

Entered by Board Secretary

## Monthly Transport Indicators – April 2023

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

### Te whakarāpopototanga matua / Executive summary

1. The 2022/23 Monthly Indicators Report for April 2023 shows performance against the Statement of Intent (SOI) measures and other indicators.
2. In April 2023, public transport (PT) boardings remain strong, outperforming the previous 12 months to April 2022 by about 50% for all modes (rail, bus and ferry). Boardings for the month of April 2023 were 40% higher than the monthly boardings target. Total PT farebox recovery ratio was only 15.2% in April 2023, not meeting the target range of 30 to 34%.
3. Cycle counts for the 12 months to end of April 2023 are at a similar level to the 12 months to the end of April 2022 (1.1% difference). However, April 2023 counts saw a significant drop in counts from the previous month (101,800). A deep dive into cycling counts (Attachment 2), highlights the impact of weather events on counts and the importance of investment and delivery to see large-scale uplifts in cycle movements. Some changes to cycle count indicators are proposed for the SOI.
4. In the 12 months to April 2023, the rolling average AM peak arterial productivity was 28,878 which is 6 per cent lower than April 2022 and is not on track to meet the SOI target of 33,000. Motorway Vehicle Kilometres Travelled (VKT) estimated for April 2023 saw a 12.2% decrease from March 2023.
5. Demand for low or no emission vehicles remains firm this month. In April 2023, 40.2% of all newly imported and registered vehicles were low or no emission vehicles compared to 42% in March 2023.
6. For the 12 months to April 2023, deaths and serious injuries on *local roads* totalled 548. Local road deaths have decreased by 23.4% while local road serious injuries have increased by 10.6% in the past year. For the 12 months to April 2023, *vulnerable road user* deaths on *all roads* has increased by 50% (from 14 last year to 21 this year). *Vulnerable road user* serious injuries on *all roads* has increased by 4.1% (from 244 last year to 254 this year).

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7. As of this month, 12 measures are on track to exceed or meet the target, 14 are not on track to meet the target and six 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 April 2023. 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. As of April 2023, six high-risk intersections and sections of road have been addressed by AT's safety programme. These include 3 sections of road (Swanson Road, Mt Albert Road/Dornwell Road/Frost Road and Mt Albert Road/Hayr Road, and Atkinson Road); and 3 intersections (Kowhai Road/Beach Road, Makora Road/Triangle Road, and Hill Road/Claude Road). A further two intersections are targeted for completion by end of the financial year, subject to delivery risks.
12. For the 12 months to April 2023, deaths and serious injuries on *local roads* totalled 548. Local road deaths have decreased by 23.4% (from 47 last year to 36 this year). Local road serious injuries increased by 10.6% in the past year (from 463 last year to 512 this year).
13. For the 12 months to April 2023, deaths and serious injuries on *all Auckland roads* (including local roads and motorways) totalled 633. All road deaths have decreased by 15.5% (58 last year to 49 this year). All Auckland road serious injuries increased by 10.4% in the past year (from 529 last year to 584 this year).
14. For the 12 months to April 2023, deaths and serious injuries of *vulnerable road users* totalled 275. Deaths of vulnerable road users have increased by 50% (from 14 last year to 21 this year). Vulnerable road user serious injuries increased by 4.1% in the past year (from 244 last year to 254 this year).

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15. For more detailed analysis on the safety statistics, please refer to the monthly safety business report.

## Public Transport

16. There was a total of 67.5 million PT boardings for the 12 months to the end of April 2023, an increase of 53.6 per cent on the 12 months to April 2022. This is 16.9 per cent above the trajectory for the SOI target of 57.7 million boardings. Monthly boardings for April 2023 were 5.7 million, an increase of 150 per cent on April 2022. Boardings for the month of April 2023 were 40.3 per cent higher than the monthly boardings to meet the target. Therefore, both overall boardings are tracking to exceed the annual target.

17. Overall PT boardings remain on a strong upward trend. Figures by modes are:

- Rail boardings totalled 11.7 million for the 12 months to April 2023, an increase of 52.1 per cent, or 4 million boardings, on the 12 months to the end of April 2022.
- Bus boardings totalled 51.5 million for the 12 months to April 2023, an increase of 54 per cent, or 18.1 million boardings, on the end of 12 months to April 2022.
- Ferry boardings totalled 4.4 million for the 12 months to April 2023, an increase of 52.5 per cent, or 1.5 million boardings, on the 12 months to the end of April 2022.

These figures suggest that the Rail Network Rebuild has so far only had a small impact on rail boardings, with the percentage increase in rail boardings tracking only slightly behind bus boardings.

18. Year to date PT punctuality was 96.2 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.

19. The total PT farebox recovery ratio was 15.2 per cent in April 2023, not meeting the target range of 30.0 to 34.0 per cent.

