

Business Report – February 2022

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.
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.

Ngā Kaihoe graduate programme update

36 new Kaihoe (graduates) joined AT on 8 February 2022. Due to the current COVID-19 Protection Framework red setting, their onboarding experience will be delivered virtually. Following completion of onboarding they joined their teams on 16 February 2022.

At the recent New Zealand Association of Graduate Employers Awards, AT won two awards; Best Innovation and Best Diversity Strategy, which is a positive reflection on the innovative approach to recruitment and design of the new programme structure.

Diversity Accreditations

AT has recently been awarded two new accreditations that demonstrate its ongoing commitment to diversity and inclusion, a key part of the organisation's strategic direction to create a more inclusive culture. AT has now received the Gender Tick from the YWCA and recently met the criteria to become a hearing accredited workplace from the National Foundation for the Deaf and Hard of Hearing. AT has also signed up to Mind the Gap, a pay equity commitment programme.

Gender Tick is a programme for organisations designed to show commitment to providing fairness and equity for all employees regardless of gender.

The Hearing Accredited Workplace Programme is an initiative that provides practical tools and training that will help AT be more hearing aware and supportive of people who are deaf or hard of hearing.

Mind the Gap is a nationwide movement focussed on pay equity. By being a part of this movement we'll be one of the first organisations in New Zealand to commit to publicly reporting the pay gap for not only gender but also Māori, Pasifika, disability communities and other ethnicities.

AT Viewpoint – Culture Survey

On 14 February 2022, AT launched its AT Viewpoint culture survey in partnership with Human Synergistics. Human Synergistics is an internationally recognised company which specialises in providing tools to organisations to build sustainable, effective high performing cultures and leaders.

Since 2018, AT has used a Human Synergistics culture survey tool called the Organisational Culture Index (OCI). Data gathered to date from OCI shows:

- AT has improved its organisational culture;

- there are further opportunities available to continue to improve the organisational culture at AT.

The 2022 survey will be open to all employees. On completion, Human Synergistics will compile and analyse the results and provide them to the AT Board (board) and Executive Leadership Team (ELT) in March 2022 for review. In April 2022, leaders will receive their team's results and complete a series of action planning activities with their teams to identify opportunities for culture change.

Ash and Rata Streets Improvements

In October/November 2021 AT consulted on a range of proposed pedestrian safety improvements along the Ash/Rata Streets corridor.

AT distributed postcards to residents in the surrounding districts, used geo-targeted social media posts and a webinar to enable those that were impacted to learn about the improvements and ask questions of the project team. A video of the webinar was later posted to the project website for those that were unable to attend. 141 responses were received and feedback incorporated into the final design.

AT is proposing to proceed with the following safety changes to Ash and Rata Streets, subject to funding:

- New signalised crossing on Ash Street next to Highbury Street and a raised table in the eastbound lanes.
- Raised safety tables at the intersection of Ash Street and Rosebank Road.
- Signalising the intersection of Ash Street and Wairau Avenue and adding a raised table.
- Raised safety tables at intersection of Rata Street and Great North Road.
- Electronic driver feedback signs along Ash Street and Rata Street.
- Road marking changes on the Whau River overbridge.
- Upgraded street lighting at those locations where changes are made.

Activities in the Road Corridor Bylaw (2022)

Public consultation for the Activities in the Road Corridor Bylaw (2022) opened on 28 January 2022 and will close on 20 February 2022. As part of the consultation, AT will target engagement with those business sectors most impacted by the bylaw change including construction (including vehicle crossings and traffic management), special events, film, trading (including micro-mobility, mobile vendors, and street performance), and livestock farming.

A number of workshops and focus groups have been scheduled during the consultation period to work through specific parts of the proposal. Data collected from the online survey and transcripts from workshops and focus groups will be analysed thematically and reported on by the end of March 2022. AT will continue to keep local boards updated on the progress of the consultation.

Glenvar Road Improvements

A popular project proposed to redevelop Glenvar and East Coast roads in on the North Shore has progressed to the detailed design stage which will take 12-18 months to complete once a contractor has been awarded. During this detailed design phase key stakeholders and directly affected parties will be asked for feedback on the designs. Public consultation on the proposed improvements was held in November-December 2019, with strong support from the community.

The proposed project will improve safety, increase transport choices such as walking and cycling, and contribute to Auckland's Climate Plan. Construction is expected to begin in late 2023 or early 2024.

Orewa Boulevard Safety Improvements

Works are scheduled to commence in April / May 2022 following the award of a contractor to complete changes between Riverside and Empire roads to make it safer for all road users to move between the beach, shops and Orewa reserve.

The improvements, which largely take place alongside Hibiscus Coast Highway between Riverside Road and Empire Road, will see the addition of 7 new car parks, increase accessibility to the commercial and tourist district, upgrade the footpath outside the shops and through the reserve, and create a safer and more visually appealing route for pedestrians and cyclists.

Speed Management Programme

This period saw the analysis of over 8,000 responses during the consultation period for Tranche 2A of the Speed Limits Amendment Bylaw 2022 including feedback from a number of local boards. The final report and recommendations will be presented to the board for approval in March 2022.

At the December 2021 meeting of the board, Tranche 2B of the Speed Limits Amendment Bylaw 2022 proposal was approved for public consultation. Public consultation will commence at the end of February 2022 and run until April 2022, with hearings expected to take place in April. A final report and recommendations from the consultation will be presented for decision by the board in late 2022.

Special Vehicle Lane Programme

The installation of cameras on Onewa Road outbound in eight enforcement zones started in February 2022. The camera installations on Onewa Road inbound in nine enforcement zones are currently on hold until site inspections have been completed.

