Agency.

³ Infometrics Quarterly Economic Monitor – March 2018
<https://ecoprofile.infometrics.co.nz/auckland/QuarterlyEconomicMonitor/Gdp>.

⁴ Calculation based on data from Statistics NZ, *Labour Market Statistics: March 2018*.

May 2017.⁵ This was lower than the 10.4% growth recorded in the 12 months to May 2017, and the lowest annual growth as a percentage since November 2015.

- The number of housing consents issued in Auckland increased by 18.3% in the 12 months to March 2018 compared with the 12 months to March 2017.⁶ A total of 1,503 consents were issued in the month of May 2018, an increase of 72.9% on May 2017 and the highest number of dwelling consents issued in a single month since October 2002.
- Annual vehicle kilometres travelled (VKT) estimates show continued growth in the total travel demand on the Auckland road network. There was an estimated 15.1 billion kilometres travelled in the 12 months to September 2017, 4.6% higher than the estimate for the 12 months to September 2016. This increase was driven by growth in both population and travel demand per person, with VKT per capita increasing by 2.4% in the 12 months to September 2017.⁷

Progress Update on Key Projects and Initiatives

To deliver Auckland Council's priorities and end-to-end journeys, AT has progressed the following projects over the June 2018 quarter:

- **Electric Trains** – Critical design review milestone completed for the next tranche of 15 trains to be delivered by the end of 2019
- **AMETI Eastern Busway** – The AMETI Eastern Busway programme continues to progress towards the revised target completion date for full operation of 2025. The project is separated into various stages, including Panmure to Pakuranga, Pakuranga to Botany, Pakuranga Town Centre and Reeves Flyover and a new interchange at Botany Town Centre.
- **North West Transformation** – The Supporting Growth planning team is currently assessing options for new transport connections to support growth in the North West. This 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 Auckland Transport, NZ 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.
- **Mass Transit (City Centre to Mangere Light Rail Project)** – The project is being led by the Transport Agency. AT has been working in partnership with the Transport Agency and the other lead governing organisations (Auckland Council and Housing Land & Communities) to establish partnering, governance and future delivery requirements as the Project moves into business case and further project development stages. Light Rail has been confirmed and consideration of corridor options are ongoing. AT continues to provide technical advice to ensure integration with the overall network.

⁵ Monthly traffic updates – May 2018 <https://corporate.aucklandairport.co.nz/news/publications/monthly-traffic-updates>.

⁶ Calculation based on data from Statistics NZ, *Building Consents Issued: March 2018*.

⁷ Calculation based on data from Quarterly VKT Estimates provided by the Ministry of Transport; Statistics NZ, *Subnational population estimates: June 2017*; and Statistics NZ, *Subnational population projections: February 2017*.

- **Manukau Bus Station** – The bus station is open and in full operation. Bus operations are working well, and the facility has been well received by bus passengers. The upgrading of Putney Way is substantially complete, requiring only street lighting and some minor streetscape items to be finished during August and September 2018.
- **Public Transport Safety Security & Amenity** – Electronic ticket gating and associated access improvements are underway for Manurewa, Middlemore, Papatoetoe, Papakura, Glen Innes and Grafton train stations.
- **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 a frequent network route was implemented on 30 October 2016. There is a need to improve facilities and deliver bus lanes to support this route. These early works are being delivered ahead of the larger remaining works, which are planned to begin in the next financial year, subject to funding. The project has been divided into three packages:
 - *Stage 1 Early Works* – Extension of the bus interchange at Mangere 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 Mt Wellington Highway. A cycle route from Otahuhu to Sylvia Park, via Avenue Road, Church Street, Meadow Street, and Mt Wellington Highway.
 - *Stage 3 Remaining Works* – Transit/Bus priority lanes and cycle lanes along Massey Road and Mangere Road. Cycle lanes along Thomas Road and Orly Avenue will connect to the Mangere Town Centre.
- **Pukekohe Station Upgrade** – A new Bus Station and Park & Ride was opened on 6 June at Pukekohe. This provides 87 Park & Ride spaces, cycle racks, a fully covered bus shelter for all local services and public toilets. A pedestrian overbridge to link the bus passengers and rail passengers is being constructed and is planned to open in late July 2018.
- **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. Auckland Transport 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**
 - The Westhaven to CBD Cycle Route is in the planning stage
 - Consultation, community engagement and discussion with stakeholders is progressing for the Karangahape Road Cycle Route, Tamaki Drive Cycle Route, Herne Bay to Westhaven Cycle Route and Pt Chevalier to Herne Bay Cycle Route
 - Design work is ongoing for the Waitemata Safe Routes, Victoria Street Cycleway (Beaumont to Hobson), Great North Road Cycle Route and Bus Priority and Glen Innes/Tamaki Shared Path (Section 2)

- Design is complete and procurement arrangements have commenced for the New Lynn/Avondale Cycle Route, Parnell to Tamaki Cycle Route and Glen Innes/Tamaki Shared Path (Section 4)
- Construction work is ongoing for the Links to New Lynn, Quay Street Cycleway (Plumer Street to The Strand), Glen Innes/Tamaki Shared Path (Section 3) Ian McKinnon Cycle Route and Northcote Safe Cycle Route
- **Maori Road Safety Programme (Te Ara Haepapa)**
 - AT attended the South Tech Week Event for intermediate and high schools which enabled AT to engage with 1,200 students and kaiako promoting messages of 'Taraiwa Inu Waipiro Kore/Drive Sober' and 'Me Tika Whaia Kia Eke/Get Licensed'
 - Engagement and sharing of resources with Kōhanga Reo, Kura Kaupapa, Rumaki units, Reo Rua units, and Whanau units
 - Two child restraint technician trainings were held for five Kaimahi from Marae and kōhanga reo
 - Speed and pedestrian safety campaigns 'Āta Haere/Slow Down' and 'Aro Atu Aro Mai/Look out for us' in Mangere, Manurewa and Otara are continuing
 - Six learner licence workshops with 73 students and a Train the Trainer workshop with 16 kaimahi from marae were completed
- **Health, Safety and Wellbeing**

In June, the Health and Safety team launched the new Health, Safety and Wellbeing Representatives (HSW Reps) recruitment campaign which invited staff to “Help be the Difference.” The campaign is based on the why, what and how staff members can support their teams and have a voice within the health and safety culture of AT. The initial uptake was strong with over 100 staff nominated for the new roles.

