

# Minutes

## The Auckland Transport Board meeting (Open session)

**Date:** 21 February 2023  
**Time:** 9:00am – 1:05pm  
**Venue:** Auckland Transport, 20 Viaduct Harbour (1.04) | MS Teams

**Directors**  
 Wayne Donnelly, Acting Chair  
 Abbie Reynolds  
 Kylie Clegg (from 11:00am)  
 Mark Darrow

Darren Linton  
 Nicole Rosie  
 Councillor Andrew Baker  
 Councillor Mike Lee

**Board Intern** Isabella Horrocks

**Executive Leadership Team Members and Management**  
 Mark Lambert, Interim Chief Executive  
 Andrew Downie, Governance Lead  
 Dan Lambert, Interim Executive General Manager, Stakeholder, Communities and Communications  
 Jenny Chetwynd, Executive General Manager, Planning & Investment  
 Murray Burt, Interim Executive General Manager, Integrated Networks  
 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  
 Natalie Marshall, Board Secretary  
 Sandra Murray, Principal Sustainability Advisor  
 Adrian Lord, Head of Cycling  
 David Nelson, Group Manager Infrastructure Project Delivery  
 Harriet Glen, Programme Director  
 Cathy Bebelman, Environment Programme Director  
 Madi Salter, Transport Planner  
 Andrew McGill, Head of Integrated Network Planning

**Members of the public**  
 Lorraine Sampson, Silverdale Residents Group  
 Radha Patel, Western Springs College  
 Carol Gunn, Western Springs College  
 Jared Hockly, Western Springs College  
 Claire Gomas, Auckland Council  
 Erin Johnson, Stuff  
 Todd Niall, Stuff

Wayne Walker, Auckland Councillor  
 Angie Lin, Bike Auckland  
 Jenny Klosser, Bike Auckland  
 Karen Hormann, Bike Auckland  
 Macaila Pescud, Bike Auckland  
 Jolisa Gracewood Bike Point Chevalier  
 Bruce Jarvis

Item	Topic	Responsible
1.	<b>Welcome/Acknowledgements</b> The Acting Chair welcomed participants to the meeting.	
2.	<b>Opening Karakia</b>	
3.	<b>Apologies</b> The Acting Chair noted that Ms Clegg would be joining the meeting from 11:00am.	
4.	<b>Update from the Chair</b>  The Acting Chair acknowledged that the organisation was in the process of pivoting from emergency response to recovery activities. He highlighted that further climate events of increasing severity were likely and that Auckland Transport (AT) needed to start planning for these now. Strategies to improve resiliency and ways to reduce emissions in a cost-effective way need to be determined. He concluded by highlighting that 2023 was likely to be another demanding year for the organisation.	
5.	<b>Late Items for General Business</b> There were no late items requested.	
6.	<b>Interest Register - Declarations/Conflicts</b> No conflicts or interests were noted.	
7.	<b>Approval of Draft Open Session Minutes – 1 December 2022</b>  The AT Board (board) noted that the board presentation from the chief executive of the New Zealand Infrastructure Commission under the Resource Management Reforms item should be included as an item in the action register.  The board approved the minutes from the meeting held on 1 December 2022	

Item	Topic	Responsible
	<p>Moved: Abbie Reynolds, Mark Darrow Carried.</p> <p><b>Action item:</b> 2023February01: Organise a presentation to the board from the chief executive of the New Zealand Infrastructure Commission.</p>	Planning and Investment
8.	<p><b>Action Register</b></p> <p>Ms Reynolds noted that she was expecting an update on reputation management from the Strategic Advisor on the agenda. The Governance Lead confirmed that this will be included in the March 2023 board meeting.</p>	
<b>Statements from Members of the Public</b>		
9.	<p><b>Safety Concerns of Street Crossing in Hibiscus and Bays</b></p> <p>Ms Sampson presented safety concerns of the street crossing in Hibiscus and Bays on behalf of Silverdale Residents Group, and highlighted the following matters:</p> <ul style="list-style-type: none"> <li>• Flexman Place, a street with high traffic of large trucks, does not have a footpath which makes it difficult for pedestrians to walk the route safely.</li> <li>• The underpass on the village side of Silverdale is not suitable for those with mobility difficulties and is not safe for women walking alone.</li> <li>• There are safety concerns around pedestrians crossing a 70km/h street with no footpath, and Ms Sampson is requesting that AT install a pedestrian activated light in the flat area from Wainui road exit.</li> <li>• Residents would like bus stop 4789 be reinstated to provide a safe pick-up point.</li> </ul> <p>The Acting Chair requested that management undertake a review of the matters raised by Ms Sampson and present this back to the board.</p> <p><b>Action item:</b></p>	



