

Business Report – October 2011

INTRODUCTION

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

1 PEOPLE and SERVICES (Simon Harvey)

Human Resources

1.1 Executive Summary

People metrics remain positive with the key indicators tracking well. The interest for the COO position has been high with over 50 applications being received at the time of closing. Candidates registered to fill roles in general at Auckland Transport are close to 6,000.

The innovation programme has implemented its first business idea – being the use of QR codes. The mobile phone application QR (Quick Response) code has been implemented as part of Auckland Transport's consultation project regarding introducing a residential parking zone in St Marys Bay. The QR code technology allows customers to open a related webpage about the project on their mobile phone simply by scanning a barcode which is printed on a leaflet or sign. The innovation team will call for the second tranche of new ideas very shortly.

Health Checks for all staff will be available during the month of November as part of our focus on a healthy organisation. These will include analysis and advice for improvement. Sick leave for September for Auckland Transport was at 2.34% which is the lowest it has been over the last five months.

The Leadership Development programme for all people managers continues to be rolled out. Feedback from managers has been positive.

Auckland Transport has submitted its application to the NZ Institute of Chartered Accountants to be recognized as a training provider. The project to become an IPENZ Professional Development Partner (PDP) is underway (detailed in 1.4.)

The volume of recruitment for the month of September was relatively low but it is pleasing to report that the number of contractors in permanent roles was reduced by five.

1.2 Appointments / Payments / Records

- The FTE budget for permanent positions for the 2011/12 year is set at 1020. The workforce statistics in September are made up of 880 actual FTE. The current headcount filling permanent roles is 927 with 893 being permanent employees and 34 contractors filling permanent positions.
- Positions recruited for September are 12, with three being internal appointments and nine external. The recruitment advisors continue to work closely with the managers to bring excellent candidates into the organisation.
- The number of new starters for September is 10 which consist of six permanent staff and four fixed terms. These appointments are mainly in the Operations Division.
- Over the last three months the recruitment team has opened 50 vacancies for recruitment with 15 of these being in September.

1.3 Health and Safety

- Fifteen reported incidents in September 2011
- There was two staff lost time injuries in September resulting in a total of 23 lost days. One of these being 20 days for a lumbar strain
- There were no contractors lost time injuries in September

1.4 Cultural / Training / Support

Training

- Leadership development for all our people managers continues with the Performance Leadership Programme. Positive feedback and outcomes continue to be reported.
- The project to become an IPENZ Professional Development Partner (PDP) is underway. A project team has been established, sponsored by Kevin Doherty. Watercare offered advice and guidance on the application process, recently been through this process themselves, which was very helpful. AT would like to acknowledge their assistance with this.
- The next project about to commence will look at improving our 'on boarding' processes so that all new recruits are introduced to their team and the organisation in a consistent manner which helps build employee engagement.
- Grafton Consulting Group made a presentation to the ELT on 11 October on how it will work with the organisation to socialise the culture and values of the organisation. Their proposal was approved and will be rolled out over the next couple of months.

Support

- The presentations on the proposed move to Smales Farm were held in Takapuna on 15 September and in Henderson on 16 September. Affected staff were given two weeks to give feedback on why the proposed move should not take place. No objections were received (apart from how some staff will be personally affected) and staff have now been advised that the move will proceed subject to the signing of the lease.

Customer Services

1.5 Executive Summary

A significantly busy month for Customer Services with the commencement of the Rugby World Cup. The call centre recorded its busiest month on record with 5,000 calls recorded on opening night, 9 September. The team has also been active in providing the extra resource required as a result of the increased service response to the opening night issues.

Work is continuing on reviewing the service experience provided by Auckland Transport.

1.6 Key Service Metrics

- Average call wait time – 32 seconds MAXX, 5 seconds HOP
- Service level – 72.5% MAXX, 92% HOP
- Abandonment of call – MAXX 9%, HOP 1%
- Call volumes for September– MAXX 64,579 (up 15,000 from previous month), HOP 3,120
- Web Traffic for September– 802,124 visits (MAXX, MyHOP, Auckland Transport)
- Auckland Council on behalf of AT – 16,538 calls answered, 1,213 abandoned, 79.95% within 20 seconds

2 OPERATIONS (Fergus Gammie)

2.1 Executive Summary

- At the time of writing special event transport services have been provided to nine Eden Park RWC games and four North Harbour RWC games. Following on from 9 September when the numbers of people travelling to the CBD/waterfront swamped public transport, the PT on all subsequent game days has run well with all RWC patrons travelling on PT arriving in plenty of time for the matches. Where there have been operational issues, the contingency measures in place have adequately dealt with the situation.
- The RWC transport operation has been a comprehensive one with many areas of AT involved. This has included special event public transport services, traffic management activities, emergency response maintenance team, temporary traffic management planning, parking scheme operation, provision of a public bike hire scheme and infrastructure designed specifically to improve RWC transport operations. A feature of the RWC operation has been the responsiveness of our partners and operators in providing additional services when required, often at very short notice.
- The Expression of Interest for the Road Corridor Maintenance contracts in the Southern sector has been released. An industry briefing on 18 October was attended by over 200 industry participants.
- PT patronage continues to grow, with 6.63 million passengers in September, an increase of 18.7% over the previous year (although this includes RWC patrons).
- The A-Pass trial has been successful with over 1,000 passes sold. The AIFS team are now focused on the next stages of the programme, the Limited Functionality Pilot in February 2012 and CORE system rollout from mid-2012.

2.2 Road Corridor

Road Corridor Operations

- Worked with NZTA to finalise options for the integration of Neilson Street Corridor with the motorway on and off-ramp, following recommendations of a design safety audit. Final consultation and agreement on these options to be progressed in October 2011
- Internal workshops commenced to determine operational and safety improvements and lessons learnt from Jellicoe Street that will help inform the future development of Wynyard Quarter
- Auckland Transport Red Light Camera Evaluation report released. The evaluation report will help inform the Ministry of Transport in developing national policy
- Road Safety staff attended the Piha Community Open Day on 1 October 2011 together with Auckland Council Parks, Regional Parks and other Auckland Transport staff to present safety improvements for Piha Road. The project team sought feedback from the local community with significant positive feedback received for the project overall, with further work required associated with signage requirements, that is currently being reviewed.
- The evaluation and award of the Professional Services contract for Traffic Engineering services associated with Road Safety and Operations was completed in September 2011, with six suppliers appointed. Induction commencing in October 2011, with work packages planned for briefing of respective supply panel members to expedite work programmes.
- To assist with the Rugby World Cup the Traffic Systems Team and the Joint Transport Operations Centre (JTOC) have coordinated traffic for events around the city.
 - Motorcades are being coordinated from the Joint Transport Operations Centre at Smales Farm
 - Four members of the Traffic Systems team are committed to the Major Events Operations Centre (MEOC) at Bledisloe when the MEOC is in operations mode

- Additional cameras installed to complement CBD to Airport Real Time Travel Information signage at:
 - Khyber/Broadway
 - Greenlane/Manukau
- A review of the new and upgraded traffic signals for the new transport project “Tiverton/Wolverton“ has been completed
- In September Road Corridor Operations processed 91 Resource consents (91% meeting standard timeframes) and 447 request for services cases were opened with 530 closed for September (86.79 meeting standard timeframes)
- Worked closely with the RWC team to develop traffic management options for both the semi-final and final games. Undertook traffic modelling of the entire CBD to evaluate impacts and temporally closing key streets on the wider CBD.
- Service Level Agreement between Auckland Transport and Auckland Council outlining the key principals around the processing of resource consents and associated cost recovery details has now been approved and signed by both parties
- Worked with NZTA to develop traffic management options for the closure of local streets to enable construction of bridge piers for Newmarket Viaduct replacement project
- Starting working with NZTA to determine impacts of opening Victoria Park Tunnel on the CBD. The working group will also investigate opportunities to improve operations within the CBD.

