



# Capital Programme Update

## Auckland Transport Board



North-western Bus Improvements



Eastern Busway



Urban Cycleway Programme

June 2024



# Executive Summary

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

The annual plan capital spend for the year is \$1058m. As of 30 April 2024, YTD Actuals are \$769m compared to the YTD Budget of \$838m.

YTD actuals are 92% of the YTD budget. Out of 14 RLTP groups, 5 achieved the target spend with underspend in the remaining 9 RLTP categories.

Significant YTD underspend in Sustainability projects, Bus projects and Corridor Improvements.

It is anticipated that by end of this financial year, the target would be in the range of 99% however current YTD spend run-rate is behind this forecast expenditure.

## Key Project Delivery Highlights

- School Speed Management Programme - 5 raised crossings and 2 speed cushions are completed in April 2024.
- Eastern Busway Alliance - Zone 2 Notice of Requirement received. Reeves road closure has allowed construction to progress in Zone 2. This was a key risk to the project.
- New Footpaths Programme - Kitchener Road footpath construction tender has been awarded.
- Low Emission Ferry Programme (Landside Infrastructure) - Half Moon Bay: Pontoon detail design awarded. Downtown: Pier 4/5 Concept design completed.
- Northwest Rapid Transit Network - All Corridors CIP Claims have been completed and paid.
- Bus Priority Programme – Practical completion walkover conducted for Te Atatu Peninsula and East Coast Road.  
Te Atatu South - Roberts Rd intersection signals commissioned.
- Bus Stop Infrastructure Improvements Programme (NW Bus Stops) - Temporary bus stops are in place on Pomaria Road, Station Road and Schoolside Road.
- Wellesley Street Bus Improvements Stage 1 - TCC Resolution for temporary bus stop locations was approved.
- Mangere West Cycling Improvements - Route 1: IFC completed. Route 3: Detailed design is 100% completed, DRP review on-going.
- Glen Innes to Tamaki Drive C/way - Advanced notice for Section 4B works issued on GETS panel.
- CRL Roadside Projects (Project K) - Mercury Lane Bollard Operations plan and design confirmed.
- Pt Chev to Westmere Improvements - Visual communication map created for public, providing information on Meola Road bus routes and accessibility.



# Capital Programme: Past Month Achievements



- First Batch of Electric Trains for CRL completed and ready to ship to Auckland for arrival in July 2024



- Completion of Ngapipi Bridge Widening, Tamaki Drive



- Wiri Train Stabling Yard construction underway and will be ready to receive first of the new trains in July 2024



- Stage 1 Completion of Meola Road Upgrade works



# Capital Programme: Next Month Look Ahead



## Great North Road

- Design revised to remove vertical deflection from four signalised pedestrian crossings on Great North Road.
- Tender for Construction will be advertised early July.



**Mercury Lane (Project K)** – Construction works commencing, including closure of Mercury Lane to general traffic.



**Rail Level Crossings** – Kingdon Street Rail Pedestrian Crossing scheduled for closure on 22 June 2024. Alternative pedestrian footpath improvements on Davis Crescent will be completed prior to the closure.



# Capital Financial Overview

1. Financial Summary YTD April 2024 – by RLTP Groups
2. Financial Summary YTD April 2024 – by Portfolios
3. Financial Summary YTD April 2024 – by RFT Projects
4. Financial Summary YTD April 2024 - Funding



# Capital Financial Overview

## Financial Summary YTD April 2024 - By RLTP Groups

As of 30 April 2024, **\$769m** of the Capital Programme was delivered compared to the budget of **\$838m (92% of the YTD profile)** (Ref Chart 1).

This overall variance of **\$68m** is largely from:

- Capex (Non-RFT) underspend = \$41m
- Capex (RFT) underspend = \$26m
- Renewals underspend = \$1m

Project Managers forecast for the year-end delivery is **\$1,049m** (Ref Chart 2).

Note: AT's YTD 30 April 2023 (last financial year) actuals was \$652m compared to the profile budget of \$685m (95% of the YTD profile).

