

## Monthly Transport Indicators – August 2022

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

### Te whakarāpopototanga matua / Executive summary

1. The 2021/22 Monthly Indicators Report for August 2022 shows performance against the Statement of Intent (SOI) measures and other indicators.
2. This report shows that, although the impacts of COVID-19 on key indicators are still noticeable, we are seeing a steady improvement in line with adjusted targets on many of the measures.
3. In August 2022, monthly Public Transport (PT) boardings were 6.0 million, exceeding the trajectory to meet the SOI target by 18.8 per cent. This is the first time that PT has surpassed 6.0 million monthly trips since the July 2021, the month before Auckland went into an extended COVID-19 lockdown.
4. Local roads Deaths and Serious Injuries (DSI) for the 12 months to the end of August 2022 were 491, which is on track to meet the end of year target.
5. Vulnerable Road Users DSI for 12 months to the end of August 2022 were 245, which is on track to meet the end of year target.
6. Off street parking occupancy was 38.6 per cent for the 12 months to the end of August 2022. There has been a steady increase in parking in AT owned parking buildings from April 2022. This indicates our car parking buildings are being better utilised as COVID-19 restrictions are softening. The following carparks are included in this measure: Civic, Downtown, Ronwood and Victoria St.
7. As of this month, nine measures are on track to exceed or meet the target, six are not on track to meet the target and 16 are yet to be reported on.

### Ngā tuhinga ō mua / Previous deliberations

8. There are no previous deliberations.

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

9. The attached Monthly Indicators Report provides an overview of Auckland Transport's (AT's) performance against its SOI performance measures for August 2022. This report also provides supplementary information on the wider Auckland context as well as AT's PT, road operations and maintenance, and customer response activities.
10. This covering report highlights key trends and significant shifts in the monthly reporting statistics and provides a summary of performance against the SOI measures.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Safety

11. For the 12 months to the end of August 2022, deaths and serious injuries on *local roads* decreased by 9.6%, to 491. This is 0.8% above the trajectory to meet the end of year target. Local road deaths have decreased by 8.3% (from 48 last year to 44 this year). Local road serious injuries decreased by 9.7% in the past year (from 495 last year to 447 this year).
12. For the 12 months to the end of August 2022, deaths and serious injuries on *all Auckland roads* (including local roads and highways) decreased by 8.5%, to 568. This is 3.3% worse than the trajectory to meet the end of year target. In addition, all road deaths have decreased by 13.8% (from 58 last year to 50 this year). All Auckland road serious injuries decreased by 8.0% in the past year (from 563 last year to 518 this year).
13. For the 12 months to the end of August 2022, deaths and serious injuries of *vulnerable road users* decreased by 12.4%, to 245. This is the same as the trajectory to meet the end of year target. Deaths of vulnerable road users have decreased by 52.2% (from 23 last year to 11 this year). Vulnerable road user's serious injuries decreased by 8.9% in the past year (from 257 last year to 245 this year).

### Public Transport

14. There was a total of 41.7 million PT boardings for the 12 months to August 2022, a decrease of 35.4 per cent or 10.8 million boardings on the 12 months to August 2021. Monthly boardings for August 2022 were 6.0 million. This is the first time that PT has exceeded 6.0 million monthly trips since the July 2021, the month before Auckland went into an extended COVID-19 lockdown.
15. Boardings remain affected by COVID-19, likely due to city centre, university student and office worker boardings being impacted by the increased travel restrictions, concerns about hygiene on PT and increased working from home. We are starting to see a recovery, likely due to loosening restrictions and 50% fares reduction funded by Central Government.
  - Rail boardings totalled 7.2 million for the year to August 2022, a decrease of 35.8 per cent, or 4.0 million boardings, on the 12 months to August 2021.

- Bus boardings totalled 31.8 million for the 12 months to August 2022, a decrease of 35.2 per cent, or 17.3 million boardings, on the 12 months to August 2021.
- Ferry boardings totalled 2.7 million for the 12 months to August 2022, a decrease of 36.8 per cent, or 1.6 million boardings, on the 12 months to August 2021.

16. Year to date PT punctuality was 97.0 per cent, meaning it is on track to meet the SOI target of 96.0 per cent. PT Punctuality measures whether a PT service has arrived at its first stop on time. Therefore, cancelled services are not included in the measure.
17. The total PT farebox recovery ratio was 14.0 per cent in August 2022, not meeting the target range of 30.0 to 34.0 per cent. Reduced patronage due to COVID-19, compounded by ongoing COVID-19 restrictions, and subsequent KiwiRail works have significantly impacted the performance against this indicator.