Pole and power installations on Manukau Road and on Pah Road in four enforcement zones also commenced in February 2022.

The six enforcement zones on Walmsley Road were in warning phase and a review of the two cameras were taking place. Live enforcement of these zones commenced in the third week of February 2022.

Queen Street is currently experiencing high volumes of bus lane non-compliance, and a review of the restrictions, current signage and road markings is planned.

One bus lane enforcement zone on Lower Hobson Street, one enforcement zone on Fanshawe Street and eight enforcement zones on Lambie Drive are currently in the 'build' phase with Computer Vision. This build includes looking at the footage, recalibration of the cameras where required and building an analytic for each enforcement zone. Depending on the time the 'build' takes, the warnings phase could commence towards the end of February 2022.

Operational Performance – Elected Member Cases

Standard Cases¹

72 standard elected member cases were resolved in December 2021 with an average of 15 working days, up 7 days from the same month last year.

Roads accounted for 35% of all standard elected member cases for December.



Interim Cases²

36 interim elected member cases (where the case is deferred for further investigation) resolved in December with an average resolution time of 40 working days, up 14 days on the same month last year.

Over the past 4 months the number of cases requiring an interim for further investigation has increased due to COVID restrictions.

Roads accounted for 46% of all interim elected member cases for December.

1&2 Monthly figures (i.e. Case Volumes & Resolution) may change over time as cases may be flagged as interim during its lifecycle

Operational Performance – Councillor Cases

Standard Cases

23 standard councillor cases resolved in December 2021 with an average of 15 working days, an increase of 8 day on the same month last year.

Roads accounted for 45% of all standard councillor cases for December.



Interim Cases

11 interim councillor cases (where the case is deferred for further investigation) were resolved in December 2021, with an average resolution time of 45 working days, up 20 days from the same month last year.

Over the past 4 months the number of cases requiring an interim for further investigation has increased due to covid restrictions.

4 Bus, 4 Roads and 3 Parking accounted for 79% of all interim standard councillor cases for December.

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.

Road Safety

Te Ara Haepapa delivered 6 activations, events, hui and educational workshops with 32 engagements in January 2022. Most deliveries were delivered virtually given the COVID-19 Protection Framework settings. Te Ara Haepapa supported five rangatahi to pass their full licence and 13 to pass their restricted licence.

Te Ara Haepapa in partnership with Papakura Māori wardens and alongside contractor Buckle Up NZ, have had another successful month of child restraint installations under the COVID-19 Orange and Red Traffic Light Systems

Marae Safety Programme

Project Delivery Plan FY 20/21	Status	Q1	Q2	Q3	Q4
Te Aroha Pa carpark	Construction has been completed.				
Motairehe Stage 2 road	Construction delays due to covid and with an estimated date for completion in Q3.				
Hoani Waititi Marae	The contract for construction has been awarded. Construction commences in Q3.				

Ngā Kete Kiwai Māori Learning and Development

There were 25 staff who completed the four Ngā Kete Kiwai workshops and a graduation was held online to acknowledge their achievement. There were a total of 100 attendees at the workshops from July to December 2021.

Te reo Māori

The bilingual announcements for stops and transfers for buses is due to be trialled on the number 70 bus route.

Mana Whenua Engagement

AT contributes to mana whenua engagement through forums for operations and governance matters. Project fora are held across various rohe on a fortnightly basis, focussing primarily on Resource Management matters. There was two mana whenua hui held for the southern and north/west regions. There was one alliance hui that the Māori Policy and Engagement team support; Tupu Ngātahi (Supporting Growth).

Engagement has continued online during the various COVID-19 Protection Framework settings. AT engaged with mana whenua on the following projects:

- Eastern Busway Alliance
- Safe Speeds Programme and the Speed Management Plan 2022
- Proposed changes to North Shore bus services
- Eastern Busway 1, AMETI
- Future bus changes in West Auckland

Homes and places

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

Regional Streets for People Programme

Expressions of interest for 19 projects to support active modes were received through the Regional Streets for People programme. A wide range of projects were received and there was a good range across the region including new cycle links, cycle hubs, and training. Assessments of these projects are underway with a recommendation on the programme to be presented to the board and Auckland Council in March.

Minor Improvements programme

The project for a new roundabout at the intersection of Arundel Street and Rogan Street in Hillsborough has been completed. The project was initiated following a petition and it has received positive feedback from the Puketāpapa Local Board as well as compliments from the local residents, as quoted below:

“I and my wife would like to thank you for constructing the new roundabout at the intersection of Rogan Street, Arundel Street and Stamford Park Road in Hillsborough. It has vastly improved the safety of the intersection and speeds up traffic there. While previously we had to struggle to make sure the road was safe to cross, now the traffic flows more easily and safely. Please convey our appreciation and thanks to the council and all those involved in the planning and construction of the roundabout.”

Parking improvement projects

St Patrick Square is currently designated as a pedestrian mall. Due to this designation, it is not legally possible for parking infringements to be issued. The AT Parking Design team are proposing a long-term remedy which will change St Patrick Square from a pedestrian mall to a shared space. This will allow parking issues to be enforced through normal mechanisms. In the short-term some tactical solutions will be installed; these are concrete planter boxes relocated from Queen Street, placed to prevent vehicles from parking in the square. Installation has been delayed due to the summer break and COVID-19 restrictions and commenced in mid-February 2022.

The implementation of Papakura town centre P90 parking zone to standardise the current restrictions in the area has been delayed due to the summer break and COVID-19 restrictions and is now scheduled for the end of February 2022.

