

21 March 2019

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Tena koe John

I am writing following the meeting held at your request with myself and the Auckland Transport (“AT”) Chairman, Dr Lester Levy last Friday 15 March. I note that there were a number of key topics you and Christine Fletcher raised, which we discussed during the meeting in addition to the written questions you provided in advance of the meeting. Our responses to the discussion points and the 51 written questions (issued by your representative late in the afternoon of 13 March 2019) follow:

1. **Election Year Protocols**

During our meeting you and Christine raised concerns about information provision and neutrality. We confirm, as discussed, that AT and its staff, will remain neutral through the Auckland Local Government Election process and act in accordance with its Election Year Policy (in line with Auckland’s Council own “*Elected Members’ Election Year Policy.*”)

Two key principles in the policy relate to the proper use of AT resources and staff political neutrality. We also note that with respect to all candidates;

- Any responses to information sought will be based on fact and provided in writing wherever practicable.
- AT will robustly correct, publicly if necessary, any information that is factually incorrect in the public domain regardless of whether that relates to candidates in the Election or otherwise.
- For the purposes of transparency, AT will publish all the written information provided to all candidates on its website

Liaison has been established with the officers of Auckland Council (Matthew Burns) in response to engagement with candidates.

2. **Operating Environment – Planning and Funding Context**

As evidenced by the 18,000 submissions on the Regional Land Transport Plan, Aucklanders are supportive of the priorities and want AT to push forward and deliver on enhancing day to day services as well as the demanding capital program, which is funded to the tune of \$28 billion over the next ten years.

In response to your question about what could be changed to improve transport outcomes we noted that in contrast to the views of a number of commentators, AT operates in a highly regulated and constrained planning and funding environment. In this context AT does not have significant ability/flexibility to influence where transport funding is invested or, even which projects get prioritised.

Our program of activities, whether operational or capital, are determined in the first instance by the priorities and funding determined through the Government Policy Statement and the Auckland Plan. These two documents set the parameters for the National Land Transport Fund and the Long Term Plan and, as you will appreciate, have come together to manifest themselves in the program detailed in the Auckland Transport Alignment Project and the Regional Land Transport Plan.



AT's ability to make changes to the phasing of projects and programs has also been further constrained by the Land Transport Management (Regional Fuel Tax Scheme—Auckland) Order 2018 which in Schedule 2 details the proposed timing of delivery of each program.

At a more micro-level the conversion of policy into on the ground initiatives is set out in the Regional Land Transport Plan (“RLTP”), the Regional Public Transport Plan (“RPTP”), the Statement of Intent and the Asset Management Plan (“AMP”). These are all statutory instruments requiring either public consultation, approval by Auckland Council or approval by the New Zealand Transport Agency (“NZTA”).

In short the choice of projects and programs and the timing of delivery of projects and programs is largely prescribed by Auckland Council and Central Government and the actual outcomes delivered and the accountabilities on a three year or annual basis are subject to approval by Auckland Council or NZTA.

It may be easier to understand the planning context by viewing the matrix immediately below:

		GPS	AUCKLAND PLAN	UNITARY PLAN	NLTP	ACLTP	ATAP	RLTP	RRTTP	AT SOI	AMP
PLAN TYPE	Strategic direction	✓	✓	✓							
	Funding				✓	✓					
	Short-medium term transport (<10 years)							✓			
	Long-term transport planning (30 years)						✓				
	Investment prioritisation						✓	✓			
	Delivery						✓	✓	✓		
	Accountability									✓	
PLAN CHARACTERISTICS	Revision timeline	New Govt.	One-Off	3	3	3	Ad-hoc	3	3	3	3
	Statutory	✓			✓	✓		✓	✓	✓	✓
	Owner	Govt.	AC	AC	NZTA	AC	Mix	AT	AT	AT	AT
	Revision	✓			✓	✓		✓	✓		

You may also appreciate that beyond these requirements funding from Central Government for a program of work approved by Central Government and Auckland Council through ATAP and the Long-Term Plan still requires business case and funding approval by NZTA.



AT has approximately 200 capital projects identified in the RLTP and ATAP which are potentially eligible for NZTA funding. ATAP assumes 50:50 funding of AT's capital programme, however, we are finding the funding mechanisms to make that happen within the NLTF are limited.

