



Agenda

Auckland Transport Interim Board Meeting Open Session

Wednesday, 24 June 2026 | 1.00pm – 2.00pm

Auckland Transport, 20 Viaduct Harbour Avenue, Auckland (Room 1.04)

Board:	Andrew Ritchie (Chair), Rob Clarke, Miriam Dean, Adrienne Young – Cooper, Dale Dillicar.
Board Observer:	Steve Mutton (Auckland Council)
Executive Leadership:	Stacey van der Putten (Interim Chief Executive), Andrew Downie (Acting Director, Strategy and Governance), Kirstine Jones (Executive Officer), Mark Laing (Chief Financial Officer and director Corporate Services), Karen Duffy (Director, People and Performance)
Governance Team:	Catherine Foster (Board Secretary Lead) Sarah Barrett (Executive Assistant)

Item	Topic	For noting / approval	Accountable	Time & Duration
Meeting Opening				
1.	Karakia Timatanga		Chair	1.00pm (5 mins)
2.	Welcome/Acknowledgements	Noting		
3.	Apologies	Noting		
4.	Interests Register - Declarations/Conflicts	Noting		
5.	Approval of Open Session meeting minutes 28 May 2026	Approval		
6.	Actions Register	Noting		
7.	Key Correspondence with Stakeholders	Noting		
8.	Governance Forward Programme	Noting		
Chief Executive Update and Standing Items				

Item	Topic	For noting / approval	Accountable	Time & Duration
9.	Chief Executive Open Business Report	Noting	Stacey Van der Putten	1.05pm (10 mins)
10.	Transport Transition Update	Noting	Steve Mutton	1.15pm (5 mins)
11.	Transport Safety Update	Noting	Melanie Alexander	1.20pm (10 mins)
12.	Network Performance Update	Noting	Melanie Alexander	1.30pm (10 mins)
Item for approval				
13.	Future Connect	Approval	Andrew Downie	1.40pm (10 mins)
14.	Auckland Road Classification Framework	Approval	Andrew Downie	1.50pm (10 mins)
General Business				
15.	General Business	Noting	Chair	2.00pm.
Close of meeting				
Meeting: Wednesday 23 July 2026				

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 Interim Board

INTEREST REGISTER as of 17/06/2026

Director	Interest
Andrew Ritchie (Chair)	• 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

	• 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	• No Interests
Rob Clarke	• 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	• 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) - 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	• Trustee, Cornwall Park Trust Board • Trustee, Sir John Logan Campbell Residuary Estate

	• 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 Limited
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Auckland Transport ELT

INTEREST REGISTER as of 17/06/2026

Director	Interest
Stacey van der Putten (Interim Chief Executive)	• 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)	• Trustee, Laing (2021) Family Trust
Kirstine Jones (Executive Officer)	• No Interests
Andrew Downie (Acting Director, Strategy & Governance)	• No Interests
Karen Duffy (Director of People and Performance)	• No Interests



Minutes of the Auckland Transport Interim Board meeting (Open session)

Held on 28 May from 10.00am to 11.15am
at Auckland Transport, 20 Viaduct Harbour (1.04) | MS Teams

Board:	Andrew Ritchie (Chair), Miriam Dean, Adrienne Young – Cooper, Rob Clarke, Dale Dillicar	
Board Observers:	Steve Mutton (Transport Change Director, Auckland Council) Councillor Shane Henderson (via Teams), Councillor Maurice Williamson	
Executive Leadership:	Stacey van der Putten (Interim Chief Executive)	
	Mark Laing (Chief Financial Officer and Director, Corporate Services)	
	Karen Duffy (Director, People and Performance)	
	Andrew Downie (Acting Director, Strategy and Governance)	
	Kirstine Jones (Executive Officer)	
Management & Governance attendees:	Catherine Foster (Board Secretary Lead)	Item 1 - end
	Sarah Barrett (Executive Assistant)	Item 1 - end
	Rachel Cara (Acting Director Public Transport and Active Modes)	Item 1 - end
	Melanie Alexander (Director, Network Performance)	Item 11 - 13
	Sean Cavanagh (Corporate Planning and Performance Lead)	Item 14
	Shameel Sahib , (Head of Corporate Strategy and Business Planning)	Item 14

Item	Topic
Opening	
1.	Welcome/Acknowledgements

Item	Topic
	The Chair opened the meeting and welcomed the attendees.
2.	Apologies None.
3.	Interest Register - Declarations/Conflicts Noted.
4.	Actions Register Noted.
5.	Approval of Open Session meeting minutes – 29 April 2026 The Auckland Transport (AT) Interim Board (board) approved the minutes from the board meeting held on 29 April 2026.
6.	Actions Register Complaints response system: the board discussed action item 2026April02 and sought assurance that case managers work with subject matter experts to support timely responses. Management confirmed complaints are resolved within 20 working days. The board also asked about complaint types, which management said vary month to month but commonly relate to the public transport (PT) network and staff conduct. The board noted the value of using data and insights from the complaint system to inform PT Council Controlled Organisation (CCO) entity design.
7.	Key Correspondence with Stakeholders Noted.
8.	Governance Forward Programme Noted.
Items for approval	



Item	Topic
9.	Interim Board Governance Charters The board: a) Approved the Interim Board Charter. b) Approved the Finance and Assurance Committee Charter. c) Appointed Dale Dillicar, Miriam Dean, Adrienne Young-Cooper, and Rob Clarke to the Finance and Assurance Committee. d) Appointed Dale Dillicar and chair of Finance and Audit Committee.
Standing Items	
10.	Chief Executive Open Business Report The Chief Executive spoke to the report, providing a brief overview of the key issues: • The board noted strong performance, with 18 of 24 Statement of Intent (SOI) performance measures exceeded, including a 82% satisfaction rating in the 2026 local board engagement survey and an improved farebox recovery ratio within target. • The board also noted Auckland Council (council) and the University of Auckland had signed up to Fareshare. It discussed Fareshare as an employee incentive rather than a salary sacrifice product and supported allocating resources to promote it to new customers. • City Rail Link (CRL) emergency management testing is underway to support day one readiness. The board sought assurance that customer wayfinding and information will be clear and accessible from launch. Management confirmed it has been testing this with focus groups. • The board asked about the CRL name. Management advised that CRL is the project name, with each train line separately named and the wider system remaining the Auckland PT network. The board supported clear, simple naming.

Item	Topic
	• The board noted progress on responsible fuel use, including opportunities to replace diesel vehicles with electric vehicles on weekends and off-peak services. • The board noted gender diversity remains an area for improvement in the PT CCO. Management advised diversity has improved year on year, but further progress is needed.
11.	Transport Transition Update Key discussion points included: • The board noted the programme is progressing well as it moves from planning to delivery, with operational readiness and local board engagement as key focus areas.
12.	Transport Safety Update Key discussion points included: • Deaths and Serious Injuries (DSI): the board noted DSI remains off target but has improved on last year. Management advised it is a lag indicator that does not capture all road safety factors. The board supported development of a more meaningful, mode-specific measure, greater visibility of AT's risk measures, and close coordination with council as future Road Controlling Authority. • Red-light running: the board asked how bus driver red-light incidents are managed. Management advised incidents are reported by members of the public and investigated where possible, with training provided as needed. The board noted bus operators should provide relevant data and assurance responsive action is being taken to manage risk. • Reporting: the board requested clearer reporting on key implications and actions to improve transport safety. • Fatal crashes: the board noted 24 fatal crashes on Auckland roads in 2025. Of 16 safety recommendations, nine were complete and seven remained open. The board emphasised timely completion of remedial actions and clear reporting on their effectiveness.
13.	Network Performance Update



Item	Topic
	Key discussion points included: - T2/T3 lanes: the board asked whether performance could be modelled if all T3 lanes became T2. Management advised this modelling is not currently done, but demand could be assessed. The board supported clearer communication on the benefits of T2 and T3 lanes. - Temporary Traffic Management (TTM): the board asked what is being done to remove redundant cones. Management advised AT undertakes two resource-intensive sweeps each year, currently focused on the city centre, and continues to work with industry to address this as a safety issue. - The board noted public concern about delays in removing cones and tape after works are complete. Management advised AT does not oversee all corridor works, and that utility companies operate under the Utilities Access Act 2010 and the National Code of Practice for Utility Operators' Access to Transport Corridors. - The board supported stricter access criteria, permit revocation where requirements are not met, and a more disciplined approach to network access. It also supported these actions to help ensure redundant infrastructure, such as kerbside furniture is transferred to council in good condition. Action 2026May02: the board requested further detail on the Utilities Access Act 2010, its review, access to the roading network and enforcement levers under the new rules.
Items for noting	
14.	SOI 2026-2029 Update Key discussion points: The board noted shareholder feedback on the draft SOI was positive and constructive, focusing on providing greater detail on deliverables, target development, stronger Māori outcomes, and compliance and governance sections.

Item	Topic
	- The board noted AT will act as Road Controlling Authority for only the first three months of the financial year, so priorities and deliverables will need to be closely aligned with council. - The board emphasised the importance of transition and requested close involvement in finalising the SOI, including work ahead of the 24 June 2026 board meeting to reflect shareholder feedback and develop targets. - The board asked how Māori outcomes would be delivered during transition. Management advised this is being carefully considered, including working with Houkura, mana whenua and mataawaka to strengthen relationships across Auckland. The board emphasised close collaboration with the council group and drawing on its expertise during transition and developing appropriate SOI targets.
General	
15.	General Business None.

Approved by the board as a true reflection of the meeting proceedings.


 Andrew Ritchie
 Chair

11 Aug, 2026 12:24:21 PM NZST



Auckland Transport Board

Actions Register (Open Board Sessions)						
Outstanding / In Progress Actions						
Reference	Meeting date	Section	Action	Completion Date	Assignee	Status
2026April02	22-Apr-26	Chief Executive Open Business Report	Management to provide the board with visibility of the complaints response system including delegations.	28-May-26	Director Customer & Network performance	COMPLETE: Paper presented at the 28 May board meeting.
2026April04	22-Apr-26	Chief Executive Open Business Report	Board members will receive a briefing on rail safety, which will cover recent improvements in rail safety measures.	28-May-26	Director Public Transport and Active Modes	COMPLETE: Paper presented at the 28 May board meeting.
Action 2026May02	28-May-26	Network Performance Update	The board requested further detail on the Utilities Access Act 2010, its review, access to the roading network and enforcement levers under the new rules.	30-Jun-26	Acting Director of Network Performance	PENDING: A paper will be circulated out of cycle.
Closed Actions						
Reference	Meeting date	Section	Action	Completion Date	Assignee	Assignee
2026April01	22-Apr-26	Chief Executive Open Business Report	Management to provide information on New Zealand Transport Authority Waka Kotahi (NZTA) indexation on diesel prices and details of its application, including effect on funding support for AT.	25-May-26	Director Public Transport and Active Modes	CLOSED: Paper circulated 25 May.
2026April03	22-Apr-26	Chief Executive Open Business Report	Management to provide the board with additional details about the conditional pass and explain any possible risks or implications.	25-May-26	Director Public Transport and Active Modes	CLOSED: Paper circulated 25 May.





Entered by Board Secretary

AGENDA ITEM 7 BOARD NOTING PAPER	
To:	The Auckland Transport Interim Board
From:	Catherine Foster, Board Secretary Lead
Reviewed:	Stacey van der Putten, Interim Chief Executive
Date:	17 June 2026
Title:	Key correspondence with Stakeholders – Open

Catherine Foster Board Secretary	Stacey van der Putten Interim Chief Executive
	

Aronga / Purpose

1. To update on correspondence with key stakeholders since the last Auckland Transport (AT) Board (board) meeting.

Tuku mana / Delegation

2. N/A.

Te whakarāpopototanga matua / Executive summary

3. The following correspondence was sent to and received from key stakeholders since the 28 May board meeting.
 - a. [Letter from Mayor Brown, Mayor of Auckland to AT board chair, 28 May 2026.](#)
4. Copies of the correspondence are published in the Diligent Resource Centre:

Te pou whenua tuhinga / Document ownership

Submitted by

Approved for submission



Interim Board Governance Forward Programme 2026

	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
1. Meeting Schedule								
Board meeting	28	24	23	27	24			
Finance and Assurance committee meeting	13	10	8	12	9			
<i>Transport & Infrastructure Delivery Committee (External Committee – for information only)</i>	26	23	28	25	22	20	24	8
2. Strategy and direction setting								
Statement of Intent – review and approval			23/29					
3. Standing Reports								
CE Business report (open and confidential)	28	24	23	27	24			
Finance Report (includes capital report)	28	24	23	27	24			
Risk Update	28	24	23	27	24			
Transport Transition Programme Update	28	24	23	27	24			
Operating Rules and Escalation Process Update	28	24	23	27	24			
Network Performance Update	28	24	23	27	24			
Health, Safety & Wellbeing	28	24	23	27	24			
Transport Safety Update	28	24	23	27	24			



Interim Board Governance Forward Programme 2026

CE Delegation review								
Risk Appetite Statement	28							
Annual budget		24						
Adoption Annual report (incl. full year financial results)				27				
Approve annual insurance cover renewal		24						
Quarterly Report to Auckland Council				27		TBC		
Interest register	28	24	23	27	24			
Action Register	28	24	23	27	24			
Meeting minutes	28	24	23	27	24			
Interim board charter approval	28							

		May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
4. Site visits and engagements	Responsible ELT / SLT								
City Rail Link (Karanga-a-hape Station)	Stacey van der Putten	21							
Level Road Crossing Programme	Stacey van der Putten	21							
Auckland Transport Operations Centre (ATOC)	Stacey van der Putten			TBC					
Auckland Rail Operations Centre (AROC)	Stacey van der Putten	21							
Eastern Busway	Stacey van der Putten			TBC					

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

		May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
5. Interim board briefings	Responsible ELT/SLT								
Risk Appetite Statement	Mark Laing	13							
Capital Programme	Mark Laing	13							



Entered by Board Secretary

Board Meeting| 24 June 2026
Agenda item no. 9
Open Session

AGENDA ITEM 9 BOARD NOTING PAPER	
To:	The Board
From:	Stacey van der Putten, Interim Chief Executive
Reviewed:	Andrew Downie, Acting Director, Strategy and Governance Stacey van der Putten, Interim Chief Executive
Date:	17 June 2026
Title:	Chief Executive's Open Board Business Report

Aronga / Purpose

1. To summarise Auckland Transport's (AT's) activities for the May and June period 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

SOI update

3. **SOI performance:** the SOI dashboard is included as Attachment 1. AT is meeting or exceeding 19 of 24 measures (+1 compared to last period) for the period ending 31 May 2026, with capital programme delivery now within the met range.
4. **Capital programme delivery:** 127% of May's monthly budget was delivered, bringing our year to date (YTD) capital programme delivery to 88% of YTD budget.

5. **Public transport (PT) boardings and farebox:** YTD boardings grew to 84m (YTD target: 86.6m), with the gap to target reduced to 3%. There were 9m boardings in May 2026.
6. We are forecasting 8m trips in June 2026, which would lead us to a year-end figure of 92m (compared to the SOI target of 94m). This result would bring us within 2.5% of the target and achieve a met rating. The previous year-end result was 88.8m.
7. Farebox recovery ratio continues to improve with increased patronage, now 34%, on track with our year-end target.

Transport reform

8. **Auckland Road Classification Framework:** this framework establishes the criteria for classifying roads as either local board-controlled (non-strategic) or council-controlled (strategic). We are supportive of the proposed PT threshold, which defines a strategic road as one carrying 48 or more bus services per day in any direction.
9. However, there are several key points that require further clarification or refinement.
10. Inclusion of out-of-service routes: the framework does not currently account for out-of-service bus movements. While this is a relatively minor omission, AT is recommending it be addressed to ensure the classification is comprehensive and accurately reflects total bus activity on the network.
11. Frequency of classification review: the framework does not specify how often road classifications will be reviewed. To ensure the model remains responsive to changes in the PT network, particularly planned service improvements, AT recommends that classifications be reviewed on an annual basis. This will allow roads experiencing increased bus volumes to be appropriately reclassified in a timely manner.

PT

12. New services for West and Northwest commencing in June:



Entered by Board Secretary

Board Meeting| 24 June 2026
Agenda item no. 9
Open Session

- a. Two new frequent routes, Route 15 and Route 17, connecting Glen Eden and Titirangi with New Lynn and Henderson. Together, these routes forecast an uplift of over 300,000 patronage next year from their current patronage of approximately 500,000.
 - b. A new bus service connecting Whenuapai with Westgate.
 - c. Increased frequencies for connections with Hobsonville Ferry, Kelston, and off-peak frequencies for Laingholm, Royal Heights, Huapai and Kumeu.
13. **Fareshare:** we now have 111 Fareshare clients signed on. A 100% subsidy will be trialled with two organisations in June.
14. **Hui pass:** was launched on 16 June 2026. Hui pass is a conference/events pass that gives delegates five days of unlimited travel on the bus and train network for \$20. These passes will be sold in bulk to eligible conference and event organisers.
15. **Western Express (WX) utilisation:** we recently added a seventh WX trip in the morning peak which is being well used. However, additional capacity is still required for the busiest section of the route from Te Atatū to City. We are exploring options on how to provide a short runner to cover this section of the route.

Network performance and operations

16. **New Zealand Guide to Temporary Traffic Management (NZGTTM):** following the soft-launch, we have achieved 100% of corridor access requests based on the NZGTTM risk-based approach in May 2026.
17. We have also rolled out our risk-based approach to auditing sites.
18. The risk-based plans endorsed in these applications will take several weeks to start appearing on the network.

Major projects

19. **Pakūranga Road and Rā Hihi (Reeves Road) flyover intersection:** the public collateral for the intersection upgrade has been rolled out, and construction is now underway.

20. **Level crossings removal programme:** approval will be sought at the 27 August 2026 board meeting to increase the value of the Takaanini road bridges design contract and incorporate the next phase of design as the total contract value will exceed \$20m.
21. **Western line public engagement:** plans to commence public engagement in July/August on shortlisted options to remove level crossings on the Western line, responding to increased rail frequencies driven by City Rail Link and the need to improve safety, network performance, and community outcomes. This may result in heightened public and political interest.

People

22. **People and performance:** the People and Performance Dashboard is included as Attachment 2. Workforce stability remains a near-term risk. Voluntary turnover has increased after a drop in April (9.8%), returning to 10.1% in May. At the senior level (Band L+) voluntary turnover has increased from 15% in April to 17.6% in May reflecting increased risk of attrition at this level, and a sustained loss of valuable capability, capacity and experience. All senior leader vacancies are being filled by internal staff on an interim basis.

Other projects

23. **Hamer Street road stopping:** AT is progressing the road stopping of Hamer and Brigham Street in Wynyard Quarter on behalf of council. This project is needed to enable Auckland Urban Development Office to progress Te Ara Tukutuku implementation at Wynyard Point, including land regeneration for a future waterfront park redevelopment.
24. A joint Memorandum between council and AT is needed to define bus requirements for Hamer Street once road stopping is completed. The issue to be resolved is that stopping these roads would mean buses lose the legal ability to operate on the existing road alignments, and the proposed replacement turning facility would sit outside the legal road corridor (needing to be constructed on council-owned land).



Entered by Board Secretary

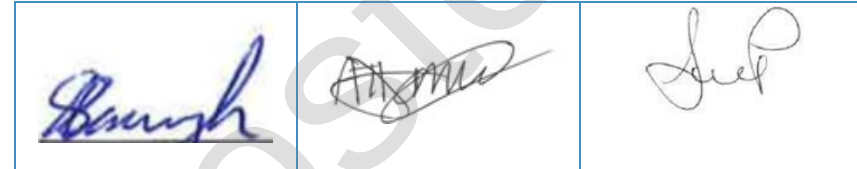
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25. This introduces risk around access rights, delivery timing, and ongoing maintenance responsibilities.

Key approval papers

26. The key items requiring approval or noting by the board at this meeting are:

- Future Connect
- Auckland Road Classification Framework



Ā muri ake nei / Next steps

27. The next Chief Executive's Open Board Business Report will be presented to the board at the 23 July 2026 meeting.

Ngā whakapiringa / Attachments

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

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Sean Cavanagh Corporate Planning and Performance Lead	Andrew Downie Acting Director, Strategy and Governance	Stacey van der Putten Interim Chief Executive

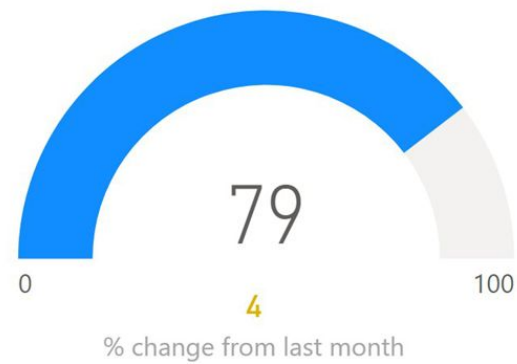
Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as May-26

Executive Summary

As at the end of May, 79% of SOI measures are either exceeding or meeting YTD target, 4% **higher** than previous month. **Capital budget invested** sits at 88%, meeting target for the first time this financial year. **Five** measures are at risk, not meeting target for 3 consecutive months, with Farebox Recovery Ratio removed from the list - please see more details in the Watch List below.

% Exceeded & Met



Work in Progress

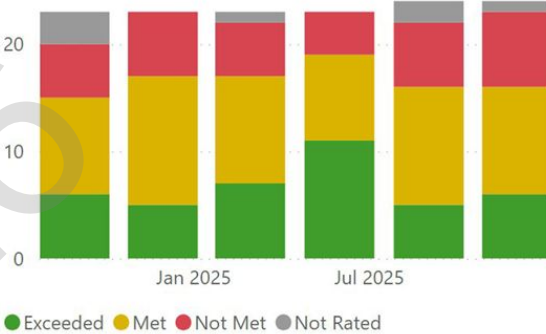
Watch list	Objective/ Outcome	ID	Measures	Mar-26	Apr-26	May-26	YTD Target
	Making Every Interaction Count	2	Formal complaints Percentage of total AT case volume resulting in a formal complaint	0.44%	0.47%	0.49%	<0.4%
	Taking Transport From Good to Great	9	PT Boardings Annual numbers of PT trips	67.7 million	75 million	84 million	86.6 million
		12	PT utilisation for frequent routes during peak	46.3%	46.5%	46.7%	50%
	Core Business and Other Activities	14	Safety Deaths and Serious Injuries on the road network in Tāmaki Makaurau Auckland	442	492	542	527
		23	Percentage of procurement spend with Māori-owned business	2.05%	2.15%	2.15%	3%

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 May-26

9 Above target 2.5%	10 Target +/- 2.5%	5 Below Target 2.5%	--- Not Rated
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Objective/ Outcome	ID	Measures	Freq	Latest YTD 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.	
	2	Formal complaints Percentage of total AT case volume resulting in a formal complaint	Monthly	0.49%	<0.4%	<0.4%	Not Met	In May, there were 232 complaints representing 0.70% of total AT case volume. HOP and ticketing-related enquiries remained the primary driver of complaints, particularly those associated with refunds, credits and ticketing investigations.	Ongoing mitigation activities include process improvements, backlog reduction initiatives, strengthened customer expectation management, and longer-term ticketing modernisation programmes aimed at reducing complaint demand and improving customer experience.
	3	Complaint resolution Percentage of formal complaints that are resolved within 20 working days	Monthly	93%	90%	90%	Exceeded	94% of complaints resolved within 20 working days in May, with an average resolving time of 7 working days.	
	4	Local Board satisfaction with engagement	Annually	82%	75%	75%	Exceeded	May 2026 Local Board Members engagement survey reached an all-time high result of 82% of respondents stating are satisfied with the way AT has engaged with the local board over the past six months (up from the most recent survey last year of 78%). 73 local board members, or 50%, participated in the survey. This is the highest response rate since the survey began in November 2023, where 28% of local board members participated. We received at least one response from all 21 local boards.	
Improving Network Productivity	5	Average travel time across the arterial network	Monthly	22.7 minute	23 minutes	23 minutes	Met	In May 2026, the average people travel time was 23.9 minutes (for an average trip of 10 km), 2.1 minutes higher than April (consistent with seasonal pattern) and 0.6 minutes lower than May 2025 (slightly lower congestion levels and increased bus speed).	
	6	Arterial productivity Average number of people moving per hour during the morning peak	Monthly	29,938	30,000	30,000	Met	In May 2026, arterial road productivity during the AM peak reached 32,909, 8% higher compared to May 2025, mainly attributable to higher vehicular movement on the network compared to May 2025 specially during the second half of the month. Productivity was 13% higher than April 2026, consistent with the typical seasonal pattern, with higher demand levels from April (multiple public and school holidays) to May (one of the busiest months of the year).	
	7	Freight performance Percentage of the freight network moving without congestion in the interpeak	Monthly	85%	85%	85%	Met	In May 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 May 2025.	
	8	Bus Priority Kilometres of bus priority (including SVL and dynamic lanes) delivered	Quarterly	10.5km	10km	10km	Exceeded	Three new SVL projects were completed - Mt Smart Road (1.3km), Mt Wellington Highway (1.8km) and SH16 Royal Road southbound bus priority (0.14km, NZTA led joint NZTA/AT ANO project), adding 3.24km of bus priority to the Auckland network.	

Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as May -26

9 Above target 2.5%	10 Target +/- 2.5%	5 Below Target 2.5%	--- Not Rated
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Objective/ Outcome	ID	Measures	Freq	Latest YTD 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	84 million	86.6 million	94 million	Not Met	9M boarding achieved in May, 600k boardings above May 2025, 3% below YTD target (2.6M boardings short). Tertiary patronage saw a 39% YoY increase for the month of May with 1.1M boardings. Fareshare had six new sign ups in May bringing the total Fareshare clients to 108.	Hui Pass launch on 16 June at MEETINGS expo. Media and comms plan for launch complete. FTN and Tertiary PT challenges completed in May. HOP team ready to load HOP credits once they receive the winners list. Development of a CRL version of tourist map to start in June. Fareshare Customer Portal testing underway, to roll out wider in June. Fareshare 100% subsidy testing complete in UAT. To trial with two companies in June
	10	PT reliability Percentage of services that start according to schedule	Monthly	96.5%	98%	98%	Met	Bus increased by 1% MOM. Howick and Eastern have had another tough month with fleet issues however they have managed to increase by 7% MOM. Ferry had a 4.5% increase MOM.	
	11	PT punctuality Percentage of services that start and end according to schedule	Monthly	91.8%	89%	89%	Exceeded	Punctuality has dipped slightly MOM by 1.4%, while train performance is above target and performance is on an upward trend. Ferry had an increase in punctuality performance by just over 1%.	
	12	PT utilisation for frequent routes during peak	Monthly	46.7%	50%	50%	Not Met	48.8% for Bus, 48.6% for Train, and 30.1% for Ferry, overall 51.5%, 7.4% higher than May 2025. Lowest bus utilisation: Frequent bus routes with utilisation below 30% included routes 50B, 38, 36, 32, AIR, 31 and 74.	The South Auckland Network Review recommendations are on track to be completed by end of June.
	13	Farebox Recovery Ratio The percentage of the total PT operating cost recovered through fares	Monthly	34%	34.3%	34%	Met		
Core Business and Other Activities	14	Safety Deaths and Serious Injuries on the road network in Tāmaki Makaurau Auckland	Monthly	542	527	<=576	Not Met	Year to date there have been 492 provisional DSIs, 33 fatalities and 509 serious injuries on Tāmaki Makaurau roads (as of 5 June 2026). We are tracking to exceed the 576 DSIs for 2025/26 by 3% (594). The actual DSI for 2024/25 was 616.	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. Most road safety measures are designed to have long-term impacts, often extending well beyond a single year.
	15	Asset condition Proportion of key assets in poor or very poor condition	Quarterly	16.47%	17%	17%	Met	Key Assets in unacceptable condition have increased very slightly (0.33%) on the last quarter. The difference is not material and inline with expected deterioration rates.	