The first Health & Safety Representatives Committee, chaired by AT’s Chief Executive Officer, Shane Ellison, and attended by two board members, four Executive General Managers and four HSW Reps, has been set for October. At this committee staff will be asked to explain what they believe good Health, Safety & Wellbeing Culture looks like and how the Executive Committee support the change required within AT to achieve this. The Committee will also review AT’s critical health and safety risks using the bowtie approach and discuss mitigation work in progress through HSW Reps and their subcommittees.

The Health & Safety Management System has been redesigned with an Innovative Learning framework that is simple and accessible for everyone. In collaboration with Smart Work Creative, AT’s current Health and Safety Procedures have been customised into an interactive and simplistic digital design. The Health & Safety team have looked at current standards and procedures and identified improvement opportunities, including the development of additional tools and guides that make the site more user friendly. These tools and guides are now available on Think Tank (AT’s Learning Management System) and links to them will be provided on our Intranet. HSW Reps will be involved in the shaping of these procedures, tools and guides at the HSW Rep Committee meetings.

- **Organisational Development**

- **Diversity and Inclusion**

The Diversity and Inclusion team have been in place for a year and have made excellent progress across a variety of areas in line with the diversity and inclusion strategy. AT have entered the NZ Diversity Awards in three categories – Emerging D&I, Tomorrow's Workforce, and Cultural Celebration. Winners will be announced at a Gala Dinner on 29 August.

AT are preparing for the organisations first evaluation in early July towards the Rainbow Tick accreditation.

A large number of AT staff have been involved in cultural activities this quarter. A comprehensive programme is in place to celebrate the Pasifika language throughout the year with the help of our AT Connects Pasifika group. Samoan Language Week was celebrated in late May. A Matai (leader/chief) conducted the welcome (faafeiloaiga), Pastor Richard Reed led the prayers. Our special guest was the Minister for Pacific Peoples, Hon Aupito Tofae Su'a William Sio, as well as Shane Ellison. Pasifika style food, was provided by staff for all attendees.

Our Māori Staff Network led a celebration of Matariki with AT staff in June. Our Māori Policy and Engagement Manager opened the event with a Mihimihi (Welcome) and Karakia (Opening prayer). This was followed by singing of Waiata (Wairua tapu and Toro mai) by our Māori staff rōpū. Staff were invited to participate in other attractions and entertainment available during the event as well as a shared hangi lunch.

- **Early Careers Programme (ECP)**

Recruitment for the 2019 cohort of Graduates for the Early Career Programme is underway. A significant number of applications were received, and the team have a good shortlist of candidates for these future graduate roles. The current Graduates cohort will begin the next phase of their journey by rotating to new business units within the organisation.

- **Employee Experience**

The People Team partnered with Customer Central to look at the entire end-to-end experience of our employees, from recruitment to leaving AT. Over 250 staff were involved and the research identified some opportunities for improvement including aspects of our culture, people leadership, support for new leaders, the recruitment process, on-boarding and defining performance. Given onboarding was identified as a key opportunity, a process sprint has been completed to design what onboarding could look like. A plan is now in execution to ensure the first 90 days of an employee will ensure a better understanding of our culture, increase engagement, wellbeing and connection and increase productivity.

3. Highlights from the Last Quarter

- **Public Transport**
 - Overall satisfaction with public transport services (91%) remains the same as the previous quarter and well above the target of 85%
 - Overall public transport patronage totalled 92.4 million boardings for the 12 months to June 2018, an increase of 4.4%, or 3.9 million boardings, on the 12 months to June 2017
 - Rail boardings totalled 20.2 million for the 12 months to June 2018, an increase of 2.8%, or 0.6 million boardings, on the 12 months to June 2017
 - Bus boardings totalled 66.2 million for the 12 months to June 2018, an increase of 5.5%, or 3.5 million boardings, on the 12 months to June 2017
 - Ferry boardings totalled 6.0 million for the 12 months to June 2018, a decrease of 1.7%, or 0.1 million boardings, on the 12 months to June 2017
- **Network Optimisation**
 - Arterial road productivity remains above target at 65% for the 12 months to June 2018
 - Travel times on all ten key freight routes maintain their baseline interpeak targets, with six of the ten routes exceeding targets
- **Active Transport**
 - 6.5 kilometres of new cycleways have been added to the network since July 2017. The target was to complete 10 kilometres by June 2018.
 - Cycling counts in the Auckland city centre totalled 1,845,430, 1% under target
 - Cycling counts at designated locations around the Auckland region totalled 1,807,040, 0.4% above target
- **AMETI Eastern Busway**
 - Eastern Busway (EB1) Notice of Requirement hearings were completed and confirmed by Auckland Council subject to appeals
 - Completed design refinement has identified service offering, safety and performance gains for all modes in EB2 (Pakuranga Town Centre and Reeves Road Flyover) and the residential area of EB3 (Ti Rakau Drive busway, west of Pakuranga Creek Bridge).
- **Mass Transit (City Centre to Mangere Light Rail Project)** – Reference design was completed for the Isthmus (from City to Mount Roskill). Workshops completed to test, confirm and validate potential route and corridor aspects of the Project.
- **Manukau Bus Station** – The bus station was opened by the Minister of Transport together with the Mayor of Auckland on 7 April.
- **Pukekohe Station Upgrade** – The final stage of construction is underway. The Bus station and Park & Ride has been open since 6 June. Construction continues for the pedestrian overbridge that will link the bus and rail stations with completion in late July 2018.
- **Public Transport Safety Security & Amenity** – The pedestrian level crossing at Papatoetoe Station has been permanently closed and the new footpath installed. Ticket gates have been installed at Papatoetoe Station and are awaiting approval from the regulator prior to moving into operation. Detailed design has progressed for ticket gating of Middlemore and Papakura train stations.