The NZTA business case process requires a funding application supported by a robust business case, based on Treasury's Better Business Case Approach. NZTA looks for a supporting Strategic Case, which could be:

- a statutory document such as the Asset Management Plan or RPTP, provided those documents adequately set out problems, options and evidence; or
- for projects which have been under consideration for some time, a Point of Entry document outlining the relevant strategic material; or
- a Strategic Case covering the specific project.

Once the Agency is satisfied with the Strategic Case, they will consider co-funding preparation of a Programme Business Case ("PBC"). Recent examples of co-funded PBCs are those for the future cycling programme and the Supporting Growth Alliance. Both PBCs were endorsed by the Agency, and co-funding approved for moving to the single-stage business case (SSBC), which combines feasibility and investigation. Following endorsement of the SSBCs, the Agency will consider co-funding pre-implementation and implementation of the project. Sometimes funding is approved for multiple phases with a condition or hold-point.

Endorsement of each business case phase is based on an Investment Quality Assurance assessment (IQA), which assesses how well the business case identifies and provides evidence for problems, options and the benefits which will be obtained from potential solutions. AT's funding team carries out an initial internal IQA assessment against the Agency's IQA template points and submits it to the Agency. Agency staff carry out their own assessment, using the Funding Team's assessment as an input.

It is not hard to conceive that this process is very time consuming and costly, but also extremely robust and rigorous in terms of the investment of both taxpayers and ratepayers money.

AT's interpretation of the Business Case Approach is that it leads to a natural process of identifying more evidence and refining options as projects move through the different business case phases.

There are obvious benefits of the Business Case Approach, and the desirability of clear thinking and options analysis at the start of a project. However, it is the view of AT that the process is not working effectively at present. Too much focus seems to be placed on detailed technical analysis at the expense of strategic consideration of the underlying merit of projects, which have been agreed by Elected Members.

We also note the lack of clear timeframes for decision-making about funding and new issues being raised late in the process is directly impacting on the timely delivery of AT's capital programme and consequently delaying benefits to Aucklanders.

3. Engagement with NZ Police with Respect to Delays Caused by Accidents

AT has a strong working relationship with NZ Police in respects to clearing incidents and reducing delays on Auckland's roads. In 2016 a Police Liaison Officer ("PLO") was embedded at the Auckland Transport Operations Centre ("ATOC") in Takapuna. ATOC an AT/NZTA joint venture is tasked with managing Auckland's roads and State Highways north of Taupō operating 24 hours a day/7 days a week. It monitors Police digital radio, approximately 2000 networked CCTV cameras and 2000 public transport cameras. Staff answer to a single manager to ensure a coordinated approach.

The PLO works alongside ATOC operators but within Police's Tāmaki Makaurau command and control structure. Use of ATOC technology enhances Police's situational awareness across the upper North Island, supports command and control and improves response times and service delivery.



The joined-up, multi-agency response to incident management on Auckland's critical roading infrastructure was designed to enhance road-user safety for all, speed up emergency response and reduce the impact of social harm generated by significant traffic congestion. Enhanced management of crash scenes improves staff safety. Enhanced intelligence improves tactical decision-making. Better communication with the public has improved trust and confidence.

Crucially, 'Traffic Normal Time', the average time the network takes to return to normal after a significant incident has fallen by an average of 1 hour 3 minutes as a result of the PLO being embedded in ATOC.

Incidents that have a serious impact to customers are also debriefed with NZ Police and other key agencies. Every aspect of this incident is looked at including response times and time taken to clear an incident. Key lessons learnt are fed back into each agency and appropriate changes are made as a result of these debriefs.

4. Acceleration of Park and Ride through Private Financing

As noted in our response to your 51 questions there is latent demand for park and ride at key locations on the Auckland rapid transit network. While the majority of the funding for park and ride is not available until 2027/8, AT considers park and ride as a key opportunity for accelerating modal shift and reducing the amount of vehicle kilometres travelled by cars.

Following direct approaches to AT and Panuku by developers who want to partner with the Council Group on transport assets, we are working to explore this opportunity. We expect that these opportunities could take form in the following ways:

- Intensification and mixed use developments - this will largely be the sale of the airspace above a transport asset for residential development.
- Direct reinvestment - where an existing park and ride or bus station is poorly located and underperforming it is sold for housing. The sales proceeds are used to complete a planned AT project in a more appropriate location ahead of schedule.

To enable opportunities such as the above to be progressed Panuku and AT have reviewed the AT managed property portfolio to identify suitable sites. A list of ten properties has been mutually agreed with AT articulating the transport requirements for each site.

