

Business Report – August 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 Outcome	Plan	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:

Mark Lambert, Interim Chief Executive

Belonging and participation

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

Public Service Association collective agreement signed

After 12 months of negotiation, the Public Service Association (PSA) and AT's bargaining teams have agreed to the terms of the next Collective Agreement.

At the start of bargaining in August 2021, the AT and PSA teams committed to taking an Interest Based Problem Solving approach. This approach involved exploring the interests behind each party's claims with the goal of increased understanding and improved outcomes.



Ngā Kaihoe graduate recruitment open for 2023 intake

AT's Ngā Kaihoe graduate recruitment programme closed for 2023 applications on 7 August 2022. The screening processes is currently in place and an in-person assessment centre will be held in early September. It is intended that up to 44 graduates will be employed to start in February 2023.

Plus One Bus Concession

The Plus One Bus Concession launches this month, enabling holders of a Total Mobility Card to take a support person at no charge, when travelling on an AT Bus.

Information sheets in New Zealand Sign, Te Reo, Samoan, Tongan, Chinese, Korean and Large Text are available on the AT website. Stakeholders have included our information within their own newsletters (New Zealand Blind, Total Mobility) and a press release will be distributed to mainstream and specialised media.

Summary of Customer Contact

Written queries into our Contact Centre continued to be higher than forecast in the month. We have formed a plan of action to reduce our time to respond/triage Metro services these queries (currently ~7-10 days) to within 48 hours. We have also updated the website to help ensure that queries get to the right team at AT as efficiently as possible through linking our Customer Relationship Management (CRM) system to our website.

Formal Complaints

There were 51 cases classified as formal complaints for June 2022, a 60% decrease on the same month last year.

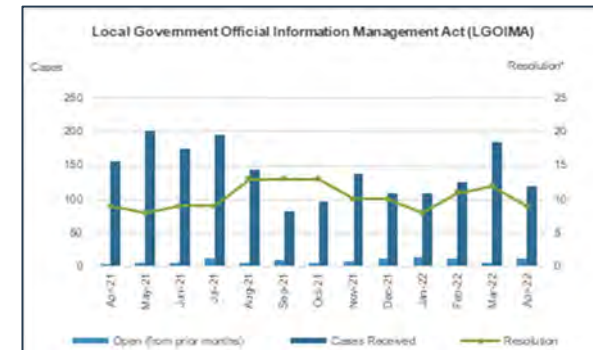
- Road Surfaces (10) and Bus Route or Schedule Related (5), were the major drivers accounting for 29% of all cases received for June.
- 69 formal complaints resolved in June with an average of 15 working days. 16 of these resolved cases were on interim (requiring some form of engineering assessment) with an average resolution of 26 working days.



Local Government Official Information Management Act (LGOIMA) Cases

There were 166 LGOIMA cases received in June, a 5% decrease on the same month last year.

- All customers were communicated to within the 20-day statutory timeframe.
- Outside the lead driver of Closed-Circuit Television (CCTV) related requests (75) for June, other drivers were Revenue and Costs (19), Meetings and Correspondents (16).
- 169 LGOIMA cases were resolved in May with an average of 13 working days.



Elected Member Cases

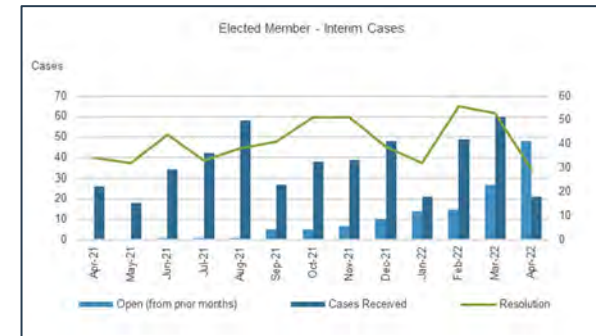
Standard Cases

- 132 standard elected member cases resolved in June with an average of 14 working days, up a day from the same month last year.
- Road Sweeping (25) and Road Renewal (20) were the major drivers accounting 23% of cases for June.



Interim Cases

- 43 interim elected member cases (where the case is deferred for further investigation) resolved in June 2022 with an average resolution time of 33 working days, down 11 days from the same month last year. 2
- Over the past months, the number of cases requiring an interim for further investigation has increased due to COVID-19 impacts of staffing levels across the organisation.
- Road related cases accounted for 48% of all interim cases received for June.



Councillor Cases

Standard Cases

- 23 standard councillor cases were resolved in June 2022 with an average of 11 working days, down 6 days from the same month last year.
- Road Renewal (4), Traffic lights & Signals (3), Infrastructure (2), and Speed Limit (2) were the major drivers accounting for 22% of all interim cases for June.



Interim Cases

- 9 interim councillor cases (where the case is deferred for further investigation) were resolved in June, with an average resolution time of 12 working days, down 43 days from the same month last year.
- Over the past 6 months the number of cases requiring an interim for further investigation has increased due to COVID restrictions.
- Interim councillor cases for June were mostly about Road Renewal (2).



Reshaping Streets Regulatory Changes

Waka Kotahi is currently consulting on a series of proposals to make it easier for road controlling authorities to make changes to streets. Most of the changes, including to consultation processes, should make it easier for AT to make minor changes in support of intensification, placemaking and other activities. One of the proposals could potentially increase the number of events communities hold in streets, with impacts for the network. Staff are currently developing input which will be provided to council staff who will lead a group submission.

Total Mobility, explained at the Pasifika Communities Launch



The On- Demand Mobility Team were invited recently by the Mangere-Otahuhu Local Board to attend the Pasifika Communities Launch to help raise awareness about PT options for people living with accessible needs. This launch was part of the Age Friendly Cities plan developed by AC.

There are currently 27,303 people registered to the Total Mobility scheme in Auckland, who all get a subsidised rate on contracted taxis for a door-to-door transport as well as discounted travel on buses, trains, or ferries via their Total Mobility AT HOP card. There are twenty-one taxi operators that offer a Total Mobility service.

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.

Marae Safety Programme

Te Aroha Pa car park, Hoani Waititi roading and the Motairehe carpark/roading projects are now completed. The Kia Ora Marae carpark project is due to restart in this financial year with a review of the project status, the initial investigation report and the detailed design.

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, focusing primarily on Resource Management matters. There were two mana whenua hui held for the southern and north/west regions. The Māori Policy and Engagement team support Tupu Ngātahi (Supporting Growth) and Light Rail Māori engagement. AT engaged with mana whenua on the following projects in the period:

- AT Wellesley Street Bus Improvements - Stage One - Draft Artists Brief
- Safe Speeds Programme
- Update on Safe Speeds Rural Marae project (Martha)
- Update on Safe Speeds Phase 3 consultation, including levels of feedback received and emerging themes (Nathan &/or Annie):
- Feedback from Katoa, ka ora to date relating to Māori
- Seek input on Katoa, ka ora: Auckland Speed Management Plan 2023-26
- Manukau and Māngere East Cycling SSBCs project update
- Eastern Busway Alliance
- Point Chevalier to Grey Lynn Improvements Project
- Retaining Wall Renewal at 40-44 Otitori Bay Road, Titirangi
- Hobson Street Bus Lanes

Te reo Māori

Te reo Māori translations were completed for public transport network announcement updates, wayfinding signage, report headings, AT HOP card machines, AT HOP card sleeve, internal signage and launch collateral.

The testing of bilingual signage that will be included in the Technical Design Manual has commenced.

Community Road Safety

Te Ara Haepapa delivered a total of 184 activations, events, hui, investigations, and educational workshops with 738 engagements in July 2022. The deliveries were a mixture of online and face to face.

Kaihautū (Driver education and licensing programme)

353 participants attended workshops, and engagements through Marae Wānanga, Hapori Papamahi and Ākonga Kaiwhakahaere with a 100 per cent pass rate for those who sat their driver's license test. A total of 74 out of 74 passed their tests this month, 42 learners, 24 restricted and eight full licence. Seven New Zealand Police referrals attended Marae Wānanga and of those that sat their test there was 100 per cent pass rate, 6 passed their test this month, three learners, two restricted and one full licence. A total of 259.5 hours on-road driver education were delivered to 152 drivers.

