

Auckland Transport Monthly Indicators Report 2019/20

December 2019



1. Summary of indicators

1.1 SOI performance measures

1.2 Patronage summary

2. Monthly indicators by Key Priority

2.1 Help people to travel safely

2.2 Improve access to frequent and attractive public transport

2.3 Encourage walking and cycling

2.4 Make the best use of existing transport networks

2.5 Manage the impacts of the transport system on the environment

2.6 Value for money

2.7 Local Board and customer engagement

1.1 SOI performance measures

Key Priority	Measure	SOI 2019/20 Year End Target	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Current Performance	Reference Page
Help people to travel safely	Number of high risk intersections and sections of road addressed by Auckland Transport's safety programme	10						●							YTD total: 10	Page 8
	Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	Reduce by at least 18 2019 year-end target: 663	●	●	●	●	●	●							12 month total to September 2019: 538 Note: 3-month lag	Page 8
Improve access to frequent and attractive public transport	Total public transport boardings	103.6 million	●	●	●	●	●	●							12 month total: 103,167,519	Page 9
	Total rail boardings	22.30 million	●	●	●	●	●	●							12 month total: 21,884,179	Page 10
	Boardings on rapid or frequent network (rail, busway, FTN bus)	Increase at faster rate than total boardings	●	●	●	●	●	●							12.3% growth in RTN + FTN vs 7.6% growth in total boardings	Page 9
	Percentage of public transport passengers satisfied with their public transport service	85%			●			●							December 2019 result: 91%	Page 12
	PT punctuality (weighted average across all modes)	95.0%	●	●	●	●	●	●							YTD average: 97.5%	Page 13
Encourage walking and cycling	New cycleways added to regional cycle network	10 km	●	●	●	●	●	●							YTD total: 2.2 km	Page 15
	Number of cycle movements past selected count sites	3.826 million	●	●	●	●	●	●	●						YTD total: 1,727,977	Page 15
Make the best use of existing transport networks	Average AM peak arterial productivity	27,500	●	●	●	●	●	●							12 month average: 32,941	Page 16
	Proportion of the freight network operating at Level of Service C or better during the inter-peak	85%	●	●	●	●	●	●							12 month average: 93%	Page 20
	Active and sustainable transport mode share at schools where the Travelwise programme is implemented	40%													2018/19 result: 47%	Page 15
	Active and sustainable transport mode share for morning peak commuters, where the Travelwise Choices programme is implemented	40%													2018/19 result: 72%	Page 15

1.1 SOI performance measures

Key Priority	Measure	SOI 2019/20 Year End Target	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Current Performance	Reference Page
Manage the impacts of the transport network on the environment	Number of buses in the Auckland bus fleet classified as low emission	5						●							December 2019 result: 3 low emission buses in operation	Page 25
	Reduction in CO2e (emissions) generated annually by Auckland Transport corporate operations (from 2017/18 baseline)	7%													New measure	Page 25
	Percentage of Auckland Transport streetlights that are energy efficient LED	56%													New measure	Page 25
Value for money	PT farebox recovery	43%-46%	●	●	●	●	●	●							December 2019 result:42.4%	Page 26
	Percentage of road assets in acceptable condition (as defined by AT's AMP)	95%													2018/19 result: 94%	Page 27
	Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban and rural roads	Urban 81%													2018/19 result: 87%	Page 27
		Rural 92%													2018/19 result: 94%	Page 27
	Percentage of footpaths in acceptable condition (as defined by AT's AMP)	95%													2018/19 result: 96%	Page 27
	Percentage of the sealed local road network that is resurfaced	5.8%	●	●	●	●	●	●	●						YTD total: 140.9 km (2.1%)	Page 28
	Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames	85%	●	●	●	●	●	●	●						YTD average: 85.0%	Page 28
Local Board engagement	Reporting to local board: 70%														2019 result: 41%	Page 29
	Consultation with local board: 70%														2019 result:35%	Page 29

- On target to exceed performance measure (more than 2.5% above target)
- On target to meet performance measure (within +/- 2.5% of target)
- Not on target to meet performance measure (more than 2.5% below target)

■ Data not available

1.2 Patronage summary	Actual v SOI									
	Month				YTD				SOI / Target 2019/20	Projected Forecast 2019/20
	Actual	% Change	SOI / Target	% Variance	Actual	% Change Prev Year	SOI / Target	% Variance		
1. Bus Total:	4,551,449	↓ -3.2%	4,767,000	↓ -4.5%	37,359,522	↑ 5.6%	36,299,000	↑ 2.9%	74,860,000	76,500,000
2. Train (Rapid) Total:	1,554,467	↑ 13.8%	1,404,000	↑ 10.7%	11,122,258	↑ 4.7%	11,081,000	↑ 0.4%	22,300,000	22,300,000
3. Ferry (Connector Local) Total:	579,545	↓ -2.9%	615,000	↓ -5.8%	2,919,753	↓ -2.4%	3,049,000	↓ -4.2%	6,440,000	6,440,000
Total Patronage	6,685,461	↑ 0.3%	6,786,000	↓ -1.5%	51,401,533	↑ 4.9%	50,429,000	↑ 1.9%	103,600,000	105,240,000
Rapid and Frequent	3,187,235	↓ -9.0%	3,300,000	↓ -3.4%	25,331,010	↑ 2.4%	25,800,000	↓ -1.8%	52,000,000	52,812,990

	December - 2019/20											
	Month Patronage					12 Month Patronage				YTD (from July)		
	This Year	Previous Year	# Change	% Change	Normalised % Change	Patronage	% Change Prev Month	Change Prev Year	% Change Prev Year	Patronage	Change Prev Year	% Change Prev Year
1. Bus Total:	3,971,566	4,526,491	-554,925	-12.3%	-10.8%	73,338,161	-0.8%	5,339,577	7.9%	36,401,858	1,590,321	4.6%
- Busway (Rapid) Bus	510,070	446,925	63,145	14.1%		7,979,086	0.8%	1,929,089	31.9%	4,043,418	805,033	24.9%
- Frequent Bus	930,644	1,344,657	-414,013	-30.8%		20,639,347	-2.0%	1,901,305	10.1%	10,388,196	4,710	0.0%
- Connector Local Targeted Bus	2,530,852	2,734,909	-204,057	-7.5%		44,719,728	-0.5%	1,509,183	3.5%	21,970,244	780,578	3.7%
2. Train (Rapid) Total:	1,515,594	1,326,796	188,798	14.2%	14.1%	21,566,026	0.9%	1,264,673	6.2%	10,973,442	470,323	4.5%
- Western	545,449	432,498	112,950	26.1%		7,501,967	1.5%	567,169	8.2%	3,849,863	271,842	7.6%
- Eastern	429,974	431,224	-1,250	-0.3%		6,255,491	0.0%	295,678	5.0%	3,137,530	36,047	1.2%
- Onehunga	97,577	75,722	21,855	28.9%		1,170,475	1.9%	69,912	6.4%	610,678	34,249	5.9%
- Southern	411,177	355,651	55,526	15.6%		6,123,862	0.9%	285,669	4.9%	3,123,379	131,704	4.4%
- Pukekohe	31,418	31,702	-284	-0.9%		514,230	-0.1%	46,245	9.9%	251,993	-3,519	-1.4%
3. Ferry (Frequent & Connector Local) Total:	109,010	108,105	905	0.8%	-2.7%	1,521,377	0.1%	102,408	7.2%	746,985	30,206	4.2%
- Contract	109,010	108,105	905	0.8%		1,521,377	0.1%	102,408	7.2%	746,985	30,206	4.2%
Patronage (Excl Exempt Serv/Spl Evts)	5,596,170	5,961,392	-365,222	-6.1%	-5.1%	96,425,564	-0.4%	6,706,658	7.5%	48,122,285	2,090,850	4.5%

Exempt Services	551,944	575,488	-23,544	-4.1%		5,610,076	-0.4%	-2,651	0.0%	2,603,540	-128,671	-4.7%
- Exempt Services - Bus	81,409	86,658	-5,249	-6.1%		891,210	-0.6%	-21,934	-2.4%	430,773	-27,608	-6.0%
- Exempt Services - Ferry	470,535	488,830	-18,295	-3.7%		4,718,866	-0.4%	19,283	0.4%	2,172,767	-101,063	-4.4%
Special Events	537,347	126,082	411,265	326.2%		1,131,879	57.1%	588,008	108.1%	675,707	440,039	186.7%
- Special Events - Bus	498,474	86,785	411,689	474.4%		813,726	102.4%	614,051	307.5%	526,891	415,204	371.8%
- Special Events - Rail	38,873	39,297	-424	-1.1%		318,153	-0.1%	-26,043	-7.6%	148,816	24,835	20.0%
Total Patronage (Exempt Serv/Spl Evts)	1,089,291	701,570	387,721	55.3%		6,741,955	6.1%	585,357	9.5%	3,279,247	311,368	10.5%

Rapid & Frequent	3,498,225	3,160,260	337,965	10.7%		51,034,685	0.7%	5,595,344	12.3%	26,070,522	1,815,798	7.5%
Connector Local Targeted	3,187,235	3,502,702	-315,466	-9.0%		52,132,834	-0.6%	1,696,672	3.4%	25,331,010	586,420	2.4%
Total Patronage	6,685,461	6,662,962	22,499	0.3%		103,167,519	0.0%	7,292,015	7.6%	51,401,533	2,402,218	4.9%

Bus	4,551,449	4,699,934	-148,485	-3.2%	-12.6%	75,043,097	-0.2%	5,931,694	8.6%	37,359,522	1,977,917	5.6%
Rail	1,554,467	1,366,093	188,374	13.8%	13.7%	21,884,179	0.9%	1,238,630	6.0%	11,122,258	495,158	4.7%
Ferry	579,545	596,935	-17,390	-2.9%	-3.2%	6,240,243	-0.3%	121,691	2.0%	2,919,753	-70,857	-2.4%
Total Patronage	6,685,461	6,662,962	22,499	0.3%	-6.3%	103,167,519	0.0%	7,292,015	7.6%	51,401,533	2,402,218	4.9%

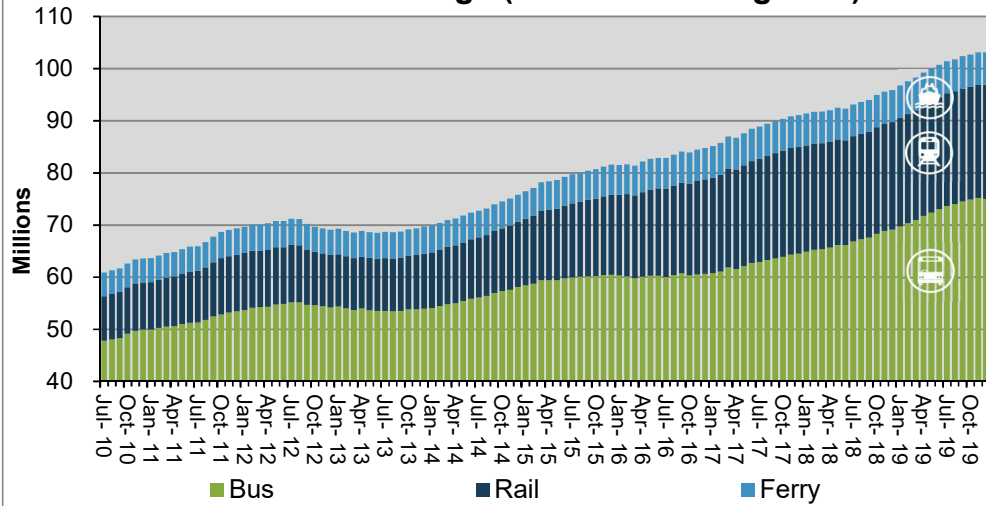
Note 1:- Normalised % - Change is done at the mode level, as special events is not available at lower service layers.

Note 2:- Rapid calculation for busway amend from, NEX route plus Busway (4 locations – Akoranga, Smales, Sunnynook, Constellation) Inbound Boardings & Outbound alighting to being all routes Inbound from Albany to Fanshawe St & Outbound Akoranga to Albany in line with New Network North.

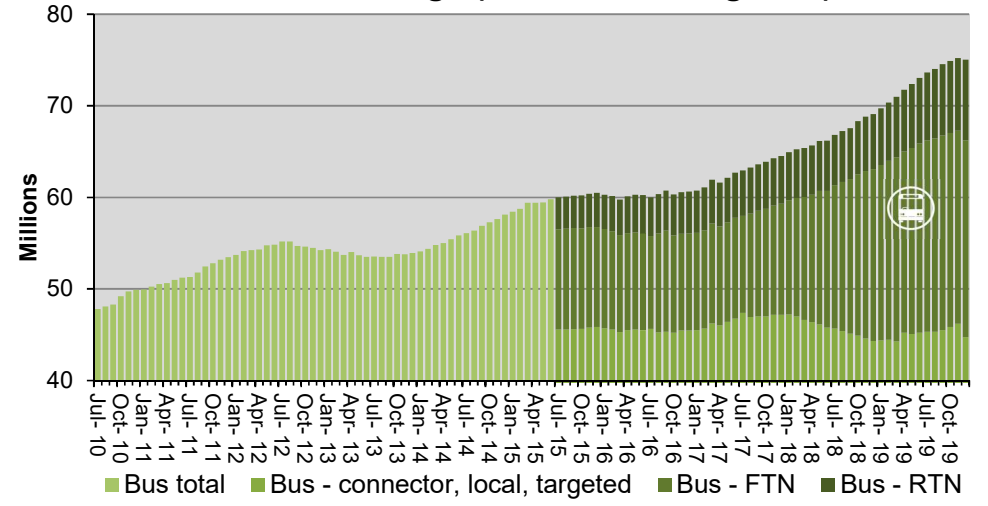
Note 3:- Extra-ordinary Events 2019/20 - Unrecorded free travel for Bus strike and for Friday 20 December 2019.