To allow Panuku and AT to progress opportunities beyond concept stage Panuku is leading the establishment of a pre-qualified development panel, which will ensure early alignment with what Panuku and AT require in terms of outcomes. The first stage of this process is to advance an appropriate commercial development and market engagement strategy for the existing and expected transport functions and mixed-use development opportunities across the agreed list of sites.

Key considerations that are underpinning the approach include:

- The ten sites have been identified as having development potential for mixed use Transit Oriented Development (TODs);
- The Unitary Plan provides opportunities for density and intensification around transport nodes;
- The delivery of a range of housing typologies including affordable housing opportunities as a priority;
- The parking needs to be met as part of a mix of uses;
- The scope for strong urban design and urban regeneration outcomes;
- The ability to partner with developers and release capital.

Currently, the combined team is undertaking an analysis of the ten opportunities, considering highest and best use, transport constraints and dependencies, market analysis, high level feasibility and modelling. The opportunities are being ranked by the materiality of value released, transport benefits, urban regeneration and wider benefits and market attractiveness.



On completion of the opportunity analysis and prioritisation, consideration will be given to how these opportunities will be packaged. The primary opportunities will be identified to take to the market and key development partners nominated including a selection of the developers that have indicated their interest previously.

Separate to the work with Panuku, AT wrote to NZTA in September 2018 making a number of proposals to accelerate modal shift to public transport and walking and cycling. Acceleration of park and ride was included in these proposals. This was supplemented by a workshop between the Board of AT and the Auckland Council Governing Body. These proposals in our letter to NZTA and the outcomes of that workshop are now being considered for inclusion in the development of an Accelerated Mode Shift Plan being sponsored by the Minister of Transport.

5. Footpath and Roding Renewals

By way of context AT manages a large portfolio of 7,292 kilometres of footpath and 331 kilometres of cycleway assets in the Auckland region. Our approach to renewals and management of these assets is set out in the AMP, is consistent with other jurisdictions, and is approved by NZTA. The approach to road renewals, in particular, is heavily influenced by NZTA's 'One Network Road Classification'.

More specifically;

- AT undertakes regular inspections and surveys using automated data and video capture devices covering the whole network. Condition surveys primarily assess the visible footpath faults present on the network; specifically, footpath cracks, trip hazards, skid resistance, surface roughness and deterioration;
- Our forward works programmes are identified through the condition assessment surveys and priority is given for poor and very poor footpaths for either maintenance or renewal works. Renewal works are integrated with other planned works in the network such as road resealing, road rehabilitation and drainage works, wherever possible. Forward works programme are delivered through the road maintenance contracts on an annual basis.
- Long term renewal requirements are predicted using deterioration modelling which takes into account useful life, rate of deterioration, unit replacement cost and renewal intervention policies.

We continually seek to enhance value for money outcomes in this area and activities currently underway include; automated data and video capture, geospatial representation of service requests and slip resistance testing on selected locations.

The nature of the discussion last Friday suggested you may have some concerns about the delivery of value for money with respect to roading and footpath maintenance. It should be noted that AECOM recently noted that the average unit cost of maintenance of 2.5 cents per vehicle kilometre in Auckland is very low in comparison to most New Zealand authorities, with most being more than 5 cents per vehicle kilometre and up to around 25 cents per vehicle kilometre.

In 2019 we are trialling engagement on our proposed forward works plan earlier in the planning cycle with consultation due to commence in April. We believe this will offer greater opportunity for Local Boards to consider how they might use their available funding to leverage our works program for enhanced outcomes for local communities.



6. **Responses to 51 Questions of 13 March 2019**

6.1 Lime

When was this initiative first discussed with AT? At whose behest?

The initiative was first discussed with AT on July 26, 2018. The meeting was at the request of Lime.

Who was involved on behalf of AT and who acted on Lime's behalf?

AT's EGM Stakeholder, Communities & Communications, met with Mike Williams and a Lime executive. It was held in the AT offices during business hours. The Lime representatives were wanting initial information and understanding, particularly with regards to the regulatory environment, prior to Lime looking further at launching in NZ.

Following the Lime pitch, what consultation occurred with the governing board of Councillors? Who were they?

Auckland Transport developed a memo for Auckland Council explaining the trial of shared e-scooters and this was provided to Auckland Council staff. Auckland Council will be able to provide information of when that was sent out to Councillors.

