

Runsheet

Auckland Transport Board meeting (Open session)

Date: 31 March 2022
Time: 10:10am – 11:51am
Venue: MS Teams

**Directors and CCO
Liaison Councillors** Adrienne Young-Cooper, Chair
Wayne Donnelly, Deputy Chair
Jim Mather
Abbie Reynolds
Kylie Clegg
Darren Linton
Mark Darrow
Nicole Rosie

Board Intern Isabella Horrocks

**Executive Leadership
Team Members,
Presenters and
External Guests** Shane Ellison, Chief Executive.
Mark Lambert, Executive General Manager, Integrated Networks
Mark Laing, Executive General Manager, Finance
Roger Jones, Executive General Manager, Business Technology
Rodger Murphy, Executive General Manager, Risk & Assurance
Andrew Allen, Executive General Manager, Service Delivery
Wally Thomas, Executive General Manager, Stakeholder
Communities & Communication
Natasha Whiting, Executive General Manager, Culture &
Transformation
Andrew Downie, Governance Lead
Jodi Comber, Executive Assistant
David Rankin, Chief Executive, Eke Panuku
Joanna Glasswell, Head of Corporate Affairs, Eke Panuku
Marian Webb, General Manager, Assets and Delivery, Eke
Panuku

Dayal Pituwala Withana, Road Safety Engineering Team Leader
Melanie Alexander, Group Manager Network Management
Nathan Cammock, Programme Director
Michael Brown, Road Safety Engineering Manager
Jane Small, Group Manager Property and Planning
Christina Robertson, Group Manager Growth & Urban Planning
Integration
Murray Burt, Chief Engineer
Patricia Vasconcelos, Senior Planner, Healthy Streets/Active Modes
Teresa Burnett, Head of Strategic Communications
Adam Moller, Principal Transportation Engineer

Item	Topic	Responsible
1.	<p>Welcome/Acknowledgements</p> <p>The chair welcomed participants to the meeting.</p>	
2.	<p>Apologies</p> <p>Councillor Chris Darby. Councillor Bill Cashmore.</p>	
3.	<p>Update from the Chair</p> <p>The chair noted the impacts of the COVID-19 pandemic and its widespread impact on the community, our public transport (PT) services, capital programme delivery and funding lines. She highlighted the planning put in place to communicate changes to PT services to ensure there was adequate coverage on routes and engagement with funding partners. The chair went on to note the recent increase in fuel prices associated with the war in Ukraine and the steps taken by the government to counter this increase and other increases in the cost of living, acknowledging the work undertaken by Auckland Transport (AT) to enable the 50% PT fare reduction from 1 April 2022 for a period of 3 months.</p>	
4.	<p>Late Items for General Business</p> <p>No late items were requested.</p>	
5.	<p>Interest Register - Declarations/Conflicts</p> <p>No further declarations or conflicts were noted.</p>	
6.	<p>Approval of Draft Open Session Minutes – 24 February 2022</p> <p>The Auckland Transport (AT) Board (board) approved the minutes of the meeting held on 24 February 2022. Carried: Wayne Donnelly Darren Linton</p>	
7.	<p>Action Register</p> <p>The open action item (expected completion date 31 May 2022) relating to a presentation to the board by the Tāmaki Makaurau Safety Governance group on a response to DSI increases was observed.</p>	
8.	<p>Chief Executive Business Report</p>	



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	<p>The chief executive tabled the report noting the key highlights including the application of the living wage to a small number of staff ahead of finalisation of the collective agreement with the PSA, the momentum being seen with the Central Government Road to Zero Safety programme, the impact of the pandemic on celebrations for recently completed projects and the activity and promotion undertaken to enable the 50% reduction in PT fares including total mobility customers commencing 1 April 2022.</p> <p>The following points were discussed:</p> <ul style="list-style-type: none"> • The significant level of technology deliverables related to the City Rail Link (CRL) as an indicator of the complexity of activities that are underway was highlighted, together with the flexibility that will be required to deliver infrastructure projects as priorities change as a result of the Transport Emissions Reduction Plan (TERP). • The engagement at an executive level within both Auckland Transport and Auckland Council to understand the scale and associated investment required to address future growth associated with the unitary plan. • The contribution of Te Ara Haepapa, the driver licensing support provided to māori rangitahi as well as how the procurement team was supporting engagement with māori businesses was acknowledged. • The chief executive elaborated on the activity underway to utilise technology to monitor vehicle speed and driver distractions, including the trial underway in Nelson Street. • In response to earlier comments, the chair requested a significant briefing on the CRL project, including commissioning planning with members of KiwiRail and the project team available as part of the presentation (Action Item). <p>The board received the Chief Executive's report.</p> <p>Action:</p> <p>Provide an update briefing on CRL including commissioning planning within the next 3 months (Ref 2022Mar01)</p>	<p>EGM Integrated Networks</p>
Items for Approval		
9.	<p>Proposed Speed Limits Amendment Bylaw 2022 (Tranche 2A)</p> <p>The EGM Service Delivery introduced Ms Alexander, Mr Cammock, Mr Brown and Ms Burnett, and outlined the steps taken to date to address the number of Deaths and Serious Injuries (DSI) on Auckland roads, including how Tranche 1 of the speed limit amendments have significantly reduced DSI on those roads where speed limit</p>	



