

Entered by Board Secretary

AGENDA ITEM 17 BOARD NOTING PAPER	
To:	Board
From:	Dean Kimpton, Chief Executive
Reviewed:	Andrew Downie, Head of Governance
Date:	27 February 2024
Title:	Chief Executive's Open Board Business Report

Aronga / Purpose

1. To summarise Auckland Transport's (AT's) activities which contribute to the delivery of the Statement of Intent (SOI).

Te tūhanga / Recommendation

That the Auckland Transport Board (board):

- a) notes the information provided in this report.

Te horopaki / Background

2. This report reports on organisation progress as defined in our purpose and through commitment to deliver as measured in our Statement of Intent. We also report on the impact of our decisions on those who use and experience our various networks.

Me mōhio koe / What you need to know

Operational highlights and challenges (previous month or year to date)

3. **Rail network challenges:** AT is working closely with KiwiRail and Auckland One Rail to resolve issues the rail network is currently facing. All parties agreed that the issues currently affecting service performance need to be promptly resolved so that Auckland has a trusted, reliable passenger rail network in time for the opening of the City Rail Link (CRL). Our leadership and operational teams will continue working together to address the track and asset faults, staffing shortages and customer communication issues currently affecting passenger rail services in Auckland.
4. We will be jointly updating Mayor Brown and the Minister of Transport on our progress over the coming weeks.

5. **Rail Programme:** over the Christmas network closure, the configuration of the Britomart/Waiemata Station platforms has been completed and the station can now support the post-CRL train plan.
6. The **Rail Network Rebuild (RNR)** Stage 2 programme is now completed, and the Eastern Line has been reopened to passenger services.
7. Approval has been granted to proceed with the removal of the **Corbans Estate and Tironui Station Road East** level crossings.
8. **Review of raised pedestrian crossings:** the Road Safety Engineering Programme is the only programme that is specifically focused on addressing high-risk corridors or intersections. The programme is co-designed with New Zealand Transport Agency Waka Kotahi (NZTA) and is aligned with the Road to Zero Strategic model and has had a focus on implementing safe system solutions to maximise the reduction of deaths and serious injuries. A review of their use was undertaken across the business, and acceptable safe system alternatives. As part of this review, Transport Safety has completed a stock take of the Road Safety Engineering Programme. Following the review, the number of proposed raised pedestrian crossings has been reduced by approximately a third, and alternatives proposed.
9. **Road Asset Maintenance and Renewals:** resurfacing work (both chip sealing and asphalt) is continuing with approximately 200 km (50%) of our resurfacing programme completed to the end of January against our forecast of 245 km; therefore, we are on track to deliver close to the full programme.
10. **Flood recovery:** to date 1,570 minor to major road repairs have been completed, with 70 additional sites completed over the summer period.
11. There are 430 road repairs outstanding, some of which have complexities and are not expected to be fully reinstated before the end of 2025.
12. **Western Express:** the service has achieved 100,000 boardings in its first ten weeks of operation. This is well on track to meet its patronage target of 600,000 for the year.
13. **Infrastructure project delivery:** the Northwest Bus Improvements Programme (NWBI) has delivered bus stops at Lincoln Road Interchange, bus stops at Te Atatu Road Interchange, State Highway 16 bus shoulder running, and temporary bus stops at Westgate.
14. **Eastern Busway (EB):** EB Alliance EB3C and EB4L submissions have now closed. A very small number of submissions have been received and these are being considered to determine next steps in terms of submitter consultation.

15. **Consent planning:** Airport to Botany Notices of Requirement confirmed by commissioners with modifications to the conditions proposed by AT. AT to respond to decision by end of February 2024.
16. **Science and Sustainability:** the Sustainability Strategy 2024-2031 will be presented to the board for approval this month.
17. **Regional Land Transport Plan 2024 – 2034 (RLTP):** development of the RLTP is continuing, with current work focused on the following areas:
 - a) Revising the timeline of planned meetings with the Design and Delivery Committee, the Regional Transport Committee, the board and Transport and Infrastructure Committee to take account of delays to the delivery of the Government Policy Statement on Land Transport (GPS), which is now not expected until early March 2024. On current timing, it will be very difficult to complete the RLTP process within statutory timelines while still meeting all governance expectations.
 - b) Working with officers from NZTA, KiwiRail and Auckland Council to agree a prioritisation methodology for ranking proposed projects from across all agencies. This work is also impacted by GPS timelines, as NZTA and KiwiRail will not be able to submit their final programmes until the draft GPS is complete.
 - c) Engaging with Rangatira from mana whenua to understand their priorities and explore opportunities for further participation in decision-making.