### **Cycling**

18. In August 2022, 1.77 km of cycleways have been upgraded as part of the 'pop-up protection' programme. Of this, 0.74 km were along Ian McKinnon Drive and 1.03 km were along Manukau Station Road. This measure is on track to exceed the trajectory to the 2024 target.
19. Cycle movements for the 12 months to August 2022 totalled 2.9 million, a decrease of 22.0 per cent on the 12 months to August 2019. This is 17.9 per cent below the monthly SOI target trajectory for FY 2022/23. Increased working from home and ongoing COVID-19 restrictions have an impact on cycle counts, particularly within the city centre.

### **Emissions and vehicle fleet statistics**

20. Estimated transport related greenhouse gas emissions for the 12 months to June 2022 is an estimated 3.8 million tonnes of Co2 emissions which compares to 4.2 million tonnes for the 12 months to August 2021. As a further comparator, the pre-COVID-19 figure for the 12 months to February 2020 was 4.2 million tonnes. We are currently working on getting this data monthly.
21. State Highway VKT figures are included as a proxy for all of Auckland VKT. Estimated figures for August 2022 were 349.9 million which compares to an average 400 million for the average monthly figure of the 2020 calendar year. However, the difference will likely be due to seasonal fluctuations, and we will need to see a full year of figures to see any changes in trend.
22. In August 2022, 17% of vehicles imported were Electric Vehicles or Plug-in Hybrid Electric Vehicles and a further 23% were Hybrid Vehicles.

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

23. The rolling average AM peak arterial productivity was 31,446 for the 12 months to August 2022, not meeting the SOI target of 33,000.
24. The average proportion of the freight network operating efficiently during the inter-peak was 88.0 per cent for the 12 months to August 2022, meeting the SOI target of 90.0 per cent.

## Asset renewals and customer service

25. In August 2022 1.2 km, or 0.02 per cent, of local roads were resurfaced or rehabilitated. For this FY to date, 2.4 km, or 0.03 per cent, of local roads were resurfaced or rehabilitated. This Financial Year, the SOI target is to resurface/rehabilitate 379.5 km, or 5.5 per cent of the local road network.
26. The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 72.0 per cent in August 2022. The 12-month rolling average to August 2022 is 84.9 per cent, which is close to the SOI target of 85 per cent.

## Summary of performance against SOI Measures

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

| Table 1: Performance against SOI targets   |                 |            |                |              |           |
|--|-----------------|------------|----------------|--------------|-----------|
| Strategic Transport Priorities   | Target exceeded | Target met | Target not met | Not reported | Total     |
| Making Auckland's Transport System Safe by Eliminating Harm to People  | -               | 2          | 1              | 1            | 4         |
| Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates | -               | -          | -              | 4            | 4         |
| Providing and Accelerating Better Travel Choices for Aucklanders   | 2               | 1          | 3              | 3            | 9         |
| Better Connecting People, Places, Goods and Services   | -               | 1          | 1              | -            | 2         |
| Supporting Māori wellbeing outcomes, expectations and aspirations under Te Tiriti o Waitangi   | -               | 1          | -              | 1            | 2         |
| Our Operating Model is Adaptive, Financially Sustainable and Delivers Value  | -               | 1          | 1              | 3            | 5         |
| Providing Excellent Customer Experiences   | -               | 1          | -              | 3            | 4         |
| Collaborating with Funders, Partners, Stakeholders and Communities   | -               | -          | -              | 1            | 1         |
| <b>Total</b>   | <b>2</b>        | <b>7</b>   | <b>6</b>       | <b>16</b>    | <b>31</b> |

## Ngā tūraru matua / Key risks and mitigations

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

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

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

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

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

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

31. There are no impacts associated with this report.

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

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

## Ā muri ake nei / Next steps

33. The September 2022 Monthly Indicators Report will be submitted to the board in December 2022.

## Te whakapiringa / Attachment

| Attachment number | Description  |
|-------------------|--|
| 1                 | Auckland Transport Monthly Indicators Report 2020/21 – August 2022 |

## Te pou whenua tuhinga / Document ownership

|                                |  |  |
|--------------------------------|--|--|
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| <b>Recommended by</b>          | Jenny Chetwynd<br><b>Executive General Manager Planning &amp; Investment</b>   | <i>Jenny Chetwynd</i>  |
| <b>Approved for submission</b> | Mark Lambert<br><b>Interim Chief Executive</b>   | <i>M.D. Lambert</i>  |