1.2 AT Metro Boardings breakdown

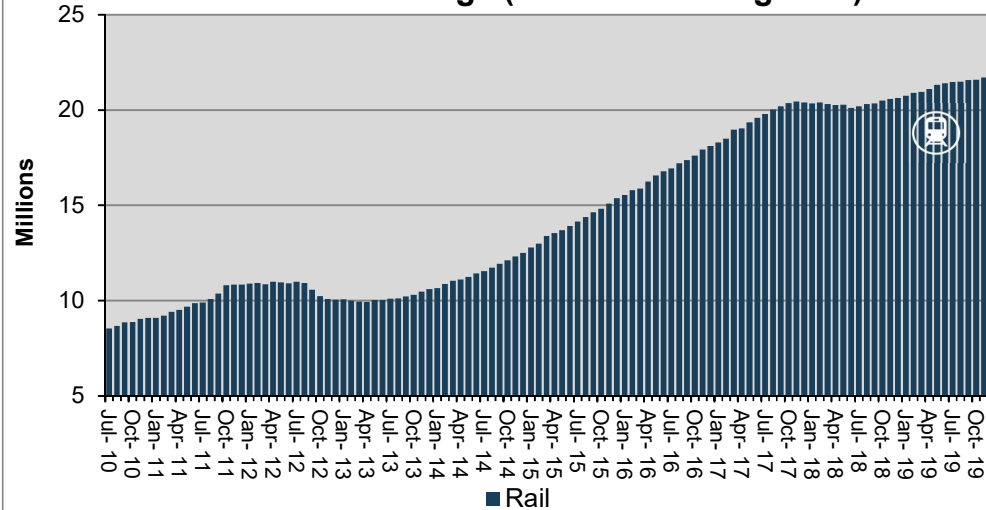
1.2.1 Total Patronage (12 month rolling total)



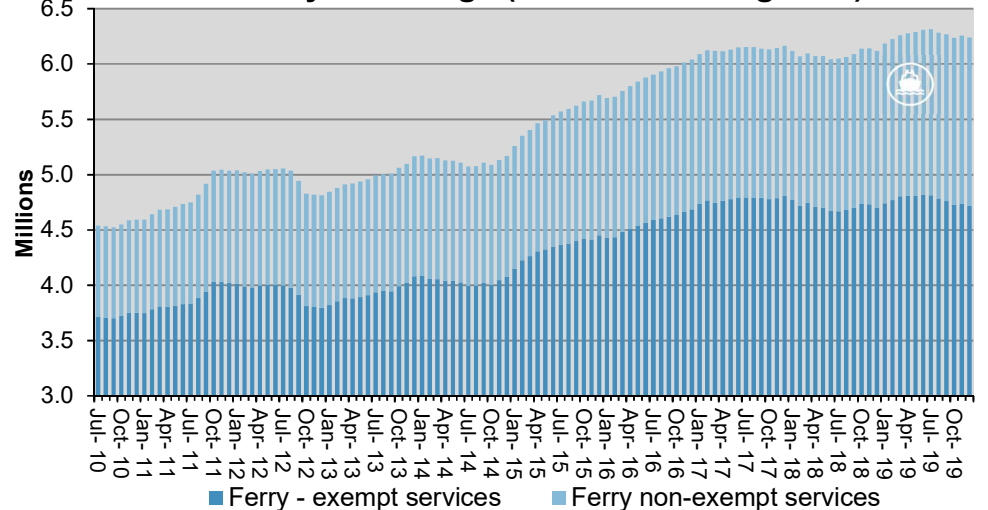
1.2.2 Bus Patronage (12 month rolling total)



1.2.3 Train Patronage (12 month rolling total)



1.2.4 Ferry Patronage (12 month rolling total)



1. Summary of indicators

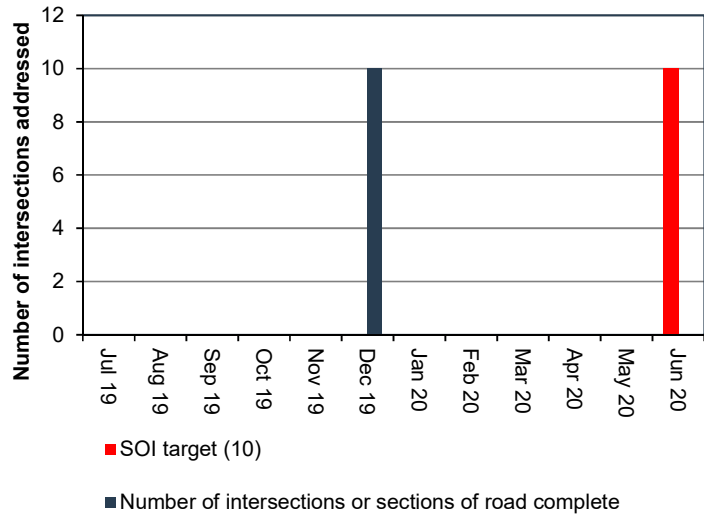
- 1.1 SOI performance measures
- 1.2 Patronage summary

2. Monthly indicators by Key Priority

- 2.1 Help people to travel safely
- 2.2 Improve access to frequent and attractive public transport
- 2.3 Encourage walking and cycling
- 2.4 Make the best use of existing transport networks
- 2.5 Manage the impacts of the transport system on the environment
- 2.6 Value for money
- 2.7 Local Board and customer engagement

2.1 Help people to travel safely

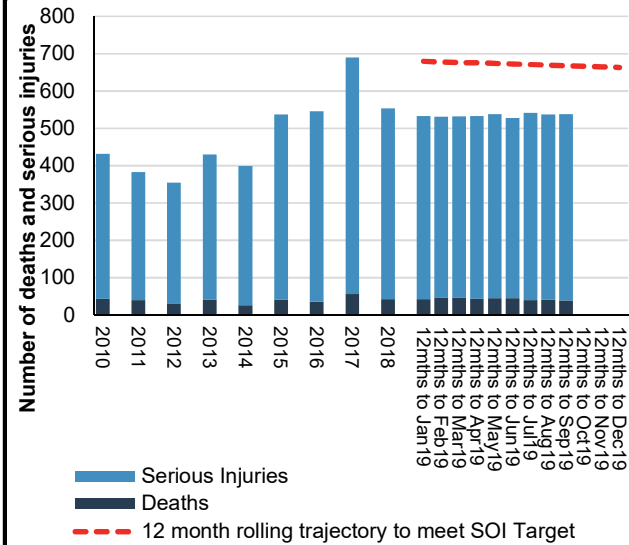
2.1.1 Number of high risk intersections and sections of road addressed by Auckland Transport's safety programme



The 2019/20 target is to address ten high risk intersections or sections of road as part of the safety programme.

A total of four high risk intersection improvements and six high risk corridor improvements have been completed. A further eight intersections and eleven high risk corridors are in construction.

2.1.2 Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network



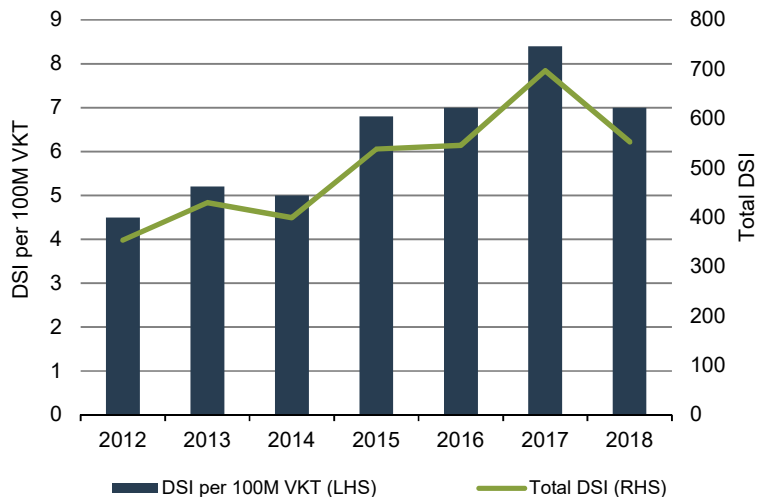
The Local Road DSI target for the 2019 calendar year is 663, 18 less than the 2018 target of 681.

The 12 month rolling total to September 2019 was 538, 3% lower than the 555 deaths and serious injuries in the 12 months to September 2018.

For the 12 months to the end of September 2019, local road deaths decreased by 15% (from 46 to 39) and local road serious injuries decreased by 2% (from 509 to 499).

Please note that there is a three month time lag for local road death and serious injuries information, and that monthly figures can vary over time due to Police investigation outcomes and reporting timelines.

2.1.3 Local road deaths and serious injuries (DSI) per 100 million vehicle km travelled (VKT)



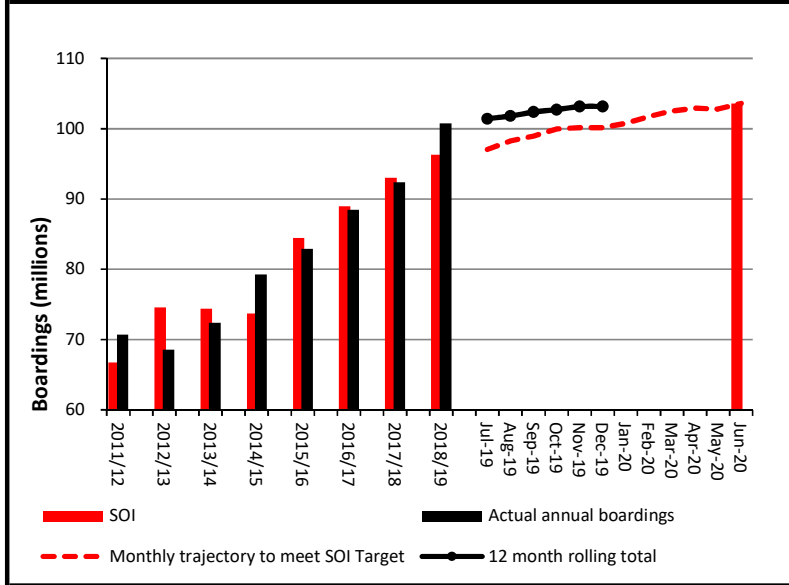
Non reporting period.

The Local Road DSI per 100 million VKT on local roads for the 2018 calendar year was 7.0. This is 1.4 less than in 2017.

The rate of local road deaths and serious injuries per 100 million vehicle kilometres travelled is an estimate of the exposure to crash-risk on the local road network, relative to vehicle travel.

2.2 Improve access to frequent and attractive public transport

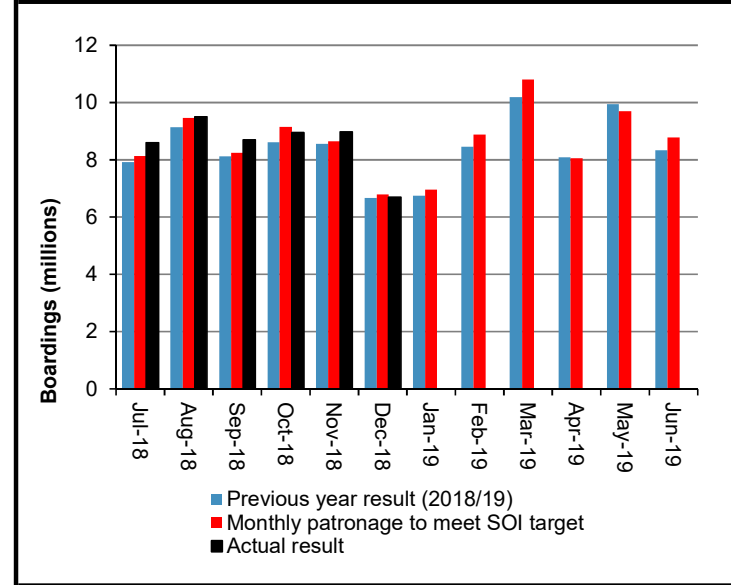
2.2.1 Total public transport boardings (millions)



Exceeding target.

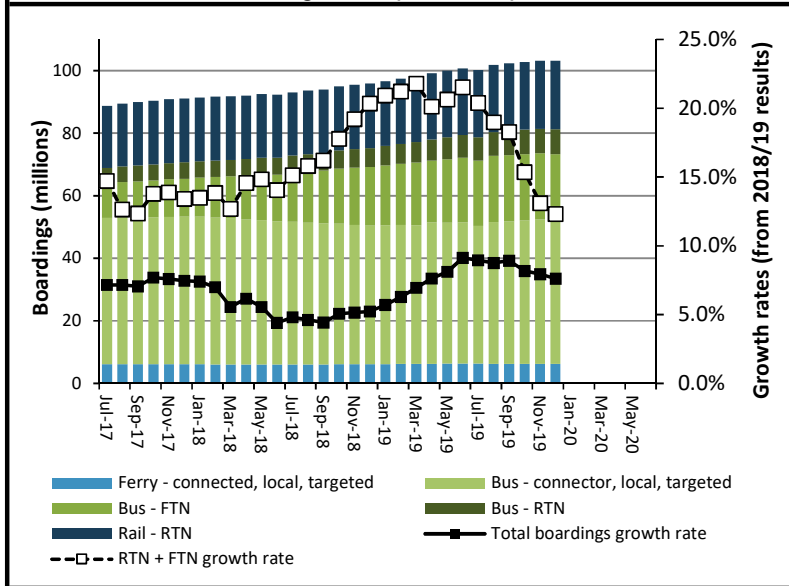
PT patronage totalled 103,167,519 passenger boardings for the 12 months to December 2019, unchanged from the 12 months to November 2019 but an increase of 7.6% on the 12 months to December 2018.

2.2.2 Monthly public transport boardings (millions)



December 2019 monthly patronage was 6,685,461, an increase of 0.3% (22,499) on December 2018. The normalised change is an decrease of ~6.3% once adjustments are made to take into account special events and the number of business and weekend days in the month, including the bus strike which involved unrecorded free travel on the bus network.