Statement of Intent (SOI) 2025/2026 Performance Targets

Reporting as May-26

9 Above target 2.5%	10 Target +/- 2.5%	5 Below Target 2.5%	Not Rated
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Objective/ Outcome	ID	Measures	Freq	Latest YTD 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	7.4%	7%	7%	Exceeded	29 km of sealed road resurfaced/rehabilitated in May, bringing the total to 483.5 km.	
	17	Emission reduction Reduction in operational emissions including AT contracted public transport activities	Quarterly	1% decrease from baseline	0% from Baseline	0% from Baseline	Met	YTD bus service kilometres is 9% higher than last year, with electric bus up by 87% and diesel bus down by 5, Ferry down by 1% and Train up by 6%. The increase in service km is being offset by the transition to electric buses, decoupling emissions from service level increases as anticipated in modelling.	
	18	Low emission buses Number of buses in the Auckland bus fleet classified as low emission	Monthly	403	325	350	Exceeded	9 additional zero emission buses entered service during May, bringing the total to 403. Most of these vehicles are for the new Ritchies contracts commencing in June. One vehicles also entered service on the Outer Link.	
	19	Cycle counts The number of people cycling past defined count sites	Monthly	3.33 million	3.26 million	3.52 million	Met	Total cycling count of 352,894 in May, 14.4% higher than May 2025. There is a 57% YOY growth in visitation at the 12 AT supported Bike Hubs.	
	20	Resource consent timeframes Adherence to the service level agreement to provide specialist input into the resource consents	Quarterly	97%	90%	90%	Exceeded	Tracking well with response times delivered well within the SLA. 100% on time with 40 consents responded to.	
	21	Percentage of capital budget invested	Monthly	88%	90%	90%	Met	Strong capital delivery performance in May, achieving 127% of budget. his was driven primarily by activity within the rail (level crossings), strategic property acquisition and renewals programmes. Primary areas of current underspend are in Ferry, Rail, Cycleways, Network Productivity, and Safety projects.	Delivery risks both directly and indirectly due to Transport Reform. This will be monitored, and mitigations put in place.
	22	Percentage of capital programme delivery on time.	Quarterly	95%	90%	90%	Exceeded		
	23	Percentage of procurement spend with Māori-owned business	Monthly	2.15%	3%	3%	Not Met	April result.	
	24	Number of marae improved by AT's programmes.	Quarterly	2	1	1	Exceeded	Reretewhoi Marae and Tahuna Pa Marae carparks completed and opened.	

People and Performance - Auckland Transport

Update

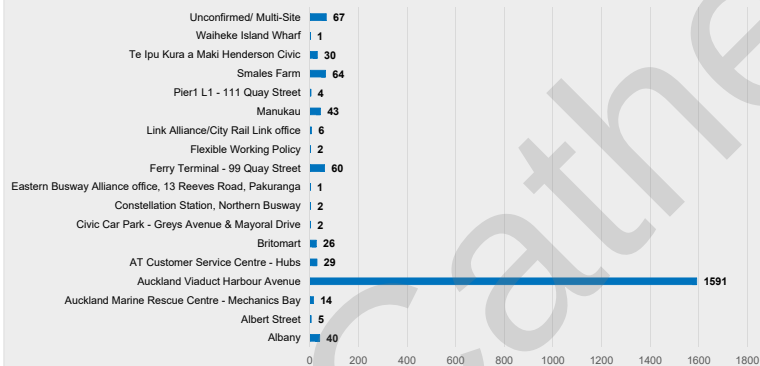
AT's headcount remains within budget levels and managed through the resource governance group. Some incremental investment into City Rail Link and technology occurred in May to enable its successful launch and close out time sensitive work requirements.

Our demographic measures have not changed and remain flat to prior month. However, voluntary turnover has increased slightly from 9.8% in April to 10.1% in May. At the senior level (Band L+) voluntary turnover has increased from 15% in April to 17.64% in May reflecting risk of attrition at this level, and a sustained loss of valuable capability, capacity and experience. Four leavers out of eleven (36%) cited transport reform derived uncertainty or lack of job security as a reason for leaving. Our end of year performance management process commencing in June will enable rich discussion to be held with kaimahi and respective people leaders increasing retention potential.

Unplanned leave has increased by 14% this month, with a total of 1430 days in May versus 1255 days in April. This is driven by a 34% increase in ACC leave (includes 14 non work cases), 21% increase in domestic leave (most often being care of a sick dependent) and 12% increase in sick leave. The number of people with more than 5 weeks has increased from 359 in April to 388 in May increasing overall leave liability. This is reflective of work demands associated with transport reform and potentially some aversion for people to take leave with uncertainty of ongoing employment. This remains an area of focus alongside the extension of wellbeing support throughout this period of significant change.

For transport reform, the focus has centered on the provision of change support for the project team, people leaders and kaimahi, and enabling consultation feedback and design confirmation. Exploratory work has commenced on a people plan for the new CCO.

Headcount by Location



Dashboard

Reporting period: May 2026

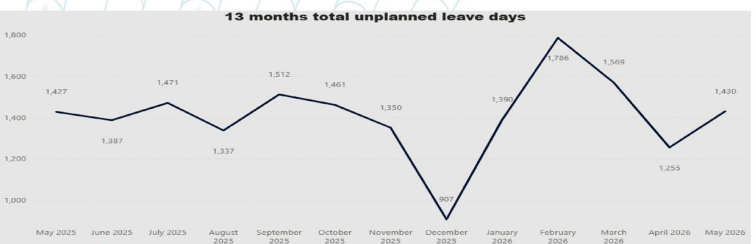
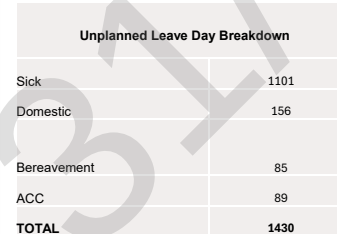
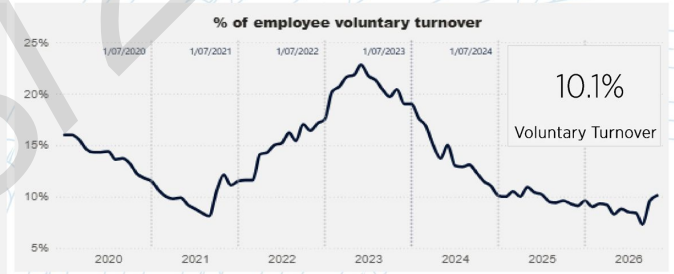
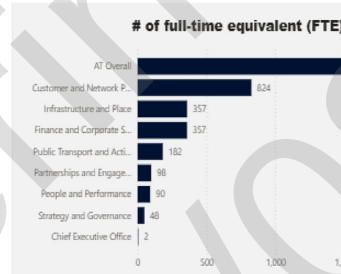
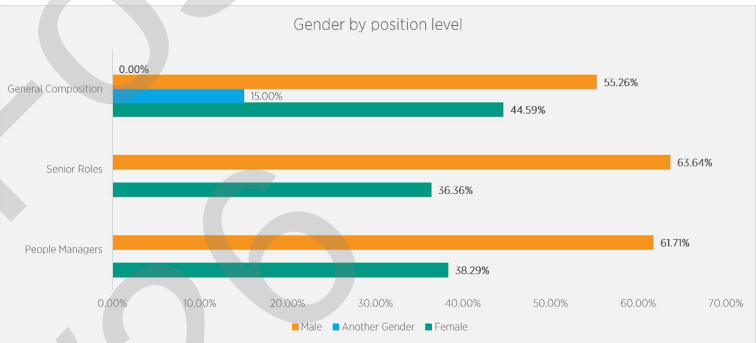
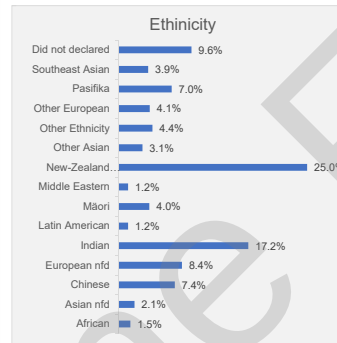
1957.6
Full Time Equivalents

1,987
Total Headcount

Gender 56:44:0
Male:Female:Diverse

DE&I targets

Māori : 5% : long term 12% current actual 4%
Female Snr Ldrs: 36% Female Ldrs: 38% current actual 35% & 36%





Public Transport Safety Performance Report

June 2026



Public Transport Safety: Rail Safety Initiatives

Railway Safety

June 2025 – May 2026 Incidents

While annual performance is stable, May data shows a short-term increase in safety incidents, most incidents are external reinforcing the need for cross-agency support. A rolling 12-month comparison showed:

- Recorded trespass incidents increased by 42%; however, those linked to Potential Self-Harm (PSH) decreased by 43%.
- Barrier arm collisions decreased by 27%.
- Near misses reduced by 25%.
- SPAD A incidents increased by 14% (from 7 to 8).

Safety incidents can have a negative impact on rail performance and customer confidence.

Key Rail Safety Overall

Overall rail safety performance is stable; however, significant risks remain.

Incident patterns are strongly linked to public behaviour and peak travel periods.

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, ongoing trespass incidents, near misses, and barrier-arm collisions indicate that material risk remains and requires sustained focus.

Additional lead indicators (near misses, hotspot tracking) are being developed to support proactive risk management

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 Safety Initiatives

SPAD (Signal Passed at Danger)

- European Train Control System (ETCS) safeguards already mitigating SPAD consequences across AT electric fleet.
- Operator strengthening SPAD controls through enhanced driver competency programmes.
- Targeted, data-led interventions driving industry SPAD risk reduction
- Network-wide ETCS rollout for KiwiRail fleet by August 2026 to reduce residual risk

Trespass

- 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.

Suicide & Self-Harm

- 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

Bridge Strike

- Ongoing engagement with Freight operators, NZ Police and KiwiRail.
- Options to restrict heavy commercials at high-risk locations being investigated

Level Crossings

- Risk assessments have been completed for each level crossing, with a programme of pre-CRL improvements currently underway. 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.

Overbridge safety

- 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.

Bus Safety

Auckland Bus Related Deaths and Serious Injuries (2021 – 2026)

Public Transport Safety

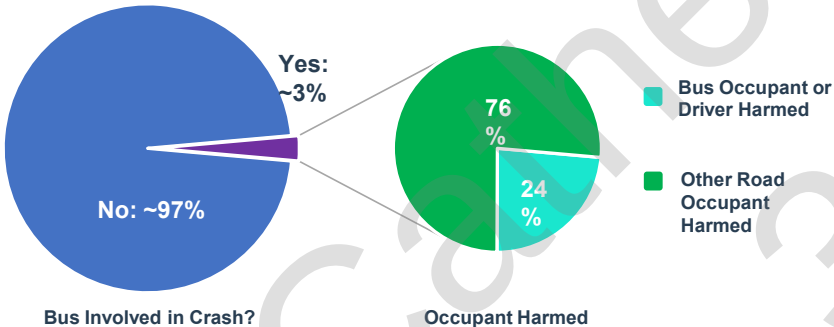
Public transport is globally recognised as one of the safest modes of travel, Auckland crash data supports this view.

- **On board:** Bus drivers and passengers account for **less than 1%** of all Death and Serious Injury (DSI) cases in Auckland. In contrast, almost 50% of DSI cases are associated with car, wagon, and van users.
- **Bus-related crashes:** Crashes involving buses can still affect other road users not inside the bus. These crashes account for **around 3%** of Auckland's total DSIs.
- **May Update:** There have been eight bus-related crashes resulting in death or serious injury in 2026 to date, with the CAS database records one of these occurring in May 2026.

Bus-Related Crashes

- Bus-related deaths and serious injuries have remained low and stable at around 16–19 cases per year between 2021 and 2025. This stability has been maintained despite growth in both public transport services and Auckland's population, indicating that the rate of DSIs per capita has declined over time.
- Within these bus-related incidents, approximately 75% of harm is experienced by people **outside the bus**, particularly pedestrians and car occupants, while one-quarter involves bus drivers and passengers.
- This data confirms that bus travel remains one of the safest modes in Auckland, with low harm levels and most risk occurring outside the bus.

Auckland Death and Serious Injuries Data (2021 – 2026)



Public Self Reported Events (Apr 2025 – Apr 2026)

Bus traffic signal non-compliance events*

Summary

- Public reporting of **bus red-light running**, captured through the AI-enabled CRM system between April 2025 and April 2026, remained steady at around **31.5 reports per month**. These reports reflect public perception rather than confirmed safety breaches, and each is reviewed by operators for investigation, with further analysis underway to identify patterns by operator and route.

Key trends and observations

- Reporting levels were relatively stable over time, with most months falling within a narrow range of 28–34 incidents. Variations appear to reflect seasonal patterns and network activity, rather than significant shifts in behaviour, peaking in February 2026 (51 cases) during high network usage, and dipping in December 2025 (17 cases) and July 2025 (24 cases), when services and congestion are typically lower.

Customer and public safety events*

Summary

- Customer-reported incidents involving **aggression, violence, racism, discrimination, and inappropriate behaviour**, captured through CRM AI between April 2025 and April 2026, show an overall improving trend. A total of 2,172 incidents were recorded over the 13-month period, with **reports decreasing by 39%**, from 185 in April 2025 to 113 in April 2026.

Key trends and observations

- Although incident levels fluctuate month-to-month, the data shows a **clear downward trend**, with recent months consistently lower than earlier in the period. Seasonal factors, such as reduced activity and services in December, contribute to some variation, but do not change the overall pattern of improvement.
- This downward trend aligns with the continued implementation of safety initiatives under the Public Transport Safety Action Plan, including driver protection screens, real-time onboard CCTV trials, improved reporting pathways, and the introduction of a bus safety ambassador trial (further detail on following page).

*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 Transport Safety: Bus and Ferry Safety Initiatives

Public Transport Safety Initiatives

Safety Ambassador on Bus Trial

- The Bus Safety Ambassador trial is focused on increasing visible safety presence, deterring anti-social behaviour, and improving both actual and perceived safety across the network. The programme is now in active delivery, with two ambassador teams deployed across targeted high-risk routes, locations, and time periods.
- Supporting the trial, new event reporting tools aligned to the draft NZTA framework have been implemented to improve the consistency and quality of incident data. Early indicators are positive, with observable behaviour change including increased customer compliance (notably higher tag-on rates and reduced fare evasion on serviced routes). Customer feedback has also been favourable, with passengers reporting an increased sense of safety when ambassadors are present.

Roll Out of Bus Driver Safety Protection Screens

- The rollout of driver safety protection screens is progressing to plan, supporting reduced harm to frontline staff while strengthening driver confidence, wellbeing, and retention. The screens provide a physical barrier between drivers and passengers, significantly reducing exposure to aggression and assault.
- Approximately 930 screens have been installed across the fleet to date, with a further 150 installations scheduled for completion by the end of June. Delivery remains on track, with continued success dependent on supporting installation momentum and ensuring adequate vehicle availability for retrofit.
- Year on year physical assaults towards bus drivers is tracking down, with the 2026 averaging 1.75 assaults per month, significantly lower than 2025 average of 4 per month and 5 per month in 2024.

Real Time CCTV on Bus Trial

- The real-time CCTV trial is enhancing both proactive and retrospective visibility of incidents, improving the speed, quality, and confidence of investigations.
- Progress includes 121 installations completed under Round One of the NZTA Driver Safety Funding Agreement, and 35 of 216 installations completed under Round Two. The programme is targeting coverage of approximately 25% of the bus network by the end of the FY27 financial year.
- Further work is exploring opportunities to leverage emerging connectivity solutions, including satellite-based systems and existing SIM infrastructure, to improve coverage, capability, and cost efficiency at scale.

Computer Vision Analytics Improvement Programme

- This programme is focused on strengthening safety outcomes through advanced analytics and computer vision capability, enhancing the ability to detect, analyse, and respond to safety risks across the network.
- Progress to date includes securing specialist resourcing and advancing development of core analytics capability. Once fully implemented, this will enable more proactive risk identification and support evidence-based decision-making across safety operations.

Public Transport Safety Initiatives

AT Mobile - Share my Journey Plan

- On 24 March we activated the 'Share My Journey' feature in AT Mobile. This safety feature allows customers to share the location of their bus, train or ferry and journey progress with trusted contacts while travelling on public transport, providing peace of mind for both travellers and their families.
- Since feature release on 24 March: 12,000 journeys shared. In the last 30 days: 3,700 journeys shared.

Night Time Experience - Flexi-stop

- The Flexi-stop trial enables passengers on Route 18 (New Lynn to Downtown) to alight between designated bus stops after 7:00pm, where safe to do so. This improves safety and accessibility by allowing customers to disembark closer to their final destinations during evening and night-time travel.
- Early feedback indicates positive customer sentiment. Uptake remains relatively low, with current focus on increasing awareness and encouraging use. Insights from the trial are informing how flexible service design can enhance safety outcomes more broadly across the network.

Centralised Reporting and Intelligence Sharing

- A centralised, intelligence-led reporting approach is being developed to shift from reactive incident response to a more proactive, risk-based safety model.
- This work is integrating multiple data sources—including CRM reports, operator data, and frontline insights—into a single system. Initial progress includes establishing data flows, trial dashboards, and early analytics capability, with further work required to improve data consistency and usability.
- Key focus areas include identifying high-risk locations and time periods to enable more targeted deployment of safety resources. This initiative is a critical enabler for sustained, data-driven improvement in network safety performance.



Public Transport Safety Appendix

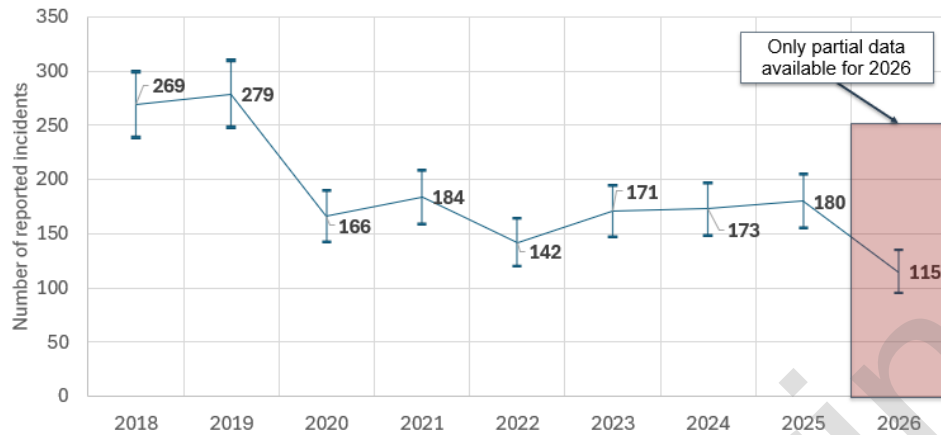
June 2026



Railway incidents reporting

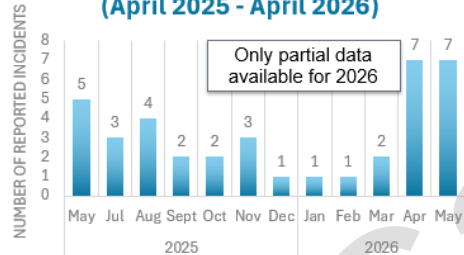
Railway Trespass and Barrier Arm Collision Incidents

Railway Trespass Incidents (2018-2026) as at 8/6/2026

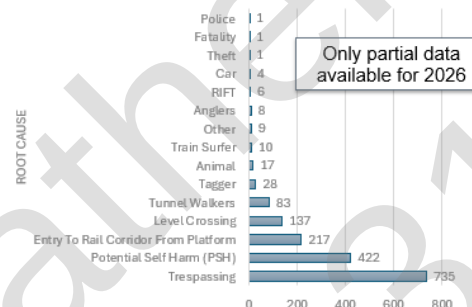


*The confidence intervals assume that the data follows a Poisson distribution. They do not account for any underreporting in the data.

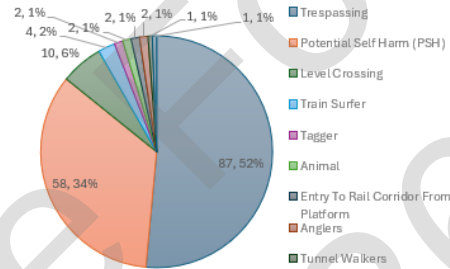
Monthly Reported Railway Potential Self-Harm Incidents (April 2025 - April 2026)



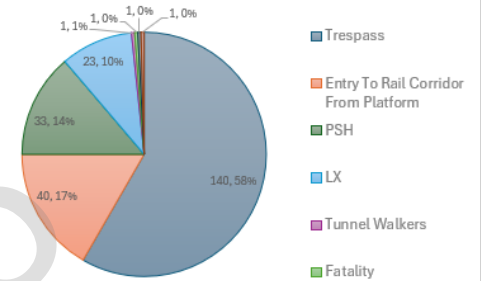
Railway Trespass Incidents (2018-2026)



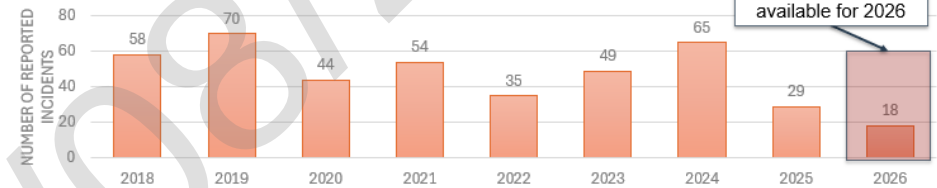
Railway Trespass Incidents (June 2024 - May 2025)



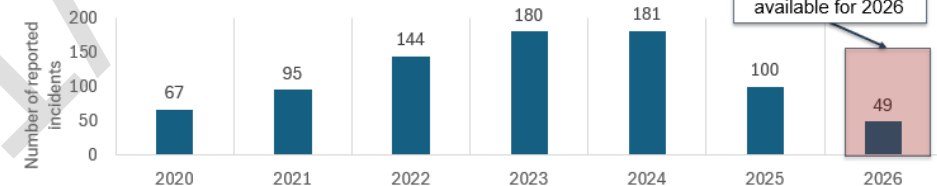
Railway Trespass Incidents (June 2025 - May 2026)



Annual Reported Railway Potential Self-Harm Incidents (2018-2026)



Barrier arm collisions (2020-2026)



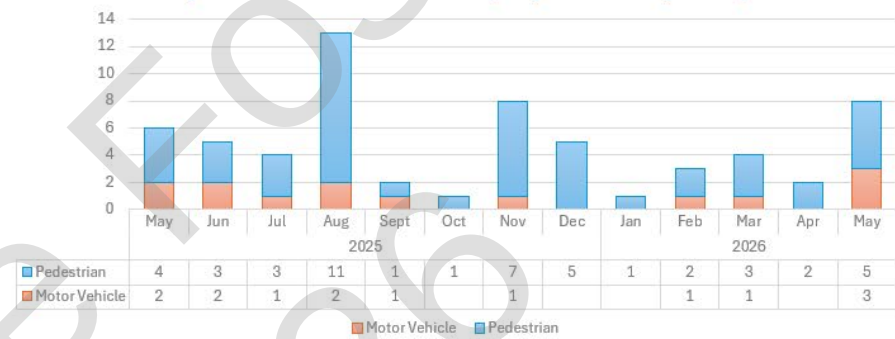
Railway incidents reporting

Reported Train Near Misses Incidents

Reported Train Near Misses (2020-2026)

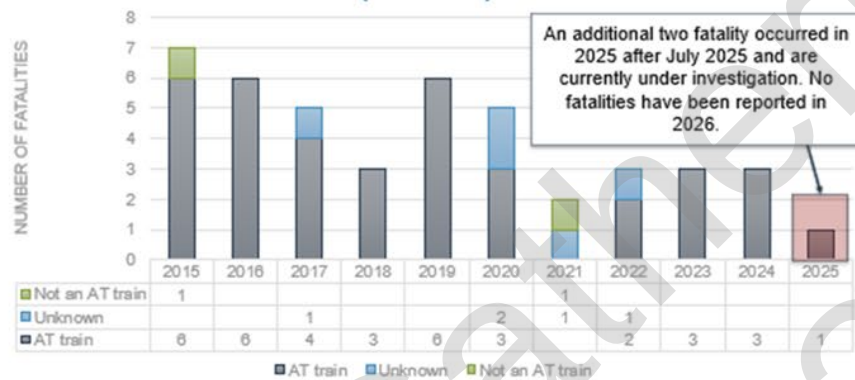


Reported Train Near Misses (May 2025 - May 2025)



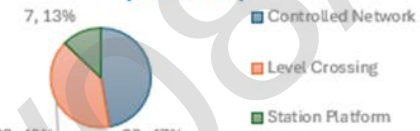
Railway Fatalities

Fatalities on the Auckland Controlled Rail Network (2015-2026)*

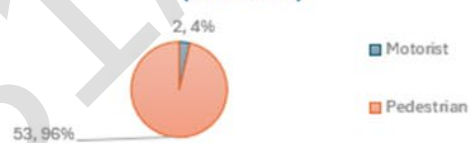


Fatality information is at 6/6/2026

Fatalities on the Auckland Controlled Rail Network - location type (2015-2026)*

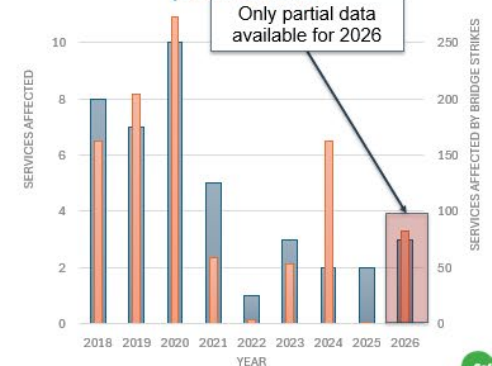


Fatalities on the Auckland Controlled Rail Network - Road User Type (2015-2026)*



Rail over-bridge strike

Rail over-bridge strike incidents and services affected by year (2018-2026)



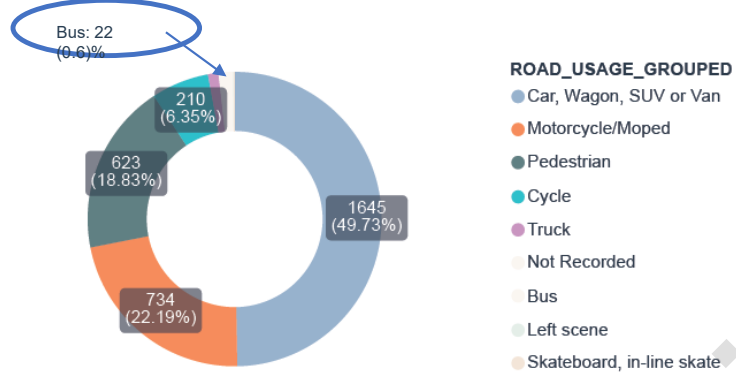
*These graphs exclude incidents at the Glenbrook Vintage Railway

**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.

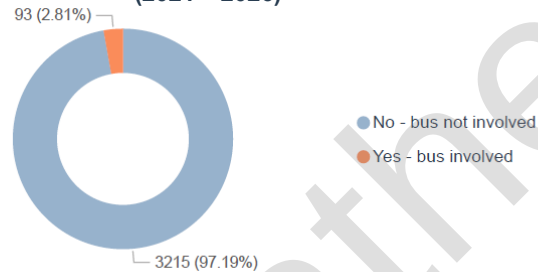
Auckland Bus Related Deaths and Serious Injuries (2021 – 2026)

Bus Safety

Auckland reported Deaths and Serious Injuries by travel mode*
(2021 – 2026)



Auckland reported Deaths and Serious Injuries by Bus Involved
(2021 – 2026)

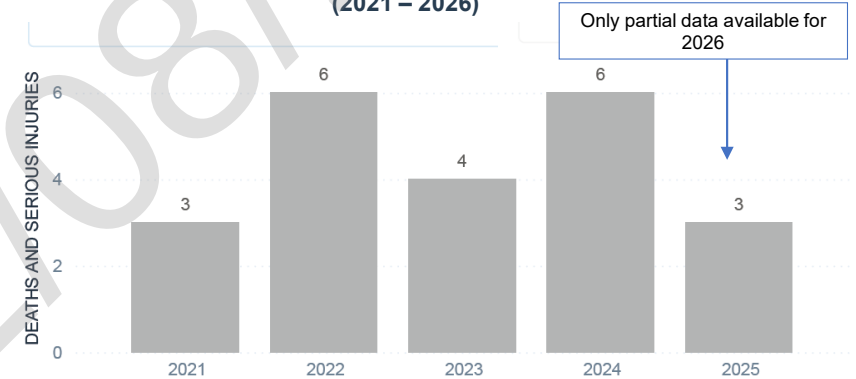


*The CAS data extraction was completed on 2 June 2026. The 2026 data is only partial because the year is still in progress and there is reporting lag between when a crash occurs and when it is entered into the CAS system. Additionally, this dataset reflects only recorded crashes, and serious injury crashes known to be underreported in CAS. All graphs also include crash data for all bus services, covering public transport, commercial operators, and private operators.