4.Future Outlook

- **Electric Trains** – CAF are preparing the manufacturing line to enable manufacturing to begin as scheduled in September 2018.
- **AMETI – Eastern Busway**
 - Detailed design of the Panmure Busway Bridge is expected to be completed in August 2018
 - Detailing of the travel demand management programme relating to commencement of EB1 physical works early 2019 continues
 - Procurement for physical works is ongoing with tendering planned to commence in August 2018
 - Demolition and archaeological investigation continues at Bridge Street adjacent to Lagoon Drive
 - The staged tenancy termination and demolition elsewhere on EB1 will be progressed
 - Site investigations (including geotechnical, topographic survey, photogrammetry, traffic and fauna) for EB2/3 are underway throughout corridor
 - Specimen design for EB2/3 will continue and Assessment of Environmental Effects will commence
 - Design refinement and further assessment for the commercial area of EB3 (Ti Rakau Drive, east of the Pakuranga Creek Bridge) continue
 - Consultation and negotiation with affected property owners, businesses and community groups to continue
- **North West Transformation** – At the NZ Retail Property Group's (NZRPG) request, the upgrade of Maki Street has been deferred to January 2019 to prevent disruption to the Christmas shopping season. The Northside East project will now be delivered by the Transport Agency as part of their SH16 to SH18 Connections project. The Transport Agency is currently preparing a detailed business case which will determine the timing of the works. The business case is expected to be completed late 2018.
- **Mass Transit (City Centre to Mangere Light Rail Project)** – Project governance and partnership arrangements, including project team resourcing to be finalised. Business case work, supporting the core Transport Agency project team is ongoing and a formal market funding process is due to commence.
- **Public Transport Safety Security & Amenity**
 - Papatoetoe train station ticket gates to move into operation
 - Procurement to be completed for the Middlemore and Papakura station ticket gating construction contractor
 - Business case for additional Glen Innes Station funding to be completed
- **East West Frequent Bus Network** – Following redesign of the Church Street cycleway, construction is expected to begin in early 2019 on the Avenue Road, Church Street and Meadow Street cycleways and the Mt Wellington Highway cycleway and T2 lanes. Gap analysis to review the Stage 3 concept design for Massey Road and Mangere Road began this quarter. Pending confirmation of funding, detailed design for Stage 3 is expected to begin in early 2019, with construction expected to begin in early 2020.

- **Newmarket Crossing** – The Cowie Street bridge and road portion of the project is to be opened on 13 July in time for the timetable change in August. Following the bridge and road opening, the Sarawia Street cul de sac will be completed. Renewal work of Cowie Street is to be undertaken later this year.
- **Lincoln Road Upgrade** – The detailed design, consenting and property acquisition are progressing as planned. Construction funding has been approved by the Transport Agency and is due to begin in 2021.
- **Northern Busway Extension** – The consenting design for Rosedale Bus Station is progressing and expected to be completed mid-July. The Notice of Requirement (NoR) will be lodged in October 2018 and work on detailed design is also underway.
- **Albany, Gills Road Link and Albany, Dairy Flat Highway Improvements** – The estimated cost is higher than the approved budget requiring further design optimisation and investigation of additional funding sources before proceeding. The project will be delayed by three to six months as a result.
- **Downtown Infrastructure Development Programme**
 - *Piers 3 and 4 Relocation* – The team have progressed to a preferred future state and an interim state for Piers 3 and 4. A meeting with Ports of Auckland Ltd (PoAL) has resolved the issue of berthing facilities for a third cruise ship which will be managed in PoAL waters after summer, thus freeing up space for Piers 3 and 4 to be relocated on the edge of Queen’s Wharf West.
 - *Quay Street West* – The Draft Concept Design is complete and is now awaiting the outcome of a study of the flood levels and overland stormwater flow paths for the Downtown area. This study will inform further design development. The project’s construction programme and sequencing is being reviewed to ensure alignment with the Quay Street Seawall construction and traffic management constraints.
 - *Britomart East Bus Interchange (BEBI)* – The concept design and business case are underway, testing options for interim and final bus arrangements, and timing of access to an area north of the red fence are currently within PoAL control.
 - *Downtown Public Spaces* – Draft concept design is underway with staged delivery options. There is significant Mana Whenua and public interest in outcomes and opportunities.
 - *Seawall* – Consents were lodged on 18 May and fully notified. The ECI Contract was awarded to Downer on 8 June.
- **Wynyard Quarter (WQ Central Package)** – Construction works on the Daldy Street upgrade will commence at the end of August. The street upgrade will include new high quality footpaths, roads, rain gardens, trees/planting and street furniture, improvements to underground services, and extending and creating new parks.
- **Tamaki / Ngapipi Intersection** – The intersection upgrade work has been completed well ahead of schedule for this important safety project. The traffic signals will be commissioned during the July school holiday period to align with the new bus network roll out for the eastern suburbs. The operations centre will be monitoring the intersection and traffic closely for the first few weeks after commissioning to prioritise and optimise the signal phasing. Maintenance work on the Ngapipi Bridge is progressing well and is expected to be completed by August.
- **Cycle Links to Glen Innes Train Station** – Scheme design for the project is complete and resource consent has been approved. A Roads and Streets Framework assessment will be completed.

