



Agenda

Auckland Transport Board Meeting Open Session

Wednesday, 22 April 2026 | 10.00am – 11.05am
Auckland Transport, 20 Viaduct Harbour Avenue, Auckland (Room 1.04)

Board:	Andrew Ritchie (Chair), Rob Clarke, Miriam Dean, Adrienne Young – Cooper, Dale Dillicar, Councillor Maurice Williamson, Councillor Shane Henderson, Reuben Levermore.
Board Observer:	Steve Mutton (Auckland Council)
Executive Leadership:	Dean Kimpton (Chief Executive), Stacey van der Putten (Director, Public Transport and Active Modes), Andrew Downie (Acting Director, Strategy and Governance), Kirstine Jones (Executive Officer), Mark Laing (Chief Financial Officer), Karen Duffy (Director, People and Performance), Guarin Coetzee (Acting Director, Customer Networks)
Governance Team:	Catherine Foster (Board Secretary Lead) Sarah Barrett (Executive Assistant)

Item	Topic	For noting / approval	Accountable	Time & Duration
Chief Executive Update and Standing Items				
7.	Chief Executive Open Business Report	Noting	Dean Kimpton	10.05am (15 mins)
8.	Transport Transition Update	Noting	Steve Mutton	10.20am (15 mins)
9.	Health, Safety and Wellbeing & Transport Safety Update	Noting	Karen Duffy	10.35am (15 mins)
10.	Network Performance Update	Noting	Guarin Coetzee	10.50am (10 mins)
Items for noting				
11.	Transport capital programme for the Long-Term Plan and the Regional Land Transport Plan 2027	Noting	Andrew Downie	11.00am (5 mins)
General				
12.	General Business	Noting	Chair	-
Close of meeting				
Next Meeting: Thursday, 28 May 2026				

Item	Topic	For noting / approval	Accountable	Time & Duration
Meeting Opening				
1.	Karakia Timatanga		Chair	10.00am (5 mins)
2.	Welcome/Acknowledgements	Noting		
3.	Apologies	Noting		
4.	Interests Register - Declarations/Conflicts	Noting		
5.	Actions Register	Noting		
6.	Governance Forward Programme	Noting		

Karakia Timatanga (Opening)

**Whakataka te hau ki te uru
Whakataka te hau ki te tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
E hī ake ana te atakura
He tio
He hoka
He hau hū
Tīhei mauri ora!**

Cease o winds from the west
Cease o winds from the south
Bring calm breezes over the land
Bring calm breezes over the sea
And let the red-tipped dawn come
With a touch of frost
A sharpened air
And promise of a glorious day
Behold we live!



Auckland Transport Board

INTEREST REGISTER as of 15/04/2026

Director	Interest
Andrew Ritchie (Chair)	<ul style="list-style-type: none"> • Director, 20-20 Private Credit Limited • Director, AGR Ventures • Director and shareholder, AJR Enterprises Limited • Director and shareholder, AJR Finance Limited • Director and shareholder, AJR Group Limited • Director and shareholder, AJR International Limited • Director and shareholder, AJR Investments Limited • Director and shareholder, AJR Property Oldfield Limited • Director and shareholder, AJR Property Apollo Limited • Director and shareholder, AJR Property Hobsonville Limited • Director and shareholder, AJR Property Vega Limited • Director, Busfleet Australia Pty Ltd • Director and shareholder, Capital Management Limited • Director and shareholder, Central Landscape Systems Limited • Director, Entrada Travel Group Limited • Director, Hireworx Cabins (2024) Limited • Shareholder, Kings Quarry Limited • Director, Liftlink Holdings Limited • Director, Matchme Money Limited • Director and shareholder, NHR Group Limited • Shareholder, NZ Honey • Director and shareholder, One Cycle Limited • Director and shareholder, Pebblebrook Properties Limited • Shareholder, PRG Limited • Director, Ritchroll Holdings Limited • Director, RTH International Limited • Director and shareholder, Sid Foggs Australia

	<ul style="list-style-type: none"> • Director, SIX-EIGHTS Pty Ltd • Director, Sterling Properties Limited • Director, Stray Limited • Shareholder, Techion Holdings Limited • Director, Travir Pty Limited • President, Swanson RSA
Dale Dillicar	<ul style="list-style-type: none"> • No Interests
Rob Clarke	<ul style="list-style-type: none"> • Trustee, Chengeta Trust (Investment trust) • Trustee, Burjo Trust, (Housing and investment trust) • Director, Agritechnovation international (High tech ag business) • Director, Agritechnovation NZ limited (New Zealand entity only in Agriculture) • Shareholder, Wairo property – a Keri Keri property on industrial land. • Advisor, provides senior management coaching and attends board meetings (by invite) for Chevron Traffic Services and ChevTrain
Miriam Dean	<ul style="list-style-type: none"> • Deputy Chair, REINZ Limited • Director, Chorus Limited • Director, Chorus New Zealand Limited • Trustee, University of Auckland Foundation • Chair, Ministry of Justice Legal Aid Advisory Board • Justice, Pitcairn Island Court Appeal • Member, Gas Rulings Panel • Member, Institute of Directors • Member, New Zealand Law Society • Shareholder, Strategic Direction Limited (1490658) • Shareholder, Bureau Limited (5800194) Former Positions (having any relevance) <ul style="list-style-type: none"> - Chair, Auckland CCO Review 2020 - External Advisory Board Member, Department of Internal Affairs (exp 12/2025) - Director, Crown Infrastructure Delivery Limited (exp 10/2025)
Adrienne Young-Cooper	<ul style="list-style-type: none"> • Trustee, Cornwall Park Trust Board • Trustee, Sir John Logan Campbell Residuary Estate

	<ul style="list-style-type: none"> • Trustee, Sir John Logan Campbell Medical Trust (all charitable trusts) • Trustee, The Urban Room Foundation (Charitable trust) • Chair and Director, Haumaru Housing Auckland Limited community housing provider JV Auckland Council and Selwyn Foundation • Angus Outram Investments Limited (Family investment Company) • Chair and Director, Waiti Water (effective 20th April 2026)
Councillor Shane Henderson	<ul style="list-style-type: none"> • Waitakere Ward Councillor, Auckland Council
Councillor Maurice Williamson	<ul style="list-style-type: none"> • Howick Ward Councillor, Auckland Council
Reuben Levermore	<ul style="list-style-type: none"> • Chief of Staff, NZTA • Chairman of Central Districts Cricket Association

Auckland Transport ELT

INTEREST REGISTER as of 15/04/2026

Director	Interest
Dean Kimpton (Chief Executive)	<ul style="list-style-type: none"> • Director and Shareholder, Hinemoa Group Limited • Director and Shareholder, Tuhura Consulting Limited • Director and Shareholder, Tahura and Partners Limited • Independent Chair, Bay of Plenty Transport System (Governance Group) • Trustee, 171 Trust (Family Trust) • Trustee, Griffon Trust • Trustee, Basque Trust
Stacey Van der Putten (Director Public Transport and Active Modes)	<ul style="list-style-type: none"> • Trustee, Track Safe Foundation (New Zealand) • Board Member, Public Transport Association Australia & New Zealand (Australian registered) • Board Member, National Ticketing System (NTS) • Chartered Member, Institute of Directors • Committee Chair, Australasian Rail Association – Aotearoa
Mark Laing (Chief Financial Officer and Director Corporate Services)	<ul style="list-style-type: none"> • Trustee, Laing (2021) Family Trust
Kirsten Jones (Executive Officer)	<ul style="list-style-type: none"> • No Interests
Andrew Downie (Acting Director, Strategy & Governance)	<ul style="list-style-type: none"> • No Interests
Guarin Coetzee (Acting Director of Customer Networks)	<ul style="list-style-type: none"> • No Interests
Karen Duffy (Director of People and Performance)	<ul style="list-style-type: none"> • No Interests



Auckland Transport Board

Actions Register (Open Board Sessions)

Outstanding / In Progress Actions						
Reference	Meeting date	Section	Action	Completion Date	Assignee	Status
There are no open action items						

Closed Actions						
Reference	Meeting date	Section	Action	Completion Date	Assignee	Status
2025Dec01	18-Dec-25	Network Performance Update	The board requested quantified data on network productivity improvements from installation of Special Vehicle Lane (SVL).	1-Mar-26	Director Network Performance	CLOSED: A memo was presented to the board, 7 April 2026.



Board Governance Forward Planner

2026

- At time of publishing, June board meeting date is to be confirmed.

	2026													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec		
1. Meeting Schedule														
Board meeting		26	26	7	22	28	TBC	23	27	24				
Finance and Assurance committee meeting	23	5				13	10	8	12	9				
<i>Transport & Infrastructure Delivery Committee (External Committee – for information only)</i>		24	26	28	26	23	28	25	22	20	24	8		
2. Strategy and direction setting														
Statement of Intent – review and approval		26	26				TBC	23						
Long term Plan update on transport capital and operating programme planning for FY28+							TBC							
3. Standing Reports														
CE Business report (open and confidential)		26		7	22	28	TBC	23	27	24				
Finance Report		26		7	22	28	TBC	23	27	24				
Capital Report					22	28	TBC	23	27	24				
Risk Update				7	22	28	TBC	23	27	24				
Transport Transition Programme Update		26	26	7	22	28	TBC	23	27	24				
Operating Rules and Escalation Process Update		26	26	7	22	28	TBC	23	27	24				
Network Performance Update					22	28	TBC	23	27	24				
Health, Safety & Wellbeing and Transport Safety Update					22	28	TBC	23	27	24				
4. People & Performance														





Board Governance Forward Planner

	2026											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
<i>Priorities to be agreed with the interim board.</i>		27	10									
5. Finance, Risk and Assurance												
CE Delegation review				7								
Risk Appetite Statement				22								
Annual budget		26				TBC						
Adoption Annual report (incl. full year financial results)								27				
Approve annual insurance cover renewal						TBC						
Quarterly Report to Auckland Council		26		22				27		TBC		
6. Corporate Governance Administration												
Interest register		26	26	7	22	28	TBC	23	27	24		
Action Register				7	22							
Meeting minutes				7	22							
7. Key decisions (to be updated prior to each Board meeting)												
<i>To be developed with Secretariat</i>												
Interim board charter approval					28							

- *At time of publishing dates for site visits to be confirmed.*

		2026											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Site visits and engagements	Responsible ELT / SLT												
Visit to Te Ara ki Uta ki Tai - boardwalk construction				3									
City Rail Link (CRL) Test Train Experience	Stacey Van Der Putten		19										





Board Governance Forward Planner

		2026											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
City Rail Link (Te Waihorotiu Station)	Stacey Van Der Putten					TBC							
Level Road Crossing Programme	Stacey Van Der Putten					TBC							
Auckland Transport Operations Centre (ATOC)	Stacey Van Der Putten					TBC							
Auckland Rail Operations Centre (AROC)	Stacey Van Der Putten					TBC							
Eastern Busway	Myles Lind					TBC							

- Briefing on strategic matters to be arranged at board's request.

		2026											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Interim board briefings	Responsible ELT / SLT												
National Ticketing Solution	Stacey van der Putten and Mark Laing			20									
Operating rules and Powers and Status of the Board	General Counsel			27									
City Rail Link (CRL)	Stacey Van Der Putten				1								
Transition Programme	Steve Mutton				1								
Transport Transition Update	Steve Mutton				7								
Health, Safety & Wellbeing & Public Transport Safety	Karen Duffy				16								
Business continuity and critical roles	Karen Duffy				16								
Finance Overview	Mark Laing				16								





Entered by Board Secretary

AGENDA ITEM 7 BOARD NOTING PAPER	
To:	The Board
From:	Dean Kimpton, Chief Executive
Reviewed:	Andrew Downie, Acting Director, Strategy and Governance Dean Kimpton, Chief Executive
Date:	16 April 2026
Title:	Chief Executive's Open Board Business Report

Aronga / Purpose

1. To summarise Auckland Transport's (AT's) activities which contribute to the delivery of the Statement of Intent (SOI).

Te horopaki / Background

2. This report provides an update on progress with meeting our SOI performance measures, operational highlights and the impact of our decisions on those who use and experience our various networks.

Me mōhio koe / What you need to know

Operational highlights and challenges (previous month or year to date)

3. **SOI performance:** Attachment 1 shows March 2026 SOI results.
4. Although complete results for March are not yet available, we continue to meet or exceed 16 of our 24 SOI measures, with seven under target, and one yet to be reported this financial year.
5. Arterial productivity, previously under-target, has increased to 29,353 (12-month rolling target: 30,000) primarily driven by favourable traffic conditions and lower than expected vehicle volumes in March 2026. This is now

considered on-target for year-end, but we will be keeping an eye on this through the following months.

6. The most recent AT listens and responds result for quarter 3 was 38% (+5 percentage points compared to the quarter 2 result). This means our year-to-date (YTD) average remains at 36%, which is our year-end target.
7. Our formal complaint rate is now unfavourable to target, with YTD average of 0.44% (target of no more than 0.4%). This is attributed to increased case volumes requesting refunds relating to credits and HOP card surrender due to increased usage of contactless payments. Additional resource is being explored to support the customer contact centre through the rest of the financial year, and management is confident this will return on target by the end of June 2026.
8. **Fuel response:** rising fuel and transport costs in New Zealand are increasing risks around supply reliability, inflation, and infrastructure delivery due to global conflict disruptions.
9. AT is currently focused on preparing and planning for all of the phases of the National Fuel Plan, with supply above 50 days and ongoing collaboration with Auckland Emergency Management.
10. Fuel price increases have led a notable increase in public transport (PT) patronage in March (up approximately 10% compared to March 2025) and 11 new Fareshare clients, up from three in February.
11. Potential ongoing impacts include significant financial pressures across PT operations, parking revenue, road maintenance, and project delivery, with steps underway to intensify planning and explore fuel dependency reduction.
12. **Cyclone Vaianu response:** strong winds and rain over the weekend of 11-12 April 2026 caused slips, flooding, and fallen trees at a total of 72 locations across Auckland, particularly in the north and west. By the evening of 13 April, 68 of those hazards had been cleared, with all roads except one re-opened. The one road that is closed (Victory Road, Laingholm) was re-opened with one lane on 14 April 2026.





Entered by Board Secretary

Board Meeting| 22 April 2026
Agenda item no.7
Open Session

13. **Local board engagement:** a survey to measure local board satisfaction levels with AT's engagement and responsiveness is underway. Establishment of a dedicated programme saw satisfaction levels increase from around 40% in 2023 to 78% in late 2024. The final survey before transport reform is a key success measure for the SOI measure: AT listens and responds and will inform how the Transport Council-Controlled Organisation (CCO) and Auckland Council (council) work with elected members to shape transport strategies and delivery for Aucklanders.
14. Positive feedback has been received from local boards about the development of next year's Kōkiri Agreements. Local Board Forward Works Programme Briefings have been completed throughout March and April. The next phase involves up to four workshops to develop a Local Board Transport Plan for each local board. The programme is currently on target to deliver all but one Kōkiri Agreement by 1 July 2026. The exception is Ōtara-Papatoetoe Local Board that had to be reformed after a by-election.
15. Planning is underway for an event to celebrate the new hybrid electric ferry before it goes into public service. The event will include invited dignitaries along with people involved in the design, build and operation of the ferry.
16. **People and Performance:** the People and Performance Dashboard is included as Attachment 2. We have had four more senior leaders resign, adding to resourcing and workload challenges. Addressing the gaps will include work prioritisation in addition to review and activation of succession plans with subsequent internal interim promotion where practicable. Where this is not practicable, resourcing solutions from council or the external market will be explored.
17. The proposed senior level structure of the new transport CCO was shared with council's Chief Executive. Endorsement has enabled subsequent organisational design of reports to these senior roles and progression to change impact analysis for of the remainder of the business. This closes the gap on work required to be consultation ready.
18. We are keeping an eye on the fuel crisis and its impact on employees' welfare and public behaviour across the network. Wellbeing support for our staff continues to be extended and is being utilised.
- City Rail Link (CRL) updates**
19. **AT Assurance Framework:** AT foundation gate held with a conditional pass. Closure is expected within one to two weeks. This gate baselines the AT assurance evidence and deliverables to enable AT decisions leading to CRL Practical Completion and Day 1 Launch.
20. **CRL Station Systems Integration Testing:** stage 4B (station systems) testing continues to progress across all CRL station systems, including Waitemata. This was completed prior to the Safety Stage Gate 4B scheduled for 14 April.
21. CRL key milestones:
- Week commencing 7 April: AT and suppliers to be provided with early access to CRL stations to enable commencement of familiarisation of the stations by Auckland One Rail (AOR, the rail operator), AMAS Downer (station maintainer) and AT Technology
 - 14 April: Safety Stage Gate 4B – gate decision on commencement of station trial operations (Stage 5) & emergency services testing (Stage 6)
 - 21 April: Station Trial Operations (Stage 5) in CRL stations commences
 - 28 April: commencement of station reliability proving period
 - 13-15 April: further timetable trials and system-wide tests (CRL and wider network)
22. **Network-wide systems testing and timetable trials:** network-wide systems testing and Day 1 CRL timetable trials scheduled for 13 to 15 April. Media coverage is scheduled for Tuesday 14 April 2026. Following this, recommendations will be made on the Day 1 transition timetable and progressive service level increases.



Entered by Board Secretary

23. **Stakeholder engagement:** meeting held on week commencing 6 April with Greater Auckland advocacy group and Hon. Julie Anne Genter, MP, with regards CRL service structure and timetable.

Strategic challenges (focused on the next 1-5 years)

24. **Business planning:** we are preparing for 2026/27 enterprise delivery planning, using the recently submitted draft SOI as a foundation. This will be done in two parts:
- a. Preparing for the final SOI: responding to council feedback and providing additional detail on SOI deliverables for 2026/27. This will include functions that are proposed to transition to council. This will be complete by July 2026.
 - b. Delivery planning for the Transport CCO: will include an enterprise delivery plan for the Transport CCO and will translate council’s strategic direction, including the merging guidance from the Transport Policy Statement and Long-term Plan direction, the draft Government Policy Statement for Land Transport, and the draft 30-year plan. This will help provide clarity on priorities and performance targets at a function level and informal people plans. This is proposed to commence after the Transport CCO organisational structure is confirmed.

Key approval papers

25. The key items requiring approval or noting by the board at this meeting are:
- a. Quarterly Report to Auckland Council Q3FY26
 - b. Eastern Busway Project update
 - c. National Ticketing System update.

Ā muri ake nei / Next steps

26. The next Chief Executive’s Open Board Business Report will be presented to the board at the 28 May 2026 meeting.

Ngā whakapiringa / Attachments

Attachment #	Description
1	SOI Dashboard – March 2026
2	People and Performance Dashboard – March 2026

Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
Sean Cavanagh Corporate Planning and Performance Lead	Andrew Downie Acting Director, Strategy and Governance	Dean Kimpton Chief Executive



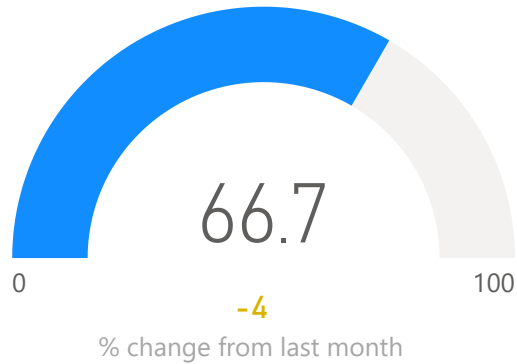
Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as Mar-26

Executive Summary

As at the end of March, **67%** of SOI measures are either exceeding or meeting YTD target, 4% lower than previous month. **0.44% of total AT cases resulted in formal complaint**, not reaching target for the first time since August. **Six** measures are at risk, not meeting target for 3 consecutive months - please see more details in the Watch List below.

