

BUSINESS REPORT – September 2020

Introduction

This business report summarises activities undertaken in this reporting period by Auckland Transport (AT) which contribute to the six outcome areas of the Auckland Plan. The six outcome areas of the Auckland Plan are:

Auckland Plan Outcome	Description
Belonging and participation	Focussed on Aucklanders being able to contribute to their city and its direction for the future. It aims to improve accessibility to the resources and opportunities that Aucklanders need to grow and reach their full potential and is about working towards an inclusive and equitable region, focused on improving the health and wellbeing of all Aucklanders. This outcome also covers wellbeing and health, a thriving and prosperous Auckland is a safe and healthy Auckland.
Māori identity and wellbeing	Seeks to advance Māori wellbeing at all levels from whānau, hapū and iwi and across all areas of life: housing, employment, education and health.
Homes and places	Focussed on accessibility to healthy and affordable homes as well as inclusive public places.
Transport and access	Providing easy, safe and sustainable transport modes across an integrated network, in alignment with the Auckland Transport Alignment Project (ATAP).
Environment and cultural heritage	Preserving and protecting the natural environment and significant land marks and cultural heritage unique to Auckland.
Opportunity and prosperity	Ensuring adaptability in the face of a rapidly changing economy and taking advantage of technological developments through collaboration and participation.

Recommendation

That the Chief Executive's report be received.

Prepared by:

Shane Ellison, Chief Executive

Belonging and participation

For AT, this outcome area is focussed on improving accessibility, inclusivity and the well-being and safety of Aucklanders.

Community engagement

In collaboration with Waka Kotahi New Zealand Transport Agency (Waka Kotahi), consultation began on the proposed Northwest Busway. This project includes improvements over the next five years which include:

1. New stations and bus stops.
2. Improved bus services.
3. Extending and upgrading the bus lanes on the Northwest motorway.
4. Other infrastructure changes and bus priorities.

Feedback closed on 25 October 2020.

Other significant consultations included:

- A proposed Takapuna Residential Parking Zone;
- Proposed changes to public transport (PT) on the Devonport peninsula; and
- Proposed safety improvements in St Heliers village. Feedback on the proposal is open until 2 November 2020.

A weekly meeting, attended by several ELT members, approves any consultation due to be opened as well as those that are being closed out.

AT worked closely with operational staff at the Auckland Transport Operations Centre (ATOC) and Waka Kotahi to provide travel information during the Auckland Harbour Bridge shutdown. A key focus was on promoting PT options, with a noticeable increase in patronage on ferries in particular as a result.

Communications activity during COVID-19 pandemic (COVID-19) Alert Levels 3, 2 and 1 included extensive media interaction and use of customer channels such as the AT HOP database. Key messages included the importance of registering HOP cards for contact tracing and the mandatory use of face coverings.

The closure of Mt Eden Train Station as a result of City Rail Link (CRL) construction was also a key communication focus in this reporting period. Activity included media, geo-fenced social media and information (leaflets/brochures) drops, ambassadors and on-platform/on-board announcements. Surveys undertaken in September 2020 showed that 98% of regular customers were aware of the closure with 92% understanding that it was related to the construction activity.

The past month has seen a significant level of engagement with Local Boards. Staff have held 'Year Ahead' workshops with all 21 Local Boards, presenting a comprehensive view of AT's work programme for the 2020/21 Financial Year. Because of the recent COVID-19 restrictions on gatherings, these sessions were all held via Skype but nevertheless were well received by all Local Boards. The format was designed to promote discussion of the programme presented but also the priorities for each Local Board. All Local Boards also received a presentation on the road safety programme and the emergency budget impacts.

In addition to these sessions staff held 38 workshops on business as usual issues, including finalising Local Board spending of the very constrained Local Board Transport Capital Fund. AT staff also attended (either in person or online) 21 local board business meetings, which included the presentation of monthly reports/updates.

Speed update

With consultation and detail design complete, the Orewa town centre safety improvements construction is scheduled to start in November 2020. The reduction of speed limits under the Safe Speeds Bylaw 2019 is on track for 30 November 2020.

Safer Communities update

Stage 1 of the Mangere Bridge project is complete. The aim of this project is to improve pedestrian safety and connectivity within the Mangere Bridge Village. The projects were prioritised based on extensive community engagement. The improvement works included:

- Church/Rimu/Coronation Roads intersection
- McIntyre/Miro/Coronation Roads intersection
- Coronation Road (between Church and McIntyre)
- Swanson Road Service lane (between Church and McIntyre)
- Muir/House/Ambury Roads intersection
- House Avenue (between Tainui and Coronation Roads)
- Church/Woodward Roads Intersection and Church/Scott Roads intersection

Safety focus: detecting 'wrong-way' drivers

In preparation for the new dynamic lane at Redoubt Road, the traffic engineering team and the safety teams have requested detection of wrong way drivers and vehicle counting computer vision on two CCTV cameras, one at each end of the road. The data will be used to measure the effectiveness of the dynamic lane and to highlight any inherent risks.

Māori identity and well-being

For AT, this outcome area is focussed on improving the well-being of Māori at all levels across all areas of life.

As part of AT's commitment to road safety, AT - in partnership with Māori community groups - delivers driver licence workshops. Māori have the highest rate of road deaths in the Auckland region, and this is particularly high among 16 to 24-year-olds. Having a learners, restricted or full drivers licence has been linked to reducing the chance of being involved in a crash. It also opens up career opportunities.

AT's Road Safety programme Te Ara Haepapa (To pave the future of Māori on our roads) work together with hapori Māori to create change within their communities. In this reporting period, the Māori Road Safety team held nine driver licence workshops with 89 participants:

- Three workshops for the Raihana Akonga (Learner Licence)
- Three workshops for the Raihana Whītiki (Restricted Licence)
- Three workshops for the Raihana Tuturu (Full Licence) workshops

By way of example, 52 students, plus whanau support, attended AT's Te Ara Haepapa workshops at Marlborough Park Hall in Kaipatiki, in partnership with Northern Jobs and New Zealand Police. The Ministry of Social Development covered the cost of the test fees for a number of students, and other students either paid for themselves or received support from Kaipatiki Youth Development Trust.

31 students sat their learner licence on the third or fourth day of the workshops, and there was a 100 per cent pass rate. 12 students are now ready to book their restricted or full licence after being assessed on their practical driving skills.

There were five events attended by 79 participants for Whitiki (restraint and child restraints). A further five events, attended by some 80 participants took part in Waipiro me ngā Tarukino (alcohol and illegal drugs education).

The Auckland Council and Council Controlled Organisation (CCO) Māori Outcomes Steering Group have approved \$1,140,000 for this financial year to contribute toward AT's Marae Safety Programme. This additional funding brings the total budget to \$1,890,000 for FY2020/21.

Project Delivery Plan FY 20/21	Status	Q1	Q2	Q3	Q4
Makaurau Marae carpark	Construction completed				
Te Aroha Pa carpark	Design work has been completed and the tender documents are being prepared.				
Motairehe Stage 2 road	The resource consent process has commenced.				
Hoani Waititi Mare road design	This project is due to start in Q4.				

AT is exploring the opportunity through our social procurement policy to include Māori businesses in the upcoming carpark tender for Te Aroha Pa.

AT took part in a number of Māori Language Week activities. We were asked to support the launch of the week with staff contributing to the Māori Language Commission's promotional video.

The AT Mobile app, which has 240,000 active users, has had Te Reo incorporated into information panels. The app is accessed regularly by 60% of PT users. This project was delivered entirely inhouse and work is about to begin on incorporating Te Reo into the AT Park app (164,000 sessions per month).

There were three mana whenua hui held in the northern, central and southern regions. AT engaged with mana whenua on eight projects. The Māori Policy and Engagement team supported two engagement hui with mana whenua for the Downtown Project and Tupu Ngātahi.

Māori outcomes have been included in the AT Business Plan for the first time. This supports AT's commitment to the council groups contribution toward Māori wellbeing outcomes, and expectations and aspirations of Māori under the Treaty of Waitangi.

