

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

Held on 29 October 2024 from 9.00am to 11.07am,  
at Auckland Transport, 20 Viaduct Harbour (1.04) | MS Teams

<b>Board:</b>	Richard Leggat (Chair), Julie Hardaker (Deputy Chair), Raveen Jaduram, Andrew Ritchie, Councillor Chris Darby, Richard May
<b>Executive Leadership:</b>	Dean Kimpton (Chief Executive) Items 1 – end Scott Campbell (Director Strategy and Governance) Items 1 – end Murray Burt (Director Infrastructure and Place) Items 1 – end Karen Duffy (Director People & Performance) Item 18
<b>Governance &amp; Management Attendees:</b>	Andrew Downie (Head of Governance) Items 1 – end Amandeep Kaur (Group Manager Health, Safety & Wellbeing) Item 18 Teresa Burnett (Group Manager Transport Safety) Item 18 Andrew McGill (Group Manager Transport, Network, Planning & Policy) Item 20.2 Werner Pretorius (Head of Integrated Network Planning) Item 20.2 Joemier Pontawe (Principal Policy Advisor, Integrated Network Planning) Item 20.2 Pippa Sheppard (Transport Planner, Integrated Network Planning) Item 20.2 Lorraine Stone (Principal Transport Planner) Item 20.3 Matthew Rednall (Manager, Strategic Projects Isthmus & Greenfields) Item 20.3 Daniel Smith (Acquisitions & Property Services Manager) Item 21

	Cathy Bebelman (Head of Science & Sustainability (Chief Scientist))	Item 22
	Sandra Murray (Manager Climate Transition)	Item 22
	Shameel Sahib (Head of Corporate Strategy & Business Planning)	Item 23
	Liza Hayes (Board Secretary)	Items 1 – end
	Elisha Jayme (Board Secretary)	Items 1 – end

<b>Guest Attendees:</b>	Geoff Upson (Rodney Local Board)	Item 13
	Colin Smith (Rodney Local Board)	Item 13
	Viv Beck (Heart of the City)	Item 14
	Graeme Easte (Albert-Eden Local Board)	Item 15

<b>Apologies:</b>	Henare Clarke, Councillor Maurice Williamson
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Item	Topic
<b>Meeting Opening</b>	
1.	<b>Karakia Timatanga</b>  The Chair led the opening karakia.
2.	<b>Welcome/Acknowledgements</b>  The Chair welcomed participants to the meeting. He acknowledged the recent fatal stabbing incident on a bus in Onehunga and emphasised the critical importance of safety for both Auckland Transport (AT) staff and passengers on public transport (PT). This has been raised with the Minister of Transport. AT is committed to collaborating with authorities, such as the New Zealand Police, to develop effective solutions to this complex societal problem.
3.	<b>Apologies</b>  Henare Clarke, Councillor Maurice Williamson

4.	<b>Update from the Chair</b>  Nil.
5.	<b>Late Items for General Business</b>  <ul style="list-style-type: none"> <li><b>Item 21 – Paper withdrawn</b> – it was noted the paper for agenda item 21, City Rail Link (CRL) Surface Road Stopping had been withdrawn.</li> </ul>
6.	<b>Governance Forward Programme   FY25 meeting date schedule</b>  The Governance Forward Programme and meeting date schedule were noted.
7.	<b>Interest Register - Declarations/Conflicts</b>  No new interests or conflicts were noted.
8.	<b>Board Tenure &amp; Committee Membership</b>  Board tenure and committee membership were noted.  The Chair announced Auckland Council’s (council) Performance and Appointments Committee is close to confirming the appointment of a new director to the AT Board (board). A decision is expected in the coming week.
9.	<b>Key Correspondence from Stakeholders</b>  The summary of key correspondence received was noted.
10.	<b>Approval of Draft Open Session Minutes – 27 August 2024</b>  The board approved the minutes from the meeting held on 27 August 2024.
11.	<b>Actions Register</b>  <ul style="list-style-type: none"> <li><b>2024Jun01: Chief Executive Open Business Report – Energy as an emerging risk</b> - acknowledging that energy supply is a key risk item AT needs to monitor, the Chief Executive of Vector has been invited to present at the board meeting on 18 December 2024.</li> </ul>