Whitiki (Child restraints)

63 engagements were held in the month to check child restraints across eight local board areas. Of the car seats checked, 34% of the seats checked had three or more faults, 22% of cars had no seats and 15% of seats checked were unsuitable or not fit for purpose.

Face to face, online, phone or messenger consultations with whanau have been set up in response to increased demand and contact. Any whanau member can request a technician to visit them or be given the next available drop in date and location for support or clinic in their area.

Whitiki Whānau Kōrero are always held during Licensing Wānanga and Papamahi wherever possible, due to driver responsibility under law for all those who are under 15 years. We held three whanau kōrero with 39 engagements.

Waipiro me ngā Tarukino

Four events and two workshops were held with a total of 3,148 engagements across four local boards in the month.

The team joined Ngā Pirihimana o Aotearoa for Compulsory Breath Testing Stops set up over 4 evenings from 4:30pm to 11pm to reward those driving without alcohol. There were 3,128 engagements during the four evenings.

Whānau Kōrero workshops were delivered in the hapori. These education workshops are tailored to help whanau make informed decisions about driving or working with alcohol or drugs in their system.

Homes and places

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

People Powered Streets Programme (including Streets for People and Ngā Tiriti Ngangahau)

The Streets for People Programme is a \$30 million fund available over the National Land Transport Plan 2021-2024. The programme looks to reshape streets to expand low-carbon transport choices while aligning with the Road to Zero strategy and the proposed Emissions Reduction Plan.

Five concept project areas (Māngere, New Lynn/Avondale, Manukau, Northcote and Panmure) have been identified and presented to Waka Kotahi to be taken into the Readiness Programme phase of Streets for People. All these programme areas focus on community programmes to grow active modes, in particular cycling, connecting to cycle infrastructure, trialling innovation and supporting behaviour change through training. It is anticipated that not all areas will be successful in attracting support from the programme and we will be working with Waka Kotahi to finalise the successful programme areas for development. Waka Kotahi has highlighted that the official programme launch will be held in September 2022 when the successful projects will be announced.

Wayfinding

All of our Customer Service Centres are being refreshed with new bilingual signage that also features the rope, Te Herenga Waka, from Te Taurapa, AT's Māori design elements master artwork.

Disruption wayfinding has been installed to help people easily navigate from their usual bus stop to their new temporary stop in Lowe Albert St. Virtual Passenger Information Display Systems have been installed at each temporary bus stop for people to scan to find out when their next service is due.

Beacons have been installed at the Mountain Road entrance to assist users visiting the Panmure station from the Park & Ride side. The structures have been installed around existing light poles, meaning no foundation work was required.



Responding to Growth and Development

There are currently 35 active plan changes across Auckland that have implications for our transport system. This includes several significant greenfield proposals as well as smaller scale brownfield developments.

AT provides subject matter expertise to Council on resource consent applications that are considered of relevance to or have a potential effect on Auckland's transport network. AT received 100 requests in July and 132 requests in June from Council for analysis, with 857 requests for assessments received to date in 2022. The year-to-date figure represents a 12.5% increase on 2021.

AT is currently involved in 28 fast-track consent applications that are utilising the COVID-19 Recovery (Fast Track Consenting) Act. Two applications have been approved through the Ministry for the Environment gateway test and have had a referral order issued the Minister, providing for applications to be lodged with the Environmental Protection Agency. The most notable of these is a development at Wellsford which is within the future urban zone.

All three Drury East fast track consent proposals that were being considered by Expert Consenting Panels under this legislation have been withdrawn by the applicants. This approach is supported given the private plan changes are currently going through appeal resolution processes to rezone the area from Future Urban Zone to enable an appropriate urbanisation planning framework.

Pukekohe Masterplan

Eke Panuku has identified Pukekohe as a key development location in recognition that it is projected to grow by 50,000 people over the next 20 years. With Auckland Transport input, Eke Panuku has prepared a draft masterplan for consultation to show how the town centre can change over time and the benefits this will bring to residents and visitors, including several focused projects to allow for new activities and events, safer and better-connected streets, upgraded shop frontages, improved parking facilities and upgrading of character buildings.

The Pukekohe Town Centre masterplan has an initial focus on the "Edinburgh super lot" area for a flagship development – this area includes two car parking sites recently released by Auckland Transport. The masterplan also identifies parking operational changes such as the location of short stay and long stay parking and layout options to maximise on street parking spaces.

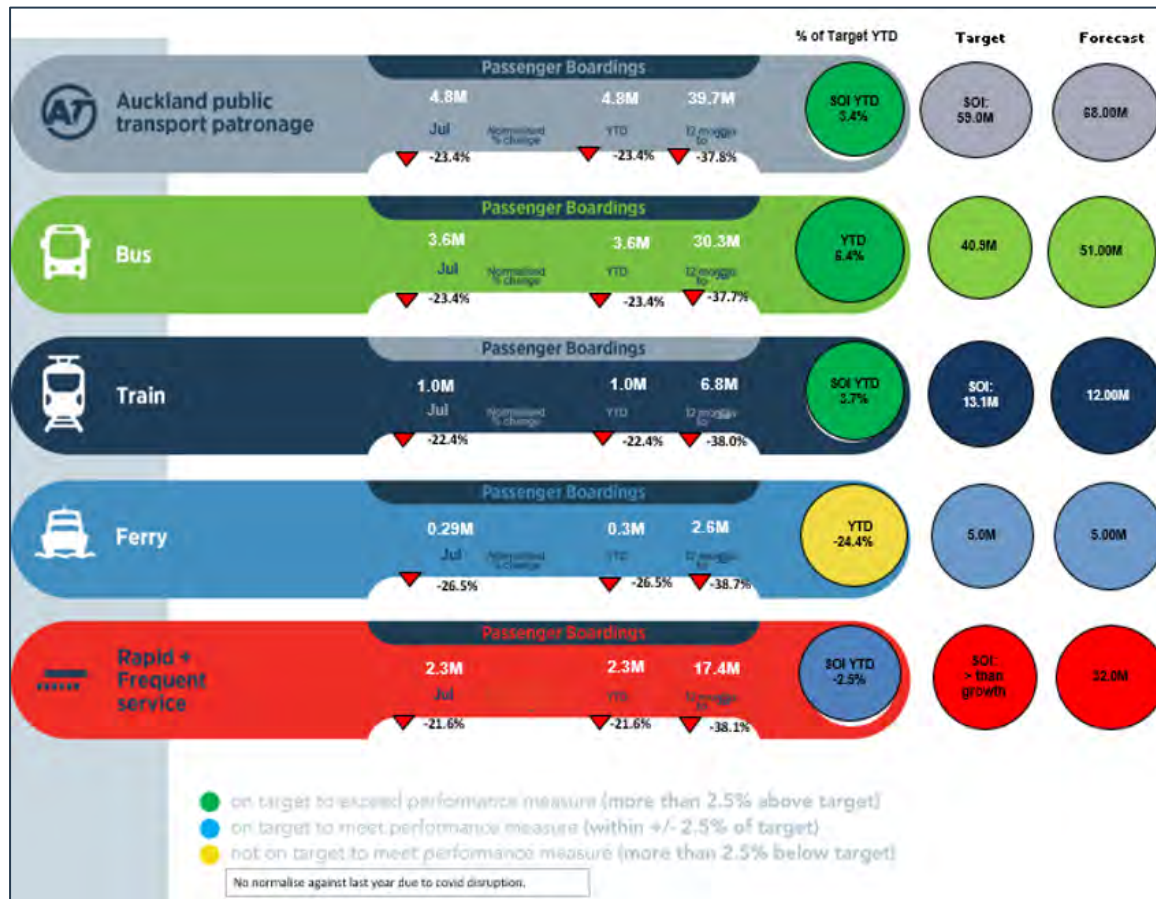
Auckland Transport provided supporting commentary for the consultation process, including appropriate recognition of the role of a future comprehensive parking management plan. Consultation closes 31 August. Auckland Transport will be supporting Eke Panuku with the review of comments received to assist in finalising the masterplan for implementation over the next ten years.