Māori engagement in AT's programme and project management guide has been reviewed and updated. This document seeks to provide clarity and general guidance on when, what and how Māori are engaged in AT's projects in the context of project management. This is one in a series of guides aimed at providing project managers, programme managers and project sponsors with key contextual information to enable and support the application of the AT Enterprise Project Management Framework to projects within AT.

The four workshops that are part of the Ngā Kete Kiwai Māori learning and development programme have been reviewed and adapted to be delivered online. This ensures that the programme can continue to be delivered remotely. The Māori responsiveness workshop has also been altered to reflect the new outcomes in the AT business plan. The workshops in the programme are:

- Te Tiriti o Waitangi ki Tāmaki Makaurau - the Treaty of Waitangi in Auckland: learn about the Treaty of Waitangi in Auckland and what relevance it has to you and your role at AT.
- Tuia ka mana Māori - Māori Responsiveness: get an insight into how AT as an organisation, is responding to its Treaty obligations.
- Hononga ā-tinana ā-wairua - Māori Engagement: be provided with the knowledge, skills and tools to engage with Māori safely and appropriately within your role at AT.
- Te Reo Māori & Tikanga - Māori Language and Customs: learn how to pronounce Māori words correctly, greet and introduce yourself in Māori and basic protocols associated with the culture.

Homes and places

For AT, this outcome is focussed on improving accessibility to homes and inclusive public places.

New Roundabout: Moire Road, Oreil Avenue and West Harbour Avenue

This intersection was highlighted for improvements as there have been multiple accidents caused by unsafe turns into and out of this intersection. In addition, there are now improved pedestrian safety facilities making easier and safer for crossing the roads. This provides increased safety for children crossing to West Harbour School.

Residential Parking Zones

Location	Status
Newmarket	As a result of COVID-19, implementation has been delayed to 21 September 2020
Remuera	As a result of COVID-19, implementation has been delayed to 28 September 2020
Grey Lynn (extension)	Implemented 31 August 2020
Takapuna	Consultation is scheduled to close in October 2020.

Parking projects

Location	Status
Newton Paid Parking	Currently analysing consultation feedback and responses
Eden Terrace Paid Parking	Implementation scheduled for October 2020
Grafton Mews Paid Parking	Implementation delayed pending Environment Court hearing
Arch Hill Paid Parking	Currently analysing consultation feedback and responses
ATPark new Parking Filming Permits (e-permit process)	Go-live is scheduled for November 2020
ATPark/Ezicom integration into Licence Plate Recognition (LPR) - enabling enforcement of Pay & Display by LPR vehicle	Implementation is scheduled for November 2020

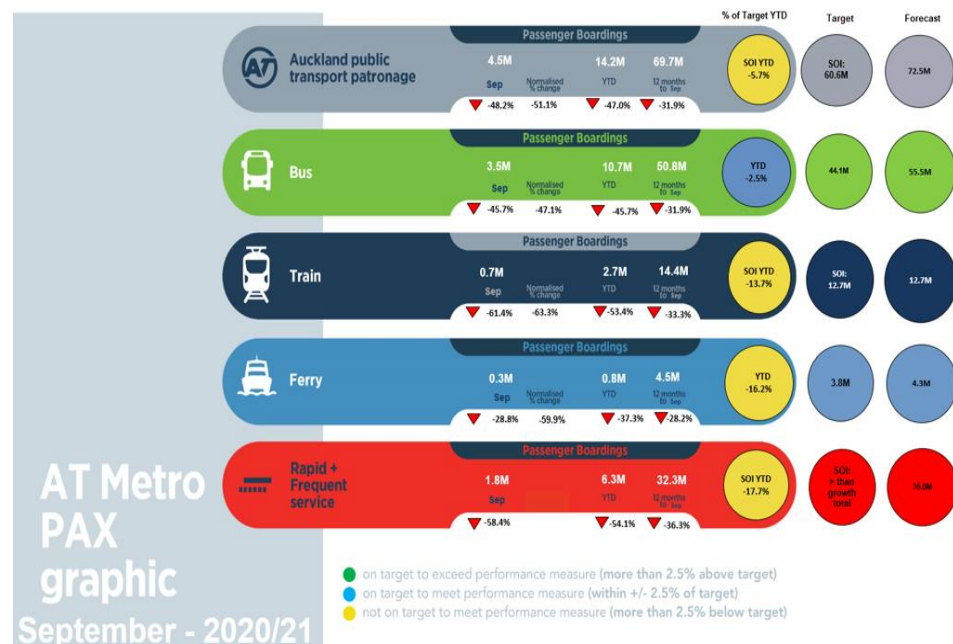
Parking Facilities

Location	Status
Downtown Valet Project	Implementation scheduled for late October 2020
Ronwood Carpark – Licence Plate Recognition	Implementation scheduled for November 2020
Toka Puia Carpark (Gasometer carpark), Takapuna	Opening scheduled for November 2020
Sandspit Carpark and Baxter Street Carpark	Operationally handed back to Auckland Council to manage, effective 1 October 2020

Transport and access

For AT, this is a key outcome area and is focussed on providing easy, safe and sustainable transport modes across an integrated network

Passenger boarding's - September 2020 and 12 months to September 2020



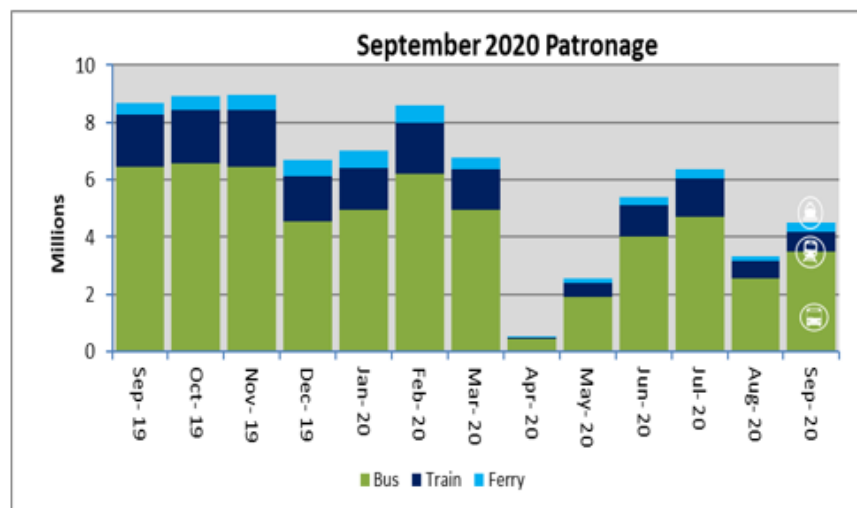
Overall, for the 12 months to September 2020 passenger boarding's totalled 69.7 million, -31.9% on the previous year. September 2020 monthly patronage was 4.5 million, -48.2% on September 2019.

Bus services totalled 50.8 million passenger boarding's for the 12-months to September 2020, -31.9% on the previous year. Patronage for September 2020 was 3.5 million, -45.7% on September 2019.

Train services totalled 14.4 million passenger boarding's for the 12-months to September 2020, -33.3% on the previous year. Patronage for September 2020 was 0.7 million, -61.4% on September 2019.

Ferry services totalled 4.5 million passenger boarding's for the 12-months to September 2020, -28.2% on the previous year. Patronage for September 2020 was 0.3 million, -28.8% on September 2019.

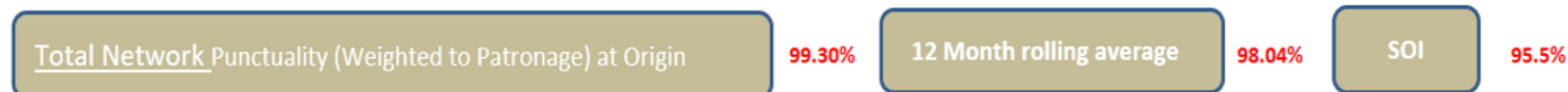
Rapid and Frequent services totalled 32.3 million passenger boarding's for the 12-months to September 2020, -36.3% on the previous year. Patronage for September 2020 was 1.8 million, -58.4% on September 2019.