2.2.3 Boardings on rapid or frequent network

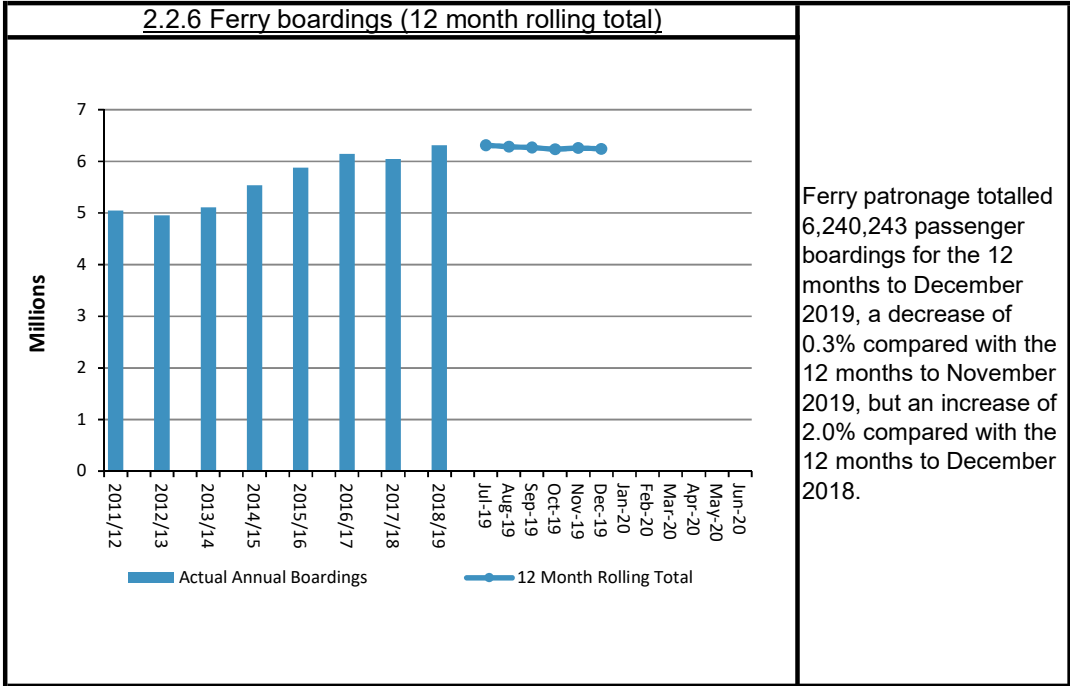
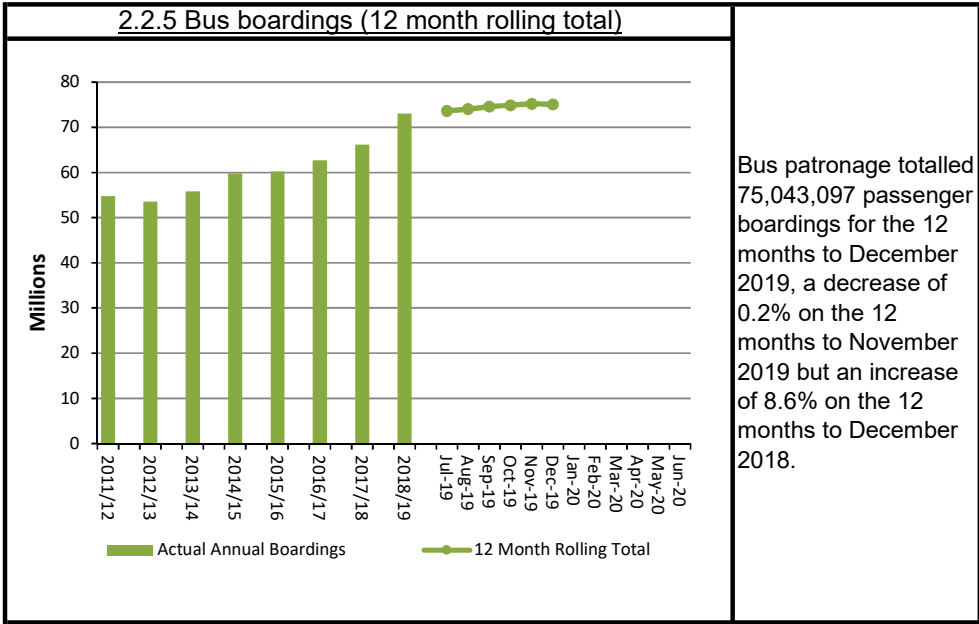
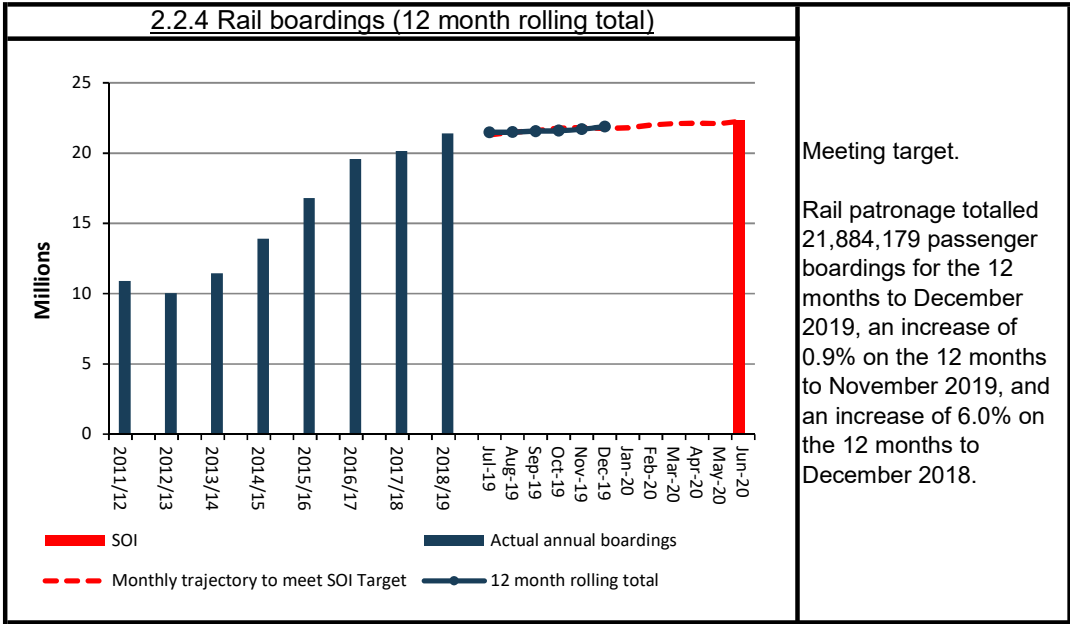


AT has an SOI target of increasing RTN and FTN boardings at a faster rate than total boardings.

This figure shows the 12 month rolling patronage total for each PT service layer. Rates of growth are based on the 12 month rolling total to December 2019 compared with the 12 month rolling total to December 2018.

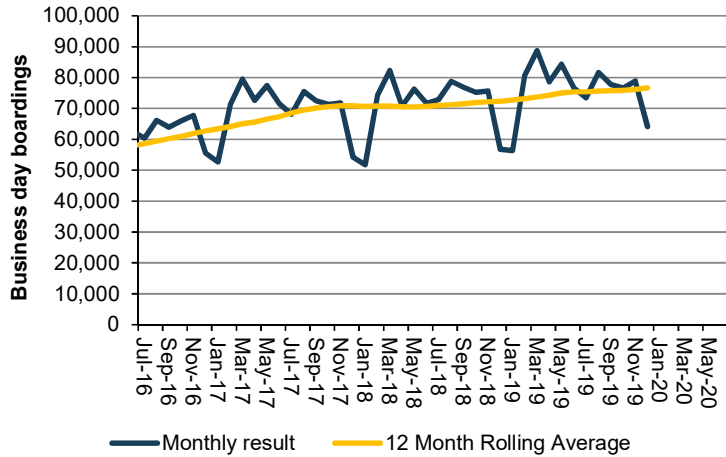
RTN + FTN patronage increased by 12.3% for the 12 months to December 2019, a faster rate than total patronage, which increased by 7.6%.

2.2 Improve access to frequent and attractive public transport



2.2 Improve access to frequent and attractive public transport

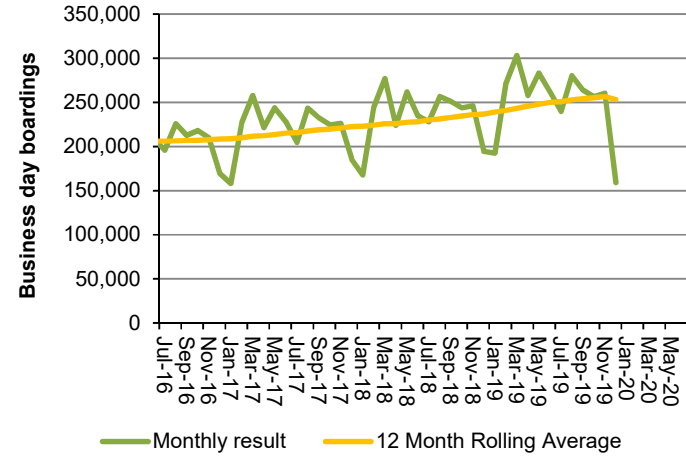
2.2.7 Rail business day average boardings



Business day boardings on the rail network averaged 76,656 in the 12 months to December 2019.

This represents a 5.9% increase on the December 2018 figure.

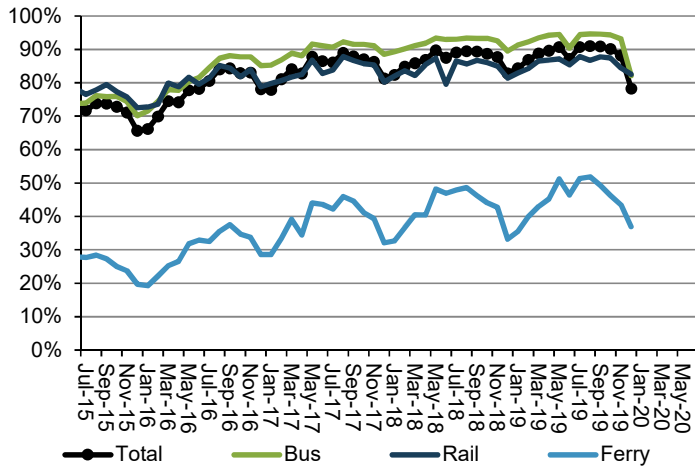
2.2.8 Bus business day average boardings



Business day boardings on the bus network averaged 253,324 in the 12 months to December 2019.

This represents a 6.9% increase on the December 2018 figure.

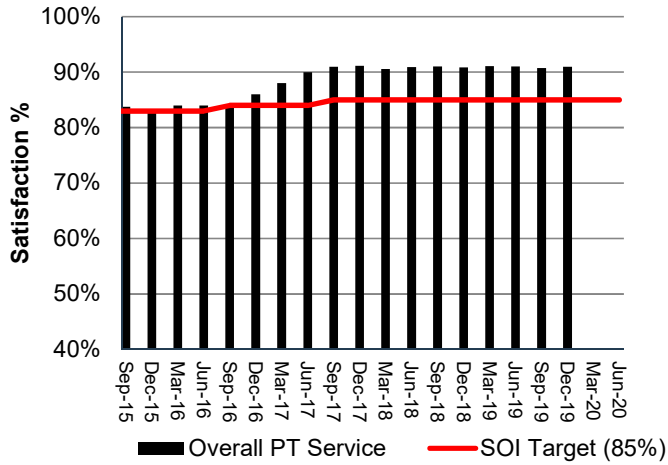
2.2.9 Percentage of all PT trips using AT HOP



The proportion of all trips using AT HOP was 78.3% in December 2019 (bus 82.2%, rail 82.5%, ferry 37.0%), down from 88.2% in November 2019.

2.2 Improve access to frequent and attractive public transport

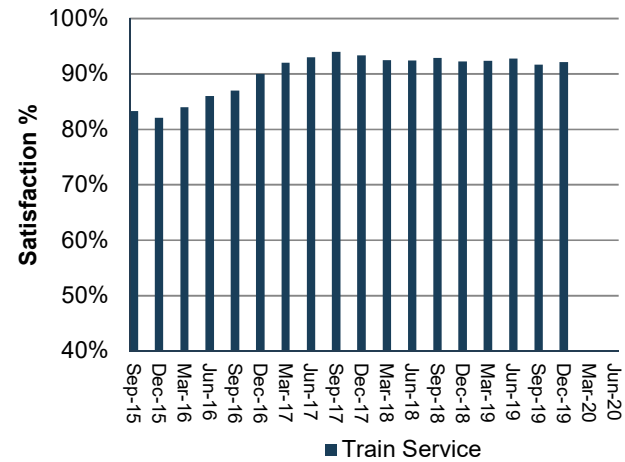
2.2.10 Percentage of public transport passengers satisfied with their public transport service



In December 2019, overall satisfaction with public transport services (91%) was unchanged compared with the September 2019 result (91%).

Satisfaction was unchanged compared with the December 2018 result.

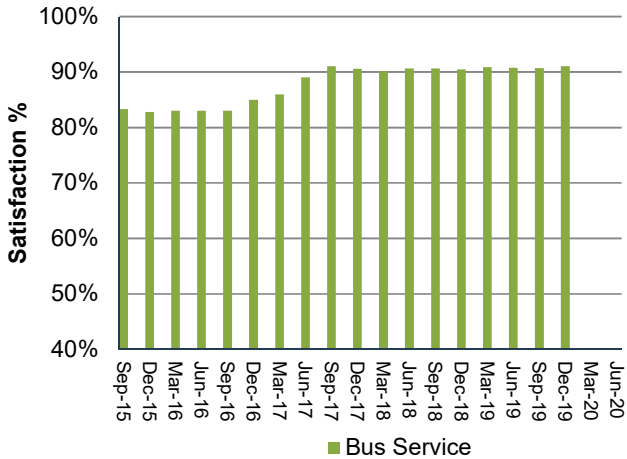
2.2.11 Percentage of passengers satisfied with their train service



In December 2019, satisfaction with train services (92%) was unchanged compared with the September 2019 result (92%).

Satisfaction was unchanged compared with the December 2018 result.

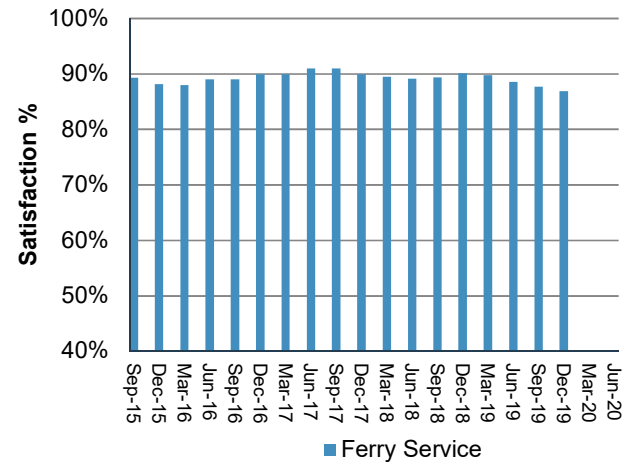
2.2.12 Percentage of passengers satisfied with their bus service



In December 2019, satisfaction with bus services (91%) was unchanged compared with the September 2019 result (91%).