Chart 1: April 2024 (\$M)

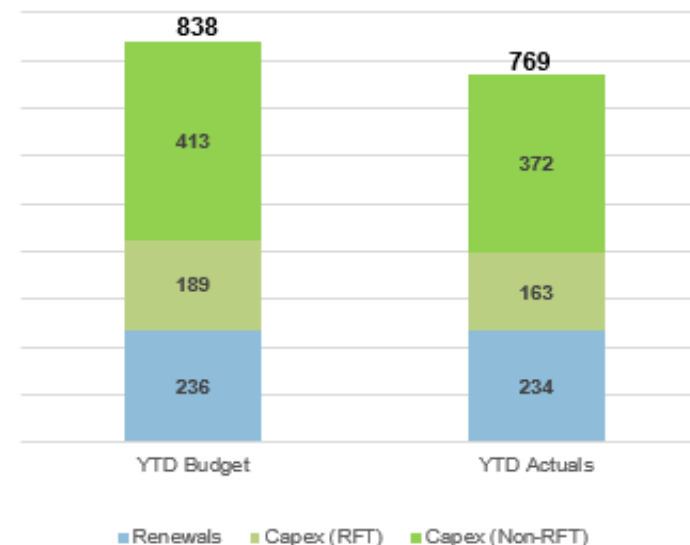
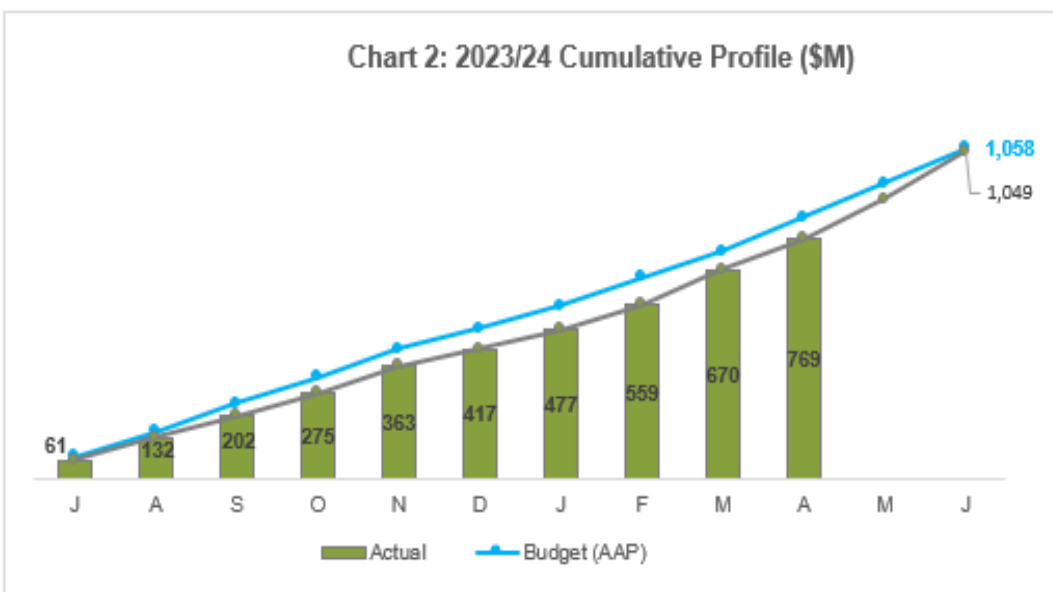
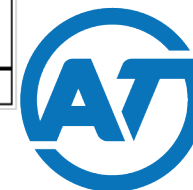


Chart 2: 2023/24 Cumulative Profile (\$M)



RLTP Group (\$M)	YTD Budget	YTD Actuals	Variance	FY Budget	FY PM Forecast	Variance
Active Modes	44	32	(12)	54	44	(10)
Asset Management	344	346	2	418	443	25
Bus Projects	26	11	(14)	41	16	(25)
Climate Action Targeted Rate	28	21	(7)	31	35	4
Corridor Improvements	8	4	(5)	12	8	(4)
Ferry, Multi-modal, and Park and Ride	47	56	8	50	69	18
Local Board Priorities	17	18	1	18	26	8
Network Capacity and Performance	18	9	(9)	22	12	(10)
Operational Programmes	32	34	2	38	46	8
Population Growth	32	36	4	42	41	(1)
Rapid Transit: Bus Projects	143	140	(3)	180	209	29
Rapid Transit: Rail Projects	56	27	(29)	105	59	(47)
Safety	42	37	(5)	47	43	(4)
Sustainability Projects	0.4	0.0	(0.4)	1	1	0
<b>Total</b>	<b>838</b>	<b>769</b>	<b>(68)</b>	<b>1,058</b>	<b>1,049</b>	<b>(9)</b>