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.

AT Metro Public Transport

Passenger boardings – January 2022 and 12 months to January 2022



Overall, for the 12-months to January 2022 passenger boardings totalled 49.1 million, -16.3% on the previous year. January 2022 monthly patronage was 2.9 million, -31.7% on January 2021.

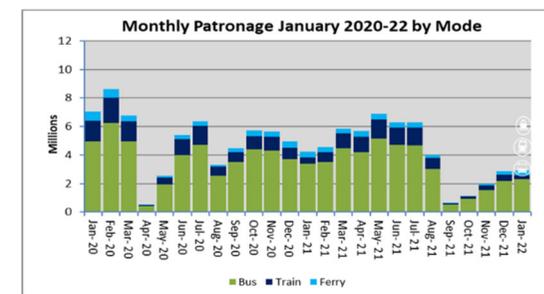
Bus services totalled 37.2 million passenger boardings for the 12-months to January 2022, -15.6% on the previous year. Patronage for January 2022 was 2.3 million, -32.3% on January 2021.

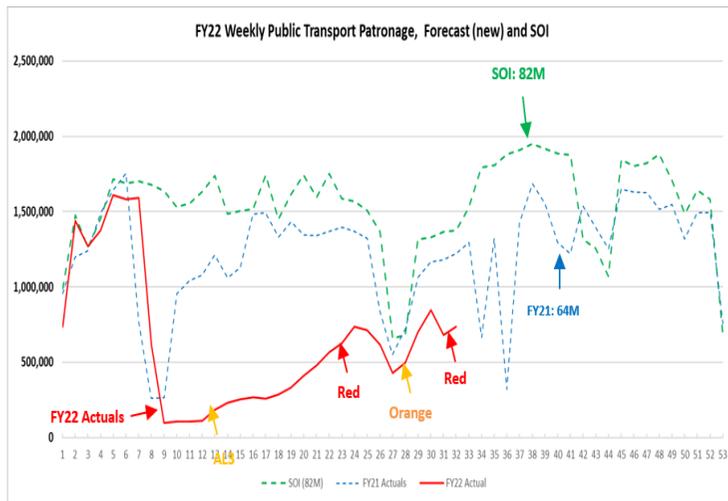
Train services totalled 8.7 million passenger boardings for the 12-months to January 2022, -18.8% on the previous year. Patronage for January 2022 was 0.3 million, 35.9% on January 2021.

Ferry services totalled 3.2 million passenger boardings for the 12-months to January 2022, -17.1% on the previous year. Patronage for January 2022 was 0.32 million, -22.5% on January 2021.

Rapid and Frequent services totalled 22.0 million passenger boardings for the 12-months to January 2022, -14.7% on the previous year. Patronage for January 2022 was 1.1 million, -33.5% on January 2021.

Passenger boardings in January 2022 is similar to December 2021. This was due to easing of Alert Level restrictions imposed in Auckland due to the COVID-19 outbreak. In January 2022, patronage was 2.9 million compared to 4.2 million in January 2021 or 69.0% and 7.0 million in January 2020 or 41.4%.





AT’s Statement of Intent (SOI) target for the 12-months for 2021/22 is 82 million passenger boardings across public transport. This is 80-81% of the highest year (2018/19) pre-COVID-19. This is reflected in AT’s operating budget set prior to the August 2021 COVID-19 Alert Level 4 lockdown.

To achieve the SOI, with an actual starting weekly run-rate for 2021/22 at 74% of pre-COVID-19, assuming a straight increase during 2021/22, the year-end weekly run-rate for June 2022 would need to achieve 89%.

The chart illustrates the actual 2021/22 patronage performance (red line) against the required SOI patronage profile (dotted green line) for 82 million boardings and actuals in the last year 2020/21 (dotted blue line). The reduction in actual patronage (red line) over the previous four weeks is a result of New Zealand entering the red setting of the COVID-19 Protection Framework.

Service Punctuality and Reliability – January 2022



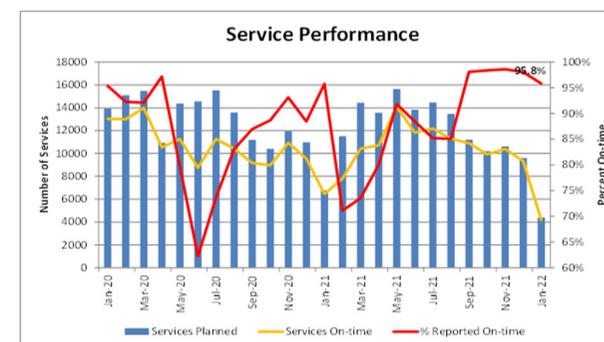
The weighted network punctuality (to patronage) had a strong improvement on the prior month. General traffic following the emergence of the Omicron variant of COVID-19 had some impact on reliability however service delivery improved compared to previous months. The rolling average remains above the SOI target.

	Punctuality at Destination		Reliability at Destination	
	Jan-22	12 Month Average	Jan-22	12 Month Average
Train	95.81%	87.57%	99.16%	98.21%
Bus	98.78%	98.49%	99.98%	99.05%
Ferry	88.30%	94.66%	90.87%	97.57%

Rail Service Performance

A reduced timetable continues to be in place due to COVID-19 restrictions in January 2022.

Auckland One Rail (AOR) commenced operation of the new rail franchise agreement on 16 January 2022 and performance has been relatively strong with reliability and punctuality targets being met under the new contract.