Satisfaction was up one percentage point compared with the December 2018 result.

2.2.13 Percentage of passengers satisfied with their ferry service

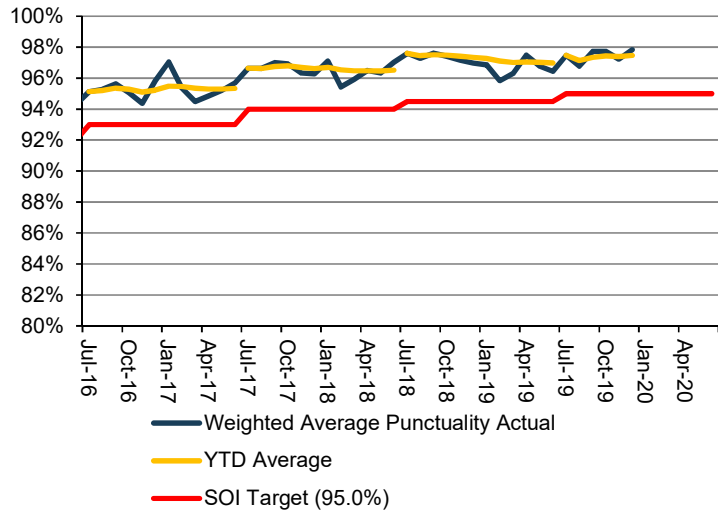


In December 2019, satisfaction with ferry services (87%) was down one percentage point compared with the September 2019 result (88%).

Satisfaction was down three percentage points compared with the December 2018 result.

2.2 Improve access to frequent and attractive public transport

2.2.14 PT punctuality (weighted average across all modes)

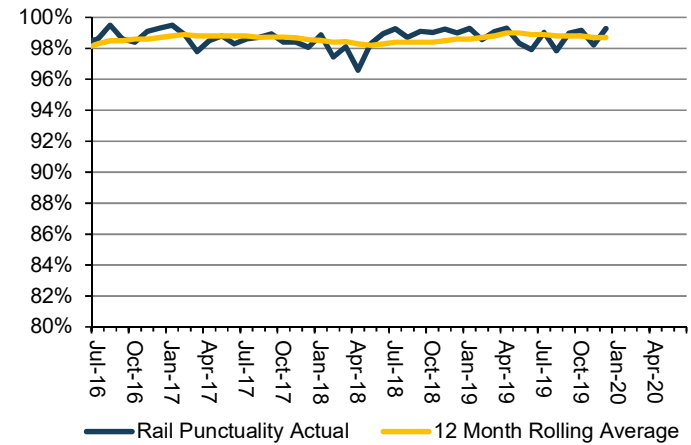


Exceeding target (YTD average to December 2019 = 97.5%; SOI target 95.0%).

PT weighted average punctuality for the month of December 2019 was 97.8%.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

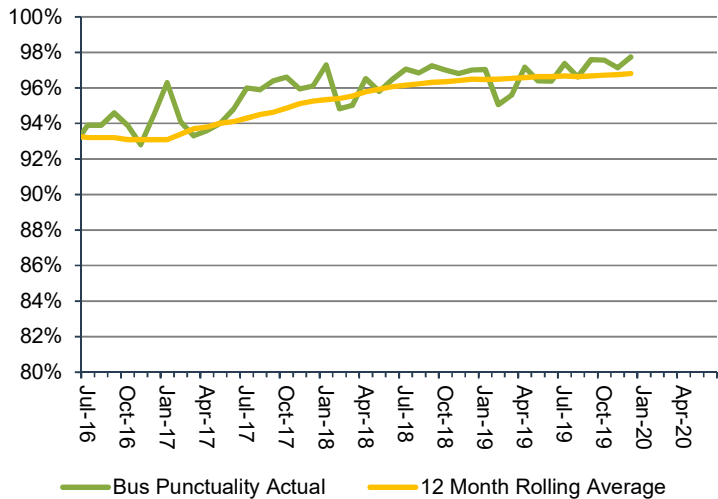
2.2.15 Rail services punctuality



Rail service punctuality in December 2019 was 99.3%, and 98.7% for the 12 months to December 2019.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

2.2.16 Bus services punctuality

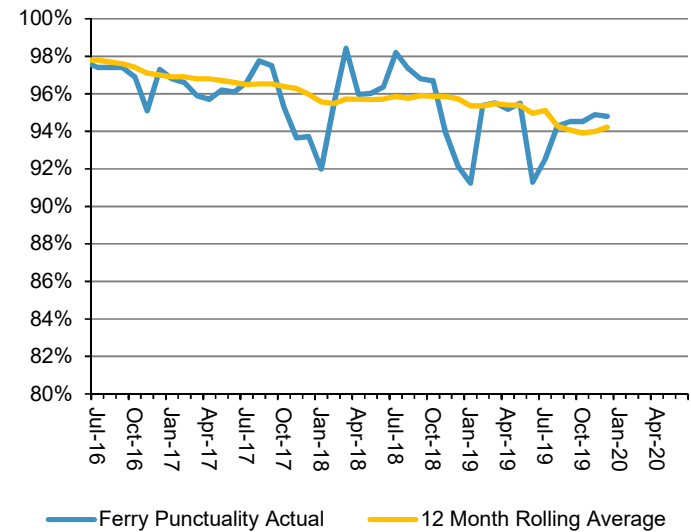


Bus service punctuality in December 2019 was 97.7%, and 96.8% for the 12 months to December 2019.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

Punctuality statistics for bus services are based on the number of sighted scheduled bus journeys during the month.

2.2.17 Ferry services punctuality



Ferry service punctuality in December 2019 was 94.8% and 94.2% for the 12 months to December 2019.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

2.2 Improve access to frequent and attractive public transport

2.2.18 Rail service performance

Train Performance December 2019



Total Network

95.9% Punctuality*

94.4% 12 month rolling average

99.0% Service Delivery*

98.2% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

* Arrival at final destination

Western Line

93.8% Punctuality*

93.8% 12 month rolling average

98.3% Service Delivery*

98.0% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

* Arrival at final destination

Eastern Line

97.8% Punctuality*

96.0% 12 month rolling average

99.5% Service Delivery*

98.2% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

* Arrival at final destination

Southern Line

94.9% Punctuality*

91.7% 12 month rolling average

98.6% Service Delivery*

97.7% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

* Arrival at final destination

Pukekohe Line

95.5% Punctuality*

95.5% 12 month rolling average

99.8% Service Delivery*

98.9% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

* Arrival at final destination

Onehunga Line

98.0% Punctuality*

96.6% 12 month rolling average

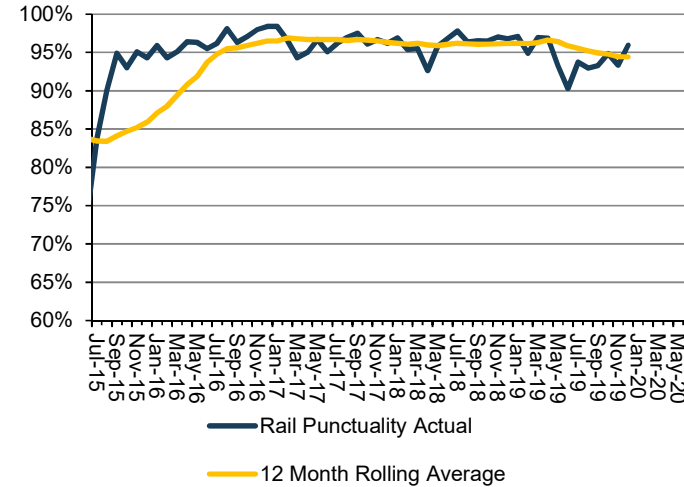
99.0% Service Delivery*

98.5% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

* Arrival at final destination

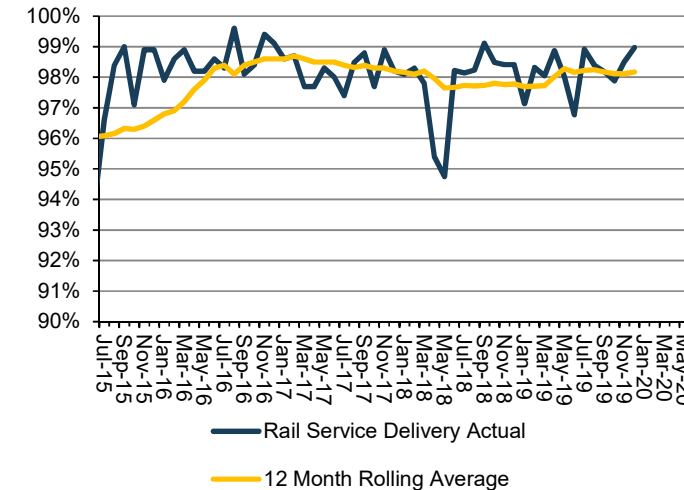
2.2.19 Rail punctuality based on arrival at final destination



Punctuality in this figure is based on the percentage of rail services that arrive within 5 minutes of schedule at their final destination.

Using this measure, rail service punctuality for the month of December 2019 was 95.9% and 94.4% for the 12 months to December 2019.

2.2.20 Rail service delivery based on arrival at final destination

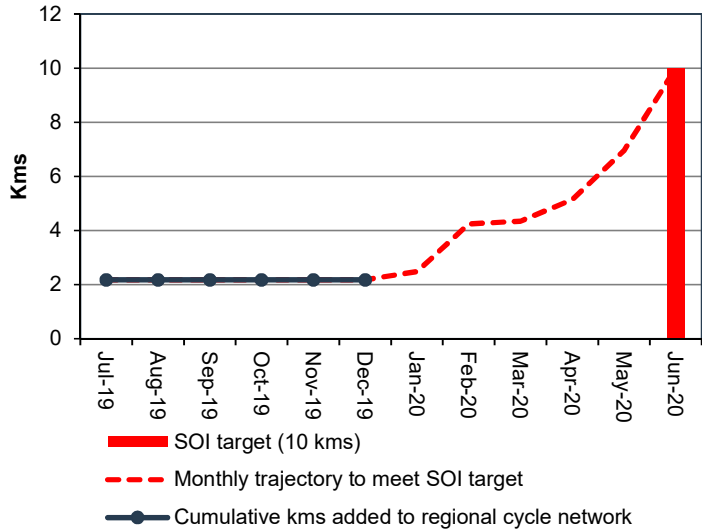


This measure is based on the percentage of rail services that arrive at their final destination.

Rail service delivery for the month of December 2019 was 99.0% and 98.2% for the 12 months to December 2019.

2.3 Encourage walking and cycling

2.3.1 Kilometres of new cycleway added to the regional cycle network



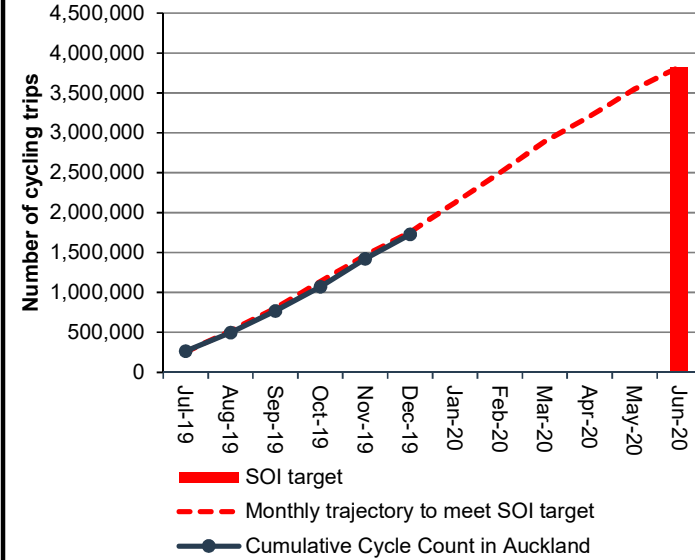
Meeting target.

YTD cycleway completion is 2.2 km.

Franklin Road (1.0 km) and Maketu Road, Drury South (1.2 km) were completed in July 2019.

The 2019/20 target is to complete 10 km of new cycleways.

2.3.2 Annual number of cycle movements past selected sites

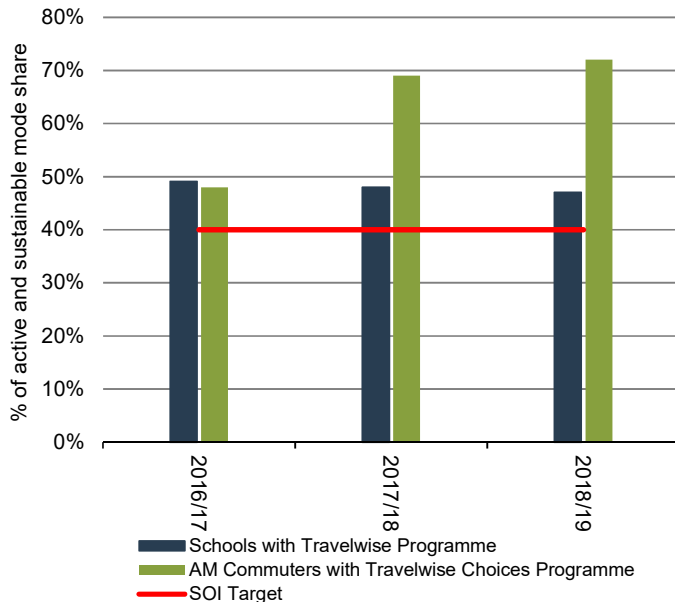


Meeting target.

YTD: 1,727,977 (1.8% below target)
YTD target: 1,759,189

304,936 cycle trips were recorded in December 2019, against a target of 295,900.