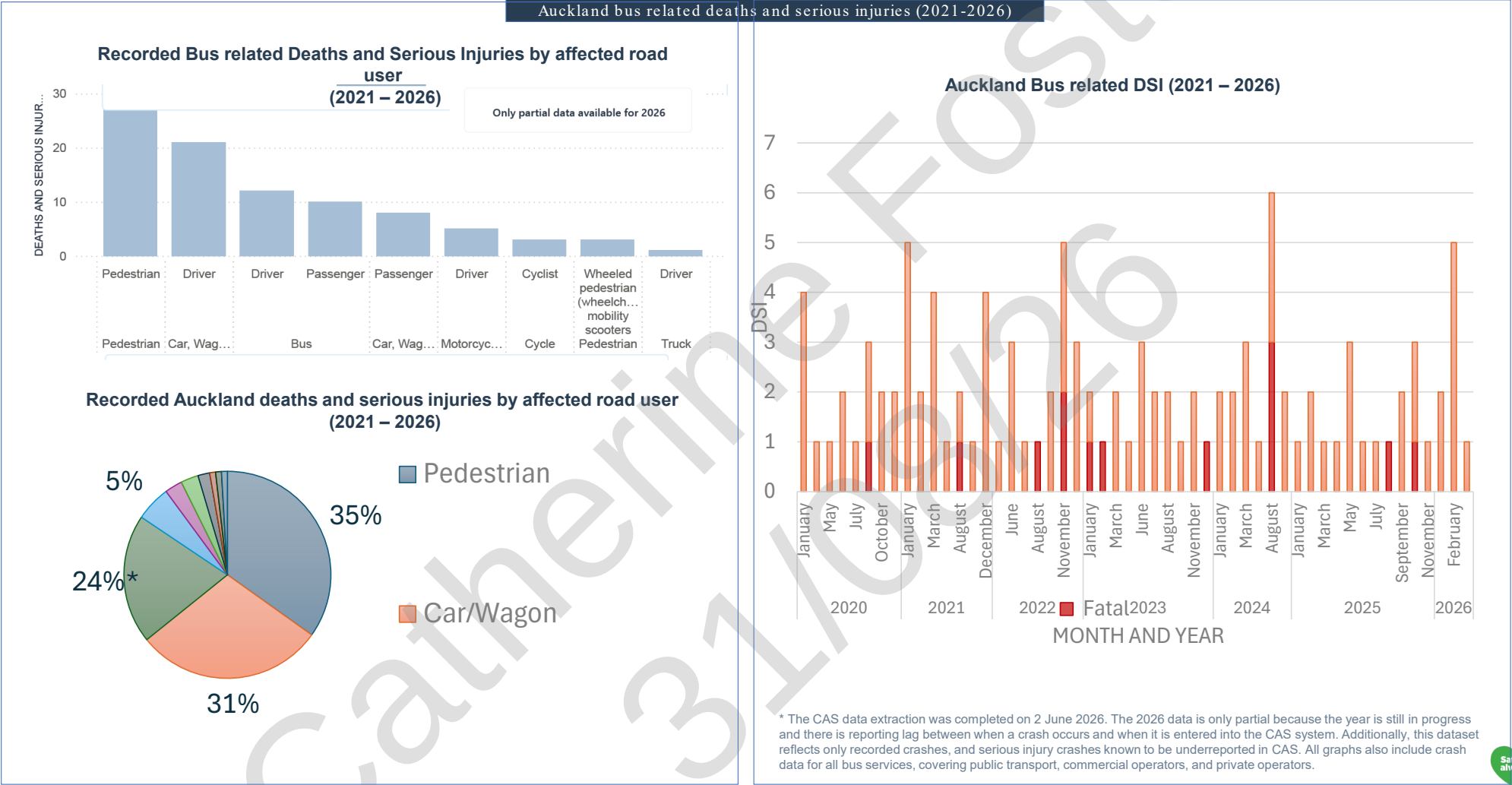
Recorded Bus related Deaths and Serious Injuries by year
(2021 – 2026)



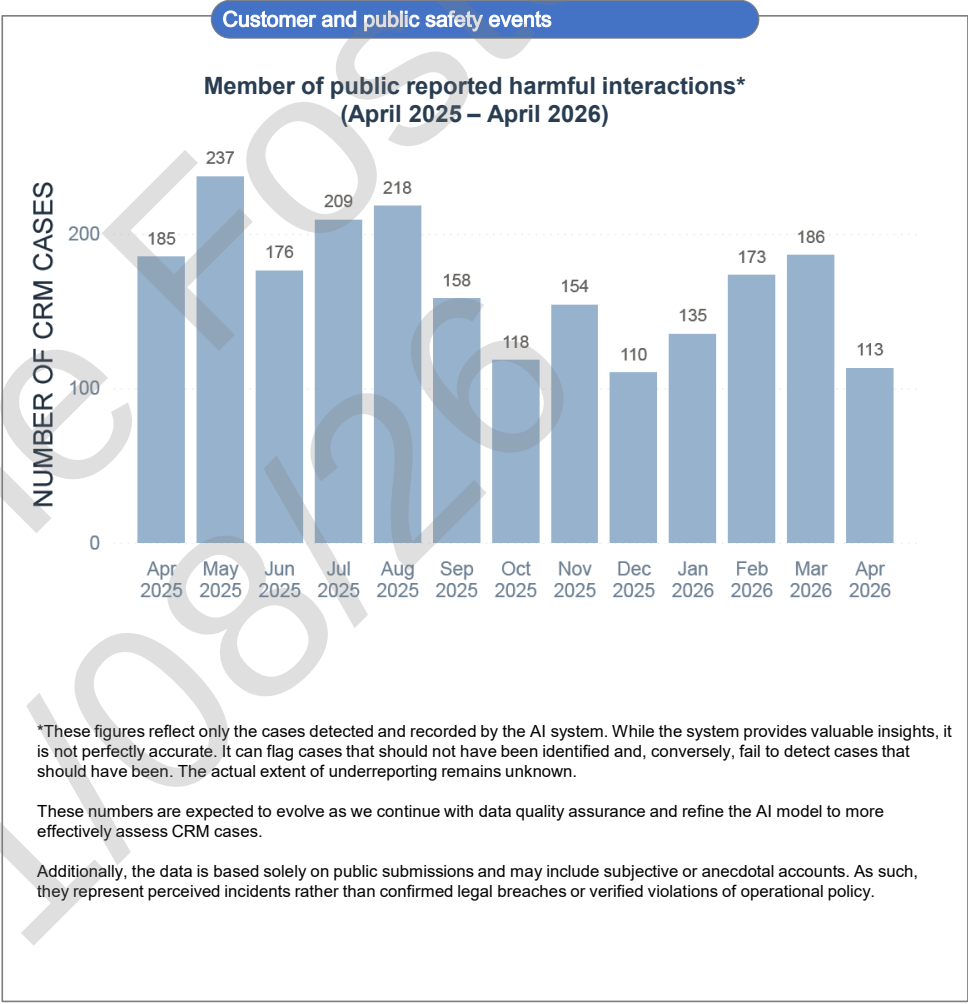
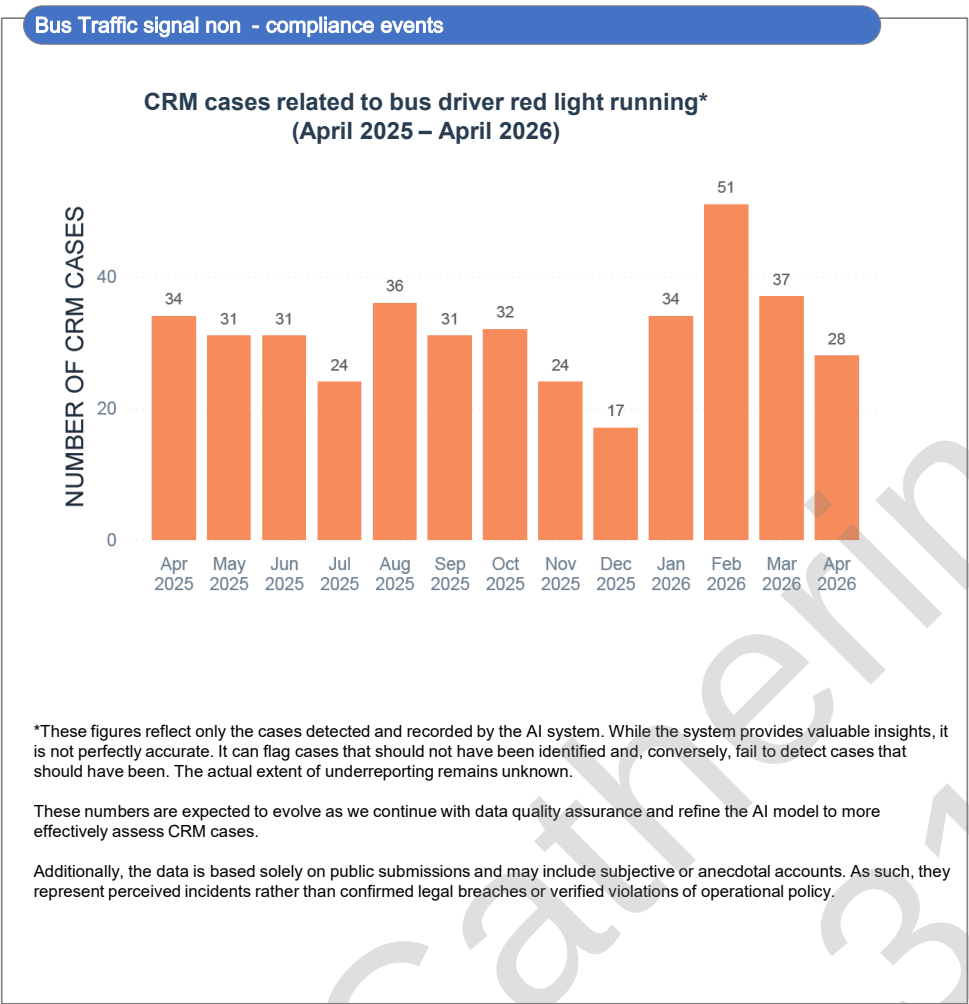
Recorded Bus Driver and Passenger Deaths and Serious Injuries by year
(2021 – 2026)



Auckland Bus Related Deaths and Serious Injuries (2021 – 2026)



Public Self Reported Events



Railway incidents reporting

SPAD A Incidents

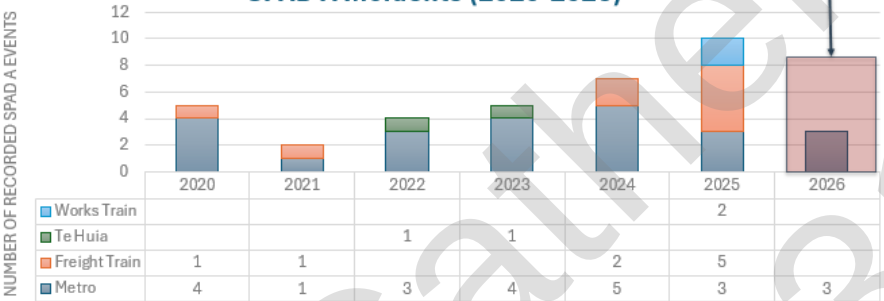
Trend Observed:

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.

- 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 lower number of incidents in 2026 than 2025.
- 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)





Transport Safety Performance Report

June 2026



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 15 have been completed and one remain open.
- In 2026 there have been 17 fatal crashes reported on AT roads, with five recommendations for safety improvements, of which three have been completed, and two remain open. There are nine fatal crash reports still to be completed.
- All recommendations are on-track to be completed by their due dates.

The open fatal crash recommendations include:

2025 Fatal crash recommendation:

The potential installation of crash barriers near a crash site is being investigated to assess feasibility and effectiveness in reducing future risk. Due: 31/06/2026

2026 Fatal crash recommendations:

The kerb profile adjacent to a parking bay is being investigated to determine whether modification or alternative treatments are required to reduce the likelihood of vehicles mounting the kerb. Due: 31/10/2026

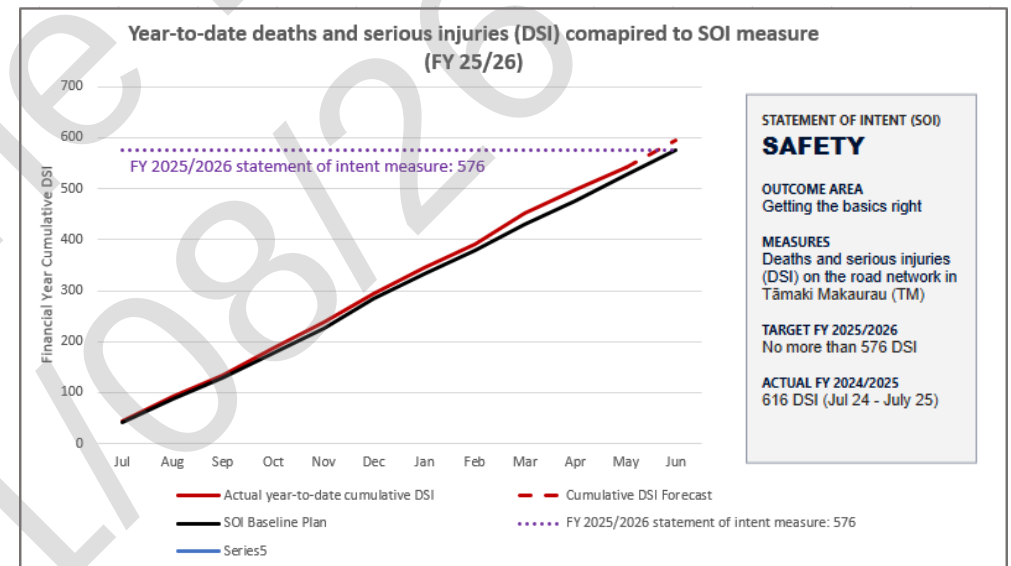
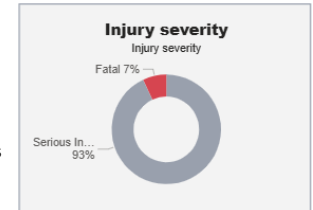
Line markings for a parking bay layout is being assessed. Due: 31/10/2026

* In some instances NZ Police will notify us that an investigation is not required, this could be due to a medical event or criminal activity etc having led to the crash.

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 542 provisional DSIs, 33 fatalities and 509 serious injuries on Tāmaki Makaurau roads (as of 5 June 2026).
- The graph below shows that we are tracking to exceed the 576 DSIs target by 18 (594, 3%) for 2025/26.
- Around 86% occurred on AT Roads (remainder on state highway, AIAL or private roads)



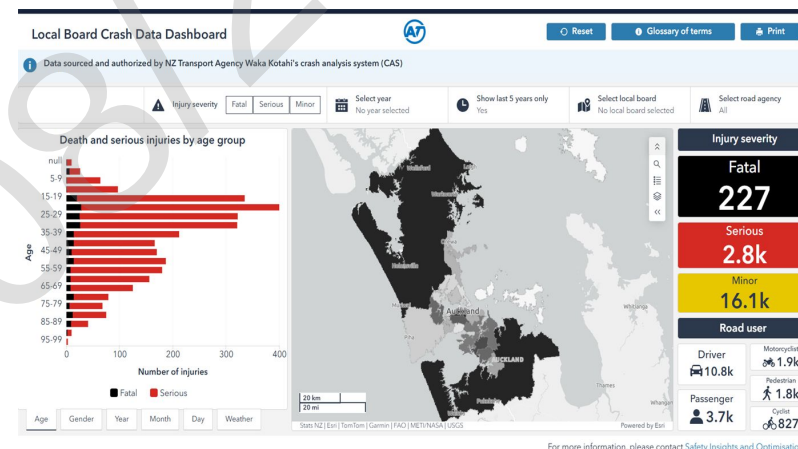
The graph uses an SOI baseline (last five years data), an actual total DSI line as at the current date, and a cumulative DSI forecast line, which considers the additional projected DSIs, once final investigations are complete and updated in the NZTA Crash Analysis System (CAS).

Partnership update

- Presentations have continued for the Local Board Transport Safety Engagement Tools, these deliver in-depth road safety data and insights specific to each local board area and have been well received by 20 local boards to date. The next step will be to work with them to develop local board local road safety plans. This process will begin with 10 local boards, who will be sent a long-list of projects for their consideration followed by a workshop to confirm priorities. We have also presented to the Mana Whenua Southern Transport hui, with the Mana Whenua Central North-West Transport hui in mid-June with specific insights relating to Māori road safety.
- The next meeting for the Tāmaki Makaurau Road Safety Governance Group will be late June, the topics will include Auckland Council Transport Policy Statement and a workshop with Eric Howard on the draft high level themes from the Road Safety Business Improvement Review.
- Additional stakeholder engagement sessions for the Auckland Road Safety Business Improvement Review are in progress, including three local board member interviews scheduled for June. We are anticipating the final draft of the review will be complete by the end of June 2026 and will be presented to the Board by September.

Data and Insights update

- Following strong interest from elected members during local board engagements we have been investigating e-scooter risk across the network. There are gaps in available data to provide a full picture of harm on the network. To address this, we have prioritised a project to build a Customer Relationship Management (CRM) tool that will accurately capture broader road safety concerns and specific e-scooter risks that are being raised to AT (subject to available resource). We will use these insights alongside crash data, ACC claims and Auckland Council insights to help build a repeatable local evidence base to inform future work in this space.
- We are continuing to advocate at the National Crash Analysis System (CAS) working group to ensure e-scooter riders are included as a separate class of road user in CAS.
- There continues to be interest in the Local Board Crash Data Dashboard - [Where crashes are happening in Auckland](#) with a demo presentation requested from Upper Harbour Local board. We will be developing a video to show how to use the tool following a request from an elected member. This tool was developed to provide self-serve access to high level CAS data for local board members.



Road Safety Engineering and Education Programme:

Road Safety Infrastructure: May delivery was strong bringing the FY26 year-to-date total to 58 projects, delivering 6.82 deaths and serious injuries equivalent reduction (DS1eq) p.a. exceeding the target of 5.1.

Safer Speeds: Initial engagement with all 21 local boards is complete, these sessions focused on sharing the implications of the changes to the setting of the speed limit rule and seeking feedback from local boards on their interest in future changes. The overall response to this engagement was positive. As a result, there is a pipeline of potential speed limit changes to investigate for further engagement. Delivery will proceed via two main avenues: speed management plans and, prioritising high-risk changes through the Alternative Method (a simplified process available when a small number of roads require changing due to things like land use changes). Currently, the team is focused on reviewing the requests and developing a programme for Speed Management.

Star Rating for Schools: The first phase of developing star ratings for schools is to develop the criteria, prioritise the schools then complete an assessment of a small number of schools test the methodology. The team has established a prioritised list of schools across Auckland, ranking them from highest to lowest risk. They are now engaged in final checks and making necessary refinements to ensure accuracy. This work will allow the team to prioritise investment in a fair and transparent way, for schools across the region with a clearly defined methodology to improve star ratings and set clear targets for the team e.g. all school achieve a 3-star rating by 2030.

Motorcycle and rural school safety: Motorcycle rider safety initiatives operated at full capacity throughout May with 105 participants taking part in Motamed first aid, slow speed skills and bike nights at locations across Auckland. Demand from rural schools remained high for both school bus and cycle safety education.

Driver licensing: Driver license leads attended the Driving Change Network Conference to better understand the changes to the Graduated Driver Licensing System and how our programmes will need to adapt to these new requirements.



Temporary Traffic Management Events

Temporary Traffic Management (TTM) Crashes

Auckland Temporary Traffic Management Crashes (2021 – May 2026)

A total of 342 crashes were recorded at TTM sites between 2021 and 2025, with a further 21 crashes reported to date in 2026*. There is a known reporting lag in the NZTA Crash Analysis System, meaning some crashes may not yet be fully captured in the dataset.

- The number of crashes reported at TTM sites has shown a decline between 2021 and 2025.
- Due to the relatively small numbers the decline may be attributed to reduced levels of incident reporting rather than an actual drop in crash occurrences.
- In 2025, 36 crashes were reported, representing just over 10% of the five-year total. This is a 45% decrease compared to 2024, which saw 66 reported crashes.
- The highest annual total was in 2022, with 86 recorded crashes.
- While the overall number of reported crashes at 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.
- One crash in 2026 has been recorded as a DSI. While this is encouraging relative to the same period in previous years, the 2026 figures remain preliminary.

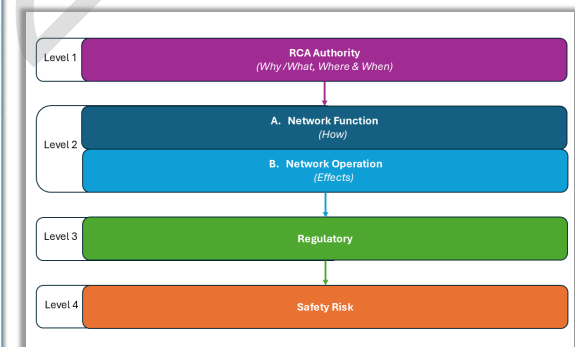
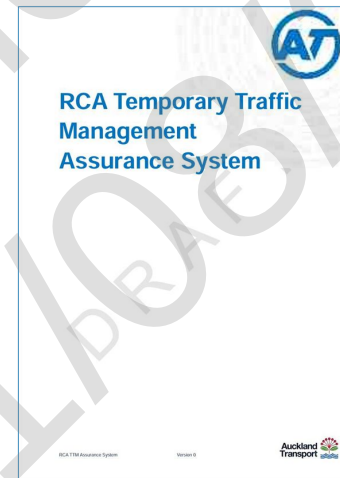
*The crash data combines two key sources:

1. NZTA Crash Analysis System (CAS) data
2. Crashes reported by 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.

Mitigation

- The draft AT Road Corridor Access (RCA) Temporary Traffic Management (TTM) Assurance System was published on the Auckland Transport website in early 2026.
- It provides a structured approach for Auckland Transport, as the Road Controlling Authority, to monitor that temporary works are planned, delivered and monitored safely, with appropriate controls in place to protect road users, workers, and the wider network.
- The system represents a shift in how we undertake assurance on sites in a risk-based environment, aligned with the New Zealand Guide to Temporary Traffic Management (NZGTTM).
- The companion document, AT RCA Risk Based TTM Site Review Technical Guidance, is in development and will provide a step-by-step guide for undertaking a TTM Site Review for each level. Implementation of the Risk-Based TTM Site Reviews (Level 1 - Relevant RCA Authorisation) commenced on 28 May 2026, and other levels will be implemented as the guidance for that level is finalised.



[Link: auckland-transport-at-rca-rb-ttm-assurance-system.pdf](#)



Transport Safety Performance Report

Appendix

June 2026



Deaths and serious injuries (DSI) reporting

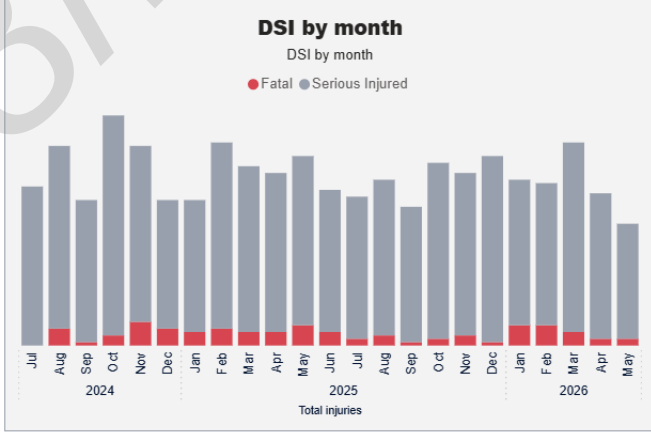
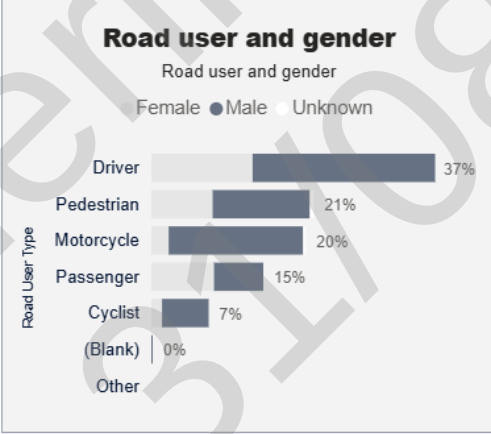
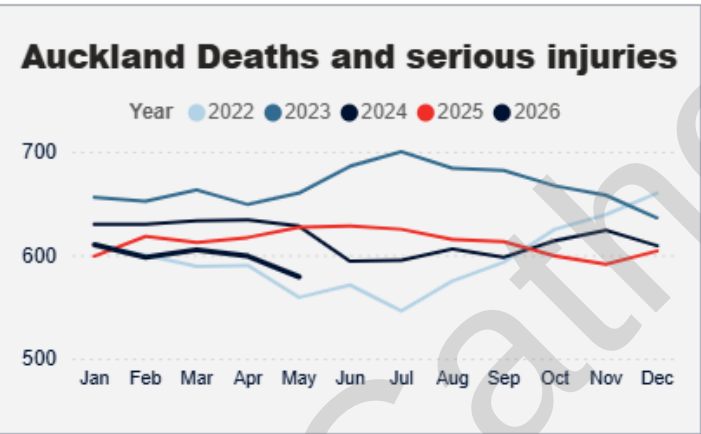
Key insights rolling 12 months

Deaths and Serious Injury insights over the past twelve months, from June 2025 to end of May 2026, as at 5 June 2026 (provisional data).

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.

- 584 people were reported killed or seriously injured on all Tāmaki Makaurau roads in the past 12 months, compared to 628 in the previous 12 months.*
- In the past twelve months, there has been a decrease in the number of fatalities 36 compared to 48 in the previous year, and serious injuries show a decrease from 580 to 548. The overall number of DSIs remain relatively static over the past five years.
- 49% 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.
- Māori make up roughly 12% of Auckland's population but experience 17% of the region's overall road DSIs. Of all Māori DSI 34% are 24 years and under.

