Bus Network ACMP Summary

Network overview

AT bus shelter:	1480
Adshel bus shelter:	862
Bus stops:	3680
Busway stations:	6
Major Bus Stations/ interchanges	5

Condition profile

Data confidence

Asset data status	Bus shelters	Bus stops	Busway stations	Intermediate interchanges
Currency	Moderate	Moderate	Reliable	Moderate
Age	Moderate	Moderate	Reliable	Moderate
Condition	Moderate	Moderate	Reliable	Moderate

Colour key: Reliable Moderate Uncertain

Level of service

Outcome	Quality
LOS statement	The bus infrastructure assets are maintained in a suitable condition

Performance measure	Current performance
Percentage of assets in moderate condition (grade 3) or better.	95%
% of users satisfied with service	83%

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Measure for Bus Network	Jun 2013	Dec 2013	Jun 2014	Sep 2014	Dec 2014	Mar 2015	Jun 2015
Cleanliness	80.1%	80.5%	80.1%	79.7%	81.0%	81.4%	81.0%
Personal Safety	74.0%	78.5%	83.9%	84.3%	84.8%	85.0%	84.8%
Station Overall	84.9%	84.7%	84.7%	84.5%	85.4%	86.5%	86.2%

Table 1: Summary of assets within bus network
Source: Tracking PT Customer satisfaction scores March 2015

Current (2015) backlog

Backlog: The quantity (value for busway stations/number for bus shelters) % of assets in a "poor" or "very poor" condition.

Asset type	Current backlog
Busway Stations	There is no significant backlog (less than 1%)
Bus shelters	3% of the assets are in poor or very poor condition

Strategic approach

Auckland Transport is committed to managing its bus assets, to spending only what is required, using robust evidence-based methods, to prioritise renewals and to target its investments. This helps to ensure works activities adhere to the key principles of:

- The right treatments
- In the right places
- At the right times
- For the right costs

Condition assessments are regularly made on bus assets for asset management and forward works programming purposes. Assets are assessed, prioritised on severity and programmed for renewal generally as follows:

- Assets are programmed for renewed when assessed as 'poor' (condition grade 4) or expected to reach their end of useful life within the duration of the forward works programme (3-year and 10-year programmes are considered).
- Assets are renewed immediately when assessed as 'very poor' (condition grade 5), particularly where safety is a risk.
- Maintenance and renewals are carried out at the most optimum time in the asset lifecycle.