% Exceeded & Met



Work in Progress

Objective/Outcome	ID	Measures	Jan-26	Feb-26	Mar-26	YTD Target
Taking Transport From Good to Great	9	PT Boardings Annual numbers of PT trips	50.2 million	58 million	58 million	60.2 million
	12	PT utilisation for frequent routes during peak	42.5%	43.3%	43.3%	50%
	13	Farebox Recovery Ratio The percentage of the total PT operating cost recovered through fares	32.3%	32.9%	32.9%	33.9%
Core Business and Other Activities	14	Safety Deaths and Serious Injuries on the road network in Tāmaki Makaurau Auckland	334	387	442	429
	21	Percentage of capital budget invested	78%	77%	80%	90%
	23	Percentage of procurement spend with Māori-owned business	2.58%	2.75%	2.75%	3%

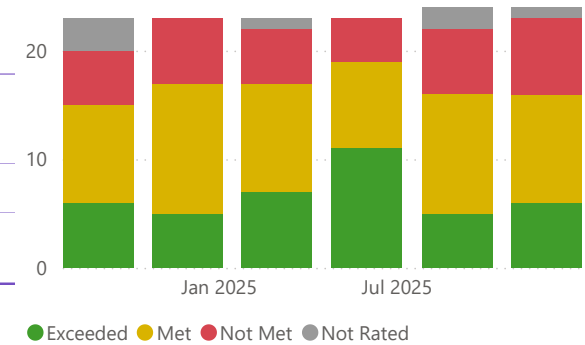
Watch list

Work in Progress

Directorate

All

Qtrly Measure Status by Objective/Outcome - filter through list above



Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as Mar-26

6 Above target 2.5%	10 Target +/- 2.5%	7 Below Target 2.5%	1 Not Rated
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Objective/ Outcome	ID	Measures	Freq	Latest Result	YTD Target	Year-end target	YTD Status	Performance Commentary	Performance Response
Making Every Interaction Count	1	Customer perceptions AT listens and responds to Aucklanders' needs	Quarterly	36%	36%	36%	Met	Q3 saw a strong recovery up 5% to 38%, with a recovery across most key reputation metrics. Increases have been seen in trust and confidence in AT, the belief that AT is easy to deal with, AT does what it says it will, overall satisfaction with AT. Decreased areas are PT Satisfaction, perceptions of value for money, personal safety and comfort.	
	2	Formal complaints Percentage of total AT case volume resulting in a formal complaint	Monthly	0.44%	<0.4%	<0.4%	Not Met	Q3 result was 0.51%, with March results finishing 0.53%. This was forecast and signalled through monthly reporting during the quarter. The key driver was increased complaint volumes across HOP/Contactless refunds, credits and card surrender activity, reflecting continued PT patronage, technology-related issues, and customer transition from HOP to Contactless.	Customer Services is continuing to monitor complaint trends and work with operational and product teams on underlying drivers. Additional analysis is being progressed to better isolate PT/HOP vs non-PT complaint volumes and resolution performance.
	3	Complaint resolution Percentage of formal complaints that are resolved within 20 working days	Monthly	92%	90%	90%	Exceeded	Strong relationship with Auckland Council allows tight process, quicker access to information for review and clear communication around response times.	
	4	Local Board satisfaction with engagement	Annually	Survey planned in April 26	75%	75%	Not Rated		
Improving Network Productivity	5	Average travel time across the arterial network	Monthly	22.8 minutes	23 minutes	23 minutes	Met	In March 2026, the average people travel time was 24.4 minutes (for an average trip of 10 km) which was 0.3 minutes lower than February and 0.7 minutes lower than March 2025. This decrease is primarily attributable to higher average people speeds (approximately 3% higher than March 2025) due to the increased fuel prices and enabling more efficient movement of people.	
	6	Arterial productivity Average number of people moving per hour during the morning peak	Monthly	29,535	30,000	30,000	Met	In March 2026, arterial road productivity during the AM peak reached 32,540, representing a 8% increase compared with March 2025. Productivity was also 8% higher than in February 2026, primary associated with slightly lower congestion levels and higher bus patronage in March. These observations can be one of the impacts of the fuel price increase from the second week of March that resulted in increased overall network speed, along with increased public transport patronage.	Given ongoing growth in demand and the resulting congestion pressures, the productivity measure is unlikely to meet the target this financial year. Continuing optimisation projects and in particular increase in PT patronage will maintain productivity. However, improvements are expected with the completion of large scale projects.
	7	Freight performance Percentage of the freight network moving without congestion in the interpeak	Monthly	85%	85%	85%	Met	In March 2026, 85% of the Freight Network operated at Levels of Service A-C during the interpeak period which was similar to the numbers recorded in March 2025. The 12-month rolling average remains at 85%, meeting target.	
	8	Bus Priority Kilometres of bus priority (including SVL and dynamic lanes) delivered	Quarterly	7.2km	4.7km	10km	Met	In Q3, AT team successfully completed a further 3.7km of new SVLs including Great North Road (3.3km) and Pitt Street Bus Priority (0.37km) projects. A total of 7.2km of new SVL has been completed and a further 4.2km are in progress. The team is on track to complete a total of 11.4km of new SVL against delivery target of 10km in FY25/26.	

Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as Mar-26

6 Above target 2.5%	10 Target +/- 2.5%	7 Below Target 2.5%	1 Not Rated
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Objective/ Outcome	ID	Measures	Freq	Latest Result	YTD Target	Year-end target	YTD Status	Performance Commentary	Performance Response
Taking Transport From Good to Great	9	PT Boardings Annual numbers of PT trips	Monthly	58 million	60.2 million	94 million	Not Met	Reporting on end of February result.	
	10	PT reliability Percentage of services that start according to schedule	Monthly	96.5%	98%	98%	Met	Reporting on end of February result.	
	11	PT punctuality Percentage of services that start and end according to schedule	Monthly	91.8%	89%	89%	Exceeded	Reporting on end of February result.	
	12	PT utilisation for frequent routes during peak	Monthly	43.3%	50%	50%	Not Met	Reporting on end of February result.	
	13	Farebox Recovery Ratio The percentage of the total PT operating cost recovered through fares	Monthly	32.9%	33.9%	34%	Not Met	Reporting on end of February result.	
Core Business and Other Activities	14	Safety Deaths and Serious Injuries on the road network in Tāmaki Makaurau Auckland	Monthly	442	429	<=576	Not Met	The YTD actual DSI is at 442 against a YTD plan of 429 (28 fatalities and 414 serious injuries), however there is a usual lag of 3 months in getting the full DSI data. While this information is provisional the figures still show us not meeting the SOI target of 576.	A two-year action plan to address the DSI levels was endorsed by the Transport Safety Committee in November. Programme has focused on treatments that can be implemented quickly and have an impact within this financial year. This includes working with the Assets team to add additional road surface reseals at locations with a history of crashes and poor surface quality.
	15	Asset condition Proportion of key assets in poor or very poor condition	Quarterly	16.47%	17%	17%	Met	Key Assets in unacceptable condition has increased very slightly (0.33%) on the last quarter. The difference is not material and inline with expected deterioration rates.	"Unknown" condition key/critical assets are excluded from this report. Reducing the number of assets with unknown condition continues to be addressed.

Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as Mar-26

6 Above target 2.5%	10 Target +/- 2.5%	7 Below Target 2.5%	1 Not Rated
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Objective/ Outcome	ID	Measures	Freq	Latest Result	YTD Target	Year-end target	YTD Status	Performance Commentary	Performance Response
Core Business and Other Activities	16	Road maintenance Percentage of the sealed local road network that is resurfaced or rehabilitated	Monthly	6.4%	6.4%	7%	Met	On track to achieve the FY SOI target of 7%.	
	17	Emission reduction Reduction in operational emissions including AT contracted public transport activities	Quarterly	<1% increase from baseline	0% from Baseline	0% from Baseline	Met	Reporting on Q2 result. Q3 data available at the end of April.	
	18	Low emission buses Number of buses in the Auckland bus fleet classified as low emission	Monthly	358	300	350	Exceeded	28 additional zero emission buses entered service during March, bringing the total to 358. These vehicles are for the new Ritchies contracts which commence in April and June. Entering service early allows for additional fleet resilience, and for diesel bus usage to be reduced. During April further new vehicles for the Ritchies contracts will enter service, as well as more new vehicles for the Inner Link.	We are expecting to meet or exceed the target based on the number of Low Emission Buses that are contracted to enter service during FY26.
	19	Cycle counts The number of people cycling past defined count sites	Monthly	2.31 million	2.29 million	3.52 million	Met	Reporting on end of February result.	
	20	Resource consent timeframes Adherence to the service level agreement to provide specialist input into the resource consents	Quarterly	96%	90%	90%	Exceeded	Responsiveness remained strong despite increased complaint volumes, with complaint resolution performance continuing to track ahead of target.	
	21	Percentage of capital budget invested	Monthly	80%	90%	90%	Not Met	Capital investment YTD is \$884.9m vs \$1,099m budget (80%). Primary areas of current underspend are in rail, property acquisition and cycleways. The current risk adjusted forecast of the capital programme is estimated to be at 89% delivery.	Timing risks related to securing property and land acquisitions, delays will impact ability to meet forecast. Delivery risks both directly and indirectly due to Transport Reform. This will continue to be monitored, and mitigations put in place.
	22	Percentage of capital programme delivery on time.	Quarterly	95%	90%	90%	Exceeded	Summation of all individual milestone progress, each capped at 100%, divided by the total number of reported milestones	
	23	Percentage of procurement spend with Māori-owned business	Monthly	2.75%	3%	3%	Not Met	Reporting on end of February result.	
24	Number of marae improved by AT's programmes.	Quarterly	2	1	1	Exceeded	Retetewhoi Marae and Tahuna Pa Marae carparks completed and opened.		

People and Performance - Auckland Transport

Update

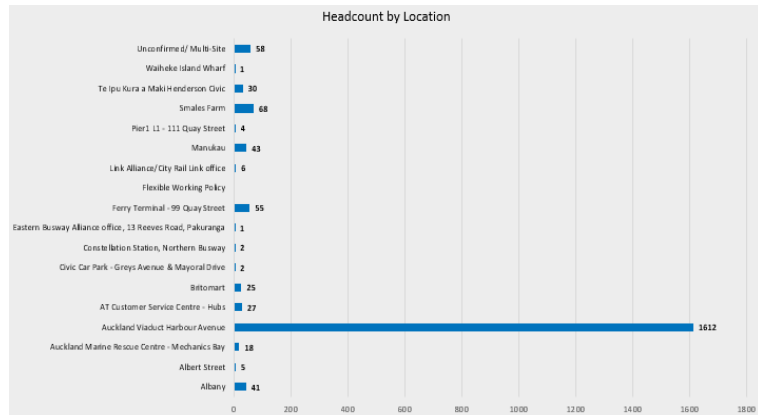
AT's headcount remains within budget levels and continues to be managed under the resource governance group. Within this, some small targeted investment has been made into City Rail Link and technology.

Our demographic measures have remained relatively stable, including ethnicity representation (Māori 4.1% and Pasifika 7%), median age (43), median tenure of management workforce (4 years) and all staff (2.4 years). Attention continues to be placed on improving Māori and Pasifika representation across our workforce.

Voluntary turnover remains low at 7.3% contributing to total rolling turnover average of 10%. However, three leavers cited GSS or CCO uncertainty or lack of job security as a reason for leaving. With more structural certainty not likely to be available until April 2026, ongoing employment uncertainty continues to sustain a heightened risk of retention against a backdrop of significant organizational change planned for 2026.

Unplanned leave has dropped by 12% this month, with a total of 1569 days in March versus 1786 in February. The number of people with leave in excess of 5 weeks has been increased from 305 in February to 337 in March increasing overall leave liability. This remains a key focus area.

Overall, our people metrics are trending positively, and the deployment of our people plan remains on track in support of the organisation.



Dashboard

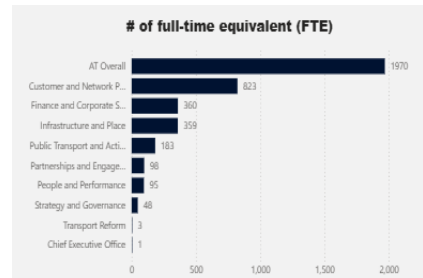
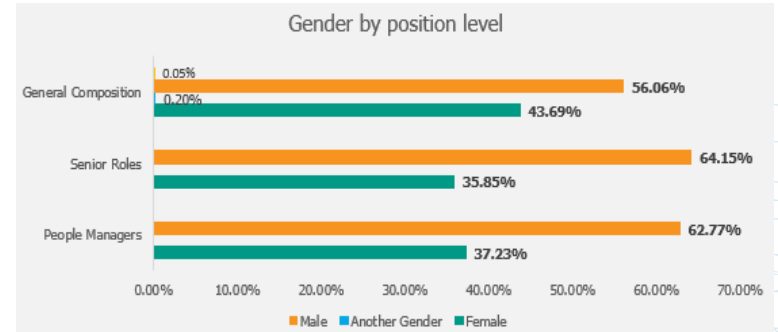
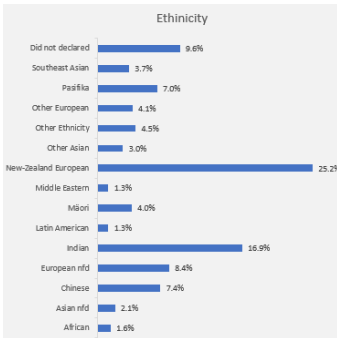
Reporting period: March 2026

1969.8 Full Time Equivalents | 1,998 Total Headcount

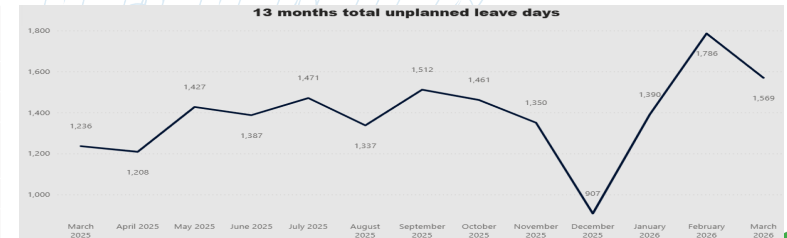
Gender 56:44:0 Male:Female:Diverse

DE&I targets

Māori: 5% : long term 12% current actual 4%
Female SnrLdrs: 36% FemaleLdrs: 38% current actual 35% & 36%



Category	Days
Sick	1207
Domestic	170
Bereavement	116
ACC	76
TOTAL	1569





April 2026 Health, Safety and Wellbeing (HSW) Business Report

Health, Safety and Wellbeing (HSW) Dashboard

- 1.0 HSW Lead Indicators - Auckland Transport
- 2.0 HSW Lag Indicators – Auckland Transport
- 3.0 HSW Lag Indicators – Public transport operators
- 4.0 HSW Lag Indicators – Physical work contractors
- 5.0 Event Trends Mapped Against AT Critical Risks
- 6.0 Appendices



0.0 Executive Summary

Key updates

Health, Safety and Wellbeing performance remained stable and well-governed, with consistent assurance coverage, visible leadership engagement and steady progress on wellbeing, data integration, and digital transformation. Incident rates and injuries remain low, and the organisation continues to embed a mature, proactive safety culture across operations.

1. Governance and Assurance Oversight

- Governance systems remain stable, with 16 assurance activities completed across physical works and five assurance reviews were conducted: two at operator bus depot, one at Kinetic East Tamaki and another at Ritchies Swanson. The East Tamaki depot achieved a Leadership rating (Grade 1, 97%), while the Swanson depot was rated Advanced (Grade 2, 82%), with non-compliances identified in emergency preparedness, hazardous substances management, and vehicle safety; Two additional assurance reviews were carried out on Operators' Bus Depots, at Kinetics depot at Glenfield and the Ritchies depot, Hill Side. The result was in the Leadership category at (Grade 1, 90%) Non-compliance was noted in the management of Hazardous substances at Ritchies and for Kinetic, a category (Grade 1, 95%) was recorded with a non-compliance for a nonoperational register for workshop plant and equipment; and one assurance activity completed at a wharf facility, which received an Advanced rating (Grade 2, 80%). Structural maintenance issues requiring remediation were identified and reported to the Minor Maintenance team.
- Across all reviews, six critical non-compliances and eight corrective actions were identified and are being actively tracked to closure, reinforcing a strong assurance culture.
- A total of 114 Authorisations to Work (ATWs), 17 Change Variation Notices (CVNs), and nine encroachments were reviewed, with average turnaround time increasing to 1.95 days (from 1.37 days) due to higher volumes, while remaining well within the 10-day procedural requirement. This reflects effective governance controls with manageable system pressure.
- Continued alignment with obligations under the Health and Safety at Work Act 2015, with active discussion at Safety Leader Council on legislative amendments and implications (e.g., landowner duties, ACOP adoption, critical risk focus).
- Fatigue Management questionnaires have now been received from Public Transport Operators and are currently being reviewed, a summary report of operator's processes and controls will be provided in April 2026.

2. Risk and Critical Incident Oversight

- Risk management maturity continues to strengthen through proactive identification and control reviews, particularly across PT operations, depots, and infrastructure projects. Key risk themes identified:
 - Permit to work compliance gaps (execution discipline)
 - Hazardous substances and electrical safety risks
 - Environmental control weaknesses (e.g., silt management)
- Event trends highlight service strikes, property damage, and slip/trip near misses, driven by environmental conditions.
- No AT notifiable events reported; however, high-potential risks are being actively managed, with immediate corrective actions implemented on-site.
- Emerging risk areas include electric bus and ferry operations, with cross-agency emergency response planning underway (including FENZ and Police engagement).

3. Workplace Wellbeing and Injury Management

- Injury profile improving, with one active case. Eight new cases over February and March 2026 supported by structured return-to-work (RTW) planning and case management.
- Focus on musculoskeletal (MSK) health and ergonomic interventions continues, addressing work-related pain and discomfort risks.
- Wellbeing data indicates increasing psychosocial risk, with rising stress, change fatigue, and early signs of burnout across key departments.
- Employee Assistance Programme (EAP) uptake included 18 individuals and 31 counselling sessions, with primary drivers being workplace change and personal stressors.
- Preventative health initiatives progressing, including flu vaccination rollout, COVID boosters, and skin screening programmes.



0.0 Executive Summary

Key Updates

4. Stakeholder and Engagement Activities

- Strong engagement across internal and external stakeholders:
 - PT Operator forums established to align emergency response planning across the network.
 - Health & Safety Representative forums increased from 66% in February 2026 to 84% in March 2026, supporting workforce engagement and awareness (notably wellbeing tools via Telus Health).
 - Safety Leader Council engagement (62% -72% attendance) focused on regulatory changes and organizational impacts.
- Leadership visibility maintained through seven leadership site visits in February and March 2026, reinforcing safety culture across construction and maintenance environments.
- Ongoing collaboration with contractors, operators, and regulators to strengthen shared accountability in a multi-PCBU operating model.

5. Training and capability Building

- Continued delivery of ecoPortal training, including tailored sessions for PT operators and contractors to improve adoption and data quality.
- Investigation coaching and risk management sessions delivered to PTO leaders, enhancing capability aligned with AT investigation standards.
- Identified training needs emerging from assurance activities, particularly in:
 - Permit to work processes
 - Hazardous substances management
 - Safe systems of work (e.g., working at heights, electrical safety)
- Development of user guides and digital learning tools (e.g., Leadership Safety Walk guidance) to support frontline capability uplift.

6. Strategic Planning and Emerging Projects

- Progress continues on key strategic initiatives:
 - ecoPortal system stabilisation and enhancement, including API integration, reporting improvements, and Phase II planning aligned to future PT CCO structure.
 - Safety Management System (SMS) framework development tailored to a complex, multi-operator transport environment.
 - Electric bus and ferry programmes, including ergonomics and emergency response readiness.
- Fuel crisis response planning progressing, including supplier mapping and workforce response strategies.
- Data and analytics capability improving, with Power BI dashboard enhancements and integration into enterprise data platforms (Vertica).
- Future-focused planning underway to align HSW systems, policies, and frameworks with upcoming organisational and regulatory changes.

Overall, Health, Safety and Wellbeing performance remains stable, with strong assurance coverage and no notifiable events. Key opportunities exist in lifting operational discipline, particularly in permit compliance and environmental controls. Psychosocial risk and workforce change fatigue emerging as key focus areas, requiring continued attention alongside physical risk management.