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	<p>changes have been made, including a 47% reduction in fatalities in the 18 months following the changes. He noted that reducing DSI was a key strategic priority for both AT and at a national level, with the Board having approved Vision Zero for Tamaki Makaurau which sets a target of 65% reduction in DSI by 2030. He further noted that the 573 DSI in 2021 was an increase of c. 9% on 2020, and the first result which was not on track to deliver the Vision Zero target. The chief executive elaborated that the increase in DSI is largely occurring on those roads not included in Tranche 1 of the speed limit amendments.</p> <p>The EGM Service Delivery indicated that a significant programme of public consultation has been undertaken resulting in 8,413 submissions and that an extensive awareness campaign has been completed with over 200,000 emails forwarded. All roads proposed for speed limit changes have been visited by AT staff, evaluated and subject to four different technical reviews, with changes proposed for those roads which have been deemed not to have safe and appropriate speed limits currently in place.</p> <p>In response to public feedback, adjustments have been made to speed limit proposals to assist with driver compliance whilst not compromising safe outcomes (for example Portsmouth Road is now proposed to have a speed limit reduction to 80kph from 100kph, as opposed to 60kph from 100kph originally).</p> <p>Mr Donnelly summarised the discussion held with members of the Franklin Local Board in a meeting scheduled the day prior with Mr Donnelly and Ms Clegg. He recognised members of the Franklin Local Board for the significant amount of input they have provided into this proposal on a road by road basis and their support for delivering safer roads, whilst acknowledging that speed management can be a polarising topic and their desire to ensure community backing. The Franklin Local Board has provided a list of 48 roads with proposed speed limit changes that it would like management to reconsider.</p> <p>It was agreed that the EGM Service Delivery would lead a further review of the 48 roads tabled by the Franklin Local Board, to assess the level of engineering changes needed and associated funding required, that would allow the outcome of a further technical assessment of each road that considered a higher speed limit than that currently proposed. This would then be presented to the board for consideration at a future board meeting.</p> <p>The chair summarised that whilst the proposed speed limit changes were an area of significant change, given vehicle speed is consistently a contributing factor in serious road traffic accidents, the proposed changes offered an important opportunity to further reduce DSI across the Auckland road network.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Noted that the Safe Speeds Programme is part of a suite of road safety interventions aimed at reducing road trauma, and contributes positively to environmental sustainability, health and wellbeing outcomes as well as improved access and experienced for vulnerable road users. 	



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	<p>b) Noted that the first tranche of roads where speed limits were changed on 30 June 2020 have experienced a 47% reduction in fatalities in the 18 months following the changes, a reduction in all injury crashes of more than 25%, and greater than 15% reduction in serious injuries. Rural roads have seen the greatest benefit, with a 71% reduction in fatalities and a more than 25% reduction in serious injuries. This contrasts with performance on the remainder of the network where deaths have increased dramatically since late 2020.</p> <p>c) Noted that in June 2021 it agreed to propose new speed limits for over 800 roads across Auckland, predominantly in the south and around schools, and approved a draft amendment to the Auckland Transport Speed Limits Bylaw 2019 supporting such proposal to go out for public consultation.</p> <p>d) Noted that public consultation on the proposal has been completed and the key themes and issues raised through the consultation process and management's proposed response to those key themes and issues are set out in the draft public feedback report (Attachments 1 to 5).</p> <p>e) Noted that following consideration of the consultation feedback it is recommended that the board proceed to make the majority of the speed limit changes as proposed, with adjustments to 13 roads or road sections as detailed in this paper.</p> <p>f) Resolved to make the speed limit changes as recommended to come into effect in stages from 30 June 2022 to 28 July 2022 and pass the Auckland Transport Speed Limits Amendment Bylaw 2022 as drafted in Attachment 8 to effect such changes.</p> <p>g) Approved the draft public feedback report to be finalised and released.</p> <p>h) Noted the approach to monitoring and evaluation (Attachment 9) which is in line with the approach endorsed for Safe Speeds Tranche 1.</p> <p>i) Acknowledged and thanked all those who made submissions on the proposal.</p> <p>j) Resolved that further evaluation is to be undertaken to review the list of 48 roads provided by the Franklin Local Board on 30 March 2022 to assess the level of engineering changes needed and associated funding required, that would allow the outcome of a further technical assessment of each road that considered a higher speed limit than that currently proposed, with the results to be presented to the board for consideration at a future board meeting.</p> <p>Carried: Jim Mather Kylie Clegg</p>	
Items for Noting		
10.	Eke Panuku and AT collaboration	



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	<p>The Governance Lead outlined the action resulting from the Council Controlled Organisation (CCO) review that has led to further collaboration between Eke Panuku and AT. Mr Rankin and Ms Glasswell summarised some of the steps undertaken to date to encourage closer collaboration and practical examples of this.</p> <p>It was highlighted that the effectiveness of this activity to date is demonstrated in the approach to urban development evidenced in the Eastern Busway programme.</p> <p>The board noted the update on areas of collaboration between Eke Panuku and AT.</p>	
11.	<p>General Business</p> <p>There was no general business for discussion.</p> <p>The meeting concluded at 11:51am.</p>	Chair
<p>Next Meeting: 26 May 2022</p>		

Item	Items attached for noting (no discussion)	Author
12.	Monthly Indicators report	Jenny Chetwynd, Executive General Manager, Planning & Investment
13.	Update to Complaints Policy	Vanessa Ellis, Executive General Manager, Customer Experience

Signed as a true and correct record



Adrienne Young-Cooper
 Chair

28 June 2022

Date