## Cycling

20. No new cycleways were delivered in April. The total for FY 22/23 is 5.74 km against the 17.1 km trajectory planned for this year (3.1 km new + 14 km upgrades). This year we have delivered approximately 1.5 km of new cycleways and 4.3 km of upgraded cycleways and we're forecasting delivery of a further 1.2 km. The 2021 SOI included a target of 44.1 km over the three-year period 2021-2024.

21. Cycle counts totalled 3,017,691 for the 12 months to end of April 2023. This is only 1.1 per cent below the 12 months to the end of April 2022.

22. Cycle counts for the month of April 2023 totalled 268,768. This is a decrease of 101,800 counts on the month of March 2023 (370,592).

23. Attachment 2 provides a deep dive into cycling count metrics, by:

- Highlighting the impact of factors outside Auckland Transport's control on counts (for example, weather events and lockdowns).
- Outlining the importance of investment and delivery to seeing significant increases in cycle movements.

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- Proposing potential changes to future cycle count indicators for the SOI.

### Emissions and vehicle fleet statistics

- Transport related greenhouse gas emissions for the 12 months to the end of April 2023 is an estimated 3.91 megatons of CO<sub>2</sub> equivalent emissions, which is 2.4% higher than the 12 months to the end of April 2022. As a further comparator, the pre-COVID-19 pandemic figure for the 12 months to February 2020 was 4.24 megatons.
- State Highway VKT figures are included as a proxy for all of Auckland VKT. Estimated figures for April 2023 were 338.6 million. April 2023 saw a 12.2% decrease from March 2023 estimates.
- In April 2023, 40.2% of all newly imported and registered vehicles were low or no emission compared to 42% in March 2023. April 2023 low or no emissions fleet was made up of 7% Electric Vehicles, 3.8% Plug-in-Hybrid-Electric Vehicles (PHEV) and 29.4% Hybrid Vehicles. The rest were Petrol Vehicles 39.4% and Diesel Vehicles 20.4%.

### Best use of the transport network

- In the 12 months to April 2023, the rolling average AM peak arterial productivity was 28,878 which is 6 per cent lower than April 2022 and 12 per cent below the SOI target of 33,000.
- The average proportion of the freight network operating efficiently during the inter-peak was 87.4 per cent for the 12 months to April 2023, therefore this measure is not on track to meet the SOI target of 90.0 per cent.

### Asset renewals and customer service

- For this FY to date, 294.9 km, or 4.27 per cent, of local roads were resurfaced or rehabilitated. This FY, the SOI target is to resurface/rehabilitate 379.5 km, or 5.5 per cent of the local road network. In April 2023, 32.6 km of local roads were resurfaced or rehabilitated. This measure is not on track to meet the target.
- The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 76 per cent in April 2023. The 12-month rolling average to the end of April 2023 is 78 per cent, which is not on track to meet the SOI target of 85 per cent.

### Summary of performance against SOI Measures

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

Table 1: Performance against SOI targets					
Strategic Transport Priorities	<u>Target exceeded</u>	<u>Target met</u>	<u>Target not met</u>	<u>Not reported</u>	<u>Total</u>

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<b>Making Auckland's Transport System Safe by Eliminating Harm to People</b>	-	1	3	-	4
<b>Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates</b>	1	-	-	3	4
<b>Providing and Accelerating Better Travel Choices for Aucklanders</b>	1	1	5	2	9
<b>Better Connecting People, Places, Goods and Services</b>	-	-	2	-	2
<b>Supporting Māori wellbeing outcomes, expectations and aspirations under Te Tiriti o Waitangi</b>	1	-	1	-	2
<b>Our Operating Model is Adaptive, Financially Sustainable and Delivers Value</b>	4	-	2	-	6
<b>Providing Excellent Customer Experiences</b>	3	-	1	-	4
<b>Collaborating with Funders, Partners, Stakeholders and Communities</b>	-	-	-	1	1
<b>Total</b>	<b>10</b>	<b>2</b>	<b>14</b>	<b>6</b>	<b>32</b>

## Ngā tūraru matua / Key risks and mitigations

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

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

33. 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

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

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

35. There are no impacts associated with this report.

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

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

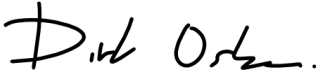

### Ā muri ake nei / Next steps

37. The May and June 2023 Monthly Indicators Report, will be submitted to the board in August 2023.

### Ngā whakapiringa / Attachments

Attachment number	Description
1	Auckland Transport Monthly Indicators Report 2022/23 – April 2023
2	Deep dive into cycle count data

### Te pou whenua tuhinga / Document ownership

Submitted by	Hamish Bunn <b>Group Manager Policy, Planning and Investment, Planning and Investment Group</b>	 Dirk Osborne <b>Senior Transport Planner, Integrated Network Planning</b>
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Approved for submission	Dean Kimpton <b>Chief Executive</b>	