2.3 Road Corridor Maintenance

- Procurement Plan proceeding on target. An Expression of Interest (EOI) process is now underway for three southern contracts. An industry briefing was held on Tuesday 18 October prior to releasing the EOI and was attended by more than 200 interested parties. Shortlisted participants will be advised before Christmas.
- Some brief street lighting outages occurred near Eden Park on the night of the first semi-final. These were rectified on the night.
- A new shared communication system for incidents and weather events is operating well in conjunction with Watercare, AC Stormwater and Civil Defence. Further enhancements to our communication technology are being investigated.

2.4 Road Corridor Access

- There were 1151 corridor access requests approved in September with 94% processed within five working days and 99% processed within 15 working days.
- The Ultra-Fast Broadband project commenced in Albany last month. The project involves the provision of fibre to over 420,000 homes in Auckland by 2019 with the priority to deliver fibre to all schools, health centres and key business districts by 2015. In the first year of build (to 30 June 2012) the target is to install 157 cabinets and pass 27,160 premises with fibre.
- A review of the temporary traffic management (TTM) levels across the region is underway. The purpose of this review is to ensure that consistent standards are applied across the region and that the applicable level for each road section is suitable for the road environment.
- Discussions have been held with the Victoria Park Alliance (VPA) regarding the necessary works and road closures required to facilitate the opening of the Victoria Park Tunnel on 7 November 2011. Over the preceding weekend there will be full closures of the northbound lanes of SH1 and the SH16-North links during the night with one northbound lane open on SH1 during the day.

2.5 Public Transport

- September 2011 patronage was 6,634,342 passenger trips across public transport, an increase of +18.7% compared to September 2010. For the 12-months to September 2011 patronage was 67,682,156 passenger trips, an increase of +9.8% compared to the 12-months to September 2010.
- The large increase in patronage in September is partly a result of Rugby World Cup 2011 (RWC2011) matches held in Auckland. Special event PT services were provided for RWC2011 and fanzones on 9, 10, 11, 16, 17, 18, 22, 24, 25 and 30 September 2011 with integrated match and public transport ticketing across rail and bus special event services.
- Rail patronage for the month of September achieved 1,178,586, a new monthly record and an increase of +32.0% on September 2010.
- Train delay minutes due to network faults in September fell to the lowest level in five years, due primarily to a freeze on major infrastructure upgrade works during RWC2011.
- Public consultation is underway around the proposed closure of Mangere Rail Station, which currently only operates southbound for four services on school days.
- Initial refurbishment and upgrade of the Devonport Ferry Terminal has been completed

2.6 Rugby World Cup

North Harbour Matches

All four North Harbour matches worked well. Traffic was light around the venue on the first weekend but even on the two weekday matches traffic was not as heavy as expected.

Public transport was well utilised with around 30% early in the tournament climbing to 37% for the Friday match which is the highest level ever achieved at North Harbour. Special event bus services cleared in 60 minutes.

Overall the non-private car usage was not as high as was planned (60%), but record public transport usage and a non-private car usage of around 40% was achieved.

Eden Park Matches

Public transport patronage to the event has remained fairly steady throughout the tournament with between 38– 44% usage.

The non-private car usage estimates have remained steady at around 60–64% for the pool matches but have risen to 74-75% during the finals. The high figures have generally been attributed to the increase in coaches and popularity of the FanTrail, that has seen between 7,000 – 10,000 people walk on most nights with the figure getting as high as 12,000 on the night of the second semi-final.

The popularity of the FanTrail has seen Bond Street closed pre event, about 30 - 45 minutes earlier than planned. Bond Street remained closed post event, resulting in the CBD bus route being changed.

Traffic Operations have worked well with local residents generally positive with the operations. In general all roads have been opened in approximately 70 minutes.

Queens Wharf FanZone

Quay Street has been closed each weekend of the tournament. The closure has worked well, but over the past two weeks congestion along Custom Street has progressively increased as worse as traffic levels have got back to normal. Traffic suppression in the CBD was high early in the tournament but has reverted to normal levels as the tournament has progressed.

Closure of Queen Street and Customs Street has been considered for the final weekend given the high pedestrian numbers likely in the CBD. It is planned to close Queen Street from 10.30 Sunday night and leave it closed until pedestrian safety can be maintained expected to be 1 – 2 hours. We will endeavour to keep Custom Street open but it will be closed should it become unsafe. Public transport services will be removed from these areas on Sunday to facilitate an easy closure.

2.7 Parking and Enforcement

- Enforcement teams have had to alter operating models and manage significant changes to labour deployment to support the delivery of quality on-street traffic management plans and traffic management operations during RWC.
- A secondary tow supplier, VRG, was sourced, due to the lack of performance from our preferred towing supplier, First Recovery. First Recovery and VRG have joined to create Supercity Towing and are operating the current contract in unison. The contract will go out for tender in the third quarter 11/12.
- A request for information for Pay & Display machines has been released to the market. This will remain open for one month, closing in October.
- As at 9 September 2011 5,915 Eden Park resident parking permits had been issued. In addition, 6,124 access permits had been issued to allow residents and businesses through road closures to their premises.
- A number of operational issues have been experienced with the CBD automated carpark system in the last month. The contractor, Wilsons and Auckland Transport IT department are working together to resolve these.

2.8 Community Transport

- Delivery of road safety education initiatives including child restraint clinics, motorcycle safety skills, alcohol campaigns and local safety programmes have been conducted.
- Delivery of initiatives for the school travel plans with 216 schools on the Programme, including the Walk Programme, Chaos at the School Gate and working with the local Police Education Officers on delivering road safety education.
- Identification and sign up of new schools to join the 2012 safe school travel Programme.
- Finalising eight school travel plans for schools on the 2011 Programme to launch travel plans in term 4 of the school year.
- RWC bike hire scheme had its 1000th customer in the second week of October. Cycle training safety clinics also provided in conjunction with the bike hire scheme to provide for inexperienced riders.
- Launch of Bunch Rider cycle training safety campaign targeting safe cycling on Tamaki Drive.
- The Annual School Travel Plan Seminar with over 310 school participants representing 85 schools in the region occurred in late August. The seminar is used for schools to share and outline road safety, travel planning and cycle and walking projects and initiatives undertaken by students over the last 12 months.

2.9 AIFS (Integrated Ticketing and Fares)

- The integrated ticketing programme continues to run to plan. The RWC inspired A-Pass was successfully launched 1 September and in excess of 1000 passes have been sold to date. This represents a significant milestone in the AIFS programme, as this is the first time that we have a multi-modal smartcard operating in Auckland.
- With A-Pass now live, the focus of the programme team is on preparatory activity for the next stages of the programme; Limited Functionality Pilot commencing February 2012 and CORE system rollout from mid-2012. In parallel with this activity, discussions are progressing with the second supplier of bus equipment, Parkeon. Negotiations between Parkeon and a consortium of bus operators are progressing well and are expected to be finalised shortly.
- Public support for HOP on NZBus has grown again in the past month, with active users of the HOP smartcard rising from 77,000 last month to 88,000 this month.

3 FINANCE (David Foster)

3.1 Executive Summary

September continued to deal with the Annual Report, EMU, Long Term Plan and monthly reporting. The Annual Report was completed and sent to Auckland Council before 30 September to meet the statutory deadline. The EMU interest and foreign exchange hedges were arranged and put in place at the time the contract was signed with CAF while the Long Term Plan is in the process of being finalised.

The Property team have been focussed on the land acquisition programme and long term requirements as well as advising the business and arranging for additional office space.

Information Technology continue to propose, develop and implement a number of initiatives to improve the business operations, meet the long term strategies as well as to comply with statutory requirements and to minimise risk to the business wherever possible.