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 – July 2022 and 12 months to July 2022



Overall, for the 12-months to July 2022 passenger boardings totalled 39.7 million, -37.8% on the previous year. July 2022 monthly patronage was 4.8 million, -23.4% on July 2021.

Bus services totalled 30.3 million passenger boardings for the 12-months to July 2022, -37.7% on the previous year. Patronage for July 2022 was 3.6 million, -23.4% on July 2021.

Train services totalled 6.8 million passenger boardings for the 12-months to July 2022, -38.0% on the previous year. Patronage for July 2022 was 1.0 million, -22.4% on July 2021.

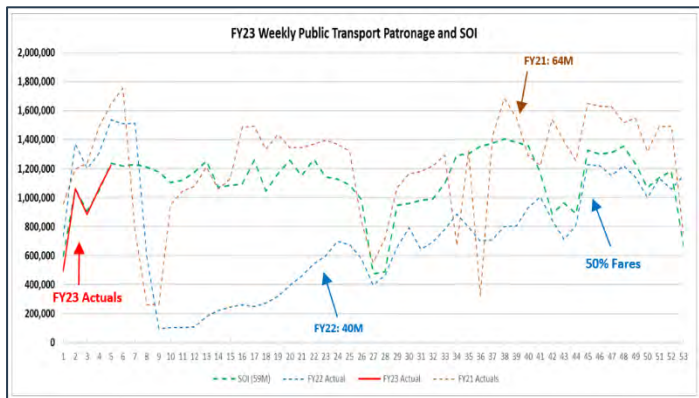
Ferry services totalled 2.6 million passenger boardings for the 12-months to July 2022, -38.7% on the previous year. Patronage for July 2022 was 0.29 million, -26.5% on July 2021.

Rapid and Frequent services totalled 17.4 million passenger boardings for the 12-months to July 2022, -38.1% on the previous year. Patronage for July 2022 was 2.3 million, -21.6% on July 2021.



Passenger boardings in July 2022 were lower than June 2022.

In July 2022, patronage was 4.8 million compared to 6.3 million in July 2021 or 76% and 6.4 million in July 2020 or 75%.

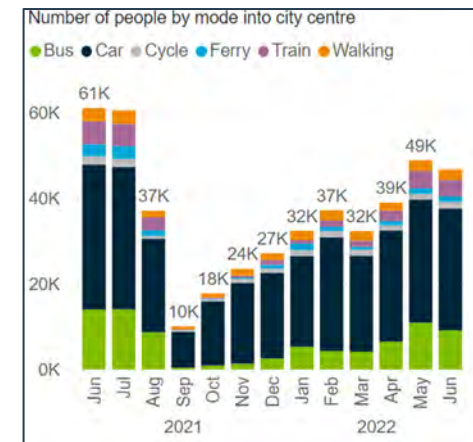


AT's Statement of Intent (SOI) target for the 12-months for 2022/23 is 59 million passenger boardings across PT. This is nearly 60% of the highest year (2018/19) pre-COVID-19.

The chart illustrates the actual 2022/23 patronage performance (red line) against the required SOI patronage profile (dotted green line) for 59 million boardings, actuals in the last year 2021/22 (dotted blue line) and actuals in year 2020/21 (dotted brown line).

City centre access

In June 2022, the total number of people entering the city centre by all modes during the AM peak period was 46,819, 37% lower than pre-COVID-19 pandemic levels of June 2019. It was also 4% lower than the previous month, which is attributable to two public holidays. PT mode share has decreased by 3% compared to May 2022 due to lower patronage during the holidays.



Service Punctuality and Reliability

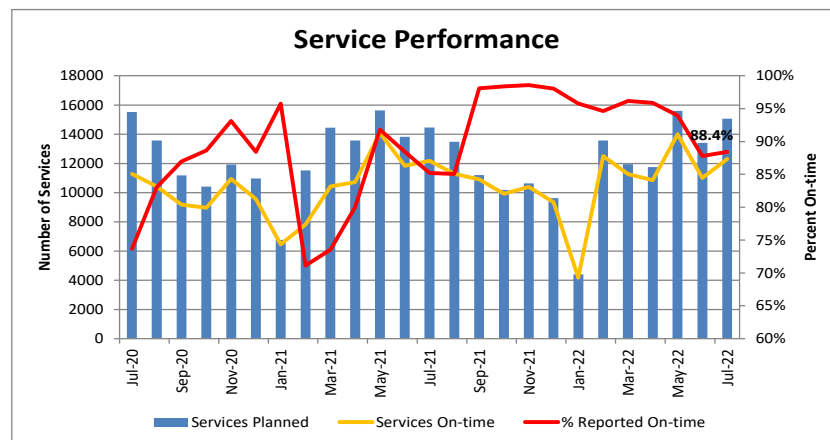
	Punctuality at Destination		Reliability at Destination	
	Jul-22	12 Month Average	Jul-22	12 Month Average
Train	88.43%	93.73%	92.34%	96.88%
Bus	98.82%	99.04%	87.61%	95.20%
Ferry	83.35%	89.97%	88.98%	92.61%

PT reliability (service trips operated against planned schedule) for July 2022 was below the 12-month average for all modes. This was due to staff shortages as a result of absenteeism through sickness and COVID-19 community resurgence. Service punctuality during July 2022 was also below the 12-month average for all modes.

Punctuality exceeds the target. Improved management of contractual performance indicators, and regular changes to timetables to better reflect traffic and adjustments for the impact of diversions due to major construction projects have helped to maintain performance above the SOI target for punctuality



Rail Service Performance



The rail operator, AOR, reintroduced the full train timetable from 19 April 2022 in anticipation of greater patronage on the network following the reduction in government COVID-19 pandemic restrictions.

Performance has improved in July 2022 from June 2022.

Transport Officer update

In June 2022, there were 82 incidents reported by Transport Officers across the PT network, a decrease from 94 reported incidents in June 2021. Disorderly behaviour accounted for 50 of June's reported incidents, followed by 18 instances of drinking alcohol. Transport Officers have been

conducting blockades at various locations on the network during the orange COVID-19 traffic light setting. This has highlighted a rise in fare evasion. Rotations and intelligence influencing deployments look to address this issue. Transport Officers are still providing a presence on bus routes 18, 66 & 70 due to issues with fare evasion and disorderly behaviour.

Ferry Services Improvements

Last month we announced a new public-private partnership with Fullers360 that will secure long-term investment and commitment to Auckland's ferry network. Communications to announce the partnership were done collaboratively with Fullers360, which included a joint media release.

We have started to advise ferry passengers of ticket changes that will occur as a result of the partnership. Fullers360 legacy products for Devonport (10-trip tickets and monthly passes) will no longer be available for purchase from 19 August 2022 with the last day for use being 30 November 2022. The arrival of an AT HOP paper ticket for Devonport next month has enabled us to encourage passengers to "buy before you board" as we move towards all AT ferry services no longer selling tickets on board.

We will be utilising AT and Fullers360 communications channels to keep passengers informed, as well as launching the new Waiheke AT HOP monthly pass, encouraging Waiheke commuters to take advantage of the benefits of joining the integrated network.

Mātiatia Wharf upgrade

AT is responsible for maintaining Mātiatia's main wharf, the gateway to Waiheke Island and the second busiest ferry terminal after Downtown. Design and planning for the main wharf's renewal work have been carried out over the past year and site works will start in August 2022. During the on-site construction period, ferry services will be relocated to the old wharf. Stage two of the Mātiatia renewal project will see the replacement of the pontoon and gangway infrastructure for the southern berth. A final stage three of the project will see new pontoons and gangways for the northern berth. AT's contractors will be building the replacement structure off-site to minimise disruption as much as possible. Work is expected to take approximately eight weeks to complete, finishing November 2022.

