

## Monthly Transport Indicators – September 2021

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

### Te whakarāpopototanga matua / Executive summary

1. The Monthly Indicators Report for September 2021 shows performance against the Statement of Intent (SOI) measures and other indicators.
2. On 17 August 2021 at 11:59pm, Auckland entered COVID-19 pandemic (COVID-19) Alert Level four. This continued for five weeks until 11:59pm on 21 September 2021 when Auckland entered Alert Level three. The alert levels meant that much less travel occurred than normal for this time of year and this has impacted many of our key movement-related measures.
3. Public transport (PT) boardings were 89.8 per cent below the monthly target for September, and 15.8 per cent of the August number. The 12-month rolling total of 60.8 million which is 6% below last year's result and 10% below the target trajectory.
4. Local roads deaths and serious injuries (DSI) increased by 14.3%, to 536 in the 12 months to June, which is not on track to meet the target. The deaths component of the indicator has increased by 76.9% and the serious injuries component by 10.6% on the 12 months to June 2021.
5. This month, eight measures are on track to meet or exceed the target and eight measures are not on track to meet the target.

### Ngā tuhinga ō mua / Previous deliberations

6. There are no previous deliberations.

### Te horopaki me te tīaroaro rautaki / Context and strategic alignment

7. The attached Monthly Indicators Report provides an overview of Auckland Transport's (AT's) performance against its SOI performance measures for September 2021. This report also provides supplementary information on the wider Auckland context as well as the PT, road operations and maintenance, and customer response activities.

8. This covering report highlights key trends and significant shifts in the monthly reporting statistics and provides a summary of performance against the SOI measures.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Safety

There is a three-month lag for reporting on DSI. Therefore, in

For the Death and Serious Injuries (DSI) data, we report on a three-month lag. So, as this is the September report, this DSI data is for June.

9. 2021 we are reporting on data for June 2021.
10. For the 12 months to the end of June 2021, local roads DSI increased by 14.3%, to 536. This is 9.6% worse than trajectory to meet the end of year target. Local road deaths have increased by 76.9% (from 26 last year to 46 this year). Local road serious injuries increased by 10.6% in the past year (from 443 to 490).
11. For the 12 months to the end of June 2021, the DSI on all Auckland roads (including local roads and highways) increased by 13.0%, to 612. This is 4.0% above the trajectory to meet the end of year target. Furthermore, all road deaths have increased by 90.0% (from 29 last year to 55 this year). All Auckland road serious injuries increased by 8.0% in the past year (from 515 to 557).
12. For the 12 months to the end of June 2021, DSI of vulnerable road users increased by 9.3%, to 281. This is 6.4% above the trajectory of this year's target. Deaths of vulnerable road users have increased by 47.1% (from 17 last year to 25 this year). Serious injuries to vulnerable road users decreased by 0.8% in the past year (from 240 to 256).
13. All DSI indicators are not on track to meet the target. The high increases in DSI across local roads, all roads and for vulnerable users is likely due increased high-risk behaviours associated with the improving economy earlier this year such as drink driving, along with reduced Police enforcement, including reduced breath testing due to COVID-19 concerns, and active but fragile elderly pedestrians.

### Public Transport

14. Overall PT use totalled 60.75 million boardings for the 12 months to September 2021, a decrease of 12.8 per cent or 8.92 million boardings on the 12 months to September 2020. Despite the adjusted SOI target, boardings remain affected by the COVID-19, likely due to city centre, university student and office worker patronage being impacted by the increased travel restrictions, concerns about hygiene on PT and increased working from home:
  - Rail boardings totalled 10.58 million for the year to September 2021, a decrease of 5.5 per cent, or 3.8 million boardings, on the 12 months to September 2020.
  - Bus boardings totalled 46.1 million for the 12 months to September 2021, a decrease of 6.0 per cent, or 4.7 million boardings, on the 12 months to September 2020.