3.2 Accounting and Finance

Update

- The final version of the Annual Report was issued to Auckland Council, Directors, Councillors and other stakeholders
- Financial systems continue to be developed with the intention of improving processes through automation between systems
- Replacement of two staff members, who transferred internally, has commenced
- The Real Estate (RE) module of SAP was implemented to enable the invoicing to commence for telco licences, subsoil leases, etc. These were done by Auckland Council up to the end of August.

Next Steps/Key Issues

- A project to minimise the number of days to produce the monthly financial reports is underway
- The project to consolidate all outgoing and incoming information with the Ministry of Justice (MoJ) continues. The objectives are that funds from all infringements lodged with the Courts come directly to AT (rather than through the Legacy Council systems), and that a complete database is established to ensure that all costs paid to the Courts are recovered and that a full record of all infringements at the MoJ is maintained.

3.3 Business Support

Update

The key focus of the Business Support team has continued to be on co-ordinating operating and capital projections for the draft 2012/13 Long Term Plan (LTP). Initial projections have had to be significantly revised in the light of the Mayor's desire to keep rates at or below the "Mayor's rate of inflation" (2.4%). This has required reprioritisation and rephrasing of the capital programme, with consequential impacts on operating expenses.

The AT Procurement Strategy will be considered at NZTA's November Board meeting, this will be an interim strategy which will need to be revised prior to June 2012. The next stage is to develop "category plans" for the nine categories identified in the strategy.

Key Initiatives for the Next Three Months

- Continuing work on preparing a Long Term Plan for AT for input into the Auckland Council LTP including:
 - 10-20 year projections
 - helping to develop supporting text
- Working with Strategy & Planning and other business units in developing the AT Regional Land Transport Programme (RLTP) and ensuring consistency of projects/financial projections between the LTP and RLTP
- Development of the first category plans and finalising of the Procurement Manual processes and associated forms and templates.

3.4 IT and Business Systems

Update

- The iPhone Journey planner has had 120,000 downloads since going live
- Work on implementing a Disaster Recovery capacity has commenced with a contract signed with Fujitsu
- Work on the Records Management implementation which will lead to compliance with the Public Records Act and the Records Management Act is underway with the appointment of a Project Manager to head this project.
- Staff remote access for iPad users has been implemented with an initial rollout to 12 users. This will be made available to a wider audience once testing is completed with the initial group.
- Remediation work is well underway on the Firewall rule set, with 80% of the rules reviewed
- The strategy and workplan has been completed for Business Intelligence reporting
- The following business cases were completed and presented to the Auckland Transport Project Management Group (ATPMG) for approval
 - GPS on Fleet Vehicles
 - Transition of support from Microsoft
 - Rail Network UPS
 - Email and Document Migration
 - PMO Reporting enhancements
 - CCTV Convergence Strategy
 - Telco Review Implementation
 - Outsourcing Helpdesk
- Additional IT related Policies drafted and presented to ATPMG for review
- Assistance given to getting EMU project team access and applications
- Organisational review of IT completed
- Vendor Engagement Plan with Datacom completed
- Procurement strategy commenced
- Business Continuity Plan (BCP) planning review commenced, building on the interim BCP document
- Identification and delivery of initial performance reporting developed

Next Steps

- Transition Arizona car park project to Business as Usual (BAU) - resolving technical concerns
- Instant Messaging and presence awareness software (Lync) was rolled out to organisation
- Business case for Additional IT resource to be prepared
- Policies to be approved
- Completion of Operations Handover Processes
- Completion of vendor procurement strategy
- Commencement of HR communications workshops
- Procurement Strategy for IT will be completed
- A Network Audit will be carried out with the auditor's report being received in November
- Migration of Data Warehouse from ARTA to AT infrastructure
- Deliver of first corporate dashboard reports

3.5 Property

Update

The Property Department key areas of focus have been:

- Delivery of programmed land acquisition to enable the CIO 2011/12 Capital Works Programme and Auckland Council led transport related projects
- Developing Auckland Transport Property Strategy to identify optimum project land bank (acquisitions and disposals) and opportunities to increase revenue and control costs associated with inventory management
- Commencement of direct invoicing by Auckland Transport of real estate interests (subsoil, airspace, telecommunications)
- Progressing Smales Farm fitout and relocation
- Project advisory services including CRL Project
- Cross functional and organisational process improvements

Next Steps

- Continue to progress land acquisition programme
- Finalise Auckland Transport Property Strategy
- Progress Smales Farm relocation
- Scope strategic accommodation plan
- Ongoing process improvements
- Inventory management review to increase revenue and control costs

4 INFRASTRUCTURE (Kevin Doherty)

4.1 Executive Summary

The focus of the Infrastructure Division for the reporting period has been on progressing projects around the RWC exclusion zones and preparing other high priority projects for commencement post RWC. Overall progress for the month has remained on track and we remain confident that annual expenditure will be within the current fiscal envelope.

Several large projects are due to be tendered including AMETI (Panmure), Glenfield Road Stage 4 and Tiverton-Wolverton Route Improvements. As these are all targeting construction commencement within the financial year and with the continued good progress on AMETI (Mountain Road Bridge), NorSGA and New Lynn delivery levels are expected to rise in the New Year.

4.2 Update / Next Steps / Key Issues

Programming

The key programming activity this reporting period has been the input into the capital project element of the Long Term Plan (LTP). Good progress has also been made with closing out the FAR variance funding model with Auckland Council (AC) and NZTA. Projects to be progressed using the model have been identified and agreed with NZTA and a draft agreement prepared. While the indication from AC staff is in support of the proposal it will need to be taken to the November AC Governing Body for approval.

AC has also undertaken a review of roles and responsibilities for Council Controlled Organisations. The outcome of this review recommends Auckland Transport be able to manage its portfolio of capital projects within activity classes without seeking specific Auckland Council approval for changes. There are a number of appropriate checks and balances required to this approach including ensuring the projects are identified in the Asset Management Plan or LTP, and that AT operates within the agreed fiscal envelope set by AC. Further information on the implementation of this work will be brought to the Board as it becomes available. However, this development when realised will improve efficiency of project delivery.

Asset Management

The development of the Asset Management Plan has continued during this reporting period. The team has sought early informal feedback on the first draft from a range of stakeholders and is planning for a formal independent peer review to be implemented. The second draft of the Asset Management Plan is due for publication in December.

Other significant activities completed during the reporting period include:

- Publication of an updated forward tender programme on the AT external website
- Preparation of draft operational policies covering vegetation and weed control and storm water devices

Investigation & Design

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

Central

- *Tamaki Drive Corridor Upgrade (Quay Street to St Heller's):* The scoping document is being prepared in preparation to commence current state assessment in January 2012.
- *Neilson Street:* The scoping document is being prepared in preparation to commence a current state assessment in December 2011.

North

- *Albany Highway Upgrade (Schnapper Rock Road to SH17):* The decision has been made to retain the over dimensional and overweight route on Albany Highway and the design is being amended to suit. The NoR has also been re-notified on this basis. Design completion is still expected in December 2011.
- *Hibiscus Coast Busway Station Stage 1:* Resource consent hearing has been adjourned to 26 October 2011 such that we will not know if the project will be further delayed until this time.
- *Albany Kyle Rd:* Feasibility Study contract awarded
- *Albany SH17 / The Avenue:* Options that were developed as part of the scheme assessment were well received by the public during consultation in September. The preferred option includes the signalisation of the intersection between SH17 and The Avenue and the provision of a new walking/cycling bridge adjacent to the existing road bridge over Lucas Creek. The project is part of the Regional Cycle Network and the new bridge will address safety issues as the existing bridge is too narrow for a safe cycle lane.
- *Albany Gills to Oteha Valley Link:* Options that were developed as part of the scheme assessment were well received by the public during consultation in September. The preferred option links Gills Road through Hooton Reserve to the intersection of Oteha Valley Road with Appian Way. Auckland Council Parks approval will be required if this options is to be pursued.