New Zealand Institute of Architects' 2022 Public Architecture Award

AT's Puhinui Station project has won the New Zealand Institute of Architects' 2022 Public Architecture Award at the Local Architecture Awards ceremony held on 19 July 2022. Judges visited the new station in April 2022 and were impressed by how the "sweeping roofscape smooths the transition from trackside to the ticketing hall" and commented that the "sculptural roof form offers a landmark for the neighbourhood".

The new station opened to the public in July 2021.



The station has also won Commercial Roof of the Year 2021 at the Roofing Association of New Zealand Awards and the Sustainability Leadership Award 2020 at the Trafanz Leadership Awards. It has been entered into the New Zealand Property Awards in August 2022 and is also being submitted for the Steel Construction New Zealand Excellence in Steel Awards 2022 by designers Aurecon.

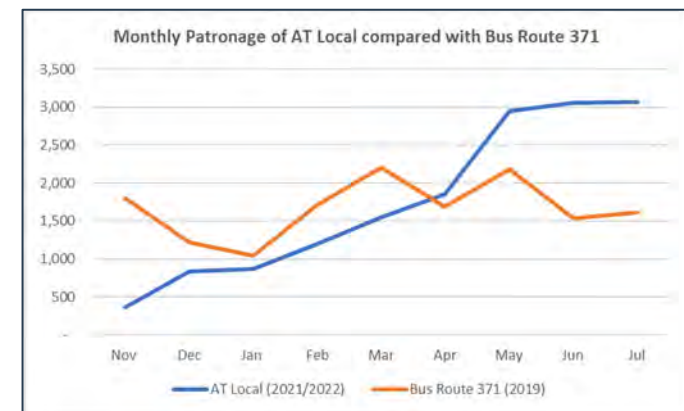
AT Local – On-demand performance update

AT Local is AT’s on-demand rideshare service. The service is being trialled in Conifer Grove, Takanini and Papakura for 12 months from 31 October 2021. Customers use the AT Local app or phone 0800 2 LOCAL to book their ride. They are then picked up by a professional driver in an AT Local-branded electric vehicle. There are almost 400 drop-off and pick-up points in the Service Area, so customers only have a short walk (approximately 120 metres) at the start and end of their trip.

Over 2,000 customers have signed up to use AT Local in Conifer Grove, Takanini and Papakura. There were over 15,000 AT Local trips in the first 9 months of the trial. June and July were the busiest months on the service to date, with over 3,000 trips in each month.

AT Local replaced the 371 bus service that ran between Papakura Station, Cosgrave Road, Porchester Road and Takanini Station. The 371 ran Monday to Friday only, with a 30-minute frequency during the peak, and a 60-minute frequency at other times.

AT Local has outperformed the pre-pandemic patronage of the 371 since April 2022. For example, in July 2022, there were 90% more AT Local boardings than for the 371 in July 2019.



AT Local has generated patronage growth at a time when other bus services in the Papakura area (but outside the AT Local Service Zone) have been experiencing patronage decline.

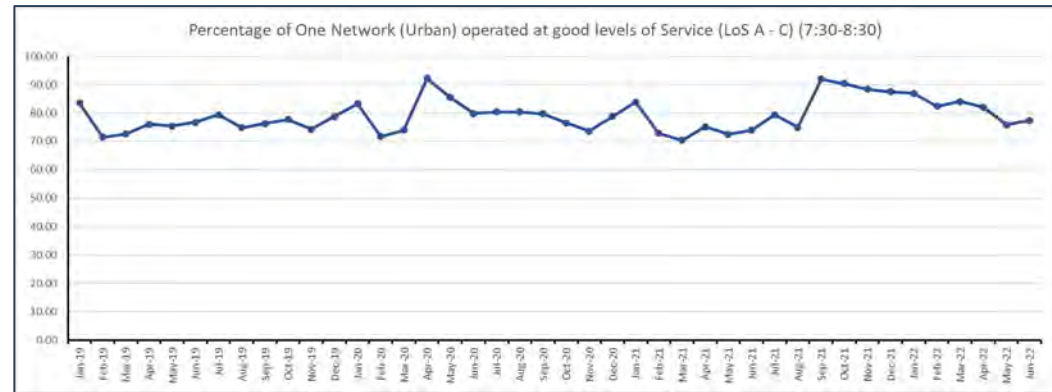
An online customer survey took place in July 2022. 86% of respondents rated their overall satisfaction with AT Local as at least 8 out of 10. They cited convenience, punctuality, and friendly drivers as highlights.

The majority of survey respondents use AT Local to travel to work. They also use the service to go shopping and to get to amenities, schools and appointments, and to visit friends and whanau. AT Local is used frequently (64% of respondents used it at least once a week) and attracts some occasional or rare users of public transportation. AT Local has gone beyond a bus replacement as majority of respondents did not previously use the 371.

Road Network

Network performance

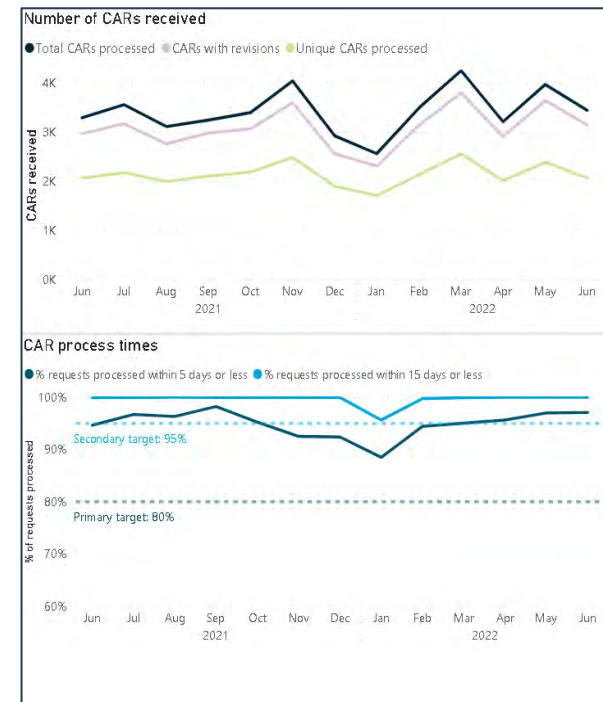
In June 2022, 77% of the One Network operated with minimal congestion (Levels of Service A-C) during the AM peak period. The congestion level is similar to pre-COVID-19 pandemic levels of June 2019. The AM peak average speed on the network was 42 km/h, similar to the pre-COVID-19 pandemic speed of June 2019. The overall AM peak travel demand levels increased to 93% of pre-COVID-19 pandemic levels.



Road corridor and worksites

Community Access Request (CAR) numbers have shown a slight decline in June 2022, reflecting the reduced AT maintenance works due to contract area changes and end of the year. The July numbers follow the same trend, and we expect the numbers to pick back up as we steadily move into the new financial year.

The Temporary Traffic Management (TTM) Advisors were impacted significantly in June and July by illness from flu and COVID-19, losing more than 20% of available days across the team. Despite this, numbers were still above the target, and we expect to continue the same trend as the team moves back into full capacity. After hours performance appears to have lifted to match the average network performance.



Road Damage – North Rural

The exceptionally wet weather in July 2022 has caused considerable damage to the road network particularly in the Rodney area. There has been widespread flooding, fallen trees and slips that have blocked roads and also a large number of significant dropouts which will require the construction of retaining walls to restore the road carriageway. The initial clean-up has cost approximately \$900,000 with the cost of the permanent repairs estimated to be approximately \$3,500,000.

The wet weather has also resulted in extensive potholing on both the sealed and unsealed network. Potholes in sealed roads form when surface water enters the road pavement through cracks in the top surface and the loading of traffic pumps the fines to the surface resulting in the underlying granular pavement losing its strength.

Potholes are a symptom of pavement distress and a loss of waterproofing arising from not keeping up with the resurfacing needs of the network. Resurfacing needs to be undertaken periodically to keep the top surface waterproof and prevent water ingress. Once water ingress occurs more expensive repairs are required.