Item	Topic	Responsible
	2023February02: Prepare a review for the board on the concerns raised by Ms Sampson in relation to the street crossing in Hibiscus and Bays.	EGM Service Delivery
10.	<p><b>Student Petition for Pedestrian Safety on Meola Road</b></p> <p>Ms Patel, Ms Gunn, and Mr Hockly presented the following pedestrian safety concerns on Meola Road, on behalf of Western Springs College:</p> <ul style="list-style-type: none"> <li>• There are concerns for the safety of students travelling to and from school, particularly when crossing Meola Road.</li> <li>• Western Springs College requests that the board approve the middle link project to improve the safety of Western Springs College students.</li> <li>• The Meola Road project supports Auckland's commitment to reducing emissions through the Transport Emissions Reduction Pathway (TERP).</li> <li>• Most Western Springs College students travel to school by bus, on foot or by bike.</li> <li>• Western Springs College would like the board to commit to a safe network of active transport routes for students, in order to minimise the school's contribution to congestion and emissions.</li> </ul> <p>The Acting Chair requested that the concerns raised were discussed by management during the presentation of item 17 on the meeting agenda.</p>	
11.	<p><b>Support for the Pt Chevalier Cycleway</b></p> <p>Mr Fordham presented to the board in support of the Point Chevalier cycling project, and raised the following points regarding the Inner West project:</p> <ul style="list-style-type: none"> <li>• Children are receiving mixed messages around the climate emergency.</li> <li>• The middle section of the Inner West projects is strategically important for the network.</li> <li>• Six schools along the route have requested that AT improve the route.</li> <li>• Pausing the project impacts at least four school zones.</li> <li>• Hundreds of people already ride bikes in the area, and hundreds more would like to do so safely around the Inner West.</li> <li>• Today's decision must make sense for future generations.</li> </ul>	



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	<p>The Acting Chair requested that the matters raised by Mr Fordham were discussed by management during the presentation of item 17 on the meeting agenda.</p>	
12.	<p><b>Request for sealing of Cames Road</b></p> <p>Dr Maleki presented a request for sealing of Cames Road, and raised the following issues:</p> <ul style="list-style-type: none"> <li>• Residents are requesting that the Kaipara District Council and AT cooperate to tar seal Cames Road as a matter of priority with reinstatement of funding from Waka Kotahi New Zealand Transport Agency (Waka Kotahi).</li> <li>• While recent weather events have made things worse, deterioration of the road was happening before these events.</li> <li>• Traffic on the road has increased due to a rising number of new subdivisions and recent slips on Mangawhai Road which have redirected thousands of cars down Cames Road.</li> <li>• There are safety concerns around reduced visibility, children walking on unsealed roads without a pavement, dust pollution and stone splash, and numerous incidents involving cars due to the hazardous surface of the road.</li> <li>• These problems are not currently addressed by the maintenance regime.</li> <li>• There is a lack of water table management, with increased concerns by the current weather patterns and drainage which cannot take the excess water runoff from the concrete road.</li> <li>• Dr Maleki’s property has flooded five times since November 2022.</li> <li>• Dr Maleki currently has a petition in Parliament to provide finance to tar seal certain roads in Mangawhai.</li> </ul> <p>The Acting Chair requested that management undertake a review of the matters raised by Dr Maleki and present this back to the board.</p> <p><b>Action item:</b> 2023February03: Prepare a review of the concerns raised by Dr Maleki around sealing of Cames Road, including consideration of how an arrangement between AT and Waka Kotahi could work.</p>	EGM Integrated Networks
13.	<p><b>Statements from Members of the Public – Discussion</b></p> <p>The Acting Chair thanked the presenters for their statements.</p>	