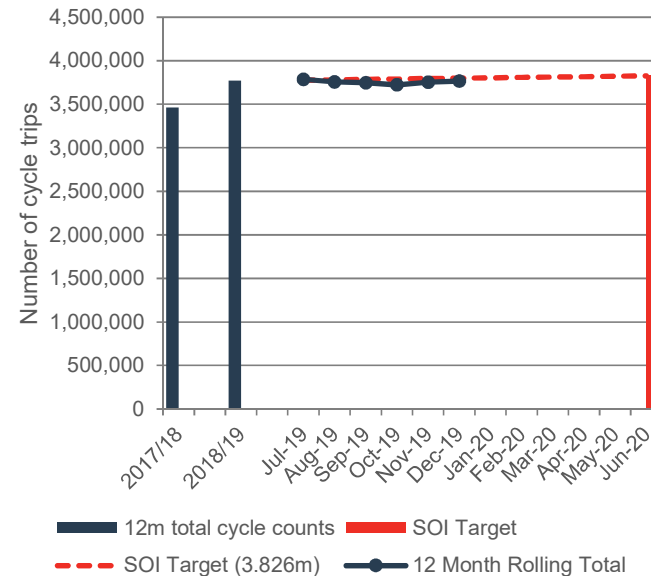
2.3.3 Active and sustainable transport mode share



Target reported annually in June.

The 2018/19 active and sustainable transport mode share was 72% for AM peak commuters at an organisation with a Travelwise Choices programme, and 47% at schools where a Travelwise programme is implemented.

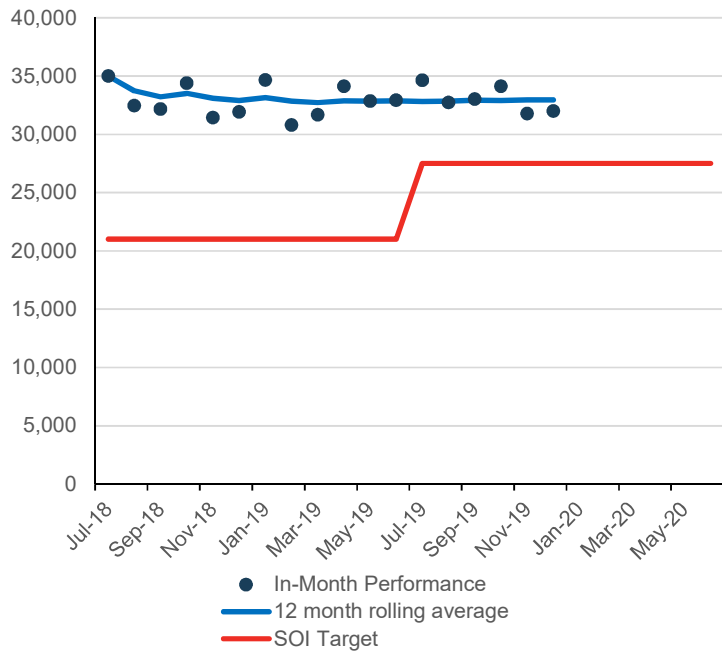
2.3.4 Cycle movements 12 month rolling total



Cycle counts totalled 3,765,256 for the 12 months to December 2019, an increase of 0.4% on the 12 months to November 2019, and an increase of 6.2% on the 12 months to December 2018.

2.4 Make the best use of existing transport networks

2.4.1 Average AM peak period lane productivity



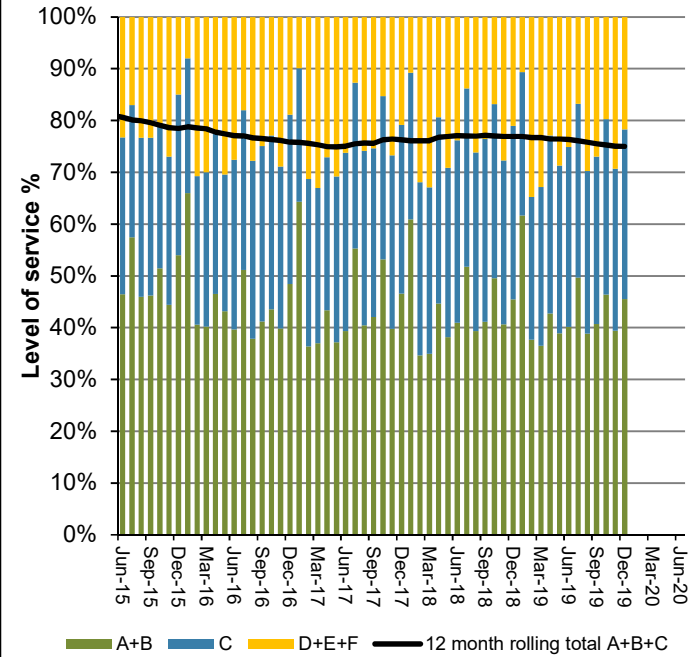
Target exceeded.

In December 2019, the average AM peak arterial productivity was 32,004. In the 12 months to December 2019, average AM peak arterial productivity was 32,941, exceeding the target of 27,500.

The key arterial routes included in this measure are shown in figure 2.4.3.

Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles (including buses), their average journey speed and average vehicular occupancy. For urban arterials a value of 27,500 people-km/hour/lane is set as a target. This value has increased from the 2018/19 target due to the results exceeding target, and is equivalent to the movement of approximately 900 vehicles travelling at a constant speed of 25km/h along the length of the arterial.

2.4.2 AM peak arterial road level of service



In December 2019, 78% of the network operated at good levels of service (LOS A-C). This is eight percentage points higher (better) than November 2019, and one percentage point lower than December 2018.

In the 12 months to December 2019, 75% of the network was operating efficiently (LOS A – C) during the AM Peak, compared with 77% in the 12 months to December 2018.

Level of service is measured by median speed as a % of the posted speed limit and categorised as follows:

- A: 90% and greater
- B: 70 – 90%
- C: 50 – 70%
- D: 40 – 50%
- E: 30 – 40%
- F: less than 30%

Level of service D–F broadly represent "congested" conditions.

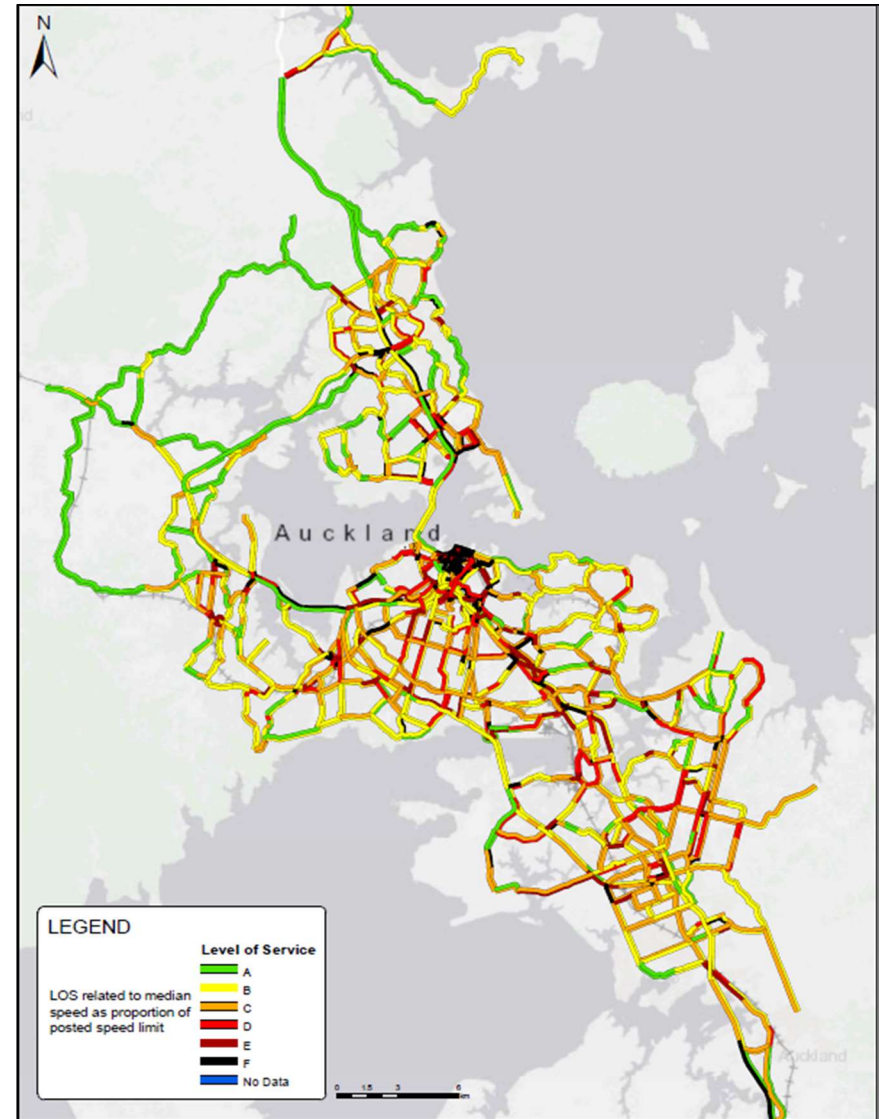
2.4 Make the best use of existing transport networks

2.4.3 Map showing arterial productivity routes



This map shows the 30 monitored arterial routes used to determine the average AM peak period lane productivity (2.4.1).

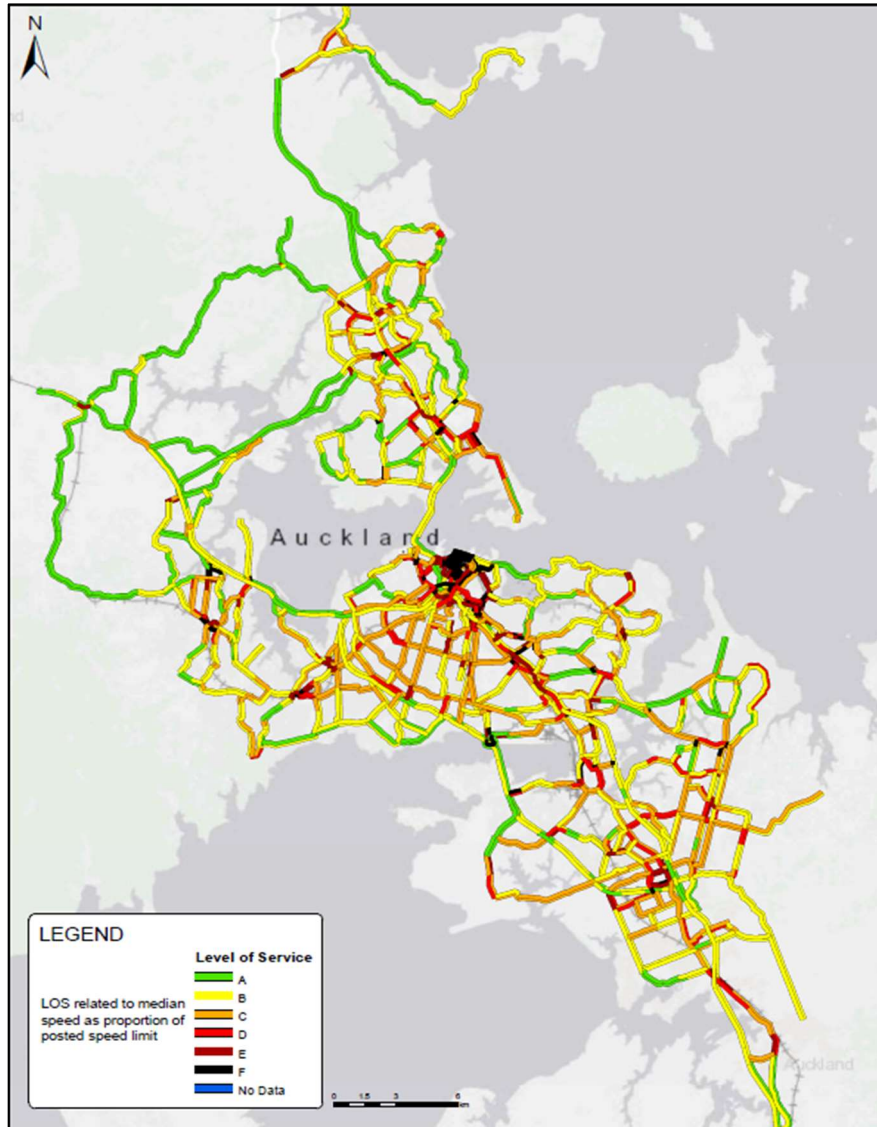
2.4.4 Congestion map AM peak



This map shows the typical level of service across the arterial and motorway networks during the AM peak hour (7.30–8.30) for December 2019. See the AM peak arterial road level of service graph (2.4.2) for an explanation of the levels of service.