West

- *Te Atatu Road Corridor Improvements:* A drop-in day was held on Saturday 1 October to commence consultation with key stakeholders. About 50 property owners attended the meeting.
- *NorSGA Transport Infrastructure:* Regular meetings have been conducted with utilities to agree the final designs for their services, and to negotiate costs share agreements for the proposed physical works.

South-East

- *Smales/Allens and Ormiston/Preston Intersection:* Upgrades delayed due to property acquisition issues. One appeal against the road designation still remains.
- *Otara Bus Exchange:* Detail design of the bus interchange including landscaping, new lighting, paving and the toilet facility has been completed.

Infrastructure Development

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

North-West

Works Commenced

- *Scenic Drive North Footpath Project.* This consists of 600m of new footpaths from opposite Range Road to opposite Kitewaho Road. Work includes ducting for high-speed broadband roll out in the rural areas for Visionstream.
- *Street Lighting Upgrade North* – Professional services contract commenced.

Works out to Tender

- *Glenfield Road Stage 4* – The Statement of Interest and Ability tender shortlisting process closed and a shortlist of Contractors has been determined.
- *New Streetlighting West Stage 1* – Upgrading of streetlights in The Concourse, Kervil Road and Kemp Road in the western area.
- *South Titirangi Road Footpath* – Completion/upgrading of sections of missing footpaths.
- *Laingholm Drive Footpath* – Completion of a last section of missing footpath.

Works to Tender Next Period

- *Streetlighting Upgrade North* – Physical works to be advertised in October
- *Glenfield Road Stage 4* – RFT to be advertised in October
- *Albany Off Road Cycle Path Stage 2* – Final stage of new cycle path in Albany advertised in October.

South-East

Works Commenced

- *Waiuku Town Centre Revitalisation* – Physical Works commenced on Stage 3 of the revitalisation works predominantly focused in River Lane. The works involve streetscape and improvements to the adjacent reserve.

Works out to Tender

- *Pukekohe Town Centre Revitalisation* – Physical Works for the 2011-12 component of the works. The contract includes work on Roulston Street, Roulston Lane, Massey Avenue, Jawala Singh Lane and Stadium Drive. The works involve streetscape and improvements.

Works to Tender Next Period

- Gobi-block replacement project (Takanini School Road, Takanini).
- Glenbrook-Kingseat Improvement Physical Works.
- Papakura Way Finding Signage.

Central/CBD

Works Commenced

- *Garnet Road Zebra Crossing Construction* – Commenced – Completion due this month.
- *Neilson Street Improvements T2 Lane* – Stage 2 design and specification complete with construction awaiting NZTA funding approval – Stage 3 design and specification commenced and agreed with NZTA (for 100% NZTA funding).
- *Greater Urban Rides, Cycle Parking Racks 2011/12 Programme* – Design and specification – Commenced and continuing to programme for delivery by April 2012.

Works out to Tender

- *Tamaki Drive/Solent Street* – Slip lanes, zebra crossings and signals upgrade – Out to Tender - Closes end of October.

Works to Tender Next Period

- *Tiverton Wolverton Route Improvements* – Statement of Interest and Ability request to be issued for submissions by end of November.
- *Arthur Street Onehunga* – Local Area Traffic Management improvement at several locations along the route.

Public Transport & Facilities

Works Commenced

- *Sunnynook Bus Station* – Work includes the construction of a pedestrian & cycleway access way bridge linking Kapiti Place to the Sunnynook Bus Station. Scope also includes construction of a new toilet block; children's play area and landscaping works.

Works out to Tender

- *Otara Bus Interchange & Streetscapes* work includes construction of new bus shelters, taxi stands, a toilet block and the redevelopment of the plaza area and the children's play area.

Works to Tender Next Period

- *Birkenhead Inner Ferry Terminal* – The Birkenhead Inner Ferry Terminal will be out to tender before the end of October 2011 and the design is currently being peer reviewed. Construction will commence towards the end of November. The service delivery team are currently working through plans for future ferry services to Birkenhead. Removal of the old inner berth will be completed in first quarter of 2012, and the anticipated project completion date is mid-2012.

Major Projects

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

Project Management Office

A standardised, consolidated Stakeholder Engagement and Communications Plan template has been developed for use by all teams within AT that engage with project stakeholders – including Property, Key Relationships, Iwi, Communications and Project Liaison.

The Project Management Office continues to support the delivery of projects and the capital programmes providing further updates, refinements to the various procurement, contract management templates, and explanatory documents to clarify policies and processes across the business units. Planning of a centralised database of project financials, status, forecasting, etc. is underway.

AMETI

Considerable progress has been made during the period on the AMETI Panmure package. The hearing has been held for first Notice of Requirement for the works in Panmure with the recommendation expected in mid-October. The contract for the Mountain Road Bridge construction has been awarded and preparatory work has commenced. Tender documentation for the Panmure main works was completed during the period and tenders have been invited. Work is continuing on preparation of the funding application for NZTA subsidy of these works which will be considered by the NZTA in December with construction expected to commence in early 2012.

Design is being undertaken on proposed enhancements to the Panmure Rail Station to reflect the increase amenity requirements of a high capacity RTN transfer station. The project team are exploring funding options for this with NZTA and Auckland Council.

The team have had several consultation discussions with Iwi during the period regarding the overall AMETI programme and the remainder of Panmure Phase 1. The dialogue with Iwi will be on-going.

Work on the subsequent stages of development is continuing. Preliminary design of the Panmure Phase 2 component including Panmure roundabout and the busway along Lagoon Drive to the Panmure Bridge is progressing to schedule. Additional scoping work is being undertaken on the Pakuranga-Botany package and the project team is preparing to communicate the busway options proposed to the community.

Dominion Road

A reconciliation of properties required for the works has been completed and the land acquisition purchase process has been put into place. A communications plan is under development to ensure that there is a planned and thorough public engagement process going forward.

NorSGA

Site work has commenced on the construction of Northside Drive West. A review of the bus interchange proposed for Waru Road has indicated that the road reserve is of insufficient width to accommodate the interchange. Alternative sites are now being considered including the option of an offline interchange.

A draft Notice of Requirement document for Hobsonville Road widening has been prepared and is currently being reviewed by the project team.

New Lynn

The project is progressing well and is likely to be complete 2.5 months ahead of schedule, with minor parking and earthworks outstanding. Measurements were made of the average vehicle velocity in Totara Avenue which achieved a pleasing 22 km/h proving that good design can achieve substantial speed reductions. The new Clark Street extension is working efficiently and has brought about a major reduction in congestion at the intersection of Clark and Rankin Streets.

Auckland Council has confirmed that the Great North Road Streetscape construction is to be included within the scope of the project in accordance with the New Lynn Urban Plan and the team is now progressing this work.

The detailed design for the second shared space, McRae Way, is also progressing well and the construction works will be tendered in late 2011. Design work has commenced on extending the pedestrian shelter on the railway station with the aim to have the installation substantially completed by June 2012.

The New Lynn Transport Interchange Facility received an excellence award at the “New Zealand Institute of Architects (NZIA) – Auckland 2011” awards ceremony on 12 October 2011 in the category – “Public Architecture”. This project will now advance to and be considered in the NZIA 2011 national awards to be held later this year.

Manukau Rail Station

The Station construction and fitout is now complete with the exception of installing cameras and seating, which will all be kept in secure storage and installed by mid-January 2012. Naming of the new station will be put before the Geographic Board for a final decision at their November meeting, which is the last until 2012. Final train borne signage can then be completed prior to commencement of passenger services in Feb 2012. The Manukau Institute of Technology (MIT) design for the tertiary complex continues to take shape and the station and tertiary integrated design will be communicated to external stakeholders by early November 2011. The project is on target for opening in February 2012.