Transport Infrastructure Asset Design and Management

Key activities through to the end of January 2022:

- **Design and Standards:** Design Review Panel (DRP) reporting continues to evolve providing good insights on the performance of the SME squad and centralised design review. Commenced work on the AT Urban Design Strategy.
- **Asset Management:** With the Procurement Strategy adopted in December 2021, focus moves to staged retendering of the various asset management professional services contracts spread throughout the 2022 calendar year. Preparations and cross department coordination continue ahead of the 2022 NZTA technical and procedural audits.

Road Maintenance and Renewals

JANUARY 2022					
Asset Renewal Activities	January YTD Actual (km)	January YTD Forecast (km)	Full Year Target (km)	Completion v. YTD Target (%)	Completion v. Full Year Target (%)
Pavement Rehabilitation	2.5	2.5	10.0	100%	25%
Resurfacing	142.1	237.5	405.0	60%	35%
Footpath Renewals	29.5	34.5	60.0	86%	49%
Kerb and Channel replacement	23.6	21.5	35.0	110%	67%
TOTAL	197.7	296.0	510.0	67%	39%

The SOI target for the 2021/22 year is that AT will resurface/rehabilitate 6.0% of the sealed road network (6,875 km as at 30 June 2021) which is a combined length of 412.5 km.

There has been 2.5 km of rehabilitation and 142.1 km of resurfacing completed for the seven months ending 31 January 2022. 29.5 km of footpath and 23.6 km of kerb and channel was also renewed during the seven month period.

Key Construction Project Updates

Project Progress	Current Phase	% Phase Completed
Eastern Busway 1 (Panmure to Pakuranga) – The new bridge has been given its final Certificate of Public Use. The Bridge now has open access for pedestrians and cyclists and is being actively used. The outstanding contract works are expected to be finalised by late February/early March 2022.	Construction	93%
Eastern Busway 2/3/4 (Pakuranga to Botany) – Public Consultation engagement was completed in December 2021. Overall there is broad support for the busway and its overall objectives.	Investigation	71%
Puhinui Interchange – Practical Completion has been issued with only remaining snags left to rectify. Physical works expected to be complete by April 2022.	Construction	99%
Puhinui Bus Priority and Mangere Cycling – All construction works for the bus priority lanes are now completed. The start of construction for the last stage of the project, Puhinui Road Shared Use Path (SUP) east of Puhinui station, is now programmed to start in late February 2022 with completion expected in July 2022.	Construction	89%
LRGF – Huapai – The detailed design for SH16/ Access Road intersection is substantially complete and planning to engage a roading contractor in March 2022. The detailed design for SH16/Station Road intersection is underway. The resource consent application for Station Road was lodged in August 2021, and approval is expected in February 2022.	Detail Design	97%
Matakana Link Road – The building up of the road pavement on Matakana Road and roundabout is underway. Utility Services continue to be installed throughout the Matakana Link Road and works on the bridge deck are underway.	Construction	81%
Wolverton Street Culverts 1 and 2 Replacement – Culvert 1; Stage 2 is complete. Work is progressing on Northside with reinstating the private property boundaries and completing the landscaping of the area. Culvert 2; Traffic switch to the South side is complete and major works shifted to the Northside with some works is going on the South side.	Construction	88%
Ngapipi Bridge Widening – The physical works tender has closed. Five quality submissions were received and are under evaluation. The resource consent is still being processed by Auckland Council..	Detail Design	100%
Medallion Drive Extension – The project has made good progress since resuming work at Covid Level 3 and construction is now complete. The Contractor is completing the minor defects identified during the Practical Completion walk-over inspection carried out on 15 December 2021.	Construction	99%
Tamaki Drive Cycle Route (The Strand to Ngapipi) – Construction for the Tamaki Drive Cycle Route is complete, except for anti-skid surfacing and landscaping work still outstanding. Walk over has been done and the snag list has been passed to the contractor for action. A post construction safety audit will be carried out shortly.	Construction	100%
Links to Glen Innes Cycleways – Package 1: A memo has been submitted to Maungakiekie-Tamaki Local Board to respond to their comments on the design. Subsequent design changes have been completed. Package 2: Most of the expected to complete the detail design by end of February 2022.	Detail Design	96%

Project Progress	Current Phase	% Phase Completed
Glenn Innes to Tamaki (Section 4) – Section 4A & 4C detailed design is 95% complete and construction planned to commence in March 2022. Section 4B consent is planned for lodgement in March 2022.	Detail Design	30%
New Lynn to Avondale – Works are progressing on the Whau bridge. Construction anticipated to be completed late February 2022. Boardwalks at Arran Street are completed with balustrading in place.	Construction	95%

Finance

An Audit NZ review engagement was completed in February 2022 to support Auckland Council reporting of results for the six months to 31 December 2021.

Work has begun with Auckland Council and Aon (Auckland Council group insurance brokers) reviewing insurance policies and coverage in place to support 30 June 2022 insurance renewals.

Procurement

There were 11 tenders published in the current reporting period (22 November – 31 January 2022) with an estimated value of \$48 million. Four tenders had an estimated value of over \$2 million.