	<ul style="list-style-type: none"> <li><b>2024Aug01: Board Discussion on Public Statements</b> - in response to a presentation by Julia McLean at the previous meeting on road safety of equestrians, a letter of support was sent by the Chair to the New Zealand Equestrian Advocacy Group and to the Minister of Transport. It was recommended this item be closed.</li> <li><b>2024Aug02: Chief Executive Open Business Report</b> - an analysis of the impact of the \$50 fare cap, which included data on patronage growth, uplift per area, and the effect of the \$50 fare cap has on farebox recovery has been included in the Fare Structure paper to be discussed in the closed meeting. The percentage change in bus journeys by suburb was provided as an attachment to the Actions Register. It was recommended this item be closed.</li> </ul>
12.	<b>Public Submissions Register</b>  No submissions or actions were noted.
<b>Statements from Members of the Public</b>	
13.	<b>Public submission on Wellsford footpaths – Geoff Upson and Colin Smith – Rodney Local Board</b>  The board received Geoff Upson and Colin Smith’s presentation on slippery pavers on Wellsford town centre footpaths, which they felt posed a safety risk for slips and falls during rainy weather. They confirmed the Rodney Local Board had passed a resolution to allocate \$333,000 for replacing the pavers with exposed aggregate concrete and advocated for additional financial support from AT, highlighting some of the local contractors could complete the work for approximately half the cost of AT’s preferred suppliers. It was acknowledged this issue had previously been raised at the Regional Land Transport Plan (RLTP) 2024 – 2034 public hearings and that additional funding was required to progress with a solution.  Geoff Upson and Colin Smith also acknowledged positive outcomes from recent maintenance of the road network, particularly commending the rapid response to pothole repairs.



14.	<p><b>Public submission on overnight parking and wider city discussion – Viv Beck – Heart of the City</b></p> <p>The board received Viv Beck’s verbal report on behalf of Heart of the City. It was reported that several factors, such as restricted essential vehicle-only areas, road cones, and construction have had an impact on the accessibility of the city centre. The resulting reduced foot traffic has consequently had an unfavourable impact on the revenue of businesses in the area. Improved access would support commercial recovery. The request to delay the implementation of overnight parking until CRL is operational was noted by the board.</p>
15.	<p><b>Public submission on simplifying the intersection of Dominion Road and New North Road – Graeme Easte – Albert-Eden Local Board</b></p> <p>The board received Graeme Easte’s presentation on a proposal to convert land previously designated for a multi-level road interchange, into a standard intersection. It proposed revenue generated by the sale of the freed-up land could be allocated to fund the removal of level-crossings in the Western Line.</p>
16.	<p><b>Board Discussion on Public Statements</b></p> <p>The board thanked Geoff Upson and Colin Smith for escalating a health and safety hazard in their community and requested management to collaborate with local board representatives to discuss possible solutions.</p> <p><b>Action:</b>  <i>2024Oct01: Management to collaborate with members of the Rodney Local Board to find a solution for the slippery foot paths in Wellsford.</i></p> <p>The board thanked Viv Beck for her presentation. The Chair confirmed there is extensive engagement planned with stakeholders of the Room to Move parking strategy and the feedback will be considered in the plan.</p>

	The board thanked Graeme Easte for his presentation and noted his feedback.
<b>Chief Executive Update and Standing Items</b>	
17.	<p><b>Chief Executive Open Business Report</b></p> <p>The Chief Executive (CE) spoke to the report and noted the following matters:</p> <ul style="list-style-type: none"> <li>• Operational highlights – including several favourable results such as strong recovery for ‘AT listens and responds’, PT reliability and less negative media coverage.</li> <li>• AT has been named a finalist for the New Zealand Procurement Excellence Social Impact Award, showcasing the organisation’s commitment to its impact on communities and improved environmental outcomes.</li> <li>• There has been a positive uptake on the \$50 fare cap and increased patronage on ferry services, following a return to a full schedule in September 2024.</li> <li>• The “pothole promise” campaign is being rolled out. This calls on the public to report potholes to facilitate AT’s rapid response to undertake repair works within 24 hours for main arterial roads and within five days for all other roads.</li> <li>• Landslide resilience – a framework to predict and identify locations susceptible to landslides has been developed by the Chief Scientist and her team.</li> <li>• National Land Transport Fund (NLTF) funding – confirmation of availability of funding from the NLTF will provide certainty on investment projects. It was acknowledged that changes would need to be made to Key Performance Indicators (KPIs) within the Statement of Intent (SOI) to reflect AT’s ability to deliver on its capital programme. Its flow-on effect on PT patronage and deaths and serious injuries (DSI) targets will also need to be revisited.</li> <li>• New Speed Rule – guidance from New Zealand Transport Agency Waka Kotahi (NZTA) is being awaited to proceed with the implementation of speed limit reversals.</li> </ul>



