

Minutes Auckland Transport Board meeting (Open session)

Date: 30 May 2023
Time: 11:00am – 2.15pm
Venue: Auckland Transport, 20 Viaduct Harbour (1.04) | MS Teams

Directors: Mark Darrow, Acting Chair
 Abbie Reynolds
 Kylie Clegg
 Wayne Donnelly (via Teams)

Darren Linton
 Nicole Rosie
 Councillor Andrew Baker
 Councillor Mike Lee

Board Intern: Isabella Horrocks

**Executive
Leadership Team
Members and
Management:**

Dean Kimpton, Chief Executive
 Mark Cressey, Enterprise Programme Director
 Natalie Marshall, Board Secretary
 Margaret Ansley, Board Secretary
 Mark Lambert, Executive General Manager, Integrated Networks
 Jenny Chetwynd, Executive General Manager, Planning & Investment
 Roger Jones, Executive General Manager, Business Technology
 Rodger Murphy, Executive General Manager, Risk & Assurance
 Stacey van der Putten, Executive General Manager, Safety
 Mark Laing, Executive General Manager, Finance
 Andrew Allen, Executive General Manager Service Delivery
 Maria Konings, Speak-Up Project Lead
 Cathy Bebelman, Environment Programme Director
 Ryan Marshall, Manager Compliance

Vanessa Ellis, Executive General Manager, Customer Experience
 Andrew Allen, Executive General Manager, Service Delivery
 Karen Duffy, Executive General Manager, Culture and Transformation
 Dan Lambert, Executive General Manager, Stakeholders, Communities and Communications
 Sandra Murray, Principal Sustainability Advisor
 Hamish Glenn, Head of Transport Policy
 Andrew McGill, Head of Integrated Network Planning
 Hamish Bunn, General Manager Investment Planning and Policy
 Claire Covacich, Principal Transport Planner
 Alastair Lovell, Owner Interface Manager, Integrated Corridor
 Varghese Thomas, Transport Planner
 Chris Watson, Group Manager Investment Development
 Daniel Newcombe, Project Development Director
 Nina Donaldson, Safety Assurance Lead

External presenters:

Boopsie Maran (Parent Representative, Newton Central Primary School)
Richard Brabant (on behalf of Bruce Wallace, Takanini Village Limited)
James Beaumont, Riley Consultants Ltd

Fiain D'Leafy (Bike Auckland)
Gael Baldock

Item	Topic	Responsible
1.	Welcome/Acknowledgements The acting chair welcomed participants to the meeting.	
2.	Opening Karakia The acting chair led the opening karakia.	
3.	Apologies Raveen Jaduram.	
4.	Update from the Chair The acting chair opened the meeting and welcomed attendees. The acting chair acknowledged the retiring directors, Ms Reynolds and Mr Linton, and thanked them for their commitment and energy to the Auckland Transport (AT) Board (board). Ms Bebelman made a formal address to Ms Reynolds, acknowledging the contribution Ms Reynolds has made to the climate change focus of AT; Mr Donnelly concurred. Mr Donnelly acknowledged Ms Reynolds strong focus on getting governance frameworks right with the correct measures to get results. Mr Donnelly made a formal address to Mr Linton and spoke to Mr Linton's mana and manner, and the valuable customer perspective (in particular towards discussions on the National Ticketing Solution) he brought to the board. Mr Donnelly spoke of his admiration and respect towards both retiring directors. The acting chair also acknowledged the Chief Executive, attending his inaugural board meeting.	
5.	Late Items for General Business Ms Baldock requested to speak to the board.	



Item	Topic	Responsible
	The acting chair acknowledged Ms Baldock's request and agreed to let her speak if time allowed.	
6.	Interest Register - Declarations/Conflicts No conflicts or interested were noted.	
7.	Approval of Draft Open Session Minutes – 28 March 2023 The board approved the minutes from the meeting held on 28 March 2023. Moved: Abbie Reynolds, Darren Linton. Carried.	
8.	Action Register The Executive General Manager (EGM) Planning and Investment spoke to the following items on the action register: <i>2022September 01</i> : ongoing/work in progress. <i>2022December04</i> : carried forward to 27 June 2023. <i>2022December05</i> : due 27 June 2023. <i>2023February01</i> : completed. The EGM Service Delivery spoke to the following items on the action register: <i>2023February02</i> : an update has been provided to Ms Sampson. Speeds have been lowered in the area, as requested by Ms Sampson, however the street crossing remains a 5+ years priority/delivery. A response from the local board regarding funding for earlier delivery is expected in July 2023. <i>2023February 03</i> : due 27 June 2023. The EGM Safety spoke to the following item on the action register: <i>2023February07</i> : Completed (more details regarding Deaths and Serious Injury (DSI) figures have been provided in the May 2023 Safety report).	
Statements from Members of the Public		
9.	Boopsie Maran Ms Maran spoke as a parent representative of Newton Central Primary School (NCPS), and on behalf of the co-Chairs of the NCPS Board.	