Was the Mayor's office involved? If yes, who and when?

This is a question that can only be answered by the Mayor's office.

How many meetings took place between Lime representatives and AT?

We assume that this question refers to the period in advance of the launch of Lime E-Scooters. Auckland Transport has delegated authority for issuing Street Trading Licenses to Auckland Council as a result Auckland Transport staff were involved in one subsequent meeting in September 2018 jointly with Auckland Council in the lead up to Lime's launch. A member of the AT's Walking and Cycling and Road Safety Team and a member of Auckland Council's Licensing and Regulatory Compliance team participated in the second meeting.

When did these meetings take place and who attended?

See above.

What correspondence is there between Lime and AT?

There is extensive correspondence that involves the conditions and timings of the trial. Formal correspondence with respect to the trial and licence and associated conditions is available on the Auckland Council website.

Who suggested utilising the Trading in Public Places bylaw?

Lime were seeking to trade in a public place using the footpath and streets as do many other businesses and in a similar to the existing Cycling Share system that is licensed under the Trading in Public Places bylaw.

In hindsight, and in light of an uncontrolled roll out of 1000 machines onto the streets of Auckland, was this the correct use of this bylaw?

The legislation and regulations for 'vehicles' including cars, trucks, bikes, motorcycles and scooters are made by Central Government. This specifically includes the Road User Rules (2004) which details what vehicles can operate on roads and footpaths.



E-Scooters can operate in Auckland from private property and both Auckland Council and Auckland Transport have no regulatory powers to stop that. Central Government are the only party that have the power to stop the use of E-Scooters through legislation or regulation.

The launch was not uncontrolled, with Lime being granted a licence to trade on the streets, following approval of the E-Scooters by NZTA, to provide a maximum of 1000 scooters on the network. The bylaw is currently the only mechanism for AT/AC to control commercial trading in public places. This number was chosen to allow for a meaningful trial of shared e-scooters.

Did any AT staff travel to Lime's headquarters in the US? If yes, who, why and who paid?

No.

Were all meetings between Lime and AT documented and happen during business work hours? If not, where and why did out of business hours meetings occur?

Not all meetings were required to have minutes. No meetings with AT occurred out of business hours.

What lessons has AT learned over the deployment of Lime Scooters in Auckland?

The e-scooter shared systems were allowed to operate on a trial basis. The trial is on-going and learnings from the trial will be used to determine the conditions that shared scooter schemes will be required to adhere to if e-scooters are allowed to continue operating.

Did AT carry out a health and safety review prior to the introduction of the scooters?

Lime provided a detailed operational plan which demonstrated how they would adhere to the conditions within the Code of Practice. Lime's operations plan included information on how the scooters are maintained to a high standard and international Certificates of Compliance of scooter hardware. They provided detailed information on how their scooters are deployed, rebalanced and adhere to parking requirement to minimise street clutter. Auckland Transport also received advice from the New Zealand Transport Agency that e-scooters were legally compliant under national regulations.

AT received assurance from the New Zealand Transport Agency that e-scooters were a legally compliant device in accordance with the Road User Rule.

What alternatives were considered prior to the decision to designate that scooters should use footpaths, rather than, as in other cities, bike lanes?

Regulations of where scooters can be ridden are determined by the NZTA. Auckland Transport has no authority on this matter.

What considerations were made in terms of the cost to New Zealand of introducing the scooters? Who negotiated the contract with Lime and what cost benefit based business case was undertaken? Was consideration given to public consultation before the launch of the scooters and why was this not proceeded with?

As this was the first time this technology was going to be deployed on Auckland's streets in this way AT and AC decided that the best approach would be to launch a volume limited initial three-month trial of e-scooter shared systems that would be used to help develop the case for them in Auckland. A Code of Practice had already been developed for shared bikes and was amended to incorporate e-scooters.

Auckland Council do not have a contract with Lime. Lime have been issued a temporary licence to operate under the bylaw by Auckland Council.

Part of the purpose of the trial is to gauge the opinion of Aucklanders and AT and the council have received large amount of public feedback from a variety of sources. Public consultation was not considered as necessary as private e-scooters were already in use on Auckland's streets.



Why was there no advanced publicity about the scooters for the Auckland public?

There was advanced publicity about the scooters for the Auckland public. Among other publicity Auckland Council provided information about the trial on the ourauckland website prior to the launch of the trial.