Item	Topic	Responsible
14.	<p><b>Chief Executive Open Business Report</b></p> <p>The interim Chief Executive (CE) welcomed new Executive General Managers (EGMs) Karen Duffy, EGM Culture and Transformation and Dan Lambert, EGM Stakeholder, Communities and Communications to the Executive Leadership Team.</p> <p>The interim CE presented the following matters:</p> <ul style="list-style-type: none"> <li>• The interim CE is proud of how AT has responded to the significant weather events over the past 3-4 weeks and thoughts remain with those who are significantly impacted by these events.</li> <li>• More than 100 roads were closed on the Saturday morning following the Auckland Anniversary weekend flooding. There are 34 current road closures across the Auckland region, with the majority in the west and north.</li> <li>• The rail network was closed with over 20 slips, five of which are significant. There are still some speed restrictions across the network.</li> <li>• AT's response was managed by the Auckland Transport Operations Centre (ATOC) and operated on a 24/7 basis. There was an ATOC heightened incident management team which facilitated leadership on the response.</li> <li>• The majority of the phase 3 speed changes approved by the board in September 2022 have been implemented, with new speed limits due to be established on the remaining roads in March 2023.</li> <li>• Engagement has commenced with Local Boards on the Speed Management Plan, with results showing that 75% of Manurewa residents feel safer with the new speed restrictions in place.</li> <li>• Notices of Requirement have been lodged with Auckland Council for the North West Network and Airport to Botany Rapid Transport Corridor.</li> <li>• AT is expecting to see public transport (PT) patronage increase significantly, with a forecast of 61-66 million passenger trips over the financial year.</li> <li>• There will be increasing pressures on the PT network with driver shortages and the KiwiRail rebuild.</li> <li>• There have been a number of large events over the last few weeks, and while the shortfall of bus drivers has decreased since December these large events can put excess pressure on the system.</li> <li>• Last year council funding increased the minimum wage of drivers, and there will be a third increase in April 2023. The wage increase has enabled more recruitment from overseas. Ferry</li> </ul>	



Item	Topic	Responsible
	<p>service employees are still excluded from the wage increase and AT is working with the Ministry of Transport on how to include them.</p> <p>Councillor Lee noted that a key factor in the flooding around Grey Lynn seemed to be a lack of maintenance of catch pits and drainage lines and requested an update to show how they are being cleaned.</p> <p>Ms Reynolds requested an update on where AT is progressing with the climate plan, and how this might impact the maintenance and renewals programme.</p> <p>The interim EGM Integrated Networks advised that adaptation and resilience are being built into maintenance and renewals planning, and a focus on asset planning and budgeting asset resilience will be a core part of this thinking process. In the immediate term the team are looking at bolstering the budget allocation for asset renewals and recovery.</p> <p>Ms Rosie noted the potential contradiction between budget reductions and increased expenditure on maintenance and renewals, which is being compounded by a constrained employment market.</p> <p>The interim CE noted that management needs to develop alternatives around design standards and then present these to funders with the risks of each option. Management will look at capital programme priorities for next year and the year after and come back to the board with this at the March 2023 meeting.</p> <p>The board received the Chief Executive's report.</p> <p>Moved: Mark Darrow</p> <p>Carried.</p> <p><b>Action items:</b></p> <p>2023February04: Provide an update to the board on how catchpits are maintained under Healthy Waters with consideration to potential additional funding required.</p>	<p>EGM Integrated Networks</p>



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	2023February05: Review capital programme priorities for next year and present this to the board at the March 2023 meeting.	EGM Finance
15.	<p><b>Business Report – Monthly Transport Indicators</b></p> <p>The EGM Planning and Investment introduced Mr McGill and Ms Salter to present some highlights from the report.</p> <p>Ms Salter explained the following items:</p> <ul style="list-style-type: none"> <li>• The business report is for December 2022 and includes results from October and November 2022.</li> <li>• Monthly PT boardings were 4.6 million in December 2022, exceeding the monthly trajectory to meet the yearly Statement of Intent (Sol) target monthly trajectory by 0.2 million boardings.</li> <li>• For the 12 months to the end of December 2022, there were 57.4 million boardings on the PT network, exceeding the trajectory to meet the Sol target by 7.9 percent.</li> <li>• Deaths and Serious Injury (DSI) targets for local roads, all Auckland roads and for vulnerable road users have not been met.</li> <li>• As of end of December 2022, 38.5 percent of AT’s contracted buses have been equipped with and are utilising bi-lingual audio announcements.</li> </ul> <p>Councillor Lee noted the report which enables transparency around how AT is operating, and that PT is a key part of the budget but that patronage has taken a significant hit since the COVID-19 pandemic. Councillor Lee queried the cycling and micro mobility figures.</p> <p>The board discussed the following:</p> <ul style="list-style-type: none"> <li>• There is interest in how AT measures total satisfaction data.</li> <li>• There has been a big increase in heavy vehicle permits which will have an impact on the road network.</li> <li>• There is board concern around the DSI numbers which is frustrating considering all that AT is doing around improving road safety.</li> <li>• The board would like to understand activities around high-risk behaviours and how management is coordinating with the New Zealand Police on this.</li> <li>• States in Australia that have high levels of camera coverage and enforcement and have further progressed speed changes and are not seeing the same level of DSI increase.</li> </ul>	





