

Monthly Transport Indicators – July 2021

For decision: For noting:

Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

Te whakarāpopototanga matua / Executive summary

1. The 2021/22 Monthly Indicators Report for July 2021 shows performance against the Statement of Intent (SOI) measures and other indicators. As this is the first report of the Financial Year (FY), there are new SOI measures that have been reported on for the first time.
2. Public transport (PT) boardings were 15.5% above the monthly target for July, and up 0.1% on June. The 12-month rolling total of 63.9 million which is 20.2% below last year's result, but 1.3% above the target trajectory.
3. Local roads deaths and serious injuries decreased by 2%, to 495 in the 12 months to April, which is not on track to meet the target. Although total local road deaths and serious injuries have decreased, the deaths component of the indicator has increased by 69.2% on the 12 months to April 2021.
4. Other indicators relating to safety, network operation, assets, and customer satisfaction are on track to meet or exceed the target.

Ngā tuhinga ō mua / Previous deliberations

5. There are no previous deliberations.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

6. The attached Monthly Indicators Report provides an overview of Auckland Transport's (AT's) performance against its SOI performance measures for July 2021. As it is the first month of the Financial Year, there are some new/different performance measures than the previous month. The report also provides supplementary information on the wider Auckland context as well as AT's PT, road operations and maintenance, and customer response activities.

7. This covering report highlights key trends and significant shifts in the monthly reporting statistics and provides a summary of performance against the SOI measures.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Safety

8. There is a three-month lag for reporting on deaths and serious injuries. Therefore, in July 2021 we are reporting on April 2021.
9. For the 12 months to the end of April 2021, local roads deaths and serious injuries decreased by 2%, to 495. This is 3.7% worse than the trajectory to meet the end of year target. Despite this reduction, local road deaths have increased by 69.2% (from 26 last year to 44 this year). Local road serious injuries have decreased by 5.8% in the past year (from 479 last year to 451).
10. For the 12 months to the end of April 2021, the deaths and serious injuries on all Auckland roads (including local roads and highways) decreased by 4%, to 561. This is 6% ahead of the trajectory to meet the end of year target. Furthermore, all road deaths have increased by 63% (from 30 last year to 49 this year). All Auckland road serious injuries decreased by 8% in the past year (from 554 to 512).
11. For the 12 months to the end of April 2021, deaths and serious injuries of vulnerable road users decreased by 5.7%, to 263. This is 1.4% under the trajectory of this year's target. Furthermore, deaths of vulnerable road users have increased by 78.6% (from 14 last year to 25 this year). Vulnerable road users serious injuries decreased by 10.2% in the past year (from 265 to 238).
12. The high increases in deaths across local roads, all roads and for vulnerable users is likely due increased high-risk behaviours associated with improving economy such as drink driving, limited enforcement and active but fragile elderly pedestrians.

PT

13. PT use totalled 63.9 million boardings for the 12 months to July 2021, a decrease of 14.5% or 19.4 million boardings on the 12 months to July 2020. Despite the adjusted SOI target, boardings remain affected by the COVID-19 pandemic (COVID-19), likely due to city centre, university student and office worker patronage being impacted by the increased travel restrictions, and increased working from home.
 - Rail boardings totalled 10.9 million for the year to July 2021, a decrease of 34.4%, or 5.7 million boardings, on the 12 months to July 2020.
 - Bus boardings totalled 48.7 million for the 12 months to July 2021, a decrease of 15.2%, or 8.7 million boardings, on the 12 months to July 2020.
 - Ferry boardings totalled 1.1 million for the 12 months to July 2021, a decrease of 8.8%, or 0.1 million boardings, on the 12 months to July 2020.

14. Rapid and frequent transport boardings for the 12 months to July 2021 decreased at a faster rate (26.4%) than overall patronage (20.2%). Recovery on the rapid and frequent network has been slower than overall recovery, likely due to factors such as increased working from home by those working in the city centre; an area largely serviced by rapid and frequent services. It has been exacerbated by rail disruptions.
15. Year to date PT punctuality was 97.4%, meeting the SOI target of 96%.
16. The total PT farebox recovery ratio was 29.2% in July 2020, just below the target range of 30 to 34%. Reduced patronage due to COVID-19 and subsequent KiwiRail works have significantly impacted the performance against this indicator.

Cycling

17. No cycling facilities were delivered or upgraded in July 2021. However, no facilities were planned for this month, so we are still on track to meet the SOI target.
18. Cycle movements for the 12 months to July 2021 totalled 3.5 million, a decrease of 4.5% on the 12 months to July 2020. The year-to-date count of 3,486,977 is 0.1% below the projected trajectory to meet the SOI target for FY 2021/22 of 3.670 million. Increased working from home has is likely to continue to impact this measure.

Best use of the transport network

19. The rolling average AM peak arterial productivity was 31,450 for the 12 months to July 2021, exceeding the SOI target of 30,000. 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 (including buses), their average journey speed and average vehicular occupancy (number of people in vehicles (split between buses and cars) multiplied by the average speed of the vehicles). July 2021 productivity was 31,953, 8% below the July 2020 result. This is mainly due poor network performance compounded by a low PT share.
20. The average proportion of the freight network operating efficiently during the inter-peak was 92% for the 12 months to July 2021, exceeding the SOI target of 90%.
21. The 12-month rolling average for travel speed Level of Service (LOS) was 75.8% for July 2021. The 12-month average has been declining as the first COVID-19 lockdown of March – May 2020 is no longer included in the 12-month average. In addition, recent months have had a LOS worse than pre-COVID-19 levels.

Asset renewals and customer service

22. 7 km of local roads have been resurfaced or rehabilitated, which is above the trajectory. This Financial Year, the SOI target is to resurface/rehabilitate 415 km of the local road network.
23. The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 96 per cent in July 2021. The 12-month rolling average to July 2020 is 93.5%, exceeding the SOI target of 85%.

Summary of performance against SOI Measures

24. Table 1 provides a summary of performance against SOI targets.

Table 1: Performance against SOI targets					
Strategic Transport Priorities	Target exceeded	Target met	Target not met	Not reported	Total
Making Auckland's Transport System Safe by Eliminating Harm to People	1	1	1	1	4
Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates	0	0	0	3	3
Providing and Accelerating Better Travel Choices for Aucklanders	0	5	1	3	9
Better Connecting People, Places, Goods and Services	1	1	0	0	2
Our Operating Model is Adaptive, Financially Sustainable and Delivers Value	1	1	0	4	6
Providing Excellent Customer Experiences	1	0	0	3	4
Collaborating with Funders, Partners, Stakeholders and Communities	0	0	0	1	1
Total	4	8	2	15	29

Ngā tūraru matua / Key risks and mitigations

25. There are no risks associated with accepting this report.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

26. There are no financial or resource impacts associated with this report.

Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

27. There are no environment or climate impacts associated with this report.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua | Ngā mema pōti / Elected members | Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations
| Ngā kiritaki / Customers

28. There are no impacts associated with this report.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

29. There are no health, safety or wellbeing impacts associated with this report.



Ā muri ake nei / Next steps

30. The August Monthly Indicators Report will be submitted to the board in October 2021.

Te whakapiringa / Attachment

Attachment number	Description
1	Auckland Transport Monthly Indicators Report 2020/21 – July 2021

Te pou whenua tuhinga / Document ownership

Submitted by	Hamish Bunn Group Manager Integrated Network Planning, Policy & Sustainability	
Recommended by	Jenny Chetwynd Executive General Manager Planning & Investment	
Approved for submission	Shane Ellison Chief Executive	