- **Parnell Station** – All foundations are complete and panels are currently being installed. Target completion for these works is early August 2018. The footpath link between the Station and Carlaw Park is nearing completion. Ticket gates are being arranged for installation.
- **Rail Pedestrian Crossing Separation** – Progress of design, construction and commissioning of various sites is on track. Phase 2 sites (South Auckland generally) are proceeding into the design phase and will lead into construction late in the 2018 calendar year.
- **Takanini and Te Mahia Station Upgrades**
 - Stage 1 construction works are continuing with a rail Block of Line for both sites planned for 14 and 15 July. Due to poor weather, the platform edge works at Takanini have been postponed. It is planned for these works to be carried out under better conditions and with less risk during the Christmas Block of Line.
 - Stage 2 works for the shelter installation are progressing with the completion of the shop drawings for both locations and fabrication of the structure commenced. Rail Block of Line for the shelter installation has been booked from mid August 2018 with a staged delivery across both sites. Target completion dates for the shelter at both sites is October 2018.
 - The local board has approved the purchase of a property adjacent to Te Mahia rail station. This is a willing seller situation and the sale has been closed out. This will allow the pedestrian entry to the station to be improved through further funding by the local board.
- **Mill Road Improvements** – 44 out of 63 properties have been purchased on a “willing buyer-willing seller” basis with a plan to acquire seven more properties on the same basis. The procurement of professional services for detailed design of the northern section of the Redoubt Road – Mill Road Corridor has been stopped at the moderation stage of the tender process due to timing changes in the RLTP.
- **Drury South Spine Road Development** – The earthworks and major drainage portion of the works is 80% complete but is now shut down for winter. The road construction contract has commenced at the southern end of the project at the Ramarama motorway interchange but has also been suspended for the winter due to limited progress in the wet ground conditions. Work is expected to recommence in October.
- **Ormiston Town Centre Main Street Link** – A cost contribution has been received from the developer. The design consultant is preparing the technical specifications and final design report. Preparation of the structural peer review of the bridge design is ongoing. The economic evaluation has been peer reviewed, with no outstanding issues. A budget deferral for construction has been confirmed and a funding request is to be submitted to the Transport Agency.

5.Key Deliverables

Progress for Key Projects/Activities from Last Quarter

Key Deliverable	Status	Comments
Electric Trains	Ongoing	<ul style="list-style-type: none"> • Critical design review milestone completed. Manufacturing is to commence in September 2018. • Procurement option for ETCS on board equipment agreed in July 2018 board meeting
AMETI Eastern Busway	Ongoing	<ul style="list-style-type: none"> • EB1 Notice of Requirement (NoR) confirmed by Auckland Council; physical works ROI complete and shortlist of three preferred contractors identified • EB2 and 3 – GAP analysis and initial value assessment and design refinement complete • EB4 Indicative business case started
Manukau Bus Station	Ongoing	<ul style="list-style-type: none"> • Bus station opened on 7 April 2018 • Putney Way Upgrade roading, footpaths and drainage substantially completed
PT Safety Security & Amenity	Ongoing	<ul style="list-style-type: none"> • Pedestrian level crossing at Papatoetoe Station has been permanently closed • Installation of new footpath at Papatoetoe station • Completion of ticket gate installation at Papatoetoe station (yet to become operational) • Concept design for Grafton Station complete
East West (FN32) Bus Network	Ongoing	<ul style="list-style-type: none"> • The partial acquisition of 576 Mt Wellington Highway has been completed • Funding application for Stage 3 Detailed Design approved by the Transport Agency, subject to availability of AT funding
New Northern Busway Station and Park & Ride	Ongoing	<ul style="list-style-type: none"> • Land for the Rosedale Bus Station has been purchased. • The Rosedale Bus Station footprint has been confirmed • Draft consenting design drawings have been completed • The Parking Intervention Assessment Report has been completed
Hibiscus Coast Busway Station - Stage 2 (Previously Park & Ride Silverdale)	Ongoing	<ul style="list-style-type: none"> • HCBS Stage 2 – Storm water retention pond construction is completed. The perimeter path around the storm water pond, lighting, landscaping and fencing has also been completed. • The resource consent for an additional 127 car parks was granted by Auckland Council in March 2018 however, the decision has been appealed in the Environment Court. Mediation meetings are currently under way before the Environment Court hearing.

Key Deliverable	Status	Comments
Bus Infrastructure Improvement Programme	Ongoing	<ul style="list-style-type: none"> Investigation and Design of 300 Central and North bus network jobs have progressed. Central Sites have progressed through the Traffic Control Committee (TCC) and North Sites will be passed into TCC in the month. All layovers for the Central new network are under construction and will be ready for go live in September
Double Decker Buses (Dominion Road)	Ongoing	<ul style="list-style-type: none"> Scope of work for verandas and civil works have been confirmed after a major project review was undertaken on the Dominion Road Upgrade Project due to the change in priority of the MRT project. The Dominion Road Upgrade Project was put on hold (except the continuous bus lane) in April 2018. All impacted property owners have been engaged to discuss the work required on verandas Intrusive inspections for verandas commenced late June Internal consultations with key stakeholders have been completed for civil works along Dominion Road Streetlight column relocation, traffic signal modification, signage relocation and Variable Passenger Information Displays (VPID) relocation are underway for route outside of Dominion Road
Seal Extension	Ongoing	<ul style="list-style-type: none"> Takatu Road construction has been completed and practical completion awarded Monowai Road Stage 1 construction has commenced and is expected to be completed by October 2018, Stage 2 of Monowai Road is in the design phase with construction expected by March 2019. Three further seal extension sites (Wellsford Valley Road, Ahuroa Road and Ngarewa Drive) are now in the design stage