Operational issues (forward focused the on the next one to three months)

18. **Road asset maintenance and renewals:** our road network has and is deteriorating as a result of underfunding, which is increasing maintenance costs and the extent and cost of pre-seal repairs. Once funding under the GPS and Auckland Councils LTP are confirmed we will update the board on what if any impact there is on the scale and rate of deterioration of our assets.
19. **Rail programme:** given proposed changes in programme for RNR and CRL, we are working with KiwiRail to ensure track access remains available for testing new trains.
20. **Rail programme for CRL:**
 - a) The testing and commissioning of CRL will require some further closures of the rail network.
 - b) The 2026 train plan (considering the opening of CRL) is still to be approved by KiwiRail.
 - c) Supply chain disruptions continue to have minor impacts on new electric train manufacturing, but overall programme remains on target.

21. **“March Madness”:** March 2024 is set to be the busiest month since 2019 as Aucklanders return to study and work in higher numbers than previous years; however, historically, capacity issues typically settle down in late February.
22. Readiness for increased patronage in February and March was completed in 2023. Public Transport Services & Active Modes has commenced daily ‘stand-ups’ to monitor capacity and performance and take action.
23. **School Buses:** a number of school bus routes across the region have had heavy loadings and some are at capacity, with some complaints being received. We work actively with our suppliers to manage these impacts across the network. The issue has subsided at this stage.
24. **Bus priority to support Northwestern motorway service changes:** we are seeking commitment from NZTA for the delivery of on-ramp bus priority at peak times. Until agreement is reached, these services remain at high risk of delay at Newton and Westgate.

Strategic challenges and opportunities (focused on the next one to five years)

25. **Road Asset Maintenance and Renewals:** building capacity to scale up to address the road renewals backlog.
26. **Rail programme:** funding for the Level Crossing Removal Programme remains a concern. The Crown has not yet confirmed funding of the KiwiRail Rail Network Rebuild programme beyond FY24 or the performance expected from the network when CRL opens.

Risks

27. **Regional Fuel Tax (RFT):** the RFT is one of the revenue streams that helps AT deliver transport outcomes across the Auckland region. Since it was introduced, the tax has helped AT deliver significant projects and is currently funding new trains for City Rail Link and the next stage of the Eastern Busway.
28. Our capital programme is funded through a number of sources. Following the Government’s announcement that the RFT will end on 30 June 2024, that revenue will no longer be collected. This means delivery of some of our programmes and projects to improve our roads and public transport will need to be scaled back or deferred.
29. The board will reconsider in the confidential agenda which capital programmes and projects we should prioritise.
30. We also acknowledge the GPS on transport may have an impact on capital programmes, to that end we look forward to receiving the new GPS as some 50% of our programme are funded by Government.



Key approval papers

31. The key items requiring approval by the board at this meeting are:

- a) AT Sustainability Strategy 2024-2031.
- b) Quarterly Report (Q2) to AC for six months ending 31 December 2023.
- c) Cyber Security Strategy and Update.
- d) Early Integration on Auckland's National Ticketing Solution.
- e) Waitematā Harbour Connections Indicative Business Case.
- f) People & Performance Strategy.

Ā muri ake nei / Next steps

32. The next Chief Executive's Open Board Business Report will be presented to the board at the 26 March 2024 meeting.

Ngā whakapiringa / Attachments

Attachment #	Description
1	SOI Performance Measures February 2024
2	People and Performance Dashboard February 2024

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Mark Cressey Enterprise Programme Director, Governance	Andrew Downie Head of Governance	Dean Kimpton Chief Executive
		

