

Minutes of the Auckland Transport Board meeting (Open session)

Held on 27 February 2024 from 10.00am to 12.38pm, at Auckland Transport,
20 Viaduct Harbour (1.04) | MS Teams

Board:	Richard Leggat (Chair), Mark Darrow (Deputy Chair), Raveen Jaduram, Councillor Andrew Baker, Henare Clarke, Councillor Chris Darby, Nicole Rosie
Executive Leadership:	Dean Kimpton (Chief Executive) Items 1 - end Rodger Murphy (Acting Chief Financial Officer) Items 1 - end Stacey van der Putten (Director Public Transport & Active Modes) Item 17 Murray Burt (Director Infrastructure & Place) Items 17, 18 & 19 Scott Campbell (Director Strategy & Governance) Item 21 Karen Duffy (Director People & Performance) Item 24
Management Attendees:	Cathy Bebelman (Head of Science & Sustainability) Item 18 Sandra Murray (Principal Sustainability Advisor) Items 18 & 22 Jane Small (GM Strategic Programmes & Property) Item 19 Teresa Burnett (GM Transport Safety) Items 20 & 24 Eric van Essen (Programme Director) Item 20 Ping Sim (Transport Safety Specialist) Item 20 Kate Bicknell-Young (Legal Counsel – Public Law) Item 20 Sean Cavanagh (Senior Advisor Investment Planning) Item 21 Shameel Sahib (Head of Transformation) Item 21 Ryan Marshall (Compliance Manager) Item 22

	David Bardsley (Group Finance Manager)	Item 22
	Sarah Preston (Conflicts of Interest & Investigation Specialist)	Item 22
	Andrew T Downie (Head of Governance)	Item 1 - end
	Liza Hayes (Board Secretary)	Item 1 - end
	Kim Heathcote (Board Secretariat)	Item 1 - end
Public Presenters:	Cameron Vernon of Vernon Developments; Boopsie Maran, parent representative on behalf of the Central and Western Auckland Schools.	Items 14 & 15
Apologies:	None noted.	

Item	Topic
Mihi whakatau for the new Board Chair	
1.	Opening Karakia Mr Clarke led the opening karakia.
2.	Whaikōrero (on behalf of the Board) Mr Clarke delivered the welcome whaikōrero on behalf of the Auckland Transport (AT) Board (board).
3.	Whaikōrero (on behalf of the ELT) Mr Kimpton delivered the welcome whaikōrero on behalf of the Executive Leadership Team (ELT).
4.	Whaikōrero (in response) Mr Leggat delivered the responding whaikōrero to the welcome whaikōrero from the board and the ELT.
Opening	
5.	Welcome/Acknowledgements The Chair welcomed participants to the meeting. He acknowledged the recent passing of MP and former Auckland Councillor Fa'anānā Efeso Collins.

6.	Apologies None noted.
7.	Update from the Chair Nil.
8.	Late Items for General Business There were no late items for general business requested.
9.	Interest Register - Declarations/Conflicts No interests or conflicts were noted.
10.	Board Tenure & Committee Membership The board tenure and committee membership were noted.
11.	Approval of Draft Open Session Minutes – 28 November 2023 The board approved the minutes from the board meeting held on 28 November 2023. Moved: Mark Darrow, Seconded: Raveen Jaduram. Carried.
12.	Action Register <ul style="list-style-type: none"> • <i>2023Oct02</i>: The funding for the Whangaparaoa bus interchange is impacted by the removal of the Regional Fuel Tax (RFT) and is subject to the Government Policy Statement on Land Transport (GPS). It was recommended that this item remain open. • <i>2023Nov01</i>: A memorandum providing further details on the Waiheke Island ferry service was circulated to the board in December 2023. It was recommended that this item be closed. • <i>2023Nov03</i>: The Sustainability Reporting fully addresses the sustainability strategy targets and Statement of Intent (SOI), where relevant. It was recommended that this item be closed. • <i>2023Nov04</i>: A meeting with the Design and Delivery Committee (DDC) on the independent review of AT's fare structure was held on 11 December 2023 and an out of cycle paper was circulated to Committee members in early February 2024. It was recommended that this item be closed.
13.	Public Submissions Register No submissions or actions were noted.