	<ul style="list-style-type: none"> <li>Contactless payments – preparations to roll out contactless payments are underway, in time for the busy travel period during the summer season.</li> <li>Council Controlled Organisation Reform – the Mayor’s office is leading a review of the future structure and roles of Council Controlled Organisations. Council representatives have been invited for a discussion on this during the closed meeting.</li> <li></li> </ul>
18.	<p><b>Health, Safety and Wellness Update &amp; Transport Safety Update</b></p> <p>The board received the Health, Safety and Wellbeing update, noting:</p> <ul style="list-style-type: none"> <li>Low attendance rates at Health and Safety meetings. Conflicts with other operational meetings may have contributed to this and measures to improve attendance, such as recruiting new representatives, are in progress.</li> <li>Safety walk KPIs have improved but have not yet been met and streamlining the notification and reporting process aims to lift the uptake.</li> <li>An upward trend in incidents involving violence, threats and aggression has been noted, which is concerning and remains a key area of focus.</li> <li>Management acknowledged the fatal stabbing incident on a route 74 bus and confirmed AT is working closely with the New Zealand Police to assist in the investigation.</li> <li>A query was raised regarding AT’s response to adverse incidents that result in offenders being trespassed, specifically whether the offender is prohibited from using all modes of PT, and how this information is communicated to staff. Management confirmed the information is shared at operator toolbox meetings and facial recognition technology aids in identifying trespassed individuals on PT.</li> <li>A concern was raised regarding the safety of decals on bus windows, noting they could reduce visibility for observers outside.</li> </ul> <p><b>Action:</b></p>

	<p><i>2024Oct02: Management to provide an update on whether offenders who are trespassed are prohibited from using all PT modes, and whether analysis has been made on the application of decals on windows, particularly whether it has an impact on safety or visibility to outsiders on the modes of transport where they are used.</i></p> <p>The board received the Transport Safety update, noting:</p> <ul style="list-style-type: none"> <li>There were zero fatalities reported over the Labour Day long weekend.</li> <li>While the frequency of crashes was not declining, the severity of crashes was on a downward trend.</li> <li>Management confirmed that the Ministry of Transport did not set a new national target for DSI.</li> <li>It was noted that 877 intersections on the network met the criteria for being high risk. Common features contributing to this classification include location and turning points. Management will provide further details on this.</li> </ul>
19.	<p><b>Capital Programme Update</b></p> <p>Management presented the capital programme update, highlighting the following issues:</p> <ul style="list-style-type: none"> <li>Capital spend is tracking at 77% of the original budget. Following the finalisation of the NLTF, the revised budget for FY2024/25 has been reduced by \$107 million compared with the approved budget.</li> <li>A budget reconciliation to reflect new funding levels will be provided at the next board meeting. It is anticipated there will be better alignment between the spend profile and budget, now that there is certainty on the available funding.</li> <li>Some projects, such as those still in the design phase, have been deferred while the budget is being reset, however smaller projects were now moving forward and making progress.</li> <li>The board observed there seems to be an inconsistency in the financial commentary in the open board papers versus those in the closed board papers. Management explained this could be</li> </ul>



	attributed to inclusion of commercially sensitive financial information in closed reports as well as council's embargo on release of financial information during the financial year end period, prior to group results being listed on the NZX.
<b>20.0 Design and Delivery Committee</b>	
20.1	<p><b>Design and Delivery Committee Chair Feedback</b></p> <p>The Design and Delivery Committee (committee) Chair provided a brief introduction on the matters the committee endorsed for board approval:</p> <ul style="list-style-type: none"> <li>• Traffic and Parking Bylaw – the committee endorsed the Statement of Proposal for public consultation, subject to the inclusion of a communications strategy and recommended the board nominate; two directors as representatives on the Bylaw Panel.</li> <li>• Carrington Road Improvements – the committee endorsed the detailed business case and to proceed with the detailed design and construction of the recommended option. They further endorsed the delegation of authority to the CE to approve procurement and variations over \$50 million.</li> </ul>
20.2	<p><b>Auckland Transport and Auckland Council joint traffic-related bylaw – Public Consultation</b></p> <p>Management introduced the paper, noting it had been reviewed by the Governing Body. AT, as technical lead for the project, provided input. Public consultation is scheduled for 4 November to 4 December 2024. Details on the communications approach have been provided to the board.</p> <p>The board:</p> <ol style="list-style-type: none"> <li>Approved the Statement of Proposal and its attachments for public consultation from 4 November 2024 to 4 December 2024.</li> <li>Appointed Councillor Chris Darby and Henare Clarke to act as Bylaw Panel members from Auckland Transport.</li> <li>Noted that the joint Bylaw Panel will comprise five members, two members from Auckland Transport, two from Auckland Council's Regulatory and Safety Committee and a</li> </ol>