Why was there no attempt to place restrictions on scooter users, such as speed limits and use of helmets?

Regulations of where scooters can be ridden, use of helmets and speed limits and use are the responsibility of NZTA not AT.

How does the Council respond to the Lime CEO's comment that having his scooters share the footpaths with pedestrians is madness?

We cannot answer for Council.

6.2 [Traffic Management and speed reductions within Auckland](#)

How is AT paying for the 30 kmph consultation process?

The road safety programme, of which the by-law and its consultation is just a part, is funded through the RLTP and RFT – funding comes from Auckland Council and the New Zealand Transport Agency.

This year, the speed management programme is estimated to cost about \$10 million (this includes the costs for the consultation process). This is primarily for speed tables, raised intersections, improved road marking, narrow roads and speed limit signs to support the new speed limits, if adopted.

The wider road safety programme, along with all new elements of AT capital program, is partly enabled by the Regional Fuel Tax (RFT) in accordance with Government Policy and it is consistent with the Auckland Transport Alignment Project.

It should be noted that on 4 September 2018 the Planning Committee of Auckland Council unanimously carried a request to Auckland Transport to accelerate the road safety and speed management programmes and seek input from partners to make Auckland a Vision Zero region.

It should also be noted that safety is one of the four key focus areas of the Government Policy Statement.

How many people have participated?

AT had received 6875 submissions at the time of this answer being drafted.

How many complaints has AT received about the reductions?

We are not sure if this question is intended to ask how many complaints has AT received about the reductions outside of the consultation process or is the question intended to ask how many submissions that are opposed to the reductions has AT received?

If it is the latter than the consultation does not ask a simple “support/oppose” question.

Once the consultation has closed submissions will be grouped into broad themes and a report prepared for the hearings panel. This report will be made public.

Feedback is open until 31 March. Once the consultation process closes, we will begin creating a public feedback report which will summarise the feedback and provide AT responses and information on the final project outcome.

It's worth noting that the proposed speed limit changes are a 'proposal' which we are seeking feedback on, so for those people who have expressed opposition to the proposed changes, we wouldn't deem that as a complaint, it is feedback on the proposal.

Do you agree that even your own adverts and other material is confusing?

No.

What impact on journey times are you contemplating with this new speed limit regime?

Research has shown that reducing the maximum speed from 100km/h to 80km/hr on a 10km trip increases the journey time by between 30-48 seconds.

Initial modelling has indicated that the speed limit changes will have a limited impact on journey times for example an independent company has found that the impact to be as small as 0.3% on some roads - The benefits around safety outweigh any travel time dis-benefits.

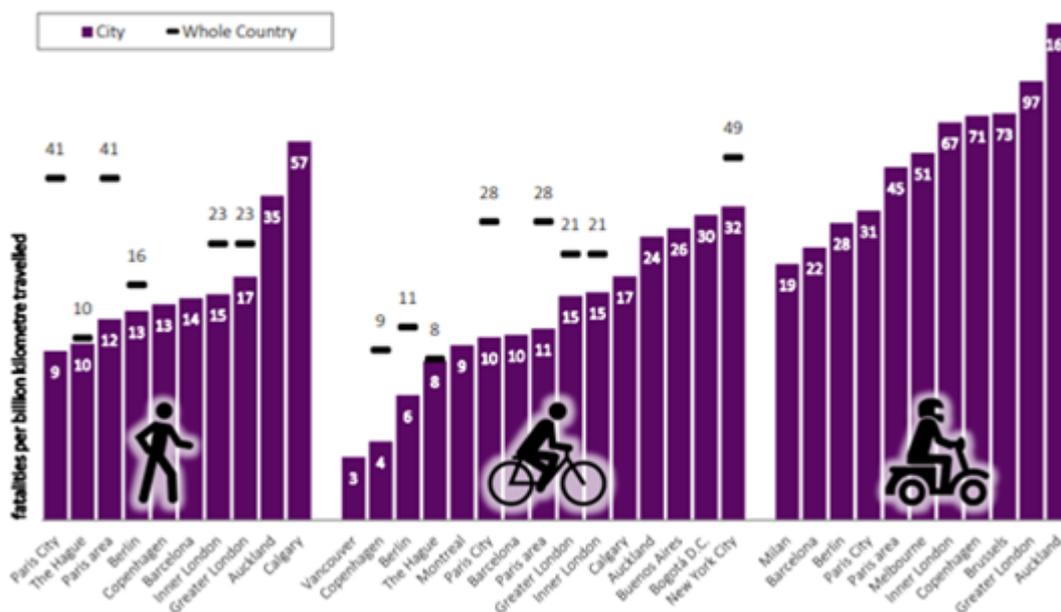
The Automobile Association have a totally different view to your plans for reductions – especially around the major outlets from Auckland city. Why do your views appear poles apart?