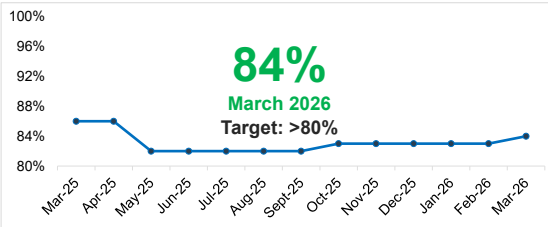
1.0 Health, Safety and Wellbeing (HSW) Lead Indicators - Auckland Transport

Reporting period - February 2026 and March 2026

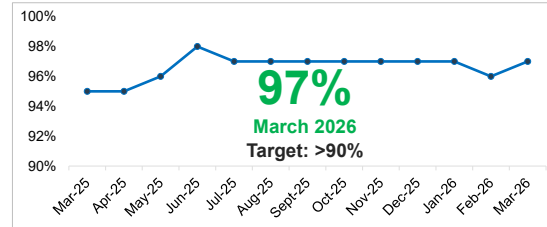
Leading indicators

Red	Amber	Green
Behind target	Close to target	On target

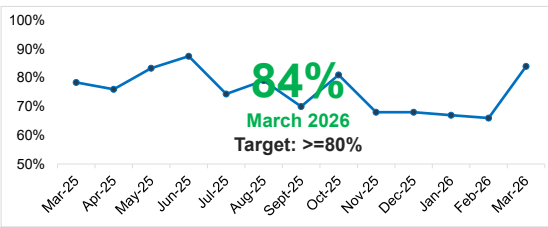
Safety index Score Let's Check-in AT survey



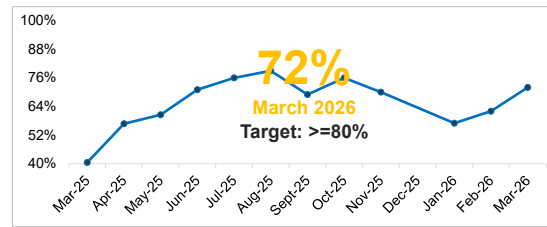
% Safety induction training completion



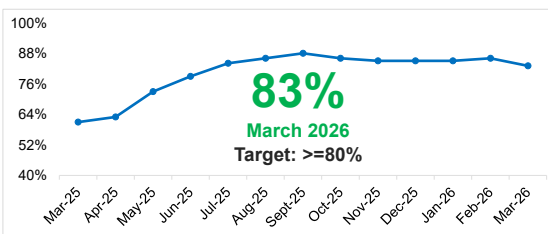
% HSW Reps attendance



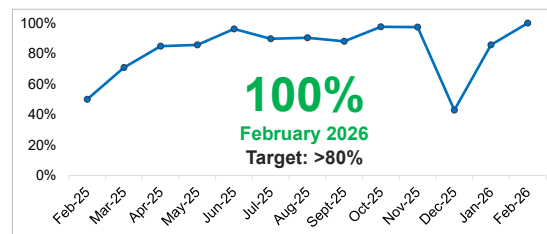
% SLC attendance



% HSW representatives at AT



% of events closed *



* One month lag. Reporting period Feb25 – Feb26

Health, Safety and Wellbeing key performance indicators	Current period	Previous period ****	FY26 YTD	FY25	FY24
Leadership safety Walks	7	7	56	106	27
Safety inspections	16	30	110	91	67
Safety audits	5	6	41	14*	**
Proactive safety documentation reviews (Authorisation to work (ATW) issued and Change variation notice (CVN))	131	76	416	401	331
Events closed in that period	73	60	476	554	468
Safety induction training completed ***	182	239	783	1037	393
Safety engagement meetings	17	8	100	92	**

* Data from January 2025
 ** No data available in that period
 *** Data source: Think Tank
 **** Previous period: August, September and October 2025



2.0 Health, Safety and Wellbeing (HSW) Lag Indicators - Auckland Transport

Reporting period - February 2026 and March 2026

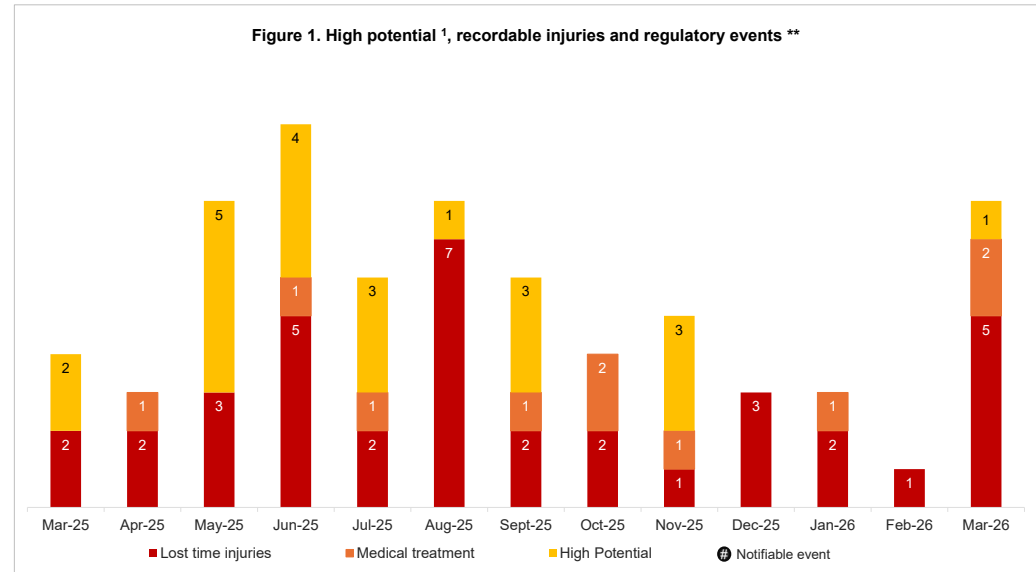
Totals of AT adverse work events this reporting period

- 0** **Notifiable to WorkSafe NZ**
An event which is notifiable to WorkSafe under the Health and Safety at Work Act 2015.
- 8** **Recordable injuries**
Incident resulting in an injury that requires medical treatment and lost days.
- 1** **High potential events**
An event with the potential major or extreme risk consequence that is not a recordable injury.
- 10.18** **LTIFR**
Lost Time Injury Frequency Rate
- 13.57** **TRIFR**
Total Recordable Injury Frequency Rate

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY26 YTD	FY25	FY24
Notifiable events to WorkSafe	0	0	0	2	0
High potential events	1	0	11	18	12
Lost time injuries	6	5	25	27	26
Medical treatment Injuries	2	1	8	7	7
Recordable injuries	8	6	33	34	33
TRIFR *	13.57	12.56	12.78	10.56	10.93
LTIFR *	10.18	10.47	9.69	8.39	8.61

* TRIFR Target FY26: 20 % reduction. Measures calculated based on 1,000,000.

Note: While the TRIFR target remains unmet, this likely reflects strengthened reporting behaviours and increased openness in identifying and managing risks.



Note: Figures in the graph above are based on information to hand at the time of reporting and may change following investigation completions.

** Synergi 2.0 and ecoPortal data source from March 2025 to March 2026.

Key insight

Several events involved employees sustaining neck, shoulder, back, or ankle injuries. Causes included repetitive strain, awkward movements, heavy vests, and slipping or tripping over obstacles (e.g., concrete blocks, wet stairs, chairs), leading to ankle, knee, elbow, and head injuries. Several injuries (e.g., shoulder pain after cricket, numbness in leg, worsening symptoms after initial fall) developed or intensified over time. Such injuries often resulted in medical intervention and time off work. Reports of tendon inflammation and discomfort linked to typing, mouse use, or air conditioning exposure suggest ergonomic risks in office and operational environments. One incident involved de-escalation of a potentially dangerous situation (alcohol and knife possession on platform). Effective communication, teamwork, and security protocols were instrumental in ensuring safety for staff and the public.

AT Action

- Targeted mitigation efforts are being strengthened, including enhanced driver training, passenger safety measures, and continued assurance reviews to verify control effectiveness and follow-up on identified infrastructure risks – ongoing.



3.0 Health, Safety and Wellbeing (HSW) Lag Indicators - Public transport operators

Reporting period - February 2026 and March 2026

Totals of PT adverse work events this reporting period

- 2** Regulatory notifiable events ***
An event which is notifiable to WorkSafe and Maritime NZ.
- 3** Recordable injuries
Incident resulting in an injury that requires medical treatment and lost days.
- 3** High potential events
An event with the potential major or extreme risk consequence that is not a recordable injury.

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY26 YTD	FY25	FY24
Regulatory notifiable events ***	2	2	10	15	5
High potential events	3	7	51	116	142
Lost time injuries	0	1	4	3	0
Medical treatment Injuries	3	2	8	8	5
Recordable injuries	3	3	12	11	5

*** For further details on any specific Regulatory notifiable event, please refer to Appendix 6.4.

Key insight

Events on public transport during February and March 2026 indicate a range of operational and customer-related challenges. Some incidents involved mechanical issues, which required appropriate responses to maintain safety. There were also instances of difficult customer interactions, including disputes and non-compliant behaviour.

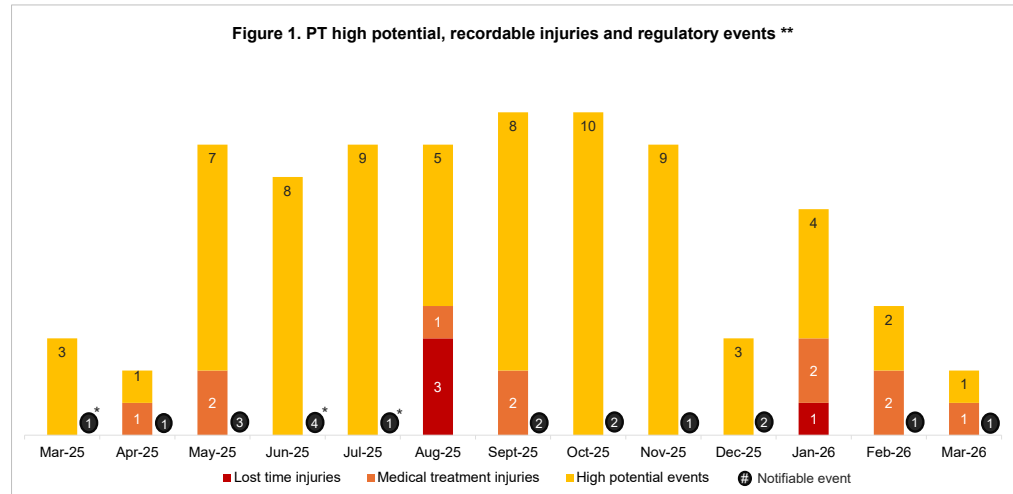
In cases where injuries or medical situations occurred, staff followed established procedures by contacting emergency services and providing assistance. Operators, generally, ensured that incidents were reported through the appropriate channels, including supervisors and relevant authorities, to support follow-up and response.

A small number of repeat patterns were observed in relation to certain passenger groups, which may benefit from further engagement or preventive measures.

Actions

- The roll out of bus driver safety screens continues with over 750 installed.
- Other measures being reinforced to enhance operator safety and response capability, including closer coordination with Police and Operations Control Centre, improved incident response protocols, and additional EAP support for frontline staff following traumatic events.
- Risk assessments and procedural reviews are underway to address operational errors and strengthen controls for vehicle safety and emergency management, for example EV response and fatigue management.

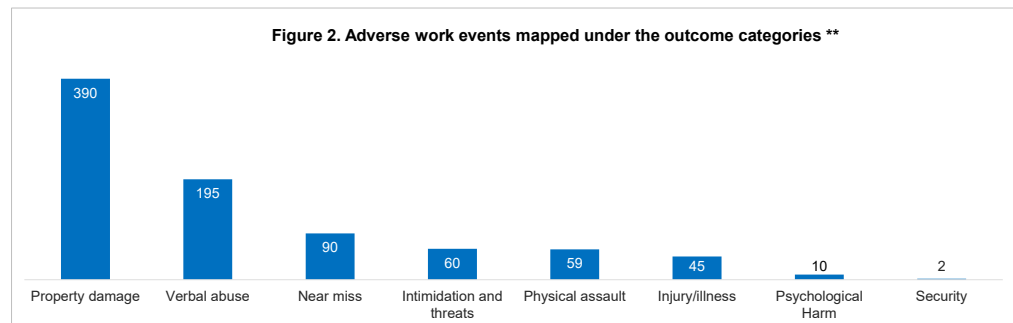
Figure 1. PT high potential, recordable injuries and regulatory events **



* Notifiable event not classified as high potential or recordable injury (In June 2025, three events were in that category).

Note: Figures in the graph above are based on information to hand at the time of reporting and may change following investigation completions.

Figure 2. Adverse work events mapped under the outcome categories **



** Synergi 2.0 and ecoPortal data source from March 2025 to March 2026.



4.0 Health, Safety and Wellbeing (HSW) Lag Indicators - Physical work contractors

Reporting period - February 2026 and March 2026

Totals of PW adverse work events this reporting period

- 1** **Regulatory notifiable events ***
An event which is notifiable to WorkSafe under the Health and Safety at Work Act 2015.
- 1** **Recordable injuries**
Incident resulting in an injury that requires medical treatment and lost days.
- 4** **High potential events**
An event with the potential major or extreme risk consequence that is not a recordable injury.

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY 26 YTD	FY25	FY24
Regulatory notifiable events *	1	0	4	4	9
High potential events	4	2	19	45	24
Lost time injuries	1	0	3	0	2
Medical treatment Injuries	0	1	3	3	3
Recordable injuries	1	1	6	3	5

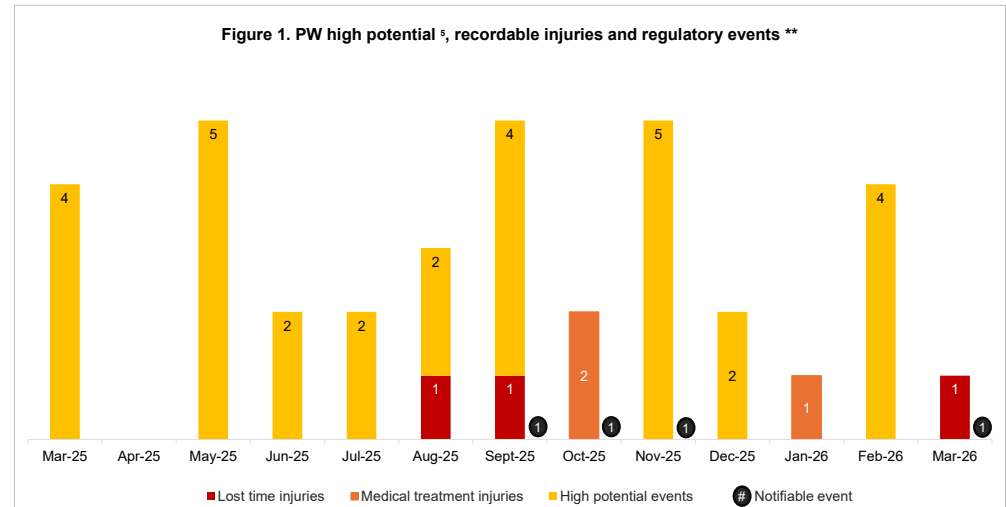
* For further details on any specific Regulatory notifiable event, please refer to Appendix 6.4.

Key insight

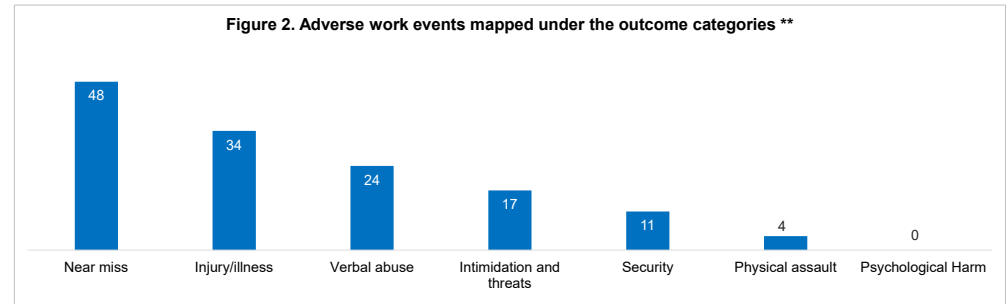
Several events highlight significant safety risks on worksites, including physical injuries (e.g., the trapped worker during sheet pile stacking), breaches of safe working protocols (e.g., working over live rail lines without permits), and near misses with vehicles or machinery. There are repeated instances of subcontractors or workers failing to follow required processes, such as operating without necessary permits or consulting key stakeholders. Multiple events involve members of the public posing risks to site personnel and operations, such as attempted site entry with a weapon, intoxicated individuals causing disturbances, and unauthorised vehicles breaching closures. The responses to events such as police involvement, work stoppages, and security interventions show the importance of having clear emergency protocols and coordination with external agencies to ensure the safety of workers and the public.

Actions

- Focused interventions are being implemented to strengthen equipment handling and site safety practices, including refresher training, reinforced supervision, and stricter adherence to permit and closure protocols. Contractors are being reminded of their obligations to maintain effective site controls and mitigate public interaction risks through improved traffic management and hazard communication - ongoing



Note: Figures in the graph above are based on information to hand at the time of reporting and may change following investigation completions.



** Synergi 2.0 and ecoPortal data source from March 2025 to March 2026



5.0 Event Trends Mapped Against AT Critical Risks - Auckland Transport and other PCBU's

Key insights

Auckland Transport (AT)

- There was an increase of 71% in the number of AT critical risk (CR) events reported from 35 in previous two-month period to 60 in the current two-month reporting period (Table 1).
 - Violence, threats and aggression (VTA) continue to trend as the most reported CR event, representing 72% of the total reported events from March 2025 to March 2026 (288 out of 400) (Figure 3).
- Sixty AT CR events were reported in the two-month reporting period (Table 1). Forty-seven were related to VTA, eight to working inside or outside a vehicle and five to exposure to psychological harm (Figure 4).
- Out of the eight outcome categories for the major and extreme risk consequence events, threats and aggression represented the highest proportion at 58% (11 out of 19) over the last 13-month period March 2025 – March 2026, followed by Injury/illness at 21% (four out of nineteen) and physical assault, verbal abuse, property damage and near miss at 5% each respectively (one each out of nineteen) (Figure 2).

Public transport operators (PTO)

- There has been an increase in health and safety (H&S) reporting following the implementation of ecoPortal. The system has made reporting more accessible for Public Transport operators, resulting in more consistent reporting and improved visibility of events, which is reflected in the higher numbers across AT critical risks, including those related to working in and around vehicles.
- A 163% increase was observed in PT events mapped under AT critical risks, rising from 52 in the previous two-month period to 137 in the current period (Table 1). This increase is considered to be largely influenced by improved reporting practices.
 - VTA remains the most reported critical risk at 48% (269 of 562 events), with working inside or outside a vehicle representing a similar proportion at 47% (266 of 562) over the period March 2025 to March 2026 (Figure 5).
 - Of the 137 events reported in the current two-month period, 88 relate to working in and around vehicles, 45 to VTA, and 4 to working on operational sites (Figure 6).

For major and extreme consequence events (57 total), physical assault accounts for 39%, followed by property damage (16%), threats and aggression (14%), injury/illness and verbal abuse (11% each), near miss (9%), and psychological harm (2%) (Figure 2). These proportions reflect improved capture of event types rather than a confirmed change in underlying risk levels.