# Capital Financial Overview

## Financial Summary YTD April 2024 - By Portfolios

### YTD Delivery:

YTD Actual spend for all Portfolios except Effective Asset Mgmt and Enablers for Business is less than the YTD Budget. The main variances are in Grow Public Transport, and Effective Journeys portfolios. The main reasons for variance are; underspend in Neighbourhood Interchanges, Airport to Botany Rapid Transit, EMU Rolling Stock, CRL , New Footpaths programme, Parking programme, and Unsealed Road Improvements projects.

### Full Year Forecast:

The **Effective Asset Management Portfolio** is forecasting \$25m more than the approved budget. The variance includes \$12m of Renewals and \$9m of Network Resilience Response projects.

The **Effective Journeys Portfolio** is forecasting \$8m more than the approved budget. Local Board Initiatives, Minor Improvements, Minor cycling, Footpath programme, and Projects funded by Rodney Transport Targeted Rate are main reasons for this variance.

The **Enablers for Business Portfolio** is forecasting \$6m more than the approved budget. This is for projects in the Business Technology Programme.

**Enabling Growth** is forecasting \$9m less than the approved budget. This is due to lower than budgeted forecast for Huapai Improvements and Carrington Road projects.

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

The **Grow Public Transport Portfolio** is forecasting \$13m less than the approved budget. This is due to lower than budgeted forecast for CRL, EMU, Midtown Bus Improvements and Rosedale and Constellation Bus station projects.

The **Transport Safety Portfolio** is forecasting \$13m less than the approved budget. This is mainly due to safety programme behind allocated budget.

Portfolio Group (\$M)	YTD Budget	YTD Actuals	Variance	FY Budget	FY PM Forecast	Variance
Effective Asset Mgmt	240	251	11	293	318	25
Effective Journeys	151	137	(14)	181	189	8
Enablers for Business	36	37	1	42	48	6
Enabling Growth	41	38	(3)	52	44	(9)
Grow Active Modes	48	35	(13)	58	46	(13)
Grow Public Transport	285	247	(38)	390	377	(13)
Transport Safety	37	25	(12)	41	28	(13)
<b>Total</b>	<b>838</b>	<b>769</b>	<b>(68)</b>	<b>1,058</b>	<b>1,049</b>	<b>(9)</b>