The unsealed network is also very vulnerable to sustained periods of wet weather and there are four grading crews working in the North Rural area to address the issues that have arisen across the network.



Ahuroa Road



Krippner Road

Te Honohono ki Tai - Matakana Link Road

Construction works on the Matakana Road roundabout are 90% complete and traffic is flowing freely. Night works were carried out last month on the eastern side of the road and the bus stop on the western side of the road has been moved, cycling paths fully formed and mulching and planting continues. A final layer of asphalt will be laid later in the month.

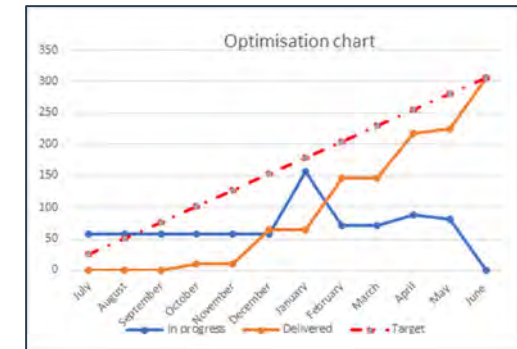
On Te Honohono ki Tai (Matakana Link Road), attention is focussed on completing kerbs and channels (90% complete) and pouring footpaths and cycleways (70% complete). Side barriers for the bridge are being cast offsite prior to installing, while drainage, road construction and landscaping works continue.

Road Regional Improvements Programme

Construction of the proposed corridor improvements along Botany Road in Botany Downs started in late 2021 were completed in June 2022. The construction was staged into two segments to minimise traffic disruption on the network and coordinated with an adjacent retirement village development. The Botany Road and Millhouse Drive intersection and the Botany Road and Cascades Road intersection were upgraded. These upgrades are expected to significantly improve the safety and efficiency for all road users along this strategic corridor in East Auckland.

Route Optimisation Programme

The Optimisation delivery team at the Auckland Transport Operations Centre (ATOC) has completed the Routine Signals Optimisation Programme for 2021/22. The programme reviewed and optimised the operations at 306 signalised intersections across Auckland.



Road Network Optimisation Programme

The construction of four optimisation projects has now been completed.

At the intersection of Bruce McLaren Road and Parrs Cross Road in Henderson, a roundabout with raised platforms was constructed to improve side road access and safety of the intersection by lowering speeds on Parrs Cross Road. Pedestrian access was also improved by the installation of a raised zebra crossing on Bruce McLaren Road.



Before and after photos of the Bruce McLaren Road/Parrs Cross Road intersection improvement project.

The intersection of School Road and Central Park Drive in Te Atatū South was optimised by the installation of traffic lights. This reduced the congestion levels on School Road and helped to provide greater access and safety improvements for active modes.



The New North Road project increased efficiency on the New North Road corridor by extending existing clearway times. There were also pedestrian improvements at the New North Road/Richardson Road intersection in Mount Albert.

The project at Alpers Avenue/Manukau Road/Great South Road intersection in Epsom focussed on pedestrian improvements. To improve access and safety for pedestrian the slip lane was removed, and the missing pedestrian crossing links were added.

Road Minor Improvements Programme

A total of 25 minor improvement projects were fully completed in 2021/2022. The roundabout improvement at the intersection of Alison Road and Donald Bruce Road on Waiheke was 95% complete, and the new roundabout at the intersection of Hillsborough Road, Commodore Drive and Griffen Park Road was 65% complete, at the end of the financial year.

One of the completed projects was the roundabout improvement at the intersection of Bute Road and Beach Road, in the Browns Bay town centre. In response to increased pedestrian traffic, especially of vulnerable road users, four raised zebra crossings have been provided at each leg of the intersection to provide safe access across the busy arterials to and from adjacent bus stops, and the town centre to the west.



Before and after photos of the Bute Road/Beach Road roundabout improvement project

Speed Management Programme

Speed limits changes

Implementation of the Phase 2 speed limit changes was successfully completed. A targeted six-week, multimedia awareness campaign was launched to support Phase 2 and enhance the awareness of the changes. The campaign showcased our simplified programme messaging. The highest level of online engagement (click-through) was with the speed limit changes proposed for Franklin district.

A review of the feedback received for Phase 3 of the speed limit proposals is underway and an independent peer review was carried out to evaluate and enhance the confidence of the decision-making process. The final proposal is currently being refined and will be presented to the board for consideration in September 2022.

Devonport and Glen Innes town centres

The Devonport town centre safety improvement project includes a number of engineering measures to complement the proposed speed limit changes of 30km/h. There are 11 locations where treatments are being proposed, including raised pedestrian crossings, zebra crossings, cycle lane, kerb build outs and line marking improvements. The design of the improvements has been developed in partnership with the representatives from community groups throughout



the past 12 months. Public consultation was completed in mid-August 2022. Three drop-in sessions have been planned to enable the public to speak with the project team to provide clarifications for any questions they may have.

The Glen Innes town centre safety improvement project includes several engineering measures to complement the proposed speed limit changes of 30km/h. There are five locations where treatments are being proposed along Apirana Avenue, Maybury Street and Line Road. The treatments are raised pedestrian crossings, speed table, side islands and line marking improvements. The design of the improvements has been developed in partnership with the representatives from community groups throughout the past six months. Public consultation closed on 3 July 2022.

Takapuna Town Centre Improvements

In alignment with the introduction of a 30kph speed limit to the Takapuna Town Centre in 2023, these improvements will bring traffic-calming measures and safer pedestrian crossings to the town centre. A Working Group of community representatives has collaborated with traffic engineers and the project manager to develop a works plan which will be shared with the public in October 2022 when two walk-in public engagement sessions will be held as well as an online Teams engagement session. There will also be a business-focused session and a letter drop with mail-in feedback form and an online submissions form. Detailed design work will take place between December 2022 and February 2023 with construction work due to start in April 2023.

Safer Communities Programme

The construction of the intersection improvement project at Mount Albert Road/Frost Road intersection in Mt Roskill started on 15 July 2022, with construction due to be completed in October of this year. The intersection upgrade will provide safe crossing facilities for pedestrians crossing Mount Albert Road, safe cycling facilities for cyclists travelling through the intersection and improve safety for motorists exiting Frost Road.

Vulnerable Road Users

A total of 57 pedestrian improvement schemes and five motorcycle improvement schemes were constructed during the 2021/22 financial year. The pedestrian improvements are generally raised crossings which provide safe system outcomes for our most vulnerable road users. There has been a significant piece of work to determine the most appropriate device that provides the safety outcomes while minimising noise and vibrations for our customers.

A further 16 schemes started construction in June and completed during July. Investigation and advance design commenced on 25 schemes that are programmed for construction during the 2022/23 financial year.

High-Risk Intersections Programme

The Road Safety Engineering team has delivered seven high-risk intersection improvement projects in 2021/22 and started construction at another three high-risk intersections. The three projects that were started are at Makora Road/Triangle Road, Massey (raised signalised

intersection), Ellice Road/Wairau Road, Glenfield (signalisation and footpath upgrade) and Coatesville-Riverhead Highway/Old Railway Road, Kumeu (right-turn bay).

High-Risk Corridors Programme

The Road Safety Engineering team has completed the construction of the Loss of Control/Bend Treatment Programme for 14 bends, Rural Delineation Programme for 19 routes (approximately 82km) and approximately 16km of Audio Tactile Profile markings on the rural network in 2021/22. The raised pedestrian crossings safety improvement project for Swanson Road is also near completion.

Community Engagement – Aotea

Community Transport met with members of the community at Aotea on Great Barrier Island to work through the final design elements for the introduction of new speed limits.

Community Safety and road safety awareness and education

169 TravelWise Programme events and activities took place during the month, including rural school activities. Other school programme activities included 5 cycling activities, 3 scooter training events and 15 speed activations including Back to School and Slow Down Around Schools.

Review of traffic fines and penalties

AT understands that the government will seek public feedback on a review of traffic infringement fines and penalties. It is expected that the review will look at the framework for deciding what sort of fines and penalties are appropriate for different infringements, with the potential for speeding and other fines to be updated for the first time in around 25 years.