Physical works contractors (PWC)

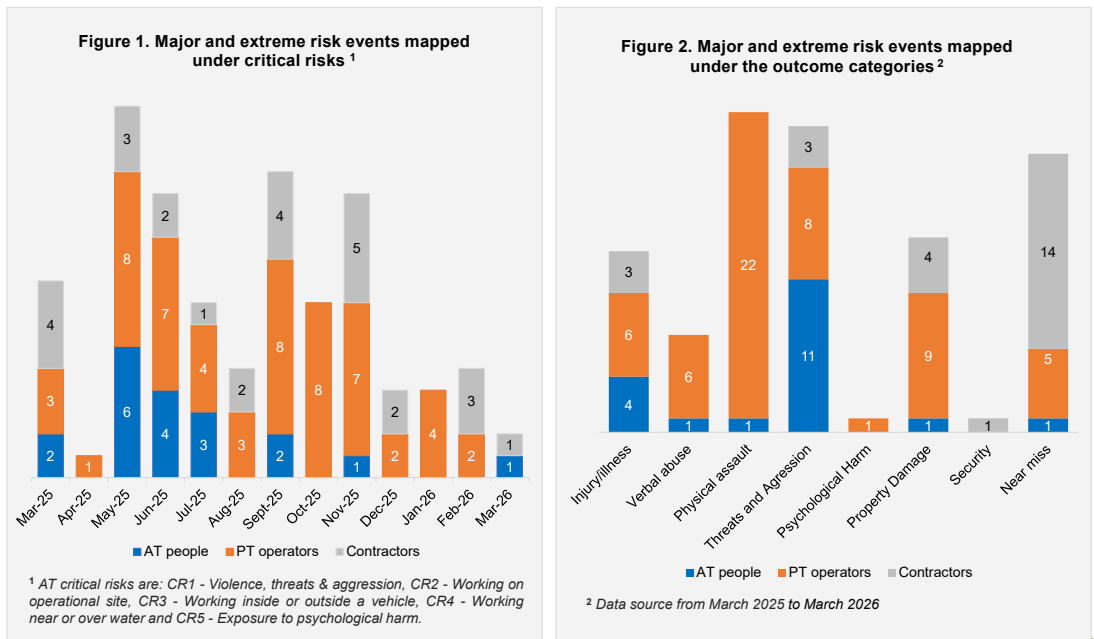
- There was an increase of 110% in the total number of PW events mapped under AT critical risks from 29 in the previous two-month period to 61 in the current two-month reporting period (Table 1). This increase is likely influenced by improved reporting practices and greater visibility of events
 - Working on operational site continues to trend as the most reported CR events representing 74% of the total reported events from March 2025 to March 2026 (167 out of 226) (Figure 7).
 - Of the 61 events recorded in the current two-month period, 51 relate to working on operational sites, 7 to VTA, and 3 to working in and around vehicles (Figure 8).
 - For major and extreme consequence events (25 total), near miss accounts for the largest proportion at 56%, followed by property damage (16%), threats and aggression and injury/illness (12% each), and security-related events (4%) (Figure 2). These proportions reflect the types of events being captured and may also be influenced by increased reporting over time.

Dashboard

Reporting period status: February and March 2026 Data Source Synergi 2.0 and ecoPortal - Table 1

Adverse work events mapped as AT's Critical risks	Current period		Previous period		FY26 YTD		FY25	
	Critical risks	Major and extreme risk consequence critical risks	Critical risks	Major and extreme risk consequence critical risks	Critical risks	Major and extreme risk consequence critical risks	Critical risks	Major and extreme risk consequence critical risks
AT	60	1	35	0	270	7	340	17
PT	137	2	52	6	436	38	227	77
PW	61	4	29	2	180	18	99	34

Trend reporting period: March 2025 to March 2026 Data Source Synergi 2.0 and ecoPortal



5.0 Event Trends Mapped Against AT Critical Risks - Auckland Transport and other PCBUs

Dashboard

Reporting period status: March 2025 – March 2026 Data Source Synergi 2.0 and ecoPortal

Figure 3. AT Percentage of the total of critical risks (13 months)

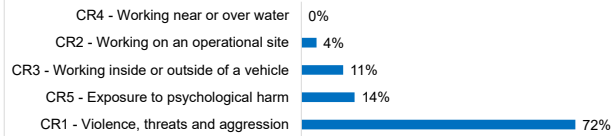


Figure 5. PT Percentage of the total of critical risks (13 months)

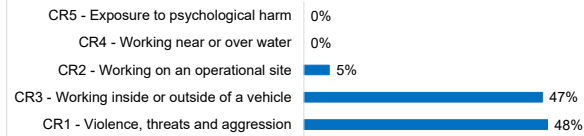


Figure 7. PW Percentage of the total of critical risks (13 months)

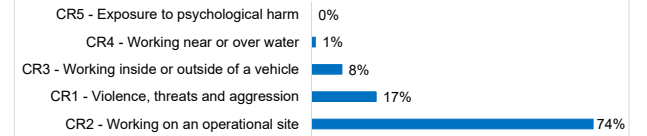


Figure 4. AT events mapped against AT critical risks

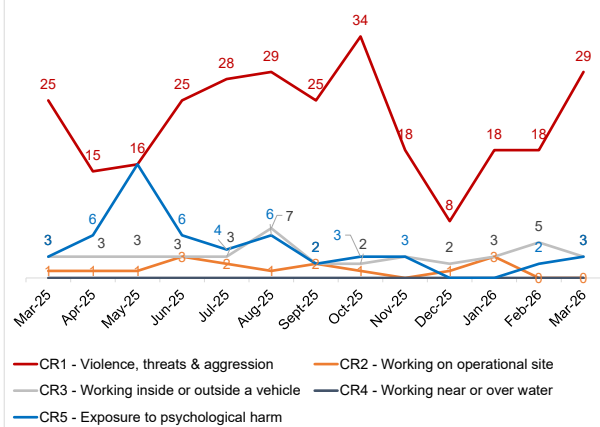


Figure 6. PT events mapped against AT critical risks

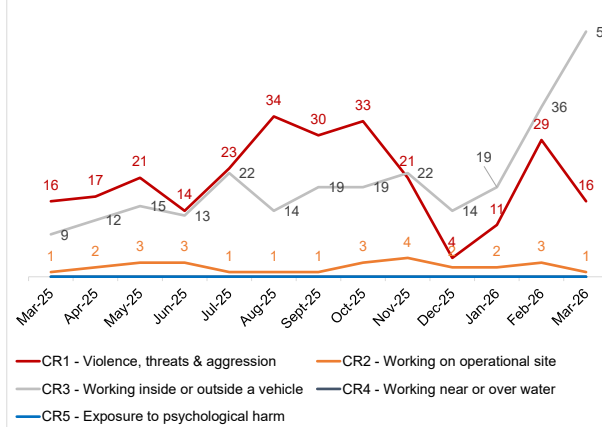
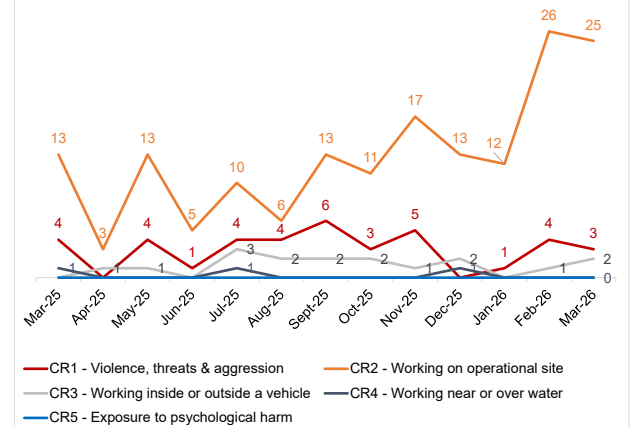


Figure 8. PW events mapped against AT critical risks



Key insights

Violence, threats, and aggression (VTA) continue to be the most commonly reported events linked to critical risks across Auckland Transport and Public Transport operators. A reduction in VTA was noted for Public Transport in March compared with February 2026, alongside the ongoing rollout of driver safety screens. There has been a gradual increase in reported risks associated with working in and around vehicles since December 2025. This may reflect a range of operational and customer interaction factors, or could also be influenced by improved reporting practices and increased awareness. The trend will continue to be monitored to enable a more conclusive assessment over time.

For physical works contractors, working on live operational sites remains the primary critical risk, with activity levels increasing in February and easing slightly in March.

Actions

For AT staff, de-escalation training is being refined based on participant feedback to further support frontline staff in managing VTA incidents. For contractors and operators, continued emphasis is being placed on operational safety, with targeted assurance reviews and engagement to maintain reporting quality and strengthen control measures – ongoing.

6. Appendices

- 6.1 Safety legal environment**
- 6.2 Health and safety definitions**
 - A. Injury severity classification
 - B. Event definitions
- 6.3 AT WorkSafe Notifiable, Recordable Injuries and High Potential Adverse Events**
- 6.4 Other PCBUs Regulatory Notifiable Events**



6.1 Safety Legal Environment

From the Courts and News

From the Courts in March 2026

AI's relational workplace risks

The accelerating introduction of AI tools into workplaces introduces largely unexplored relational/psychosocial risks which need to be acknowledged by amended health & safety standards, argues Andreas Cebulla of Flinders University in a recent paper, **AI and workplace relations: A WHS framework for managing relational risks in workplaces**. He finds AI's relational risks include erosion of worker autonomy, displacement/devaluation of workers' tacit knowledge, fragmentation of worker-supervisor relationships, and new forms of incivility facilitated by AI tools. AI tools, he concludes, do not merely automate aspects of work, they reconfigure how work is done. "As such, they must be governed not only through audits and algorithms but through social institutions, norms and participatory mechanisms that foreground the human experience of work."

Risk distinction morally wrong

Concerns were recently raised during a New Zealand Institute of Safety Management (NZISM) webinar regarding the Government's proposed Health and Safety at Work (HSW) Amendment Bill, particularly its potential impact on small businesses. A senior safety professional expressed strong opposition to a proposed provision that would require PCBUs (Persons Conducting a Business or Undertaking) with fewer than 20 employees to focus only on managing "critical risks." It was highlighted that this change could significantly reduce the level of health and safety protection available to workers in smaller organisations. The proposal was described as deeply concerning, with warnings that important control measures - such as training and personal protective equipment (PPE) - could be reduced or removed for hazards that do not meet the definition of "critical".

Under the proposed Bill, a critical risk is defined as one that arises from:

1. hazards already covered by existing regulations,
2. hazards likely to result in death or a notifiable injury, illness, or incident, or
3. occupational diseases listed in Schedule 2 of the ACC Act.

Concerns were also raised about the ambiguity of the term "likely," which is often interpreted as a greater-than-50% chance of harm. This creates uncertainty around who determines what qualifies as "likely"—whether individual businesses or industry bodies. It was further noted that several significant risks may fall outside the scope of "critical risks," including musculoskeletal disorders, psychosocial hazards, and workplace violence in sectors such as retail.

Upward bullying acknowledged

A former detective inspector has been awarded \$15,000 after the Employment Relations Authority (ERA) found NZ Police failed to provide a safe working environment and mishandled an undermining email central to a wider pattern of 'upward bullying' at Northland Criminal Investigation Branch (CIB).

The 30-year police veteran – the first woman to hold a CIB detective inspector role in Northland – took a personal grievance case to the ERA claiming she faced a pattern of undermining behaviour, bullying, exclusion and what she described as a long-standing "boys' club" culture within Northland CIB between 2020 and 2023.

While most of the grievances covered in the decision fell outside the 90-day period for an unjustifiable disadvantage grievance, the **ERA noted** a number of them are evidence of a pattern of repeated undermining and "bullying up" behaviour by her subordinates and that Police were aware of it.

"Emotional or social bullying, such as exclusion, nicknames, emojis, spreading rumours, may seem funny or harmless to the perpetrator, and be less obvious than physical bullying, making it harder to identify for everyone involved," the decision notes.

"Bullying can ... happen from staff towards someone more senior ... and can be from one employee or a group of employees, and is included in the WorkSafe definition of bullying."

6.1 Safety Legal Environment

From the Courts and News

From the Courts in February 2026

Health, Safety & Wellbeing Amendment Bill

Progress of the Bill



Minister Brook van Velden instructs The Ministry of Business, Innovation and Employment (MBIE) to undertake the review in Jun 2024. Her view is that the current law is overly bureaucratic, confusing and that WorkSafe has created 'a climate of fear'.

The below Amendments have passed their first reading:

- The Bill Amends Health and Safety at Work Act (HSWA) 2015 and WorkSafe NZ Act 2013 (along with HSW (General Risk & Workplace Management) Regs).
- Purpose statement of HSWA and WorkSafe functions amended with critical risk as the main priority and education and guidance ahead of enforcement.
- New definition of 'critical risk' and 'prioritise'.
- Small Person Conducting a Business or Undertaking (PCBUs) (under 20 workers on average) will only have a primary duty in relation to critical risk (apart from basic welfare provisions). This includes upstream duties as well as downstream.
- HSWA **subordinated** to other enactments (not defined) addressing same subject matter (even if they set a lower standard)
- Executive offer duty differentiated (when you are doing governance you are an officer, otherwise you are a worker).
- Clarification of notifiable injury categories with examples.
- Clarification of landowner duty to recreational users.
- Enhances status of Approved Code of Practice (ACOPs) as safe harbours (deemed to comply with HSWA) and can be industry led.

Skydive Auckland

- Pled guilty to a charge under the Civil Aviation Act following the 2022 death of a British skydiver who was blown more than 1km out to sea after a mid-air collision during a formation jump over Muriwai Beach. The skydiver had expressed concern about wind conditions shortly before boarding the flight. Two other skydivers declined to jump. No rescue boats were on standby for the jump. Charges were laid by Civil Aviation Authority (CAA) under the Health and Safety at Work Act (HSWA) and Civil Aviation Act against both the company and director Tony Green and an improvement notice was issued requiring the company to ensure standby rescue craft were in place for future jumps over or near water and that parachutists were competent swimmers. The HSW Act charge against the company was withdrawn and both charges against Green were withdrawn in a last-minute plea deal. The Civil Aviation Act charge has a maximum penalty of \$100,000.

French Bakery

- Fined \$200,000 with \$45,500 in reparations after a worker's hand was pulled into machine rollers at the Christchurch bakery in April 2023. The worker's index finger was amputated, his thumb partially amputated and middle finger crushed. WorkSafe says there was no method to ensure the machine couldn't be turned on while workers were exposed to moving parts, risk assessments were incomplete – failing to identify the crushing risk from rotating parts inside the machine involved – and there were gaps in training and supervision with staff.



6.2 Health and Safety Definitions

A. Injury severity classification

Event Consequence Severity				
Insignificant	Minor	Moderate	Major	Extreme
No Injury or illness, near miss, minor soreness or discomfort requiring no treatment; Little damage or no threat to health; Property damage	Injuries with service up to first aid; Discomfort requiring intervention i.e. Physio up to 2 visits; Minor health effect, fully reversible in short time; Asymptomatic or mild symptoms; clinical or diagnostic observations only, intervention not indicated; Non-physical stress	Medical treatment injury/ Lost time injury/ Restricted work injury/ Notifiable event*; A diagnosed occupational illness case; Moderate, minimal, local, or non-invasive intervention indicated but not immediately life threatening; Moderate, minimal, local, or non-invasive medical intervention indicated.	Major lost time/ Notifiable event**; Permanent disability or irreversible health problems resulting from injury or occupational illness; Unlikely to return to work with significant modifications	Fatality; Notifiable event

* It could be a cut requiring stitches due to contact with a sharp object, a minor fractured limb after being caught in something or falling from height, minor electric shock (not static)

** It could be an escalation of any of the moderate/minor examples of incidents. Major electric shock or burn injury, admittance to hospital, loss of consciousness or entrapment of a person, loss of limb or feeling

B. Event definitions

Event type	Definition
LTI	Lost time injury: A lost-time injury is defined as an occurrence that resulted in a fatality, permanent disability or time lost from work of one day/shift or more.
MTI	Medical treatment injury. Requiring treatment by, or under the specific order of a registered Medical Practitioner or any injury which could be considered as being one that would normally be treated by a registered Medical Practitioner; and • Results in less than a full shift being lost from work; and • Requires treatment beyond the scope of normal first aid treatment such as sutures or the issuing of prescribed medication.
Recordable injuries	A recordable injury is a work-related incident that results in: medical treatment beyond first aid and one or more days away from work.
Notifiable events	An event reported to: <ul style="list-style-type: none"> • WorkSafe: When as a result of works being undertaken, a death, notifiable illness or injury or notifiable incident occurs. • Maritime NZ: Accidents, incidents and mishaps reportable to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and Section 56 of the Health and Safety at Work Act 2015. • Waka Kotahi NZ Transport Agency: Accidents and incidents associated with the operation of a rail vehicle, the use of the railway infrastructure or the use of railways premises in accordance to Railways Act 2005 and Health and Safety at Work Act 2015.
High potential event	An event classified as major or extreme risk consequence that is not a recordable injury.
Near miss	Any unplanned incidents that occurred at the workplace which, although not resulting in any injury, disease or damage, had the potential to do so.
Harm	An event involving Verbal abuse, Intimidation and threats or Assault
Hazard	A source or a situation with a potential for harm in terms of human injury or ill-health, damage to property, damage to the environment, or a combination of these.



6.3 WorkSafe Notifiable, Recordable Injuries and High Potential Adverse Events – Auckland Transport

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Event Details – March 2026 reported events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and actions	Status
<p>AT Employee (affected person) Case id: EVN00584 Date of Event:16/02/2026 Date Created:02/03/2026</p>	<p>An AT employee ((Injured person – IP) while working on the Western Line, began experiencing a sharp pain on the left side of the neck, which initially ignored. The discomfort worsened and spread toward the shoulder blade, likely from the weight of their vest. IP sought medical attention where the doctor diagnosed a neck and thoracic sprain and gave time off.</p>	LTI	Minor	Moderate	As review of the vests is underway for the staff member. No other staff are reporting issues with the new vests, so the review will concentrate on this individual.	Under Investigation
<p>AT Employee (affected person) Case id: EVN00594 Date of Event:19/12/2025 Date Created:03/03/2026</p>	<p>An AT employee ((Injured person – IP) was playing cricket in the year-end team event when IP threw the ball and felt no pain at the time, but shoulder discomfort began a few days later.</p>	LTI	Minor	Minor	As this event occurred during a work organised function it has been deemed work-related. Eight days of lost time were recorded,	Closed
<p>AT Employee (affected person) Case id: EVN00639 Date of Event:09/03/2026 Date Created:10/03/2026</p>	<p>An AT employee ((Injured person – IP) was inspecting vehicles in the car park when they accidentally struck a concrete block, twisted their ankle, and fell to their knees, injuring both their ankle and knee.</p>	LTI	Moderate	Moderate	<p>Ankle and knee injury resulted in four lost time days.</p> <p>Effectiveness of Controls</p> <ul style="list-style-type: none"> All existing control measures were assessed as effective. The incident occurred despite controls being in place and did not indicate a failure or absence of controls. <p>Contributing Factors</p> <ul style="list-style-type: none"> Presence of a fixed concrete block within the car park environment Dynamic movement while undertaking routine duties No unsafe acts, adverse weather, or procedural non-compliance were identified. <p>Learnings Identified</p> <ul style="list-style-type: none"> Fixed obstacles can present a risk even in familiar environments and favourable conditions. Maintaining situational awareness during routine activities remains important. <p>Actions / Follow-Up</p> <ul style="list-style-type: none"> A formal Return to Work plan will be developed and confirmed in line with injury management requirements. No additional control measures are required at this time. 	Closed



6.3 WorkSafe Notifiable, Recordable Injuries and High Potential Adverse Events – Auckland Transport

15

Event Details – March 2026 reported events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and actions	Status
<p>AT Employee (affected person) Case id: EVN00731 Date of Event:19/03/2026 Date Created:20/03/2026</p>	<p>AT employee ((Injured person – IP) felt minor stiffness and pain in their right shoulder and neck while attending the logs and exiting a vehicle. The incident was reported to a supervisor, and initial self-treatment included Panadol/Pamol. When symptoms worsened, the IP consulted a GP, who diagnosed a pulled muscle with swelling, prescribed rest and medication for three days, and recommended physiotherapy.</p>	LTI	Minor	Moderate	<p>Existing controls for vehicle-based roles remain in place, including Use of appropriate vehicles ,Training and guidance around safe movement and posture. Supervisor engagement and injury reporting processes. However, it is acknowledged that musculoskeletal injuries linked to vehicle operation cannot always be fully eliminated, despite controls, due to the nature of the work. Ongoing monitoring will occur to ensure duties remain suitable and symptoms do not worsen.</p>	Closed
<p>AT Employee (affected person) Case id: EVN00764 Date of Event:25/03/2026 Date Created:25/03/2026</p>	<p>The air conditioner, located to the left of where the AT employee ((Injured person – IP) sits, was blowing extremely cold air directly onto the IP's head, causing them to feel unwell and sneeze throughout the day. To stop the cold air, the IP stood on a chair to adjust the air conditioner flaps. Unfortunately, during this attempt, the IP fell and twisted their ankle. The injury did not seem very painful at first, but by around 2 pm, the pain became unbearable. When the IP removed their socks to check, they found the ankle was swollen and red.</p>	LTI	Minor	Moderate	<p>While environmental discomfort can be difficult to fully mitigate, safe systems of work must always be followed. So, it has been stressed to the team that standing on chairs or unstable furniture is unsafe and presents a known fall risk and therefore should never be used as access equipment under any circumstances.</p>	Closed
<p>AT Employee (affected person) Case id: EVN00741 Date of Event:23/03/2026 Date Created:23/03/2026</p>	<p>An AT employee ((Injured person – IP) has tendon inflammation in their thumbs, making it hard for them to type or use a mouse.</p>	MTI	Moderate	Moderate	<p>An investigation of the event is underway.</p>	Under investigation
<p>AT Employee (affected person) Case id: EVN00794 Date of Event:30/03/2026 Date Created:30/03/2026</p>	<p>An AT employee (the injured person) experienced numbness in their right leg while walking to take a break. Stretching provided only temporary relief, and the numbness returned as they continued walking. The employee was sent home and visited their local GP the following morning.</p>	MTI	Insignificant	Minor	<p>An investigation of the event is underway.</p>	Under investigation