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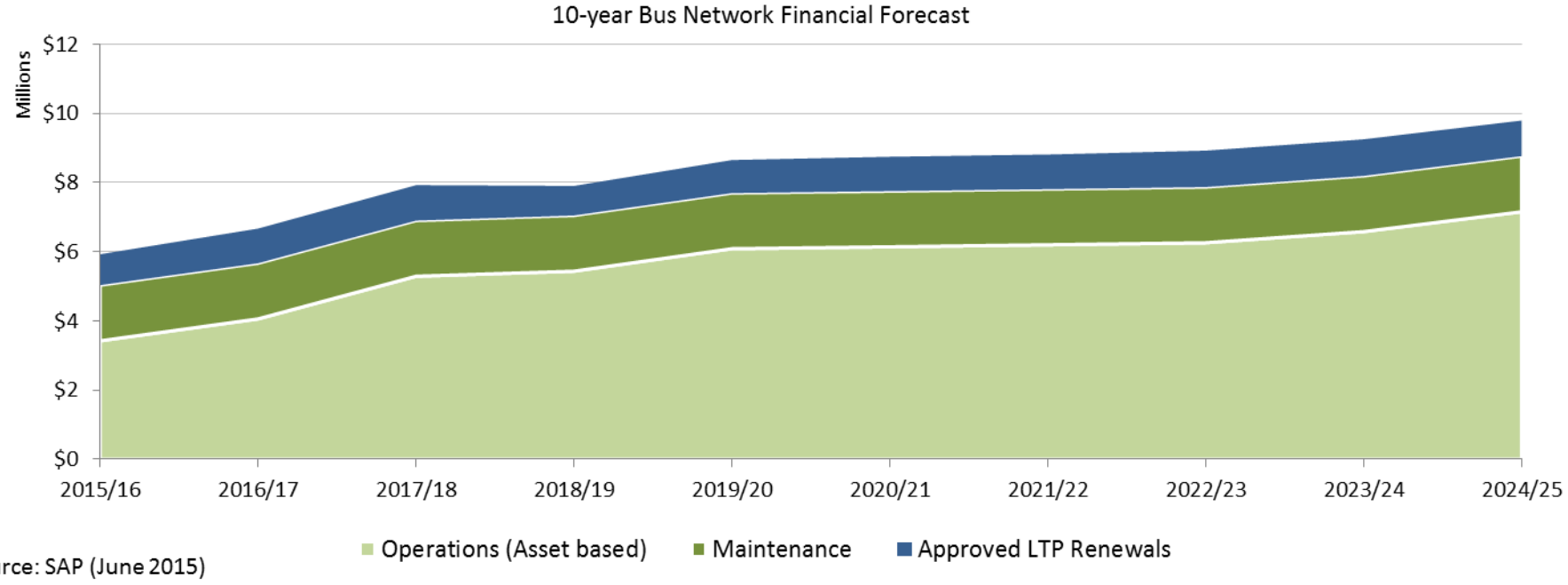
Renewal and Maintenance Costs ($M)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-year total
Approved LTP Renewals (uninflated)		$0.9	$1.0	$1.0	$0.9	$1.0	$1.0	$1.0	$1.1	$1.1	$1.0	$9.9
Renewal Investment Needs (uninflated)	$1.0	$0.8	$2.7	$3.0	$2.7	$2.3	$2.0	$1.9	$1.8	$1.9	$1.9	$21.0
Renewal shortfall		$0.1	-$1.7	-$2.0	-$1.8	-$1.4	-$1.0	-$0.9	-$0.8	-$0.8	-$0.9	-$11.2
Maintenance		$1.6	$1.6	$1.6	$1.6	$1.6	$1.6	$1.6	$1.6	$1.6	$1.6	$16.1
Operations (Asset based)		$3.4	$4.1	$5.3	$5.4	$6.1	$6.1	$6.2	$6.3	$6.6	$7.2	$56.6
Consequential OPEX shorfall		$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Depreciation	$1.7	$2.3	$3.1	$3.5	$3.6	$3.7	$3.9	$4.3	$4.5	$4.8	$5.1	$38.8



Source: SAP (June 2015)

Bus Network ACMP Summary

Consequences if asset needs cannot be afforded

- More expensive emergency reactive works
- Delay to the public transport network, including users.
- Decrease in efficiency of the public transport system.

Key issues

Issue	Recommendation
Levels of service (LOS) outcomes and performance measures are not well defined or correlated to AT Metro service contract deliverables. This makes the priorities for renewals works more unclear.	Review LOS in the AT Metro service contracts specifications and correlate these to the agreed customer LOS. Implement a service level performance measurement system. Evaluate service level gaps and develop tactics to remedy these gaps. Formalise the process for monitoring, measuring and reporting compliance with contracts specifications.
Responsibility for management and maintenance of park-and-ride facilities and bus/ rail interchanges is not clear.	Confirm and better define management and maintenance responsibilities for park-and-ride facilities and bus/ rail interchanges and improve efficiencies.
Asset data confidence is low and this impacts on the robustness of Auckland Transport's management and investment decisions.	Review the asset inventory SPM database for the completeness and accuracy. Review the processes to update the asset database with respect to new and renewed assets as well as condition survey information. Implement data improvement strategies as required.
Renewals and operations & maintenance (OPEX) programmes are not always well defined or reconciled to available budgets.	Clarify capitilsation rules and definitions between OPEX and renewals budgets and provide specific renewals forward works programmes (FWP).
Upgrades to the bus infrastructure, new technologies can significantly increased maintenance and future renewals costs.	Evaluate the whole-of-life costs of project proposals and ensure robust lifecycle planning for the existing asset portfolio. Engage stakeholders early in the design stage to ensure issues such as access required for maintenance are addressed.