Statements from Members of the Public	
14.	Presentation on recycling of pavement & concrete into aggregate to be reused into roading and infrastructure by Vernon Developments The board received Mr Vernon's presentation on recycling of pavement and concrete into aggregate to be reused into roading and infrastructure.
15.	Presentation by Boopsie Maran (Parent Representative on behalf of the Central and Western Auckland schools) on the current environment for students and families The board received Ms Maran's presentation on central and western Auckland schools' and students' perspective on safe speed limits around schools.
16.	Board Discussion on Public Statements The Chair noted with thanks Mr Vernon and Ms Maran's submissions.
Standing items	
17.	Chief Executive Open Business Report The Chief Executive (CE) spoke to the report and highlighted the following matters: <ul style="list-style-type: none"> • Performance against the Statement of Intent (SOI): AT is performing well against its SOI targets. <ul style="list-style-type: none"> - It is anticipated that it will deliver 90% of its capital programme this financial year. - Procurement spend with Māori owned businesses as % of total spend target (2%); in focus and target expected to be achieved. • Public Transport: AT achieved 96% of its public transport boardings target of 100 million boardings last week. It is anticipated the annual target will be met. Bus patronage is up strongly, rail patronage remains affected by cancellations due to track condition. • Strategic focus: AT's focus remains on addressing longer-term and challenging issues of climate change / emissions reduction, the funding model, delivering an effective and efficient and safe transport system. • Rail reliability issues: AT is working closely with KiwiRail and Auckland One Rail to deliver greater consistency of service.



	<p>There has been good progress addressing surface track heat-related issues, with more to come on signalling. AT is supporting KiwiRail to resolve operational issues and is assisting with funding applications to address these issues.</p> <ul style="list-style-type: none"> • Pedestrian Safety: Deaths and Serious Injuries (DSI) remain unacceptably high, and AT is working on developing an approach to deliver the desired outcomes for pedestrians on busy corridors. • Raised pedestrian crossings: The safety systems approach review found the previous one-size-fits-all approach tended to result in a raised table outcome in most cases. An assessment of current projects is being undertaken to ascertain if alternative safety measures can be used to achieve the same outcome. • Temporary Traffic Management (TTM): AT is taking a risk-based approach to TTMs. It has also set a target cost of TTM of no more than 10% of total project cost. The cost reduction promotes the use of a risk-based approach, and more cost-effective construction and programme solutions. <p>Discussion noted the continuing challenge of fare evasion. The CE advised a number of interventions were occurring and that the introduction of contactless payments and the National Ticketing Solution would assist.</p> <p>The board discussed the renewals programme noting the renewals programme progress against key performance indicators (KPIs), the impact reduced funding will have on the programme and quality control standards used by the programme. In terms of the TTM risk-based approach, they noted that worker safety should not be compromised, and alternative solutions will be sought should this become an issue.</p> <p>The CE updated the board on the effects of the removal of the regional fuel tax (RFT), representing a reduction of future funding of about \$1.2 billion once co-funding is included. He noted that Government indicated that the remaining fuel tax funds should be used for the Eastern Busway, new train purchases for City Rail Link, day 1 CRL costs and corridor improvements. AT will be reprioritising its capital programme and projects based on merit and strategic fit.</p> <p>The board:</p> <p>a) Noted the information provided in the report.</p>
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	Moved: Richard Leggat, Seconded: Councillor Andy Baker Carried
Items for Approval	
18.	<p>Auckland Transport Sustainability Strategy 2024-20231</p> <p>The Director Infrastructure & Place and the Head of Science & Sustainability introduced the report, noting that the role of the strategy is to provide a single point of reference to the organisation during any decision-making process.</p> <p>The board discussed how the strategy aligns with other central and local Government targets, with management confirming the carbon emission target aligns with all current Government and Auckland Council targets. These will however be reviewed against the GPS. It was further explained AT has achieved a 50% reduction to date towards carbon emission targets as part of scope one and scope two. Work on targets for scope three is currently underway.</p> <p>Following the discussion, the Chair noted, even though the strategy consolidated a number of board decisions in terms of sustainability, it will be influenced by the GPS. Final approval of the strategy is therefore delayed until after the publication of the GPS.</p>
19.	<p>Road Stopping – Disposal of a Strategic Asset</p> <p>The Director Infrastructure & Place and GM Strategic Programmes & Property introduced the report, noting board approval is required to dispose of a strategic asset.</p> <p>The board briefly discussed the identified value of the asset with management confirming that the value is derived based on a registered valuation.</p> <p>Discussion noted AT is still considering Kāinga Ora's (KO) proposal to pay for the Molley Green Road land by undertaking other works on Molley Green Place and that AT may decline its proposal. Recommendation amended to note that the disposal is subject to approval of KO's proposal.</p> <p>The board:</p> <p>a) Approved the disposal of a strategic asset, being land that is part of the road described below, if the road is stopped under the Public Works Act 1981 or the Local Government Act 1974.</p>