Progress for Key Projects/Activities from Next Quarter












Key Deliverables	Comments
AMETI Eastern Busway	<ul style="list-style-type: none"> EB1 – Complete NoR appeals process (November), complete demolition and archaeology at Bridge Street, and commence Request for Tender stage for EB1 (Panmure to Pakuranga) physical works procurement. EB2 and EB3 <ul style="list-style-type: none"> Complete EB2 specimen design and EB3 design refinement stage; and commence combined Assessment of Environmental Effects for both Ongoing stakeholder communications and liaison with Auckland Council Design Review Panel on Pakuranga Town Centre outcomes Ongoing consultation with affected land owners, businesses and community groups. Ongoing property acquisition

Key Deliverables	Comments
PT Safety Security & Amenity	<ul style="list-style-type: none"> • Procurement for Middlemore and Papakura station ticket gating construction contractor • Complete station perimeter fencing installation for Middlemore Station • Procurement of contractor for new stair to footbridge at Papatoetoe Station and commence installation
New Northern Busway Station and Park & Ride	<ul style="list-style-type: none"> • Finalise consenting design drawings • Obtain funding approval from the Transport Agency • Completion of the detailed design phase • Finalise Minimum Requirements for Rosedale Bus Station • Complete the specialists report for the NoR
Bus Infrastructure Improvement Programme	<ul style="list-style-type: none"> • Focus will be on the construction of all central and north sites. Layovers to be completed for New Networks Central will take place in the new financial year.
Double Decker Buses	<ul style="list-style-type: none"> • Manukau Road route – Physical works almost complete. To complete trials and implementation. • Remuera Road route – Completing consultation, preparing detailed designs and starting physical works • Northern Express 2 – Complete detailed designs and physical works
Double Decker Buses (Dominion Road)	<ul style="list-style-type: none"> • Intrusive inspections and detailed design for verandas to be completed. All impacted property owners will be engaged to discuss the details of work. Written approval will have to be acquired from all property owners. • Start procurement for veranda modifications physical works • Monitor progress for streetlight column relocation, traffic signal modification, signage relocation and VPID relocation to ensure they are completed by December 2018 • External consultation for civil works along Dominion Road to start mid July

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	Actual	Variance	Comment
<u>Operational</u>				
Revenue/External funding	539.3	548.7		Higher than budgeted Transport Agency funding, partially offset by lower than budgeted public transport fare income
AC funding	275.2	275.2		
Expenditure excluding depreciation, amortisation	808.3	819.8		
Depreciation and amortisation	363.0	324.7		The variance is mainly due to revised useful life of roading assets following the June 2017 revaluations
Revaluation gain	-	12.0		
Gain (loss) on derivatives and disposal of assets	-	(2.1)		
Income Tax benefit	-	1.6		
<u>Capital</u>				
Expenditure excluding vested assets	765.9	687.0		The variance is mainly due to delays in public transport projects (e.g. airport access study, Parnell station and SaFE projects) and deferrals in land acquisition for the LRT
Vested assets	103.0	316.3		Roading vested assets from AC were higher than expected
AC funding – subsidy	591.9	480.5		AC's capital funding is lower than budget as a result of lower than budgeted capital expenditure
External funding	174.0	206.5		The variance is mainly due to unbudgeted funding received for electric trains and emergency road works/storm damage.











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	2017/18 Result	Last actual	Date of last measure
Strategic Theme - Prioritise rapid, high frequency public transport				
1. Total public transport boardings (millions)	93.01		92.36 million	June 2018
2. Total rail boardings (millions)	21.06		20.15 million	June 2018
3. Boardings on rapid or frequent network (rail, busway, Frequent Transit Network - bus)	Increase at faster rate than total boardings		14.2% growth in RTN + FTN vs 4.4% growth in total boardings	June 2018
Strategic Theme - Transform and elevate customer focus and experience				
4. Public transport punctuality (weighted average across all modes)	94%		96.5%	June 2018
5. Customer satisfaction index: Public transport	85%		91%	June 2018
6. Customer satisfaction index: Road quality	70%		61%	June 2018
7. Customer satisfaction index: Footpath quality	65%		56%	June 2018
8. Customer satisfaction index: Road safety	60-65%		59%	June 2018
9. Local road deaths and serious injuries per 100 million vehicle kilometres travelled ¹	4.9		8.4	December 2017

Performance measure	SOI Target	2017/18 Result	Last actual	Date of last measure
10. Percentage of local board members satisfied with AT engagement	Reporting to local board: 60%		56%	October 2017
11. Percentage of local board members satisfied with AT engagement	Consultation with local board: 60%		42%	October 2017
12. 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 (2017 year-end target of 537)		12 months rolling total to December 2017: 690	December 2017 (2017 result)
13. Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames ²	85%		82.5%	June 2018
Strategic Theme - Build network optimisation and resilience				
14. Arterial road productivity ³	55% of the ideal achieved		65%	June 2018
Travel times (in minutes) on key freight routes⁴ (performance measures 15 to 24)				
15. SEART (from Sylvia Park to East Tamaki) – East Bound	12		12	June 2018
16. SEART (from East Tamaki to Sylvia Park) – West Bound	12		11	June 2018
17. Wairau Road (from SH1 to SH18) - West Bound	9		9	June 2018
18. Wairau Road (from SH18 to SH1) - East Bound	10		9	June 2018
19. Harris Road (from East Tamaki to SH1 Highbrook interchange) – West Bound	11		11	June 2018