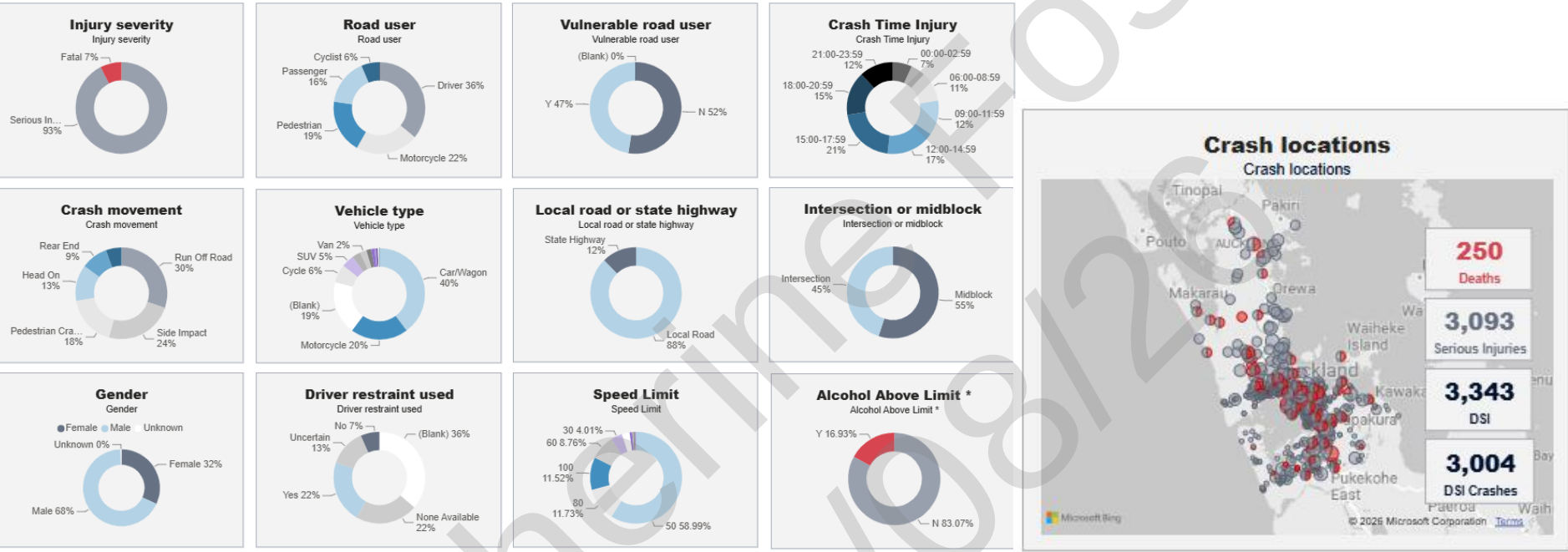
Deaths and Serious injuries over the past five calendar years 2022-2026 as at 5 June 2026 (provisional data)



*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

Deaths and serious injuries (DSI) reporting

Key summary insights – calendar years 2021 to 2026 as at 5 June 2026



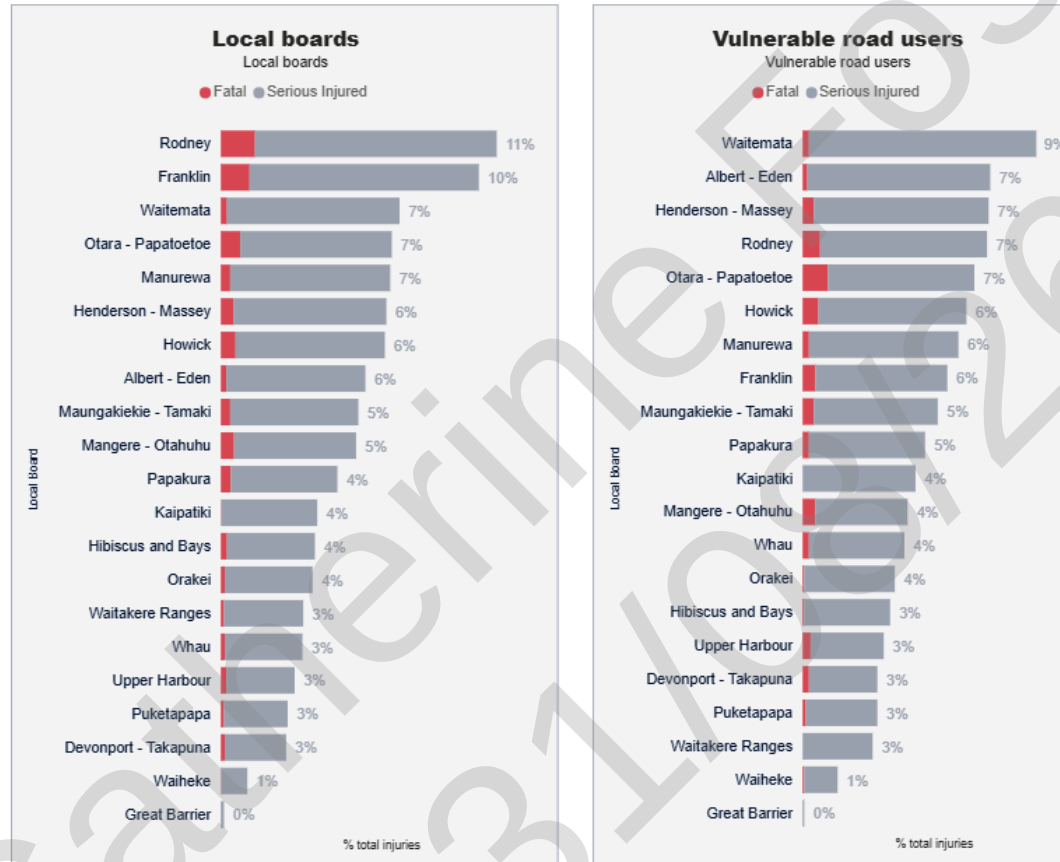
Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database

* Alcohol above the limit DSI includes all road users killed or seriously injured where drivers have been proven to be above the alcohol limit.
* 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.

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

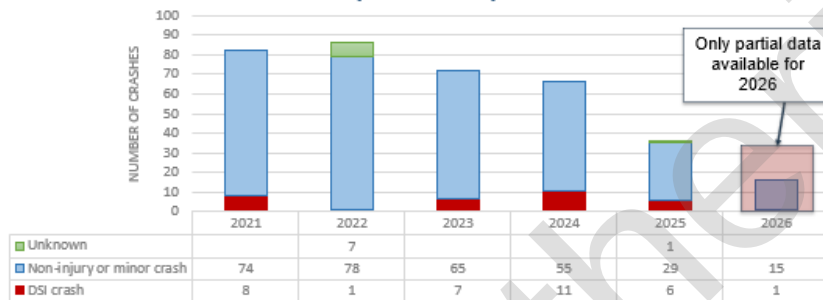
Temporary Traffic Management Events

Temporary Traffic Management (TTM) Crashes

Auckland Temporary Traffic Management Crashes (2021 – April 2026)

- A total of 342 crashes were recorded at TTM sites between 2021 and 2025, with a further 16 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.
- In 2025, 32 crashes were reported, representing just over 10% of the five-year total and a 45% decrease compared to 2024, which saw 66 reported crashes.
- The highest annual total was in 2020, with 82 recorded crashes.

All Crashes at temporary traffic management sites (2020 - 2026)



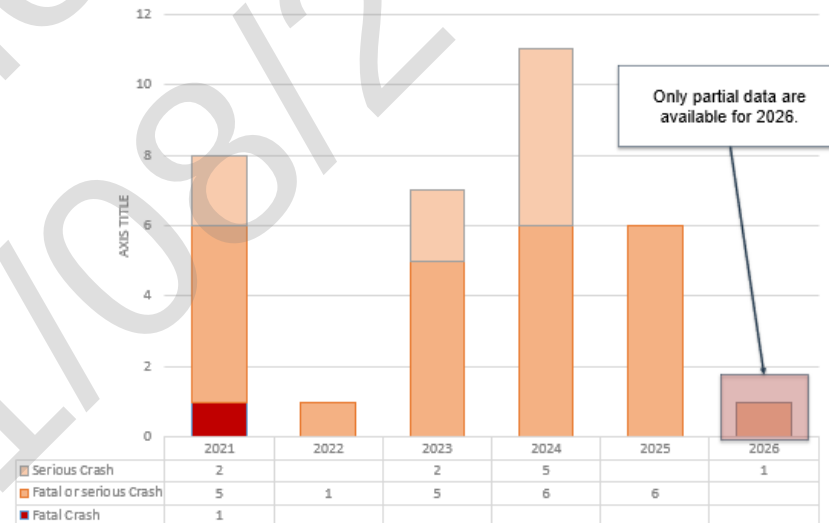
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Both datasets are known to have underreporting issues when used independently. By joining these two sources, we can reduce gaps and improve the completeness of crash records. The integration provides a more accurate representation of crash incidents 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 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)





Network Performance Report

June 2026



Executive Summary

Key network updates

- **Network performance is on track against SOI targets**, with rolling travel times below target and freight performance stable, supported by reduced congestion and improved speeds.
- **Strong delivery across optimisation programmes**, including signal optimisation, smart technology, and corridor improvements, with several initiatives tracking on or exceeding FY2025/26 targets.
- **Special Vehicle Lanes and dynamic solutions have exceeded targets**, improving corridor productivity and network efficiency.

Top trends and changes

- **Lower travel demand (holidays and fuel prices)** and seasonal patterns have contributed to improved network performance and year-on-year efficiency gains.
- Increasing reliance on **technology-led, real-time optimisation** (e.g. advanced detection, AI pilots, bus priority), delivering measurable performance and productivity benefits.
- **TTM reform has shifted into active delivery**, with full industry adoption of New Zealand Guide Temporary Traffic Management (NZGTTM) now achieved and early improvements in network management evident.

What's coming up

- **Completion of FY2025/26 delivery programmes**, including city centre optimisation, smart technology rollouts, and remaining infrastructure initiatives approaching end-of-year targets.
- **Transition to NZGTTM on 1 July 2026**, with focus on embedding new practices, improving customer experience, and maintaining compliance.
- Continued pipeline of **future optimisation initiatives**, including smart technology expansion, AI-enabled signal optimisation pilots, and further network reviews to identify additional interventions.



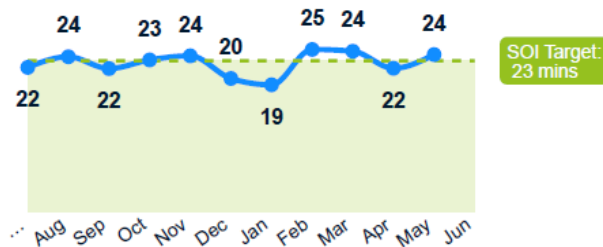
Data up to: 08.06.2026

Understanding the Network

May is one of the busiest months on the network because travel patterns are largely unaffected by public, school, or university holidays. Unlike January, April, July, September, October, or December, when holiday periods reduce or change demand, May is a full business-as-usual month. This means regular commuter, education, and general travel activity continues across the network, resulting in consistently high demand and increased congestion.

Average Travel Time AM Peak (07:30 – 08:30)

SOI Target: Average travel time of no more than 23 mins across the arterial network (10km journey)

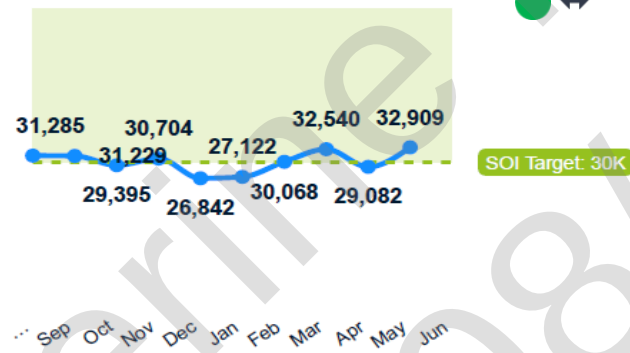


Rolling 12-month average travel time was 22.7 minutes in May, below the SOI target of 23 minutes.

May 2026 travel time was 23.9 minutes for a 10 km trip in line with seasonal congestion, but 0.6 minutes lower than May 2025.

Arterial Productivity AM Peak (07:30 - 08:30)

SOI Target: Average people throughput per hour of 30,000 during the morning peak

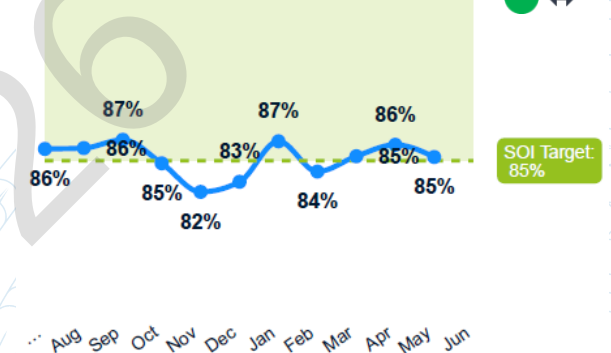


The 12-month rolling average arterial road productivity as of April 2026 was 29,938, only 0.2% below the SOI target.

Productivity increased mainly due to higher traffic volumes than May 2025, particularly in the second half of the month, and was 13% above April 2026 in line with normal seasonal demand patterns.

Freight Performance Interpeak

SOI Target: 85% of the freight network without congestion in the interpeak



The rolling 12-month average for May continues to meet SOI target.

In May 2026, 85% of the Freight Network operated during the interpeak period to similar to the numbers recorded in May 2025.

Status to target: ● On track ▲ Mitigate (variations) ■ Escalate (major risk) ↑ Improved ↔ Unchanged ↓ Declining



Data up to: 08.06.2026

Improving the Network

Corridors/Intersections Optimisation

Intersection and Corridor Optimisation: Data-driven physical infrastructure improvements to intersections and road corridors through traffic lane and intersection reconfiguration/reallocation, line marking changes, signage and signal optimisation to improve traffic flow, safety, and travel reliability across the network.

Intersection and Corridor Efficiency Improvements: (Delivery on track to exceed SOI target)

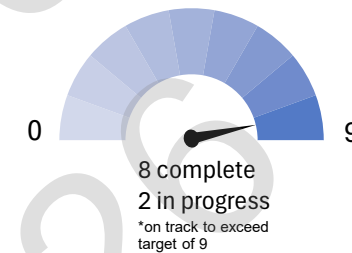
- 8 infrastructure delivery projects completed including Onewa Road Corridor Improvement, Fred Taylor Drive/Tawhia Drive Intersection Improvement, Broken yellow lines on Manuroa Road, Great South Road, Redoubt road, Glenfield Road and Great South Road/Walters Roundabout Line Markings.
- 2 further projects in progress, expecting to exceed target by completing 10 projects.

Signalised Intersection Optimisation Delivery: (Delivery on track to achieve SOI Target)

- ATOC successfully completed **172 sites**, with **78 sites** in progress. The team is on track and confident in achieving delivery target of 250 by end of the financial year. The city centre is the focus of delivery for the remaining quarter.

Efficiency Improvements

SOI Target : 9 projects FY2025/26



ATOC Signal Optimisation

Internal Target : 250



172 delivered
78 in progress

Smart Technology

Smart Technology: Deployment of intelligent transport systems, real-time management tools, and targeted trials to optimise network operations and influence travel behaviour including advanced detection (vehicle/bus/pedestrians), bus priority enhancements, expanded CCTV coverage, emergency and freight prioritisation technology, and real-time network performance management system in partnership with NZTA.

Smart Technology at Event Locations: (Delivery on track to exceed SOI Target)

- 4 event location smart technology implementation completed at Auckland Domain, Spark Arena, Trust Stadium and Eden Park Stadium with CCTV and VMS to optimise traffic operation management during major events. 3 further locations are in progress including Mt Smart Stadium, Western Springs and Tamaki Drive with delivery on track to be completed by end of June.

Smart Detection at Intersections: (Delivery on track to achieve SOI Target)

- Total 73 sites successfully completed (40 Advanced Detection and 33 Bus Boosters), with a further 27 sites in progress, on track to complete 100 sites in FY2025/26.

Smart Technology Delivery

SOI Target : Smart Technology at 5 Event Locations FY2025/26
7 locations in progress
(97% complete)

SOI Target : Work with freight industry to pilot freight pre-emption at key intersections FY2025/26
First stage work completed with freight industry

SOI Target : 100 Smart Detection at Intersections FY2025/26
73 completed
27 in progress

Data up to: 08.06.2026

Improving the Network

Special Vehicle Lanes

Special Vehicle Lanes (SVLs): SVLs are dedicated road lanes reserved for specific vehicles such as buses, high-occupancy vehicles (T2/T3), and freight priority to improve travel time reliability, efficiency, and support mode shift.

New SVL Delivery: (SOI Target Achieved and Exceeded)

- Three new SVL projects were completed this month - Mt Smart Road (1.3km), Mt Wellington Highway (1.8km) and SH16 Royal Road southbound bus priority (0.14km, NZTA led joint NZTA/AT ANO project), adding 3.24m of bus priority to the Auckland network.
- Total of 10.5km of new SVL completed against FY2025/26 delivery target of 10km.
- On track to complete a total of 1.06km of new SVL implementation in progress towards FY2026/27 delivery target of 20km.

Review of existing SVL Operating Hours: (SOI Target Achieved and Exceeded)

- A total of 16.4km of review of SVL operating hours has been completed and exceeded target of 10km in FY2025/26.
- The Redoubt Road Dynamic Lane Timing Change project has been implemented, increasing 0.49km of SVL operating hours capacity to the Auckland bus priority network. The change delivers network productivity benefits including improved utilisation of the existing road space to align with peak traffic directional demand, reduced congestion and queuing, and improved travel time during the afternoon peak period.

Delivery of SVLs

SOI Target: 10km FY2025/26

10.5 km completed

1.06km delivery progress for
FY2026/27

Exceeded Target of 10km

Review Operating Hours

SOI Target: 10km FY2025/26

16.4 km Reviewed

Exceeded Target of 10km

Dynamic Streets and Solutions

Dynamic Lane: A dynamic lane is a road lane that can be reallocated in real time or by time of day to match tidal peak flows (bus, high occupancy vehicles or general vehicle), using lane control technology to optimise capacity, safety, and network efficiency.

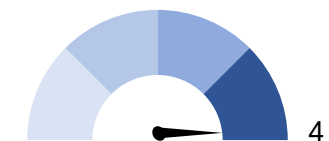
Dynamic Solution: A dynamic solution is an integrated, technology-enabled approach that actively manages the transport network in real time - adjusting lanes, signal timings, and priorities to improve traffic flow, reliability, and safety outcomes.

Dynamic Streets and Solutions Delivery: (SOI Target Achieved)

- 6 dynamic streets and solution projects have been completed, exceeding delivery target of 4 in FY2025/26.
- Completed projects include Maoro Street Dynamic Lane, Redoubt Road Dynamic Solution, SH16 Variable Time Bus Shoulder Dynamic Solution (joint AT/NZTA project, NZTA led), Rosamund Avenue Dynamic Right-Turn, Roseville Street Dynamic Right-Turn, and Cordelia Place Dynamic Right-Turn.

Delivery of Dynamic Solutions

SOI Target: 4 projects FY2025/26



6 complete
Achieved Target of 4 projects

Improving the Network

Network Optimisation: Special Vehicle Lane Projects Completed

Mt Wellington Highway SVL

- 1.8 km of T2/Heavy Vehicle lanes were successfully installed on Mt Wellington Highway.
- This provides priority for buses, high occupancy vehicles and freight in both directions along the corridor during the PM peak (4 – 7pm) improving travel time and reliability for these vehicles.
- Expected benefit of 4.8% improvement in corridor productivity and a good uplift in the reliability of bus services during the evening peak.
- Post-construction monitoring will commence in July 2026.



Mt Smart Road SVL

- 1.3 km T3 lane was successfully installed on Mt Smart Rd between the Royal Oak roundabout and Victoria St, Onehunga.
- This provides additional capacity for buses and high occupancy vehicles in the westbound direction during the PM peak (4 – 7pm), resulting in reduced travel times and encouraging public transport use and ridesharing.
- We anticipate a 12% improvement in corridor productivity with improvements.
- Post-construction monitoring will commence after July 2026.



Improving the Network

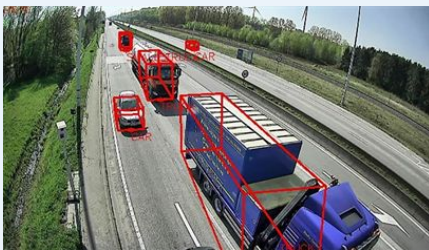
Network Optimisation Spotlight: Smart Technology

Use smart technology to “squeeze” more capacity out of existing roads. Delivery quick, tech-driven wins instead of multi-year construction projects.

Advanced Detection

Sensors and AI cameras monitor vehicles, cyclists, and pedestrians at an intersection in real-time.

- **Real-Time Demand:** It “sees” where the longest queues are forming.
- **Instant Adjustment:** Automatically changes signal timing to clear the busiest lanes first.
- **Outcome:** Eliminates “dead time” at red lights when no cross-traffic is present.



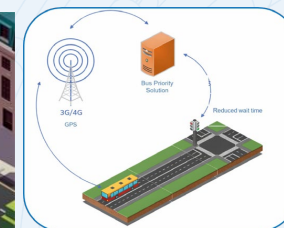
Video Link

[SOC039001 - Auckland Transport - Smart Traffic Signals - Hero - MASTER \(16x9\) SUBBED HC.mp4](#)

Bus Boosters

Reliable commutes and ensuring buses stay on schedule by giving them a “virtual fast-pass” at traffic lights.

- **Active Communication:** Buses signal their approach and “lateness” status to the intersection.
- **Green Light Extension:** Holds the green light open just long enough for the bus to clear.
- **Red Light Pre-emption:** Shortens red lights for approaching buses to keep them moving.



Video Link:

[AT | About the Bus Booster solution](#)



Data up to: 08.06.2026

Improving the Network

Network Optimisation Spotlight: Smart Technology

Smart Technology Delivery – Advanced Detection & Bus Booster

Active sites – 30 June 2026:

- 100 Advanced Detection sites.
- 150 Bus Booster sites have been completed.
- Refer to icons on map:
 - Green Bus icon – Bus booster.
 - Blue car icon – Vehicle advanced detection.
 - Grey icon – planned implementation in progress.

LEGEND

Vehicle Detection

- Live
- In Progress

Pedestrian Detection

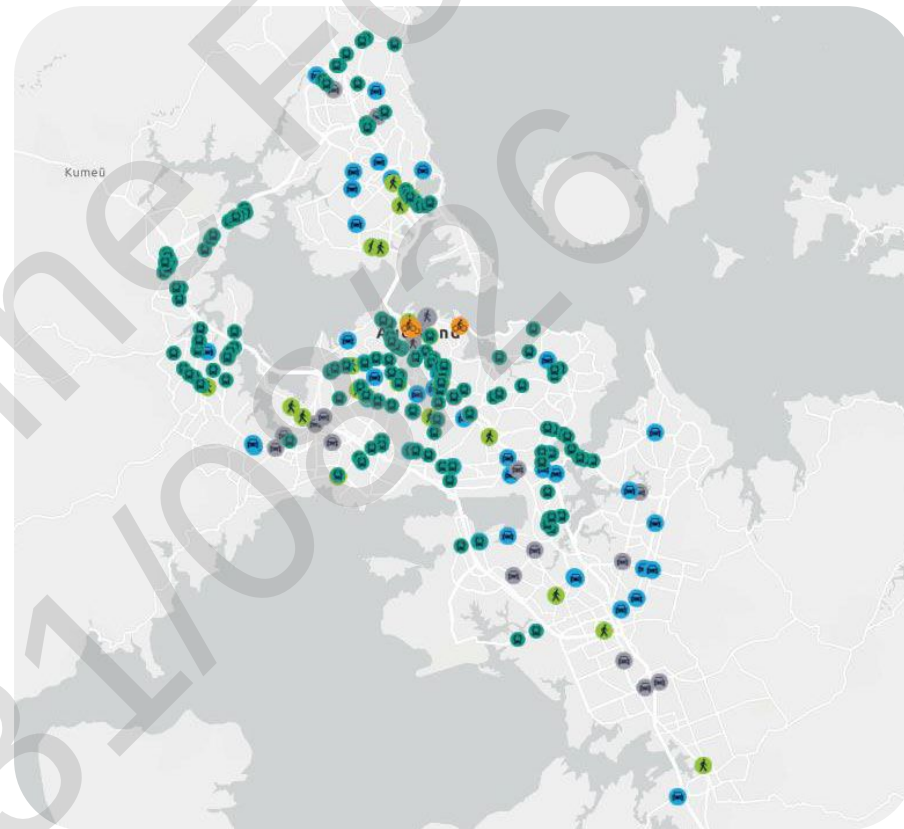
- Live
- In Progress

Cycle Detection

- Live
- In Progress

Bus Booster

- Live
- In Progress



Improving the Network

Network Optimisation Spotlight: Smart Technology

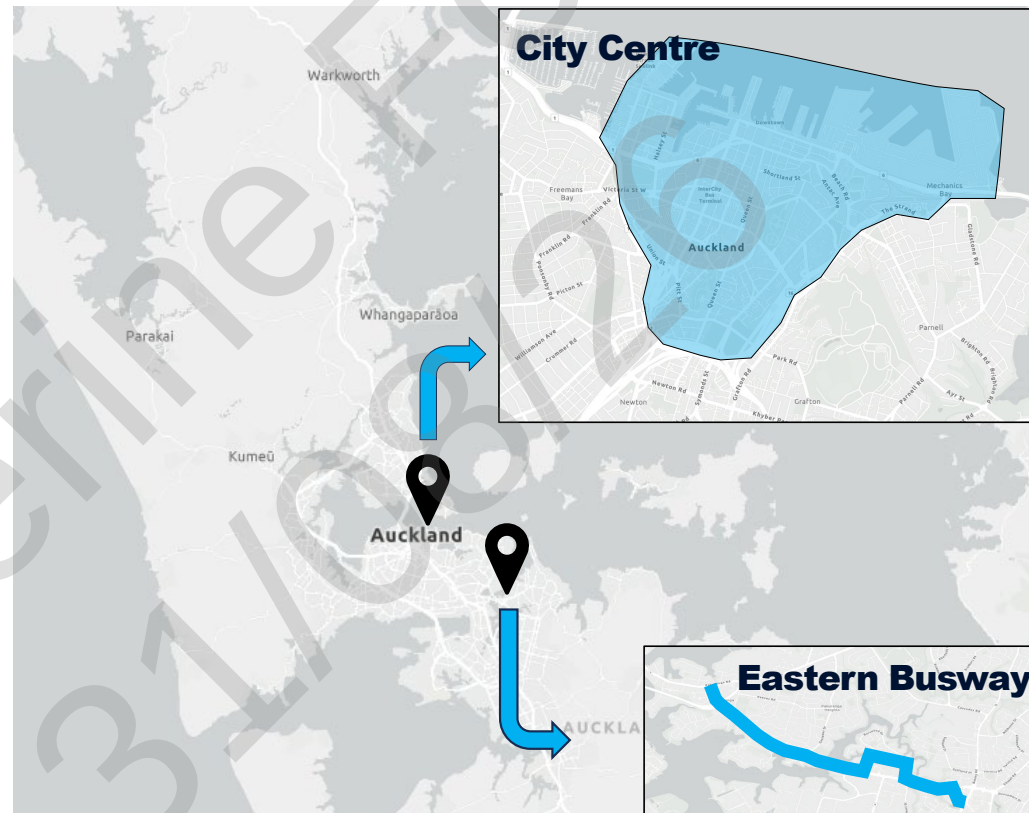
Smart Technology Delivery Plan 2026/27 - Total 100 Sites

Confirmed 18 sites in design:

- **13** on Eastern Busway to be delivered by January 2027.
- **5 sites** in City Centre:
 - Four around Te Waihorotiu Station: Victoria St / Albert St, Victoria St / Federal St, Wellesley St / Federal St, Wellesley St / Elliot St.
 - Karanga-a-Hape Station: Karanga-a-Hape Rd / Pitt St / Mercury Lane.

Remaining 82 sites to be implemented:

- **City Centre:** Signal optimisation on 103 sites will be completed by 30 June and identify intersections for smart detection.
- **FTN arterials:** Suitable sites at or near town centres, schools and other high use pedestrian crossing sites.



Improving the Network

Network Optimisation Spotlight: Smart Technology

Piloting two different solutions in two different regions to semi-automate signal optimisation

Phase 1 – planned completion by 30 September – deployment of solution, simulation, real live testing completed and results analysed.

Phase 2 – planned completion December - each solution is tested and results analysed on the other region.

Why

- Sydney Coordinated Adaptive Traffic System (SCATS) operators make manual interventions in real-time to manage traffic signals. SCATS Engineers configure and optimise the network using SCATS based on analysis and observation.
- This pilot is testing how **machine learning** can reduce congestion and increase efficiency through semi-automation.
- The pilots are in the **Botany and Lambie Drive regions**.
- Success criteria used amongst others:
 - Average travel time decrease.
 - Corridor productivity improvements.
 - Level of Service increase.
 - Validation that the corridor is fully optimised.

Pilot 1: JYW

- Leveraging machine learning based on **historic** travel data to identify optimised configurations for the network and corridors.
- The output will be a set of optimised intersection configurations to be applied to SCATS and measured against a baseline.

Progress

- 230 scenarios out of a **1000** simulations in the 7 – 9am peak been selected for further refinement and testing.
- 'Optimal' configuration is defined as travel time minus adverse impact (such as queue build-up).
- **Travel time improvements of 9%** were identified in simulations.
- **8 intersections** along Cavendish Drive have had the new recommendations implemented and are now measuring the results in the live environment.

Pilot 2: Parsons/Microsoft

- Using their AI engine (iNet) platform to build models of the road network.
- Build **real-time** integration with TomTom and SCATS and use historical data to detect abnormal conditions.
- The output will be real-time recommendations delivered from the AI engine (iNET) into SCATS for release by a human operator.²
- **Progress**
 - Deployment of the iNET application into AT's receiving environment is aimed for June.
 - Simulation and then testing in the live environment will then begin.



Improving the Network

Temporary Traffic Management (TTM)

Industry Adoption of NZGTTM

From 4 May 2026, all applications are required to include an NZGTTM-compliant risk management plan, demonstrating how site setup mitigates network and safety risks. This, alongside industry engagement and active triaging of applications throughout May, has driven NZGTTM adoption to 100%, a significant increase from 45% in April. Applications not meeting NZGTTM requirements continue to be delinked and returned for resubmission, with ongoing support provided to enable a smooth and consistent transition.