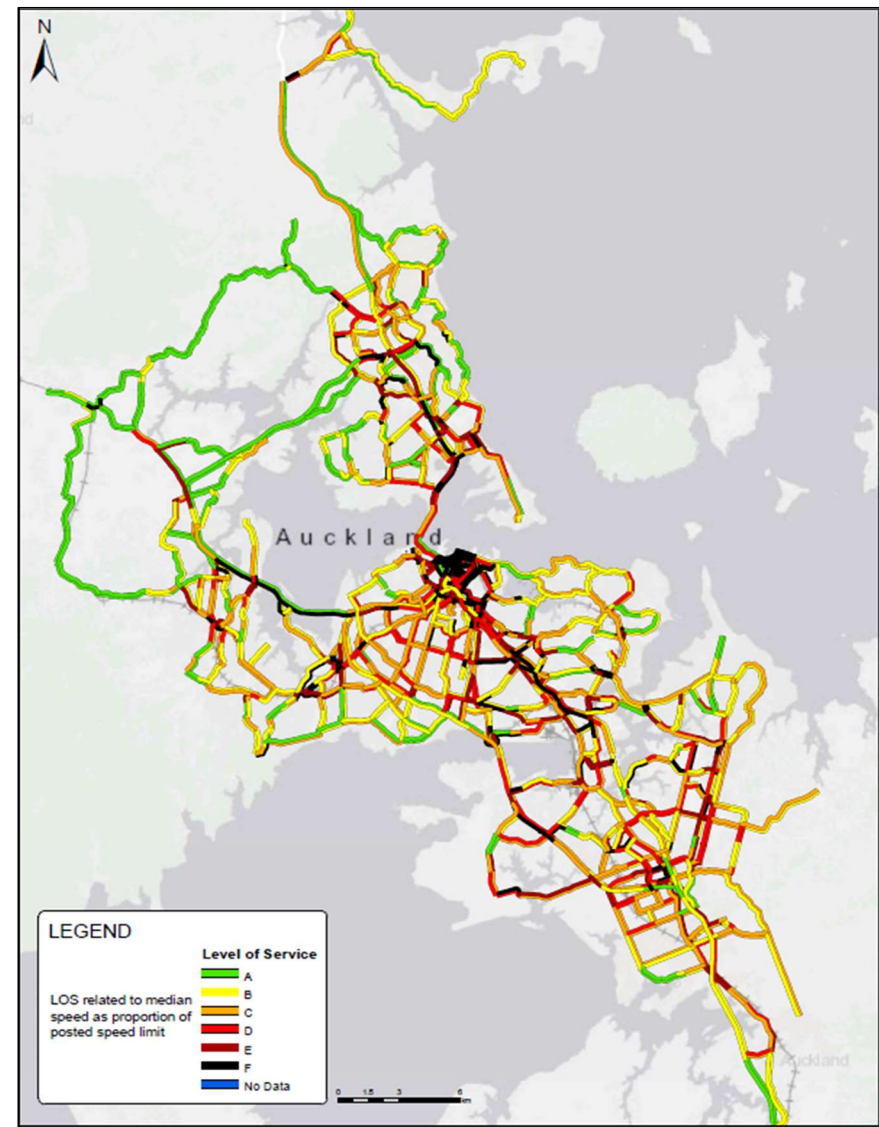
2.4 Make the best use of existing transport networks

2.4.5 Congestion map inter-peak



This map shows the typical level of service across the arterial and motorway networks during the inter-peak period (9 am–4 pm) for December 2019. See the AM peak arterial road level of service graph (2.4.2) for an explanation of the levels of service.

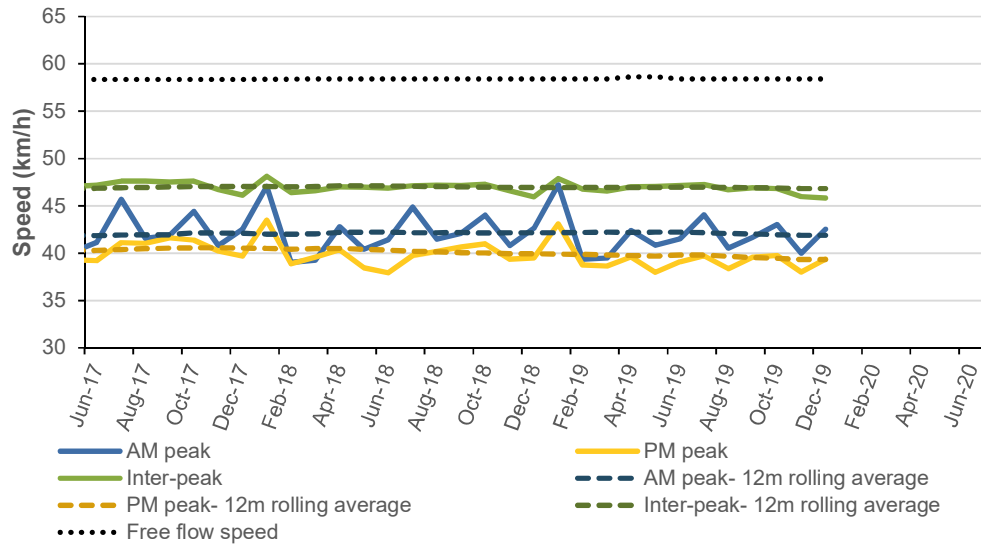
2.4.6 Congestion map PM peak



This map shows the typical level of service across the arterial and motorway networks during the PM peak hour (4.30–5.30) for December 2019. See the AM peak arterial road level of service graph (2.4.2) for an explanation of the levels of service.

2.4 Make the best use of existing transport networks

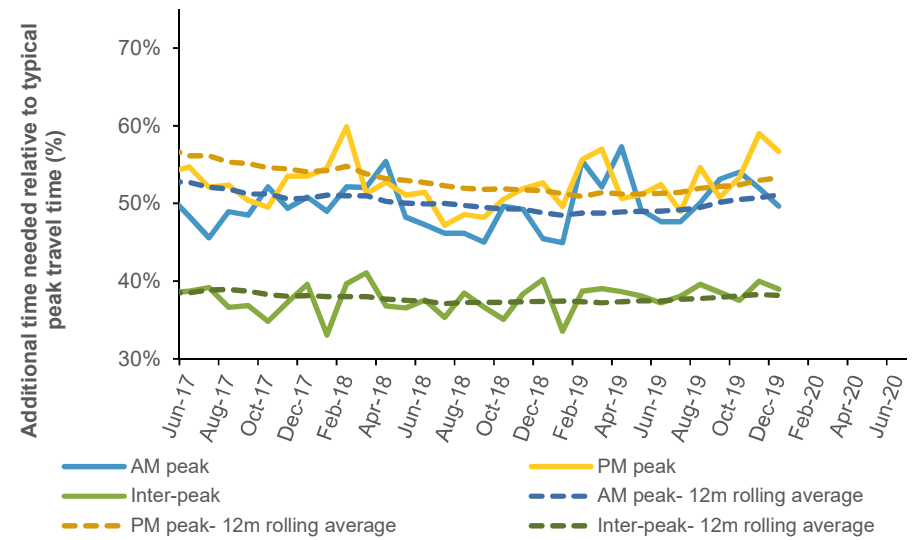
2.4.7 Median travel speed across arterial and motorway network



This figure shows median travel speed across the arterial and motorway networks during the AM peak, inter-peak and PM peak periods. The average free flow speed of 58.4 km/hr has been provided as a comparator.

During December 2019, the median travel speed during the AM peak was 43 km/hr, compared with 40 km/hr in November 2019 and 43 km/hr in December 2018. The 12 month rolling average was 41.9 km/hr, compared with 42.2 km/hr in December 2018.

2.4.8 Reliability: additional travel time needed relative to typical travel time



This figure shows the difference between the typical (median) and the 85th percentile* travel time, on the combined arterial and motorway network, for the AM peak, inter-peak and PM peak. This is a measure of reliability.

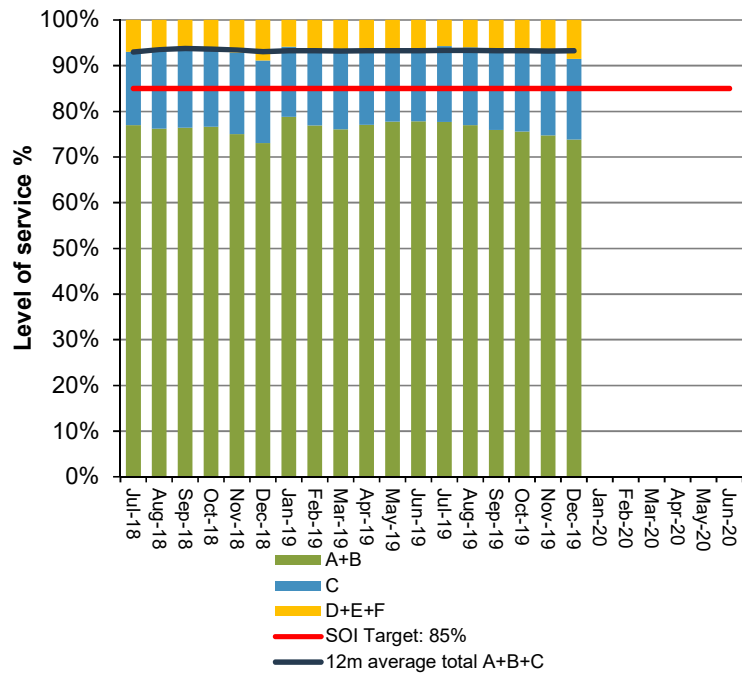
Reliability is a measure in percentage of how much variation a driver would experience from their day to day journey time in addition to a typical experience (median travel time), the smaller the percentage the better the reliability. Less than 50% additional travel time needed relative to typical travel time is regarded reliable in view of a driver's experience, 50%-70% is considered unreliable but tolerable and above 70% is deemed totally unreliable.

In the December 2019 AM peak, the 85th percentile was 50% longer than the typical travel time. The rolling average illustrates that the reliability remains at a desirable level during inter-peak period, whereas AM and PM peaks are mostly showing unreliable travel times. In the 12 months to December 2019, AM peak reliability was 51% and PM peak reliability was 53%, both 2 percentage points worse than the 12 months to December 2018.

*85% of all trips will take less time than the 85th percentile.

2.4 Make the best use of existing transport networks

2.4.9 Proportion of the freight network operating at Level of Service C or better during the inter-peak



Exceeding target.

In December 2019, 92% of the strategic freight network operated at good levels of service (LOS A-C), and 93% for the 12 months to December 2019.

In terms of the arterial and Motorway components of the freight network, 87% and 95% respectively operated efficiently, indicating that freight vehicles had a particularly good experience on the Motorway. Of the segments that experienced some congestion, most tended to be at Motorway interchanges or near busy activity centres such as near town centres.

Level of service is measured by median speed as a % of the posted speed limit and categorised as follows:

- A: 90% and greater
- B: 70 – 90%
- C: 50 – 70%
- D: 40 – 50%
- E: 30 – 40%
- F: less than 30%

Level of service D–F broadly represent "congested" conditions.

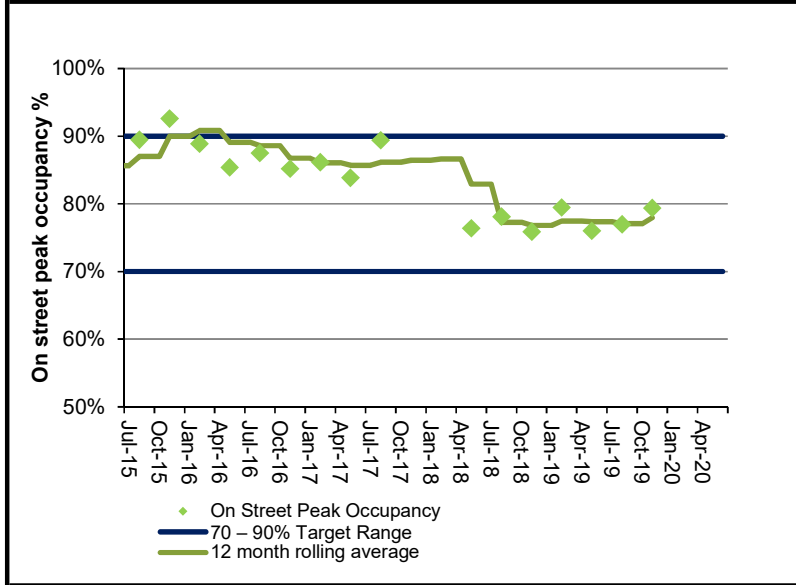
2.4.10 Map showing key freight routes



The freight network comprises key freight routes on key arterials and the Motorway network, as defined in the freight network map (above). The freight network Level of Service (LOS) is measured by average speed during the inter-peak period as a percentage of the posted speed limit for the freight network routes. LOS A, B and C represents efficient and stable traffic conditions with average travel speeds of at least 50% of the posted speed limit. At least 85% of the freight network is to operate at efficient levels.

2.4 Make the best use of existing transport networks

2.4.11 Parking occupancy rates (peak 4-hour, on street)

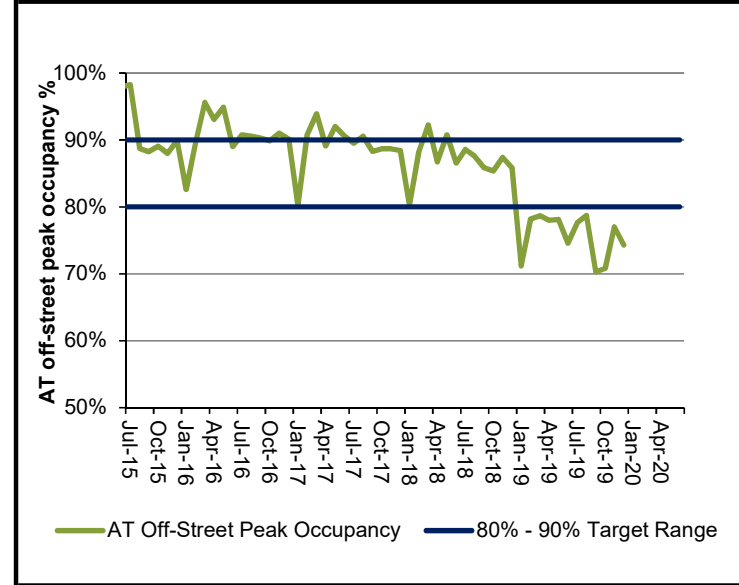


November 2019 on-street occupancy was 79.4%. The 12 month rolling average in November 2019 was 78.0%.

In obtaining its on street occupancy figure AT has moved from a consultant survey to an internal data driven method using transactional data from Pay by Plate machines and AT Park results since June 2018 have included 5% factor as the non-compliant component (made up of the small group of people that do not pay for parking).

Note: The four-hour peak period is defined as the top four busiest hours of the day. These hours are not often coincidental and can vary depending on contributing factors. On-street parking occupancy is surveyed in three central city parking zone precincts: Shortland/High Street, Karangahape Road and Wynyard Quarter.