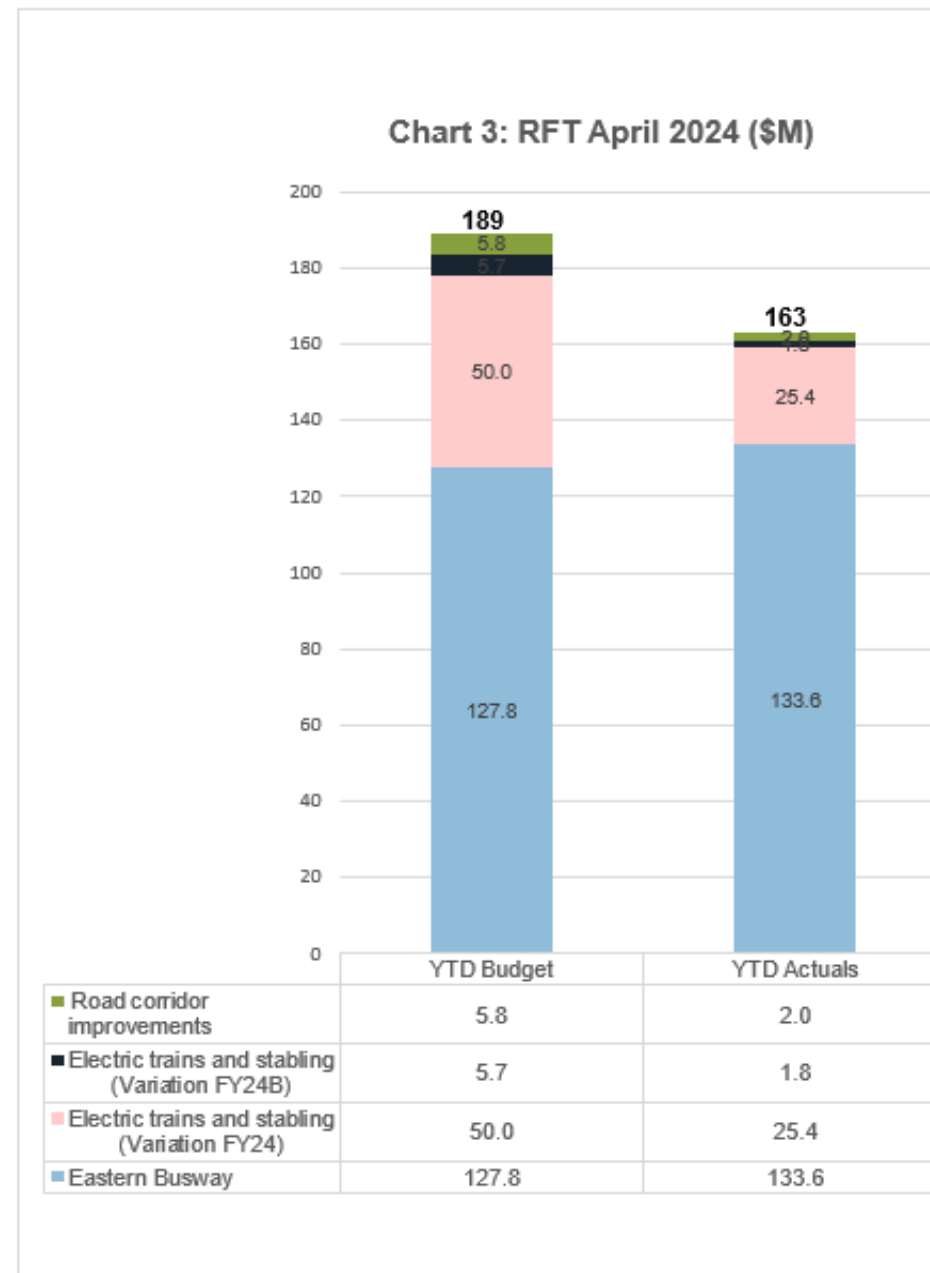
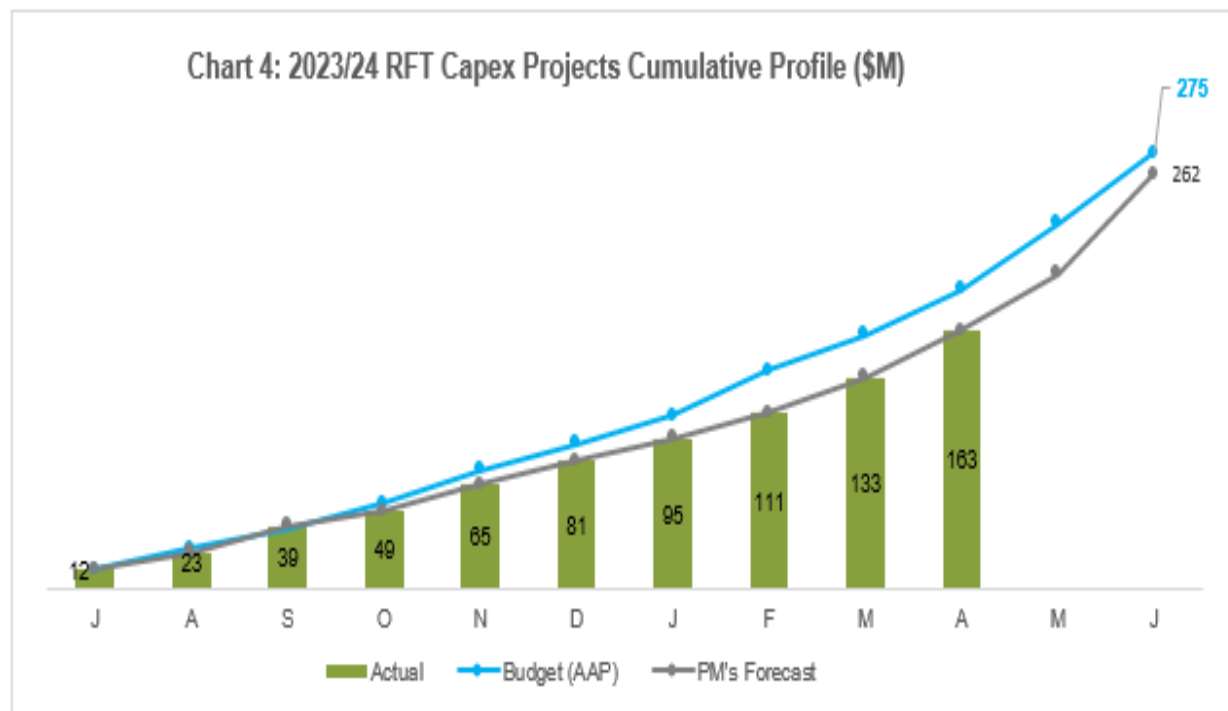