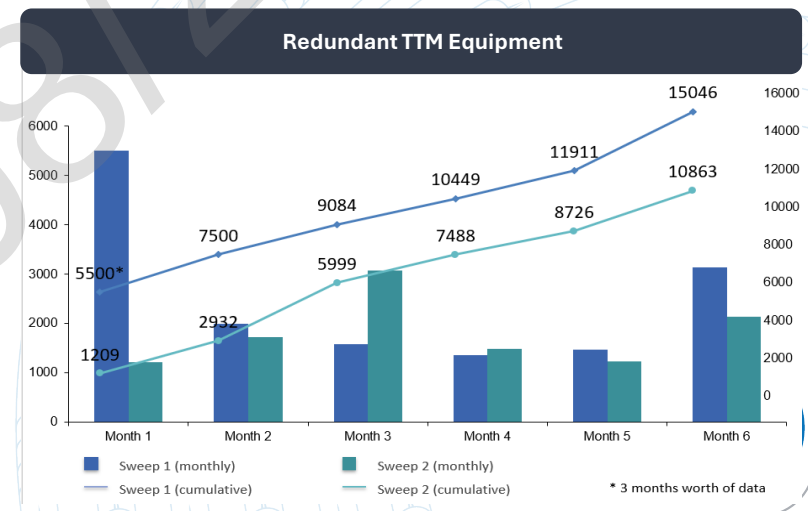
Temporary Traffic Management Industry Advisory Panel

Steve Mutton and Rob Clarke are facilitating the establishment of a Temporary Traffic Management Industry Advisory Panel, with members from across the whole TTM ecosystem. The panel will take the industry's perspectives, along with Council's needs and requirements to develop some recommendations for tangible, noticeable change to the way TTM is delivered in Auckland. Next steps are to finalise panel membership with the aim of holding the first meeting in the week commencing 15 June.

Redundant TTM Equipment

The second sweep of redundant TTM collection is ongoing. May results continue to show a clear reduction in redundant TTM across the network compared to sweep 1. Several wards have now completed both Sweep 1 and Sweep 2, providing a consistent comparison point. Albert-Eden-Puketāpapa, Waitākere, Maungakiekie, Howick, Ōrākei, Franklin, Manurewa/Papakura, Manukau and North Shore collected 11,316 items in Sweep 1 and 6,935 items in Sweep 2. This demonstrates that targeted collections and strengthened industry messaging are continuing to reduce repeat redundant TTM across the network, with collection activities ongoing in remaining areas.

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



Data up to: 08.06.2026

Responding to the Network

We're focused on minimising the impact of planned and unplanned disruptions and improving journey reliability for road users.

Planned Events

Planned Events – In review

Date	Event	Venue	Pax	IT	BoL	Network Impact
Sat 23 rd May	Moana Pasifika v Reds	North Harbour Stadium	5000	N/A	BoL Partial	LOW
Sun 24 th May	OFC Pro League	Eden Park	15,000	N/A	BoL Partial	MEDIUM
Sun 24 th May	A League Final	Go Media Stadium	25,091	Y	BoL Partial	MEDIUM
Sat 30 th May	Motorcycle Protest	AHB	795	N/A		MEDIUM
Sun 31 st May	OpTread (police)	Network	Unknown	N/A		LOW
Sat 13 th June	Warriors vs Sharks	Go Media Stadium	25,000	N/A	BoL Partial	MEDIUM

Upcoming Events

Date	Event	Venue	Pax	IT	BoL	Network Impact
Fri 10 th July	Umu Kohukohu Whetu Dawn Service - Matariki	Takaparawhau Orakei Marae	3,000	Y	Full Network Closure	LOW
Sat 18 th July	All Blacks vs Ireland	Eden Park	50,000	Y	ERD	HIGH
Sat 18 th July	Warriors vs Dragons	Go Media Stadium	25,000	N/A	ERD	MEDIUM
Saturday 25 th July	Tottenham Hotspur Training	Eden Park	10,000	Y	N/A	LOW
Sunday 26 th July	Tottenham Hotspur	Eden Park	40,000	Y	N/A	HIGH
Thursday 31 July – Saturday 2 August	Takapuna Winter Lights	Takapuna	16,000	N	N/A	LOW

Management of Network Incidents

ATOC continues to monitor network incidents and customer reported disruptions, and coordinates response action plans with partners and stakeholders.

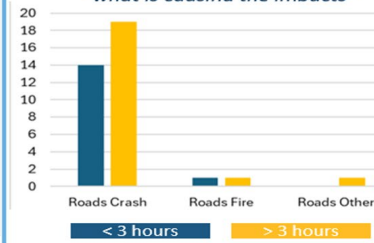
L3+ Incidents are serious, headline and catastrophic incidents as defined in ATOC's severity matrix ie Incidents causing serious injuries, deaths, excessive delays, heightened reputational risk.

Incident Response

Lane Clearance – Serious (Lv3+) Incidents "Getting the Network flowing again"



May 26th Serious (Lv3+) incidents "what is causing the impacts"





Entered by Board Secretary

Board Meeting| 24 June 2026
Agenda item no.13
Open Session

AGENDA ITEM 13 BOARD DECISION PAPER	
To:	The Board
From:	Andrew McGill, Group Manager Transport, Network, Planning and Policy Werner Pretorius, Head of Integrated Network Planning
Reviewed:	Andrew Downie, Acting Director, Strategy and Governance Stacey van der Putten, Interim Chief Executive
Date:	17 June 2026
Title:	Future Connect 2026 Update

Aronga / Purpose

1. To seek approval of the updated version of Future Connect, Auckland's transport network plan, which outlines the region's strategic networks and provides analysis of the transport system.

Tuku mana / Delegation

2. Future Connect does not involve financial commitment. Approval of Future Connect is sought as this plan represents Auckland Transport's (AT's) official transport network intent, with impacts to a range of AT projects and work and which will be publicly available. Previous versions were approved by the board for this reason.

Te tūhonga / Recommendation

That the Auckland Transport Board (board):

- a) Approves Future Connect 2026 for public release.

Te whakarāpopototanga matua / Executive summary

3. Future Connect serves as a key system planning resource, providing unified guidance for Auckland's strategic transport network, both now and in 10 years' time. It has three key outputs: the strategic network for each mode, a transport network analysis and summarising focus areas.
4. It was first published in 2021 and is regularly updated, with a major refresh every three years, to help inform the development of long-term investment plans like the Long-Term Plan (LTP) and Regional Land Transport Plan (RLTP).
5. This is the third major version of Future Connect, covering the period 2026-2037. Its outputs are available on a public mapping portal, that is used by AT and external stakeholders for a wide range of purposes, including project planning, design and operations.
6. While findings of the network analysis remain comparable to earlier versions, the strategic networks for general traffic and freight have undergone substantial review to ensure they still meet the criteria and definitions set by Future Connect. We have also added new environmental deficiency indicators, with improved methodology and better, more up-to-date data inputs for the rest of the network analysis. We have updated the public maps and reports to reflect these changes.
7. As a living plan, Future Connect continues to be updated. It will be updated again soon to incorporate the Auckland Roding Classification Framework, 30 Year Plan outputs, and the next Regional Public Transport Plan (RPTP).

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
September 2023 board	Future Connect 2023	The board approved Future Connect's 2023 update for public release.



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February 2021 board	Future Connect	The board was notified of the public release of Future Connect following several committee and board engagements.
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Te horopaki / Background

8. Future Connect is AT's Network Plan. It's a key system planning tool that provides unified network planning guidance for Auckland. It brings information together from a number of:
 - a) Higher-order plans, like the Auckland Plan and Future Development Strategy,
 - b) Plans for specific modes, areas or problems, like the Auckland Freight Plan (Delivering the Goods), and the Regional Public Transport Plan.
9. By integrating this information into a single plan, accessible through a public mapping portal, Future Connect provides a key point of reference for internal and external stakeholders working on Auckland's transport network.
10. Future Connect provides guidance on the network now and in 2037 and has three key outputs:
 - a) **Strategic Networks** – the most critical links for the movement of people and goods, for all modes of transport.
 - b) **Transport System Analysis** – key issues for all modes (general traffic, public transport, freight, cycling and micromobility, and walking) and three overarching problems (safety, environment, and equity). Future Connect uses current and forecast indicators to find out what is deficient now and where things might get worse over the coming decade without intervention.
 - c) **Focus Areas** – a summarised map showing Auckland's key network challenges over the next ten years at a whole-of-region level.
11. Future Connect does not identify specific solutions, as these need to be defined by more detailed investigations, business case work and funding.

12. Future Connect was first released in 2021 alongside the 2021 RLTP. Since then, it has been widely used as a core planning reference, both internally and by stakeholders, for a multitude of purposes ranging from planning to operations on Auckland's most important roads for moving people and goods. It is available to the public as an online mapping portal where all outputs can be viewed.
13. As part of the reform process, Future Connect 2026 will be one of the plans transferred to Auckland Council (council). This new version will be taken to the Transport and Infrastructure Delivery Committee (TIDC) for its endorsement.

Te hononga ki te “Statement of Intent 2025-2028”/ Alignment to Statement of Intent 2025–2028

14. Future Connect supports the Statement of Intent by integrating the most crucial routes for each mode into a single plan. It assesses performance (including proxies for travel time) on these routes using current and forecast data, helping us understand user experience across all modes when decisions are made. Future Connect informs present day optimisation projects, allowing us to make the best use of existing networks.

Me mōhio koe / What you need to know

15. Future Connect is a live plan that undergoes a major update every three years, tying into LTP timeframes. This version was prepared ahead of work beginning on the 2027-2037 LTP and 2027 RLTP, with outputs highlighting Auckland's biggest transport challenges. We have updated all three key outputs as follows.

Updated Strategic Networks (summary slides 04-08)

16. The strategic networks have been updated to reflect recently delivered projects and PT services, and refinements of future plans (e.g. through business case development). They show a growing network, with a small number of roads being important for a wide range of modes. The strategic



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networks for public transport, general traffic and freight underwent updates to ensure accuracy and alignment with Future Connect definitions, expanding the strategic networks from the 2023 version.

Updated Transport System analysis (summary slides 04-10)

17. The Transport System Analysis uses 17 data indicators (slide 03) to assess each mode (slides 04-08), and intermodal problems such as safety, the environment (slide 09) and equity. It has been updated with new and improved data and indicators. Future Connect ranks the severity of deficiencies against the hierarchy of network links. This means deficiencies on important links score higher than similar issues on lower order links.
18. Without investment, about 35% of the combined strategic network is expected to have at least some deficiencies by 2034. With the changes to the networks mentioned above, the breadth of the deficiency analysis has expanded in tandem, with more corridors now being considered strategically important and experiencing deficiencies.
19. Notable improvements have been made to environment indicators, especially considering recent climate events. These now consider both speed and depth of floodwater, heat stress and canopy coverage, on top of previous indicators mapping stormwater runoff, and coastal erosion/inundation.

Focus Areas – Auckland’s main challenges (summary slide 11)

20. The focus areas are the ‘so what’ of Future Connect. This is where a more qualitative lens gets applied to the outputs of the analysis. Future Connect identified four categories of focus areas, that remain mostly unchanged from the 2023 version:
 - a) Deficient regional movement patterns. Major commuting flows across the region that are experiencing growth pressures and increased congestion. Commuters often have few competitive alternatives to the car. In turn, this causes major delays to freight, and damage to the environment. This includes access from the west and south to key employment areas such as the City Centre, Westgate, Penrose, East Tāmaki and Manukau, and movement across the harbour.

- b) Multimodal streets with space and safety constraints. Local roads that are important for people using a variety of travel modes. These corridors are often constrained for space, which impedes the efficient movement of people and goods, and causes safety issues. These roads often have well-established land uses, further increasing the pressure on the streetscape. This covers a large portion of Auckland’s urban arterial routes.
- c) Major destinations with complex transport interconnections. Places where people come to work and study and interchange between a range of different modes of transport. Areas flagged include the City Centre, Penrose/Mount Wellington, Manukau and New Lynn.
- d) Transport deprivation priority areas. In addition to the transport network analysis, Future Connect incorporates an equity lens through an analysis that was undertaken in 2022. The most significant transport equity problems are found in the west and south. This equity analysis will be updated once City Rail Link (CRL) goes live and delivers access improvements to many of these areas.

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

21. Future Connect is a tool that informs planning and investment but has no specific financial or resource impacts.

Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

22. Future Connect supports environmental and climate change outcomes by identifying major deficiencies along public transport, walking and cycling networks.
23. Future Connect also considers several key environmental metrics, highlighting strategic corridors at risk of flooding, coastal erosion, inundation, heat stress, or those generating untreated stormwater runoff. These indicators have been



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refined and improved in this update, in collaboration with the AT Environment and Sustainability team, to acknowledge the importance of climate hazards.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: ☐ No: ☒	No mana whenua engagement took place as part of this update. There was extensive engagement with mana whenua in developing the first version of Future Connect. Feedback was generally positive, with particular support for environmental indicators, which we have further improved in this update.
Elected members	Yes: ☐ No: ☒	No elected member engagement has taken place as part of this update, but Future Connect is a key tool used in the Kōkiri programme. The team will brief local boards on this new version upon board approval.
Council Controlled Organisations	Yes: ☒ No: ☐	We have worked with Council teams to identify improvements to Future Connect. The outputs of Future Connect 2026 are being utilised in preparing bids for the LTP and the upcoming RLTP.

Ā muri ake nei / Next steps

- Assuming board approval, we will update the Future Connect page on the AT website with supporting materials and reports and inform key stakeholders. This includes briefing the TIDC and all the local boards with an overview of Future Connect, highlighting the key updates relevant to their work and/or areas.
- Future Connect (both the networks and analysis) will continue to be updated in response to changes like the transport reform, the Roadway Classification

Framework, as well as longer-term plans such as the 30-year Plan and the RPTP. This ensures that the data remains accurate for future decision-making.

- Once CRL operations begin, the equity analysis will be updated to provide an accurate view of areas experiencing poor transport outcomes, recognising that CRL will significantly improve accessibility particularly in south and west Auckland – areas that have historically faced long, indirect journeys to the city centre and higher reliance on public transport.

Ngā whakapiringa / Attachments

Attachment #	Description
1.	Future Connect 2026 Summary Slides
2.	Future Connect 2026 Main Report (Draft)

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Andrew McGill Group Manager Transport, Network, Planning and Policy	Andrew Downie Acting Director, Strategy and Governance	Stacey van der Putten Interim Chief Executive



Future Connect 2026 Update

Summary Slides



Transport System Analysis Methodology Overview

- We use 17 data indicators to assess deficiencies for all modes, and two intermodal problems (Safety and Environment). A full list of data indicators is provided on the following slide.
- This includes current and forecast data, the latter being aligned with the 2027-2037 Regional Land Transport Plan development assumptions, including forecast growth.
- High and Moderate criteria are defined for each indicator. This severity is then ranked using the importance of that link in the network. For example, high deficiencies on the Rapid Transit Network outweigh high deficiencies on Frequent Transit links.
- Note: First decade deficiencies show what is currently bad and what will worsen over the next decade. It does not assume that implemented solutions and interventions have an impact on mitigating the deficiency. Future Connect is used as an ongoing source of justification for interventions.

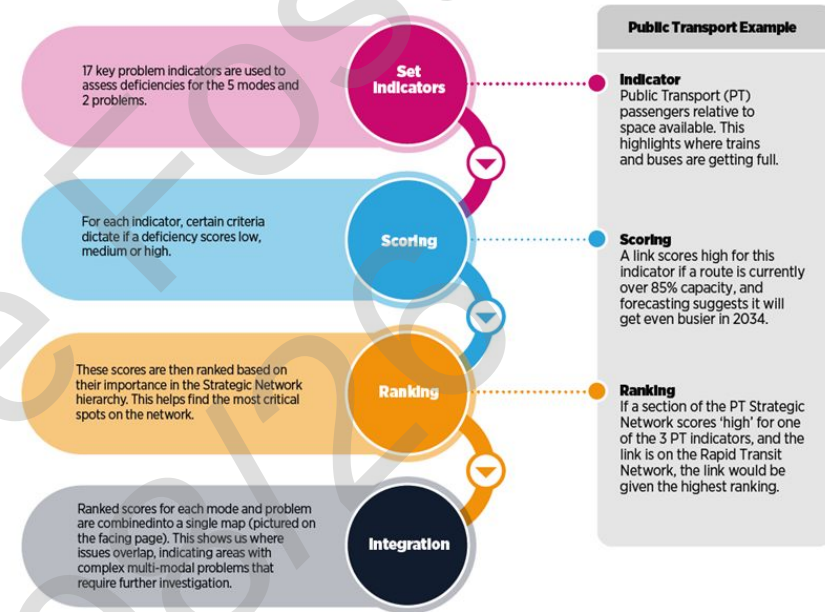


Figure outlining the Analysis Methodology

Rapid Transit	1	1
Interim Rapid Transit	1	1
Frequent Transit	3	2
Other Strategic	3	2
	Moderate	High

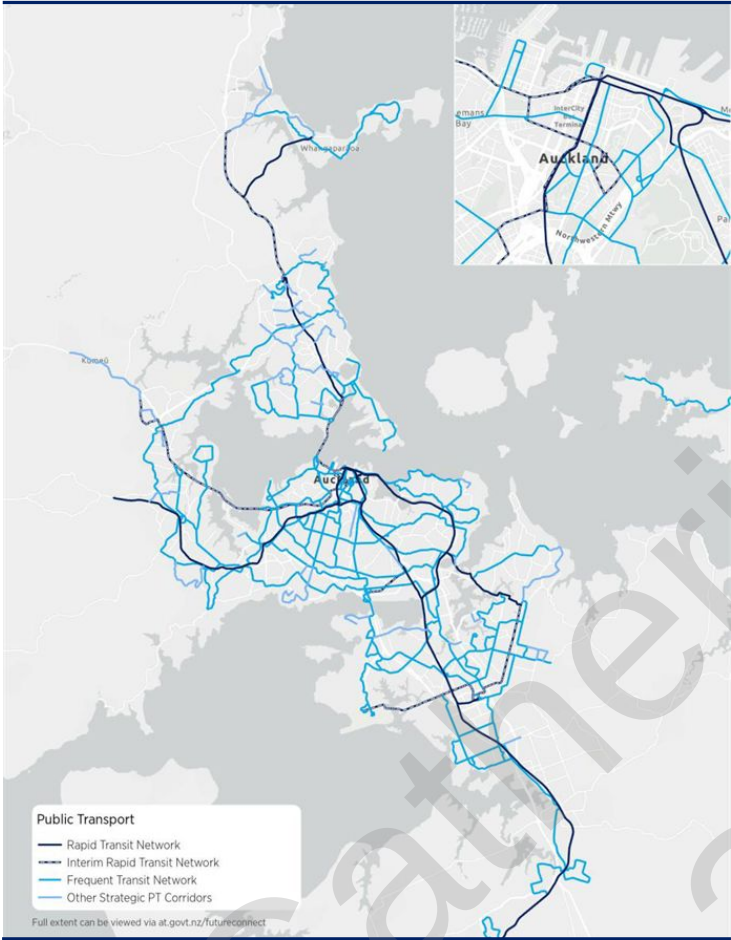
Example: Ranking matrix used for PT deficiencies

Indicators used for the Transport System Analysis

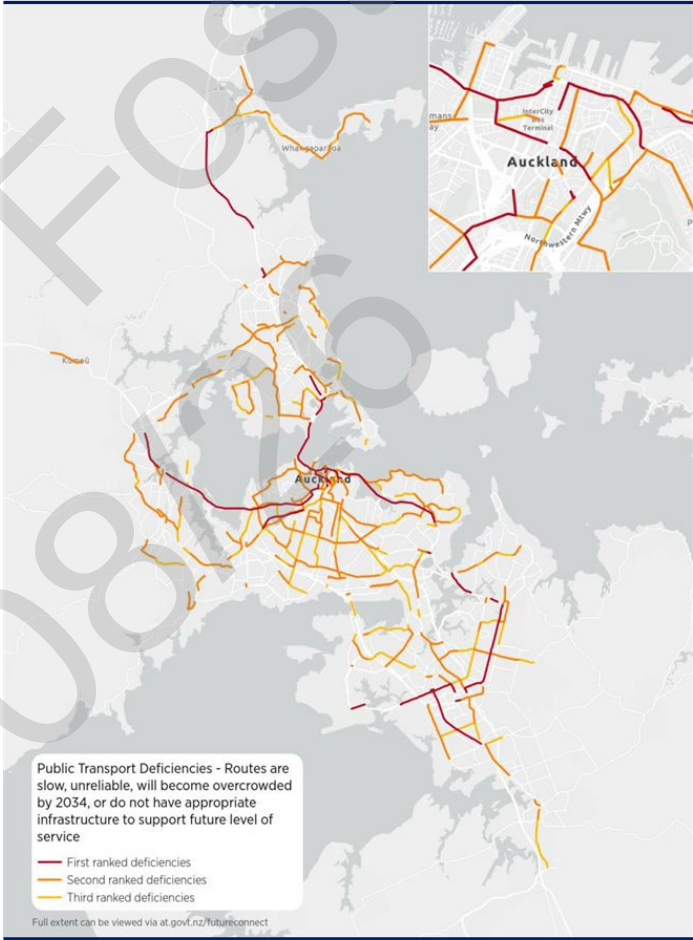
Mode / Problem	ILM Problem Indicator	Indicator	Decade	Period	High	Moderate
General Traffic	Access	Travel Speed & Productivity	Current	AM&PM	Both LOS F, or one E and other F	Productivity LOS D or E and Speed LOS E or F
	Access	Travel Time Reliability	Current	AM&PM	LOS F	LOS E
	Access	V/C ratio change 2024 vs 2034	Future	AM	Over capacity (>=85%) in 2024 and gets worse in 2034	Under capacity (<85%) in 2024 to over capacity (>=85%) in 2034
Freight	Access	Travel speed	Current	AM / IP	Interpeak LOS D or worse	AM Peak LOS E/F
	Access	V/C ratio change 2024 vs 2034 (where %HCV>=10%)	Future	AM / IP	Over capacity (>=85%) in 2024 and worsen in 2034	Under capacity (<85%) in 2024 to over capacity (>=85%) in 2034
Public Transport	Access + Travel Options	Travel Speed	Current	AM&PM	LOS F	LOS E
	Access + Travel Options	Travel Time Reliability	Current	AM&PM	LOS F	LOS E
	Access + Travel Options	V/C ratio change 2024 vs 2034	Future	AM	Over capacity (>=85%) in 2024 and worsening by 2034	Under capacity (<85%) in 2024 to over capacity (>=85%) in 2034
Cycle & Micromobility	Travel Options	Safe and appropriate facility - Current deficiencies	Current	-	No existing facilities	Unprotected facilities
Safety	Safety	Collective Risk Corridors	Current	-	High & Medium High	Medium
	Safety + Travel Options	Active Road User Aggregated Corridor Risk Level	Current	-	High & Medium High	Medium
Environment	Environment	Stormwater run-off	Current	-	30% of busiest local roads (ADT> 25,000) with priority due to stream crossings or very high ADT (>35,000) + State Highways without TP10 treatment.	All other 'busy local roads' (ADT > 25,000)
	Environment	Coastal Erosion and Inundation	Current / Future	-	Corridors within coastal areas susceptible to erosion and instability over the next 100 years under a high SLR scenario or corridors within areas impacted by coastal inundation under a high AEP + SLR scenario	N/A
	Environment	Flood Plains	Current / Future	-	Corridors flooded to a level considered unsafe for vehicles, children, and elderly during a 10-year rainfall event under a 3.8 °C climate scenario	Corridors flooded to a level considered unsafe for small vehicles during a 100-year rainfall event under a 3.8 °C climate scenario
	Environment	Heat Stress	Current / Future	-	Corridors in areas where both the number of hot days and predicted increase in hot days is in the 75 th percentile and above	Corridors in areas where either the number of hot days or the predicted increase in hot days is 75 th percentile and above
Walking	Travel Options	Footpath width	Current	-	No footpath or footpath width significantly below TDM Standard (<1.2 Metres or <1.8 Metres at key destinations)	Footpath width below TDM Standard (<1.8 Metres or <2.4 Metres at key destinations)
	Safety + Travel Options	Pedestrian Severance	Current	-	Priority Crossing >400 metres away (LOS E/F) where average daily traffic > 6000	Priority Crossing >200 metres away (LOS D) where average daily traffic > 6000