Item	Topic	Responsible
	<p>Ms Maran wished to record the NCPS Board’s strong support for AT’s Inner West improvement projects (in particular, the Great North Road improvement project) and the significant difference it will make to the safety of the NCPS students travelling to school.</p> <p>Ms Maran drew attention to the ten years of consultation and engagement between the local community and AT with respect to this improvement programme. Local board funding was secured in 2019 to assist with the improvements, however no progress has been made, as yet.</p> <p>Ms Maran said NCPS will continue to champion and support AT’s proposed improvements but would appreciate confirmation of the project’s commencement date.</p> <p>The acting chair thanked Ms Maran for the presentation.</p>	
10.	<p>Bruce Wallace – Supporting Growth Alliance (SGA) Takanini – Crossings Richard Brabant and James Beaumont (Riley Consultants Ltd) spoke on behalf of the Takanini Residents Action Group, the Conifer Grove Residents Association, Takanini Business Association, Addison Residents Society and Takanini Village Limited.</p> <p>Takanini Village Ltd engaged Riley Consultants Ltd to prepare a report showing the relative merits of the underpass / grade separation option for Walters Road, and therefore critical comparisons between the two options.</p> <p>Mr Brabant then referred to the merits contained in Mr Wallace’s report and requested that the board defer approval of the recommendations by the SGA to lodge Notices of Requirement with AC, until a further in-depth investigation into the underpass option can be undertaken and presented to the board.</p> <p>Ms Reynolds commented that there is a general impression, particularly amongst women, that underpasses are unsafe. Mr Beaumont acknowledged this and advised that the underpass design by Riley Consultants Ltd allows for several extra egresses, and the closed-in area of the underpass is merely the width of the rail corridor, which is significantly less than the length of an overbridge.</p> <p>Councillor Lee queried the difference in land required for each option. Mr Beaumont confirmed the underpass option required substantially less land than the SGA overbridge option, plus less impact on adjoining land use.</p>	



Item	Topic	Responsible
	<p>The acting chair thanked Mr Brabant and Mr Beaumont for their presentation, confirmed that the board had received the information from Mr Wallace and Mr Brabant and confirmed the item will be duly considered during the closed session of the board meeting.</p>	
11.	<p>Fiain D’Leafy (Bike Auckland) Fiain D’Leafy spoke to their presentation and highlighted the following matters:</p> <ul style="list-style-type: none"> • Climate protests have been held across New Zealand. • In Tāmaki Makaurau, 36% of emissions are caused by light vehicles. • There is an opportunity to reduce emissions by encouraging walking, cycling and use of public transport (PT). • The Transport Emissions Reduction Pathway (TERP) offers the incentive to supercharge the building of cycleways and help meet emissions targets. <p>Fiain queried why (in light of the above) the community is being asked to wait for the building of cycleways and referred to the 50 local organisations which support the Great North Road improvement project. They suggested time is of the essence and the cycleways need to be a priority for AT.</p> <p>The acting chair thanked Fiain D’Leafy for their presentation.</p>	
	<p>Gael Baldock Ms Baldock provided a verbal report on cycleways in the Ponsonby area (Meola Road, Pompallier Terrace). Ms Baldock has 30 years of experience in the architectural arena and wishes to offer her expertise to remediate the cycleway / walkway problem. Ms Baldock referred to the fact that cycleways and pedestrian walkways have very different needs and approaches.</p> <p>The acting chair thanked Ms Baldock for her presentation and invited Ms Baldock to make a submission to speak to the board at a later date.</p>	
Standing items		
12.	<p>Chief Executive Open Business Report The Chief Executive spoke to the report and firstly acknowledged the efforts of the Acting Chief Executive, the Executive Leadership Team and the Senior Leadership Team in the current period of significant change for AT. The Chief Executive made reference to the following items in the report:</p> <ul style="list-style-type: none"> • There continues to be a fine balance between growing PT patronage and the increasing cost challenges. 	