# Capital Financial Overview

## Financial Summary YTD April 2024 - By RFT Projects

As of 30 April 2024, **\$163m** of the RFT Projects were delivered compared to the budget of **\$189m (86% of the YTD profile)** (Ref Chart 3).

Project Managers forecast for the year-end delivery for RFT Projects is **\$262m** (Ref Chart 4).





# Capital Financial Overview

## Financial Summary YTD April 2024 - Funding

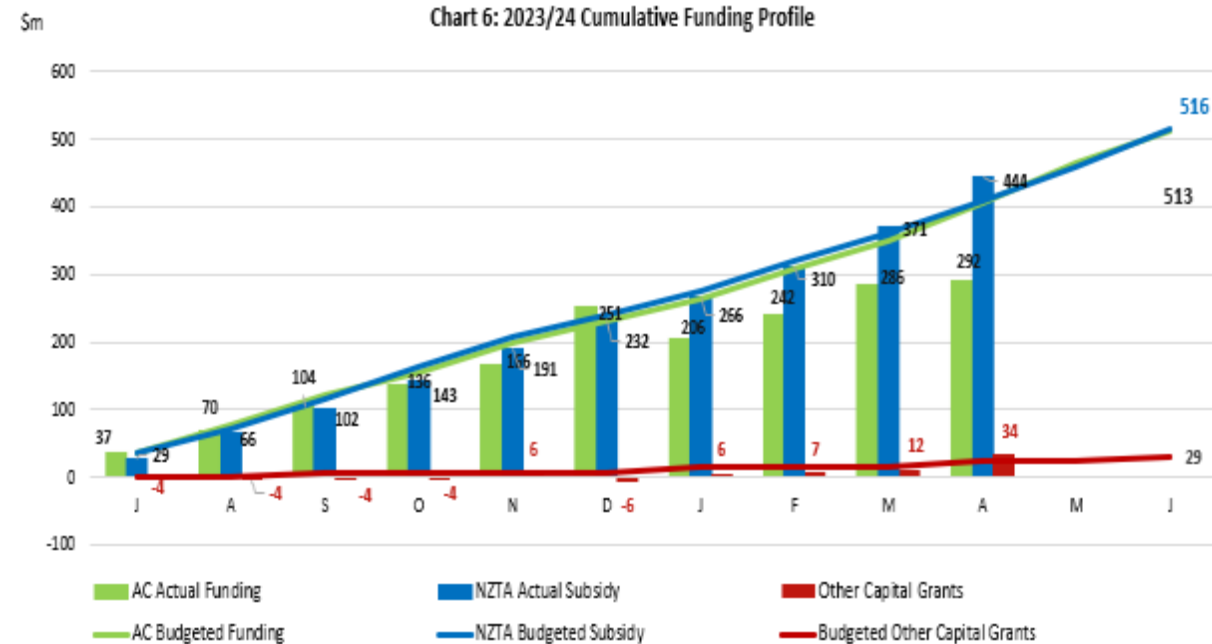
The Annual plan budget of **\$1,058m** was funded by

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

### YTD April 2024

From the YTD April 2024 capital spend of \$769m, \$687m was eligible for the NZTA subsidy. This resulted in a \$444m subsidy being received from NZTA, which is **57.7%** of funding share.

The balance **37.9%** was funded by Auckland Council and **4.4%** other capital grants. (Ref Chart 6).



**Chart 5: Capital Programme Funding April 2024**