Public Transport Strategic Networks

First Decade Network

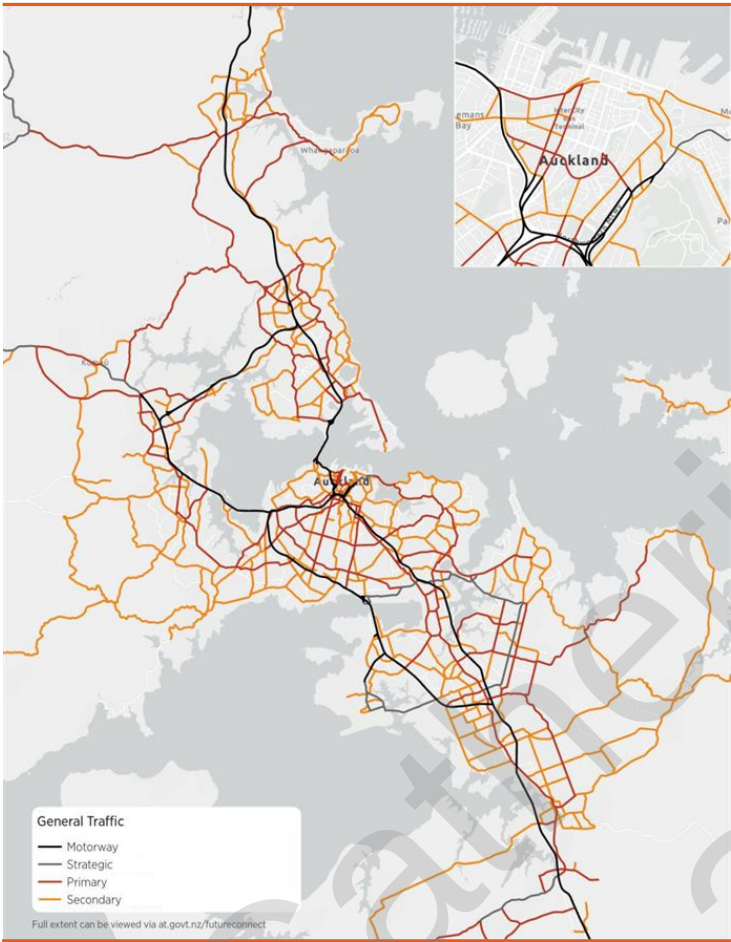


First Decade Deficiencies

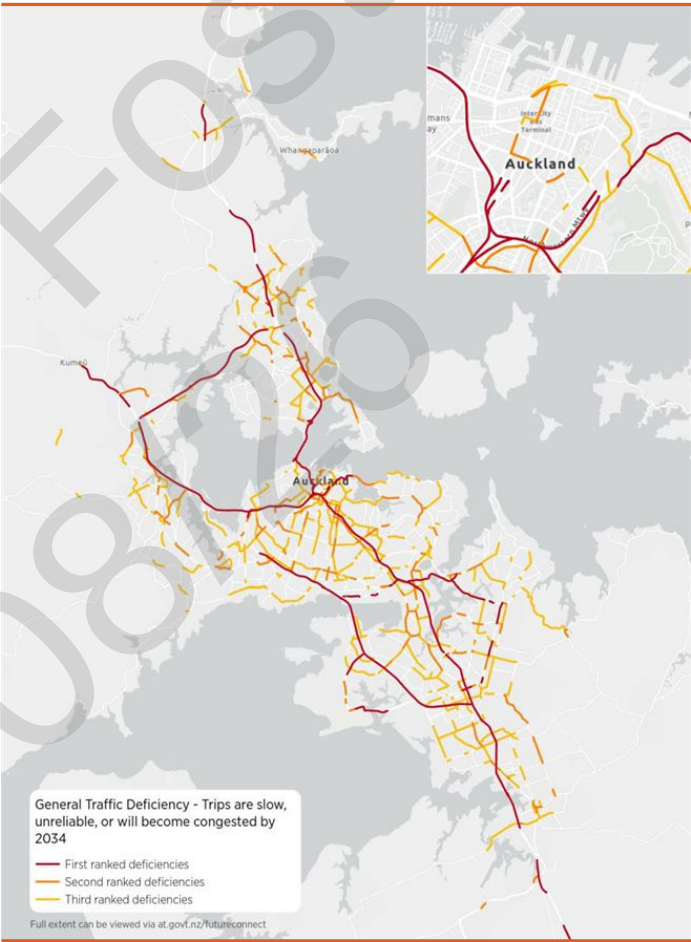


General Traffic Strategic Network

First Decade Network

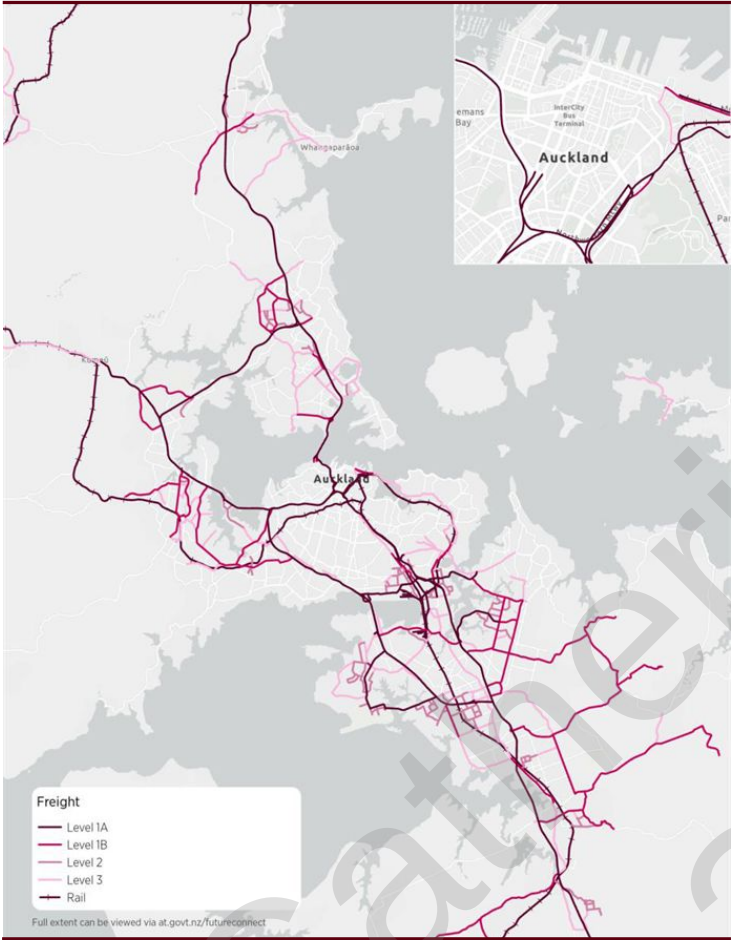


First Decade Deficiencies

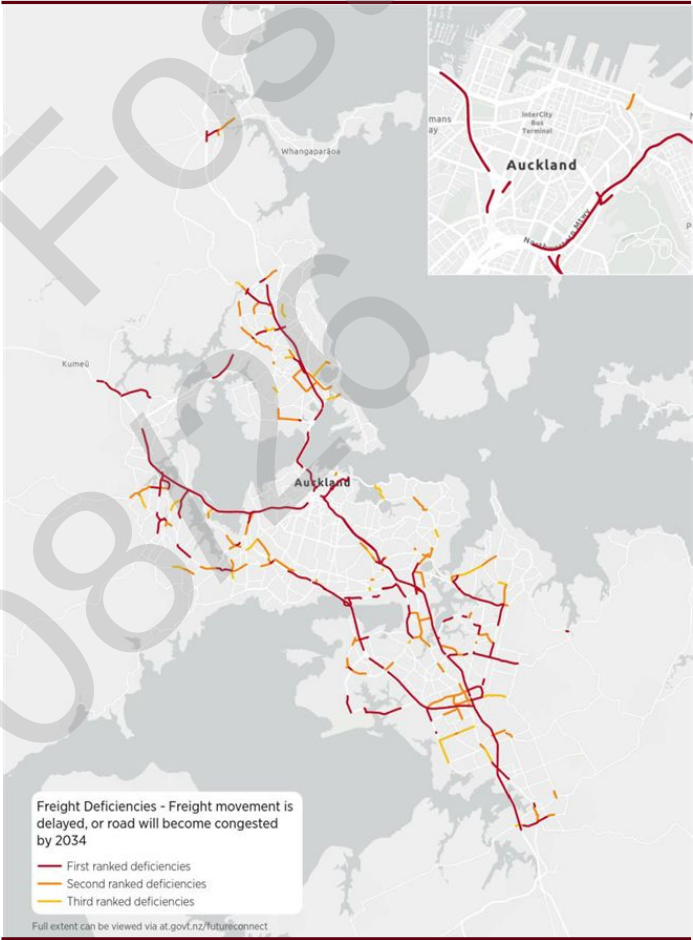


Freight Strategic Network

First Decade Network

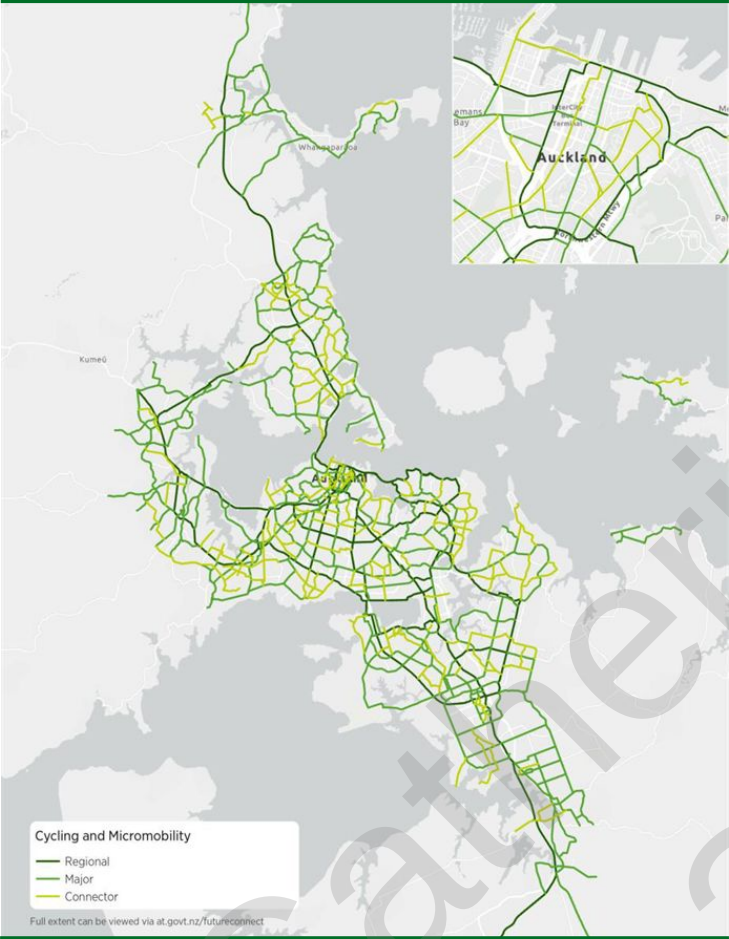


First Decade Deficiencies

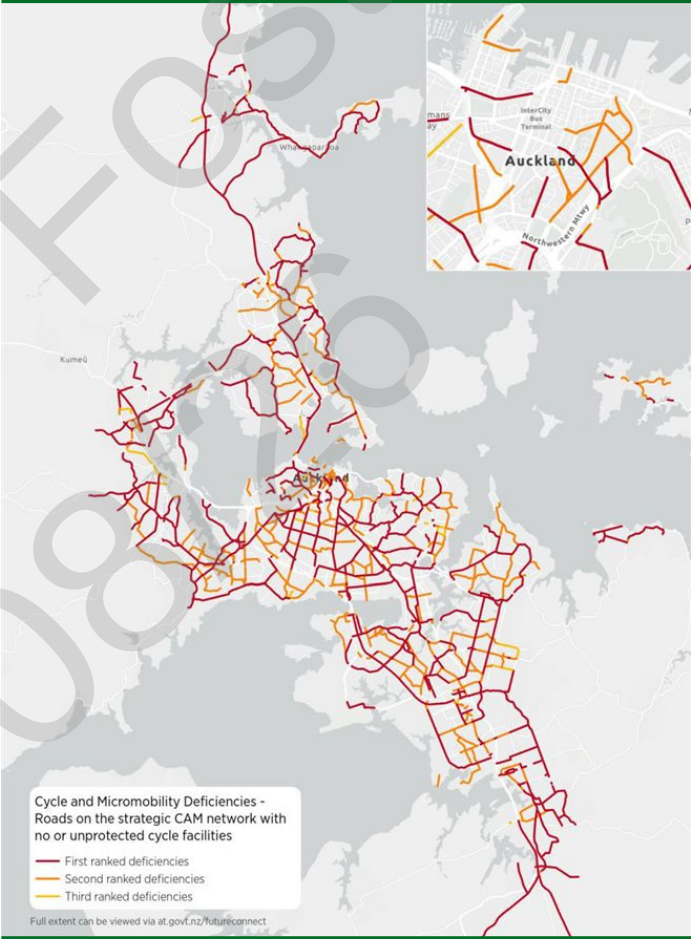


Cycle and Micromobility Strategic Network

First Decade Network

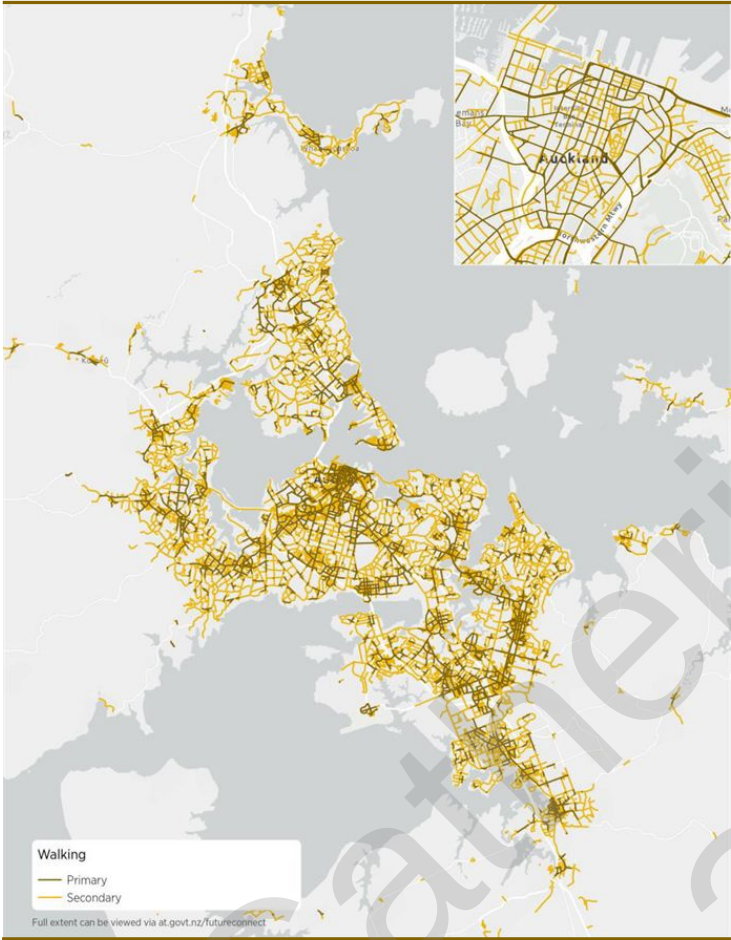


First Decade Deficiencies

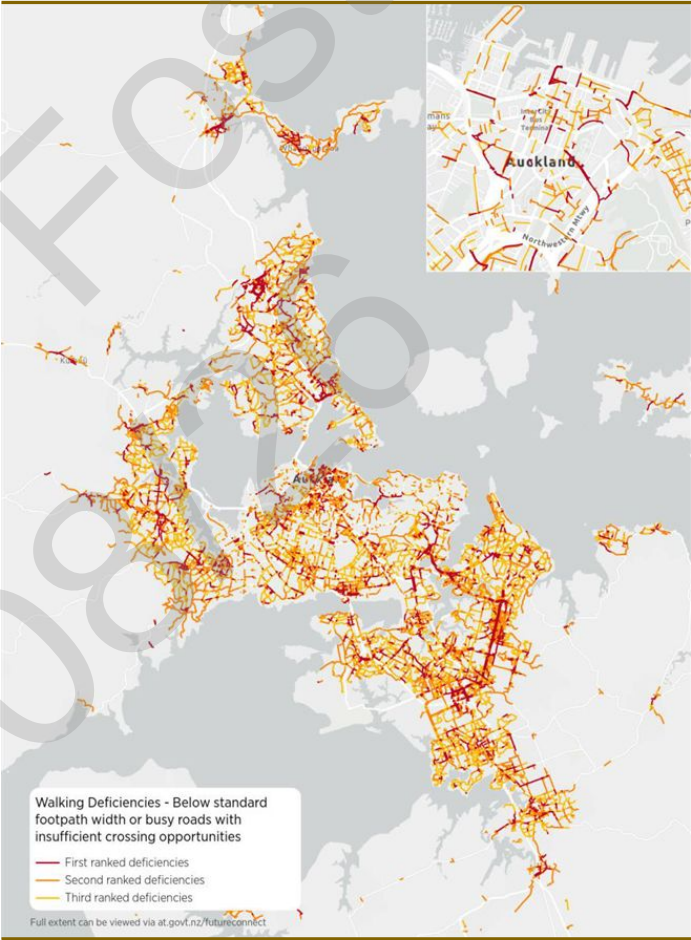


Walking Strategic Network

Current & First Decade Network

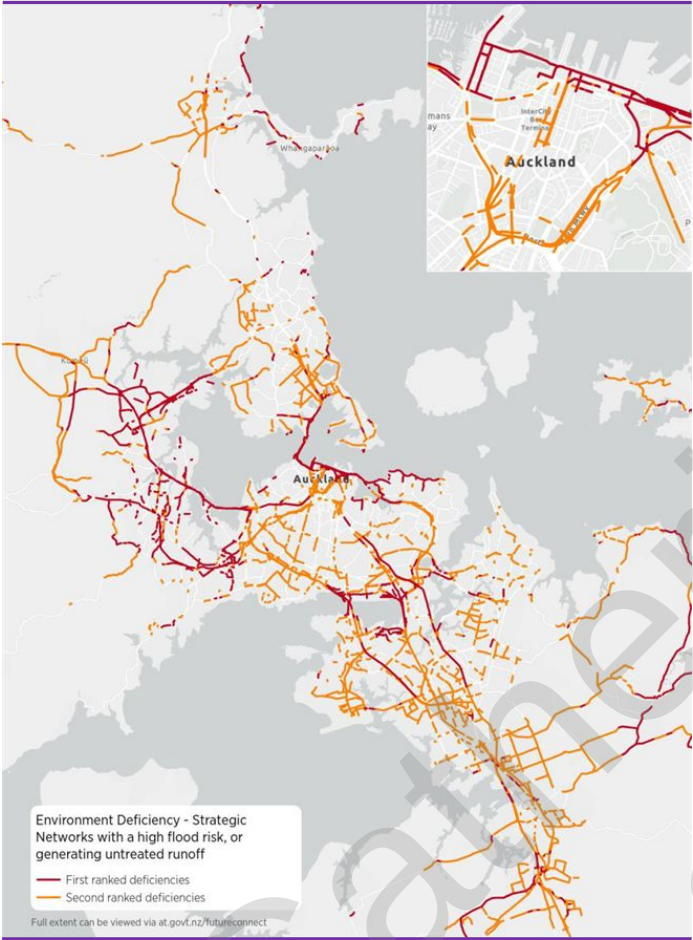


First Decade Deficiencies

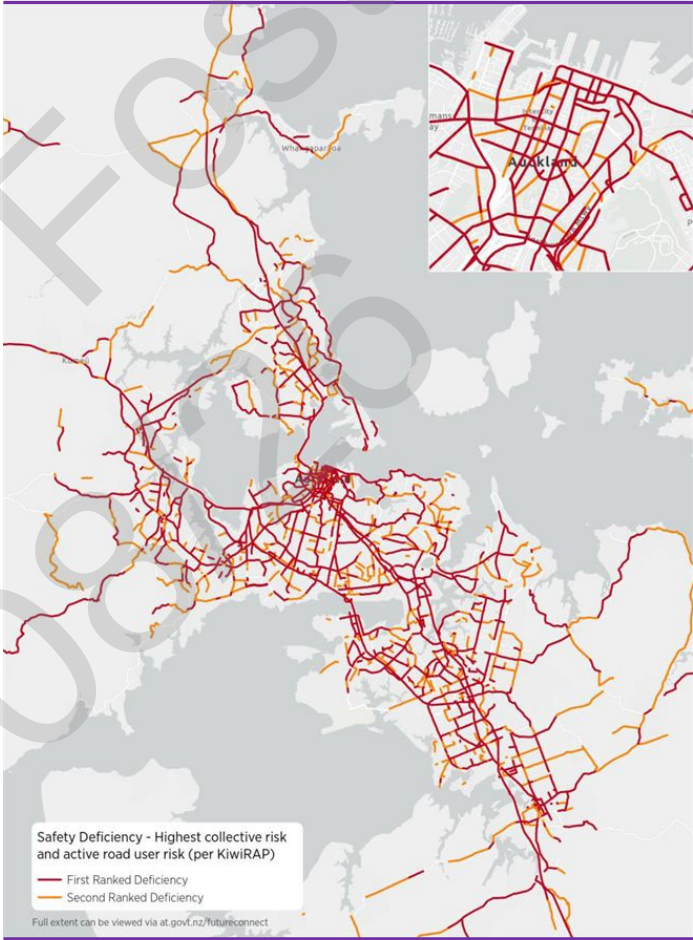


Intermodal Problems

Environmental Deficiencies

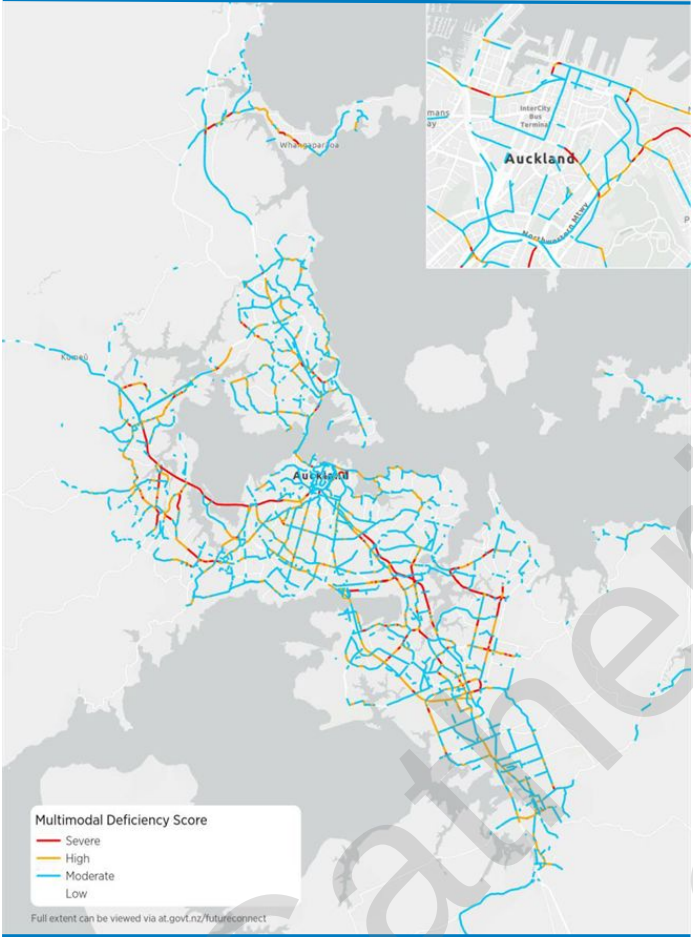


Safety Deficiencies

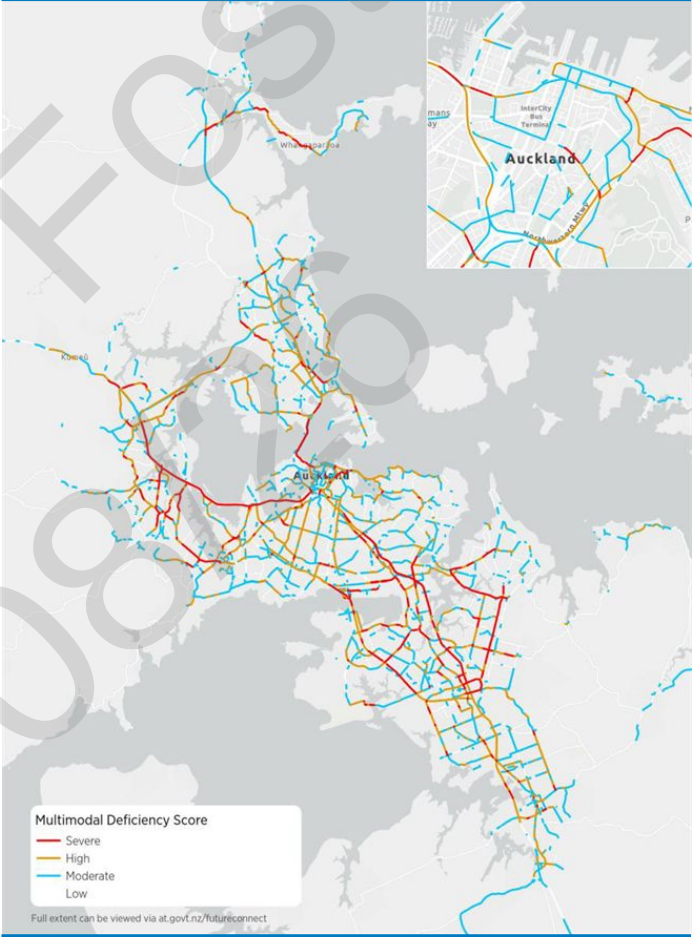


Multimodal deficiency map - now and in the future

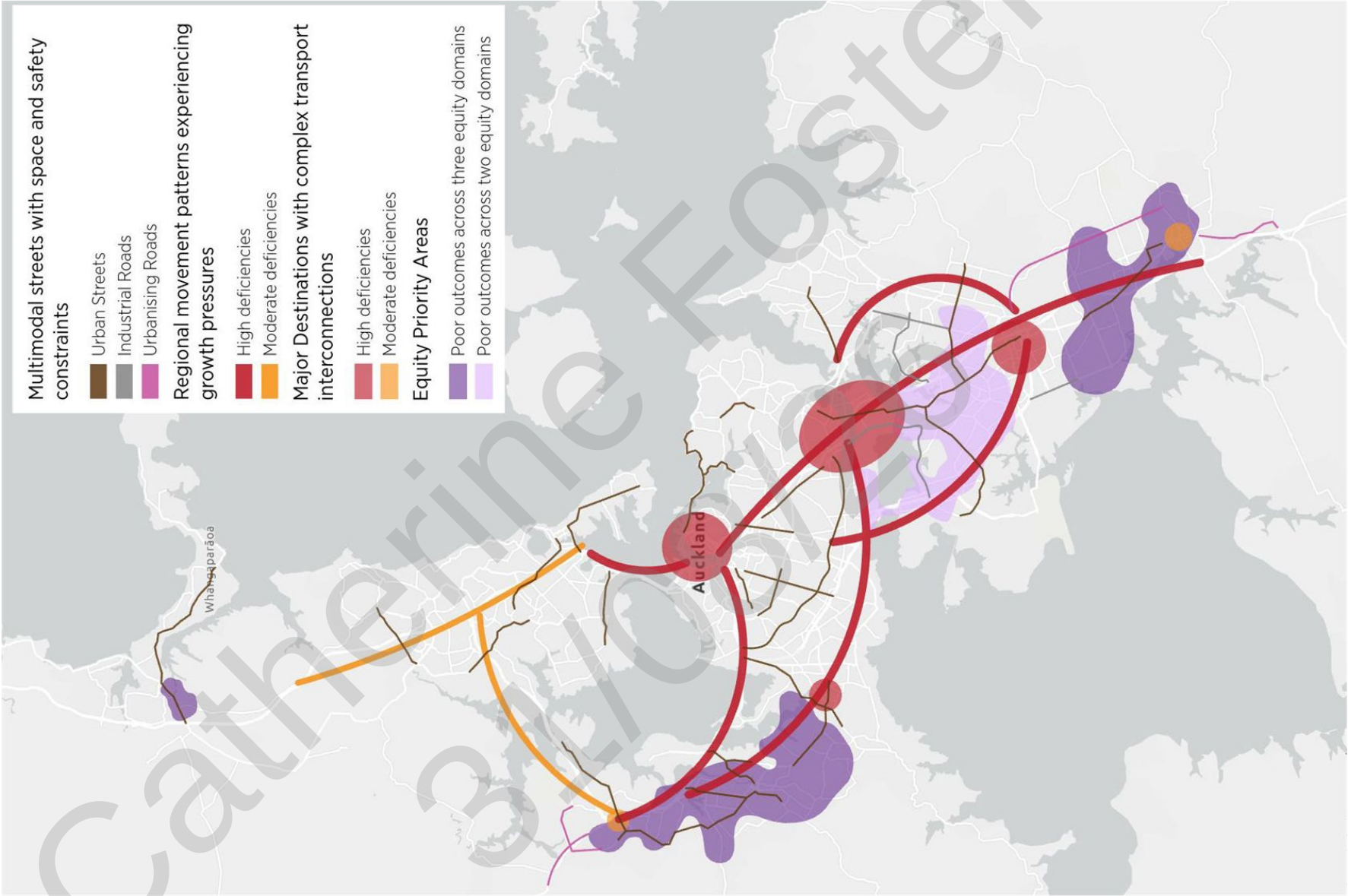
Current



First Decade



Focus Areas



Future Connect 2026

Main Report



About this report

This report summarises the key outputs of Future Connect 2026.

Future Connect was first published in 2021 and receives a major update every three years.

These updates involve a full refresh of Future Connect's three main outputs: the Strategic Networks, System Analysis and Focus Areas.

We've incorporated newer, better data, as well as feedback from our users, which has allowed us to make big improvements to the platform.

This version now covers the period from 2026-2037.



Our approach to integrated network planning

Aucklanders travel around the region in increasingly diverse ways. They walk, cycle, scoot, take public transport, drive their cars, or move around goods. This means our road space is in demand, and a lot could be happening within a limited space.

With Auckland expected to grow by another 200,000 people over the next decade, the competing demand for road space is likely to intensify.

We therefore need to ensure that all travel choices are available and work together, so people can make safe and easy journeys; no matter how they choose to travel.

Future Connect is Auckland Transport's plan to make this happen. Developed in partnership with Auckland Council and New Zealand Transport Agency Waka Kotahi, it provides direction for how we plan, fund, deliver and operate our network.

What is the purpose of Future Connect?

Future Connect is a 10-year system planning tool for Auckland's transport network. It brings all travel choices (called transport modes) together into an integrated system. Planning for all modes allows us to make better use of existing infrastructure, plan

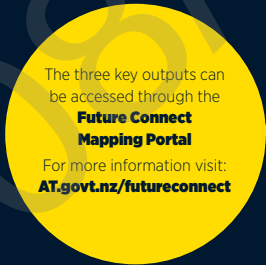
integrated solutions and ensure we take a 'dig-once' approach.

What does Future Connect include?

Future Connect has three key outputs. It maps the most important links for all transport modes: our **Strategic Networks**. These are the network links that are most critical to the movement of people, goods and services across the region. The Strategic Networks include two time periods (Current and First Decade) and provide a core planning reference for everyone working to improve Auckland's transport network.

Future Connect then uses a data-driven **Transport System Analysis** to find deficiencies and opportunities expected on our Strategic Networks in the next decade. The most critical locations, where multiple deficiencies overlap, inform our map of **Transport Focus Areas**. These are Auckland's key challenges that require further investigation and investment.

These three key outputs provide strategic guidance for the development of our investment plan, the Regional Land Transport Plan (RLTP), and form a shared evidence base for programmes and projects developed and delivered by Auckland Transport, our partners and stakeholders.



Where does Future Connect fit in?

Future Connect builds on, and adds more detail to The Auckland Plan: Auckland Council's united vision for Auckland. It seeks integrated outcomes for the region over the long term, including strategic directions for transport. These are incorporated in Future Connect.