This is not correct. The AA have publicly stated that they support a reduction of speeds in the CBD (from 50km/hr). They however wish to see speeds set at 40km/hr as opposed to 30km/hr in the proposal.

AA support road safety and agree that lower speeds will be beneficial. There is strong supporting evidence from the World Health Organisation, the OECD and Austroads about why 30 kmph is more appropriate in areas with high numbers of pedestrians and other vulnerable road users. It should be noted one of the roads they disagree with is Nelson Street – Nelson Street has the greatest concentration of residents anywhere in New Zealand with over 50,000 people living in the area.

Road safety performance for vulnerable road users in Auckland is a huge opportunity for improvement when benchmarked against other comparator cities as shown in the graph. A 30 kmph speed limit is particularly important in this context.

Figure 7. Risk of fatality per unit distance travelled, by mode, in cities and at country level, 2011-2015



Notes: Country-level risk figures from Castro et al. (2018). Country-level motorbike risk figures not available.



How many people are killed or are seriously injured because of speed in Auckland. Where did that research come from, especially as the national road toll is 380?

The national road toll mentioned above only considers deaths. It does not include serious injuries, which this proposal also aims to address.

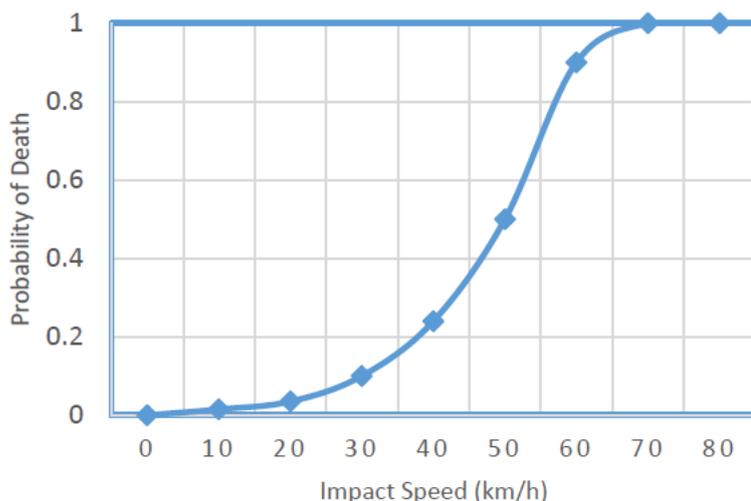
For the five year period 2013-2017, speed-related deaths or serious injuries (DSI) reported by NZ Police on all Auckland roads was 741 i.e. an annual average of 148 DSI. The source of information is the online NZ Transport Agency Crash Analysis System (CAS). Speed-related DSI on all Auckland roads has increased 91%, from 112 in 2013 to 214 in 2017.

What is your target for reduction in deaths and injuries as a result of this new speed regime?

The Safe Speed programme estimates a reduction of 24 deaths or serious injuries (DSI) per annum.

The World Health Organisation identified speed as a key risk factor in road safety internationally¹. They note that in high-income countries, speed contributes to about 30% of deaths on the road and is a major factor in the severity of injuries that result from crashes. They claim that controlling vehicle speed can not only prevent crashes happening but can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims. They note that studies suggest that a 1 km/h decrease in travelling speed would lead to a 2–3% reduction in road crashes.

Pedestrian fatality risk as a function of the impact



Source: Pasanen, 1991; From WHO (2004)

Have you carried out a cost benefit analysis of this proposal?

The cost-benefit ratio for the three year Safe Speed programme is between 5 and 9.3 i.e. it returns a high benefit relative to the costs. This is primarily because the social cost savings of road deaths and serious injuries significantly outweigh the implementation costs, and travel delays are either non-existent or minimal in most cases

If not, why not?

Not applicable.

What is the percentage of deaths caused by pedestrians who are crossing roads but not using the crossings?