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	<ul style="list-style-type: none"> • There is improved communication around public transport alternatives, which builds trust and confidence with the public. • There is pleasing public engagement regarding the improvements of Karangahape Road area, highlighting that projects of this nature are about a community and the impact thereon. • Operational performance and case management resolution improvement – average resolution time is 12 days (improvement on target of 20 days). • AT HOP patronage and revenue has increased. • There has been early engagement around speed management, acknowledging this is an area of tension in the community. • There has been success around supporting growth and development projects. • The impact of extreme weather events; the 9 May event was essentially a trial-run for AT, Auckland Emergency Management (AEM), Auckland Council (AC) and Civil Defence (CD) and showed the need for an Auckland evacuation plan (aligned between these entities). <p>The acting chair drew attention to the lack of drivers (300 short) which is 13% of the driver pool. The Chief Executive explained there is a recruitment campaign underway and increased immigration levels may help solve the shortage. There is, however, also a 25% attrition rate, due to conditions and remuneration.</p> <p>The acting chair made reference to the reduction in dynamic lanes, from 180 to seven, and queried the cause of the reduction. The EGM Service Delivery explained that there is a need for strong flows at different times of the day, and therefore road space must be allocated accordingly.</p> <p>Councillor Lee stated the systemic staff shortages were disappointing, and asked when protective shields would be mandatory on all buses. Councillor Lee commented further that the bus drivers who are being brought in through the immigration quota must not be disadvantaged against their New Zealand counterparts.</p> <p>The Chief Executive replied that the immigrant bus drivers will not make up the full cohort of driver shortage, and that their conditions will be the same as their New Zealand counterparts. The Chief Executive agreed that safety of drivers is a priority across the network. The EGM Safety concurred and confirmed that protective screens are currently being installed in the new bus fleet, with retro-fitting screens to older vehicles also taking place.</p> <p>Councillor Lee said the addition of screens must be done quickly and that the safety of all drivers is paramount.</p>	



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	<p>Ms Rosie drew attention to the policy that under 13s are free, and under 25s are half-price, and queried if AT had considered that buses are being used as 'party' buses, with antisocial behaviour. The EGM Safety said CCTV cameras are installed on the buses and there is continuing education around this.</p> <p>Councillor Baker highlighted the need for board oversight regarding:</p> <ol style="list-style-type: none"> 1. AT's response and involvement in the Mayor's PT turnaround plan. 2. AT and Regional Transport Committee (RTC) feedback to AC regarding the Government Policy Statement on Land Transport (GPS). 3. Funding of infrastructure for growth. <p>The Chief Executive replied.</p> <ol style="list-style-type: none"> 1. Due to time pressures associated with preparation of the Joint Transport Plan (JTP), it is not always possible to bring matters before the board in correct sequence and therefore workshops and committees are an effective way to keep directors abreast of issues. 2. AT, as a Council Controlled Organisation, is committed to a joint submission with AC on the GPS. The RTC has a separate statutory obligation and therefore there will be a separate submission made by RTC. 3. Infrastructure funding will be discussed by the board today. The funding question is a complex and challenging one and the total funding question is a political one. <p>Councillor Baker commented on the proposed evacuation plan and cautioned that AT must be careful with communications around events, such as those associated with the 9 May 2023 extreme weather event. AT's communications must be in concert with communications which AEM, AC and CD provide during emergency situations.</p> <p>The Chief Executive indicated a review with AEM is currently underway. Ms Rosie offered a supplementary comment that Auckland's weather is now more akin to Queensland or Singapore, where short, sharp weather events are common. The received advice in those places is to stay indoors until the danger has passed. Ms Rosie suggested consideration should be given to this line of thought, going forward.</p> <p>Ms Horrocks queried the commitment on Māori outcomes, which cut to every decision made by AT, and cautioned the need to remain true to this commitment. The Chief Executive responded that this commitment remains at the forefront of AT decisions and concurred that AT will be held to account in this area.</p>	