Tender	Type
Bus Infrastructure Improvements Programme - Physical Works - Three year contract (2022 to 2025) – The programme will implement localised bus stop infrastructure improvements, geared to improving bus operations, pedestrian safety and customer amenity at bus stops and stations.	Request for Tender (RFT)
Bus Priority Programme - Physical Works - Three year contract (2022 to 2025) – The programme will implement localised bus route infrastructure improvements, geared to improving efficiency, reliability, and punctuality of bus services.	Request for Tender (RFT)
<p>Orakei Infrastructure Projects Construction – Integration of three construction projects in the same geographical area into one package to enable efficient delivery.</p> <ul style="list-style-type: none"> Ngapipi Pedestrian Bridge Project – provision of a safe and attractive cycle and pedestrian connection of Tamaki Drive Cycleway and the East Auckland area Tamaki Drive Northern Path Project – rehabilitation and improvement of existing path 	Request for Proposal (RFP)

Tender	Type
<ul style="list-style-type: none"> • Kapa Road Retaining Wall Construction Project – build a retaining wall that will stop movement of the carriageway and avoid sudden road under slip 	
<p>CCTV Preferred Supplier - Three year contract (2022 to 2025) – This proposal aims to find a preferred supplier that will supply various CCTV cameras for the transport network.</p>	Request for Proposal (RFP)

There were 287 contracts created in the current reporting period (22 November 2021 to 31 January 2022) with a total award value of \$123.4 million. Five contracts had a value over \$2 million.

Contract	Supplier
<p>Auckland Rail Franchise – Eight year contract (2021-2029 with possibility to extend) to deliver Auckland Rail operations.</p>	AOR
<p>Towing Recovery and Storage Services – Three year contract (2021-2024) for towing, recovery, and storage of vehicle services.</p>	Supercity Towing Limited
<p>Manurewa Coxhead Quadrant West - Physical works – This contract is the first area-wide speed calming project in Manurewa. The project aimed to reduce vehicle speed by of installation of speed humps, raised tables, entry treatment zebra crossings, and roundabouts.</p>	Fulton Hogan Contracting Limited
<p>Manurewa Coxhead Quadrant East - Physical works – This contract is the second area-wide speed calming project in Manurewa. The project aimed to reduce vehicle speed by of installation of speed humps, raised tables, entry treatment zebra crossings, and roundabouts.</p>	Ventia NZ Operations Limited
<p>Northwest Bus Improvements - Westgate Station Detailed Design – This contract is for consultant resources to deliver detailed designs for the improvement of Westgate Bus Station. The project includes detailed designs of bus shoulder lane extensions, on-street bus stops and hybrid offline and on-street bus station in the Northwest Auckland area.</p>	WSP New Zealand Limited

Regional Land Transport Plan (RLTP) funding

The following activities were approved by Waka Kotahi New Zealand Transport Agency (Waka Kotahi) during the period 22 November 2021 to 10 February 2022:

Activity	Approved Costs (\$M)
Glenvar / East Coast Road Improvements - Pre-implementation	\$2.9
Glenvar / East Coast Road Improvements - Implementation - LR Improvements	\$52.7
Urban Cycleways Programme - Links to Glen Innes - Pre-implementation	\$3.2
Urban Cycleways Programme - Links to Glen Innes - Package 1 Taniwha Street - Implementation	\$6.6
Community Connect - Set Up Costs - Implementation - External funding - Community connect programme – This is funded at 100%.	\$4.4
Northwest Bus Improvements - Pre-implementation, Implementation and Property – This is funded at 100% to align with expectations through the Crown Infrastructure Partners agreement as a stimulus project.	\$52.9
Emergency Works - West Auckland 31 August 2021 - Implementation	\$3.8

Auckland Rapid Transit Plan

With the Government’s announcement that the City Centre to Māngere corridor will be tunnelled light rail, work has commenced to determine how this corridor integrates into the wider network. A range of scenarios are being developed for testing, and from these results a preferred network will be identified and developed in more detail. This work is expected to be completed in April 2022, and the project will then seek feedback from governance of the related organisations before advancing to approvals later in the year.

Responding to Growth Pressures

There are currently 38 active plan changes across Auckland that have implications for the transport system. Several of these are for “out of sequence” plan changes which have implications for strategic transport network planning and delivery. AT presented evidence at a number of hearings in December and January, including hearings for the Drury private plan changes and one for Patumahoe. The Patumahoe Plan Change proposal sought to rezone land from Rural - Rural Production and Strategic Transport Corridor zones to Residential - Single House, Business - Light Industrial, Open Space and Future Urban Zones. The rezoning expects to enable the development of 200-250 dwellings and 2.5 hectares of industrial land. The existing live zoned land at Patumahoe is included in the Future Urban Land Supply Strategy, however, no other additional expansion is identified for this rural settlement. AT’s submission highlighted that the proposed urban development is not identified in such and so will not have been considered in wider infrastructure planning. The applicant has amended their proposal to withdraw this land from the plan change.

AT provides subject matter expertise to Auckland Council on resource consent applications that are considered of relevance to or have a potential effect on Auckland's transport network. AT received requests for analysis on 1448 assessments in 2021. 73 requests for analysis were received in January 2022. Given the recent reported increase in building consents to record numbers and evidenced in Council's Development Strategy Monitoring Report, there is the expectation that a certain proportion of those development proposals may need resource consent. If this trend continues, AT will potentially see an increase in the level of support required by Auckland Council in their assessment and decision-making role.

AT is assisting Auckland Council and the Ministry for the Environment for an Expert Consenting Panel established through the Environmental Protection Authority on 20 applications (compared to 16 in the last update) utilising the COVID-19 Recovery (Fast Track Consenting) Act. The number of new applications is continuing to grow at a steady pace and the scale of the applications has become more broad to incorporate a wider range of projects. A significant new application has been presented for a large-scale residential development at Beachlands. A 115 residential unit development in Papatoetoe is currently being considered and several applications for Drury developments, which are also subject to current private plan change proceedings, will progress through the Environmental Protection Authority and Expert Consenting Panel in March.