Performance measure	SOI Target	2017/18 Result	Last actual	Date of last measure
20. Harris Road (from SH1 Highbrook interchange to East Tamaki) – East Bound	13		13	June 2018
21. Kaka Street/James Fletcher Drive/Favona Road/Walmsley Road (SH20 to Walmsley) – East Bound	11		9	June 2018
22. Kaka Street/James Fletcher Drive/Favona Road/Walmsley Road (Walmsley to SH20) – West Bound	11		7	June 2018
23. Great South Road (SH1 Ellerslie Panmure Highway Interchange to Portage Road) – South Bound	13		12	June 2018
24. Great South Road (Portage Road to SH1 Ellerslie Panmure Highway Interchange) – North Bound	13		11	June 2018
25. New cycleways added to regional cycle network (km)	10 km		6.5 km	June 2018
26. Annual number of cycling trips in designated areas in Auckland (all day)	1.8 million		1,807,040	June 2018
27. Annual cycle movements in the Auckland city centre	1,863,000		1,845,430	June 2018
28. Road maintenance standards (ride quality) as measured by Smooth Travel Exposure (STE) for all urban roads	81%		84%	March 2018
29. Road maintenance standards (ride quality) as measured by Smooth	91%		95%	March 2018

Performance measure	SOI Target	2017/18 Result	Last actual	Date of last measure
Travel Exposure (STE) for all rural roads				
30. Percentage of the sealed local road network that is resurfaced	7.5%		6.4%	June 2018
31. Percentage of footpaths in acceptable condition (as defined in AT's AMP)	99%		99%	March 2018
Strategic Theme - Ensure a sustainable funding model				
32. PT farebox recovery ⁵	47-50%		45.2%	June 2018
Strategic Theme - Develop creative, adaptive, innovative implementation				
33. Parking occupancy rates (peak four-hour, on-street) ⁶	70%-90%		82.9%	May 2018
34. Number of car trips avoided through travel planning initiatives ⁷	20,240		27,962	June 2018
35. Active and sustainable transport mode share at schools where the Travelwise programme is implemented	40%		48%	June 2018
36. Active and sustainable transport mode share for morning peak commuters where the Commute programme is implemented	40%		69%	June 2018

¹ The rate of local road deaths and serious injuries per 100 million vehicle kilometres travelled is an estimate exposure to crash-risk on the local road network.

² As defined in AT's customer service standards: two days for incident investigation as a high priority; three days for an incident investigation as a normal priority; one-hour emergency response time.

³ Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles, their average journey speed and average vehicular occupancy. Key arterial routes include:

- Airport to CBD (via Manukau Road)
- St Lukes to St Johns (via Balmoral/Greenlane West/Greenlane East/Remuera Road)
- Albany to Birkenhead (via Glenfield Road)

- Henderson to CBD (via Great North Road)
- SH1 to Ti Rakau Drive (via Te Irirangi Drive)
- SH20 to Portage Road (via Tiverton/Wolverton Road)

⁴ Maintain travel times for the 85th percentile of trips along each route.

⁵ 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 Transport Agency guidelines.

⁶ Four-hour peak period is defined as the top four busiest hours of the day. These hours are not often coincidental and can vary depending on contributing factors. On-street parking occupancy is surveyed in three central city parking zone precincts: Shortland/High Streets, Karangahape Road and Wynyard Quarter.

⁷ This measure considers the results achieved by AT's Travelwise for schools and Choices programmes, and is calculated as follows:

- Travelwise – travel modes to school is tested among Travelwise schools annually via survey, and is compared with baseline results (excluding car/walk 400m+)
- Travelwise Choices – calculation of the number of trips converted from drive-alone to other modes amongst Travelwise Choices programme participants.

8. Contribution to Maori Outcomes

The Auckland Transport Maori Responsiveness Plan is now being rolled out to all parts of the Auckland Transport structure. Contribution is being sought from each group to respond to the Maori Outcomes in the Auckland Plan.

Auckland Transport's contribution to Māori outcomes is outlined in the SOI 2016/17-2018/19 that includes Māori engagement, the application of Te Aranga Urban Design Principles, road safety programmes, Marae road safety, the application of Māori values in storm water and the implementation of Te Reo Māori.

Auckland Transport's demonstrates its contribution through engagement with mana whenua at a leadership (Tamaki Transport Table and or the Auckland Council Mana Whenua Kaitiaki Forum) and operational level (Kaitiaki table/s).

Strategic and Policy conversation with the Transport Agency, Mana Whenua and Auckland Transport Programmes and Project engagement with the Treaty Partner are the basis of the Auckland Transport Maori Responsiveness Plan Outcomes sought. Auckland Transport will continue to strive to ensure the application of cultural practice, tikanga and te reo, Te Aranga design and social / Maori procurement opportunities become normal business practice.

Auckland Transport's contribution to Māori outcomes are detailed in the following activity classes.