6.3 WorkSafe Notifiable, Recordable Injuries and High Potential Adverse Events – Auckland Transport

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Event Details – March 2026 reported events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and actions	Status
<p>AT Employee (affected person) Case id: EVN00704 Date of Event:16/03/2026 Date Created:18/03/2026</p>	<p>Transport Officer (TO) saw two men with liquor bottles. The TO asked their partner to discreetly observe them. When approached, the men hid the bottles, and the TO reminded them alcohol isn't allowed on the platforms. One man became agitated, confronted the partner verbally, and crossed the road. The partner later reported the man had a knife, which was confirmed by the security guard and relayed to ATOC. The TO and partner de-escalated by requiring the alcohol be disposed of and the knife secured in a bag, especially since many school children were nearby. Both men complied and were escorted back to Albany, where they parted ways.</p>	<p>Threats and Aggression - Intimidation (verbal/non-verbal)</p>	<p>Insignificant</p>	<p>Major</p>	<p>The Transport Officer team performed well in the management of this event. Having strong partner communication resulted in the early identification of the weapon and they were able to de-escalate the situation effectively. An improvement identified as the early notification to the police when a weapon is observed. This learning has been relayed to the remaining TO's at tool box talks.</p>	<p>Closed</p>

Event Details – February 2026 reported events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and actions	Status
<p>AT Employee (affected person) Case id: EVN00529 Date of Event:23/02/2026 Date Created:25/02/2026</p>	<p>After using the public toilets, parking officer slipped on wet stairs and fell, injuring their left elbow and head. They informed the communications operator that they couldn't continue working and needed to rest. Later that evening, their condition worsened with nausea, headache, and severe elbow pain, prompting a visit to White Cross.</p>	<p>TBC</p>	<p>Moderate</p>	<p>Moderate</p>	<p>Staff member went to hospital and was monitored overnight. They received a medical certificate for 7 days off work. Unrelated, staff member had last day of work on day of injury 23/2/26 and will not return to work with AT.</p>	<p>Closed</p>



6.3 WorkSafe Notifiable, Recordable Injuries and High Potential Adverse Events – Auckland Transport

Status update on previously reported open events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and actions	Status
<p>AT Employee (affected person) Case id: EVN00282 Date of Event:21/01/2026 Date Created:22/01/2026</p>	<p>An AT employee ((Injured person – IP) slipped and sprained their left knee while returning to their car. They saw their GP and was given a knee brace due to difficulty walking.</p>	MTI	Moderate	Moderate	<p>Staff member has been coached on the need to be situationally aware and to be on the look out for hazards as they are conducting the job. The investigation did not find a failure of any of the in-place controls.</p>	Closed
<p>AT Employee (affected person) Case id: EVN00333 Date of Event:30/01/2026 Date Created:30/01/2026</p>	<p>An AT employee ((Injured person – IP) was verbally abused, physically assaulted, and threatened by a man holding beer cans. The incident included racist remarks and resulted in locking himself in his car, recording the situation, and contacting authorities for assistance.</p>	LTI	Moderate	Moderate	<p>The learning review highlighted the complexity of responding to assaults in operational environments. Key themes include the need for realistic safety expectations during violent incidents, improved shared situational awareness between frontline staff and Comms, consistent supervisory welfare responses, and strong ongoing wellbeing support mechanisms. Actions have been implemented in event reporting and management to improved the response time for staff members including follow up post event.</p>	Closed
<p>AT People (affected person) Synergi No: 37991 Date of Event:20/11/2025 Date Created:20/11/2025</p>	<p>Bus collided with the New Lynn Station glass awning, resulting in the awning shattering and damage to the roof of the bus. There were no passengers on board at the time, and no injuries were reported. Emergency services, including Police and Fire, attended the scene. Service Delivery Supervisor New Lynn was informed, and the mechanic (Cori) attended the scene.</p>	Property damage	Moderate	Major	<p>The investigation and police report concluded that the driver mis-judged the turn while pulling into Stop B at the New Lynn Transport Centre. Additional training has been provided to the driver and the event shared within the PT Operator organisation.</p>	Closed



6.4 Regulatory Notifiable Events – Other PCBUs

Event Details – February and March 2026 reported notifiable events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and actions	Status
<p>Contractor (affected person) Case id: EVN00585 Date of Event: 27/02/2026 Date Created: 02/03/2026 Notifiable: Yes</p>	<p>A subcontractor crew was extracting sheet piles ranging from 4 to 6 meters in length using an excavator and stacking them on the roadway for subsequent removal from the site. While a 6-meter sheet pile was being placed onto a stack of approximately ten piles, with a combined height of around 800 mm, the stack unexpectedly shifted and toppled toward a worker positioned nearby. The worker's lower right leg became trapped beneath the fallen stack, resulting in a significant ankle injury. The full extent of the injury is not yet known at the time of reporting.</p>	LTI	Moderate	Major	<p>Notifiable event reported to Worksafe An assessment of the event is underway.</p>	Under assessment
<p>PT Operator (affected person) Case id: EVN00679 Date of Event: 15/03/2026 Date Created: 15/03/2026 Notifiable: Yes</p>	<p>Operator said while applying brake it failed to stop bus, and hit a traffic pole, which landed on the road. All emergency services were in attendance.</p>	Property damage	Insignificant	Moderate	<p>Notifiable event reported to WorkSafe An investigation of the event is underway.</p>	Under investigation
<p>PT Operator (affected person) Case id: EVN00426 Date of Event: 10/02/2026 Date Created: 10/02/2026 Notifiable: Yes</p>	<p>The vessel arrived at Halfmoon Bay. The skipper made a hard landing, but no passengers were injured. The wharf was inspected by the crew and H&S Manager; no damage was found. The hull sustained a paint scrape and dent, but there are no cracks or holes.</p>	Property damage	Minor	Moderate	<p>Notifiable event reported to Maritime NZ An assessment of the event is underway.</p>	Under assessment





Transport Safety Performance Report

AT Board | 22 April



Executive Summary

Road Safety Progress

Road Safety Fatal Crash Reporting:

- Auckland Transport (AT) receives notifications of fatal crashes from the Police Serious Crash Unit. This information initiates the Road Safety Engineering fatal crash report process.
- In the 2025 calendar year, there were 24 fatal crashes reported on AT Roads, with 16 recommendations for safety improvements, of which eight have been completed and eight remain open.
- In 2026 there have been 12 fatal crashes reported on AT Roads, which are currently under investigation.

School Speeds:

- The team has completed delivery of variable speed limits at priority 2 schools (205), these were upgraded ahead of the 1 July 2026 deadline that was set by central government, ensuring full compliance with the new speed limit setting rule.
- This early implementation allows us to begin preparations for Priority 3 (P3) Schools (165) which already have variable speed limit zones, but not to the lowest speed allowable. Updating these zones will maximize safety benefits in accordance with The Rule.
- School priorities were decided based on legislative deadlines:
 - P1: Schools impacted by speed limit reversal deadline of 30 June 2025
 - P2: Schools impacted by the rollout of new school zones deadlines of 30 June 2026
 - P3: Schools that already comply with legislation (no deadline), but where we may want to make further changes

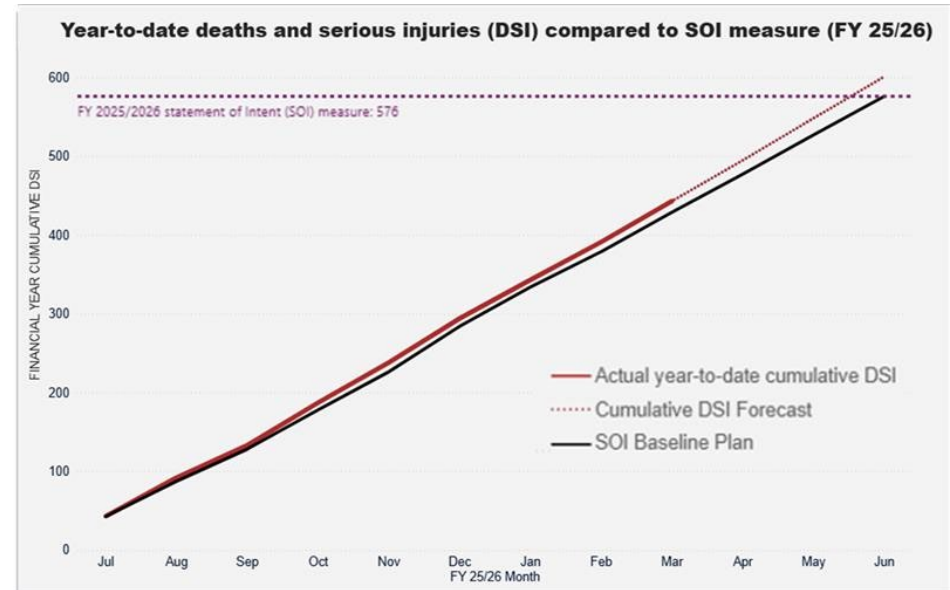
Local Board Engagement:

- Recent engagements with local boards on speed limits have been well received, in total 96 catchment areas across the region have so far received support to move to consultation.

Key insights

The SOI measure for FY 2025/26 is no more than 576 deaths and serious injuries (DSIs)

- Year to date there have been 442 provisional DSIs, 28 fatalities and 414 serious injuries on Tāmaki Makaurau roads (as of 2 April 2026).
- The graph below shows that we are tracking to exceed the 576 DSIs for 2025/26.
- The actual DSI for 2024/25 was 616.



The graph uses an SOI baseline (last five years data), an actual total DSI line as at the current date, and a cumulative DSI forecast line, which considers the additional projected DSIs, once final investigations are complete and updated in the NZTA Crash Analysis System (CAS).

Partnership update

- Following Board approval of the Road Safety Action Plan 2025-27 in December, we are progressing with the Road Safety Business Improvement Review. This is expected to be completed by mid 2026. This will provide us an opportunity to ensure the work we are doing meets best practice of Safe System outcomes, and will provide us with a roadmap for coming years.
- We have created 21 Local Board Transport Safety Engagement Plans which deliver in-depth road safety data and insights specific to each Local Board area. These have been presented at 15 meetings over the past few months, with the remaining planned for April and May. We have also presented these to a number of Councillors (16), and underway preparing the Mana Whenua area specific insights and engagement packs for upcoming hui. There has been strong support received, with feedback highlighting the high quality of the work, its value in guiding local investment, and interest in co-delivering community road safety initiatives. Our next step will be to work with local boards to develop Local Board Road Safety plans.
- The Tāmaki Makaurau Road Safety Governance Group met in February, noting all road safety agencies are in some form of change. Planning is underway for the May Hot Topic Forum to include: how to maintain momentum through change.

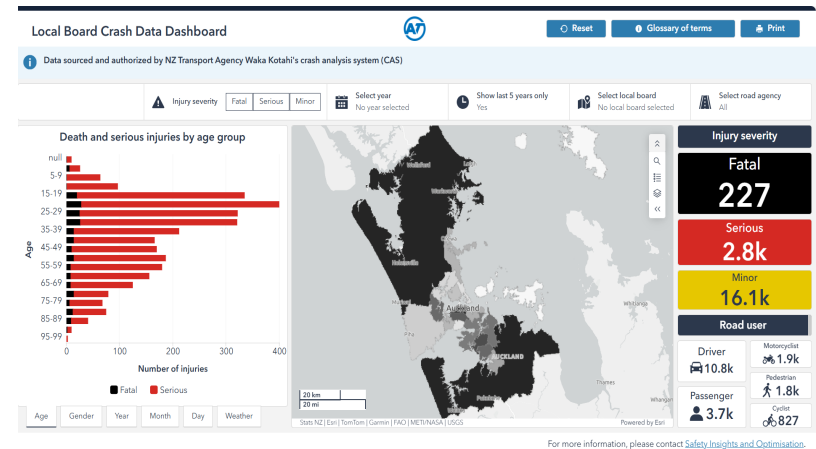
Data and Insights update

- Interest following the AT safety research on the Network Disruption of Serious Crashes has continued with an additional study based on this methodology released with media coverage in March citing the cost of the case study crash was 70% higher when travel disruption costs were included.
- The qualitative road safety data project is in the process of presenting its findings to internal stakeholders, as feedback is received, we will be able to finalise a plan and next steps which will form some of the research programme going forward.

Local Board Crash Data Dashboard

The Local Board Crash Data Dashboard was developed to provide self-serve access to high level CAS data for local board members. This is currently being updated with 2025 data.

[Where crashes are happening in Auckland](#)



Deaths and serious injuries (DSI) reporting

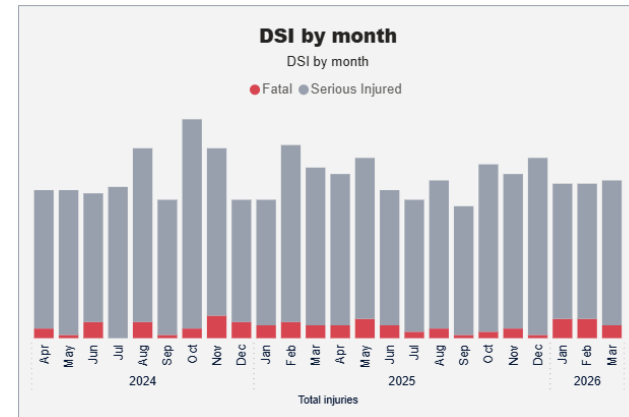
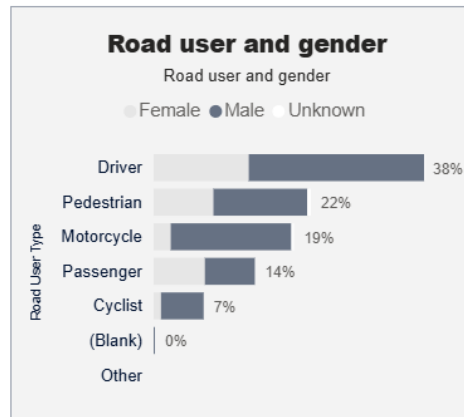
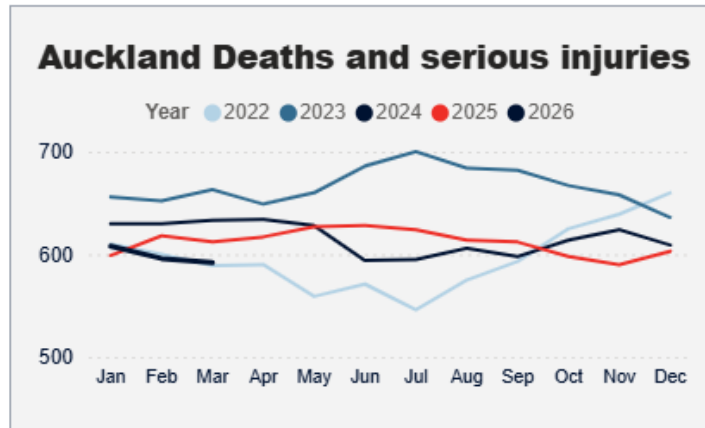
Key insights rolling 12months

Deaths and Serious Injury insights over the past twelve months, from April 2025 to end of March 2026, as at 2 April 2026 (provisional data).

It is important to remember that the Safe System acknowledges that road users making mistakes and our primary focus is to ensure that those mistakes do not have a life changing impact through death or serious injury.

- 592 people were reported killed or seriously injured on all Tāmaki Makaurau roads in the past 12 months, compared to 596 in the previous 12 months.*
- In the past twelve months, the same number of fatalities have occurred (42) as the previous year, and serious injuries show a slight decrease from 554 to 550. The overall number of DSIs remain relatively static over the past five years.
- Most of the harm continues to happen on our local roads at 89%.
- 48% of reported deaths and serious injuries are experienced by people outside of vehicles (people walking, people cycling and motorcyclists).
- Young people aged 15 to 24 years are overrepresented in deaths and serious injuries. This age group represents 13% of Auckland's population, and 22% of people killed or seriously injured on our roads.

Deaths and Serious injuries over the past five calendar years 2022-2026 as at 2 April 2026 (provisional data)



*Deaths and serious injuries numbers for the last 12 months are still provisional and will likely increase as more information is added into the CAS system

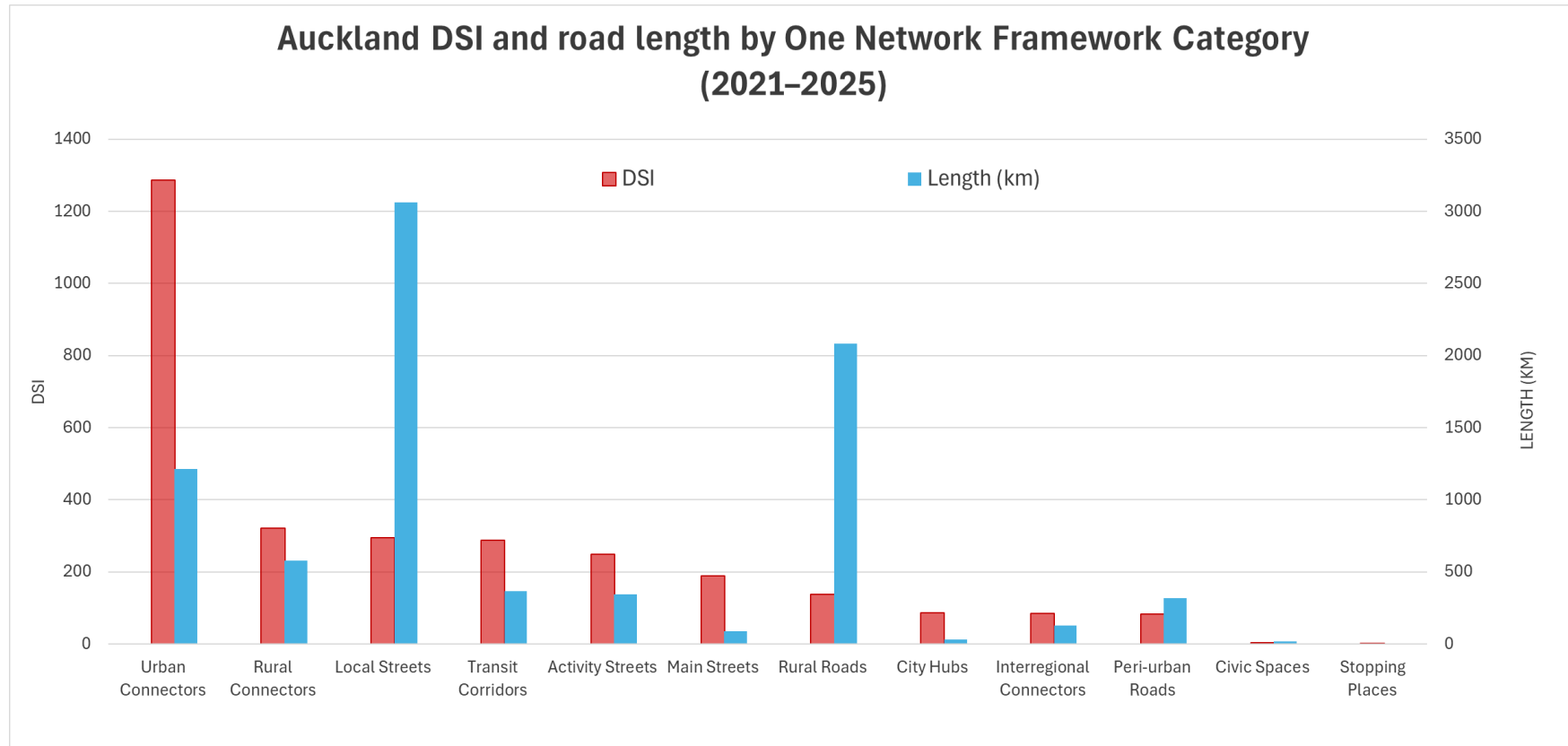
Road Safety Engineering and Education Programme:

- The Road Safety Engineering programme at the start of the 2025/26 financial year, predicted an estimated reduction of 7.54 DSI per annum and are on track to deliver 7.6 DSI per annum, with a DSI per \$100 million of 15.38. Historically, a value greater than 12 indicates value for money.
- The FY26/27 pipeline is under development and includes investigations in Rodney (\$5.5M), Franklin (\$4.7M) and region-wide initiatives (\$7.1M) to support safety outcomes across rural and urban communities. The proposed investment remains subject to funding availability and deliverability prioritisation. Potential treatments include intersection upgrades (roundabouts: 17 projects; signalised intersections: 9 projects), pedestrian safety improvements (e.g., crossings and refuge islands), and speed management (21 Speed Limit Assessments and 10 new Rural Intersection Active Warning System [RIAWS] sites)
- The Community Transport Safety and Te Ara Haepapa teams continue to work in partnership with Police, ACC, Iwi, local councils and community providers to extend reach and optimise road safety education delivery. AT's road safety programme continues to deliver a connected educational and cultural response to grow engagement, navigate systemic barriers, seed education opportunities and promote safer behaviours across the network. Strong collaboration practice also featured in the proactive connections with local and rural schools to deliver pedestrian and cycle skills training, with child car restraint education at hospital neo-natal units to staff and parents, and with the provision of education support at Police enforcement operations.
- The driver licensing delivery model continues to strengthen the responsibility of safe driving behaviour through considered and structured learning content and inclusive facilitation practices. The demand for motorcycle safety education and experiential training remains strong, as evidenced through registrations for skills, maintenance and 1st Aid courses.
- Looking ahead, work is underway to consider how best to support the marketing and education components of the roll out of roadside drug testing and upcoming driver licence changes from an operational perspective.