The downturn in passenger boarding's compared to the previous year is a direct result and consequence of restrictions put in place due to COVID-19 Alert Levels resulting in less travel demand, balanced through less capacity due to physical distancing requirements.

Passenger boarding's in September 2020 is 4.5 million, this is a significant increase from the August total of 3.3 million.

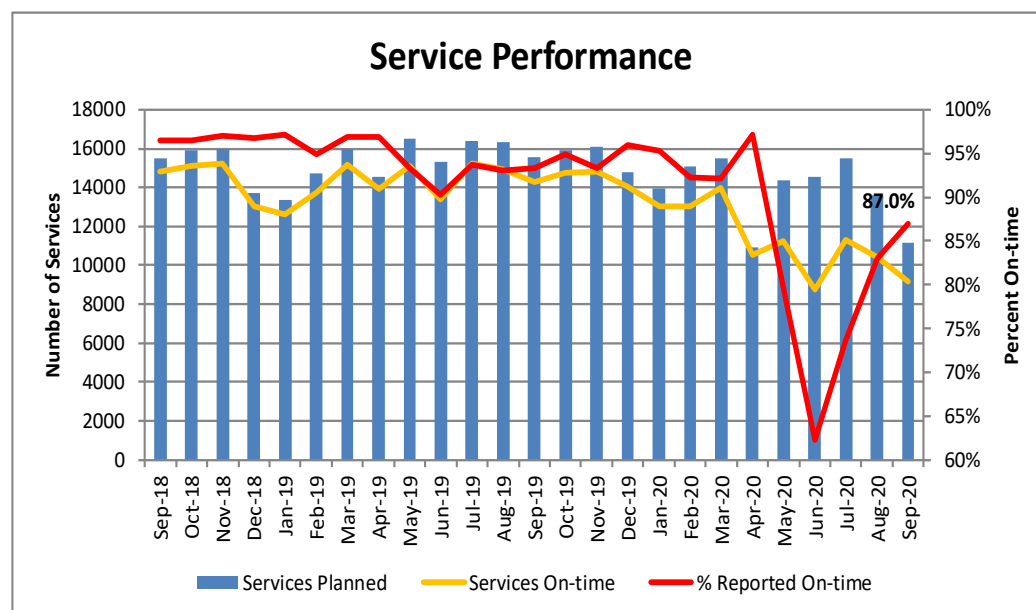
Service Punctuality and Reliability - September 2020



Overall punctuality at service origin across the network was 99.3% for September compared to the Statement of Intent target of 95.5%. Performance by mode at destination is provided below.

	Punctuality at Destination		Reliability at Destination	
	September 2020	12 Month Average	September 2020	12 Month Average
Train	87.00%	87.20%	94.50%	97.10%
Bus*	100.00%	98.30%	100.00%	98.30%
Ferry	94.50%	96.30%	98.20%	99.10%

* Note: Bus Services' Key Performance Indicators (KPIs) regime was suspended in September 2020 due to the re-emergence of COVID-19.



Accelerated track infrastructure deterioration has been identified on the Auckland rail network by the infrastructure provider KiwiRail, resulting in speed restrictions on the network including a blanket 40kph restriction from early August 2020. Train service performance was significantly impacted in July 2020 with 73.60% on-time performance and has now recovered to 87.00% (illustrated in the graph to the left).

To undertake track replacement and upgrade work by KiwiRail, a series of early evening service shut-downs are likely with extended (up to two weeks) rail block of lines over the next six months to progressively permit a return to normal track speeds.

Key Construction Project Updates

Project Progress	Current Phase	% Phase Completed
Eastern Busway 1 (Panmure to Pakuranga): the project is forecast to complete ahead of the October 2021 public commitment, with delivery expected in late June 2021. Bridge fabrication and Pier 1 works are progressing as planned. On the Panmure side, works on the soil nail wall, busway and roundabout are progressing. On the Pakuranga side, gas cutover is complete and H2 tie works will commence soon.	Construction	71%
Puhinui Interchange: installation of the steel superstructure is progressing with the station building taking shape. The project team is working with AT Metro to identify any additional and improved access to the rail network that could de-risk our own programme. Funding for the roundabout construction has been approved and a preferred contractor has been identified.	Construction	40%
Downtown Programme; Quay Street Seawall Strengthening: the anchor tensioning and the corbel installation of the remaining 15 anchors on the western wharf area are currently progressing. Construction works including the deck reinstatement will be completed as per the plan. The construction of anchors in the ferry building section is planned to start by late October 2020.	Construction	80%
Downtown Programme; Lower Albert St Bus Interchange: paving of new footpath on the eastern side of the street is complete. Paving of the western footpath is in the final stages and Customs Street corner works have commenced and ducting is currently being installed. All the paving surfaces are planned to be completed early November 2020.	Construction	77%
Downtown Programme; Ferry Basin Redevelopment: arrival of Gangway 2 of 6 is complete. Pontoons 3 and 4 of 6 are being transported and canopy fabrication and installation is progressing.	Construction	69%

Project Progress	Current Phase	% Phase Completed
Wolverton Street Culverts 1 and 2 Replacement: Culvert 1 – piling platform and the guide wall are complete. The second piling platform stream construction is progressing. Culvert 2 - Top down excavation of the bridge, the apron slab and temporary relocation of the storm water services are complete.	Construction	25%
K Road Enhancements & Cycleway: construction works are progressing on four sections. Construction on the Southside Motorway overbridge to Ponsonby Road Intersection is to commence as planned. The North side Motorway overbridge to Pitt Street is planned to commence in November 2020.	Construction	60%
Herne Bay Walking & Cycling Improvements: package 1 – streetlight and speed humps works are complete and the package 2 contract has been awarded.	Construction	65%
Tamaki Drive Cycle Route (The Strand to Ngapipi): construction works are progressing on the North side of Tamaki Drive between the Port entrance and Ngapipi Bridge. Design of the Tamaki Drive section between The Strand and Solent Street has been finalised and final construction drawings for the cycleway west of Solent Street are being reviewed.	Construction	60%
New Lynn to Avondale Cycleway: stage 4 precast elements and the cantilevered path adjacent to the New Lynn rail trench are complete. The approval for Stage 1 construction commencement has been received. Fencing and landscaping on the rail trench and obtaining the Stage 2A resource consent are progressing.	Construction	48%
Matakana Link Road: the physical works contract has been awarded. Settlement of land acquisitions; winter works has been approved; site compound has been established; and access to SH1 and Matakana Rd site established. Geotechnical measurement devices installation is progressing in preparation for the start of bulk earthworks.	Construction	17%
Medallion Drive Extension: installation of the concrete lined steel watermain, earthworks, drainage works and retaining wall are complete. The key risk to the project is an alternative solution to the agreed methodology may be required from Watercare which may delay the programme.	Construction	25%

Murphys Road: main construction works have been completed.

Construction

100%

Transport Infrastructure Asset Design and Management

Key activities through to the end of September 2020 include:

- Environment: Engineering Plan Approval (EPA) design reviews have been completed for 350 new rain gardens designed to improve water quality through treatment of stormwater run-off from new roads planned for construction by third-party developers.
- Asset Acceptance and Information: progress continues on asset vesting and handover process for numerous Auckland Council development engineering projects and significant other projects, such as; Puhinui Interchange, CRL and Downtown Infrastructure Development Programme (DIDP), which are close to the completion stage for various separable portions.
- Asset Management: progress continues to be made on maturing asset management practices with the next review planned for early in 2021.
- Enterprise Asset Management: bridge assets have now been included in the new enterprise asset management system. Forward Works Programming processes are being assessed and defined for Facilities Management (FM). FM data structures are being prototyped and tested, and a FM role impact analysis is underway.