This is significant for AT and a substantive submission will be developed. Ensuring fines and penalties provide an appropriate level of deterrence is critical to achieving the region's vision of zero deaths and serious injuries by 2050. It is anticipated that consultation will open in late August-September and run for around 2 months.

Parking projects

Essential Vehicle Area (EVA) - Queen Street enforcement

The City Centre Masterplan envisages Wai Horotiu Queen Street as a pedestrian priority area and low-emission zone. To help achieve these goals, AT is introducing an EVA Lane (restricted to use by buses, cycles, mopeds, motorcycles, goods and service vehicles and emergency vehicles) between Wellesley Street and Wakefield Street. The EVA Lane is designed to direct discretionary, through-traffic away from Queen Street by preventing access along its full length, thus removing private vehicles.

AT will use CCTV cameras to monitor the EVA lane and anyone using the EVA lane incorrectly will receive a \$150 infringement fee. A warning period commenced on 5 July 2022 and will run for six weeks. Currently the approximate number of vehicles illegally using this lane per day is 2,000 on average. Additional advisory signage will be added with a new communications plan to inform the public.

Active modes update

New Footpaths

There were 11 new footpath projects completed in 2021/22, which included practical completion of the North-western Dual Path, which is shown in the pictures. This provided a new 850 metre section of path at a pinch point on the North-western cycleway and improvements to the connections to the new cycle path and footpath. This provides improvements for commuting, school trips and recreational trips.



The upgraded North-western Dual Path

Community Bike Hubs

This project aims to deliver up to 10 Bike Hubs and is part of the AC Nga Tiriti Ngāngahau Vibrant Streets programme. A Bike Hub is a community-run space for people interested in bikes to meet, learn, fix-up and ride. They provide basic bike fixes and training, donated bike fix-up and re-distribution, events, education and knowledge sharing. The first of three Hubs (Stage 1) could be completed Q4 2022 or Q1 2023. Stages 2 and 3 will be delivered through 2023 and into the first half of 2024

Supporting delivery of active modes improvements through renewals

We are enhancing active modes outcomes delivered through the renewals programme. Three key areas are being explored of programme alignment, minor improvements for active modes and safety, and potential for cycleway delivery through renewals.

The renewals programme already includes a range of minor and effectively cost-neutral activities to improve outcomes for active modes and safety, including widening footpaths, realignment of pram crossings, installing missing pram crossings, intersection radius tightening, and installation of tactile indicators. We are working to ensure these activities are consistently applied across all maintenance contract areas and exploring the potential to include other elements, such as implementation of skid resistance on service lids and cycle friendly stormwater grates.

The potential for cycleway delivery through the renewals programme is also being tested on two pilot corridors. We are currently in the initial stage of the pilot with internal teams preparing concept designs. If the concept designs show potential for delivery through the renewals programme we will proceed to the next stage. This pilot approach enables us to work through the detail of how cycleways could be delivered through renewals and identify costs and resources that fall outside the renewals programme (e.g., design, consultation, and separator installation). A successful pilot may support accelerated implementation of our strategic cycling and Micromobility network.

Ongoing Cycling Programme ‘Opportunities Allocation’

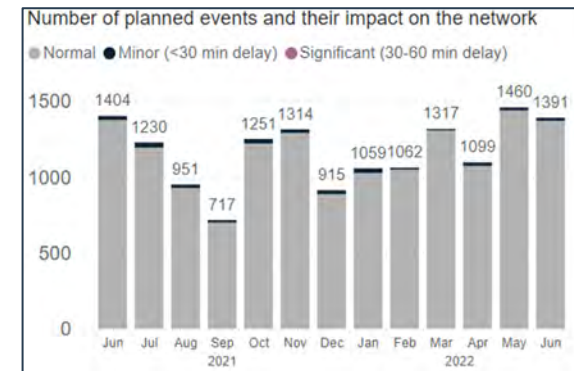
To support faster and more flexible delivery of cycling infrastructure within a ‘dig once’ approach, \$12 million of the Ongoing Cycling Programme has been set aside as an ‘opportunities allocation’. This allocation will be available to smaller scale non-cycling projects (value under \$10 million) to enable delivery of cycling elements that would otherwise be unaffordable. This allocation will improve our ability to deliver for cycling and Micromobility where it is a high priority.

Managing planned events

June 2022 was a busy month, particularly for Special Events.

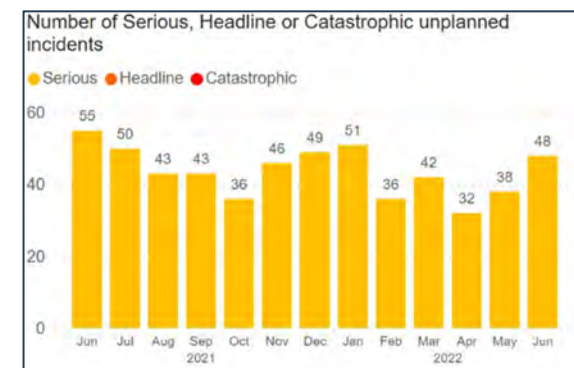
Rail block of lines continue to present a major challenge for major event planning with a significant number of upcoming events impacted, including Farmers Santa Parade, Elton John and the weekend concerts and ASB Classic.

In the planned events space, a slight increase prior to the end of the financial year was observed with May and June as projects pushed to complete prior to July.



Managing unplanned incidents

The total number of unplanned events decreased again in June, especially in the area of ‘normal’ events which are generally administrative in nature. Minor, significant, and serious events all remained relatively consistent.



Auckland Harbour Bridge Closures

There were seven Auckland Harbour Bridge closures during high wind warnings on 13 June 2022. MetService remained in full contact with ATOC throughout this period. Whilst this was beneficial, pre-warning and real time wind speeds were still delayed. It is hoped that when new weather stations are implemented, it should result in up to two to five minutes warning of high wind speeds.

Auckland One Rail, AT Metro and ATOC Emergency Training

On 6 June 2022, Auckland One Rail (AOR), the AT Metro Day of Operations team, ATOC Special Events and the ATOC Real Time Operations team conducted an emergency desktop exercise. The exercise revolved around a sell-out special event at Eden Park with several smaller injects leading up to the start of the event. The exercise also included a train derailment during the event which meant people were unable to use part of the rail network for their journey home.

Harbourmaster's update

In May 2022, the Harbourmaster and inspectors from Maritime New Zealand boarded the Spanish flagged fishing vessel "Illa Gaviera" in order to conduct a safety inspection. Over recent months, the Harbourmaster has been increasingly concerned about the standards of safety and seamanship on such vessels visiting Auckland.

Several safety deficiencies were found, and the vessel was required to spend two weeks alongside rectifying these issues before sailing to the High Seas fishing grounds. It was a successful and worthwhile collaborative effort between the Harbourmaster and Maritime New Zealand.



Regional Land Transport Plan funding

The table below outlines activities approved by Waka Kotahi during the period 13 June 2022 to 4 August 2022.

Activity	Approved Costs (\$M)
Kepa Road Slip Remediation Improvements (Implementation) <i>This was approved under Delegated Funding Authority</i>	\$3.76
Pedestrian Level Crossing Removal (Implementation) <i>This was approved under Delegated Funding Authority</i>	\$14.56
Access for Everyone (Indicative Business Case)	\$0.94
City Rail Link Roadside Projects (Single Stage Business Case)	\$1.27
Eastern Busway Alliance (Implementation and Property) <i>This includes Option 1A, reimbursement for historic property purchases plus admin fee</i>	\$1,300.00
Electric Vehicle Uptake (Programme Business Case)	\$0.43
Schools Speed Management Programme (Single-Stage Business Case) <i>This is for the development of the Interim Speed Management Plan</i>	\$2.71
Urban Cycleways Programme – Glen Innes to Tamaki Drive Section 4 (Implementation)	\$45.00
Urban Cycleways Programme – Great North Road (Implementation)	\$25.86

Procurement

Published Tenders

There were six tenders published in the current reporting period (11 June –2 August 2022) with an estimated value of \$14.55 million. Two tenders had an estimated value of over \$2 million.