For the five year period 2013-7 there are no NZ Police records in online NZ Transport Agency CAS system of pedestrian at-fault deaths due to pedestrians not using a pedestrian crossing

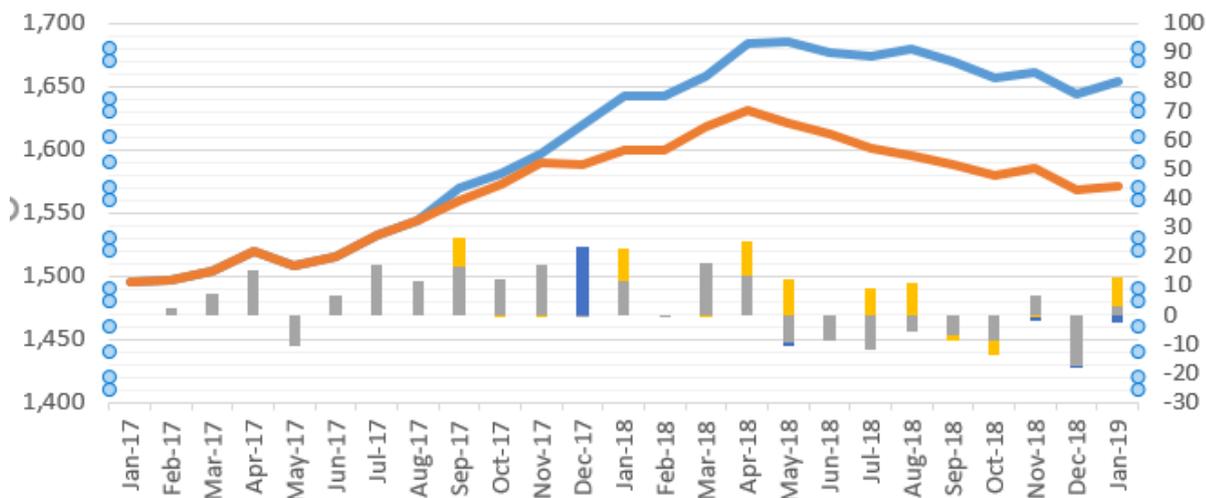


6.3 Staff Numbers

What is the total number of staff employed by AT and salaries in \$10k increments?

Full time equivalent staff members at 14 March 2019 is 1648.3.

Full Time Equivalents



- Salaries in \$10k increments:

FTE Salary range	FTE
18K-19K	0.8
19K-20K	2.2
20K-30K	13.9
30K-40K	8.7
40K-50K	184.6
50K-60K	336.7
60K-70K	206.9
70K-80K	157.7
80K-90K	142.4
90K-100K	129.2
100K-110K	100.8
110K-120K	94.4
120K-130K	65.0
130K-140K	49.7
140K-150K	52.8
150K-160K	27.0
160K-170K	15.0
170K-180K	13.0
180K-190K	7.0
190K-200K	6.0



200K-210K	4.0
210K-220K	3.0
220K-230K	4.0
230K-240K	2.9
240K-250K	3.0
250K-260K	4.0
260K-270K	1.0
270K-280K	1.0
280K-290K	1.0
290K-300K	2.0
300K-310K	1.0
330K-340K	1.0
340K-350K	1.9
360K-370K	1.0
370K-380K	2.0
380K-390K	1.0
400K and above	1.0

What is the year by year cost of consultants and contractors employed by AT?

Contract	staff					costs:			
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
	8 months \$000	12 months \$000	8 months \$000						
Contract staff engaged to deliver new assets	\$290	\$1,254	\$2,184	\$3,935	\$3,967	\$3,506	\$3,751	\$7,017	\$4,495
Contract staff engaged to support operations	\$2,757	\$3,469	\$3,359	\$5,023	\$4,599	\$6,387	\$6,446	\$8,760	\$3,679
Total	\$3,047	\$4,724	\$5,543	\$8,958	\$8,567	\$9,893	\$10,196	\$15,777	\$8,174

We are unable to provide a breakdown of year on year consultant spend and what roles/areas in the time available noting the questions.

What roles/areas were those consultants and contractors employed by AT?

The majority of contractors employed at 14 March 2019 were to deliver and maintain IT applications, infrastructure and services, create new infrastructure assets and support customer service.

6.4 [General](#)

What is the rationale or criteria behind when/AT re-tar seal suburban roads?