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	<ul style="list-style-type: none"> <li>The profile for DSI in Auckland is different to the rest of the country, with higher numbers of pedestrians and micromobility users.</li> </ul> <p>The board received the report.</p> <p><b>Action items:</b></p> <p>2023February06: Provide a break-down to Councillor Lee on the cycling count figures in the December 2022 Monthly Transport Indicators report, to understand the difference between the 2.8 million cycling count and the 3.854 million cycle and micro mobility movements figure.</p> <p>2023February07: Provide the board with more clarity around the increasing DSI numbers for safety for pedestrians, micromobility or other modes of transportation.</p>	<p>EGM Planning and Investment</p> <p>EGM Safety</p>
16.	<p><b>Introduction to Sam Hoyle, new Assistant Commissioner of Tāmaki Makaurau</b></p> <p>The EGM Safety introduced the new Assistant Commissioner of Tāmaki Makauru who commenced the role in November 2022 and advised that this is a new role which governs the policing district.</p> <p>The Assistant Commissioner introduced himself and provided the following overview:</p> <ul style="list-style-type: none"> <li>The intent of the Assistant Commissioner role is to bring together three districts in Auckland under a single command.</li> <li>The role includes deployment and contractor and director partnerships, with a key focus on partnerships across AT, local and central government, iwi and Māori and engaging across a large multicultural city. The Assistant Commissioner will start to map through work around where to engage.</li> </ul> <p>The board discussed the following items:</p> <ul style="list-style-type: none"> <li>AT is focused on DSI on Auckland roads and the growing concerns around vulnerable road users and increasing violence, threats and aggression.</li> <li>It would be useful to understand some of the drivers of threats and aggression and what this might mean for AT directors, particularly around the health and wellbeing of AT people.</li> <li>A recent safety walk highlighted that over 50% of health and safety incidents related to threats and aggression.</li> </ul>	



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	<p>The Acting Chair noted AT would like the Assistant Commissioner's assistance to understand if AT is doing everything possible to keep drivers safe, and how AT can escalate concerns for staff and operators.</p> <p>The Acting Chair thanked the Assistant Commissioner for taking the time to present to the board.</p>	
<b>Comfort Break</b>		
<b>Items for Approval</b>		
17.	<p><b>Inner West Cycling Projects</b></p> <p>Ms Clegg joined the meeting at 11:00am.</p> <p>The interim EGM Integrated Networks introduced the report and noted previous engagement from directors with a site visit along the Inner West Corridor and a report presented at the 14 February 2023 Design and Delivery Committee (DDC) meeting.</p> <p>The Acting Chair queried whether the crossing included in the petition from Western Springs College is included in the design of construction contracts for cycle, pedestrian, bus infrastructure along Point Chevalier, Meola Road and Garnet Road.</p> <p>Mr Lord advised that it the crossing is included in the design.</p> <p>Mr Lord explained that the most contentious issue raised during the site visit was the removal of around 130 car parks, and that the team have talked through options with the local business association and have reduced the number to 125 while also looking at a mixture of paid parking. Mr Lord advised that any solution would involve a reduction in parking.</p> <p>The board discussed the following matters regarding the Point Chevalier, Meola Road and Garnet Road and Great North Road cycleway:</p> <ul style="list-style-type: none"> <li>Two areas of concern around this project were discussed at the February 2023 DDC meeting: affordability and the contention around the removal of that number of parking areas in favour of the cycleway.</li> </ul>	