Development Strategy Monitoring Report, December 2021

Auckland Council has released the December 2021 Development Strategy Monitoring Report, covering the reporting year June 2020 to June 2021. This is the third such annual report that measures and reports on progress toward achieving quality compact growth and development.

The findings show that in the three years since the Development Strategy was adopted, the pattern of growth and development activity continues to support the delivery of a more quality compact city. Total dwellings consented has increased by almost 30 per cent compared with the previous reporting year. While growth has been widespread across Auckland's urban areas, development activity has increased mostly in nodes and development areas. Growth in rural areas has been limited. Across the region, dwellings consented for apartments and townhouses are increasing at a faster rate than consents for standalone houses, particularly in nodes and development areas.

Some key findings of this monitoring report are:

- The Development Strategy anticipates that up to 320,000 additional residential dwellings could be required over the next 30 years. This equates to over 10,000 dwellings a year. In the third year of implementing the Development Strategy, 19,035 residential dwellings were consented in Auckland, an increase of 4,259 on the previous reporting year. In the past five years, over 70,000 dwellings have been consented in Auckland.
- 19,035 dwellings were consented in 2020/2021, an increase of 29 per cent from the previous year.
- 82 per cent of these dwellings were consented in the existing urban area.
- 12 per cent of these dwellings were consented in future urban areas.
- 6 per cent of these dwellings were consented in rural areas.

- In the existing urban area, most growth (79 per cent) occurred through intensification with the balance (21 per cent) in areas not previously developed, for example, Flat Bush.
- Apartments and townhouses etc. accounted for 62 per cent of all dwellings consented in 2020/2021 compared with 52 per cent in 2019/2020.
- Standalone houses accounted for 36 per cent of all dwellings consented in 2020/2021 compared with 45 per cent in 2019/2020.
- 4,793 dwellings were consented within 1,500m catchments of train stations and the Northern Busway stations. This is 25 per cent of the total dwellings consented.
- Just under 600,000 square metres of business floor space was consented in 2020/2021.
- Most business floor space consented was in the light industry zoned areas.
- Of the nodes, the Manukau node had the greatest amount of business floor space consented.

Road User Charges Review

The Ministry of Transport has initiated a review of the Road User Charges (RUC) System. RUC provides nearly \$2 billion per annum in revenue to the National Land Transport Fund, out of a total of \$4.3 billion. Changes to RUC therefore have a high likelihood of impacting on AT revenue.

RUC is the principal mechanism for charging diesel vehicles which use the public road network, including heavy vehicles. Given that heavy vehicles have the highest impact on road surface quality and maintenance, this review is also likely to impact AT's cost of maintaining Auckland's local road network.

The review asks 89 questions, most of which are of peripheral interest to AT (for example, how much data Waka Kotahi can access). However, there are several questions of high significance to both AT operations and priorities, including, whether RUC should be used for charging externalities like carbon emissions and congestion and how to charge for heavy, light and electric vehicles.

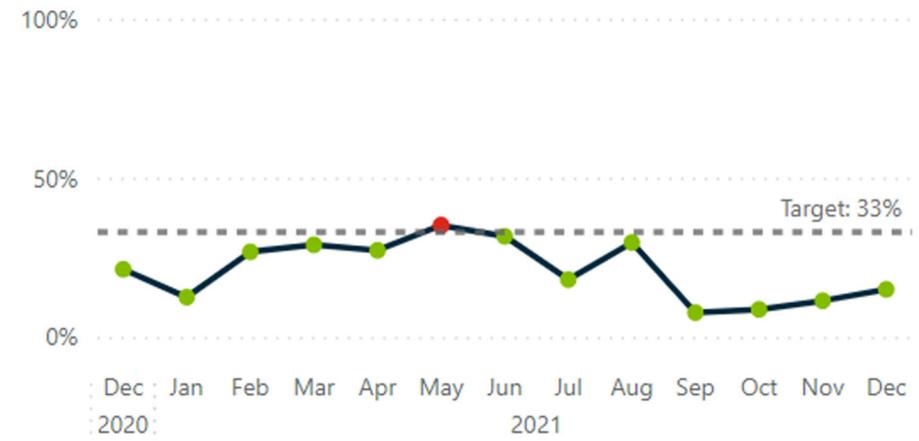
AT has approached Auckland Council for direction on Group feedback and is waiting for a response. Submissions close on 22 April 2022.

Network performance

In December 2021, only 15% of the arterial network operated at congested Levels of Service during AM peak due to the conditions under the COVID-19 red traffic light setting and Christmas holidays. The AM peak average speed on Auckland arterial network was 37 km/h whereas the pre-COVID-19 speed was 33 km/h.

The percentage of freight network operated at congested Levels of Service during the interpeak at 7%, below the 10% threshold. Similar to general traffic this reflects the holiday period and a reduced volume of general traffic.