Deaths and serious injuries (DSI) reporting

Auckland DSI and Road Categories



Urban Connectors represent 14.7% of the overall network length and 42.6% of the DSI.

Deaths and serious injuries (DSI) reporting

NZTA One Network Framework – Road Categories:



This is how our roads are categorized using the NZTA One Network Framework.

The One Network Framework (ONF) brings transport and land use together to help guide investment decisions.

The framework consists of three pillars: movement and place classification, levels of service and future network planning.

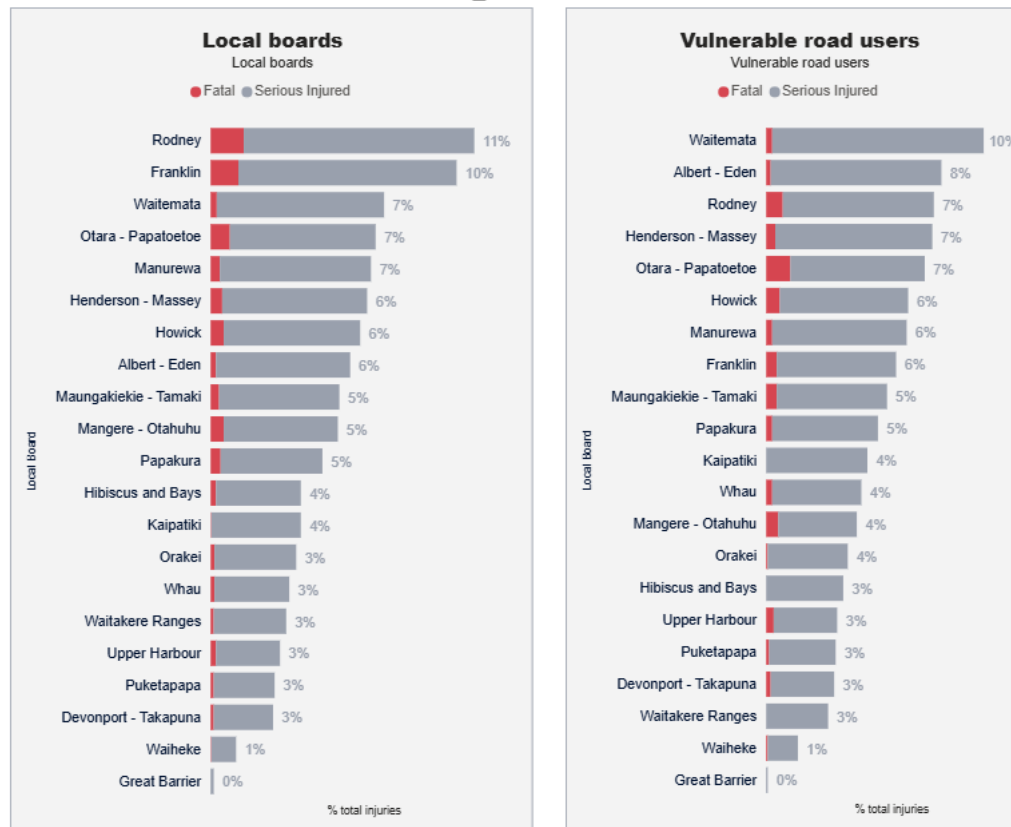
One Network Framework Category	DSI	Length (km)
Urban Connectors	42.6%	14.7%
Rural Connectors	10.6%	7.0%
Local Streets	9.8%	37.2%
Transit Corridors	9.5%	4.5%
Activity Streets	8.2%	4.2%
Main Streets	6.3%	1.1%
Rural Roads	4.6%	25.3%
City Hubs	2.8%	0.4%
Interregional Connectors	2.8%	1.6%
Peri-urban Roads	2.7%	3.8%
Civic Spaces	0.1%	0.2%
Stopping Places	0.0%	0.0%

* <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2025.pdf> Note for image – this image was originally produced by NZTA and has been altered to show Auckland specific examples.

Deaths and serious injuries (DSI) reporting

Local Board Injuries Ranking

Death and serious injuries from Crash Analysis System (CAS) calendar years 2021 – 2026 (provisional data)



Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database

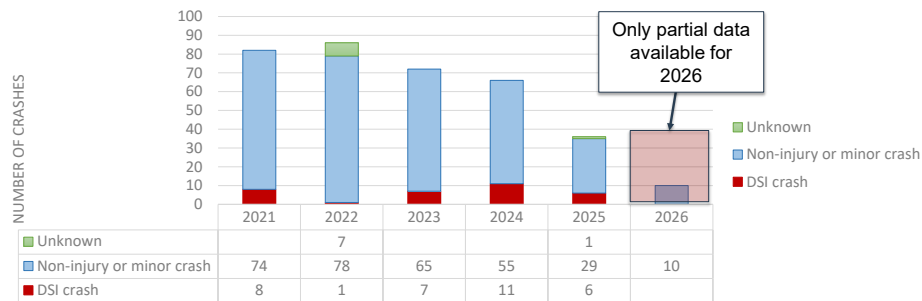
Temporary Traffic Management Events

Temporary Traffic Management (TTM) Crashes

Auckland Temporary Traffic Management Crashes (2021 – March 2026)

- A total of 342 crashes were recorded at TTM sites between 2021 and 2025, with a further 10 crashes reported to date in 2026. The 2026 figures are preliminary, as there is a reporting lag in the CAS system before crashes are fully recorded.
- The number of crashes reported at TTM sites has shown a decline between 2021 and 2025.
- The decline may be attributed to reduced levels of incident reporting rather than an actual drop in crash occurrences.
- From January to December 2025, 32 crashes were reported, representing just over 10% of the five-year total and a 45% decrease compared to the same period in 2024, which saw 66 reported crashes.
- The highest annual total was in 2020, with 82 recorded crashes.

All reported crashes at temporary traffic management sites (2021 – 2026)



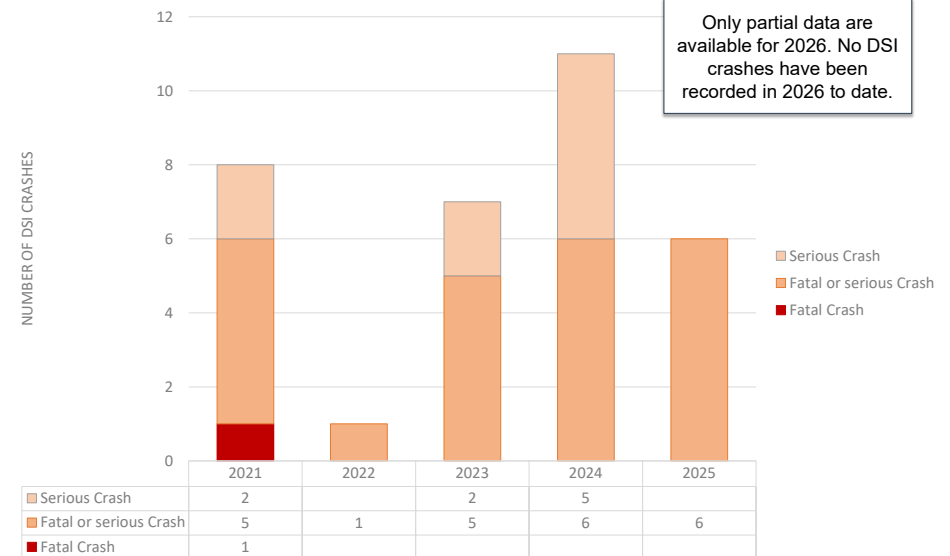
*The crash data combines two key sources:

- NZTA Crash Analysis System (CAS) data
- Crashes reported by Temporary Traffic Management (TTM) teams to Auckland Transport

Both datasets are known to have underreporting issues when used independently. By joining these two sources, we can reduce gaps and improve the completeness of crash records. The integration provides a more accurate representation of crash incidents across the network. Steps have been taken to identify and remove potential duplicates during the merging process.

- While the overall number of reported crashes at Temporary Traffic Management (TTM) sites has been declining, this trend does not apply to high-severity crashes.
- In 2024, TTM sites recorded the highest number of deaths and serious injuries (DSI), with 11 incidents.
- By contrast, 2022 had the lowest number of TTM-related DSI incidents.
- High-severity crashes are generally less prone to underreporting compared to minor crashes, making the data more reliable.
- However, the year-to-year variation in DSI figures remains high, likely due to the statistically small sample size.

Death and serious crashes at temporary traffic management sites (2021 - 2026)



Railway incidents reporting

Railway incidents

April 2025 – March 2026 Incidents

Performance is mixed compared to the preceding 12 months

- Recorded trespassing incidents have increased by approximately 15%;
- However, recorded trespassing incidents associated with Potential Self-Harm (PSH) have declined by more than 50%;
- Recorded Barrier arm collisions have decreased 40%;
- Near misses are down 19%; and
- SPAD A incidents* have increased by 42% (increasing from 7 to 10).

Key Rail Safety Overall

Overall rail safety performance is stable; however, interface and behavioural risks remain the main contributors to serious harm

- There is a clear shift from reactive incident response toward more proactive risk management, particularly at the road–rail interface (including level crossings and overbridges).
- Despite this progress, significant risks remain. Interface risks, public behaviour around the rail corridor, and the safety impacts of increasing service frequency continue to present key challenges.
- While fatalities are infrequent, no fatality is acceptable. Ongoing trespass incidents, near misses, and barrier-arm collisions indicate that material risk remains and requires sustained focus.

Pedestrians remain the key user group at risk:

- Pedestrians remain the highest-risk user group, accounting for the majority of near misses and fatalities.
- Risk drivers are well understood and are being addressed through targeted, data-led interface interventions.
- With CRL increasing network intensity, sustained focus is required to prevent escalation in incident frequency.

Railway incident Mitigation

To mitigate future trespass risks, the following initiatives are being developed:

- AI enabled Closed Circuit Camera's (CCTV) has been installed at Newmarket and Middlemore Stations, both high risk locations, with a trial planned for Henderson Station.
- Installation of tunnel intruder alarms across CRL tunnels and the wider rail network
- Development of a comprehensive rail network trespass mitigation plans
- Ongoing hotspot analysis supported by regular reporting.

To reduce level crossing risks, the following initiatives are being in progress:

- Risk assessments have been completed for each level crossing, with a programme of pre-CRL improvements currently underway. These are scheduled for completion by January 2026.
- Safe System audits are planned for high-impact level crossings located near adjacent junctions. These aim to better understand short-stacking risks and barrier arm collision rates.
- Engagement with NZ Police on monitoring of frequent trouble spots, and education engagement with Truck and Bus operators and heavy commercial vehicle operators.
- 35 risk-based interventions have been developed. These will be implemented based on prioritisation and funding availability.
- Planned to discuss interventions through joint AT and Kiwi Rail Monthly meetings.

To Mitigate the future risk of both suicide and other self-harm events:

- A multi-agency Suicide Prevention working group—chaired by Auckland One Rail (AOR)—convenes regularly to review and strengthen mitigation strategies. Participating partners include Auckland Transport (AT), AOR, Te Whatu Ora, Transdev, Greater Wellington, KiwiRail (KR), and NZ Transport Agency Waka Kotahi (NZTA).
- Building on the success of Middlemore Station, a case study is being used to inform future interventions and best practices.

To mitigate the safety risks at rail overedges, a safety improvement programme has been implemented

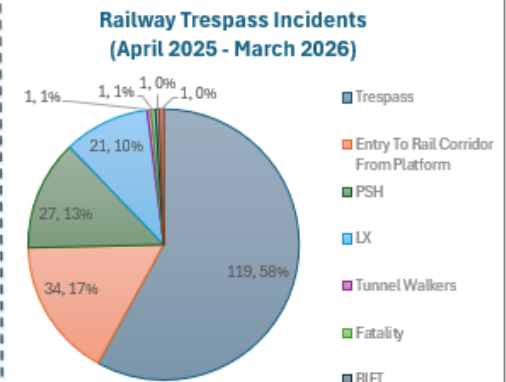
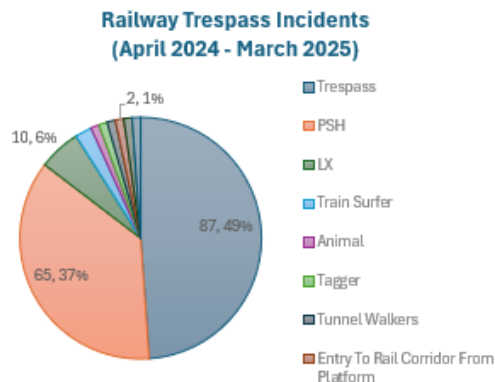
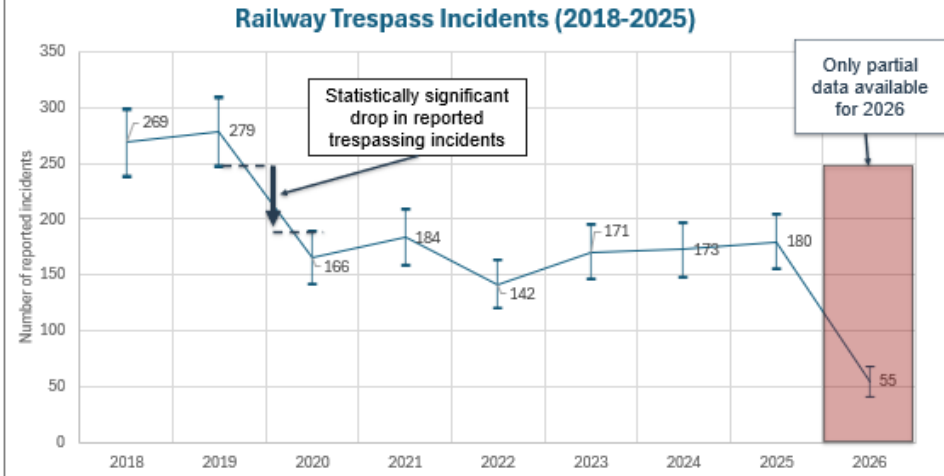
- Safety improvements are complete, underway, or in development at 6 of the 10 highest-incident overbridge sites.
- Those locations are all on the busier, and more operationally constrained South-City rail line meaning that we're improving safety, customer outcomes, and network resilience.

*A SPAD A incident (Signal Passed At Danger Category A) is where a train, without authorisation, passes a signal that is displaying a red signal.

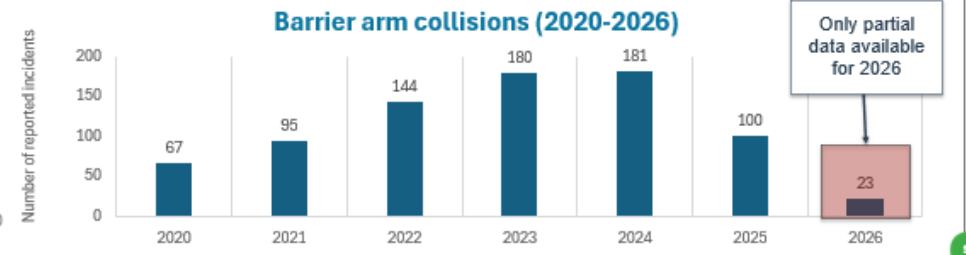
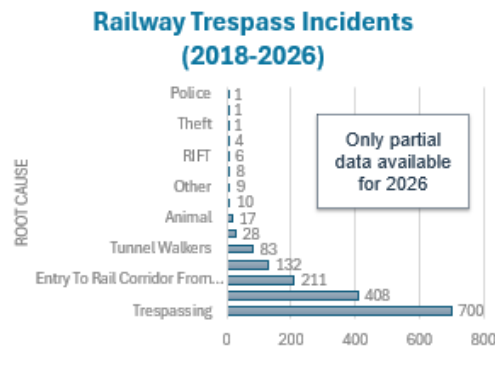