Resurfacing is required on a periodic basis to keep the existing sealed surface waterproof and to maintain good skid resistance. The existing surface oxidises and cracks over time which allows water ingress into the road pavement and results in much more costly repairs if resurfacing is not undertaken. Typically chip seals last 8-10 years which asphaltic concrete lasts 10-15 years.

What is the rationale or criteria behind when/why new curbs?

Kerb and channel is replaced at end of life or where required to provide positive drainage. Generally it will be in place for 60+ years and is programmed to be replaced in conjunction with resurfacing of the road carriageway.



In what way is the contract for road works contestable?

AT has 10 road maintenance contracts across the region and 4 street light maintenance contracts. These contracts are contestable by way of tender.

What is the budget for repair of Auckland Roads?

The opex budget is \$87.4M and the renewal budget is \$153.5M. These budgets are for the maintenance and renewal of sealed roads, unsealed roads, bridges, road/traffic signs, retaining walls, footpaths, cycleways and streetlights etc.

How much money is spent annually on orange cones?

We do not account for spend by orange cones. However, the cost of temporary traffic management is usually incorporated in the rates we pay for the construction, maintenance and renewals activities.

How much money is spent on leasing orange cones?

Note above.

What other material – (eg) fencing or similar road equipment - is leased by AT or contractors/ consultants acting on AT's behalf?

Our contractors make use of hired plant and labour on an 'as is required' basis. We are not a party to these arrangements.

Is there room for efficiencies across AT and the other Council Controlled Organisations?

Each CCO is best placed to comment on their own situation and the Section 17a Value for Money reviews provide insights into any efficiencies across the Council family.

The demand for services from AT is increasing at a rate faster than population growth. There are increasing numbers of people using buses, trains, and ferries, more demand for cycling infrastructure, more demand for residential parking zones, more service requests to the contact centre and customer service centers and more development consents being received by Auckland Council which we need to provide input into.

Nevertheless, AT is always striving to find ways to improve value for money for rate payers. It is a clear expectation of Auckland Council and Central Government.

How does AT seek to balance the demands various interest groups within the City relating to transport and how is this reflected in the Board composition?

AT's Board has a wide diversity of age, gender and ethnicity. Equally diverse are the range of skills and experience across public and private sector organisations. Board member profiles are available on-line at www.at.govt.nz

AT's board also has a Board observer programme (unpaid) which aims to provide Governance experience training and valuable extra input into deliberations.

AT Board appointments are made by Auckland Council. This is a public process (i.e. anyone can apply). Processes and criteria can be obtained through Auckland Council.

What problems are commuters having with Park n Ride facilities?

The Park and Facilities currently in use in Auckland are very successful and there is significant latent demand across the network.



What plans does AT have to address these?

ATAP was successful in securing in excess of \$51m of capital funding for new Park and Ride facilities in Auckland and AT are currently developing a strategy to identify sites that are suitable for development.

6.5 Traffic Light Sequencing

What are the guidelines for the sequencing for Hobson & Nelson Streets? Who sets them and how much effort is made to synchronise the sequencing to assist traffic flow?

The Hobson Street and Nelson Street corridor have been optimised in alignment with Auckland Transport's Network Operating Plan. Nelson Street is coordinated to receive traffic arriving from both the Southern and North-western motorway commencing at the southern end with its intersection with Union Street and motorway off ramps through to Fanshawe Street at the northern end. Similarly Hobson Street is coordinated from Fanshawe Street at the northern end through to the Southern and North-western motorway on ramps at the southern end of the corridor.

The co-ordination parameters are set to operate throughout the day by demand. ATOC monitors and manages the network 24 hours a day 7 days a week with specific and dedicated monitoring from 05:30-22:00 to manage week day demand. Between these hours dedicated operators monitor these corridors to intervene and adjust the timings to meet specific demands in the event of an incident or special event. Hence even though we have an automated system to provide efficient movement of traffic we have operators monitoring the network to provide immediate responses to unplanned or unusual traffic patterns when they arise.

We trust this addresses the issues we discussed and as noted above we are happy, within the resources we have available, to provide information to candidates in the upcoming elections on a transparent and neutral basis.

Nga mihi

A handwritten signature in black ink, appearing to read 'Shane Ellison', is positioned above the printed name.

Shane Ellison
CHIEF EXECUTIVE OFFICER

CC: *Councillor Christine Fletcher
Dr Lester Levy, AT Chairman
Michael Burns, Auckland Council*