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	<ul style="list-style-type: none"> <li>• This mechanism was chosen to fit with Council expectations, and the board has determined that this approach is consistent with the parking strategy and with Council agreed plans around what is important for Auckland.</li> <li>• Auckland must reduce carbon emissions and assisting Aucklanders to travel using bicycles assists with this objective.</li> <li>• AT must ensure it is building the network of the future, and young Aucklanders are telling AT that they want to cycle. The Mayor has asked AT to better listen to the community.</li> <li>• Capital funding implications will need to be considered in light of the recent climate events.</li> <li>• The area around Point Chevalier is likely to become intensive housing, and consequently there is likely to be an increase in people biking and walking in the area.</li> <li>• The corridors are very close to town and AT has feedback from the community that they want to feel safe and have active mode options.</li> </ul> <p>Councillor Lee emphasised that the project should have regard to financial constraints and that it should ensure value for money.</p> <p>The EGM Finance explained that key decisions around corridor improvements will be an area of focus in next year's capital programme, and the Planning and Investment team will consider what is the right time frame based on the Letter of Expectation and current misalignment of the Emissions Reduction Plan and TERP and this work should come together to form a joint view around what AT is doing in these corridors.</p> <p>The board agreed that seeking input and feedback from the Transport and Infrastructure Committee on construction along Great North Road would be important. The Governance Lead confirmed that this matter was on the agenda for the 16 March 2023 Transport and Infrastructure Committee meeting.</p> <p>The board:</p> <ol style="list-style-type: none"> <li>a) Approved the award of construction contracts for cycle, pedestrian, bus infrastructure along Point Chevalier, Meola Road and Garnet Road (between Meola Road and West End Road) and Healthy Water's stormwater infrastructure – (P50) capital value \$46.1m including \$8.8m for stormwater works (funded by Healthy Waters) and 15% contingency.</li> <li>b) Approved the award of construction contracts for cycle, pedestrian and bus infrastructure along Great North Road - (P50) capital value \$31.4 including \$3.3m for stormwater works (funded by</li> </ol>	



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	<p>Healthy Waters) and 15% contingency (noting that the design has minimised loss of parking) subject to review of capital funding and discussion and feedback with the Auckland Council Transport and Infrastructure Committee.</p> <p>c) Approved pausing the construction of cycle and pedestrian infrastructure along Surrey Crescent, Old Mill Road, Garnet Road (southeast of the Garnet Road/Meola Road intersection), and Richmond Road pending a review of the capital programme, which would save Auckland Council capital expenditure of approximately (P50) \$38m including 15% contingency.</p> <p>d) Supported a safety review of Surrey Crescent, Old Mill Road, Garnet Road and Richmond Road for elements that may have been included in the paused work as well as consideration of achieving outcomes through other methods.</p> <p>Moved: Abbie Reynolds, Darren Linton Carried.</p>	
18.	<p><b>Embodied Greenhouse Gas Emissions Target</b></p> <p>The interim EGM Integrated Networks introduced the target and explained that embodied emissions include emissions from the materials and methods that AT uses to construct and maintain the transport network. The target would be a stretch for AT but is achievable and would require re-thinking resilience and adaptation.</p> <p>Ms Bebelman explained the following matters:</p> <ul style="list-style-type: none"> <li>• AT is currently underspending in this space, and there are some easy wins such as opportunities to update the templates around planning and design to efficiently use the network to the best extent possible.</li> <li>• There are opportunities to use the model developed by Waka Kotahi to make more intelligent decisions.</li> <li>• AT is looking at a pay-back approach to understand the different options.</li> <li>• AT needs to ambitiously move towards this target, and other organisations are already doing so.</li> <li>• The model for international best practice in Attachment 3 of the report shows the carbon cost tipping point. In the short-term there should be a focus on better planning and design.</li> </ul>	



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	<p>The Acting Chair noted that this target was discussed in detail at the February 2023 DDC meeting and that the target is not legally binding. As AT operate with very big supply chains, this decision will generate multipliers within industries.</p> <p>Ms Rosie expressed her support for a target. She added that the target might not set AT up for success if more funding is required for maintenance and renewals and building stronger culverts and bridges. There are currently no alternatives and little incentive for the industry to innovate with contracts, and the National Land Transport Programme (NLTP) is currently not set up in a way to address this in the short and medium term.</p> <p>The board discussed the following matters:</p> <ul style="list-style-type: none"> <li>• The Climate Leaders Coalition provides partnership opportunities to help deliver the target.</li> <li>• Implications of cost attribution within the supply chain to deliver the target should be considered.</li> <li>• The target will feed into climate-related disclosures on the annual plan.</li> </ul> <p>The Acting Chair acknowledged the nervousness of the board around the ability to deliver to an unrealistic target, but that a start needed to be made.</p> <p>The board:</p> <p>(a) Adopted the Auckland Transport Embodied Greenhouse Gas Emissions Target of 50% by 2031 (from 2021/22 baseline).</p> <p>Moved: Kylie Clegg, Abbie Reynolds</p> <p>Carried.</p>	
19.	<p><b>Road Stopping - Pakuranga Road</b></p> <p>The board:</p> <p>(a) Approved the commencement of the road stopping procedure under the Public Works Act 1981 (PWA) and, subject to the consent of the Minister for Land Information (Minister), further approves notification to Auckland Council (AC) of the stopping of the following sections of legal road:</p>	