Railway incidents reporting

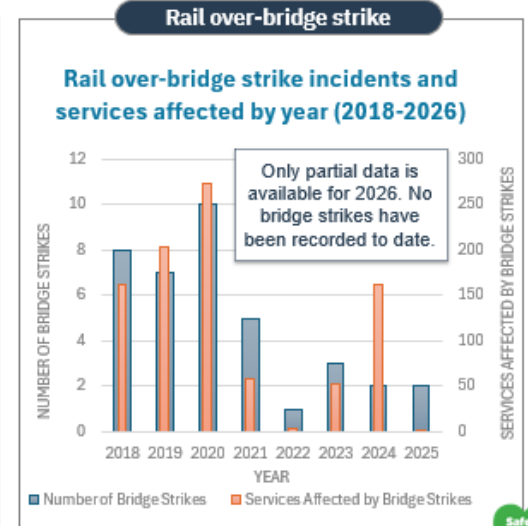
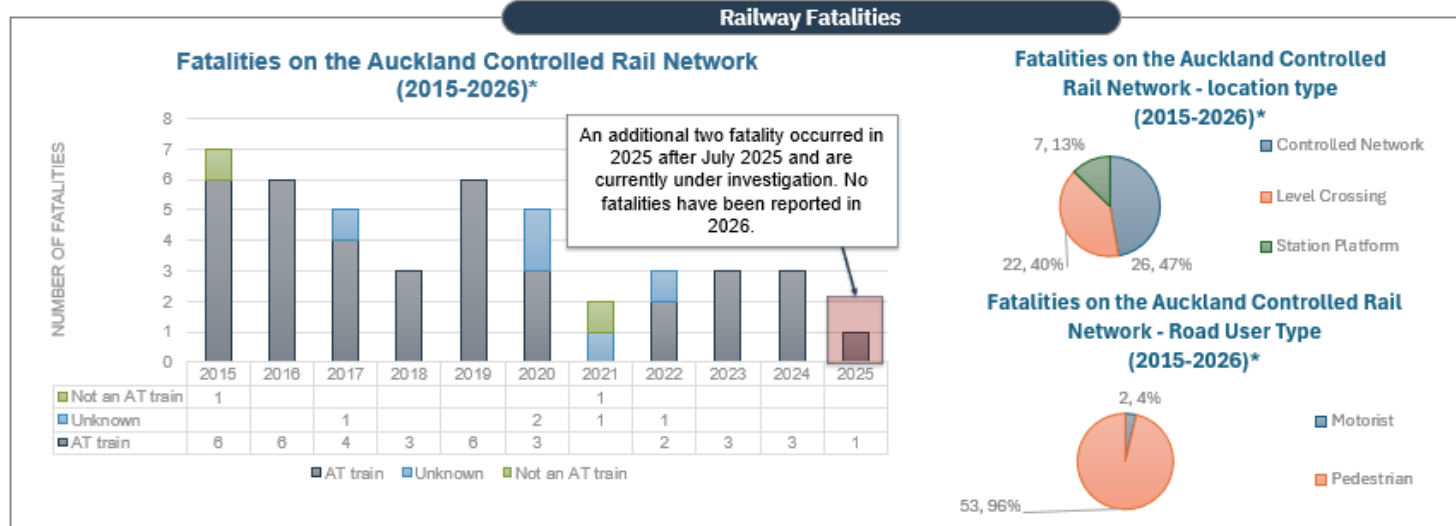
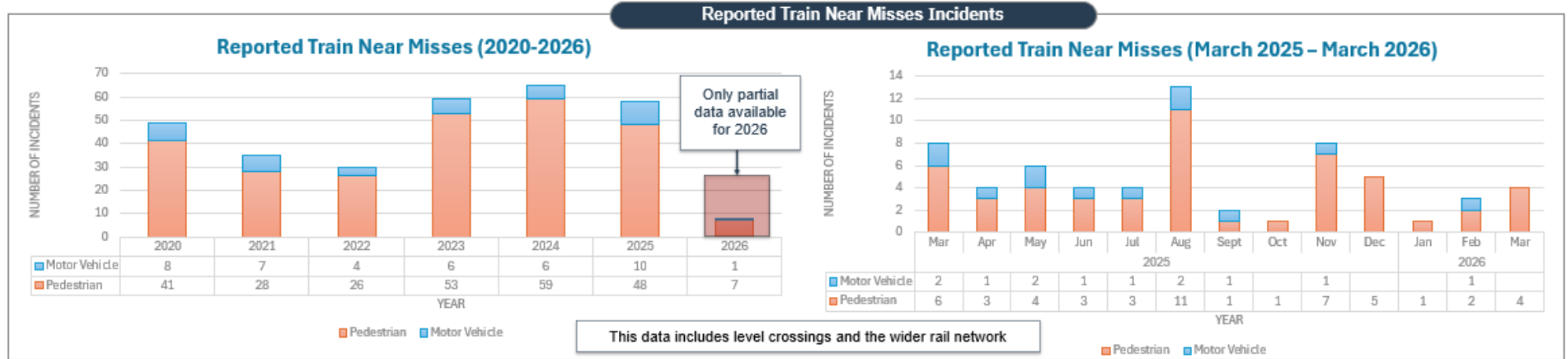
Railway Trespass and Barrier Arm Collision Incidents



*The confidence intervals assume that the data follows a Poisson distribution. They do not account for any underreporting in the data.



Railway incidents reporting



*These graphs exclude incidents at the Glenbrook Vintage Railway

**A SPAD A incident (Signal Passed At Danger Category A) is where a train passes a signal that is displaying a red signal without authorisation.



Railway incidents reporting

SPAD A Incidents

Trend up to 2024

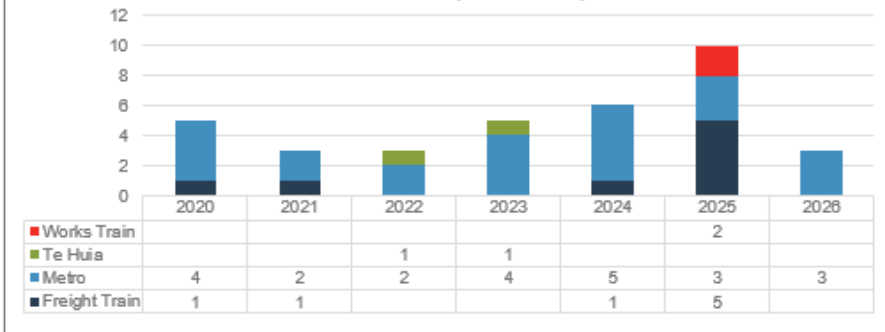
A SPAD A incident (Signal Passed At Danger Category A) is where a train, without authorisation, passes a signal that is displaying a red signal. SPAD A incidents have seen a significant increase in recent years, rising from a low of 3 incidents in 2020 to 10 in the last calendar year. The growth in SPADs in the last year is linked to KiwiRail operated freight services and work trains. There has been a downward trend on Metro passenger service SPAD A incidents.

Trend Observed:

- Incidents have more than doubled from 2020 (3) to 2025 (10), primarily due to an increase in freight train and work train (related to infrastructure upgrade works) incidents.
- The first three months of 2026 are indicating a continuation of this upward trend.
- Weather hasn't been a contributory factor, with most incidents occurring on cloudy or dry days
- Metro passenger services operate the European Train Control System (ETCS) that provides protection against SPAD A incidents. KiwiRail freight and inter-regional passenger services do not operate ETCS, but are being equipped targeted for August 2026.

Reported SPAD A incidents

SPAD A incidents (2020-2026) as of 7/04/2026



SPAD A incident Mitigation

Implications:

- Potential Contributing Factors: Higher service frequency, network complexity, and human factors (fatigue, distraction) may be influencing this increase.
- Performance Indicator: SPAD A is a key safety metric; this trend could impact regulatory compliance and public confidence.

Current mitigations

- AT's electric train fleet is equipped ETCS (European Train Control System), which helps to minimise the effect of SPADs by continuously monitoring each trains' location and speed, automatically intervening if a train passes a signal at red.
- Our operator continues to update their SPAD mitigation and driver competency plans.
- Auckland Transport have developed robust thematic analysis on common infrastructure and causal factors to support industry SPAD mitigation plans.

Future Mitigations

To mitigate future SPAD A risks, the following initiatives are being developed:

- Due to the increase, KiwiRail have been mandated by the Rail Safety regulator to complete the installation of ETCS on their Auckland locomotive fleet by August 2026. This would, therefore, mitigate the effect of a SPAD on a Kiwi Rail operated service.



Bus Safety

Auckland Bus Related Deaths and Serious Injuries

Bus related crashes (2021-2025) as at 6/4/2026

Public Transport Safety

- Globally, public transport is recognised as one of the safest modes of travel.
- Auckland's crash data supports this view: bus drivers and passengers account for less than 1% of all Death and Serious Injury (DSI) cases, highlighting the strong safety record for those on board.
- Bus travel remains one of the safest modes of transport in Auckland.

Contribution of Bus-Related Crashes

- While buses themselves are safe for occupants, other road users are also affected.
- These incidents represent around 3% of Auckland's total DSIs.

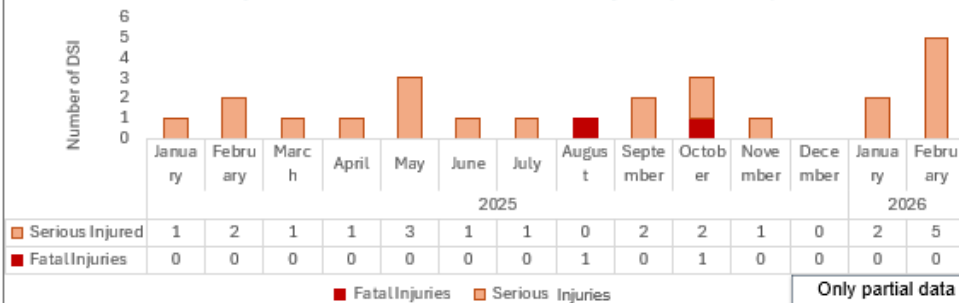
Trends Over Time (2020-2024)

- Bus-related DSIs have remained relatively stable, fluctuating between:
 - Maximum: 19 cases in 2021
 - Minimum: 16 cases in 2024
- This stability has occurred despite both an increase in public services and Auckland's population growth, meaning the rate of bus-related DSIs per capita has actually declined, reinforcing the overall safety of bus travel.

Recent bus related crashes (2025- March 2026) as at 6/4/2026

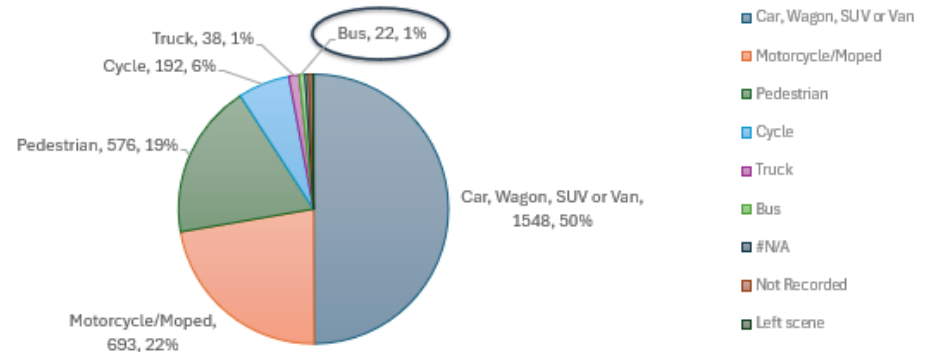
- While sample sizes are small, there has been a spike in deaths and serious injuries involving buses in January and February 2026. Given the low numbers involved, this increase is more likely due to random variation than an underlying increase in risk. Auckland Transport will nevertheless communicate this increase to its bus operators and continue to monitor the situation closely.
- There are currently no bus-related DSI crashes recorded for March 2026.

Auckland reported bus related Deaths and Serious injuries (2025-2026)

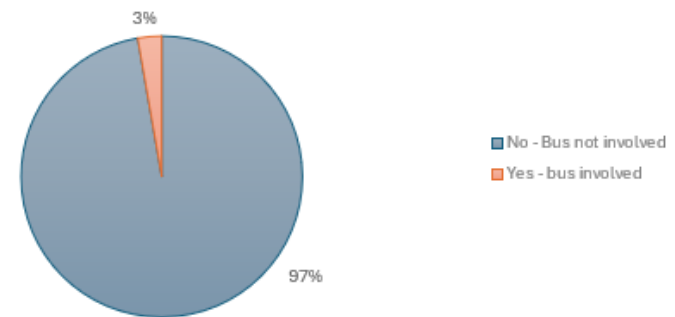


Only partial data available for 2026 months

Auckland reported Deaths and Serious injuries by travel mode (2021-2025)



Auckland reported Deaths and Serious injuries by bus involved (2021-2025)



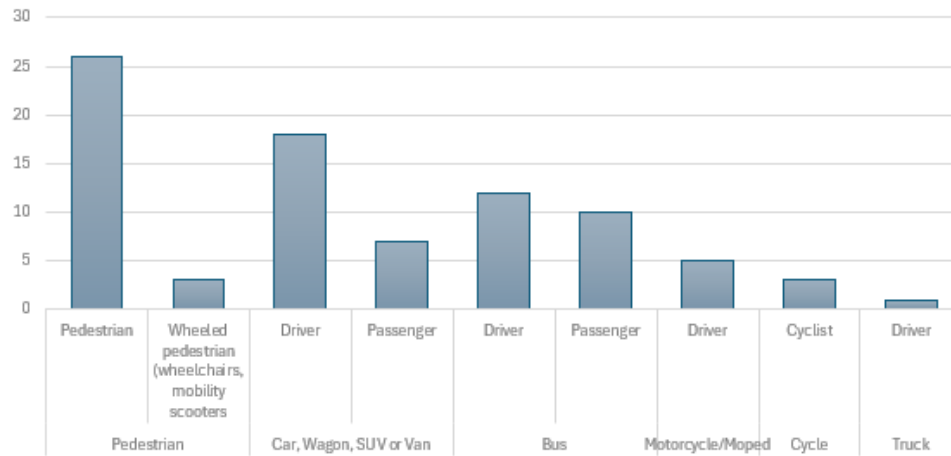
*The CAS data extraction was completed on 6 April 2026. The 2026 data is only partial because the year is still in progress and there is a reporting lag between when a crash occurs and when it is entered into the CAS system. Additionally, this dataset reflects only recorded crashes, and serious injury crashes are known to be underreported in CAS. All graphs also include crash data for all bus services, covering public transport, commercial operators, and private operators.



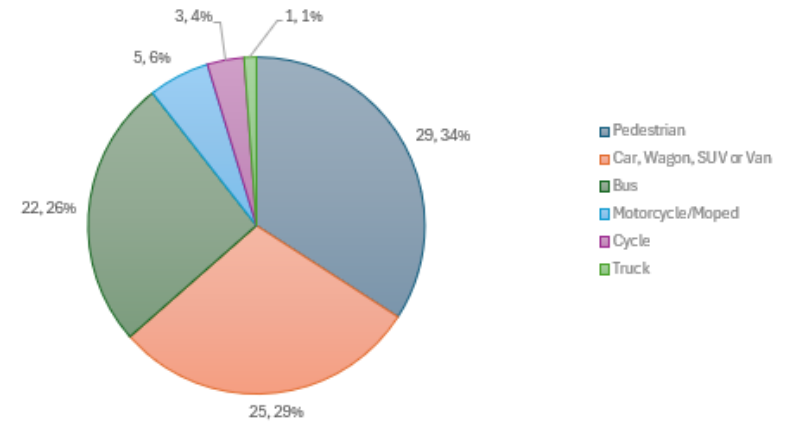
Bus Safety

Auckland Bus Related Deaths and Serious Injuries (2021 to 2025)

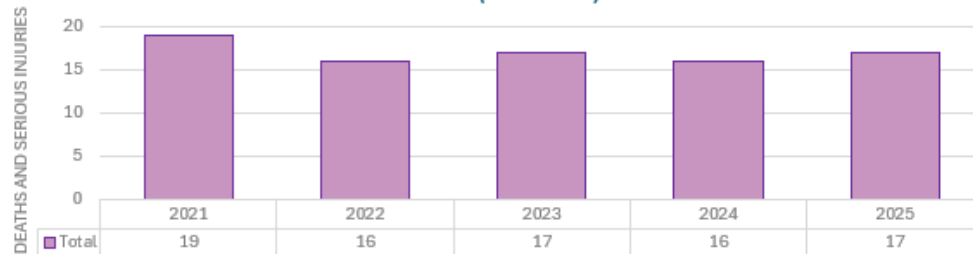
Recorded Bus related Deaths and Serious Injuries by affected road user (2021 - 2025)



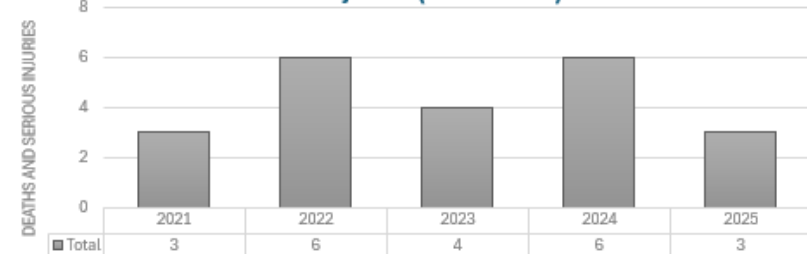
Recorded Bus related Deaths and Serious Injuries by affected road user (2021 - 2025)



Recorded Bus related Deaths and Serious Injuries (2021-2025)



Recorded Bus Driver and Passenger Deaths and Serious Injuries (2021-2025)



*The CAS data extraction was completed on 6 April 2026. This dataset reflects only recorded crashes, and serious injury crashes are known to be underreported in CAS. All graphs also include crash data for all bus services, covering public transport, commercial operators, and private operators.



Public self-reported events

Bus Traffic signal non-compliance events

Bus Traffic signal non-compliance events (March 2025 – March 2026)

The AI-enabled CRM (Customer Response Management) system has flagged a number of red-light running allegations involving an AT bus, based on submissions from the public. These reports span from April 2025 to March 2026, with red-light running allegations averaging approximately 32 incidents per month.

It is important to emphasise that these reports have not been independently verified. They reflect public concern rather than confirmed safety breaches.

Each report is provided to the bus operator to investigate and apply appropriate corrective actions. Further analysis is being undertaken to classify these reports by operator and route.

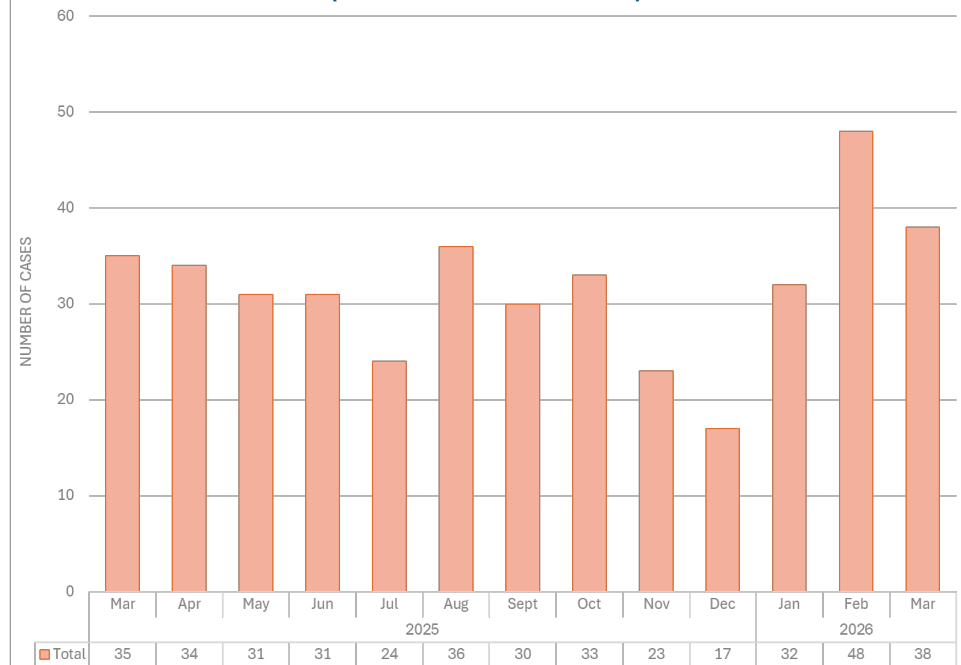
Consideration(s):

- Some cases may involve crash-related events, while others may reflect perceptions of unsafe driving without physical incidents.

Bus Traffic signal non-compliance events trends and observations :

- The number of reported red-light running cases over the last 12 months fluctuated between 17 and 48 cases per month.
- The highest number of reports occurred in February 2026 (48 cases), correlating with peak utilisation of the transport network.
- A noticeable dip was observed in December 2025 (17 cases), which can be attributed to seasonal reporting patterns due to fewer bus services operated over public holidays and less congestion on the roads.
- The number of AI-identified incidents in March 2025 (35) is broadly consistent with March 2026 (38).

CRM cases related to bus driver red light running* (March 2025 - March 2026)



*These figures reflect only the cases detected and recorded by the AI system. While the system provides valuable insights, it is not perfectly accurate. It can flag cases that should not have been identified and, conversely, fail to detect cases that should have been. The actual extent of underreporting remains unknown.

These numbers are expected to evolve as we continue with data quality assurance and refine the AI model to more effectively assess CRM cases.

Additionally, the data is based solely on public submissions and may include subjective or anecdotal accounts. As such, they represent perceived incidents rather than confirmed legal breaches or verified violations of operational policy.