Manukau Car Park Building

Foundations are now 95% complete, steelwork for stairs and ramps is currently being erected and the project is progressing on time and to budget. Discussions are underway regarding additional waterproofing of the top deck using the latest propriety materials.

Parnell Station

The below track planning is progressing well. Tendered documents were issued for pricing in early October with award expected in November. The main part of the tendered works will take place over the Christmas Block of Line.

Half Moon Bay

The Half Moon Bay Ferry Terminal experiences congestion at peak times due to passenger services to the city, vehicular ferry traffic to Waiheke and the other islands and recreational boat users, all operating in a confined area. Parking for commuters and boat trailers is at a premium.

A study is underway to review options for the terminal. All of the key stakeholders, including Iwi have been engaged in this process and a number of options have been considered. It is expected that a preferred option will be confirmed before the end of the year.

5 COMMUNICATIONS AND PUBLIC AFFAIRS (Wally Thomas)

5.1 Executive Summary

Media liaison and marketing programmes relating to Rugby World Cup continued to be the focus of activity in this reporting period. The announcement of the successful tenderer for the supply of the new EMU fleet was a highlight.

A number of marketing campaigns for implementation over the Christmas/New Year period are in the planning stages.

5.2 Key Initiatives

RWC

Communications and marketing support was provided to RWC operations in the lead-up to and throughout the tournament. Staff were based at the Major Events Operations Centre (MEOC) for all 15 Auckland matches. The department also co-ordinated Transport Ambassadors who provided on-the-ground information to visitors and fans and managed entertainment at key locations such as Britomart and Kingsland Rail Station. Note: A commercial arrangement with one of the global sponsors of RWC, Emirates Airlines, saw high visibility sites at both of these stations utilised for advertising purposes (example included at the end of this section).

As the tournament progressed and interest levels peaked, both paid media and 'below the line' public relations activity increased. Messaging in latter stages focussed on possible traffic and public transport disruption and congestion as well as the provision of information on how best to get to matches at Eden Park.

The closure of Quay Street for longer periods than initially envisaged (i.e. every weekend during the tournament) was heavily promoted through paid and other media.

Social media (Twitter) was utilised on match days more extensively than it had been in the past. This channel proved a quick, effective, way to push key messages and also respond to customer queries.

A particularly pleasing aspect of the RWC communications programme has been the relationship developed with the Eden Park Community Liaison Group (CLG). This group met regularly in the months leading up to the tournament, providing input into Auckland Transport's messages to residents around the park. The CLG includes neighbourhood representatives, Councillors and Local Board members, Police and executives from Eden Park itself. From a communications perspective, the group's understanding of the information needs of the local community and best ways in which to deliver those messages has been invaluable. A key initiative was a four-page newsletter distributed to some 2500 homes and businesses before each match. This included road closure information, hotline numbers etc.

At the time of writing 1228 special A-Passes had been sold to RWC visitors. Over half of those (57%) were purchased through the ticket office at Britomart. Initial expectations were that the pass would be utilised for ferry travel in particular. However, use has been highest on bus (70%), followed by ferry (23%) and rail (7%), indicating that visitors have been travelling outside of the inner CBD during their time in Auckland.

A-Pass sales are highest on match days, suggesting that people are sightseeing as part of the overall match-day experience. Other significant sales periods are one day either side of matches. (Figure 1)

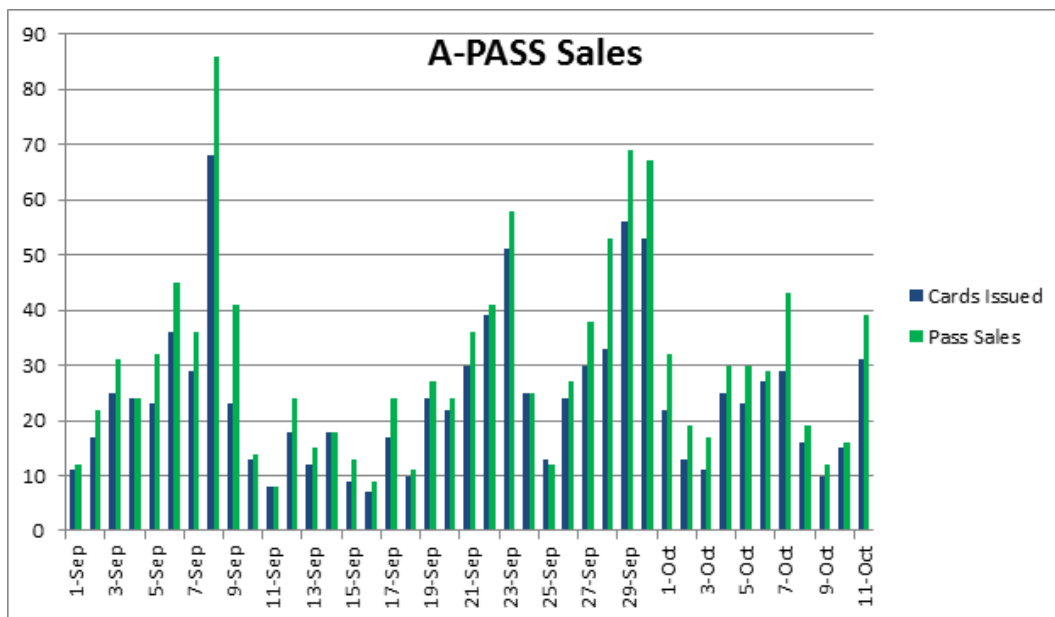


Figure 1- A-Pass Sales

EMU Announcement

The announcement of the successful tenderer for the supply of the EMU fleet was held at Britomart. Despite being arranged at very short notice a significant number of key stakeholders were able to attend the announcement, including the Mayor and Minister of Transport, Hon Steven Joyce.

The announcement generated significant interest across all media channels (print, radio, television, and on-line). Independent analysis of a total of 85 reports shows that coverage was overwhelmingly positive.

Upcoming Campaigns

The Marketing section is working on a number of special event and summer/holiday period campaigns.

Public Transport will be promoted as an option for the following events:

- Kiwi Day Out at the Domain - 24 October (Labour Day)
- Auckland Marathon - 30 October
- Wellington Phoenix football match at Eden Park – 19 November
- Santa Parade – 27 November
- Christmas in the Park – 10 December
- Foo Fighters Concert at Western Springs – 13 December

Mid-November to mid-December will see a pre-Christmas public transport promotion aimed at encouraging car users or infrequent PT users to use trains or buses for their Christmas shopping-focussing on services to retail centres such as St Lukes, Albany, Botany Downs, Newmarket (CBD) and Sylvia Park.

Business precincts are supporting the campaign with their own promotions which include shopping vouchers as prizes.

Cycle Education is also a focus. Over the last several months, Auckland Transport has received dozens of complaints from cyclists, regarding motorists and the incorrect use of cycle lanes.

An education campaign (NZTA funding approval pending) will feature press and radio advertising that explains the road rules around cycle lanes and process for their correct use by cyclists. See below for a billboard example.

This billboard will be installed along Triangle Road in Massey, a particular “hotspot”, where motorists regularly park/drive in the cycle lane and where several cyclists have been involved in collisions in recent months. The campaign will be supported by increased police monitoring of sites such as this.

In addition, a Spring Cycling Campaign - ‘Cycling’s the Go’- is underway. For the first time this will see a coordinated region-wide promotion of a number of events planned between now and Christmas. These include: Beginner Bike Sessions for Adults (Free - all gear etc. is provided), Novice On-Road Training for Adults (Free), Bike Maintenance Workshops (Free), and the annual Bike to Work Challenge.