Item	Topic	Responsible
	<p>Ms Reynolds complimented the effort re employee AT HOP subsidies, to help business reduce emissions.</p> <p>Ms Clegg acknowledged the difficulty for AT in fulfilling its purview during the current economic environment, while having consideration of climate change and the emissions reduction goal. The Chief Executive concurred with Ms Clegg.</p> <p>The board received the Chief Executive's report.</p>	
13.	<p>Business Report – Monthly Transport Indicators</p> <p>The EGM Planning and Investment, Mr McGill and Mr Bunn spoke to the report. Highlights for March 2023 included:</p> <ul style="list-style-type: none"> • There has an increased level of PT activity, especially bus patronage. • For the 12 months to March 2023, road deaths on all Auckland roads have decreased, however DSI of vulnerable road users have increased. • The Year to Date (YTD) PT punctuality target is on track to meet the Statement of Intent (Sol) target of 96%. • 42% of vehicle imports are now electric or low emission vehicles. <p>The acting chair opened the floor for discussion.</p> <p>Mr Linton queried the DSI numbers and the reasons behind the increased DSI number with respect to vulnerable road users. The EGM Safety replied that DSI numbers are 20% down in fatalities overall, and that the Auckland region is performing better than the New Zealand average, which is a positive.</p> <p>Ms Rosie asked if a sensitivity analysis could be undertaken on the potential change of behaviour after the half-price subsidy is removed, across users of PT and be presented at the June 2023 board meeting. Ms Rosie also suggested a breakdown of the (existing) speeds in place where the highest numbers of DSIs occur and to segregate out the cycling statistics, for clarity.</p> <p>Councillor Baker also referred to the DSI numbers and suggested a deep dive could be made into the into the impact of speed, but also the wearing of seatbelts and alcohol. Councillor Baker drew attention to point 2.6 in the report (road assets in acceptable condition) and asked how these numbers relate to customer experience statistics. The EGM Planning and Investment offered to investigate this further.</p>	



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	<p>The acting chair agreed with Ms Rosie, and queried whether the statistics show the correlation of speed reductions to fewer DSIs. The EGM Safety replied that a dashboard has been developed to show specific roads where speed limits have been reduced and the DSI numbers on those roads. Analysis will be done periodically, and the board will be updated on the results.</p> <p>Ms Horrocks brought attention to the usage numbers on the Rapid Network system, which has been trending down for some time, while the less frequently-used network numbers are growing. Ms Horrocks asked if these numbers were caused by the increase in the number of people working from home and whether changing demands should mean a corresponding changing of network investment priorities.</p> <p>Mr McGill concurred and explained that strategic priorities will be included in the Regional Public Transport Plan (RPTP) which will be presented at the next board meeting. The Integrated Networks team is constantly reviewing the bus network and how it can be optimised.</p> <p>Ms Reynolds queried the delivery of cycleways, of which AT is not meeting its targets. Capital allocation discussions need to be had in this regard.</p> <p>The board received the report.</p>	
14.	<p>SGA Takanini Crossings Strategic Transport Network and next steps</p> <p>The EGM Integrated Networks and Mr Lovell spoke to the report.</p> <p>The SGA Takanini business case had been presented to the May 2023 Design and Delivery Committee (DDC), for endorsement for approval at the May 2023 board meeting. The committee was uncomfortable making a recommendation to the board without first hearing the concerns of Takanini Village Ltd, through Mr Bruce Wallace (or his representative), at the May 2023 board meeting.</p> <p>The representative for Mr Wallace, Mr Brabant, had stressed in his submission that thorough consideration be given to the underpass option, to enable the board to make a fully informed decision on the best crossing option.</p> <p>After discussion, the board concurred with Mr Brabant and decided that the recommendations brought to the board be deferred until the August 2023 board meeting to enable:</p>	