Public self-reported events

Customer and public safety events

Harmful interactions (March 2025 – March 2026)

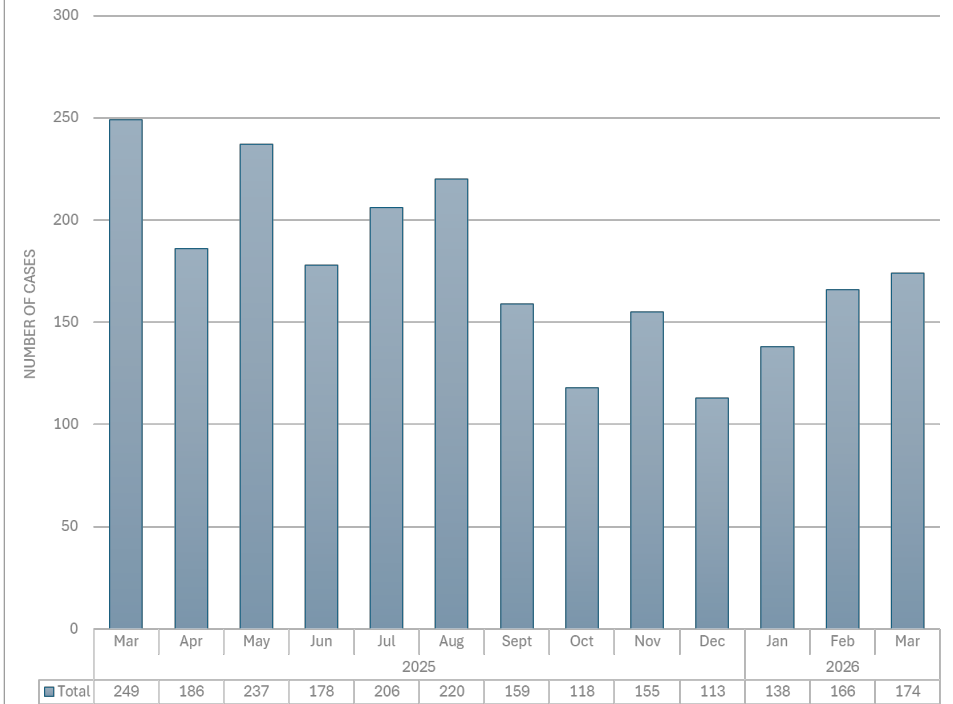
The graph displays the monthly count of customer-reported incidents—identified through CRM AI analysis—where a member of the public has reported an incident involving:

- Aggression
- Violence
- Racism
- Discrimination
- Inappropriate behavior

Observations:

- 2,050 incidents were recorded in the 12-month period from April 2025 to March 2026.
- The number of reported cases fluctuates across the months, ranging from a low of 113 cases in December 2025 to a peak of 249 cases in March 2025, generally correlating with utilisation of the transport network.
- There has been a 30% decrease in reported incidents, dropping from 249 in March 2025 to 174 in March 2026.
- A focus continues on improving safety of the public transport network through delivery of initiatives included in the Public Transport Safety Action Plan. These include: installation of bus driver safety protection screens, trial of real time CCTV onboard buses, ease of reporting events through crime stoppers and introduction of a bus safety ambassador trial.

Member of public reported harmful interactions*
(March 2025 - March 2026)



*These figures reflect only the cases detected and recorded by the AI system. While the system provides valuable insights, it is not perfectly accurate. It can flag cases that should not have been identified and, conversely, fail to detect cases that should have been. The actual extent of underreporting remains unknown.

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Network Performance Report



AT Board | 22 April 2026



Executive Summary

Key network updates

- **SVL Construction Progress:** The project is ahead of schedule, with 3.7km of new SVLs recently completed, including major sections on Great North Road and Pitt Street.
- **Operating Hours Review:** The review of SVL operating hours has covered 16.4km, exceeding the 10km target for FY25/26. The Redoubt Road Dynamic Lane Timing Change is among the notable achievements within the operating hours review.

Top trends and changes

- Impacts of fuel price are being seen on the network with a reduction in traffic volumes on the arterial network in the peak periods compared to last year (1-3%) and also to expected levels for this year around 6-7% by the end of the month.
- Similarly for the City Centre increased traffic volumes have not been sustained and overall traffic volumes declined, by the end of the month.

What's coming up

- Teams are actively planning, preparing, and working together across AT to effectively manage the network in the event that Auckland Fuel Response Monitoring levels change. Network Operations response focuses on ensuring transport networks, essential services, and freight continuity are maintained.
- Introduction of the Wellesley Street and Queen Street trial in the city centre on the 19 April with the completion of Wellesley Street Bus Interchange project stage 1.



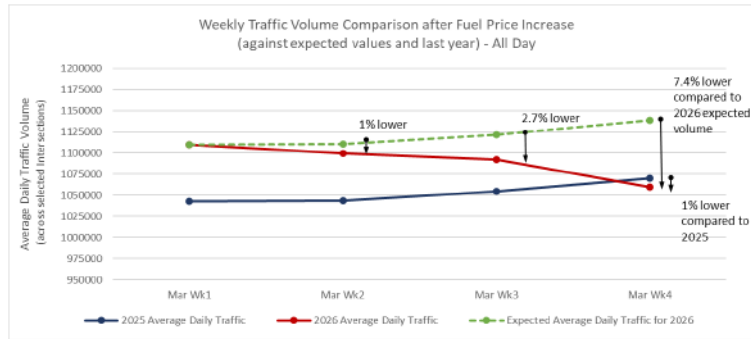
Data up to 1 April 2026

Understanding the Network

Traffic Counts – Auckland Arterial Network (selected intersections)

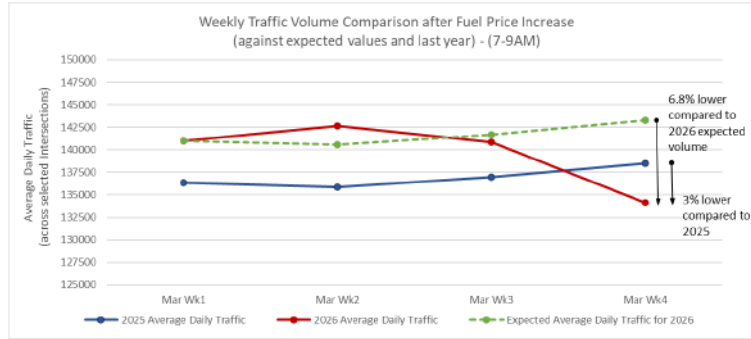
Average Daily Traffic Volume across selected intersections across the arterial network, saw a decrease of **7.4% compared to the expected value for 4th week of March 2026.**

It also showed 1% decrease compared to 2025 values.



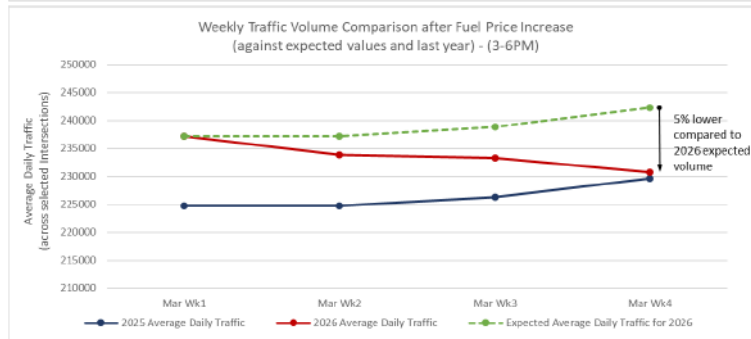
Average Traffic volume in AM peak period (7-9AM), decreased by **6.8% compared to the expected value for 4th week of March 2026.**

This is 3% lower than 2025 traffic volumes recorded during AM peak period on 4th week of March.



Average Traffic volume in PM peak period (3-6PM), decreased by **5% compared to the expected value for 4th week of March 2026.**

This is similar to traffic volumes recorded during PM peak period on 4th week of March 2025.



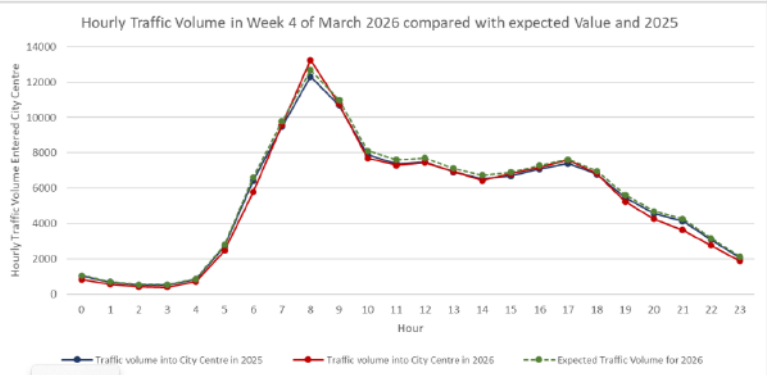
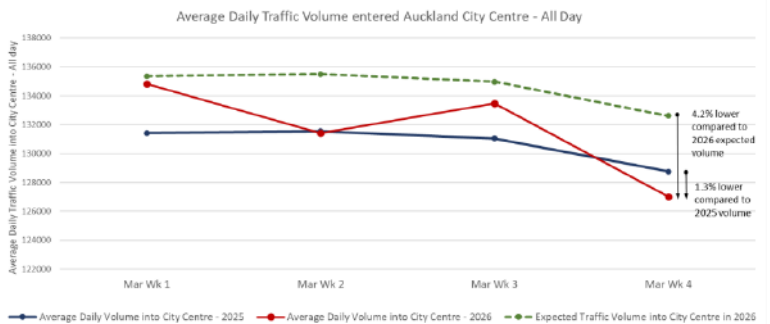
* Since traffic volume from 2025 was on an increasing trend, the current traffic volume has been compared to 2026 expected values to capture the impact of the fuel price increase on network demand.

Traffic Volume Entered Auckland City Centre

Traffic volumes into the City Centre increased in 2026 compared with 2025. However, due to the fuel crisis, this upward trend was not sustained and overall traffic volumes declined.

In week 4 of March, **traffic volumes entering the City Centre were 4.2% below the expected level** and 1.3% lower than the same period in 2025.

No reduction had been seen on AM and PM peaks and primarily it occurred during the interpeak period and after 7:00 PM.



Improving the Network

Corridors/Intersections Optimisation

Efficiency Improvements

SOI Target : 9 projects FY25/26



ATOC Signal Optimisation

Internal Target : 250



174 delivered
76 in progress

↑ 45 delivered

Smart Technology

Smart Technology Delivery

SOI Target : Smart Technology at 5 Event Locations FY25/26

7 locations in progress (95% complete)

SOI Target : Freight pre-emption at key intersections FY25/26

Pilot investigation in progress

SOI Target : 100 Smart Detection at Intersections FY25/26

49 completed
51 in progress

Special Vehicle Lanes

Delivery of SVLs

SOI Target : 10km FY25/26

7.2 km completed
4.1 km in progress

Review Operating Hours

SOI Target : 10km FY25/26

16.4 km Reviewed

Exceeded Target of 10km

Dynamic Streets and Solutions

Delivery of Dynamic Solutions

SOI Target : 4 projects FY25/26



6 complete

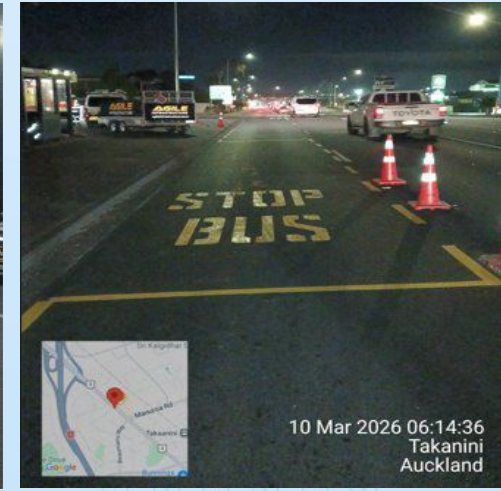
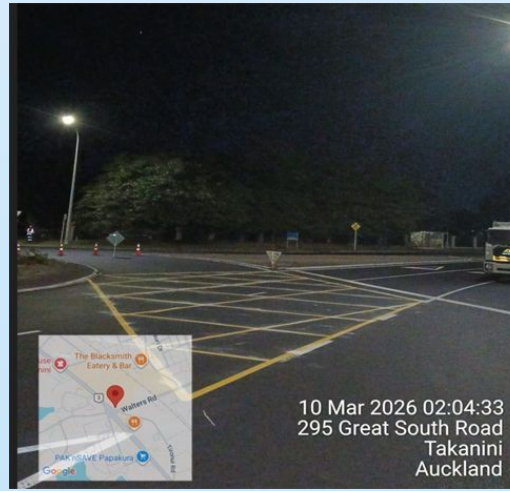
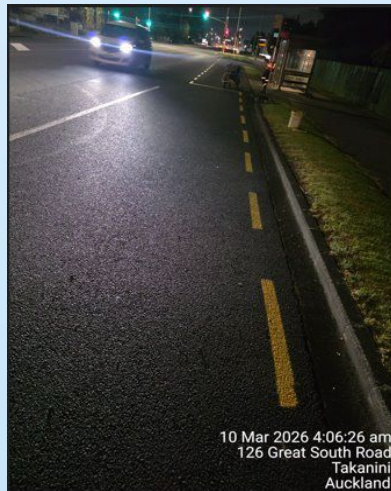
Exceeded Target of 4 projects



Optimisation Highlight

Great South Road Corridor Projects complete

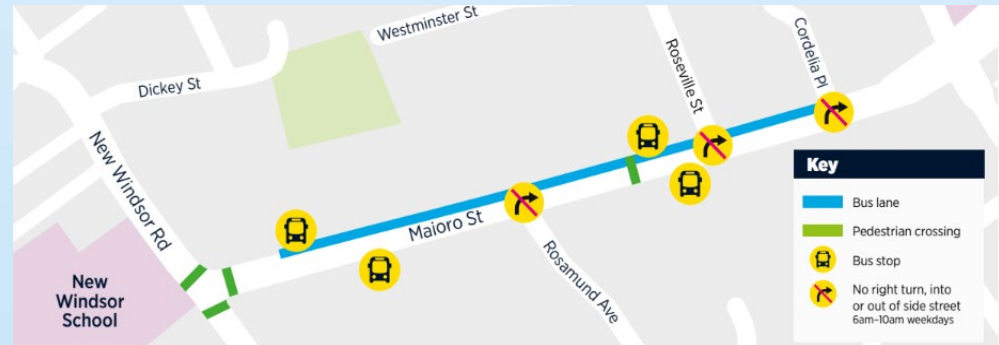
- In February, the team successfully completed three projects in Takanini as part of the CRL enabling network improvements, critical for day one operation.
- These include Broken yellow lines on Manuroa Road and Great South Road as well as roundabout line markings on Great South Road/Walters Roundabout. Through low-cost interventions, removing parking and adding the broken yellow lines, lane capacity and traffic flow is improved along the corridor with less queues for customers using the roundabout.



Optimisation Highlight

Dynamic Solution Delivery Exceeds SOI Target:

- A total of 6 dynamic streets and solution projects have been completed, exceeding SOI delivery target of 4 in FY25/26.
- Completed projects include Maoro Street Dynamic Lane, Redoubt Road Dynamic Solution, SH16 Variable Time Bus Shoulder Dynamic Solution (joint AT/NZTA project, NZTA led), and Dynamic Right-Turns at Rosamund Avenue, Roseville Street, and Cordelia Place.
- Customer benefit delivered include improved utilisation of the existing road space to align with peak traffic directional demand, reduced congestion and queuing, improved network productivity and travel time during peak period periods.

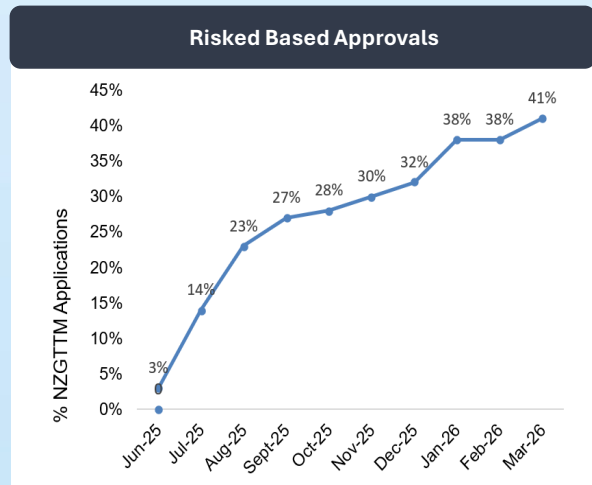


Data up as of March 2026

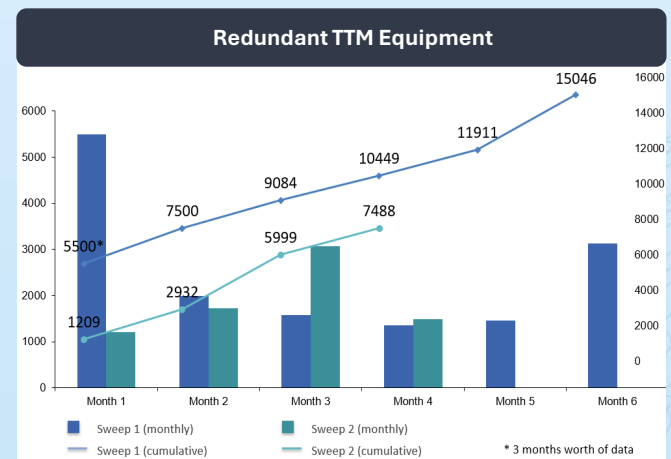
Improving the Network

Temporary Traffic Management

- The Auckland NZGTTM was submitted and accepted by NZTA in December. Over the past quarter, the programme continued to move from planning into delivery. Focus has been on engaging and communicating with the industry, preparing teams for the transition to NZGTTM, and beginning to role out new ways of working.
- The programme is now moving into the final phases ahead of the 1 July 2026 transition date. The emphasis is shifting from establishing foundations to embedding new ways of working and continuing to improve applicant and customer experience when interacting with AT. Furthermore, a phased 'soft launch' of NZGTTM will commence on **4 May 2026**. To support readiness and alignment, an industry briefing will be held on 20 April 2026 to confirm expectations, walk through changes, and respond to questions ahead of go-live.



NZGTTM adoption increased to 41% in March.



The second sweep of redundant TTM collection is ongoing. March data shows a clear trend of decreasing redundant TTM across some wards compared to sweep 1, indicating that collection efforts and supporting industry messaging are collectively reducing repeated redundant TTM across the network.

Note: The first month of sweep 1 includes approximately three months' worth of data.





Memo

16 April 2026

To: Auckland Transport Board

cc: Auckland Transport - Mark Laing, Chief Financial Officer
Auckland Council - Toby Shephard, Transition Programme Manager; Steve Mutton, Transport Change Director; Louise Mason, General Manager Policy

From: David Hawkey, Head of Transport, Growth and Infrastructure

Subject: Information request to Auckland Transport to develop the council group's transport capital programme

Purpose: To inform you of the information request to Auckland Transport (AT) to develop the transport capital programme for the Long-Term Plan and the Regional Land Transport Plan 2027.

Context

The council group's transport capital programme (the programme) is developed as part of the LTP. The council's transport funding decisions for the 10-year period are informed by the programme. The programme then becomes a key council group input into the Regional Land Transport Plan (RLTP). We anticipate a draft will be needed around September 2026 to inform the RLTP process.

We rely on, and appreciate, the time and expertise of AT and council staff throughout this process.

Approach to information request

Consistent with previous years, AT has been asked for 'bids' of projects/programmes that are a priority for delivery from 2027 – 2037.

The council has a new strategy, provided in the reform legislation, the Auckland Council Transport Policy Statement (TPS). The TPS sets out the council's transport strategic priorities and direction. Therefore, bids are being asked to demonstrate how they align to these priorities. The programme will also need to reflect the direction that emerges from the LTP and consider the GPS.

This is the first planning cycle where the council has new investment planning responsibilities. Accordingly, we expect a high degree of scrutiny from elected members in the development of the programme. We are asking for detailed information about projects/programmes, and an information request template has been prepared to support this process.

Developing this information request has been a collaborative effort between council and AT staff.

Next steps

We are asking for the completed information request template by 13 May and will work with AT until mid-June to provide any further information.

Elected members are anticipated to consider programme options in quarter three 2026 as part of the LTP process.

Council staff will work with AT colleagues to keep you informed and appropriately engaged throughout this process.