	representative from Houkura Independent Māori Statutory Board.
20.3	<p><b>Carrington Road Improvements – Business Case and Recommended Option</b></p> <p>Management introduced the paper, noting the detailed business case has gained broad support from stakeholders. The project, funded from the Infrastructure Acceleration Fund, will fulfil a Crown requirement to support development in the area. Management confirmed there is ongoing discussion regarding the pick-up and drop off zone for Gladstone Primary School. Other nearby roads were being explored for the purpose. Options for T2/T3 and special vehicle lanes were being considered, as well as crossing points and cycleways to enhance mode-shift. The travel planning team is involved and engaged in ongoing work with developers.</p> <p>The board:</p> <ol style="list-style-type: none"> <li>Approved the Carrington Road Improvements detailed business case and to proceed with detailed design and construction.. of the recommended option in order to meet the requirements of the Infrastructure Acceleration Fund agreement.</li> <li>Delegated authority to the Chief Executive to approve procurement contracts and variations over \$50 million for the Carrington Road Improvements project up to the Infrastructure Acceleration Fund approved funding envelope of \$120 million plus third party funded works.</li> </ol>
<b>Non-Committee items for noting / approval</b>	
21.	<p><b>City Rail Link Surface Road Stopping</b></p> <p>This paper was withdrawn.</p>
22.	<p><b>Sustainability Strategy – Year End: 2024 Annual Report and Scorecard</b></p> <p>Management reported a Climate Transition Plan is being developed and will be workshopped with the board next year. It was noted the reduced funding for climate-related projects will impact AT's ability to protect biodiversity in the next three years.</p>

	<p>Management confirmed a forward-looking strategy is being adopted, and climate risks were an important consideration in the design phase of projects. Data from past events is being used to ensure future projects and rebuilds are made more resilient to withstand severe environmental events.</p> <p>Funding constraints remain a key challenge to deliverability of the sustainability strategy. NZTA has resilience funding that AT can utilise to support this work.</p>
23.	<p><b>FY2023/24 Annual Report – Performance against Statement of Intent</b></p> <p>Management provided a summary of the year-end results for FY2023/24, noting the organisation’s strong performance having met 18 of its 19 SOI KPIs. A key focus for the current year is improving the public’s trust and confidence in AT. Projects such as the “pothole promise” and improvements to PT reliability aim to improve the public’s day to day experience of AT’s services.</p>
20.	<p><b>Potential Impacts of New Speed Rule</b></p> <p>Management provided an update on the possible impacts of the New Speed Rule. The following points were highlighted:</p> <ul style="list-style-type: none"> <li>• NZTA has yet to release the guidelines on implementation of the speed limit reversals from pre-2019 levels.</li> <li>• Around 1,800 speed limit increases have to be implemented by 1 July 2025, with 1,760 of these in neighbourhoods with schools in the area, where limits were reduced from 50kph to 30kph by the previous administration.</li> <li>• Management acknowledged it may be a logistical challenge to complete all the roading treatments and sign changes by 30 June 2025, however planning is already underway. No new funding has been allocated to carry out the changes.</li> <li>• Options on implementing variable speed limits were discussed, including solar-powered electronic signs. It was noted schools that have electronic signs have the capability to control these</li> </ul>

	<p>(e.g. for big school events that would increase pedestrian traffic.)</p> <ul style="list-style-type: none"> <li>• A communications plan is being developed to ensure stakeholders such as local boards and communities receive the appropriate messaging on the new initiatives.</li> <li>• The impact of speed increases on DSI rates was discussed, noting it is a complex measurement affected by several factors (e.g., speed, infrastructure, economy, police enforcement.) Refusing to implement the speed limit reversals is not a lawful option. Data on changes in DSI after the speed increases are implemented can be used to evaluate and consult on the appropriate mitigations.</li> </ul>
<b>General</b>	
21.	<p><b>General Business</b></p> <p>None.</p>
22.	<p><b>Closing</b></p> <p>The meeting closed at 11.07am.</p>
<b>Next meeting: Wednesday, 18 December 2024</b>	

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

Richard Leggat  
Board Chair