Contract	Supplier
Great North Road (GNR) Improvements Project - Enabling Works The GNR improvements Project (under Connected Communities programme) will deliver upgrade on bus, walking and cycling improvements on the corridor network to a section of GNR between Ponsonby Road/Newton Road and the Surrey Crescent shops. It includes improvement of road safety, safer pedestrian road crossings, create PT efficiency and provide attractive opportunities to encourage walking and cycling.	Request for Tender
Asset Management and System Roading Structures Asset management of the Auckland transport system, the network, and structures within it are routinely inspected to ensure they are capable of meeting legislated engineering safety and customer level of service requirements. The work includes inspection of condition, analysis/interpretation and preparation of recommended works and asset replacement programmes for transport structures in the AT network.	Request for Proposal

Awarded Contracts

There were 252 contracts created in the current reporting period (11 June –2 August 2022) with a total award value of \$1,117.35 million. There were 12 contracts with values over \$2 million.

Contract	Supplier
Auckland Ferry Services Agreement – Twelve-year contract (2022 to 2034) New Public Transport Operating Model ferry network service agreement contract that will cover Devonport, Hobsonville/Beach Haven, Half Moon Bay and Gulf Harbour service routes.	Fullers360 Group Limited
Asset Transfer and Purchase Agreement Sale of Devonport landing gear to AT and relinquishment of the licence agreement at the Devonport Wharf and purchase of four existing diesel vessels	Fullers360 Group Limited
Management Services Agreement – 2-year contract (2022 to 2024) Fullers Group Limited engaged to project manage the vessel 1 boat build and diesel vessel refits, including testing, commissioning, and bringing into service.	Fullers360 Group Limited

Contract	Supplier
<p>Road Corridor Maintenance - Central Urban – Ten-year contract (2022-2032) Road corridor maintenance and renewal contract to ensure the delivery of road asset maintenance and renewal works to support the asset growth in Central Urban, Auckland.</p>	<p>Downer New Zealand Limited</p>
<p>Road Corridor Maintenance - North Rural – Ten-year contract (2022-2032) Road corridor maintenance and renewal contract to ensure the delivery of road asset maintenance and renewal works to support the asset growth in North Rural, Auckland.</p>	<p>Downer New Zealand Limited</p>
<p>Road Corridor Maintenance - North Urban – Ten-year contract (2022-2032) Road corridor maintenance and renewal contract to ensure the delivery of road asset maintenance and renewal works to support the asset growth in North Urban, Auckland.</p>	<p>Fulton Hogan Contracting Limited</p>
<p>Downtown Ferry Terminal Pier 1, 2 and Birkenhead Wharf Repairs Piers 1 and 2 at Downtown Ferry Terminal and Birkenhead Wharf, were built more than 100 years ago and require periodic renewal to extend their service lives.</p>	<p>Freyssinet New Zealand Limited</p>
<p>Local Board Transport Capital Fund AC Projects Funding agreement between AT and AC. The Funding is to be used by AC to deliver the projects that supports connectivity of cycleways and footpaths within the transport network.</p>	<p>AC New Core</p>
<p>Glen Innes to Tamaki (GI2T) Sections 4A and 4C Construction The Glen Innes to Tāmaki Drive Shared Path is a joint AT and Waka Kotahi project that will deliver a 7km long path that connects Auckland’s eastern suburbs to the city centre.</p>	<p>HEB Construction Limited</p>
<p>Westhaven to CBD Cycleway – 18 month contract (June 2022 to December 2023) The Westhaven to CBD Cycleway project will provide long term safe connectivity of the Nelson Street Cycleway to the Quay Street Cycleway. This project is an upgrade to the former trail project which was undertaken by AT’s Innovating Streets for People (ISfP) programme.</p>	<p>John Fillmore Contracting Limited</p>
<p>Digital Stream July 2022 to June 2023 To deliver safe, innovative, and sustainable digital options giving a consistent approach across all streams and digital interactions with customers.</p>	<p>Propellerhead Limited</p>
<p>Preferred Supplier of Cameras for use in a CCTV Environment – 5 year contract (2022 to 2027) This contract is for a single supplier to supply a variety of cameras (makes/models) for use in a CCTV Environment.</p>	<p>Clear Digital Limited</p>

Transport Infrastructure Asset Design, Delivery and Management

Asset Design and Management

- Design and Standards: The Design Review Panel has passed its first milestone -one year in operation -and has successfully been integrated as business as usual (BAU). The team are now moving to the Gen 2 workplan, and resourcing required to optimise the review process while managing risks to AT.
- The Urban Street and Road Design Guide was updated and released to reflect changes in Future Connect and the Roads and Streets Framework.
- Asset Management: 2024 Asset Management Plan (AMP) development: The draft 2024 AMPs are available for internal review and feedback. Currently focused on refreshing 30-year Investment Needs.
- The condition inspection and assessment programme planned for 2022-23 has started. There has been no major changes reported in the asset condition since the last update.

Key Transport Infrastructure Construction Project Updates

Project Progress	Current Phase	% Completed	Phase
Eastern Busway 1 (Panmure to Pakuranga) – The Heritage Swing Bridge – the contract is expected to be awarded by early August, with mobilisation mid-August and completion May 2023. Mokoia Pa Park - the detailed design is progressing, procurement is planned for September 2022, construction start is planned for late 2022 with completion in May 2023.	Construction	93%	
Eastern Busway 2/3/4 Alliance (Pakuranga to Botany) – Approval of the Detailed Business Case for the preferred Ultimate Outcome Scheme and the funding application for Option 1A to enable a staged delivery of the Eastern Busway has been granted by Waka Kotahi at its July 2022 Board meeting. Confirmation of the Crown contribution is yet to be received. During July and August 2022, the project hosted a number of community engagement sessions focused on the Pakuranga Town Centre to Ti Rakau Drive Bridge section of the busway which has construction commencing later this calendar year.	IPAA PAA	100% 1%	
Northern Busway Extension (Rosedale & Constellation Stations) – The project team is working with the NCI Alliance to close out existing works, transfer of knowledge, and current work close out. AT is negotiating with NCI Alliance on the design cost.	Construction	53%	
Puhinui Bus Priority and Mangere Cycling – All construction works for the bus priority lanes are complete. Construction for the last stage of the project, Puhinui Road Shared Use Path (SUP) east of Puhinui station commenced in July 2022.	Construction	95%	

Project Progress	Current Phase	% Phase Completed
The removal of 19 road trees has been completed in accordance with the consent conditions. The replanting of 38 native trees by Te Whangai Trust has commenced.		
LRGF – Huapai – The enabling works at Access Rd intersection are substantially complete. The tendering to engage the roading contractor has closed. The tender evaluation is underway, and the contract is anticipated to be awarded in August 2022. The detailed design for Station Rd intersection is complete and all the consents are in place.	Detail Design	99%
Matakana Link Road – The building up of the road pavement on Matakana Link Road is progressing well and the tie-in of Matakana Rd has now been chipsealed. Utility services continue to be installed and the bridge superstructure is being constructed onsite and offsite. The team is still working with two adjacent developers on development tie-ins.	Construction	91%
Northwest Rapid Transit Network – Corridors main works design package to be completed in November 2022. Construction works are progressing well at Te Atatu North and is due to be completed in August 2022. Te Atatu South is due to be completed in November 2022. SH16 works is scheduled to commence in September 2022. Lincoln Road works commenced in July 2022 and all construction works is expected to be completed in April 2023. Westgate detailed design is underway and due to be completed in September 2022.	Design and Construction	41%
Orakei Infrastructure Projects (includes Ngapipi Bridge Widening, Kepa Rd Retaining Wall and Tamaki Northern Footpath Rehabilitation) – Traffic management will soon be implemented on Tamaki Dr in order to start the footpath rehabilitation construction. The construction methodology has been designed to reduce traffic disruption.	Construction	2%
Waitemata Safe Routes – A walking and cycling project in Grey Lynn contributing to the implementation of a cycle network in Western Waitemata area. For the main cycleway project, the project design is progressing towards completion forecasted now for end October 2022. Preparation of the resource consent is underway, and submission is scheduled for end of August 2022 with approval expected by November 2022.	Design and Construction	87%
Links to Glen Innes Cycleways – Package 1: Physical works tender is near award. Site mobilisation planned for September 2022 with completion in April 2023. Package 2: SP2 and SP4 detailed design and engineer's estimate are complete. Continuous discussions are underway with Asset Management & Renewals about the coordination between the two programmes. The SP3 preliminary design is complete and is under review by the Design Review Panel and Road Safety Audit.	Detail Design	99%
Glen Innes to Tamaki Cycleway (Section 4 - Orakei Basin to Tamaki Drive) – Sections 4A & 4C construction activities are progressing well. Section 4C physical works are targeted for completion in October 2022 and the 4A works in December 2022. Section 4B consent is lodged with the Ministry for the Environment as per the fast-track approval process to ensure a faster decision than the standard RMA consent processes. Section 4B design is now at 85% and is undergoing design review.	Detail Design 4B Construction 4A and 4C	42%