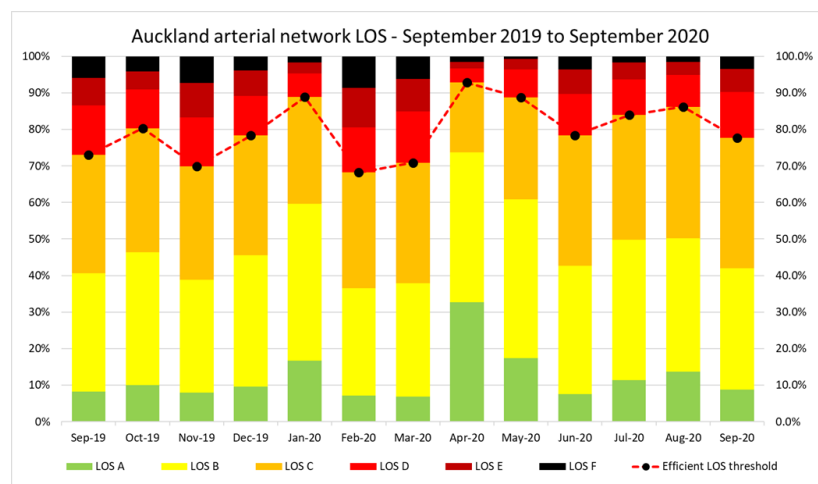
Road Maintenance and Renewals

SEPTEMBER 2020					
Asset Renewal Activities	September YTD Actual (km)	September YTD Forecast (km)	Full Year Target (km)	Completion v. YTD Target (%)	Completion v. Full Year Target (%)
Pavement Rehabilitation	1.3	0.6	7.5	217%	17%
Resurfacing	69.0	41.4	305.0	167%	23%
Footpath Renewals	21.8	18.0	60.0	121%	36%
Kerb and Channel replacement	11.8	9.6	35.0	123%	34%
TOTAL	103.9	69.6	407.5	149%	25%

The target lengths for the major road renewal and resurfacing activities are currently being reviewed following finalisation of budgets and programmes for 2020/21. In September 2020, 1.3km of road rehabilitation, 69km of road resurfacing, 11.8km of kerb and channel replacement, together with 21.8km of footpath renewals work was completed. In September 2020, 90% of customer requests for service were responded to within the specified response times. There were 2,117 requests for service received in September 2020.

The seal extension projects on Wellsford Valley Road and Ngawera Drive were completed in July 2020. Physical work on Stage 1 of Ahuroa Road is continuing and will be completed by October 2020.

Arterial Network Performance



In August 2020, 86% of the network operated at a good Level of Service (LOS A-C), It was also understandably 16% higher than August 2019 due to lower overall travel demand.

Following the Alert Level 3 lockdown in the second half of August 2020, the observed AM peak traffic volume across the network reduced to approximately 57% relative to normal conditions. In the first half of August in Alert Level 1, 76% of the network operated at good LOS A-C and in the second half (Alert Level 3), 90% operated at good LOS A-C

In September 2020, 78% of the network operated at good LOS A-C and was 12% lower than August 2020. It was also understandably 5% higher than August 2019 due to lower overall travel demand under Alert Level 2.5 and Level 2. Travel demand increased from 57% relative to normal in the second half of August to 93% in September.

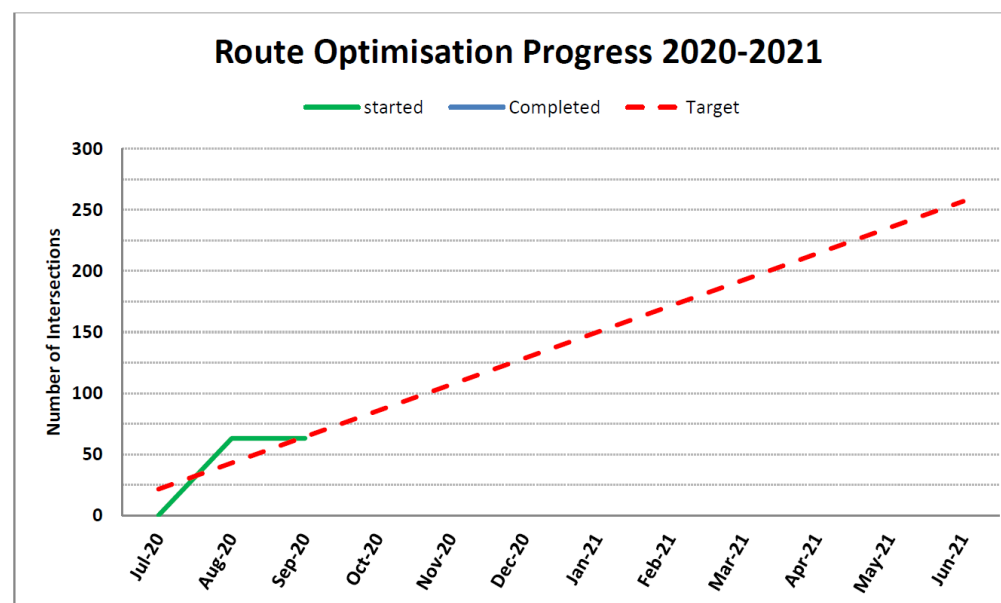
The travel demand changes under Alert Level 3 in the second half of August 2020, resulted in significant variations in travel time and thereby decreased travel time reliability. The relatively poor AM peak travel time reliability in September 2020 was largely attributable to the Auckland Harbour Bridge incident resulting in lane closures over the last two weeks of September.

Network optimisation projects

- The Mount Wellington Highway/SH1 interchange project which will improve south bound freight access and pedestrian facilities is planned for construction next quarter. This is a joint optimisation demonstrator project between Waka Kotahi and AT.
- The intersection upgrade of Queen/Customs Streets will improve pedestrian access and is currently being constructed by CRL and funded by AT's optimisation budget.
- The Redoubt Road Dynamic Lane is programmed to go live in October which will improve congestion and provide safer crossing facilities for pedestrians.
- The Cascades Road and Aviemore Drive Roundabout Metering project will go live next quarter which will improve congestion and travel times. Move to Transport and access.

Route optimisation programme

ATOC is planning with Waka Kotahi to add ramp signals and with the Road Safety team to identify intersections where safety can be improved through the signal operation. Optimisation of 63 sites has commenced, however COVID-19 Alert Level 3 lockdown caused slight delays to the programme. This year 257 traffic signal sites have been planned to be optimised.



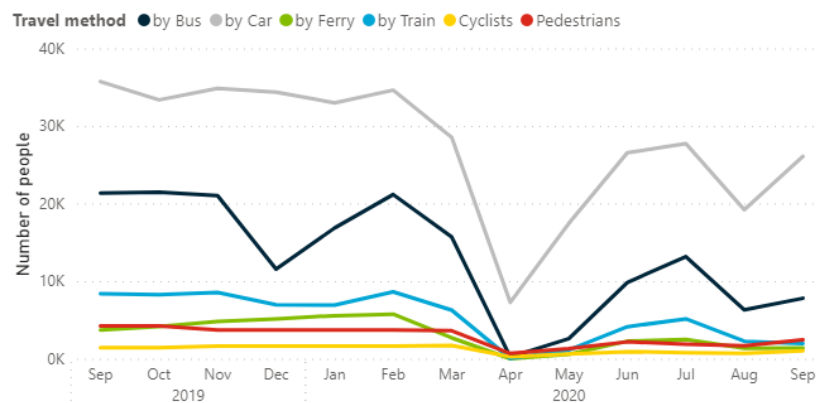
People movement into the city centre

In August 2020, with Auckland under COVID-19 Alert Level 3 between 12 August and 30 August 2020, vehicular traffic entering the city centre during AM Peak period was 43% less compared to August 2019. The total number of people entering through all modes was 31,900, which is 58% lower than August 2019. The percentage by car increased by 14% while PT decreased by 15% compared to August 2019.

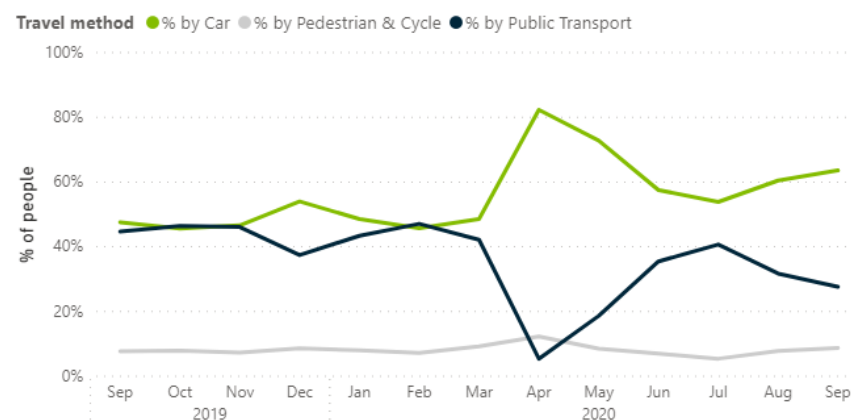
In September 2020, vehicular traffic entering the city centre during AM Peak period was 24% less compared to September 2019. The total number of people entering through all modes was 41,100, which is 45% lower than September 2019. The percentage by car increased by 16% while PT decreased by 17% compared to September 2019.