- Ferry boardings totalled 4 million for the 12 months to September 2021, a decrease of 6.2 per cent, or 0.43 million boardings, on the 12 months to September 2020.
15. Rapid and frequent transport boardings for the 12 months to September 2021 decreased at a faster rate (16.3%) than overall patronage (12.8%). Recovery on the rapid and frequent network has been slower than overall recovery, likely due to factors such as increased working from home by those working in the city centre; an area largely serviced by rapid and frequent services. This slow recovery has been exacerbated by rail disruption and ongoing lockdowns.
  16. Year to date PT punctuality was 97.6%, meeting the SOI target of 96%.
  17. The total PT farebox recovery ratio was 26.78% in September 2021, below the target range of 30 to 34%. Reduced patronage due to COVID-19, compounded by Alert Level four lockdown in Auckland from 17 September 2021 and Alert Level 3 on 21 September 2021, and subsequent KiwiRail works have significantly impacted the performance against this indicator.

### **Cycling**

18. No cycling facilities were delivered or upgraded in September 2021. However, no facilities were planned for this month, so we are still on track to meet the SOI target.
19. Cycle movements for the 12 months to September 2021 totalled 3,393,692 a decrease of 8.7% on the 12 months to September 2020. The year-to-date count of 3,443,727 is 8.3% below the projected trajectory to meet the SOI target for FY 2021/22 of 3,670,000 Increased levels of working from home and the impact of lockdowns is likely to continue to impact this measure.

### **Best use of the transport network**

20. The rolling average AM peak arterial productivity was 31,603 for the 12 months to September 2021, exceeding the SOI target of 30,000. Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles (including buses), their average journey speed and average vehicular occupancy (number of people in vehicles (split between buses and cars) multiplied by the average speed of the vehicles). September 2021 productivity was 32,094, 3% below the September 2020 result. This is mainly due to a low PT share.
21. The average proportion of the freight network operating efficiently during the inter-peak was 92% for the 12 months to September 2021, exceeding the SOI target of 90%.
22. The 12-month rolling average for travel speed level of service was 75.8% for September 2021. The 12-month average has been declining as the first COVID-19 lockdown of March – May 2020 is no longer included in the 12-month average. In addition, the level of service over recent months has declined compared to pre-COVID-19 levels.

### **Asset renewals and customer service**

23. This Financial Year, 14.9 km of local roads have been resurfaced or rehabilitated, which is below the trajectory to meet the end of year target. This Financial Year, the SOI target is to resurface/rehabilitate 415 km of the local road network.

24. The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 89% in September 2021. The 12-month rolling average to September 2020 is 95%, exceeding the SOI target of 85%.

### Summary of performance against SOI Measures

25. Table 1 provides a summary of performance against SOI targets.

Table 1: Performance against SOI targets					
Strategic Transport Priorities	Target exceeded	Target met	Target not met	Not reported	Total
Making Auckland's Transport System Safe by Eliminating Harm to People	0	0	3	1	4
Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates	0	0	0	3	3
Providing and Accelerating Better Travel Choices for Aucklanders	1	2	3	3	9
Better Connecting People, Places, Goods and Services	2	0	0	0	2
Our Operating Model is Adaptive, Financially Sustainable and Delivers Value	0	1	1	4	6
Providing Excellent Customer Experiences	1	1	1	1	4
Collaborating with Funders, Partners, Stakeholders and Communities	0	0	0	1	1
<b>Total</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>29</b>

### Ngā tūraru matua / Key risks and mitigations

26. There are no risks associated with accepting this report.

### Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

27. There are no financial or resource impacts associated with this report.

### Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

28. There are no environment or climate impacts associated with this report.

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

29. There are no impacts associated with this report.

## Ngā whaiwhakaaro haumarū me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

30. There are no health, safety or wellbeing impacts associated with this report.




## Ā muri ake nei / Next steps

31. The September Monthly Indicators Report will be submitted to the board in December 2021.

## Te whakapiringa / Attachment

Attachment number	Description
1	Auckland Transport Monthly Indicators Report 2020/21 – September 2021

## Te pou whenua tuhinga / Document ownership

Submitted by	Hamish Bunn <b>Group Manager Integrated Network Planning, Policy &amp; Sustainability</b>	
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Approved for submission	Shane Ellison <b>Chief Executive</b>	