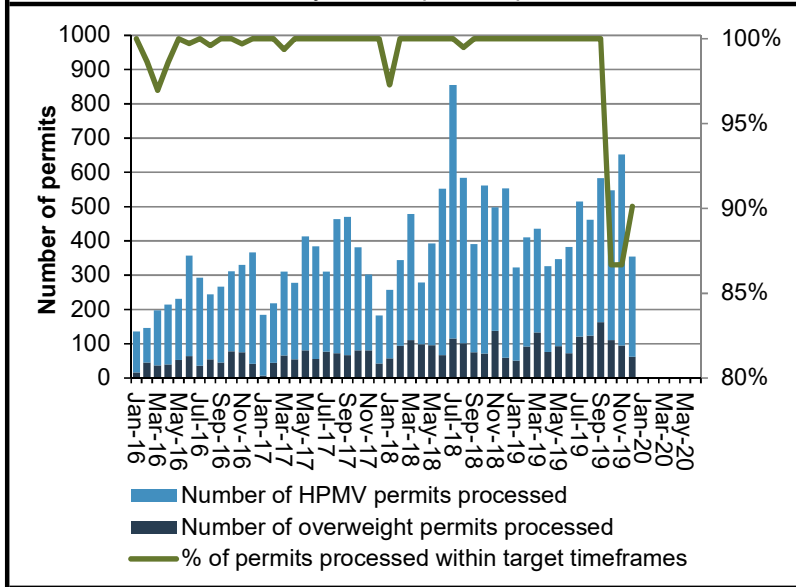
2.4.12 Off-street parking occupancy rates



The off-street parking occupancy rate for December 2019 of 74.3% is lower than the 80% to 90% occupancy target range.

AT off-street car parks monitored are those at Civic, Downtown and Victoria Car Parking Buildings.

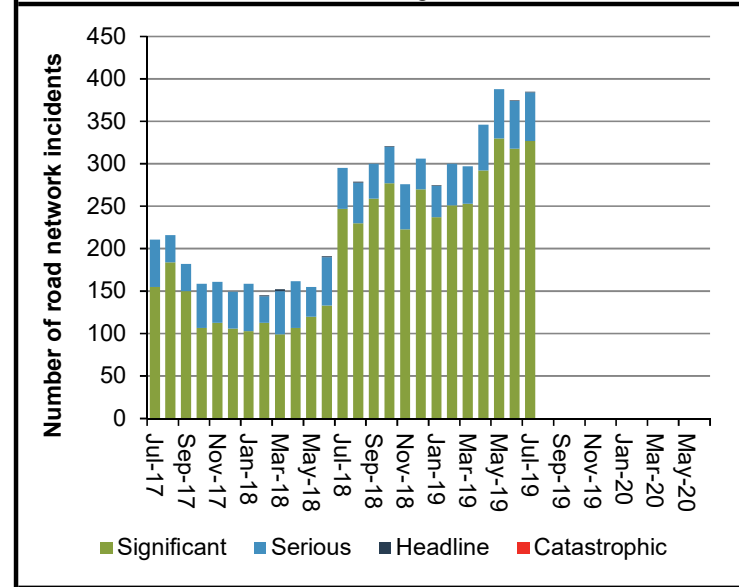
2.4.13 Heavy vehicle permits processed



In December 2019, 63 overweight permit applications and 291 HPMV permit applications were processed. In total, 319 of the 354 permits (90%) were processed within the KPI target timeframes (2 days for single and multi trip, 3 days for continuous trip and 4 days for HPMV permits).

The decrease in KPI is the result of staff absences and leave.

2.4.14 ATOC managed incidents



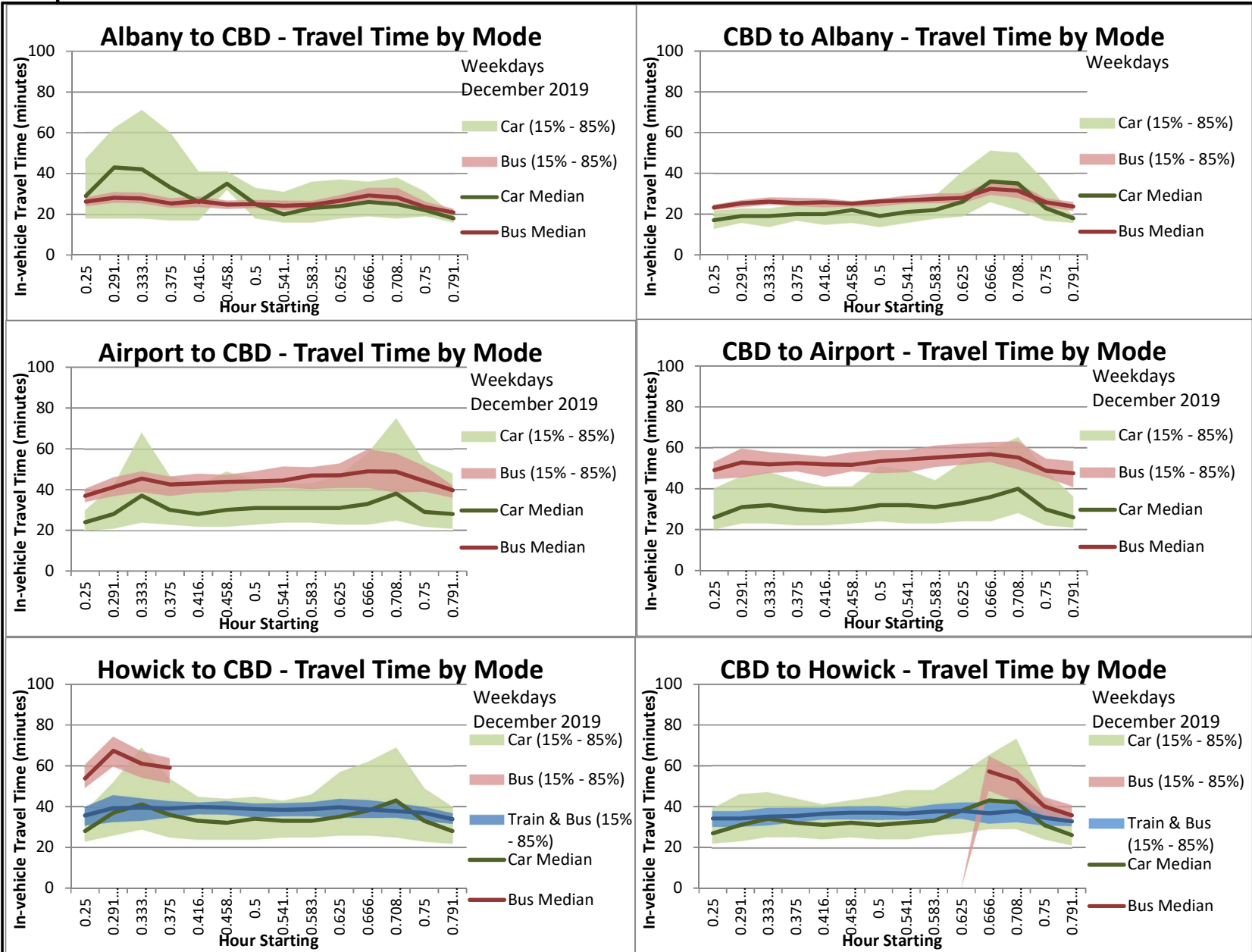
The figure shows the number of significant, serious, headline and catastrophic incidents managed by ATOC each month.

ATOC managed 403 significant incidents and 60 serious incidents during December 2019.

The Auckland Transport Operations Centre (ATOC) is a multi-agency initiative that manages incidents on both AT's local road and NZ Transport Agency's state highway networks. The centre is responsible for managing incidents from Taupo to Cape Reinga.

2.4 Make the best use of existing transport networks

The following graphs demonstrate travel time reliability on six key arterial routes to and from the CBD. The median travel speed and 15th to 85th percentile range for car is shown for each route, and bus, train or bus and train where relevant.



Train and NEX travel (Rapid Transit Network) remains consistent throughout the day, and generally provides significant travel time savings for commuters during the peak periods.

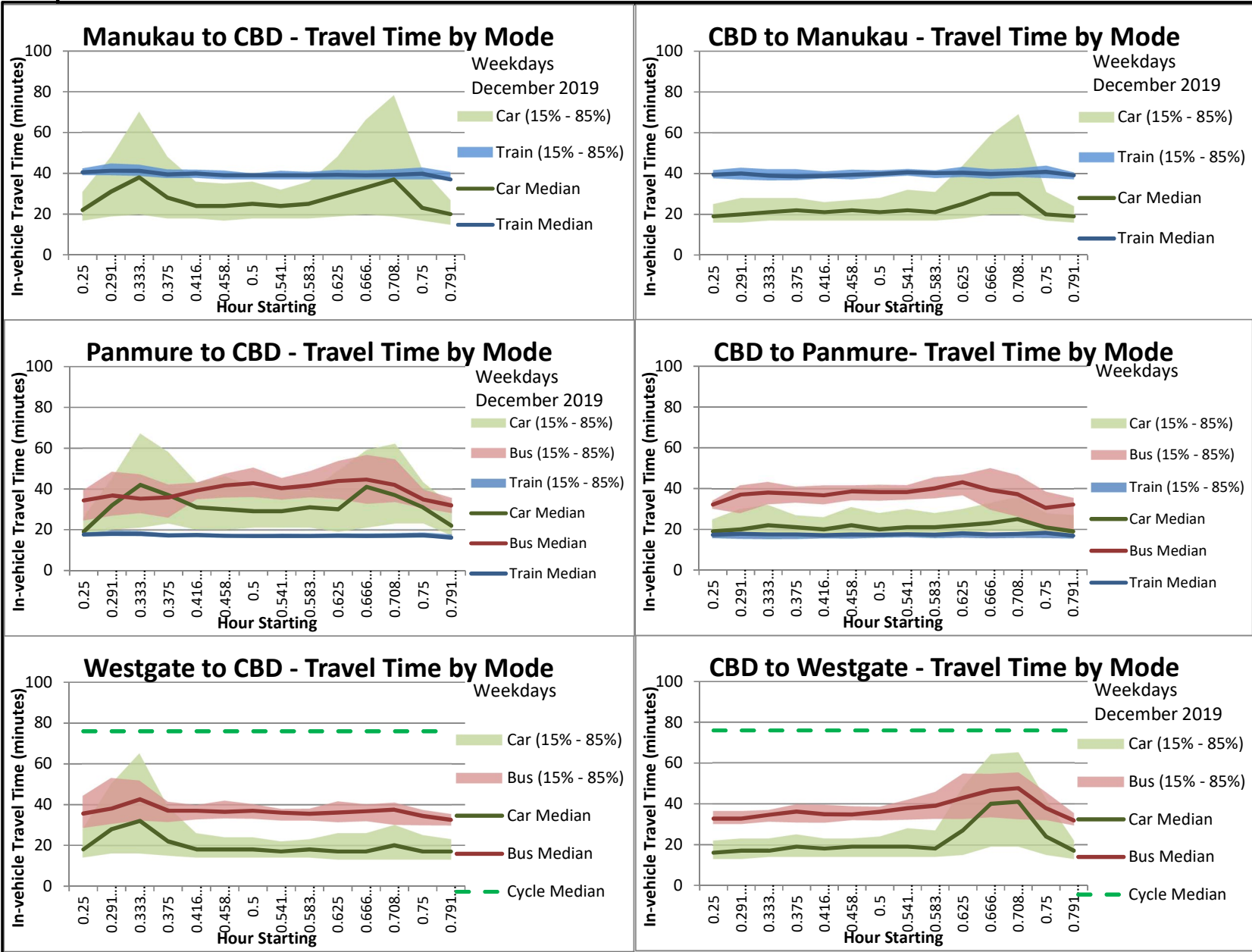
In December 2019, NEX represents a travel time saving of up to 30 minutes from Albany to CBD during AM peak relative to cars, and up to 10 minutes saving during PM peak. Train provides the most reliable travel time across all modes, and achieves significant travel time saving of up to 20 minutes or more across all routes available to a train option during peak periods. This is especially the case for the Panmure to CBD route where the train is up to 20 minutes quicker than both car and bus alternatives throughout the day.

For the routes that lack continuous bus lane provision, bus travel times compare unfavourably relative to that for general traffic.

Note: Due to the changes of the New Eastern Bus Network, only Express Buses are servicing directly between Howick and CBD which operate during peak hours only.

2.4 Make the best use of existing transport networks

The following graphs demonstrate travel time reliability on six key arterial routes to and from the CBD. The median travel speed and 15th to 85th percentile range for car is shown for each route, and bus, train or bus and train where relevant.



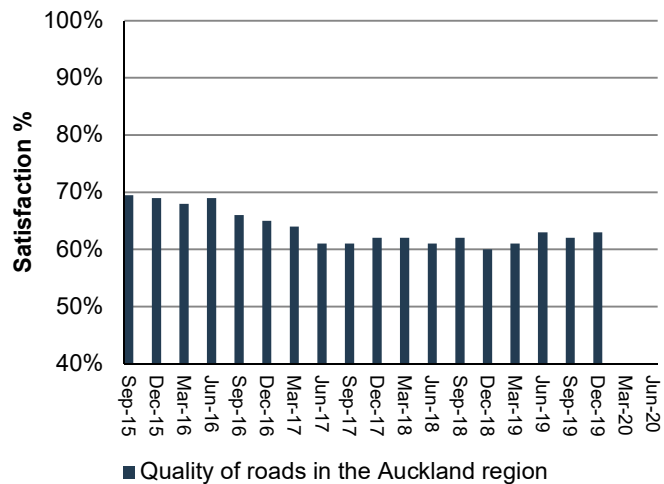
Train and NEX travel (Rapid Transit Network) remains consistent through the day, and generally provides significant travel time savings for commuters during the peak periods.

In December 2019, NEX represents a travel time saving of up to 30 minutes from Albany to CBD during AM peak relative to cars, and up to 10 minutes saving during PM peak. Train provides the most reliable travel time across all modes, and achieves significant travel time saving of up to 20 minutes or more across all routes available to a train option during peak periods. This is especially the case for the Panmure to CBD route where the train is up to 20 minutes quicker than both car and bus alternatives throughout the day.

For the routes that lack continuous bus lane provision, bus travel times compare unfavourably relative to that for general traffic.

2.4 Make the best use of existing transport networks

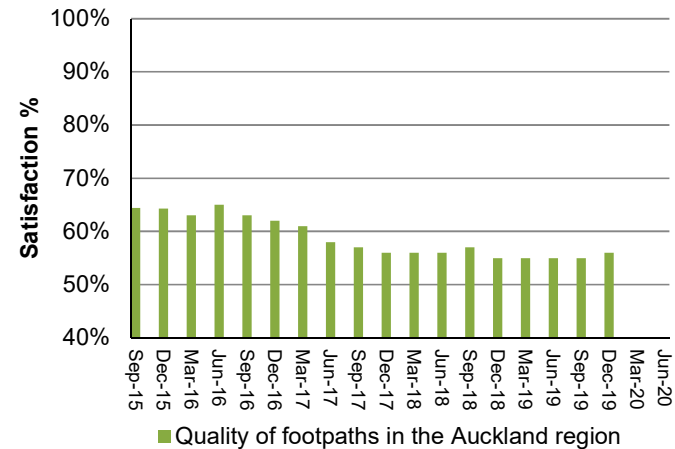
2.4.15 Percentage of residents satisfied with the quality of roads in the Auckland region



In December 2019, satisfaction with the quality of roads in Auckland (63%) was up one percentage point compared with the September 2019 result (63%).