The reduced number of people travelling into city centre and mode changes are related to increased working from home and lower PT patronage due to COVID-19 impacts, with demand partly suppressed during the last two weeks of September due the Auckland Harbour Bridge incident.

Travel mode to city centre



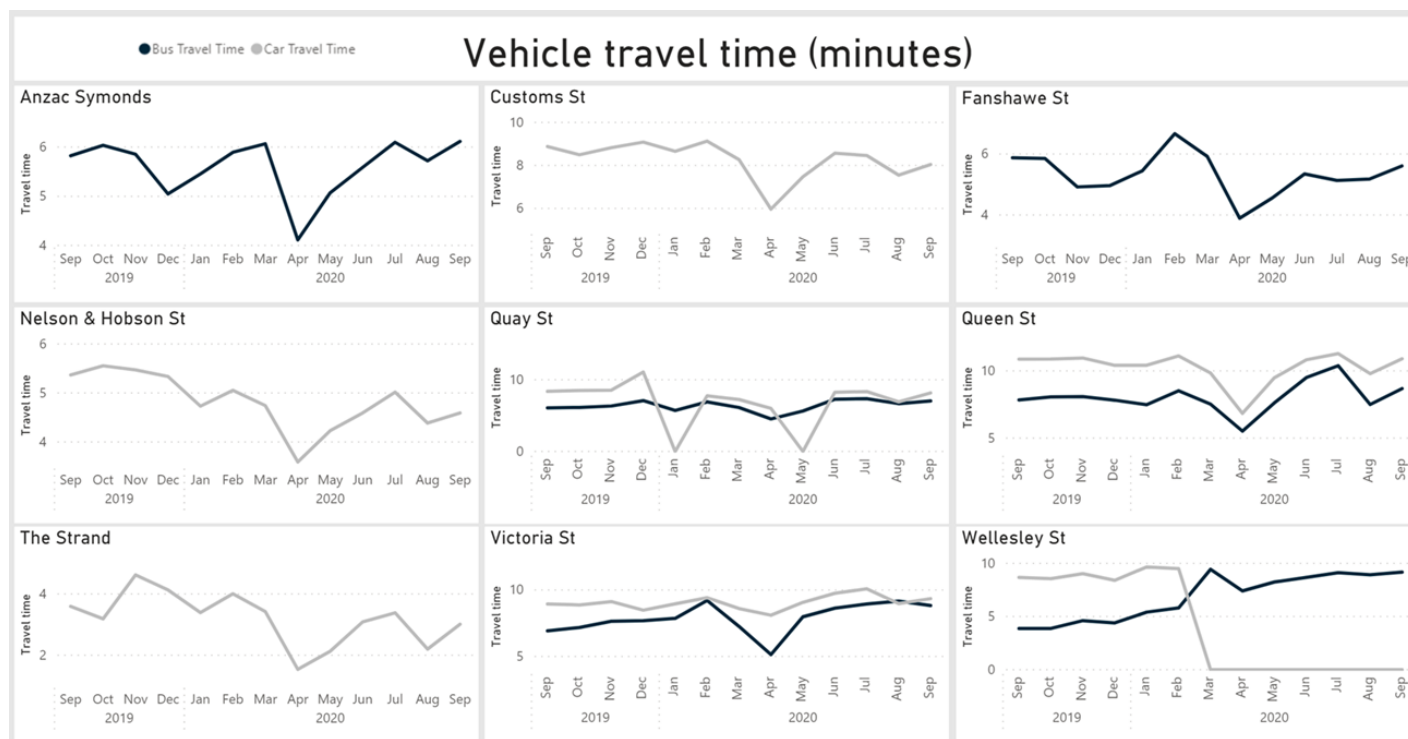
Travel mode percentages to city centre



Active modes update

AT collaborated with Auckland Council as part of the review process for the fourth round of micro-mobility licenses which concluded in late August. The outcome of the review resulted in licenses being issued to three E-Scooter operators, two E-bike operators and a bike rental operator. This round of licenses resulted in fewer E-Scooter devices licensed and more E-bikes/bikes than the previous license period. As part of the license award for this period, all E-Scooter operators have committed to providing a helmet with each E-Scooter. The new licenses commenced on 4 September 2020. All operators have launched as of the 30 September 2020 with the exception of one E-Bike provider.

Travel times into the city centre



In September 2020, general traffic and public transportation operated within acceptable thresholds. Most key routes experienced minor delays during peak periods. General traffic travel times remained similar to September 2019. Due to the Wellesley Street closure, bus travel time on Wellesley Street increased marginally because of the required detour.

CRL construction activity

C1 (Britomart Station and Lower Queen Street) – CRL has completed investigation works and discovered the site is constrained due to the existing utility services. A re-design and negotiation with utility providers (as to whom can relocate their access chambers to accommodate the mega pit) will be required. The proposed work was taking place from 13 - 27 October 2020. The City Centre Network Operations (CCNO) team advised the

project they need to be completed by 18 October due to The New Zealand International Convention Centre (NZICC), Auckland Marathon and Diwali events.

C2 (Cut and cover, Albert Street) - the intersection reseal has been completed on Customs Street. Work was progressing to have Albert Street re-opened at the end of October.

C3 (Aotea Station through to Mt Eden Station) - the project team requested an extension to the closure on Albert Street to 24/7 under alert level 3 to take an advantage of the low traffic volumes. The City Centre Network Operations (CCNO) team endorsed this, and the closure was extended to 30 August. The Victoria Street lane closure was also extended to 29 August under Level 3.

CCNO

The CCNO team has been working with CRL, Karangahape Enhancement, Downtown, and Tamaki Drive project teams and other various works to monitor and manage the impact of these works on customer journeys. August and September saw a significant change in transport operations in the city centre, and have eased disruption due to construction activities.