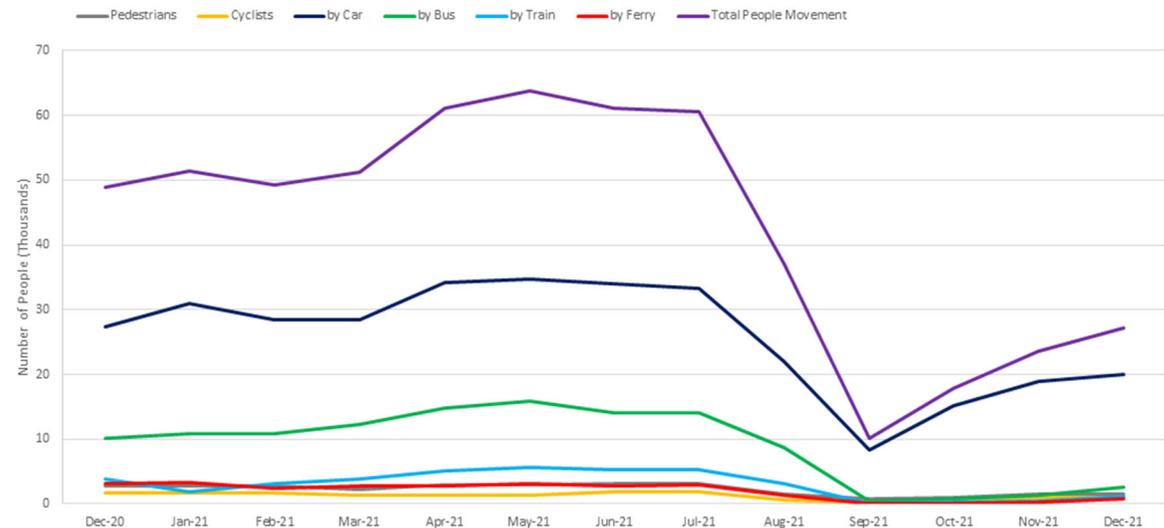
AM - Arterial Network: Congestion



City centre performance

In December 2021, the total number of people entering the city centre by all modes was 27,200 during the AM peak, 57% lower than pre-COVID-19 levels in December 2019. There is also a 15% increase in the total number of people entering into the city centre over the month compared to November 2021 mainly attributable to the removal of some COVID-19 restrictions.

Travel mode to city centre during morning peak



Route Optimisation Programme



The Route Optimisation programme is targeting to optimise a total of 306 signalised sites during FY 2021/2022. The Route Optimisation Programme is delayed by a quarter due to COVID-19 related shift of priorities and resource limitations. 77 signalised sites for the first quarter of the year (Q1) were optimised before the Christmas break whereas those of Q2 are delayed due to COVID-19 restrictions and resource constraints. The Auckland Transport Operations Centre (ATOC) endeavours to deliver those of Q2 together with Q3 and Q4.

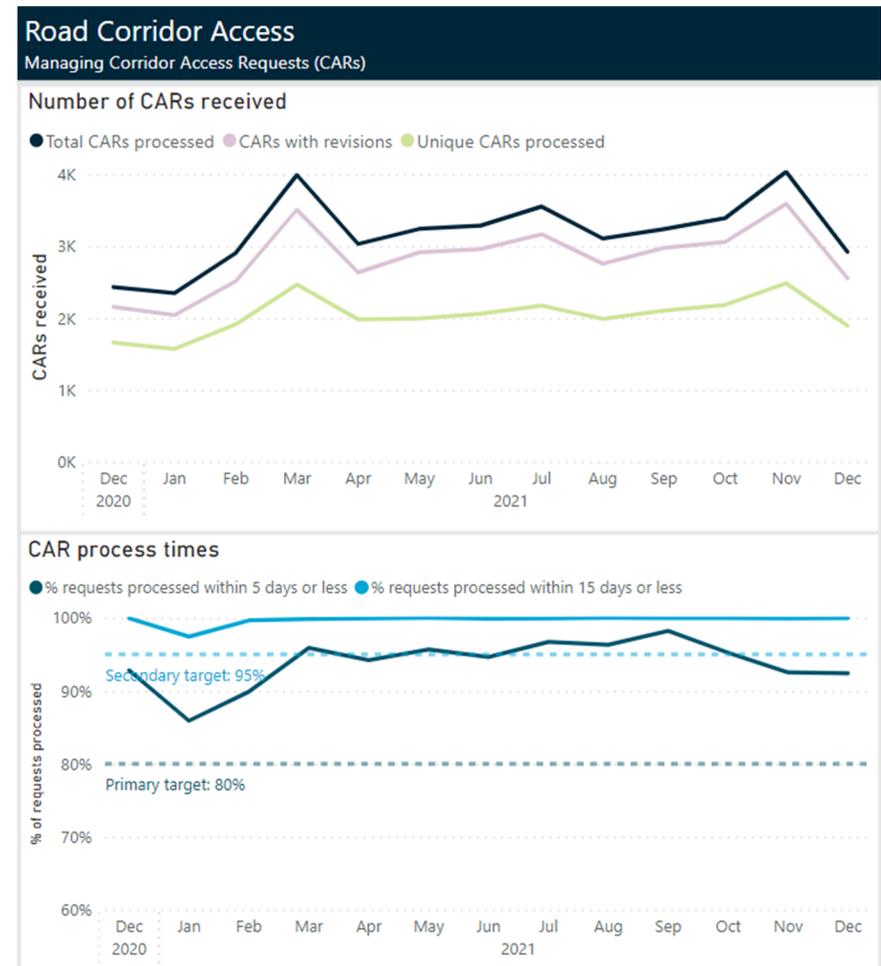
Active modes update

Implementation of the minor cycling and active modes programme – pop-up cycleways providing segregation of existing on-road cycle lanes began in February. The first route is along Upper Harbour Drive, providing segregation on this popular route connecting the North Shore to the North Western cycleway. A further rolling programme will be delivered across the region.

Road corridor and worksites

Corridor Access Request (CAR) numbers followed similar trends for December last year to keep the network working as efficiently as possible during the peak holiday period. The number of CARs continued to increase in January. This was expected and is in line with similar trends from last year as works that were paused begin to resume.

Despite the CAR team operating at reduced capacity during the December 2021-January 2022 period, most CARS were processed within the preferred timeframes of five days or less, with all being approved within 15 days.