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	<ul style="list-style-type: none"> • further research to be carried out regarding the efficacy of the underpass option; • a reconciliation to be done between the Takanini Business Association / Takanini Village Limited engineering consultant (Riley Consultants Ltd) and the AT SGA business case; • re-engagement with the local board; and • thorough and careful consideration to be made on the best crossing option. <p>The Chief Executive drew attention to the delay which would be caused in lodging the Notice of Requirements for the uncontested crossings, if approval for the entire recommendation is deferred until August 2023. The Chief Executive requested the board approve the recommendation as it relates to the four uncontested crossings and defer approval for the fifth contested crossing (Walters Road) until the August 2023 board meeting.</p> <p>The board:</p> <ol style="list-style-type: none"> a) Noted that early property acquisition risk is estimated between \$21-56 million (P50 un-escalated). This will be accommodated within the draft Regional Land Transport Plan (RLTP) 2024-34 within an overall provision for “Property for route protection and encroachments”. b) Noted that the final design, cost and timing of the solutions for each crossing will be determined via the Auckland Level Crossings Single Stage Business Case (SSBC) which is due in late 2023. c) With the exception of the Walters Road crossing, which is subject to further review, approved the Takanini Level Crossings Route Protection Detailed Business Case (DBC) proposing: <ol style="list-style-type: none"> i. Two new multi-modal grade separated bridge crossings, two new active mode grade separated bridge crossings and two consequential road closures, to support the planned rail upgrades and, critically, to unlock the constraints in the southern network required to maximise capacity of the City Rail Link (CRL). ii. Route protection of the recommended option and the release of \$7.3 million from the approved SGA budget for the post-lodgement activities associated with lodging Notices of Requirement. This is also subject to WK approval of funding to progress to post-lodgement. iii. That funding is subject to the investment being prioritised within approved budgets. <p>Moved: Councillor Mike Lee, Councillor Andrew Baker.</p>	



Item	Topic	Responsible
	Carried.	
<i>Items for Approval</i>		
15.	<p>Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy 2023 – Final Endorsement / Approval The EGM Planning and Investment and Mr McGill introduced the report and noted that Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy (strategy) had been presented at the May 2023 DDC meeting and the Transport and Infrastructure Committee at a workshop in April 2023, before being presented to the board.</p> <p>Mr McGill further explained that the DDC had supported the strategy, especially the re-wording around road space/ dynamic lane usage rather than the contentious title of ‘parking’. The DDC, however, wanted comfort around:</p> <ul style="list-style-type: none"> • the communication approach to be taken with respect to helping stakeholders understand the plan; and • the hypothecation of revenue being explicitly ruled out. <p>The acting chair opened the floor for comment, noting that two areas of interest are the public consultation process, and the fundamental changes which have been made from the previous Parking Strategy 2022.</p> <p>Mr McGill confirmed that thorough public consultation has taken place and that changes have been made to the terminology around the use of AT’s strategic transport network, highlighting dynamic space changes and reframing strategy around a road space utilisation strategy to unlock the network.</p> <p>Ms Clegg complimented the strategy, and its more positive re-framing, however noted there had historically been public criticism when the previous Parking Strategy had not been implemented at pace. Ms Clegg queried if the current iteration will be put in place in a timely manner. Mr McGill assured the board that in light of the thorough public consultation which had been undertaken, the refreshed strategy has the degree of support required to be implemented in a timely way.</p> <p>Mr McGill further explained AT had listened to stakeholders, particularly the criticisms of the existing parking system. Mr McGill provided an example of the Park and Ride system, and the frustrations of the public when parking spaces are filled before 7.30am, etc. The suggested system of fining ‘non-riders’ who use the Park and Rides, and the pre-booking system, has wide appeal.</p>	



Item	Topic	Responsible
	<p>Councillor Lee stated the Strategy is acceptable but stated that despite the public supporting dynamic lane usage, and the removal of parking on major roads to ensure traffic movement, there is still a need for stress-free end-of-journey parking, as well as consideration for the importance of parking for commercial business patronage. Councillor Lee also felt there could be a resulting inequity in the pre-booking and paying for Park and Ride slots, where lower socio-economic patrons would be disadvantaged.</p> <p>Ms Reynolds complimented the strategy but cautioned the communications around it need to be perfected. AT should not miss the opportunity to explain the ‘why’ of the strategy.</p> <p>Councillor Baker also complimented the strategy and agreed with the positive response of the other board members.</p> <p>The board noted the report and will reconvene at an additional board meeting on Friday 2 June 2023, to consider the recommendation to approve the <i>Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy</i>.</p>	
16.	<p>TERP Implementation – Methodology for the Implementation Plan The EGM Planning and Investment presented the report and noted the following matters:</p> <ul style="list-style-type: none"> • AC endorsed the Implementation Plan in 2022. • Subsequent to the endorsement, the funding environment (national and regional) has changed significantly. • AT has had clear instructions from the board to optimise opportunities and to leverage for funding and other assistance, to enable TERP’s implementation. <p>The EGM Planning and Investment further commented the board has expressed the desire for AT to collaborate with AC, to prioritise implementation actions. A phased approach is being taken, moving from AT-only actions to joint actions with other entities.</p> <p>Funding for Vehicle Kilometres Travelled (VKT) reduction planning has been secured from Waka Kotahi, which will enable the first stage of TERP implementation analysis to be undertaken, once it is confirmed.</p> <p>The EGM Planning and Investment asked the board to continue to support the methodology outlined in the recommendation for the implementation plan of TERP, in spite of the significant change in the funding environment.</p>	



