

AGENDA ITEM 14 | BOARD NOTING PAPER

To:	Board
From:	Dean Kimpton, Chief Executive
Reviewed:	Andrew Downie, Head of Governance
Date:	28 May 2024
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 tūhunga / Recommendation

That the Auckland Transport Board (board):

- a) notes the information provided in this report.

Te horopaki / Background

2. This report provides an update on progress with delivering our SOI deliverables and performance measures. We also report on 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. **Statement of Intent performance:** operational performance of AT continues to be very strong as reflected in this month's performance dashboard, where all metrics are either met or exceeded. Given the operating context, this is a very good result and should give confidence to the board and Aucklanders.
4. **Parking services:** AT is pausing the implementation of overnight parking charges in the city centre until 1 October 2024. This allows for further discussion with key stakeholders and those most affected. It also enables us to consider mitigations for those impacted by the changes. Wynyard Quarter is exempt from any changes until the Wynyard Crossing pedestrian bridge is operational. Charges for Sundays and public holidays will begin as planned from 1 July. We are currently planning for a re-engagement programme with key stakeholders to understand their concerns better and identify any potential mitigations.

5. New paid parking zones have been successfully introduced in the following locations:
 - a) Halsey Street, City – extension/part of City Centre Parking Zone.
 - b) Westmoreland Street, Grey Lynn – new zone adjacent to Grey Lynn resident parking zone.
 - c) New Lynn – Delta Avenue car park, New Lynn. Converted existing unrestricted/time restricted parking into first paid parking area in New Lynn.
6. Consistent with parking outcomes across the region, the AT Board's direction and the mayor's letter of expectation, we will bring to the AT Board an updated programme that sets our engagement and consultation process in support of Room to Move and proposed changes to parking fees. We expect to bring this updated approach in July 2024.
7. In the meantime, AT is also making other changes to loading zones in the City Centre, as part of its baseline parking programme. Waitemātā Local Board requested more information around immediate solutions to address loading and servicing in the city centre. AT is drafting a memo with more detail on this that we will provide back to the June Board, July TIC and to the Local Board.
8. The integration of multiple transport outcomes in the city centre area is complex and with trade-offs to be made. To assist we are preparing a report which will bring together the work of AT, the City Rail Link readiness group, the City Centre Bus Plan and Access for Everyone strategies and wider transport investments. The objective being to assist the board and stakeholders to understand how this all comes together.
9. **Regional Land Transport Plan 2024-2034 (RLTP):** the Transport and Infrastructure Committee (TIC) approved the draft RLTP for consultation on 9 May 2024, with the Regional Transport Committee (RTC) subsequently granting approval on 14 May 2024. Consultation is underway from 17 May to 17 June 2024.
10. **Incoming Director of Customer & Network Performance:** interviews for the role of Director Customer and Network Performance have concluded. Simon Buxton has been appointed to this role effective from 8 July 2024. Simon brings a wealth of experience in transport planning and delivery having spent 15 years at Transport for London before his roles in New Zealand as a director at Deloitte and AECOM, and more recently his own business Zeal Consulting.
11. **World Procurement Awards:** AT has been shortlisted for the Supplier Diversity and Inclusion category of the 2024 World Procurement Awards, held in London, for our Matakana Link Road project - Te Honohono ki Tai, which significantly contributed to AT's goal to make our supply base more equitable and inclusive.

12. **Infrastructure Management Maturity Assessment:** AT undertakes an annual assessment of its infrastructure management processes against a standard industry framework. The 2024 result of 2.4 is a pleasing improvement from the 2023 result (1.9) but remains below our target of 3.0.
 13. **Electric Vehicle (EV) charging:** AT is progressing with the development of an EV Charging Strategy and will engage with industry and market providers over the next three months.
 14. **Kāhui Ārahi:** the Kāhui Ārahi is our senior leadership cohort representing people, technical and thought leaders across AT. It met in person for the first time in its new format, on 2 May 2024. That meeting's focus was to build understanding of our 2025 objectives and provide input into the AT Corporate Strategy and our proposed Accelerator initiatives. It will meet on a regular basis and the next session will focus on culture and leadership, scheduled for 5 June 2024.
 15. **Adverse work events** related to critical risks and continued to reduce through to April 2024. Violence threats and aggression remained the highest AT critical risk category, accounting for 79% of all AT critical risk events in the last 12 months to April 2024.
 16. **Lost time injuries:** in April 2024, total recordable injury frequency rate (TRIFR) decreased by 3% (9.6 as compared to 9.9 in March) and lost time injury frequency rate (LTIFR) decreased by 1% (7.2 as compared to 7.3 in March) due to a decrease in the number of lost time injuries (three to two) over the said period. One medical treatment injury was recorded in April; same as recorded in March.
 17. **Leadership Safety Walks (LSW):** six LSWs were completed. One was conducted by the chair, who accompanied transport officers on a deployment to bus services in the central city. The other five were conducted by leaders, with three being in ATOC Smales Farm, one at the Fanshawe Street bus depot (Kinetic) and one at the Meola Road project.
 18. **Great Barrier Airfields:** as an airport authority under the Airport Authorities Act 1966, AT is voluntarily completing customisation of the documentation for application and approval of a 'Qualifying Operator Certificate' from the Civil Aviation Authority of New Zealand (CAA). Certification of the Great Barrier airfields provides the CAA and the AT Board with confidence that these facilities are operated to an appropriate standard AT's application to CAA is due for submission in June 2024, and CAA feedback is expected by September 2024.
- a) A \$70 million increase in operating funding for AT in 2024/2025 from current levels to maintain and enhance public transport services;
 - b) \$14 billion capital programme that includes an increase of \$600 million to make public transport faster, more reliable and easier to use;
 - c) Proceeding with the proposed \$50 weekly public transport cap for buses, trains and inner harbour ferries, noting that further work will continue on AT's fare strategy.
 - d) \$415 million of housing and growth infrastructure to support the Auckland Housing Programme, with an additional \$1,030 million to be included if central government confirms that this can be supported by the Housing Acceleration Fund.
20. **Dynamic lanes:** the new dynamic bus lane trial on Main Highway, Ellerslie went out for public information in early May. It is expected that the trial will be implemented mid-May which will see digital signs replacing the existing static bus lane signage. This will enable the bus lane to be activated or deactivated based on real-time congestion.
 21. **The Auckland Network Optimisation Programme** is progressing with a morning peak dynamic bus lane on Maioro Street for construction in FY25. This decision comes after public consultation on both a dynamic bus lane and standard transit lane, which showed more support for the dynamic bus lane option. The full proposal has received unanimous support from the local board.
 22. The dynamic bus lane proposal on Great North Road will progress further in the future following the implementation of Maioro Street and will be dependent on prevailing congestion levels. Both projects will be closing out public consultation in May/June 2024.
 23. **Karangahape Road Station Precinct Integration:** in late June / early July we will start the streetscape changes to Mercury Lane and Pitt Street, which we expect to complete in late 2025. The work will be completed before CRL opens to avoid ongoing disruption and taking advantage of current closures.
 24. During construction Mercury Lane, between Karangahape Road and Cross Street, will remain closed to through traffic. It is already closed for Link Alliance construction. Vehicle access to local properties, and access for people walking, will be maintained at all times.
 25. **Karangahape Road bus lane changes:** in November 2023 we introduced bus lane changes on Karangahape Road. We have identified that we need bus lanes in the weekends to provide reliability, especially during the middle of the day, but we recognise the weekend is an important time for Karangahape Road businesses. Therefore, we will remove bus lane operating hours in the weekends and in the weekday mornings on the south side as proposed.