Future Connect and the RLTP
Future Connect is developed together with the Regional Land Transport Plan (RLTP) and Future Development Strategy (FDS) with mode or issue-specific strategies such as the Regional Public Transport Plan (RPTP).

Future Connect and the RLTP work together as a single plan. Future Connect is the network plan, which provides a vision and overview of Auckland's transport challenges. However, Future Connect does not propose solutions. That is the role of the RLTP, our 10-year investment

plan. It takes the system needs and evidence surfaced by Future Connect and proposes solutions where funding allows.

The FDS sets out how and where Auckland will grow over the next 30 years, providing the spatial framework that the RLTP uses to align transport investment with future demand. The RPTP supports this by setting out the public transport network and service approach needed in those areas.

Future Connect, FDS, RPTP and the RLTP all interface with each other, to ensure we're all working towards the same future vision.

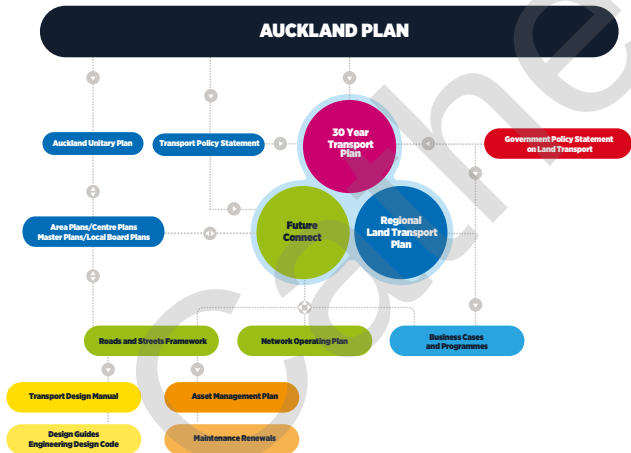
Other AT plans and strategies
AT is responsible for the planning, funding, delivery, and operation of Auckland's transport system. Multiple plans and strategies exist to manage these processes. Future Connect works hand in

hand with a number of these, most notably the Roads and Streets Framework (RASf) and Network Operating Plan (NOP).

Future Connect and the RASf are AT's two system planning tools. Both tools guide each other. The RASf provides bottom-up guidance for the development of individual roads and streets. It decides on modal priorities based on Future Connect, and also ensures the importance of 'Place' is considered by projects.

Future Connect follows a top-down approach and sets a vision for the full transport network, not just individual streets.

The NOP is our plan for operating the network at different times of day for different modes. It builds on Future Connect and the RASf, ensuring strategy guides how we operate the network today.



Who is it for and how will it affect me?

Future Connect is a core planning resource for people working on, or interested in, Auckland's transport system. It is used extensively within AT, but the Mapping Portal and supporting documentation is also available to the public.

Its use is encouraged for all those involved in the development of Auckland, including the wider Auckland Council family, Central Government agencies, private developers, and industry.

Future Connect does not affect Aucklanders immediately as it is a tool to guide planning and investment. It sets direction for Auckland's integrated transport system. However, no new projects are proposed as part of Future Connect.

The plan is owned by the Integrated Network Planning Team at Auckland Transport, and will be updated regularly. Networks are updated every

six months, and the full suite of outputs are updated every three years ahead of the development of the RLTP.

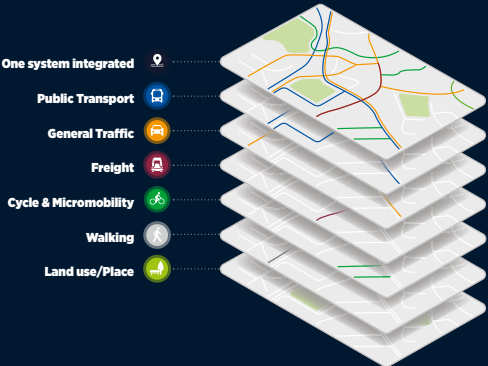
More Information about Future Connect, including access to the Mapping Portal, can be found at [AT.govt.nz/FutureConnect](https://at.govt.nz/FutureConnect)



Auckland's Strategic Networks

All modes have a role to play in the movement of people, goods and services around Auckland. In order to unlock their full potential, it is essential that each modal network does not just work on its own, but is integrated with the other networks to develop a coherent system.

Future Connect is the tool that allows us to plan that system. It identifies the most important links for each mode. We call these our Strategic Networks.



The Strategic Networks are:

- The **most critical links** for movement of people, goods and services, that are to be managed as part of an integrated multi-modal network
- Key connections with **important regional activity** and a **high volume of users** linking sub regions and key centres with other parts of New Zealand
- The **backbone** of the transport system, providing safe, efficient and reliable movement of people, goods and services across the region
- Providers of easy **whole-of-trip** journeys for customers.

The Strategic Networks guide potential solutions for a corridor, but do not always indicate dedicated infrastructure is currently present, or required in the future. If strategic issues are flagged by Future Connect's Transport System Analysis, infrastructure solutions to problems may be proposed by the RLTP.

Development of the networks

The Strategic Networks were developed by bringing together various mode-specific network plans.

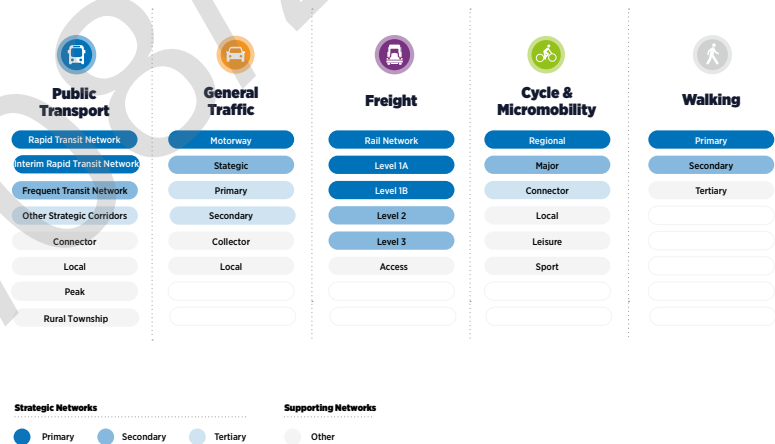
For this 2026 update, all networks have been updated to reflect the latest projects, plans and strategies. The current and first decade networks cover the 2024 and 2034 time period, respectively.

Each of the modal networks has its own hierarchy to indicate the relative importance of each link.

To provide alignment between these modes, Future Connect developed a three-level hierarchy for each of the Strategic Networks. This makes it easier to make comparisons between the different modal networks, and integrate them as part of the overall system.

Each network also has a set of principles and definitions, to guide the ongoing development of the Strategic Networks.

The illustration below indicates which parts of each network are Primary, Secondary, Tertiary Strategic Network links, or lower order Supporting Network links.



The current and future Strategic Networks

The Current Strategic Network describes the network as we would like it to operate today. The First Decade Strategic Network builds on the current network, but adds important connections needed to support Auckland's expected growth.

The First Decade Strategic Network will better connect

metropolitan centres around the region, as these will play an increasingly important role in the future. Providing these connections unlocks the multi-modal model aspired to by the Auckland Plan.

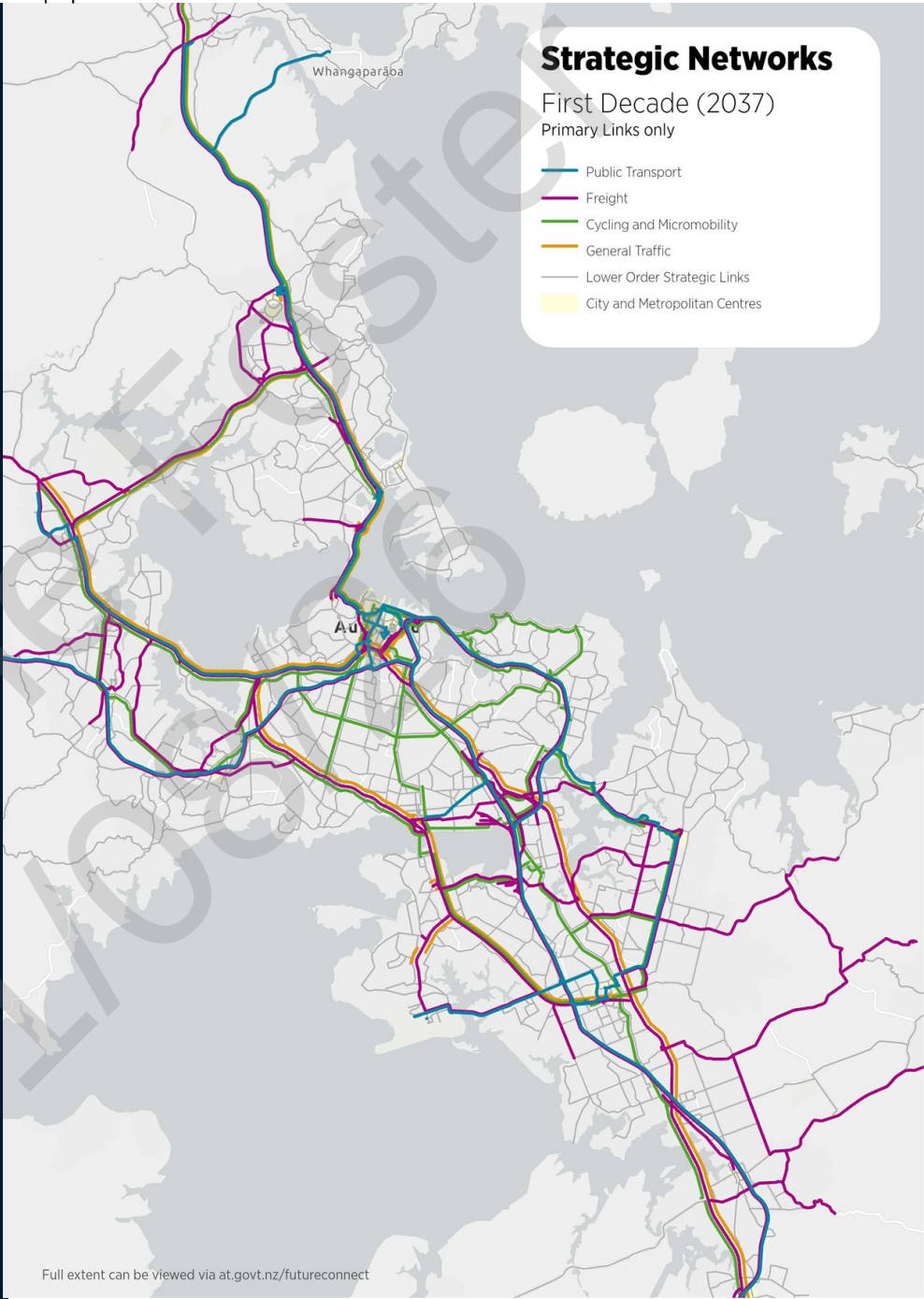
The First Decade network also takes into account planned land use changes, including

brownfield and greenfield growth areas.

Strategic Network growth in the next decade.
(Excluding walking network)



Future multi-nodal city served by an efficient transport system (based on Auckland Plan 2050)



Full extent can be viewed via at.govt.nz/futureconnect

Transport System Analysis

Future Connect uses a data-driven, repeatable process to understand the most critical needs across the regional transport system. The Transport System Analysis has four key elements, explained further below.

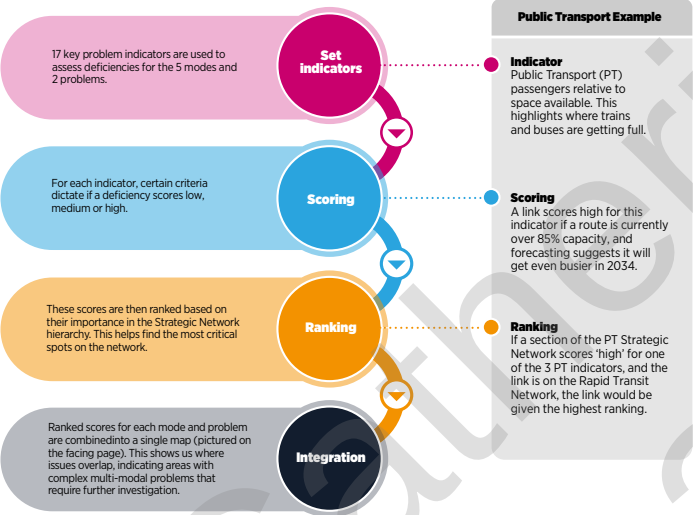
Deficiencies highlight corridors where customers or the environment experiences outcomes that fall short of our strategic objectives. This part of the analysis investigates the Current and First Decade Strategic Networks, using both

current and forecast data. It shows us where things may get worse without further investment. The deficiency analysis looks at each mode of transport, as well as two intermodal problems affecting all networks: **safety** and the **environment**.

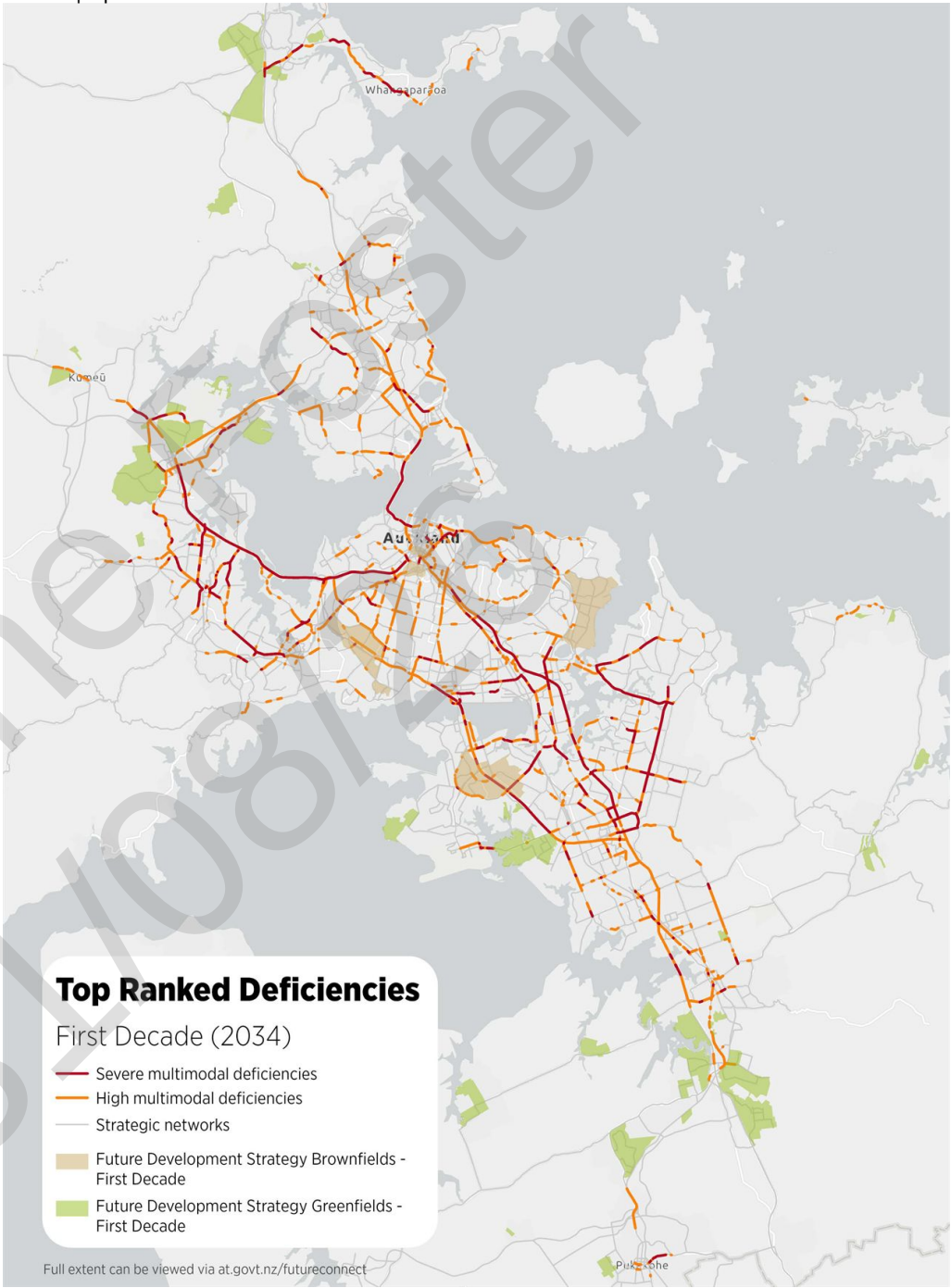
For each mode and problem, the severity of the deficiency is ranked using the hierarchy in the network, so deficiencies on the most critical links come out as most important. The result of this analysis is displayed here.

The Transport System Analysis also includes a transport equity analysis which is detailed later in this report.

Future Connect 2026 incorporates new and better data to analyse the networks, enabling a more robust and reliable assessment of where issues exist.



Note
The forecast indicators used for the Deficiency Mapping take into account the full impact of the 2024-2034 RLTP.

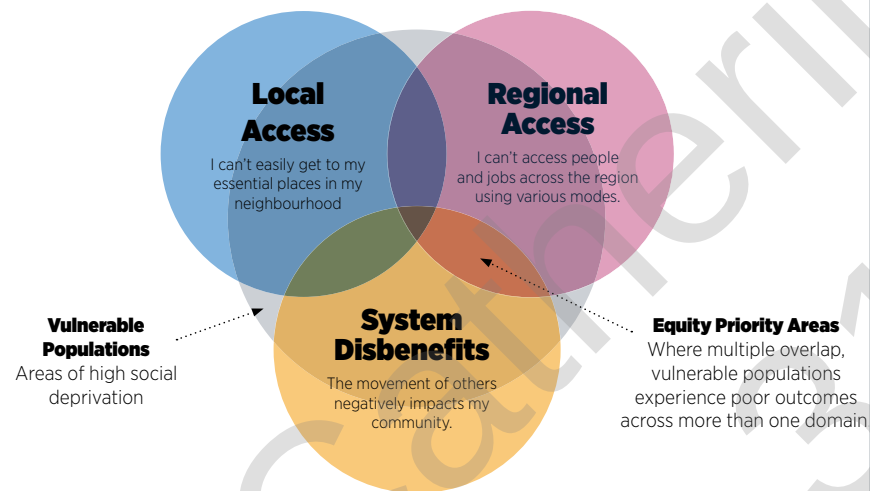


The Transport Equity Analysis was added to Future Connect in 2023 as a third intermodal problem, marking a shift towards incorporating community and equity considerations alongside network performance. This analysis does not investigate corridors, but instead looks at the transport outcomes experienced by different communities in Auckland. To do so, we've looked at three domains of transport equity:

- **Local Access:** the ability to get to local destinations within a reasonable distance, using safe and appropriate infrastructure.
- **Regional Access:** the ability to get to work and visit people from where you live, using various modes of transport.
- **Transport system disbenefits:** the negative impacts of the transport system that people experience, like noise, road safety hazards and severance.

In the map to the right, we've highlighted areas with high social deprivation which experience transport outcomes that are worse than the average Aucklanders. People in these areas may not have the means to overcome the barriers put up by the transport system, which should be considered when prioritising projects.

However, not all high deprivation areas experience poor outcomes, and areas without high deprivation can also experience poor outcomes.



Auckland's Transport Focus Areas

The Transport System Analysis follows a quantitative, data-driven process which uses and creates a lot of data. Our Focus Areas apply a more qualitative layer of thinking, summarising this data into a few key challenges for the Auckland region. We've identified four categories of Focus Areas:

Regional Movement Patterns Experiencing Growth Pressures

- Network deficiencies are impacting major regional commuting flows.
- People are reliant on congested and worsening general traffic networks with high safety/environmental risks and limited competitive alternatives.
- Likely to require significant central government investment.

Multimodal Streets with Space and Safety Constraints

- Local Roads that users of many modes rely on, with high deficiencies for most of those modes.
- Often historically developed corridors with complex land-use interactions that further impact movement function.

Major Destinations with Complex Transport Interconnections

- Key hubs around the city where people work, study and live.
- Hubs coincide with major transport interchanges where multiple modes and regional and local networks interact with each other.
- Complex web of transport and land-use interaction

Transport Deprivation Priority Areas

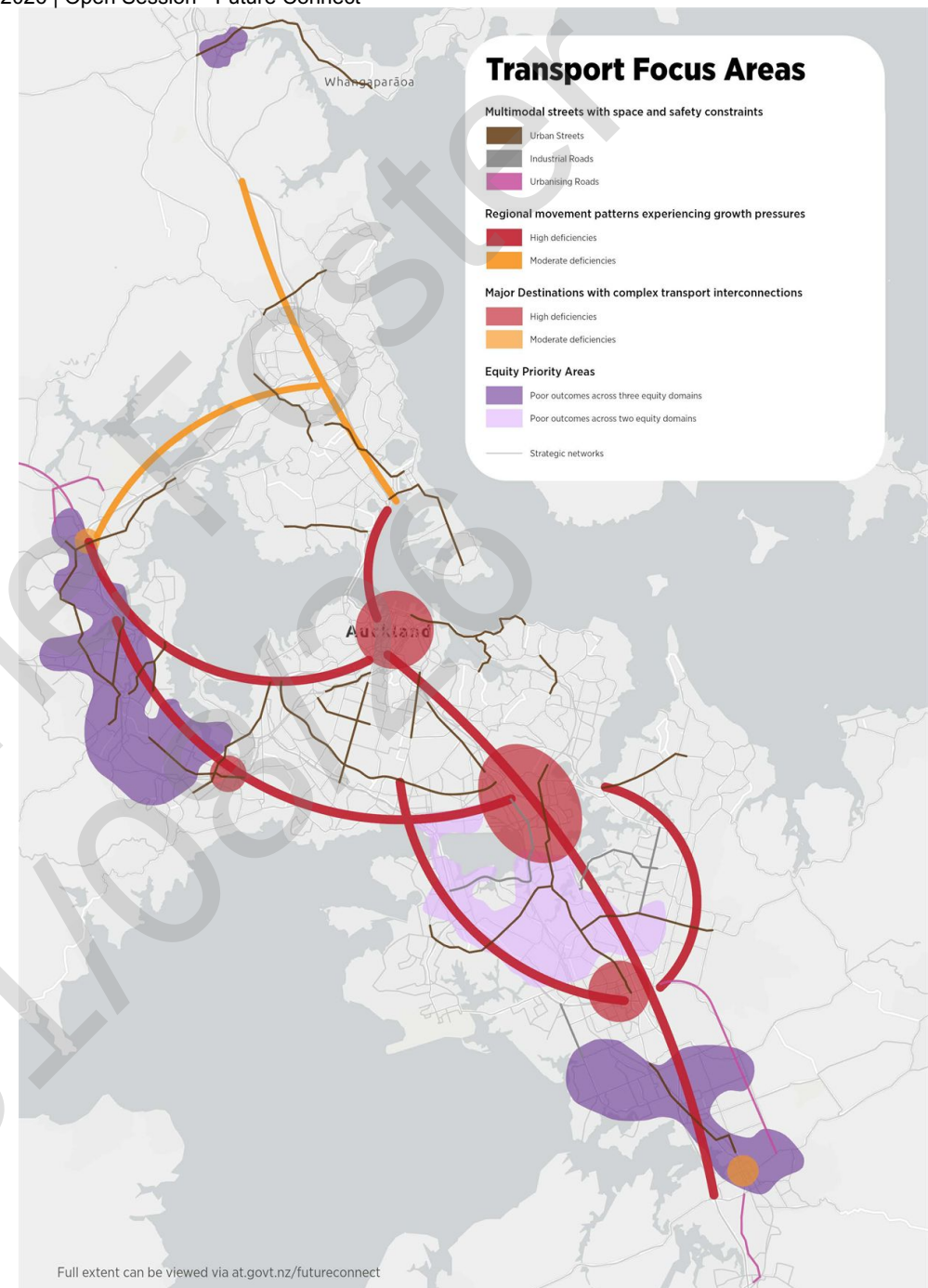
- Areas with high social deprivation experiencing poor outcomes across at least two of the three equity domains

How the Focus Areas will be used

We want to ensure that AT addresses deficiencies surfaced by Future Connect in its plans and programmes.

When work starts on the 2027-2037 Regional Land Transport Plan, Future Connect's Focus Areas and deficiencies will inform which projects we prioritise. If no projects are investigating these areas yet, further plans will be developed.

The Focus Areas, and the extensive evidence behind them, are all made available in the Future Connect Mapping Portal. This means everyone can use this data in their work.



Next steps

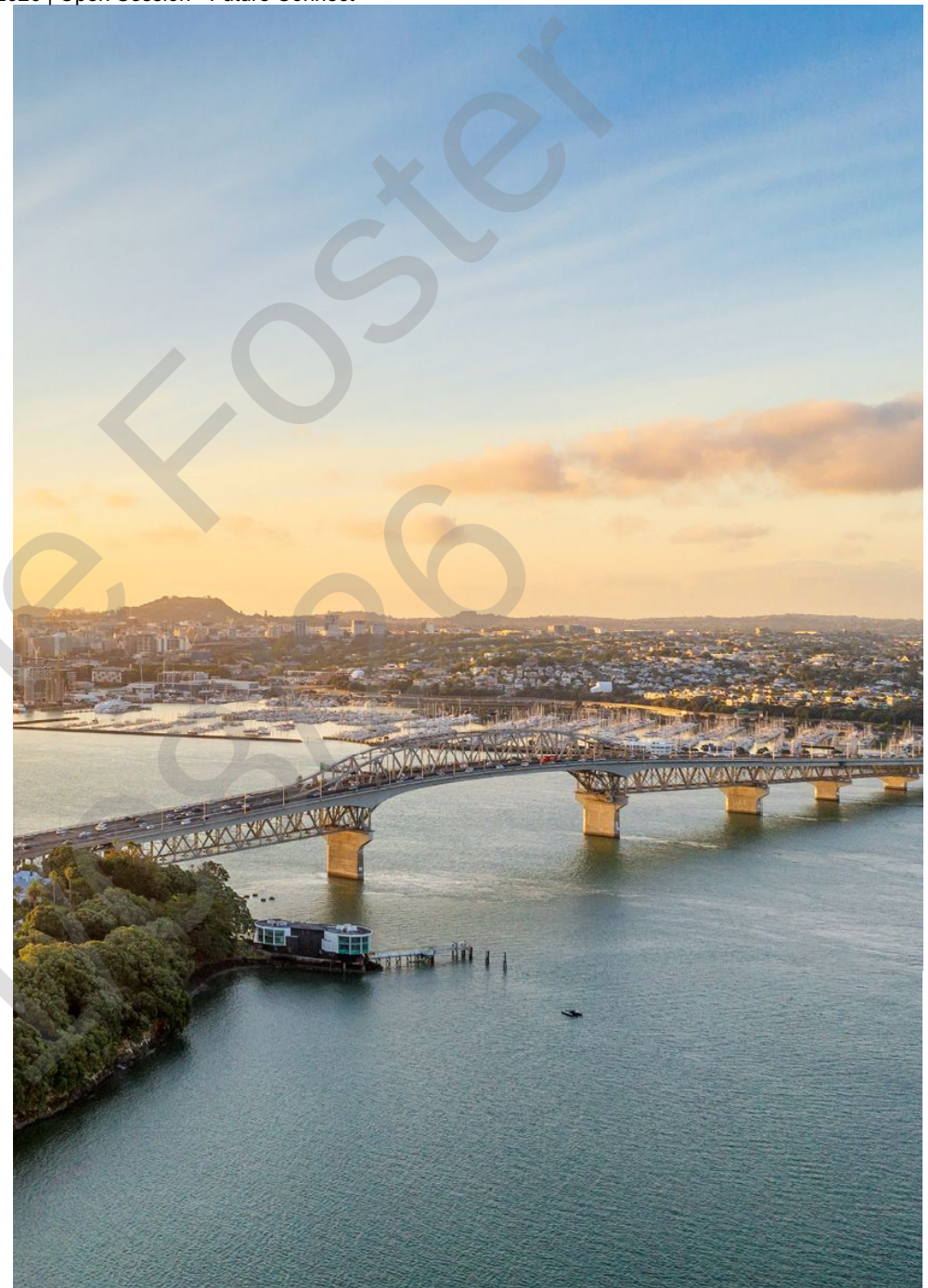
A living plan

Future Connect provides a snapshot of the current network, and a desired future state. None of these are ever fixed. The system is always evolving as new infrastructure gets delivered, and future plans can change for a wide range of reasons.