Item	Topic	Responsible
	<p>The acting chair agreed for the need to continue to support the ‘aspirational’ TERP aspirations, however incremental gains must be made where possible, and there is a need to solve the funding gap by looking at other funding opportunities.</p> <p>Ms Rosie complimented the implementation plan but felt there may be a disconnect between AT’s TERP ambition and the reality of where AT actually is in achieving TERP goals. There needs to be a realistic scale of ambition, and a forward focus on long-term funding requirements. Ms Rosie further commented that AT needs to be realistic and honest with the public; merely analysing and planning does not reduce emissions.</p> <p>Ms Reynolds suggested TERP requires AT to perhaps think differently; AT’s core business will have to pivot around TERP ambitions. Ms Reynolds acknowledged the difficulty of achieving this.</p> <p>Mr Donnelly concurred with Ms Reynolds and acknowledged the discomfort with the Auckland Climate Plan and TERP not being achievable in the timeframe available. TERP provides a comprehensive pathway to achieve the Climate Plan. TERP must remain at the forefront of AT’s business practice.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Continued to support the TERP as a comprehensive pathway to achieving the vision and ambition of the Auckland Climate Plan. b) Endorsed a prioritised approach and methodology for developing a prioritised implementation and funding plan for TERP, noting that even with a prioritised approach, the analysis required to complete this plan remains unfunded. c) Delegated authority to up to three directors to represent AT on AC’s Programme reference group tasked with overseeing the development of the VKT Reduction Programme. d) Noted that, subject to a successful joint funding bid to WK, AC and AT will be funded to collaboratively develop a VKT reduction programme, and that this will enable AC and AT to re-establish emission reduction baselines; assess, prioritise and package options for VKT reduction, and to address many, but not all of the prioritised actions in the revised methodology for developing the TERP implementation and funding plan. e) Noted that all the interventions confirmed through this analysis that require funding will still be subject to funding prioritisation themselves through the JTP, next year when the RLTP is reviewed, and possibly through AC’s Annual and Long-Term Plan. 	



Item	Topic	Responsible
	<p>f) Noted that AT continues to pursue mode shift as a key approach to emissions reduction through the investments in our current 2021/31 RLTP to the best of our ability within our funding parameters and is making significant gains in how we embed an emissions reduction culture into our business processes.</p> <p>Moved: Kylie Cleg, Abbie Reynolds. Carried.</p>	
17.	<p>AT Funding and Financing Advocacy Plan</p> <p>The EGM Planning and Investment and Mr Glenn spoke to the report and summarised that management was seeking the board’s direction, comfort and endorsement around the Funding and Financing Advocacy Plan (the plan) relating to five core focus areas:</p> <ul style="list-style-type: none"> • Congestion pricing. • Reducing complexity and enhancing AT funding in a multiple source funding system. • Parking infringements and charges. • Funding the costs of growth. • Acceleration and publication of Ministry of Transport’s system review of transport funding. <p>Mr Glenn explained the plan is not a full strategic review of what can be funded, but more a confirmation of the five priorities and the broader funding context.</p> <p>Ms Rosie commented there is an opportunity to legislatively deal with issues around mega-projects and how operators are treated within that funding construct. Ms Rosie concurred with the acting chair that although legislative change is happening (associated with Auckland Light Rail and other projects) it is as yet unclear that AT will be the interface for these.</p> <p>Councillor Lee suggested funding will always be a challenge but that there is an on-going need to invest in infrastructure and ensuring value for money.</p> <p>The EGM Finance suggested the need to advocate to move from (the concept of) an annual funding cycle, to a long-term funding model. Long-term funding certainty would allow the unlocking of different procurement models, and better value for money on the supply side.</p>	



