

AGENDA ITEM 14 | BOARD NOTING PAPER

To:	Board of Auckland Transport
From:	Dean Kimpton, Chief Executive
Reviewed:	Andrew Downie, Governance Lead
Date:	21 November 2023
Title:	Chief Executive's Open Board Business Report

Aronga / Purpose

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

Te tūhonga / Recommendation

That the Auckland Transport Board (board):

- a) notes the information provided in this report.

Te horopaki / Background

2. This report reports on organisation progress as defined in our purpose and through commitment to deliver as measured in our Statement of Intent. We also report on the impact of our decisions on those who use and experience our various networks. Board feedback on the content and format of the report is welcomed.

Me mōhio koe / What you need to know

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

Highlights

3. **Rail Investment:** the 30 year heavy rail investment programme and business case, in partnership with KiwiRail, was completed. This is a significant milestone that provides the strategic investment pathway to ensure the existing heavy rail network remains fit for purpose and the system is optimised to cater for growth in demand for rail services over the next 30 years.
4. **Future Development Strategy (FDS):** on 2 November 2023, Auckland Council's Planning, Environment, and Parks Committee adopted the FDS, outlining how the Auckland Region will grow and develop over the next 30 years. Once published, the FDS will replace the current Development Strategy

(2018) and the Future Urban Land Supply Strategy (2017) and will be considered part of the Auckland Plan 2050.

5. **Resource Management decisions on Eastern Busway:** resource consents for Eastern Busway sections 2 and 3R (from Pakuranga Town Centre to the East of the Ti Rakau Bridge) have been granted with no appeals. Site works in accordance with these consents have commenced. The section of the project in and around the Pakuranga Plaza where the Reeves Road onramp is being constructed also requires approval of a Notice of Requirement to enable construction. On 20 October the Eastern Busway Alliance and AT confirmed the decision on this Notice of Requirement. Council has issued the decision and the 20-day appeal period has commenced.
6. **Supporting Growth North Package Notice of Requirement Lodgement:** on 20 October 2023 the nine Notices of Requirement for the Supporting Growth North Package were submitted to Council.
7. **Room to Move in the City Centre:** AT is developing a comprehensive parking management plan for the City Centre:
 - a) This will set out a cohesive plan, direction and initiatives for kerbsides and public parking over the coming ten years and help to mitigate community concerns about repurposing kerbside space and functions.
 - b) It will be guided by Room to Move: Tāmaki Makaurau Auckland's Parking Strategy and will help deliver the Access for Everyone component of the City Centre Masterplan (CCMP).
 - c) This work is being coordinated through the City Centre Action Plan to ensure alignment with place led approaches being delivered and planned for as part of the regeneration of the City Centre.
 - d) Any changes to off-street parking will involve AT and Auckland Council, with the board ultimately responsible for decisions on any changes within the road reserve.
 - e) Key risks are lack of political support (as repurposing road space will be contentious) and reputational (stakeholder expectations not matching likely outcomes).
 - f) The plan will be delivered by the end of 2024, in time for Service Delivery to develop detailed designs and deliver in 2025, ahead of the opening of the City Rail Link.

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

8. **Recovery, Renewals and Maintenance:** the flood recovery works programme is proceeding well with major projects recently completed on Tahekeroa Road, Glenvar Road, Krippner Road and Bethells Road. The delivery of the road renewals programme is also well underway and will build pace over the coming months. The programme comprises 400 km of resurfacing (90 km of asphalt and 310 km of chipseal), 7 km of sealed road pavement rehabilitation, 43 km of unsealed road strengthening, 60 km of footpath renewal and 40 km of kerb and channel replacement. We are looking at options for how we can improve the visibility of the flood recovery and renewal works being undertaken on the network.
9. I also note on 4 December 2023 that we will be launching a significant campaign over summer to promote the work we are doing to renew and repair our roads. It is critical Aucklanders see and understand the significant effort and investment being made, particularly given the effects of last year's wet weather coupled with a long term under funding of these assets and their maintenance and renewal.
10. **Temporary Traffic Management (TTM) cost reduction initiative:** AT is working closely with a key supplier regarding the opportunity to utilise precast raised pedestrian crossings. This has the potential benefit to reduce raised pedestrian crossing installation time down from approximately three weeks to one week and reduce TTM cost across the safety intervention programme. The other benefit is the significant reduction in disruption time on the network (three weeks down to one week). The trial is expected to result in alternative approaches to delivery on raised pedestrian crossings.
11. **Congestion and Road network optimisation:** recent events over the last few weeks highlight a significant challenge for Auckland and in particular AT.
That challenge is how we balance a range of dynamics:
 - growth in our economy and population – adding 300,000 more Aucklanders over the next decade (the equivalent of 'two Taurangas');
 - the need for an efficient, effective, safe and reliable public transport system and road network;
 - our commitment to work with community and customer expectations, alongside national and local government emissions reduction and VKT reduction; and
 - all in a fiscally constrained environment.
12. This is no simple task. It requires significant leadership supported by our continued effort to build social licence, a focus on delivery on outcomes for

which we are funded and committed to deliver on, whilst balancing trade-offs to be made along the way.

13. At the heart of recent issues is how we manage congestion and change across our road network as we deliver on the above outcomes. Evidence of this complexity can be seen in recent events including Karangahape Road, congestion at Newmarket Westfield, implementation of the new Western Express service and public debate on time of use charging.
14. We have just completed an internal review of the Karangahape Road change project, we are making progress on further optimisation of the Western Express and have made good progress in how we work with shopping malls and precinct owners in how to better manage peak traffic conditions.

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

15. **Rail Investment:** seeking alternate funding mechanisms for the 30-year heavy rail investment programme. The programme is not affordable under current mechanisms and so alternate funding, aligned with that of the Auckland Mega Projects, will need to be considered.
16. **FDS:** the adopted FDS sees a small reduction in land earmarked for future urban development (most notably in Takanini and Opaheke) to avoid building in areas exposed to significant flooding risk and changes the timeframes for developing greenfield areas over 30 years or longer in some areas so that investments in essential infrastructure can keep pace with growth. It is not clear that the FDS will be consistent with new government policy and further changes are likely.

Risks

17. The risks raised at the last board meeting are still relevant but have not increased, a verbal update will be provided if there has been any change.
18. An updated risk report will be presented to the Finance and Assurance Committee at its November 2023 meeting.

Key approval papers

19. The key items requiring approval by the board at this meeting are:
 - a) Rail Investment Programme.
 - b) Meadowbank Kohimarama Connectivity Project – Gowing Drive.
 - c) Regional Public Transport Plan - final approval.
 - d) Auckland Rapid Transit Plan - final approval.



e) Rosedale Station and Road Widening Construction Procurement.

f) Board Charter Review.

20. The next Chief Executive's Open Board Business Report will be presented to the board at the 27 February 2024 meeting.

Ngā whakapiringa / Attachments

Attachment #	Description
1	SOI performance measures September 2023
2	People and Performance Dashboard September 2023

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Mark Cressey Enterprise Programme Director, Governance	Andrew Downie Governance Lead	Dean Kimpton Chief Executive
		