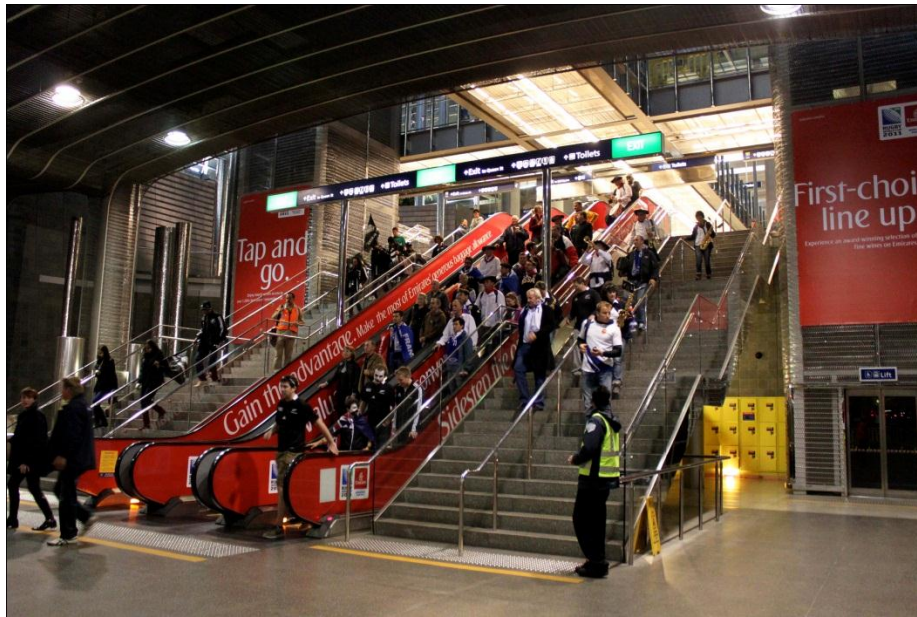
Finally, the new Orewa Cycle/Walkway will be officially opened on the 4 December 2011. There are various activities and events planned for the opening, and local schools are being encouraged to participate (along with the public).

Other Activities

Business as Usual has continued through the period. Support has been given to all projects and departments across the organisation.

Of note are a number of consultation projects underway or planned, most relating to proposed changes in service levels or public transport routes. Among them is a review of the 020 bus route (Westmere, Grey Lynn, Ponsonby, and Freeman’s Bay) which was changed when the new LINK services were introduced. Feedback will be analysed and reported back in November.

A month long consultation on a proposed residents parking scheme around St Mary’s Bay concludes on Friday, 28 October. Designed to reduce the impact of commuter parking on residents, the proposed residential parking zone would create a two hour time restriction, between the hours of 8am and 6pm Monday to Friday, excluding public holidays. Residents would be able to purchase annual and short term permits, to enable them, or their visitors, to park on the street at all times.



6 KEY RELATIONSHIPS UNIT (Stephen Rainbow)

6.1 Executive Summary

Considerable collaboration with Auckland Council has occurred in relation to the LTP and RLTP planning processes to ensure there is alignment between the two. On-going dialogue will occur during the coming months.

Considerable effort has been put into working with technology providers to develop 3D visual materials for the Notice of Requirement (NoR) for the CRL Project.

The Unit has again responded to a growing number of requests to meet with various groups that have an interest in transport in Auckland. This includes walking and cycling advocates road transport operators and the Auckland Business Forum.

Quarterly Reports for the period ended 30 September 2011 have been presented to the Local Boards. They have been well received with some suggestions for minor modifications which will be addressed in preparation for future reports.

6.2 Key Relationships

- Progressing collaboration with Auckland Council around the LTP and RLTP plans and processes
- Provide an Auckland Transport presence at on-going Auckland Council Committees and forums (e.g. Auckland Plan)
- Working with the Mayor's office on customer redress and CRL advocacy
- Working with technology providers to develop 3D visual materials that can be used for the engagement processes for the NoR for the CRL Project
- Continued liaison with industry groups such as the Business Forum about priorities and projects

6.3 Elected Members Liaison Unit

- Working closely with Auckland Council departments on a number of projects on Waiheke Island including:
 - Proposed parking changes on Ocean View Road
 - Stormwater
- Quarterly Reports have been presented to the Local Boards. These have been well received and suggested modifications will be included in preparation of future reports.
- Continued discussion with Local Boards on issues associated with Rugby World Cup, matters raised by residents and issues around budget prioritisation

6.4 Stakeholder Liaison

- Attendance and follow up from meetings of the Auckland Management Committee RWC Risk Group. This has involved identifying risks around the organisation of RWC events and is attended by representatives from NZ Police, Auckland Council, Port of Auckland, ATEED and Auckland Festival Company
- Completion of responses to Auckland Council for matters raised in preparation of Local Board Plans. Overall more than 160 requests for information were processed.

- Attendance at site meetings to discuss matters raised by Elected Members and working with the respective parties to formulate viable solutions
- Preliminary planning for seminar by active Transport Consultant, Researcher, Presenter and Walk 21 Director, Dr Rodney Tolley, an experienced consultant in the field of active sustainable transport and will be visiting New Zealand in early December

6.5 Liaison – Iwi/Maori

- Iwi/Maori (Mana whenua – Matawaka) engagement framework development and alignment with Auckland Council Maori Engagement Framework (released this month)
- Project based engagement approach still being applied
- PMO process integration for Tangata whenua engagement in progress
- Liaison with Independent Maori Statutory Board
- Pro-active engagement with 18-22 Iwi Authorities
- Active Iwi engagement for Infrastructure projects such as AMETI, Long Bay, Half Moon Bay, Dominion Road, Wiri Depot, Oteha-Gills, Tiverton/Wolverton, Rail network upgrades, and CRL

7 STRATEGY AND PLANNING (Peter Clark)

7.1 Executive Summary

Strategy and Planning focused on key activities including the:

- Regulatory Planning
- Corridor Management Plans
- Auckland Plan
- Long Term Plan
- Regional Land Transport Programme

7.2 Planning and Policy

Regulatory Planning Matters

Auckland Transport continues to work with Auckland Council on the development of the transport content for the Unitary Plan. Strategy and Planning is putting together a work programme to assist in determining Auckland Transport workstreams over the next few months.

Strategy and Planning also lead and co-ordinate Auckland Transport's response to Auckland Council plan changes, private plan changes and notices of requirement, ensuring that all relevant groups are involved. Over the last month, Auckland Transport has:

- provided additional commentary for the commissioners of the hearing for Plan Change 15 Takanini Area 6 (South) on funding matters for roading improvements
- provided comments to applicants and Auckland Council on two notices of requirement for educational facilities in Manukau (South)
- assisted with advice on an indicative road included in Plan Change 32 Medallion/Fairview Roads Albany that is currently before the Environment Court, including looking at the implications for the transport network (North)
- engaged with Transpower on a notice of requirement at Westgate/Massey Town Centre to ensure any designation provisions do not impede on Auckland Transport's road controlling authority role (West)
- commenced review of the recently notified Private Plan Change 34 Milford Intensive Residential Development Overlay Area (North)
- provided comments to Auckland Council and/or applicants on draft plan changes/notices of requirement applications that have been lodged with Auckland Council, such as identifying further information that will be required to assess the applications.

Auckland's Spatial Plan – the Auckland Plan

Auckland Council has released the draft Auckland Plan for formal public consultation. Submissions close on 25 October 2011. Auckland Transport will be the deliverer of key transport projects such as the City Rail Link, improvements to walkways and cycleways, AMETI, various regional arterial road improvements and improvements to the bus and ferry networks.

Strategy and Planning engaged with Auckland Council in the development of the transport components of the Auckland Plan. Input has been provided into the scenario evaluation and modelling processes. Auckland Transport has also assisted with providing comments on the draft versions of the transport chapter and clarifying timing of identified transport projects.