b) The approval of the disposal of Molly Green Road Land is subject to the approval of Kāinga Ora's proposal to pay for the Molley Green Road Land by undertaking other works on Molley Green Place.

Location	Land Area (ha)	Description	Definition
Molley Green Place, Mt Roskill	0.0252	Unformed road	Molley Green Road Land
Morrie Laing Avenue, Mt Roskill	0.0650	Unformed road	Morrie Laing Road Land
Ingot Place, Silverdale	0.3430	Formed and unformed road	Ingot Place Road Land

Moved: Raveen Jaduram, Seconded: Henare Clarke.
Carried.

20. **Katoa, Ka Ora: Auckland speed management plan 2024-27, updated targeted focus**

The GM Transport Safety introduced the report, including the engagement and consultation process to develop the SMP, and the subsequent statutory approval process.

Board discussion noted the recommendation be amended to state that the board endorsed the SMP in principle and that it approved this tranche, with a preference for variable speeds where possible.

The board referred to permanent speed limit changes proposed for the Howick Local Board area, noting the Howick Local Board opposed permanent speed limit changes but supported variable speed limits. An updated recommendation was requested noting the need to ensure speed reduction recommendations are to be aligned with local board and community feedback. An updated list of proposed speed limits will also be emailed to the board.

The board requested other low speed location requests (including town centres) within Katoa Ka Ora consultation feedback be tabled at the next DDC meeting for further consideration.

The board:

a) Noted that following feedback and direction from the Design and Delivery Committee to more strongly align with central government direction, the draft Katoa, Ka Ora: Auckland speed management plan has an updated targeted focus on safe and appropriate speed limits near schools, marae, and Karioitahi Beach. These all have strong community support.

b) Noted the resolutions passed at the Transport and Infrastructure Committee meeting on 7 December 2023 including approval of speed limit changes on Karioitahi Beach as a council-controlled road, and support of the three-year implementation plan and 10-year vision (please refer to Attachment 1).

c) Noted the letter Auckland Transport received from the Minister of Transport, dated 12 December 2023, regarding the Land Transport Rule: Setting of Speed Limits Amendment 2023 to the Land Transport Rule: Setting of Speed Limits 2022 that were published on the New Zealand Transport Agency Waka Kotahi website and came into effect on 15 December 2023 (please refer to Attachments 2 and 3).

d) Noted that the requirement to develop speed management plans is now discretionary rather than mandatory and that speed management plans can still be submitted for certification. Speed management plans are still available under the Land Transport Rule: Setting of Speed Limits 2022 to progress speed limit changes, and all existing speed limits from certified plans remain legally valid. Implementation does not need to commence immediately following certification and can occur between 2024 and 2027.

e) Noted that Auckland Transport must act in accordance with its statutory purpose under the Local Government (Auckland Council) Act 2009, which is to contribute to an effective, efficient and safe Auckland land transport system in the public interest. This means Auckland Transport should act promptly once it has reviewed a speed limit and determined it to be unsafe.

f) Noted that a decision from the Regional Transport Committee would mitigate the risk of needing to repeat public consultation under the new Rule. A change in the requirements for consultation would mean that consultation