Future Connect will be updated as these changes occur. Major updates are scheduled every three years, to coincide with our three-yearly RLTP planning cycle.

Between these major updates, the Strategic Networks will always be kept up to date in our online Mapping Portal.

More Information about Future Connect, including the Mapping Portal, can be found at AT.govt.nz/FutureConnect







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AGENDA ITEM 14 BOARD DECISION PAPER	
To:	The Board
From:	Hamish Bunn, Strategic Transport Lead Auckland Council
Reviewed:	Megan Tyler, Director Policy Planning and Governance (Auckland Council) Stacey Van Der Putten, Chief Executive
Date:	17 June 2026
Title:	Endorsement of Auckland Council's Auckland Road Classification Framework

Aronga / Purpose

1. To seek endorsement of the proposed Auckland Roding Classification Framework, particularly the definition of arterial roads.

Tuku mana / Delegation

2. There are no relevant delegations for this matter.

Te tūtohunga / Recommendation

That the Auckland Transport (AT) Interim Board (board):

- a) Endorse the criteria and principles included in the Auckland Roding Classification Framework.
- b) Note that the Auckland Road Classification Framework will be presented to Auckland Council's Transport and Investment Delivery Committee and the Minister of Transport for approval.

Te whakarāpopototanga matua / Executive summary

3. The Local Government (Auckland Council) (Transport Governance) Amendment Act 2026 (the Act) requires Auckland Council to develop an Auckland Roding Classification Framework (the Framework). The Framework broadly classifies roads into arterials, where decision making predominantly sits with Auckland Council's governing body, and local and collector roads, where local boards have allocated decision making.
4. Auckland Council and AT staff have worked together to develop the Framework and consult with local boards and brief the Transport and Infrastructure Delivery Committee. The Framework is nearing finalisation, subject to feedback from Ministry of Transport officials. Once feedback is received, changes may or may not be made prior to approval in principle by the Transport and infrastructure Committee. The Framework and its application will then be forwarded to the Minister of Transport for approval.
5. The Act requires that Auckland Council consult with the transport Council Controlled Organisation (as defined in the Act) before it is presented for approval by the Minister of Transport. We now seek the board's endorsement of the Framework.

Ngā tuhinga ō mua / Previous deliberations

6. N.A.

Te horopaki / Background

7. The Local Government (Auckland Council) (Transport Governance) Amendment Act 2026 was enacted on 7 May 2026. The Act reforms transport governance in Auckland, including transferring roding responsibilities to Auckland Council as the Road Controlling Authority and allocating (through legislation) specific transport decision making responsibilities to local boards.
8. As part of the new governance model, the Act provides local boards with new decision-making powers over 'local and collector' roads. To support this, the



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Act requires Auckland Council to produce an Auckland Road Classification Framework that broadly divides Auckland's road network into:

- a. 'arterial roads', including the City Centre and Eden Park precinct areas, where the governing body will generally exercise decision making; and,
 - b. 'local and collector roads', where local boards will exercise specific decision making outlined in schedule 4 of the Act.
9. Transport related decision making over Auckland Council controlled land is also allocated as part of the Classification Framework.

Role of the Board

10. The Act requires Auckland Council to consult the transport CCO on the Framework, before it is approved by the Minister of Transport. This paper therefore provides the board with the opportunity to either provide feedback on the Framework or endorse the Framework to Council's Transport and Infrastructure Delivery Committee for approval.

Te hononga ki te "Statement of Intent 2025-2028"/ Alignment to Statement of Intent 2025-2028

11. Consideration of this issue aligns to the Statement of Intent objectives around supporting transport reform.

Me mōhio koe / What you need to know

Approach to developing the Framework

12. The specific criteria used within the Framework to define arterial roads, including the City Centre and Eden Park precincts, is set out in Attachment 1. Regional maps are included in Attachment 2.
13. Auckland Council and AT staff developed the classification Framework based on the Act, which defines arterials as "roads that carry significant volumes of:
- traffic;
 - freight; or

- public transport.

14. Alignment to strategic network function has also been considered, along with the desirability of achieving a single decision maker for defined networks and areas wherever possible.
15. In developing the Framework, staff have also drawn on AT's existing network plan, Future Connect, which categorises roads by their function across general traffic, freight and public transport networks.
16. While Future Connect has not been used to determine the Framework directly, it has been used as a secondary input to identify and exclude routes that may meet volume thresholds but do not serve a strategic arterial function.
17. The Framework also recognises the role of specialised vehicle networks. Some vehicles, such as buses, heavy trucks, and trains, can only operate on specific routes or require other design support. To function effectively, these networks require end-to-end connectivity, including 'first mile / last mile' connections.
18. As a result, routes that support these specialised networks are treated as 'significant' within the Framework, even where volumes are lower.
19. These volume-based thresholds are supported by principles to ensure the arterial network operates as a coherent and connected system, including:
 - a. treating corridors as continuous routes;
 - b. using recognisable start and end points;
 - c. aligning with state highways and regional connections; and
 - d. extending the definition of arterials 30 metres down side routes to ensure consistent decision making.
20. The Act also requires Council to define City Centre roads and Eden Park precinct roads, which are treated as arterials. These are not subject to the same volume-based criteria and have been defined on the basis of: planning boundaries, in the case of the City Centre precinct; and the Traffic Management area and Resident's Parking Zone in the case of Eden Park.



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21. Note that this Framework does not replace other planning frameworks, such as Future Connect, or the New Zealand Transport Agency's One Network Road Classification Framework. We will, however, seek to align language between frameworks over time.

Engagement with elected members

22. An initial draft version of the criteria for arterial roads was consulted with local boards in April 2026. Local board feedback broadly supported or accepted the criteria, although the following key concerns were raised:
- a. The originally proposed threshold of 35 buses per day in a single direction (consistent with the 'Connector' network) was considered to be too low. This has been revised to 48 buses a day (consistent with the Frequent Transport Network) – noting that local boards must not obstruct regionally significant public transport services, including those outlined in the Regional Public Transport Plan
23. Inclusion of routes permitted for High Productivity Mobility Vehicle (large trucks) movements was considered to encompass too many 'local' roads. This criteria has been revised to remove roads from the arterial category where they are only covered by temporary High Productivity Mobility Vehicle permits.
- a. Defining arterials to include 30 metres of side streets was seen by some boards as including too much local road space. No change is proposed here.
24. A placemaking role for local boards, applying to town centres on arterial roads, was sought by most local boards. This is being considered as part of the wider decision making workstream.
25. A revised version of the Framework, which addressed key local board concerns as outlined above, was workshopped with the Transport and Infrastructure Delivery Committee in May 2026. While no formal decisions were made, the Committee was broadly supportive of the revised Framework and this is the version provided as Attachment 1.

Ministry of Transport Feedback

26. As the Framework needs to be approved by the Minister of Transport, we have engaged with officers from the Ministry of Transport before finalising the document.
27. Feedback from Ministry officers is that they are comfortable with the criteria for freight and public transport but want to test the impacts of using 10,000 and 15,000 vehicles per day as the possible alternative thresholds for defining general traffic routes. They also raised concerns over the proposal to define arterials in a way that includes 30 meters down-side roads (to ensure that all decision-making around intersection controls for arterials falls within the governing body), but we think these can be addressed.
28. Final Ministry advice will be considered when the framework is put to the Transport and Investment Delivery Committee for endorsement.

Summary

29. We estimate that around a third of the road network (excluding State Highways) will be classified as arterials while two thirds will be classified as local and connector routes.
30. Overall, we think that the Framework strikes the right balance between enhanced local decision making and regionally significant general traffic, freight and public transport routes. For example, the bulk of the strategic routes defined within AT's Future Connect network plan fall within the Framework's definition of arterials.

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

31. There are no specific financial or resource impacts arising from this decision.



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Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

32. The road classification framework has no particular climate change or sustainability implications.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: ☐ No: ☒	N.A.
Elected members	Yes: ☒ No: ☐	Local boards have been consulted on the Framework and it has been workshopped with the Transport and Infrastructure Delivery Committee before being presented to the AT Board.
Council Controlled Organisations	Yes: ☒ No: ☐	The framework has been developed in conjunction with AT staff, who have also played an invaluable role in mapping the road network

Ā muri ake nei / Next steps

33. Immediate next steps include: engaging with the Albert-Eden Local Board to finalise the boundaries of the Eden Park precinct; making any necessary amendments in response to further feedback from the Ministry of Transport; and completing mapping of the framework. A process for updating the Framework over time also needs to be finalised.
34. We will take the updated framework, including any feedback from the board, to the 28 July 2026 meeting of the Transport and Infrastructure Delivery Committee for endorsement before seeking approval from the Minister.
35. An online portal, including 'user friendly' versions of the Framework maps, is also planned for implementation before the end of the transition period.

Ngā whakapiringa / Attachments

Attachment #	Description
1.	Attachment 1 – Auckland Rooding Classification Framework: key criteria, principles and explanation
2.	Attachment 2: Regional maps of the roading component of the ARCF

Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
Hamish Bunn Strategic Transport Lead (Auckland Council)	Megan Tyler Director Policy Planning and Governance (Auckland Council) Andrew Downie Acting Director, Strategy and Governance	Stacey Van Der Putten Chief Executive



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Attachment 1 – DRAFT Auckland Roding Classification Framework: key criteria, principles and explanation.

1. This attachment sets out the criteria used to identify arterial roads under the proposed Auckland Roding Classification Framework (ARCF). Decisions on Arterial roads are expected to sit with the Governing Body, subject to any further allocation or delegation decisions.

Traffic volumes

Definition of 'significant' volumes of traffic

- Urban roads – carrying or designed to carry over 5,000 vehicles per day and on the Future Connect 'General Traffic' strategic network
- Rural roads – carrying or designed to carry over 3,000 vehicles per day and is on the Future Connect 'General Traffic' strategic network
- Regional and National Lifeline routes, any volume

2. These thresholds align with national guidance. The requirement for roads to also be part of the strategic network ensures that roads included under these criteria meet the volume threshold *and* perform a strategic function.
3. Roads carrying more than 5,000 vehicles per day make up less than 20 percent of the network.
4. Roads that perform a national or regional emergency function are treated as significant at any volume.

Freight volumes

Definition of 'significant' volumes of freight

- A road carrying more than 350 heavy or light commercial vehicles per day and is on the Future Connect Strategic Freight Network
- An overweight and over dimension road of any volume
- A permanent HPMV (high productivity motor vehicles – heavy trucks) route of any volume

- A segment of road within an urban area crossed by a rail freight route at (any volume)

5. These routes are included because they support the significant movement of goods across the region. Some routes carry lower volumes but are still significant due to the type of specialised vehicles they accommodate within the road design.
6. The requirement for alignment with strategic freight network ensures that routes under the volume criteria carry a significant volume of freight *and* are appropriate for freight movement.

Public transport volumes

Definition of 'significant' volumes of public transport

- A road carrying (or committed to carry) 48 buses in the busiest direction a weekday
- A segment of urban road crossed by a passenger rail route at grade (any volume)

7. This threshold captures high-frequency services as part of the public transport network. A lower threshold was considered but abandoned in light of local board concerns.

City Centre and Eden Park precinct Roads

8. The City Centre and Eden Park precinct are not further defined in legislation, so staff have sought to draw on other planning boundaries.
9. For the City Centre, staff propose using a boundary that includes the Auckland Unitary Plan (AUP) City centre zone and the Stats NZ SA3 city centre boundary as these align to existing planning boundaries. Staff are also proposing to include the Westhaven Marina within the definition as the area sits within the motorway cordon, and the Governing Body already has decision-making responsibilities for the Marina.



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10. For Eden Park, staff propose an area that incorporates the area covered by the Traffic Management Plan event closure boundary and the resident Parking Zone, extended along St Albans Ave, and including Morningside Drive. This approach was chosen as it best reflects the area impacted by major events and provides a single point of governance across the Traffic Management Plan and Parking Zone areas.
11. The Eden-Albany local board has raised concerns over the proposed boundary for the Eden Park precinct and staff will engage with the board directly on this issue.

Land under control of Auckland Council

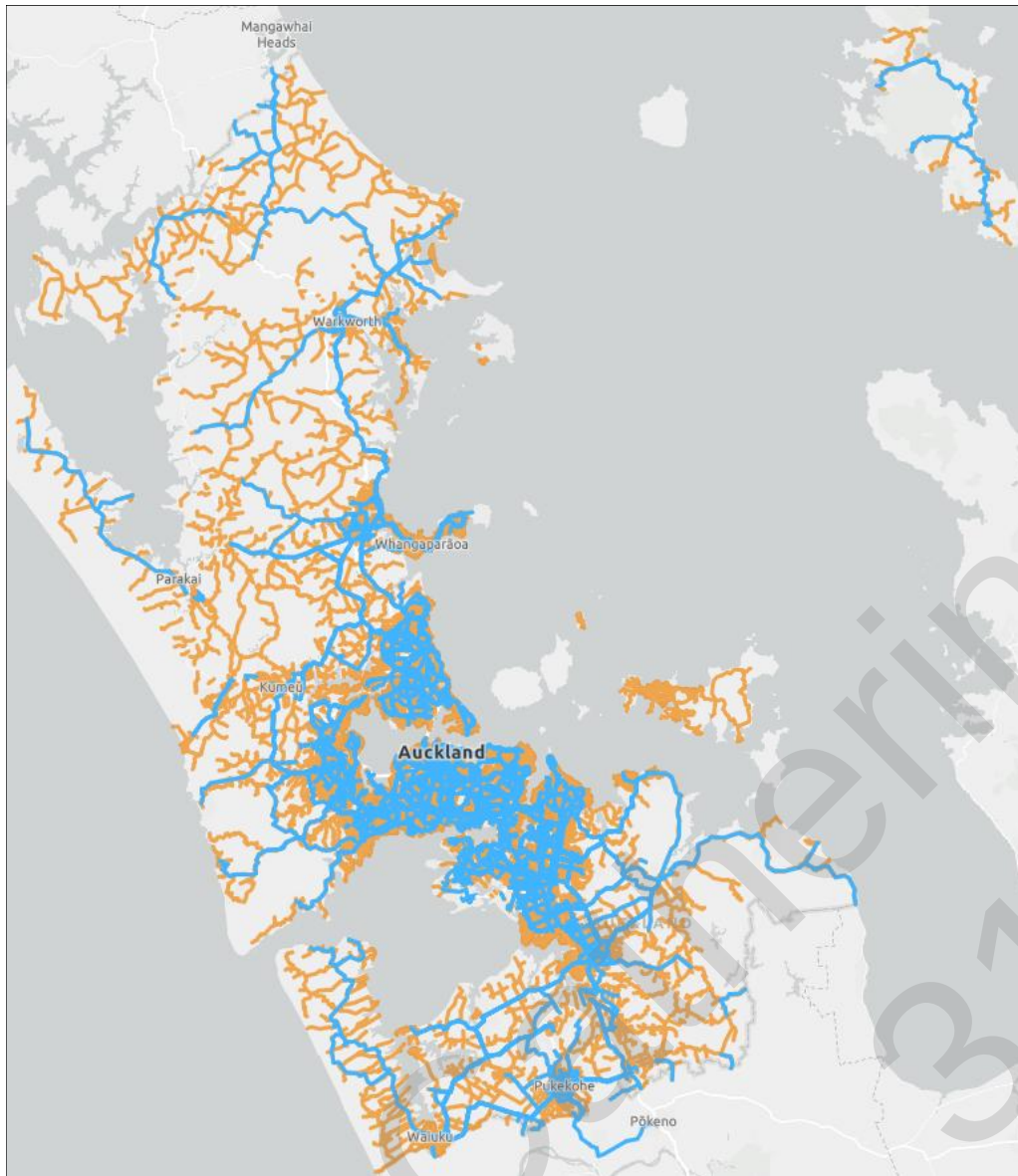
12. The Act's definition of 'roads' includes areas under the control of Auckland Council that can be accessed by the public.
13. Relevant transport decision making powers are proposed to go to the entity that generally makes decisions on the particular piece of land (under the governance Allocation Table).
14. For example, decisions relating to Regional Parks will go to the Governing Body, while decisions relating to local parks will go to the appropriate local board.

Proposed Principles to support a connected network and arterial operation

15. The following principles are also proposed to ensure that the ARCF supports a coherent network as much as possible and ensures clarity of decision making in relation to the arterial roads and their immediate approaches.
 - **Contiguous corridors:** connect corridors where portions of them may not meet the criteria/thresholds – e.g. parts of East Coast Bays Road, Great South Road.
 - **Starting and termination points:** use recognisable origin and termination points.
 - **Consistency for urban roads connecting to State Highways and/or rural roads that cross the Auckland region boundary:** important in

supporting coordinated regional level governance across networks managed by different RCAs.

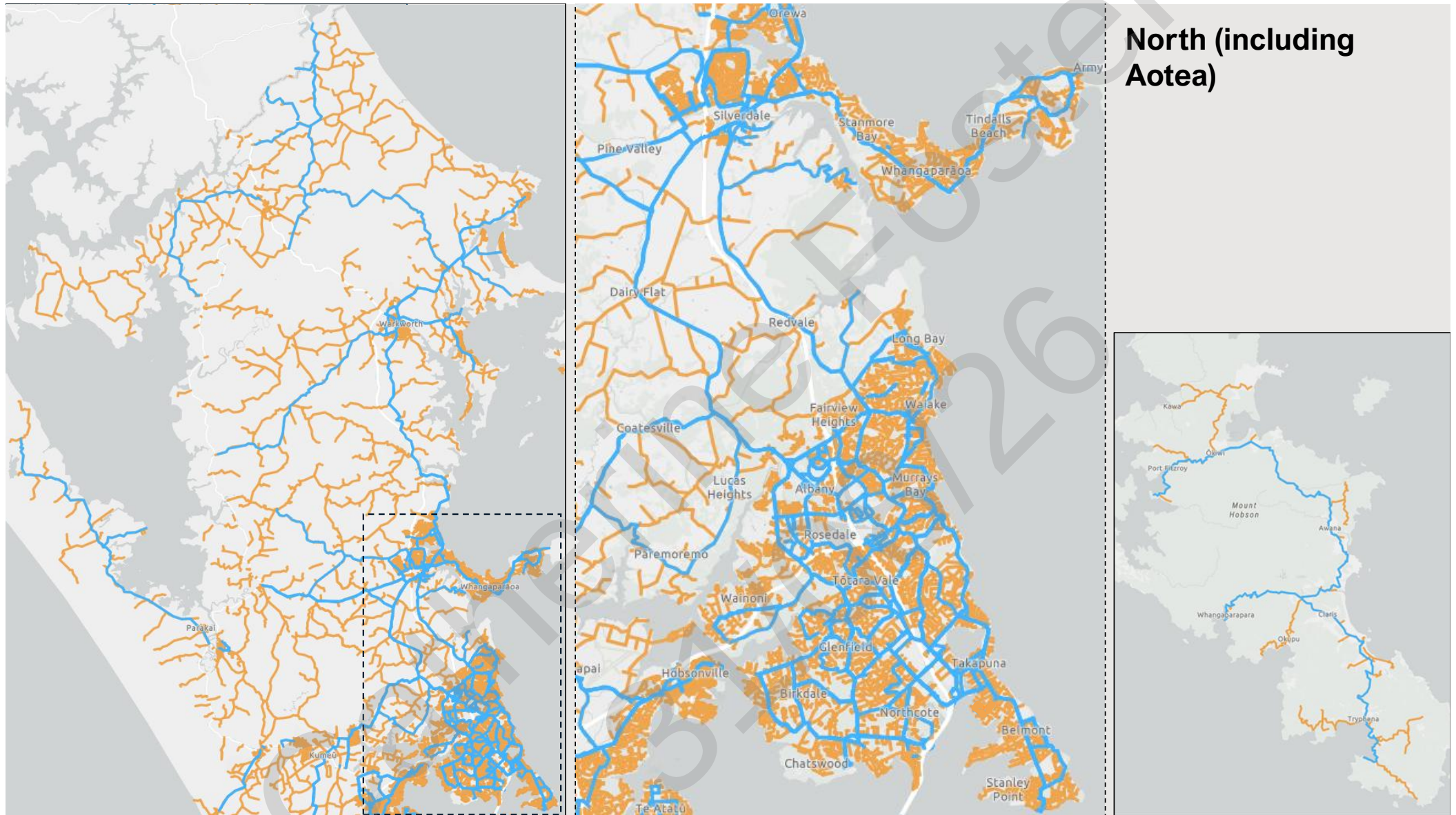
16. **30 metres into side roads:** allows for traffic control relating to arterial operation, such as intersections and sight lines relating to Stop Signs.

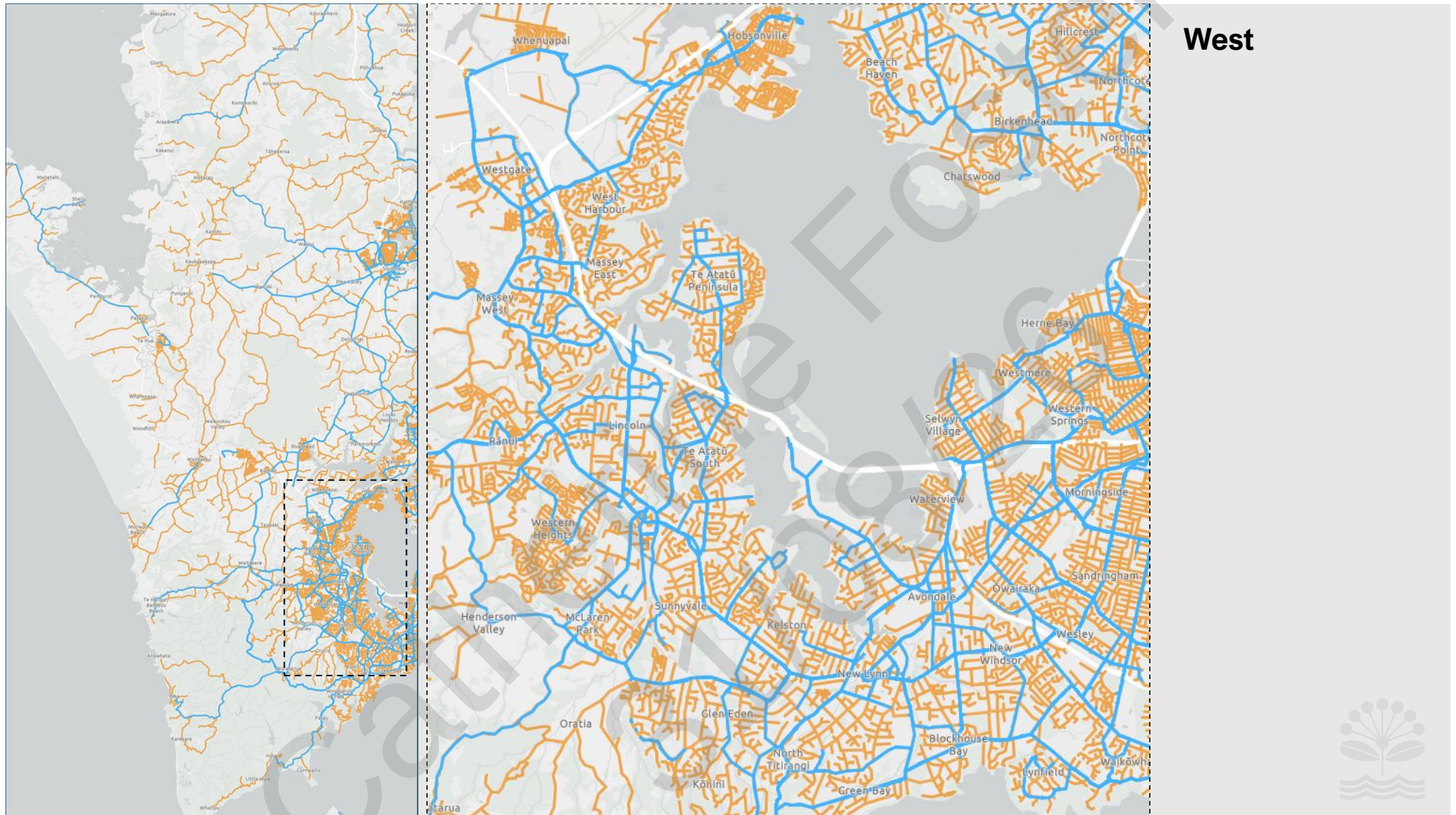


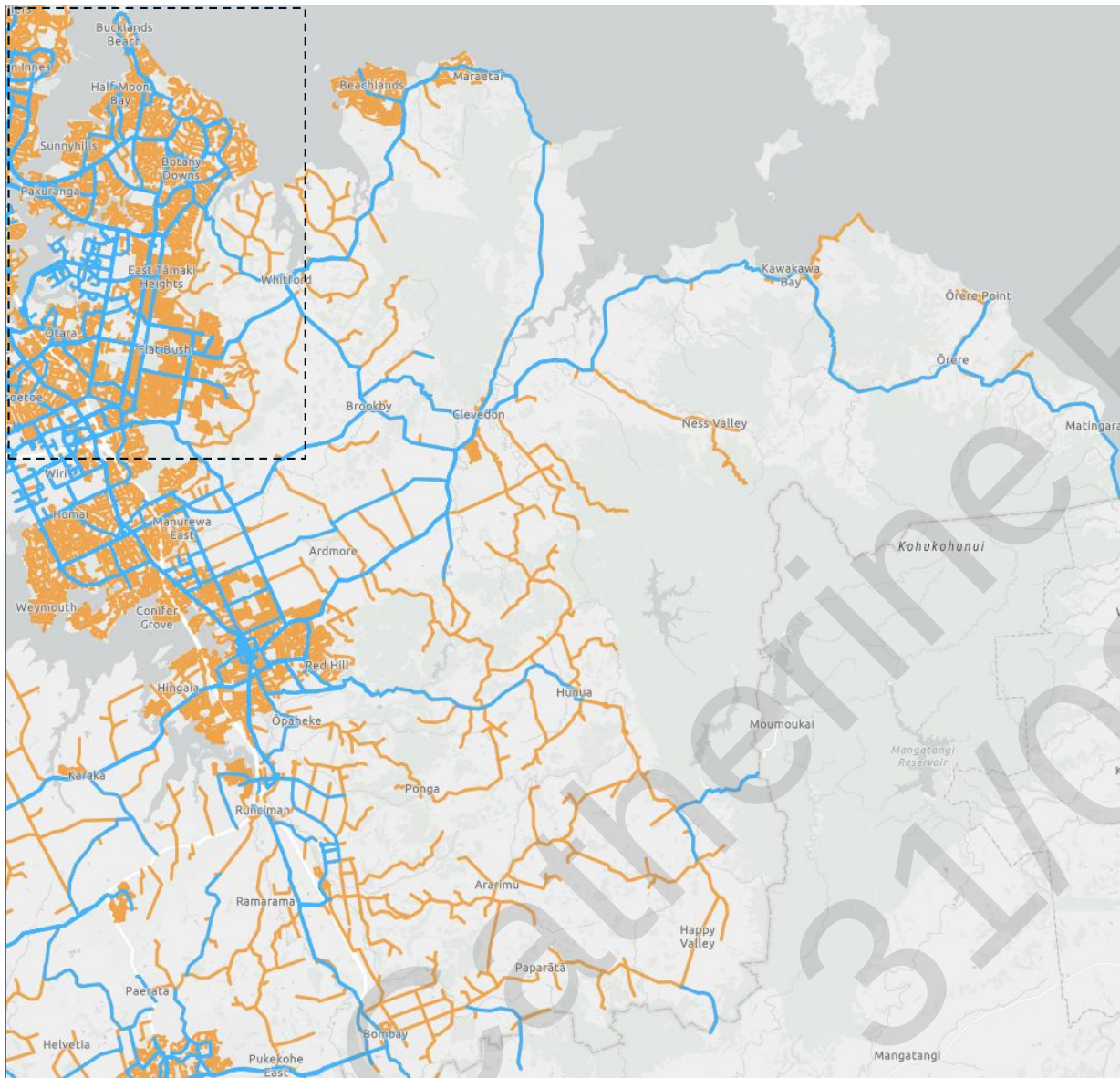
Full region view

- **Blue** – ‘Arterial’ Roads
- **Orange** – Local and Collector Roads









East