Temporary Traffic Monitoring Inspections: Principals

Worksite inspections and compliance

Worksite inspections for compliance with Temporary Traffic Management Plan



Worksite inspection pass rate



Temporary Traffic Management Inspections and worksite pass rates were below the intended targets across the region. The pass rate for worksites reached a peak in November, although it is too soon to determine if this is a change in underlying trends. The number of inspections has increased from January onwards as we moved into the new year, and the end of the peak holiday period.

Managing planned events

December 2021 was a busy month with the continued drive for community vaccination, which included Planned Events enabling 186 vaccination activations in the month. Significant planning also went into the change in the COVID-19 restrictions and removal of the border, all of which operated as planned. With the change in the COVID-19 Protection Framework setting to orange on 30 December 2021, special events were able to return where 'My Vaccine Pass' was enforced. This included Plane Sailing Music Festival at Victoria Park on 8 January 2022, L.A.B on 22 January and the Auckland Marathon on 23 January, just prior to the next Protection Framework setting change to red on 24 January.

Planned Events are waiting for government confirmation around the duration of the red Protection Framework setting. If extended this will affect the following special events planned for March including Women's Cricket World Cup:

Upcoming Special Events February – March 2022

- Round the Bays 6 March, City Centre, Tāmaki Drive, St Heliers.
- SIX60 at Eden Park, 9 April, Eden Park.
- Auckland Blues season kicking off 27 February, Eden Park.
- My Chemical Romance, 12 March, Western Springs Stadium.
- Pasifika, 18 – 20 March, Western Springs.
- Woman's Cricket World Cup, 19 and 20 March, Eden Park.

Managing unplanned incidents

In December 2021, serious incidents have increased with the ongoing change in the COVID-19 restrictions and the subsequent network demand increase. This increase is not yet at the level of non-restriction during alert level 1 or pre-COVID-19 times. There were two serious incidents in which road closures exceeded 24 hours. The first was due to a weather event (SH35) and the other a serious crash in New Lynn, Auckland causing significant damage to traffic signals and the controller box. This is unusual as ATOC managed a total of eight serious incidents across the full 2021 calendar year in which road closures exceeded 24 hours.

Environment and cultural heritage

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

Street Lighting

January 2022 saw an extra 782 streetlights replaced with light emitting diode luminaires and another 327 light point controllers installed on the network.

Hiikina te Wero

Hiikina te Wero (the AT Environment Action Plan) was approved by the board on 9 December 2021. Hiikina te Wero is available on the AT website. Since its release, Hiikina te Wero has been reviewed by a number of Councils around New Zealand and the University of Auckland for their urban design teaching programme. Feedback from mana whenua and the Auckland Kaitiaki Forum has been strongly supportive and positive about the approach AT took in developing the plan.

Sustainability

In the October-December 2021 quarter, greenhouse gas emissions from AT's operations and assets continued to decline. COVID-19 impacts drove the decline through reduced corporate emissions and reduced train services. AT's operations and assets include parking and public transport facilities, street and traffic lights, trains, and corporate activities (e.g., office buildings and staff travel). AT is on track to meet its reduction target of halving its 2018 emissions by 2030.

AT was a finalist in the Toitū Brighter Future Award for Climate Action. Toitū is New Zealand's leading greenhouse gas auditor and certifier; being a finalist acknowledges AT's demonstrable impact on reducing emissions.

Policy and Advocacy

- No consultation processes have closed since December 2021.
- There are two consultation processes currently open.

The Ministry for the Environment is currently consulting with local government and iwi on proposed changes to the resource management system, including the creation of a new Natural and Built Environment's Act (NBA) and a Strategic Planning Act (SPA). The 'Transforming Aotearoa New Zealand's resource management system: Our future resource management system - Materials for Discussion' consultation process provides an opportunity for partners in the resource management system to have their say on reform proposals to date.

The 'Materials for Discussion' released in December 2021 do not include any significant new information on reform proposals, but do summarise key decisions to date, including to replace the RMA, consolidate plans and provide increased government direction through a national planning framework. AT staff have provided detailed comments to Auckland Council as part of a family submission and are waiting to see a draft of the Group's response. Key points made by AT include the need to resolve questions of land use-transport planning alignment through the new arrangements, address funding and resource issues for transport, clarify consenting priorities and clearly define the relationship between the NBA and SPA. Submissions close on 28 February 2022.

Opportunity and prosperity

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

Making access to student concessions simpler

Leveraging its supplier relationships and coordination points with Auckland schools, AT facilitates a physical plastic Student ID card which, amongst other things, enables secondary school students to access public transport concessions. Whilst student and school communities appreciate the coordination role of AT, the card and process is costly to produce in both time and materials to students, parents, schools, and AT.

As a result, AT has engaged with a digital ID provider to look at transitioning to a digital student ID ahead of the start of the 2022 school year. This will result in a simpler, more sustainable, and less costly solution. It will also enable AT to communicate more effectively with students, a key public transport user group.

GIS Platforms modernised and Cloud Enabled

In recent months, the GIS (Geospatial Information System) team has finished their migration of geospatial content such as web maps and web apps from two platforms (one on-premise and one older cloud platform) to one consolidated cloud-based platform. This project was an umbrella for upgrading technology, moving entirely to the cloud, and modernising the way we work. It was also one of the pilot projects to trial automated deployment of cloud servers, a deployment previously involving multiple teams and manual work.

For the migration to happen, the GIS team moved over 30 web maps and web apps to their new home and the team have applied automated workflows wherever possible.