Operational issues (forward focused on the next one to three months)

19. **Long Term Plan (LTP) Budget Decision:** Council has voted to approve the LTP budget at the Extraordinary Budget Committee on 16 May 2024. The final Mayoral Proposal for the 10-year Budget 2024-34 included:



26. Additionally, changes to the Howe Street traffic light phases are also underway. This will reduce the conflict with the bus lanes and cars turning left into Howe Street.
27. **Kingdon Street pedestrian rail level crossing** will be permanently removed on Saturday 22 June 2024. This is being done as part of the first stage of Auckland's Level Crossing Removal Programme and is required for New Zealand Transport Agency Waka Kotahi (NZTA) approval.
28. **SOI 2024 – 2027**: Council feedback on the draft SOI 2024-2027 is due after the 30 May 2024 Governing Body meeting. Staff will work with the Finance and Assurance Committee and the board in June to incorporate Council feedback and finalise the document.
29. **Auckland Rapid Transit Pathway (ARTP)**: together with NZTA, we have started work on an updated ARTP. The ARTP was first published in 2023 and brings together technical evidence to outline Auckland's long-term sequencing of proposed rapid transit corridors. Updates to this plan will reflect the latest technical advice coming from the various rapid transit business cases, the cancellation of Auckland Light Rail, and the shift in focus to better consider affordability.

Strategic challenges and opportunities (focused on the next one to five years)

30. **Auckland Integrated Transport Plan (AITP)**: Council's transport strategy team is progressing the preparatory works for the AITP to develop a view of the medium to long-term transport network, ahead of discussions with central government.
31. AT staff are involved across six workstreams: Auckland transport challenges; visualisation of Auckland's current and future transport network (maps); development of a 30-year transport view; strategic alignment assessment; identification of necessary non-infrastructure interventions; and identification of opportunities to improve the transport planning and funding system.
32. Council, with AT support, presented a progress update to TIC at its 9 May 2024 meeting outlining the focus of the work being confirmation of a consolidated view of transport challenges, the pipeline and assessment of major projects. This preparatory work will build upon but not duplicate the RLTP and will include a recommendation for the next steps in the development of the full AITP document later in the year, including the role of the RTC.
33. Officers from the Strategy and Governance directorate are participating in the group three year focus strategic planning work initiated by Council. The intent of this work is to have strategy leads from across the council family provide an oversight mechanism for major group-wide priorities and ensure these are on

track for delivery. Once operational, this group will provide updates to the Group Chief Executive Forum.

Risks

34. The Risk Dashboard for April 2024 is presented in Attachment 3.

Key approval papers

35. The key items requiring approval by the board at this meeting are:
- Auckland Transport Sustainability Strategy 2024-2031.
 - Equity Framework.
 - Insurance Renewal.
 - Microsoft Unified Support Contract Extension 2024/2025.
 - Low Emission Ferry Programme – stage 1 progression.

Ā muri ake nei / Next steps

36. The next Chief Executive's Open Board Business Report will be presented to the board at the 25 June 2024 meeting.

Ngā whakapiringa / Attachments

Attachment #	Description
1	SOI Performance Measures April 2024
2	People and Performance Dashboard April 2024
3	Risk Dashboard April 2024

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Shameel Sahib Head of Corporate Strategy & Business Planning	Andrew Downie Head of Governance	Dean Kimpton Chief Executive
		