Road Maintenance and Renewals

JULY 2022					
Asset Renewal Activities	July YTD Actual (km)	July YTD Forecast (km)	Full Year Target (km)	Completion v. YTD Target (%)	Completion v. Full Year Target (%)
Pavement Rehabilitation	0	0	10	0%	0%
Resurfacing	1.2	1	405	120%	0%
Footpath Renewals	5.3	5	60	106%	9%
Kerb and Channel replacement	2.6	2.5	35	104%	7%
TOTAL	9.1	8.5	510	107%	2%

The combined length of 415km is the target for 2022/23 for resurfacing and rehabilitation. There has been 1.2 km of resurfacing completed during the month of July 2022 – This is 120% of the year-to-date target. A further 5.3km of footpaths and 2.6km of kerb and channels were replaced during the month of July 2022.

Property Acquisition

Three acquisitions were completed in July 2022 for the Eastern Busway Alliance Project. The Land Valuation Tribunal hearing for the Panmure Bridge Marina claim for compensation adjourned in mid July 2022 with a decision expected in two to three months.

Consent Planning

Two stormwater culverts that pass under Wolverton Street in New Lynn, have been replaced as part of the Wolverton Street Culvert Replacement Project. The works were completed under the Resource Management Act emergency works provisions and retrospective resource consent applications have now been made to AC for the emergency culvert work.

Five Environment Court appeals have been received from three appellants on the Supporting Growth Programme Drury Arterial Network Notices of Requirement, including one appeal on the lapse date.

Property Optimisation

A total of 138 properties in the Facilitation Portfolio are required to be vacated by the end of FY23, for the Eastern Busway Project. Notices to vacate are being phased according to project requirements.

Environment and cultural heritage

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

New electric Ferries

AT management visited McMullen and Wing boatbuilding yard in Mt Wellington to observe first-hand the build progress of the two recently procured new electric ferry build contracts. Two 24m meter long carbon composite ferries have been commissioned with a passenger capacity of approx. 200 passengers with an expected launch date for the first vessel in Q3 2024 and for the second vessel early 2025.

The recent agreement with Fullers360 Group Ltd to operate ferry services across a number of ferry routes includes for project management of up to five new electric-hybrid ferries. The build and equipment supply contracts have been placed for the first of the five ferries using the Q West boatbuilding yard in Whanganui.

Street Lighting

July 2022 saw a further 353 streetlights replaced with light emitting diode luminaires and 363 light point controllers added to the network. As of July 2022 103,557 streetlights are connected to the Central Management System. The overall number of streetlights is recorded as 124,964.

Climate Adaptation

AT is progressing the detailed assessment of the coastal assets at Beachlands under the Dynamic Adaptative Policy Pathways Planning method (DAPP). This involves identifying and setting thresholds, triggers and signals. Once triggers are breached, alternative pathway options would be implemented. AT anticipates that adaptation actions will include managed realignment (retreat) and is waiting on AC to develop a policy on this option.

Infrastructure Emissions

AT has modelled the embodied emissions associated with 17 of the highest value Regional Land Transport Plan projects (including renewals and maintenance). Preliminary results indicate carbon emissions of >380,000t carbon dioxide equivalent over the 10 years programme, with the renewals and maintenance programme contributing the highest emissions to the AT total. Scenario modelling is currently underway to identify the reduction options with the greatest impact on total emissions.

Service Continuity for school children during a major slip repair on Laingholm Drive, Laingholm.

After a significant weather event on the 13 June 2022, buses could no longer travel on Laingholm Drive between Dorothy Road and Janet Place due to a substantial slip in the road. AT with other key stakeholders implemented a shuttle service that will cater for all affected school children by bridging the trip in the affected area. The service started from day one of the new school term, on the 25 July 2022 and runs until the end of the year. It is expected that the road will be fully re-instated by December.



Policy and Advocacy

AT has submitted to five consultation processes since June:

National Policy Statement Freshwater Management 2020 and National Environmental Standards Freshwater 2020

AT provided input into council's feedback to the Ministry for the Environment's further consultation. AT's principal interest was ensuring that AT assets, or future assets, have a consenting pathway, particularly in regard to the revised definition of "wetlands".

National Policy Statement Indigenous Biodiversity

The Ministry for the Environment called for submissions on the exposure draft of a new NPS for indigenous biodiversity. AT provided input into the council submission.

Sustainable Biofuels Obligation: Proposals for Regulations

AT provided a short letter of feedback directly to the Ministry of Business, Innovation and Employment, with council staff input. The focus of the letter was to support the use of biofuels, noting some of the wider economic, social, environmental and cultural impacts.

Water Services Entities Bill

AT provided input into council's submission to Parliament's Finance and Expenditure Committee on the legislation which will establish the water entities to manage the three waters into the future.

Climate-related Disclosures

In July, the External Reporting Board (XRB) released its third consultation document on climate-related disclosure standards, Climate Standard 3 Exposure Draft - General Requirements for Climate-related Disclosures. The standard establishes principles and general requirements to enable the provision of high-quality climate-related disclosures. The submission on the third consultation will be led by Council with AT input.

Opportunity and prosperity

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

AT Mobile: Showing real time location of car-share providers

AT Mobile has been updated to allow customers to view live locations of available car sharing vehicles. Like the integration for shared scooters and bikes, they can easily go from AT Mobile to the provider app or website to proceed with booking a vehicle or finding out more about it. Development was completed in June 2022, and it was released to the public on 7 July.

AT website new Menu design

On 14 June 2022 we released our new customer-led, future-proofed menu to the public which is optimised for accessibility and bilingual inclusion. The new menu is arranged vertically rather than horizontally like the old menu. This is a much better fit for large complex website architectures like ours.

Our government mandate to be Accessible (and meet the international standard defined in WCAG 2.1) has been met, and we are supporting Māori wellbeing outcomes with the inclusion of te reo Māori.

CCTV Monitoring Dashboards

A CCTV reporting dashboard has been developed to show when cameras are out of service or offline and help to raise a maintenance fault for the error. At any point of time, circa 200 cameras are offline for which we previously had no visibility.

Let's plan better stations – The Auckland Rapid Transit Network Study

A study has been undertaken on Auckland's Rapid Transit Network (RTN) stations. The purpose of this study is to help improve access to RTN stations (current and future) across the region.

The Auckland RTN study will recommend both transport and land use interventions to strengthen access to RTNs and enable greater patronage growth, mode shift and offer better travel choices.

The study was completed in July 2022 and the final report made available. A GIS viewer will function as a single source of truth for RTN stations and will go in hand with the final report. It will provide information on facilities, amenities, and gaps that exist at and around our RTNs, and enable us to better plan improvements. The usefulness of this viewer is beyond solely AT and will be helpful to other organisations such as Eke Panuku, Kāinga Ora, Waka Kotahi, and Auckland Council.