Activity Classes	FY2017/18 Spend \$	How it contributes to Maori outcomes/progress
Toa Takitini Maori Outcome priorities		
Te Ara Haepapa (Maori Road Safety Programme)	401,700	<ul style="list-style-type: none"> • Kaihautū – Driver Licensing <ul style="list-style-type: none"> - Raihana Ākonga workshops (Learner Licensing) for Rangatahi Māori have been delivered at Tahuna Pa, Ōrakei Marae, Puātahi Marae, Ngā Peka Hou whanau unit (Ouruamo - Kaipātiki), Te Kaha o Te Rangatahi (Manurewa), Hoani Waititi Marae, Te Kura Kaupapa Māori o Hoani Waititi, Kaipara College, Te Kura Kaupapa Māori o Puau Te Moana Nui a Kiwa, Te Ara Rangatahi (Waiuku) and Haranui Marae with some of these receiving more than one workshop. - Raihana Whītiki (Restricted Driver) workshops were delivered at Ōrakei marae and Hoani Waititi Marae - A Train the Trainer workshop was held for Kaimahi in Manukau - Events held at Wharekawa Marae with focus on promotion of Raihana Ākonga and Raihana Whītiki and Me Tika Whāia kia eke (get licensed get legit) - Polyfest and Tāmaki Herenga Waka also promoted Me Tika Whāia Kia Eke with registrations for workshops available on site - South Tech Week promoted our messaging as well as new innovative VR Technology to assist learners at workshops. AT also assisted in the provision of bus transportation to enable rangatahi in the south kura to be part of the event. • Whītiki – Restraints <ul style="list-style-type: none"> - General education workshops were held for whanau at a kohanga reo and a Rumaki unit - Clinical Restraint Technician Training for kaimahi Māori were held at Mataatua Marae and Auckland Central

		<ul style="list-style-type: none"> • Āta Haere – Slow Down (Speed) <ul style="list-style-type: none"> - Ongoing He Taonga Ngā Tamariki campaign at Kupe Street Ōrakei - Aro Atu Aro Mai and Āta Haere joint campaigns with mainstream at Mangere, Manurewa and Ōtara involving Marae, Māori communities and Maori Wardens • Waipiro me ngā Tarukino (Alcohol and Drugs) <ul style="list-style-type: none"> - Tamaki Herenga Waka Festival, Polyfest and South Tech Week had as its focus promotion of Taraiwa inu Waipiro kore (Drive Drink Free) with fatal vision goggles and alternative mocktails to alcohol for the driver - Sober driver presentations to Kaiako and Rangatahi at events, Kura and Unitec • Whanau Walking <ul style="list-style-type: none"> - Pedestrian Safety messaging during Marae 2 Maunga Event with seven marae participating around the kaupapa - Iwi of Origin event with the promotion of whanau walking using the amazing race concept in conjunction with Hei Oranga Poutama • Safer Communities <ul style="list-style-type: none"> - Engaging and working with Kura in developing resources that support Road Safety (in particular pedestrian controlled and kea crossing) and promotion of alternative modes of transport in Te reo Maori and Reo Rua • Social Media Promotion <ul style="list-style-type: none"> - Creation and promotion on social media of six Te Ara Haepapa Road Safety videos five bilingual and one in Te Reo Maori. This was promoted through Facebook medium from August to September displaying our Rangatahi from Te Kura Kaupapa Māori o Maungarongoa and Te Kura Kaupapa Māori o Mangere. Video scripts were written and video produced by Māori for Māori through a Māori agency. - Videos were re-promoted in the December – January period through Māori Television social media and Te Kaea in line with the holiday period - Videos went viral
Marae Roads Safety (Turnout) Programme	7,100	<ul style="list-style-type: none"> • Engagement outcome has been the focus of this programme where Marae Reservation entity's (separate to Iwi Authorities) are initiated and developed by Auckland Transport. Seven out of 19 Mana whenua Marae Reserve Trusts and two Mataawaka Marae Organisations have been approached and investment in road and safety/access issues discussed. • Motairehe Mare on Aotea (Gt Barrier), Araparera Marae (Kaipara), Whatapaka Marae (Kingseat), Makaurau Marae (Ihumatao) and Waimango Papakainga (Wharekawa) have reached the stage of preliminary to final investment. Auckland Council (Marae Initiative fund) and the new Joint Council and CCO Maori Outcomes Steering Group will be informed prior to final sign off to ensure co-investment opportunities by the Council family have been fully canvassed.
Maori Wardens (Train Network)	541,000	<ul style="list-style-type: none"> • Contract with TransDev for security of people and the train network asset

Roads and Footpaths		
Roads and Footpaths (general)	116,700	<ul style="list-style-type: none"> Maori outcomes have been agreed and actioned in the following projects for: <ul style="list-style-type: none"> North of Auckland - Tuhonohono Ki Tai (Matakana Link), Gills Link Road, Dairy Flat Highway, Oteha Valley Road link, Glenvar Ridge Road and Hill Street Intersection Central Auckland - Franklin Road, Tamaki and Ngapipi Roads and Newmarket Crossing South Auckland - Papaka Road, AMETi (see below) Rural Road Sealing programme - Wellsford Valley, Ahuroa and Ngarewa Roads
Roads and Footpaths - Street scape	33,900	<ul style="list-style-type: none"> Hurstmere Road and The Downtown Programme (Streetscapes) have resulted in a good basis for Maori outcomes in Mahi Toi and Mahi Taiao
Te Tupu Ngātahi - Supporting Growth	89,400	<ul style="list-style-type: none"> A dedicated table for Te Tupu Ngātahi and Mana whenua established in November 2017 Mana Whenua Values assessments submitted by Ngāti Manuhiri, Ngāti Maru and Ngā Maunga Whakahī o Kaipara. Scopes accepted by Te Ākitai Waiohua, Ngāti Te Ata Waiohua, Ngāti Tamaoho and Te Kawerau a Maki. Ngai Tai ki Tāmaki indicated intention to submit a scope Mana Whenua input into the MCA tool confirmed in May Initial workshops, site visits, MCA Long list workshops and second workshops to discuss options have been completed or begun in the two Northern areas, the North West and South
AMETi Eastern Busway	294,800	<ul style="list-style-type: none"> Pre works engagement discussions and workshops for EB2 and EB3 are underway Introduction to EB4 connects Sylvia Park/Botany to Airport interchange. Traffic modelling to be rescaled. Discovery finds (human bone and greenstone taonga) at Mokoia Pā managed under the agreed Cultural HNZ-AT Archaeological Management Plan and mana whenua Te Aranga - Mahi Toi, Mahi Taiao engagement ongoing
Public Transport & Other		
Public Transport	242,600	<ul style="list-style-type: none"> Te Aranga principle application was a highlight for engagement with our Public Transport projects The Manukau Station opening karakia (blessing) for completion and a subsequent Architecture award was a feature. Rick Pearson, this year's awards jury convenor says, "Infrastructural projects, such as the Manukau Bus Station, where culture and function are integrated so that the architecture is meaningful as well as cleverly planned, impress us. From the metaphor of a kite has been created a lovely, light floating structure". Pukekohe Interchange opening karakia and mana whenua stories carved into the station design and place making mana whenua regional signage adoption. Rosedale Albany Bus Station (NZ Transport Agency/AT) adopting the Maori name Oteha given by mana whenua Sandspit Seawall repair – Mahi Taiao
Walking & Cycling	125,300	<ul style="list-style-type: none"> Te Aranga opportunities (urban design) has featured in the shared pathway programme for 2017/18. Ian McKinnon, Tamaki Drive and Te Ara ki Uta ki Tai (Glen Innes to Tamaki) have all had robust engagement and featured Expression of Interest for mana whenua urban design leads.