Item	Topic	Responsible
	<p>Unformed road between Williams Avenue and the Eastern Busway/Pakuranga.</p> <p>Moved: Abbie Reynolds, Mark Darrow Carried.</p>	
20.	<p><b>Safety Committee Charter Amendments</b></p> <p>The Governance Lead presented the Safety Committee charter amendments and noted the following:</p> <ul style="list-style-type: none"> <li>• During the annual performance review the Committee met on six occasions to discuss the safety and wellbeing strategy and progress against the Road Safety Business Improvement Review 2021.</li> <li>• Lines of enquiry for the committee on the road safety business plan are on ensuring improvements for vulnerable road users and partnerships, policing and reducing deaths and serious injuries, threats and aggression.</li> <li>• The Van Schaik Health and Safety Business Improvement Review Progress Report (November 2022) notes that there has been a fundamental shift in safety across AT and that staff are highly engaged in this change.</li> <li>• There are minor amendments to the charter which have been endorsed by the committee.</li> </ul> <p>Ms Reynolds queried whether the committee purpose should include oversight of safety by design, including how AT are building outcomes into design both internally and externally.</p> <p>Ms Reynolds noted that the board would need to consider if the Climate Change Governance Working Group should become a formal board committee or if it should merge with the Safety Committee.</p> <p>The board:</p> <ol style="list-style-type: none"> <li>a) Noted the annual update to the board as required under the Safety Committee (committee) charter.</li> <li>b) Noted that a fuller evaluation of committee performance as required by the committee charter will be completed in the forthcoming governance review, but that recommendations for improvement from committee members are welcomed at any time.</li> </ol>	



Item	Topic	Responsible
	<p>c) Approved updates to the committee charter (as provided as Attachment 1) subject to addition of wording under clause 5.1 to ensure oversight that Safety by Design principles are incorporated in AT activities.</p> <p>Moved: Kylie Clegg, Councillor Andrew Baker</p> <p>Carried.</p>	
<b>Items for Noting</b>		
21.	<p><b>Safety Business Report</b></p> <p>The EGM Safety presented the Safety Business Report and noted the following matters:</p> <ul style="list-style-type: none"> <li>• Violence, threats and aggression remains a critical risk both within AT and partner organisations.</li> <li>• If safety shields were manufactured and fitted to each bus operating, this would cost over \$7 million.</li> </ul> <p>The board discussed the following:</p> <ul style="list-style-type: none"> <li>• Safety problems such as concerns for bus driver safety are having a strategic impact and impacting the current deficit of staff.</li> <li>• If the true cost of injuries from threats and aggression is considered, then this would quickly balance out the cost spent on safety shields.</li> <li>• There is concern around what is happening in the supply chain that this cost is not being considered, and AT should expect a far higher standard from operators.</li> <li>• AT should incentivise reporting as drivers are currently hesitant to report threats and aggression, and the Assistant Commissioner has indicated that he cannot deploy his resources until they know where incidents occur.</li> <li>• AT must ensure it is continuing to work with partners to prevent and enforce on speed and alcohol related serious harm.</li> </ul> <p>The board received the Safety Business Report.</p>	
22.	<p><b>General Business</b></p> <p>There were no matters of general business discussed.</p>	
23.	<p><b>Statement from the Mayor</b></p>	



Item	Topic	Responsible
	<p>The Mayor addressed the board and members of the Executive Leadership team, highlighting the matters he had raised in the Letter of Expectation.</p> <p>The meeting closed at 1:20pm.</p>	
<p><b>Next meeting: Tuesday 28 March 2023</b></p>		