Network Incidents

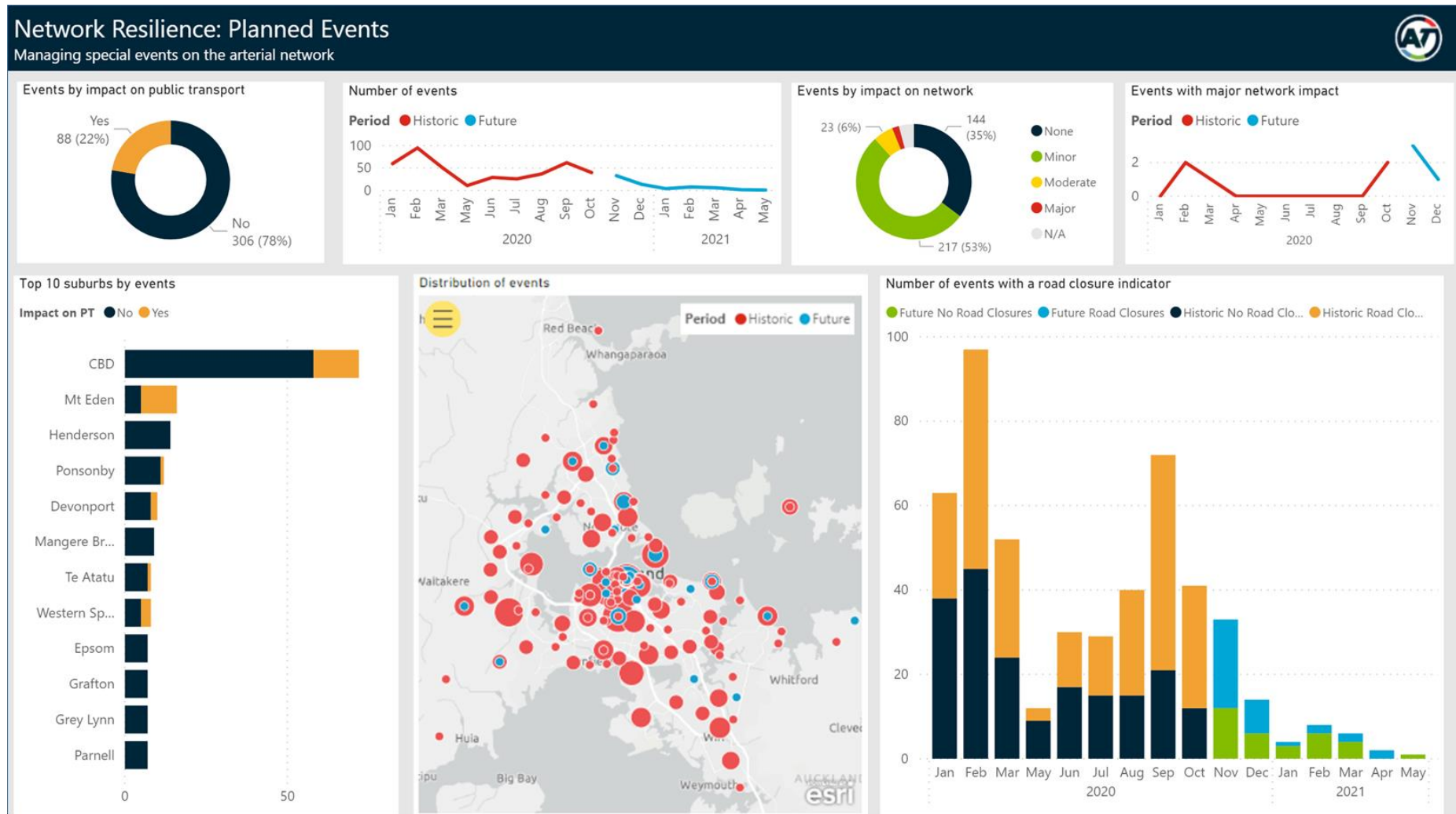
The following incidents and injuries occurred on the network in September 2020:

- 2,372 unplanned events; and
- 407 Level 2 events.

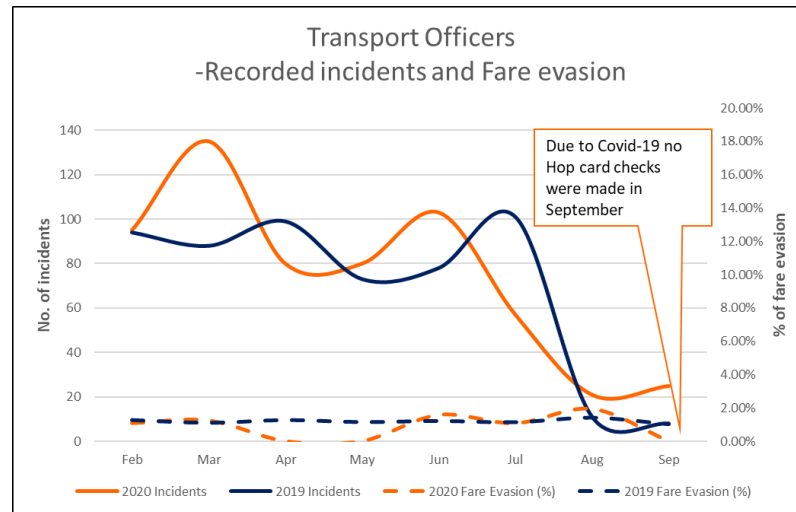
Special events

ATOC processed 114 activations in September. While COVID-19 alert levels resulted in some of these not proceeding, 90 filming activities were completed as they were able to comply with maximum numbers and social distancing requirements.

Planned Events



Transport Officer (TO) Update



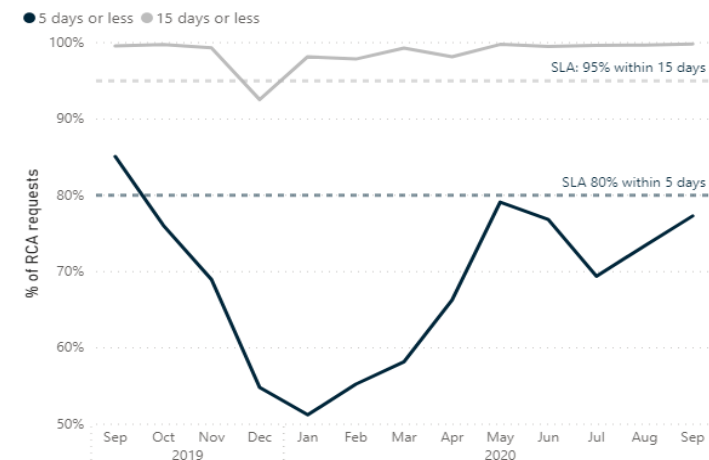
TOs have not been checking tickets due to social distancing requirements on PT. As the latest lockdown progressed, TO have been focused on the bus and ferry network as well as rail. There have been busy bus routes (Route 70) and NEX 1 and 2 with TO promoting the wearing of masks and social distancing and providing customer service and education. Ferry terminals have been busy and TO have assisted Fullers and Facilities staff with queue management. During the Bridge disruptions staff were stationed at bus stops along NEX, City and Route 70 services and Ferries at Birkenhead, Devonport, Stanley Bay and the Downtown Ferry Terminal.