Auckland Council and its CCO's have also released three other plans for public consultation – the City Centre Masterplan, Waterfront Development Plan, and the Economic Development Strategy. Auckland Transport is considering the implications of these documents for future work programmes.

Corridor Management Plans

The Corridor Management Plan (CMP) guidelines are complete.

The CMP for the Takanini east-west corridor (Manuroa Road – Airfield Road) has been completed. Key projects for implementation which have been identified through the CMP are:

- Mid-block improvements for Manuroa Road (Great South Road – Porchester Road), Porchester Road (Manuroa Road – Airfield Road), Airfield Road (west of Mill Road) and Airfield Road (east of Mill Road)
- Intersection improvements for Manuroa Rd/Oakleigh Ave, Manuroa Rd/School Rd, Manuroa Rd/Porchester Rd and Porchester Rd/Airfield Rd.
- These improvements will prioritise east-west traffic movements including freight and involve the reallocation of space within the existing road reserve. Land take is restricted to intersection improvements.

These projects are now being taken forward by the Investigation and Design team and will be programmed into the capital programme.

The Hibiscus Coast Highway corridor study commissioned by Rodney District Council was previously completed, however, a corridor management plan was not delivered. Work has been completed on bringing the CMP to a reasonable standard and it is likely that a peer review will be undertaken prior to commencing investigation and design work.

CMP's for the following locations are underway with support from the Investigation and Design team:

- East Coast Road
- Great South Road (Drury to Manukau Centre)
- Khyber Pass Road
- Neilson Street, Onehunga

Draft Long Term Plan

Strategy and Planning has been actively assisting Business Support to prepare the draft 2012-2021 Long Term Plan and has provided guidance on the strategic priority and alignment of projects with the draft Auckland Plan.

Statement of Intent

Auckland Council has organised a workshop on “intervention logic”, at which AT and Auckland Council staff will work through the linkages between the outcomes, measures and targets in the Auckland Plan, LTP and the SOI. The workshop will inform the development of the 2012-2015 SOI.

7.3 Regional Land Transport Programme Team

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the September 2011 monthly reviews, one funding application, totalling \$1,200,000 was submitted to NZTA for consideration. The application was approved.

Table 1 – September 2011 Schemes recommended to NZ Transport Agency

Project name		Description	Activity Class	Phase	Cost	Comments (AT)	Outcome (NZ Transport Agency)
September 2011							
AT	Auckland Transport Activity management Plan.	Integration of 8 Auckland Region legacy Council Plans into a single Auckland Transport Activity Management Plan which incorporates current best practice and effective targetted user features for ongoing reference and development by Auckland Transport.	Activity Management Plan	Study	\$1,200,000	Recommended	Approved
	Total New Schemes Approved for Funding				\$1,200,000		

Notable in the September 2011 monthly review was the integration of eight Auckland Region legacy Council Activity Management Plans into a single Auckland Transport Activity Management Plan. The Activity Management Plan assesses all transport maintenance, renewal and operational requirements and sets out a programme of activities to ensure agreed service levels are maintained.

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

The draft RLTP is being closely co-ordinated with the draft Long Term Plan. The draft RLTP will be brought to the Board in November for review.

8 SPECIAL PROJECTS (Claire Stewart)

8.1 Executive Summary

- A contract was entered into with Construcciones Y Auxillar de Ferrocarriles, S.A. (CAF) on 6 October 2011 to provide 57 (3 car) electric multiple units (EMU) and maintenance services for 12 years to the region
- Key CAF staff met AT personnel in Auckland on 13 and 14 October 2011 to commence the EMU design programme
- The consultant for the Stage 2 EMU Depot Design, Opus, was announced on 26 September 2011
- The City Rail Link project progressed with the focus on preparatory work to designate land required for the route

8.2 EMU Project

Funding and Ownership

An 'in principle' agreement was reached in August between the Minister of Transport and the Mayor of Auckland that included:

- (a) Auckland Transport owning the EMUs
- (b) the purchase of 57 EMUs
- (c) Auckland Council and NZTA to fund repayment of \$500m loan
- (d) the funding package comprises \$500m loan from the Crown
- (e) an additional \$90m grant
- (f) funding above \$590m be provided by Auckland Council

This was confirmed by a Memorandum of Understanding between the same parties on 1 September 2011.

On 30 September 2011 Auckland Council entered into an agreement with the Crown with respect to (d) above. On 6 October 2011 Auckland Transport entered into a loan agreement with Auckland Council regarding (d) and (f) above.

Procurement

Auckland Transport entered into a supply agreement with CAF on 6 October 2011 to purchase 57 EMUs, the first of which will be in service at the end of 2013, with a full fleet available from early 2016. Auckland Transport also entered a 12 year maintenance agreement with CAF to maintain the EMUs at a depot to be built at Wiri, by Auckland Transport, by June 2013.

Attachment 1 is a copy of the 6 October 2011 Auckland Transport press release, EMU technical specifications, pictures of the EMUs and key representatives at the signing ceremony/announcement.

Depot

Prior to 30 November 2011, Opus will finalise the parameters of the depot design with CAF after which Opus will commence detailed design and production of drawings for tender (due for completion at the end of March 2012).

8.3 City Rail Link

On 28 June 2011, Auckland Council resolved to direct Auckland Transport to seek a designation for the City Rail Link (CRL) route and confirmed Auckland Transport's financial responsibility for the project subject to Auckland Council's funding being approved and available. On 14 August 2011 the Auckland Transport Board resolved to enter into a Heads of Agreement confirming this arrangement. Work is progressing in a range of technical areas to prepare for filing of the Notice of Requirement.

APPROVED FOR SUBMISSION by	David Warburton Chief Executive	
---------------------------------------	---	--

Media release
Embargoed until 3pm
6 October 2011

Train contract heralds new era in public transport

Aucklanders can look forward to a new era in public transport after the signing today of a contract for a new electric suburban train fleet.

Auckland Transport has signed a contract with Spanish manufacturer, Construcciones y Auxiliar de Ferrocarriles SA (CAF) to purchase 57 three car Electric Multiple Units (EMUs) for the Auckland metropolitan rail network.

The new EMUs will be owned by Auckland Transport (AT) and will come into service from the end of 2013. They will replace the diesel units and diesel locomotive hauled trains currently providing passenger services to commuters in the city.

The trains will incorporate the latest technology in terms of safety, accessibility and modern amenities like on-board Wi-Fi networks. They will be comfortable, quiet, environmentally friendly and attractive.

CAF has also signed a contract to maintain the EMUs until 2026 in a new maintenance facility that Auckland Transport is building at Wiri.

The contract signing concludes a procurement process that began in November 2009 when the government announced that it had agreed to provide a \$500m loan to buy 38 new trains and build the new maintenance depot.

Circa NZD\$400m of the loan will be used to purchase the trains, while the remainder will be used to build the new maintenance depot.

The procurement was managed on behalf of the government by KiwiRail working closely with the previous Auckland Regional Transport Authority (ARTA) and then transferred to Auckland Transport in preparation for the manufacturing and ownership phases.

The Mayor has welcomed the announcement. "The announcement of this contract is the next step towards giving Auckland a 21st century rail network," says Len Brown.

"Without electric trains, the extension of that network is not possible. Without electric trains, vital projects like the City Rail Link are not possible.

"It also means that the train network can cope with the extra demand we are already seeing. This is a great deal from every angle."

"What I'm now looking forward to is riding these trains on a regular basis along with my fellow Aucklanders. They will be a huge advance on the second hand trains Aucklanders have had to put up with for years, and from what I've seen they will be spectacular."



Auckland Transport Chairman Mark Ford, says, “The purchase of the 19 extra trains, 50 per cent more than originally planned, resulted from a positive business case showing the savings involved in operating a homogenous fleet, additional central and local government funding and the intensity of competition providing a very good price.