	<p>completed to date was no longer adequate. If public consultation was repeated it may take up to two to three years from receipt of a community or local board request to complete a speed limit review and progress to its implementation.</p> <p>g) Noted that implementation does not need to commence immediately following certification and can occur between 2024 and 2027.</p> <p>h) Endorsed the draft Katoa, Ka Ora: Auckland speed management plan in principle, and approved this tranche (schools, marae and Kariotahi Rd) of the plan. This is subject to management confirming the speed reduction recommendations are aligned with local board and community feedback, and the preference for variable speed limits where appropriate.</p> <p>i) Noted Regional Transport Committee is now required to make a decision on adoption of the endorsed elements of Katoa Ka Ora: Auckland speed management plan.</p> <p>j) Requested management provide an update on the balance of the speed management plan that were consulted on, to the next Design and Delivery Committee meeting.</p> <p>Moved: Mark Darrow, Seconded: Raveen Jaduram Carried.</p>
21.	<p>Statement of Intent</p> <p>The Head of Governance and the Senior Advisor Investment Planning presented the report and noted that the revision of the 2023 Statement of Intent was an auditing requirement that did not change the KPIs.</p> <p>Following a brief discussion, the board:</p> <p>a) Noted the proposed approach to preparing the Statement of Intent 2024 – 2027, and the timeframes for future board engagement.</p> <p>b) Delegated authority to the Finance and Assurance Committee to assist officers in preparation of a draft document, prior to submission to the board for approval at its 26 March 2024 meeting.</p>

	<p>c) Approved the revision to the Statement of Intent 2023 – 2026 financial statements as requested by Auckland Council following advice from Audit New Zealand.</p> <p>Moved: Richard Leggat, Seconded: Raveen Jaduram. Carried.</p>
22.	<p>Tier 1 Policies</p> <p>The Chair noted the Delegations Policy will be reviewed at a future meeting as some amendments to the policy are required.</p> <p>The Head of Risk & Legal introduced the report, noting the recommendations included a request for approval to retire the COVID-19 Response Policy. AT's Pandemic Policy will be updated to ensure it remains aligned to best practice prior to retiring the COVID-19 Policy.</p> <p>The board discussed the Climate Change Policy, noting it is an operational policy. After a brief discussion, it was agreed that the policy can be reclassified as a Tier 2 policy subject to the board receiving a hierarchy of documents to ensure AT has the right strategic coverage.</p> <p>The board also requested the Conflict-of-Interest Policy include interest disclosure requirements in the policy.</p> <p>The board:</p> <p>a) Approved the Climate Change Policy (Attachment 1) for adoption at Auckland Transport. The policy will be reclassified as a Tier 2 policy, subject to the board receiving a hierarchy of documents to ensure AT has the right strategic coverage.</p> <p>b) Approved the Conflicts of Interest Policy (Attachment 3) for adoption at Auckland Transport, subject to the inclusion that the board and executive leadership team should disclose all interests.</p> <p>c) Approved the retirement of the COVID-19 Response Policy.</p> <p>d) Noted that the Auckland Transport Pandemic Plan will be updated and refreshed, with final review to be completed by the Chief Executive.</p> <p>e) Approved an update of all current or recently expired Tier 1 policies with updated role references now that the organisational redesign process is complete.</p> <p>Moved: Richard Leggat, Seconded: Raveen Jaduram.</p>



	Carried.
23.	<p>Finance and Assurance Committee Performance Evaluation and Report to the Board</p> <p>The Head of Governance introduced the report, noting it was endorsed by the FAC for approval by the board.</p> <p>The FAC chair provided a brief overview of the work done by the committee to support a fundamental change in approach in response to the 2023 Letter of Expectation.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Noted the Finance and Assurance Committee performance review; and b) Approved minor updates to the Finance and Committee charter to reflect job title changes (refer to Attachment 1). <p>Moved: Richard Leggat, Seconded: Mark Darrow Carried.</p>

Items for Noting

24.	<p>Safety Business Report</p> <p>The Director People & Performance and the GM Transport Safety introduced the report, providing an overview of the progress made against the Safety, Health, and Wellbeing Strategy.</p> <p>The board enquired whether data is available to further prove the impact speed reduction has on DSI. Staff advised this data is being complied. Data currently available from the Rodney district shows a 31% reduction in the DSI rate.</p> <p>The board referred to the adverse work events classified as moderate risk and requested more information in future about AT's work to address violence, threats, and aggression.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Received the report. <p>Moved: Richard Leggat, Seconded: Councillor Chris Darby. Carried.</p>
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General	
25.	<p>General Business</p> <p>None noted.</p> <p>The meeting closed at 12:38pm.</p>
Next meeting: Tuesday, 26 March 2024	

Approved by the board as a true reflection of the meeting proceedings.

Richard Leggat
Board Chair