Item	Topic	Responsible
	<p>The board:</p> <ul style="list-style-type: none"> a) Endorsed the development of a Funding Improvement Advocacy Plan and its focus on the following key areas for advocacy: reducing complexity and enhancing AT funding in a multiple source funding system; parking infringements and charges; funding the costs of growth; and acceleration and publication of Ministry of Transport’s system review of transport funding. <p>Moved: Abbie Reynolds, Wayne Donnelly. Carried.</p>	
18.	<p>Tier 1 Policies The EGM Risk and Assurance, Ms Donaldson and Ms Konings spoke to the report.</p> <p>The policies were reviewed and discussed at the 9 May 2023 Finance and Assurance Committee meeting and suggested changes made there have been included in the policies.</p> <p>The Code of Conduct policy now has more clarity around roles and responsibilities, and clear wording around misconduct and serious misconduct.</p> <p>The Safety, Health and Wellbeing policy is now better aligned around ISO4001 (Occupational Safety Standard).</p> <p>The board:</p> <ul style="list-style-type: none"> a) Approved the updated Code of Conduct Policy (Attachment 1) for adoption and implementation at AT. b) Approved the retirement of the (now redundant) Discipline and Dismissal Policy. c) Approved the updated Safety, Health and Wellbeing Policy (Attachment 2) for adoption and implementation at AT. <p>Moved: Wayne Donnelly, Abbie Reynolds. Carried.</p>	
<i>Items for Noting</i>		
19.	Waitematā Harbour Connections (WHC)	



Item	Topic	Responsible
	<p><i>(Ms Rosie left the meeting 1.50pm).</i></p> <p>The EGM Planning and Investment spoke to the report and provided background to the WHC project. Following discussions at the May 2023 DDC meeting and the a board workshop on 26 May 2023, the following additional issues are to be considered, and potentially added to the existing recommendations:</p> <ul style="list-style-type: none"> • Northern Busway. • Resilience of the Harbour Bridge. • Equity issues. • Impacts of freight growth. • Considerations of the option - the best futures view. • Infrastructure investment required. <p>Ms Reynolds commented on the future lens:</p> <ol style="list-style-type: none"> i) capturing the aspirations for AT’s transport network – VKT, TERP – the future shape. ii) understanding forces on acting on this – e.g., technology – and what this means for AT. <p>Mr Watson explained that the business case will take until the end of the year to complete, for approval in 2024. He also pointed out the impact on mega-projects needs to be considered and management needs to ensure the outcomes are deliverable and sustainable. Significant investment will be required over the next 10 years which would have to be prioritised over other strategic projects.</p> <p>Councillor Lee Indicated that AT needs to assert itself as the main transport entity in Auckland, and take a critical approach to mega-projects. The Chief Executive concurred with Councillor Lee that AT does need a stronger voice, based on knowledge and competence.</p> <p>The board:</p> <ol style="list-style-type: none"> a) Endorsed AT’s interests in and requirements for the WHC project, relating to consideration of AT’s statutory responsibilities, environmental sustainability, financial sustainability, customer impacts, equity of access for all Aucklanders, and transport system integration. 	



Item	Topic	Responsible
	<p>b) Delegated authority to the board chair to finalise and communicate these interests to the WHC Sponsor, Waka Kotahi Board Chair, and WHC Project Director</p> <p>c) Noted that AT Directors are invited to a workshop with the WHC team on 26 May 2023 to review project progress, see the options and provide feedback.</p> <p>d) Noted that the WHC project team will be making recommendation on a preferred option to WHC Sponsors in July 2023.</p> <p>Moved: Wayne Donnelly, Abbie Reynolds Carried.</p>	
20.	<p>Safety Business Report <i>(Ms Rosie re-joined the meeting at 2.00pm).</i></p> <p>The EGM Safety spoke to the report and noted the following road safety insights:</p> <ul style="list-style-type: none"> • An historical overview has been provided, for the benefit of understanding road safety issues. • The updated information will be presented to the Transport and Infrastructure Committee, to help provide a more thorough understanding of issues at a local board level. • Causal factors from fatal crash reports show a need for more collaboration with road safety partners. <p>Ms Clegg commented on her recent Safety Leadership Walk and praised the AT Transport Officers (TOs) who were on-hand to diffuse a dangerous and upsetting situation involving a member of the public. Ms Horrocks also complimented AT TOs on her Safety Leadership Walk and suggested there be an avenue for AT staff to be personally congratulated by the board; either in the form of a letter, or attendance at a board meeting.</p> <p>The board received the report.</p> <p>Action Item:</p> <p>2023May01: A letter of appreciation signed by the AT board members to be sent to the two AT TOs recently involved in diffusing a dangerous situation.</p> <p>The meeting closed at 2.11pm.</p>	EGM Safety



Item	Topic	Responsible
	Next meeting: Tuesday 27 June 2023	