Road Corridor Access Requests

Number of new RCA requests

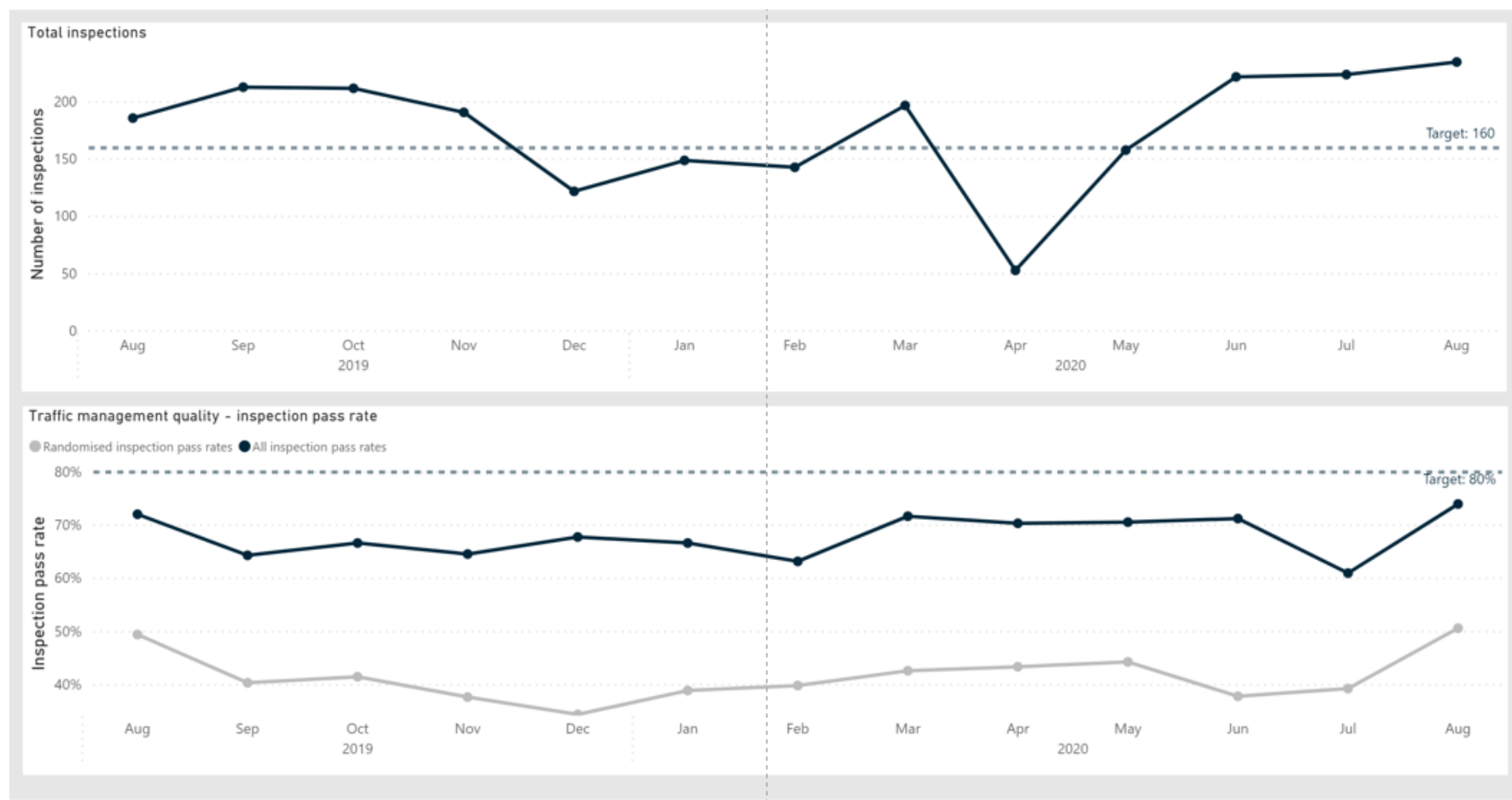


Number of RCA requests by time taken to process



In September 2020, Corridor Access Requests (CAR) applications are tracking in line with August 2020 but slightly lower than the spike in July. While this appears to show a decrease, it does not represent the amount of resubmission of existing CAR requiring reapproval for work that has been delayed due to various reasons. When this is factored in the amount of applications dealt with by the team has been at a steady high since May 2020. Despite these high volumes the team have continued to approve close to 100% of applications within 15 working days.

Temporary Traffic Management Inspections



Temporary Traffic Management (TTM) site inspection numbers have continued to rise post COVID-19 Alert Levels 3 and 2. This is a result of actions in this area. Four dangerous sites were identified (about 2%) of which none were AT worksites.

Unfortunately, worksites and organisations continue to fail in key control areas including:

- Site staff monitoring and documentation (46 worksites failed representing 25% of worksites inspected).
- Following the approved Traffic Management Plan (37 worksites failed representing 20% of worksites inspected).
- Having an applicable Traffic Management Plan (20 worksites failed representing 11% of worksites inspected – this is an improvement due to efforts in this area over the last 24 months or more).

Property Acquisition and Consents

Four land acquisitions were completed in September 2020.

There are 11 additional land acquisitions required for Eastern Busway 1 (EB1). Three s18 PWA Notices were served and 5 agreements with owners have been reached for the altered noise wall on EB1.

Four temporary occupation licences have been signed for the Puhinui Interchange in September 2020, with a further 12 licences agreed and pending execution

Two minor applications were lodged for work within the dripline of trees and upgrade works to the access to Motairehe Marae on Great Barrier as part of AT's Marae Turnouts programme.

The Te Horeta Road designation was removed from land at Morrin Road and Tainui Road now that the preferred long-term solution for these works has been identified and the residual land sold back to the previous owner in accordance with earlier agreements with this owner.

Three significant non-notified consent approvals were obtained this month:

- Closure of the eastbound Quay St lane;
- Pt Chevalier to Westmere Cycleway; and
- Rosedale Bus Station.

Transport System Planning & Policy

AT updated the Future Connect Report to reflect key internal feedback, briefed the Chair of the Planning Committee in preparation for briefing the Planning Committee itself, and prepared for external engagement with key stakeholders. The Freight Plan was approved by the AT Board of Directors and is now being prepared for public release.

Meanwhile, we continue to progress the overall programme management structure for the innovating streets projects, including commissioning a programme manager and working to establish a governance structure with local boards.

10-year transport capital and operating programme

AT is working with ATAP partners to develop a transport programme for Auckland, for consideration by the ATAP parties later this year. This will consist of a number of themed investment packages developed around the ATAP outcomes, as well as a baseline set of projects that will be common to all packages. The preferred package selected by the ATAP parties will strongly influence the programme in the 2021 Regional Land Transport Plan. The package development is in progress, and we will be socialising the packages with the AT Board of Directors as they are developed.

Investment Development

Brownfields Programme Business Case

Following support from Kāinga Ora and Waka Kotahi, AT will shortly commence the development of a Business Case to assess the transport improvements needed to support the significant intensification planned for the areas of Māngere, Mt Roskill, Oranga, Northcote, and Tāmaki. The key outputs of the assessment will be the prioritisation of projects to enable and support growth, together with an assessment of funding responsibilities.

The areas are within the Brownfields of Auckland with the Kāinga Ora sites are a significant proportion of the growth in these areas through intensification and further urbanisation. In total these Kāinga Ora areas will accelerate the development and delivery of around 35,000 dwellings, with a focus on first decade delivery.

The business case is expected to take 4 months to complete and will examine the full spectrum of transport interventions including optimisation, PT, roading improvements, safety measures and active improvements.

Northwestern Interim Bus Improvements

The Northwest region is experiencing strong growth; by 2046 it will have 37,000 new houses and 11,000 new jobs, placing increasingly significant pressure on the Northwestern motorway (SH16). PT patronage in the North West continues to grow, following the roll out of the new bus network. In the 12 months up to July 2019, passenger trips increased by 8.3% to 9.9 million trips in the North West, but this area is still has one of the lowest PT mode shares in the urbanised region. The lack of bus interchanges and gaps in the bus shoulder lanes on the Northwestern motorway make it difficult to provide an efficient, connected and reliable bus network.

In July 2020, AT obtained Crown Infrastructure Partners funding of \$50M through the Government stimulus package to fund interim improvements to enable interchange between services and more reliable travel. There is also an additional \$50M available through the National Land Transport Fund, subject to normal business case and approval processes. Construction on the initial projects is expected to start in July 2021. The interim

improvements over the coming years will improve connections between local and motorway bus services, meaning 18,500 more people living in the project area will have a bus stop with a frequent bus service within 500 metres from where they live.

AT, in partnership with Waka Kotahi, will commence public engagement on the preferred interchange locations and bus priority improvements in late September. Brochures with freepost feedback forms will be posted to approximately 50,000 properties from 28 September 2020, and the project website will also go live at this time. Public drop in sessions in Te Atatu and Westgate are planned for 10, 15 and 20 October 2020, providing Auckland is at COVID-19 Alert Level 1. Feedback can be provided online, through postal feedback forms, in person at drop in sessions or by phone through the Contact Centre until 25 October 2020.

Land use integration policy and planning

AT is reviewing five significant Private Plan Changes to the Auckland Unitary Plan in greenfield Drury that Auckland Council has notified for submissions:

- Proposed Private Plan Change 52 - 520 Great South Road, Papakura - seeks to rezone land from Future Urban zone to Mixed Housing Urban zone
- Proposed Private Plan Change 51 Drury 2 Precinct - seeks to rezone 33.65 hectares of land from Future Urban zone to 15.29 hectares of Business: Town Centre zone, 13.75 hectares of Residential: Terrace Housing and Apartment Buildings zone, and 4.61 hectares of Residential: Residential: Mixed Housing Urban zoned land
- Proposed Private Plan Change 50 Waihoehoe Precinct - seeks to rezone 48.9 hectares of land from Future Urban to Residential: Terrace Housing and Apartment Buildings zoned land
- Proposed Private Plan Change 49 Drury East Precinct - seeks to rezone 184 hectares of land from Future Urban zone to 2 hectares of Business: Mixed Use zone, 22 hectares of Residential: Terrace Housing and Apartment Buildings zoning; 65 hectares of Residential: Mixed Housing Urban zoning, and 95 hectares of Residential: Mixed Housing Suburban zoned land
- Proposed Private Plan Change 48 Drury Centre Precinct - seeks to rezone 95 hectares of land from Future Urban zone to approximately 35 hectares of Business: Metropolitan Centre zone, approximately 51.5 hectares of Business: Mixed Use zone surrounding the Metropolitan Centre, and approximately 8.5 hectares Open Space: Informal Recreation zoned land

These proposals are 'out of sequence' with the Auckland Plan 2050's Development Strategy and the Council's Future Urban Land Supply Strategy. Assessment of these proposals includes consideration of transport infrastructure requirements and provision, staging and sequencing of development to align with infrastructure provision, alignment with the Council's Drury-Opaheke Structure Plan, and delivery of well-functioning urban development outcomes. AT is engaging with Auckland Council, Waka Kotahi, and KiwiRail on submission content, with inputs from the Supporting Growth Alliance.