“It has involved a true collaboration between all of the key stakeholders to reach a common infrastructure goal, a modern fleet of trains for Auckland.

“The key stakeholders involved have been the Ministry of Transport and the NZ Transport Agency, Auckland Council and Auckland Transport. KiwiRail and Auckland Transport have jointly lead the project and headed up the project’s governance structure.

“Auckland Transport and KiwiRail have provided the technical and operational input to the project with support by international experts”, says Mr Ford.

Auckland Council’s Transport Committee Chair Mike Lee says, “Last year, the procurement transitioned from the old Auckland Council structure to the new Super City council structures. During that time there was a change of the local government personnel involved, but all organisations have worked very well together to achieve their common goal – a modern fleet of trains for Auckland with the first train being in service by the end of 2013.

“Although this process was begun by the current government in 2009, the planning for electrification of the Auckland metro network and new electric trains began in the early 2000s.

“The ever increasing popularity of rail commuting is forecast to lift patronage in Auckland to approximately 17 million trips per year by 2016 from 10 million currently. At peak times the fleet of EMUs will operate with six trains per hour from Papakura in the south, on the eastern line and from Swanson on the western line”.

Mr Ford says, “The procurement process caught the attention of a dozen international train manufacturers who responded to the Expressions of Interest document in 2010. From this group, five companies submitted Proposals in response to a detailed RFP process. CAF was selected after a detailed evaluation of the technical and operational proposals based on price and non-price criteria.

“CAF will design its new trains based on the rolling stock that it supplied for the Heathrow Express. Many New Zealanders will be familiar with those trains as visitors to London or as commuters. The difference between these modern units and the current rolling stock used in Auckland will be dramatic and should result in even greater patronage of the network”.

Mr Ford says, “The team at CAF are to be commended in the way that they have approached the tender process and responded to the challenges posed by the Auckland network – a narrow gauge, stainless steel body, 25kV EMU is a unique vehicle.

“CAF has demonstrated that its trains will meet and exceed the requirements - and that they have the team and track record to provide ongoing support for the 40+ year life of the trains. This will involve new jobs for NZ workers and a significant skills transfer to the local staff who will provide the maintenance services”.



General Manager of CAF Jesus Esnaola, says, “CAF, with our trains running successfully in cities as Hong Kong, New Delhi, London, Rome, Dublin, Brussels, Amsterdam, Helsinki, Lisbon, Mexico, Sao Paulo, Santiago de Chile, Buenos Aires, Washington, Pittsburgh, Sacramento, is very pleased and honoured to be part of the Auckland Electrification Programme, a public transportation solution that will cope with the increasing patronage demands and population growth projections for Auckland while providing an enhanced experience for Auckland commuters through the provision of improved train safety, quality and comfort features, to the best international standards in train reliability and availability performance.

“As part of our commitment with New Zealand, we are announcing publically today that we already created our new subsidiary, called CAF New Zealand Limited that will take care of the new fleet maintenance for ten years.”

-Ends-

For media inquiries and image requirements please call:

Sharon Hunter, Communications Manager, Auckland Transport
021 545 230, Sharon.hunter@aucklandtransport.govt.nz
www.aucklandtransport.govt.nz



AUCKLAND EMUs

Technical Summary

Auckland Transport is procuring trains which will include the latest developments in railway technology to provide a reliable, comfortable and energy efficient mode of transport for the Auckland City.

Each train will be formed from three cars, one trailer car in the middle and a powered driving car at each end. This three car unit will operate in service as a single Unit or as two, three car Units coupled together.

Each car will have two doorways on each side, located approximately 1/3 and 2/3 along the length of the car. The doors will be a sliding plug type, providing a good weather and sound proof seal, and will have an open width of 1450mm to make sure that dwell times at stations are kept to a minimum and passengers flow freely onto and off the train. Doors are fitted with obstacle detection and will automatically open and re close if something is trapped in the door.

Each three car Unit will have around 230 seats, with standing room for another 143 passengers. A dedicated space will be identified for wheelchair users, with easy access from the train to the platform. Similarly, space will be provided for bicycles alongside an area designed specifically to suit people with restricted mobility, for example those with small children and push chairs as well as the elderly and the infirm.

The Units will comply with worldwide industry best practice for accessibility. This will include level boarding access on the centre car as well as the use of contrasting colour within the interior, tactile surfaces, audible and visual announcements, hearing loops, priority seating and wheelchair facilities.

The trains will be fitted with a state of the art Passenger Information System which will provide both visual and audible information to passengers. Displays in each car will show the next station and provide information about local events and happenings local to the stations. Audible announcements over the train's Public Address system will provide the same information.

All cars will be fitted with air conditioning to ensure that the train interior is at a comfortable temperature for passengers and crew through the whole range of weather conditions experienced in the Auckland area.

The trains will be manufactured from stainless steel and will meet the latest international standards for crashworthiness and bodyshell design, ensuring that the safety of passengers and crew is a key element in the overall train design. The bodyshell design will be heavily based on the Commonwealth Platform, a range of vehicles designed and built by CAF over the last 15 years.

The trains will be powered by the overhead 25kV supply, through a pantograph on the roof of each train. Each train will be fitted with regenerative braking, allowing energy to be produced by the train and fed back into the 25kV supply when the trains are braking. This provides a considerable improvement to the efficiency of the trains, allowing recovery of up to 20% of the energy used.

The 25kV supply avoids the need for diesel engines, making these trains very quiet both externally and internally. Additionally, the design of the trains will focus on reducing the noise levels. External noise levels will be significantly lower than existing trains, a huge benefit for those working or living close to the rail corridors.

The train uses a state of the art propulsion system, using IGBT technology, to control the electric drive motors in the most efficient manner. On board computers control and monitor each of the systems and equipment and will provide real time information to the crew and to the maintenance depot about the status and health of the complete equipment on each train.

Passenger security is a key consideration in the design of the trains. An on-board CCTV system will operate continuously in all cars, providing images to the driver from any of the 16 cameras within a train. The images will be continuously recorded on-board and will be available for investigations following any incidents. Emergency call points are distributed through the train, providing the means for passengers to communicate directly with the train crew in the event of an emergency.

Technical Information

Maximum Acceleration Rate;	1m/s/s
Maximum Braking Rate	1m/s/s
Maximum Operating Speed	110km/hr
Weight of three cars, fully loaded	155tonnes
Overall length, three cars	70m
Power Supply	25kV ac Overhead Supply
Bodyshell material	Stainless steel
Doors	2 doors per side, 1450mm open width

Technical Notes

- Accelerates (and brakes) at 1m/s/s.
 - Twice as fast as the existing trains
 - A third as fast as a Jumbo Jet on full thrust
- 0 to 60km/hr. in 24 seconds compared with nearly 40 seconds for existing trains.
- Maximum Power of 2720kW
 - Existing trains are hauled by locomotives with a power of 1800kW
- Maximum Speed of 110km/hr.
 - The same as most of the existing trains, but with the increased power this speed will be achieved much more frequently
- Capable of 10 minutes faster from Britomart to Papakura than existing trains.
- Two air conditioning units in each car provide twice the air conditioning power of the existing trains
- Each car is three metres longer than the existing cars
- Each car will have 77 seats, compared with 66 seats on the existing cars
- Each three car Unit will have dedicated spaces for wheelchairs and bicycles with priority seating for the elderly and infirm.
- Doorways will be approximately 150mm wider to allow passengers to move freely onto and off the train
- With no diesel engine, the external noise levels will be a small fraction of the existing trains
- Maintenance costs will be half of the cost of the existing vehicles

Peak Capacity

	Current (2011)	Post electrification (2015)
No of carriages:		
SA	81	
SD	23	
ADL	20	8
ADK	18	
EMU	0	171
SX	6	
Total Fleet (carriages)	148	179