Policy - Regional Consents - CMA	2,400	<ul style="list-style-type: none"> Engagement is ongoing
Policy & Strategy	11,000	<ul style="list-style-type: none"> Engagement on the RLTP and Regional Fuel tax was undertaken by Auckland Council and Auckland Transport. 17 of the 19 mana whenua tribes formally submitted on both issues.
Tamaki Transport Table (Leadership to Leadership Engagement)	2,700	<ul style="list-style-type: none"> The Tamaki Transport Table hui between Mana whenua leadership (Chair or delegated Executive) and the CE or ELT representative of AT and the Transport Agency was held on 18 April 2018. The introduction of Shane Ellison (new CE) took place, and agenda items included the GPS, ATAP and the RLTP.
Mana Whenua Signage - Auckland Transport Maori responsiveness	1,100	<ul style="list-style-type: none"> There have been eight wayfinding signs developed and installed with Mana Whenua to date. Three signs have been completed and will be installed when the location has been confirmed. There are a further three signs developed and installed with Mana Whenua for infrastructure projects There are four signs currently in progress The cost of these signs are born in house but the outcome is significant in terms of place making, connected to the Auckland Transport Network
Maori Network - Auckland Transport Maori responsiveness	300	<ul style="list-style-type: none"> Auckland Transport's Māori Network hosted the organisations celebration for Matariki, the Māori New Year. This cost was for the presenter of the Planting by the Māori Calendar event.
Te Waharoa (Maori Information Portal) - AT Maori responsiveness	45,200	<ul style="list-style-type: none"> Pre Pod development of Te Waharoa / the Māori information portal, which includes additional Maori sites and places of significance to Mana whenua, provided to Auckland Transport through the engagement process (MVA's) and Te Aranga application both linked to a GIS application, including training of kaimahi (staff).
Toa Takitini – Te Aranga-Te Reo-Matauranga	2,400	<ul style="list-style-type: none"> Services for audit for development of Te Reo (bi-lingual) programme; a key element in AT's Maori Responsiveness Plan.
Total	1,917,600	

9. Key Local Board Issues

All local boards have been busy developing new local transport projects to utilise the increased budget available in the Local Board Transport Capital Fund. For most local boards the increase represents nearly double their existing budgets but for Rodney and Franklin the percentage increase is considerably higher because of their large land areas. The fund is now allocated on the basis of the Local Board Funding Policy (90% Population, 5% Deprivation and 5% Land area).

The Rodney Targeted Transport Rate has been approved and the \$150 rate per separately rated unit, levied. It will deliver a mix of new footpaths, two new Park & Rides, four new bus services and increased frequency on a fifth. Auckland Transport is currently establishing programme management to oversee both delivery and reporting on these projects and the expenditure of the rate revenue raised.

All local boards, during this reporting period, were closely involved in engagement and consultation on the Regional Land Transport Plan, with all presenting directly to the Regional Transport Committee.

Local boards on the central isthmus have been involved in many discussions, workshops and briefings on the Central New Network (bus) which went 'live' on 8 July 2018. The final phase of the rollout of the New Network will be on the North Shore, in September of this year.

AT board members have continued to proactively engage with local boards, meeting on a quarterly basis.

10. Risk Management

Progress on Current Internal and External audit issues

Internal Audit and Risk Management

In the fourth quarter of the 2017/2018 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, technology and cybersecurity and health & safety.

During the quarter under review, two key risks were selected for detailed analysis and assessment. 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. Attestations for this quarter included a half-yearly legal compliance attestation. Risk and Assurance held risk appetite workshops with the senior management team and the Board and developed a risk tolerance dashboard for the organisation's key risks.

Risk & Assurance have been developing online modules for Fraud Awareness Training and Anti-Corruption Training. The Fraud Awareness Training is currently being rolled out across the business. The Fraud Risk Management Framework programme of work is ongoing.

Risk & Assurance updated Auckland Transport's Risk Management Framework and the Auckland Transport Risk Management Policy. Risk & Assurance is also facilitating the review of the business unit risk registers and introducing the Bowtie methodology for assessment of key risks.

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. 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 Auckland Transport's Procurement Strategy.

External Audit

Audit New Zealand's final audit to support the reported results for the 12 months to 30 June 2018 is complete. The twelve month reporting pack was submitted to Auckland Council on 30 July 2018. No significant issues have been identified at this time.

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.