If these Plan Changes are approved by the Council, there will be an expectation that the necessary transport infrastructure will be provided by AT to align with development demands. However, there is currently no funding allocated for these areas and overall funding over the next decade is under pressure. AT is working with Council and government to identify potential funding and financing options, but it is not clear that will provide a timely solution.

Financial Reporting

The external audit of the AT's 2019/20 financial year was successfully concluded, and the Annual Report was published on 30 September 2020 following reporting of Auckland Council group results to the NZX.

The PCI DSS annual compliance audit has been completed for the year under review, ending September 2020.

A new PartPay solution was implemented by AT to offer choices for customers to pay infringements in instalments. The solution went live early September with positive uptake to date.

Regional Land Transport Plan Funding

The following activities were approved by Waka Kotahi during August 2020:

Activity	Approved Costs (\$M)
Access for Everyone Programme Business Case	0.85

Waka Kotahi have also approved funding for the recovery of COVID-19 PT Response costs in September 2020 (total approval \$55.2 million), at 100% FAR:

Activity	Funding Approved (\$M)
Bus Services Fare Revenue Foregone	31.3
Ferry Services Fare Revenue Foregone	2.0
Rail Services Fare Revenue Foregone	14.1
Additional associated costs related to PT (for example, additional cleaning, information and additional services)	7.8

Funding for Exempt and Contracted Services costs in relation to the 2020/21 SuperGold Card funding has also been approved by Waka Kotahi in September 2020 (total approval \$16.6 million), at 100% FAR:

Activity	Funding Approved (\$M)
SuperGold Card Exempt Ferry Services	2.6
SuperGold Card Contracted Services – Bus	11.3
SuperGold Card Contracted Services – Ferry	0.3
SuperGold Card Contracted Services – Rail	2.4

Procurement

There were six tenders published in the current reporting period (10 August to 11 October 2020) with an estimated value of \$7.8 million. One tender had an estimated value of over \$2 million.

Tender	Type
Pararekau Road Reconstruction & Upgrade – Procurement for implementation of Pararekau Road reconstruction and upgrades including (not limited to) contract management, stakeholder liaison, utility services co-ordination works and relocations, surveys, site clearance, earthworks and site preparation, construction of footpaths, new pavements, storm water drainage and landscaping.	RFP

There were 239 contracts created in the current reporting period with a total award value of \$58.9 million. Three contracts had a value of over \$2 million.

Contract	Supplier
Security Services (Rail) – Security services for railway stations across the AT network	Evergreen International NZ LLC (Armourguard)
Security Services (Bus, Ferry, Carparks and Ad Hoc) – Security services for bus stations, ferry terminals, car parks and ad hoc cover (as required) across the AT network	Evergreen International NZ LLC (Armourguard)
Short-Term Airport Access Improvements – Construction of bus priority lanes, a shared use path, signalised crossings and intersection improvements on Puhinui Road West and Lambie Drive	Higgins Contractors Ltd

Environment and cultural heritage

For AT, this outcome area is focussed on protection of the natural environment and Auckland's cultural heritage.

Street Lighting

AT has a target to replace a further 25,000 streetlights with LED luminaires in 2020/21 and enable us to take advantage of the 85% subsidy available up to 30 June 2021. If the 25,000 luminaires are installed evenly over the financial year then we will achieve energy and maintenance cost savings of approximately \$1.8M in the 2020/21 year and \$3.6M for the following years.

In September 2020; there was a further 2,862 streetlights fitted with LED luminaires. There are currently 120,960 streetlights on the network of which 70,769 (59%) have LED luminaires connected to the Central Management System.

Sustainability

In early October, the FY18/19 and FY19/20 greenhouse gas emissions of AT and its PT operators were measured and independently audited. Draft results show a 4.5% reduction in emissions from 2018/19 to 2019/20. The most significant declines were from corporate emissions (staff travel for work, office electricity, and waste), due primarily to COVID-19 restricting travel and office occupancy. There were slight reductions in PT emissions, mainly because reduced passenger numbers (from COVID-19 restrictions and reduced travel) lowered the fuel needs of PT vehicles.

Waka Kotahi announced in September that all projects they part-fund over a value of \$15 million, should consider the merits of using the Infrastructure Sustainability Council of Australia (ISCA) certification programme. ISCA certification, used on Eastern Busway 2-4, assesses and rates a project's performance on (among other things) environmental and social outcomes. Initial discussions with Waka Kotahi indicate that any decision to use ISCA certification will be AT's; we will be clarifying this over the coming weeks. AT is developing its sustainable construction policy; it intends to use ISCA certification for large projects and a more straightforward approach for smaller projects; both will achieve environmental and social outcomes. We are currently trialling some approaches for smaller projects and developing supporting tools.

Repurposing AT corporate furniture - reducing waste and supporting communities

As part of AT's commitment to sustainability, in early 2020 AT formalised a partnership with All Heart NZ. All Heart is a Charitable Trust that repurposes corporate furniture organisations no longer need. Through AT's 2019 office clear-out, 100% of our redundant items, weighing 15,756 kg were ethically and sustainably redirected with the benefit going to NZ communities in need.

Opportunity and prosperity

For AT, this outcome area is focussed on collaborative technological development enabling resilience and adaptability.

Vehicle Occupancy Detection technology

Vehicle Occupancy Detection (VOD) technology is a CCTV based solution to generate occupancy counts in vehicles will assist in managing transit lanes. VOD is in the final stages of on-street testing and further development of the artificial intelligence component is underway to anonymise footage, whilst still delivering counts effectively. Live testing on a test site will commence November 2020. Go-live is targeted for Onewa Road January 2021.

Association of Local Government Information Management (ALGIM) 2020 Special Awards

Due to the increased challenges brought about by COVID-19, ALGIM initiated Special Awards to recognise the extra work, leadership, and innovation required to navigate these unusual circumstances. AT submitted three nominations, and we were pleased to be announced as top five finalists for all three submissions.

AT's Business Technology team were announced the winners of the Supportive Team – ICT Award. This award recognises all the hard work and long hours put in by many of our Business Technology team to support the rest of the organisation in quickly changing the way we all worked and provided services to our customers, and strengthening our IT systems to cope with the added load of all staff working remotely, as the country went into lockdown.

AT's bus occupancy project won the Fast-Track Project Award. The introduction of social distancing and restrictions on sizes of gatherings made this initiative critical to fast-track, in order to give customers confidence in staying safe while using PT. The resulting solution is world-class and ground-breaking, and as a result, many international transport authorities have approached AT to learn from what we have done.

The COVID-19 Executive Information Portal project was a top-5 finalist for the New Initiatives Project Award. As COVID-19 unfolded there was an immediate need for information that could be used to help make unprecedented business decisions. The Executive Leadership and Crisis Management teams urgently needed data to quantify, analyse and report on the immediate and ongoing impacts of COVID-19 and the various lockdown levels on AT, its customers, services and employees. The COVID-19 Executive Information Portal was created to summarise data from multiple areas of the business and meet this need.

Active Mode focus: AT Mobile and Web

New functionality has been released to the public on the AT Mobile app and AT website which allows customers to explore choosing safe cycling and walking journeys instead of public transport. This is a great initiative in our active mode space as it will provide awareness of alternate travel options, and ideally lead to mode shift in the future.

Passenger Information Displays (PIDs)

The real-time team are rolling out changes for the Rail LED PIDs that shows live occupancy information. Most of the rail network still have these older style PIDs on platforms. This creative solution (using percentages rather than icons) allows us to show occupancy information consistent with other channels such as AT Mobile, AT Web, and LCD PIDs.