Satisfaction was up three percentage points compared with the December 2018 result.

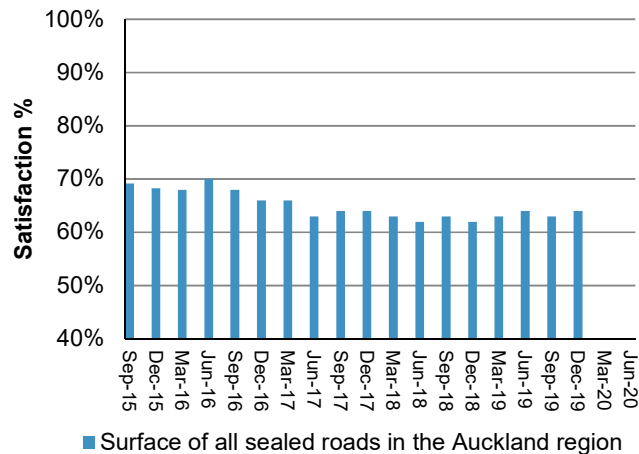
2.4.16 Percentage of residents satisfied with the quality of footpaths in the Auckland region



In December 2019, satisfaction with the quality of footpaths in Auckland (56%) was up one percentage point compared with the September 2019 result (55%).

Satisfaction was up one percentage point compared with the December 2018 result.

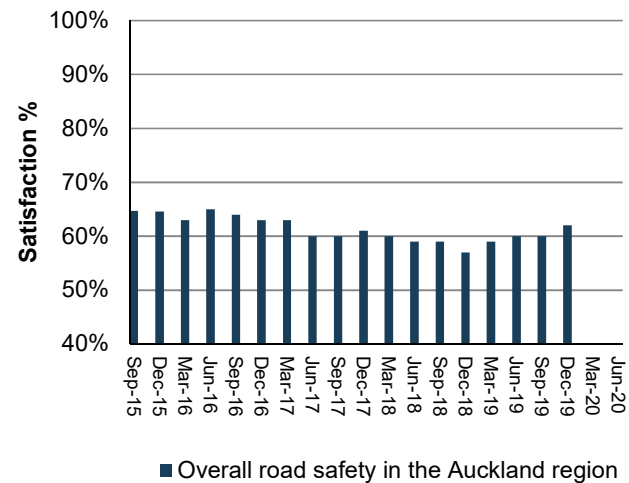
2.4.17 Percentage of residents satisfied with the surface of all sealed roads in Auckland region



In December 2019, satisfaction with the surface of all sealed roads in Auckland (64%) was up one percentage point compared with the September 2019 result (63%).

Satisfaction was up two percentage points compared with the December 2018 result.

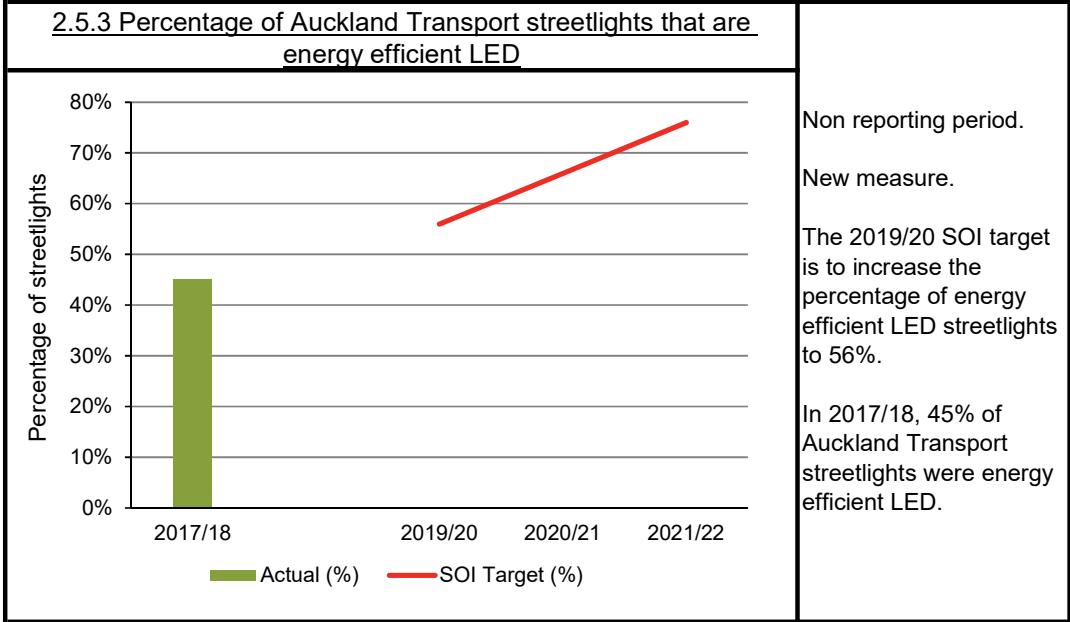
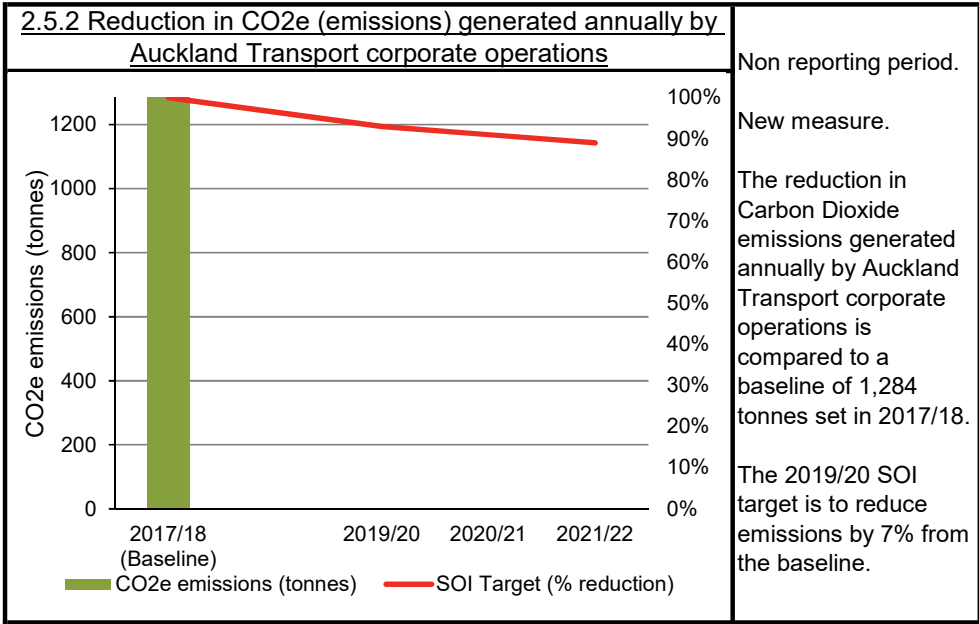
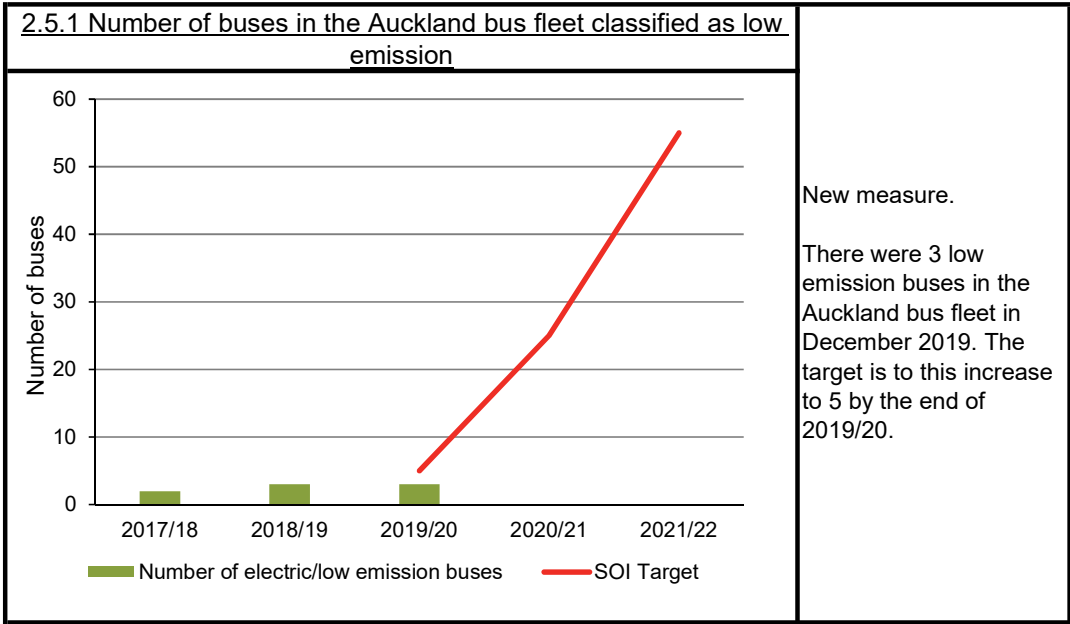
2.4.18 Percentage of residents satisfied with road safety in the Auckland region



In December 2019, satisfaction with road safety in Auckland (62%) was up two percentage points compared with the September 2019 result (60%).

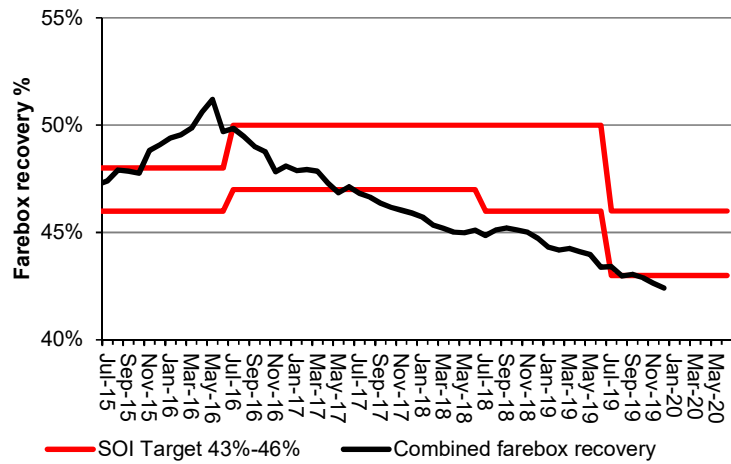
Satisfaction was up five percentage points compared with the December 2018 result.

2.5 Manage the impacts of the transport system on the environment



2.6 Value for money

2.6.1 PT farebox recovery (combined result with SOI measure)

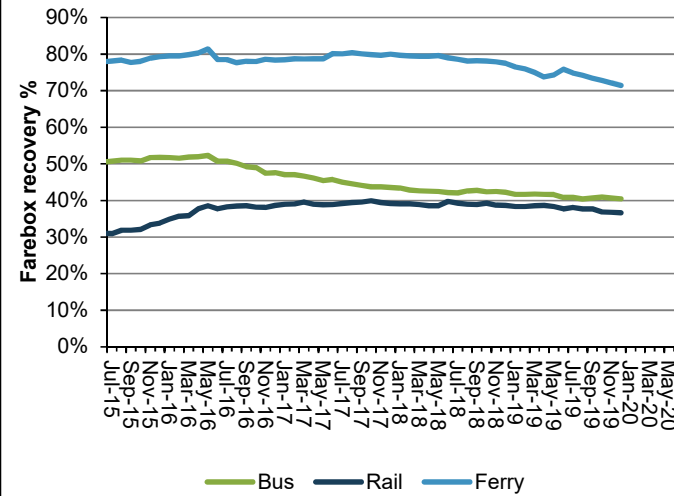


Total PT farebox recovery ratio in December 2019 was 42.4%, compared with 44.7% in December 2018.

The 2019/20 SOI target for PT farebox recovery has been amended to 43% - 46%.

The farebox recovery percentage is calculated by dividing the revenue from passengers by the cost of providing PT services. The formula = (Fare Revenue + SuperGold Card Payment) / (Fare Revenue + Subsidy + SuperGold Card Payments + CFS Payments).

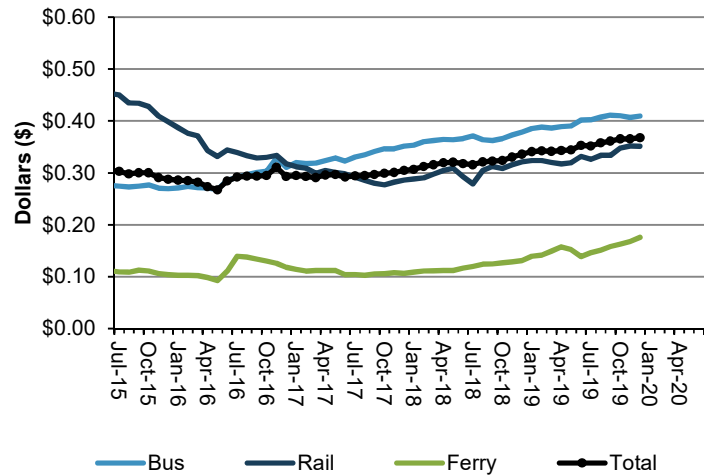
2.6.2 PT farebox recovery (by mode)



The farebox recovery percentage is calculated by dividing the revenue from passengers by the cost of providing PT services. The formula = (Fare Revenue + SuperGold Card Payment) / (Fare Revenue + Subsidy + SuperGold Card Payments + CFS Payments).

The farebox recovery ratios for December 2019 (and comparable 2018 results) were:
 - Ferry 71.5% (77.5%)
 - Bus 40.4% (42.2%)
 - Rail 36.6% (38.6%)

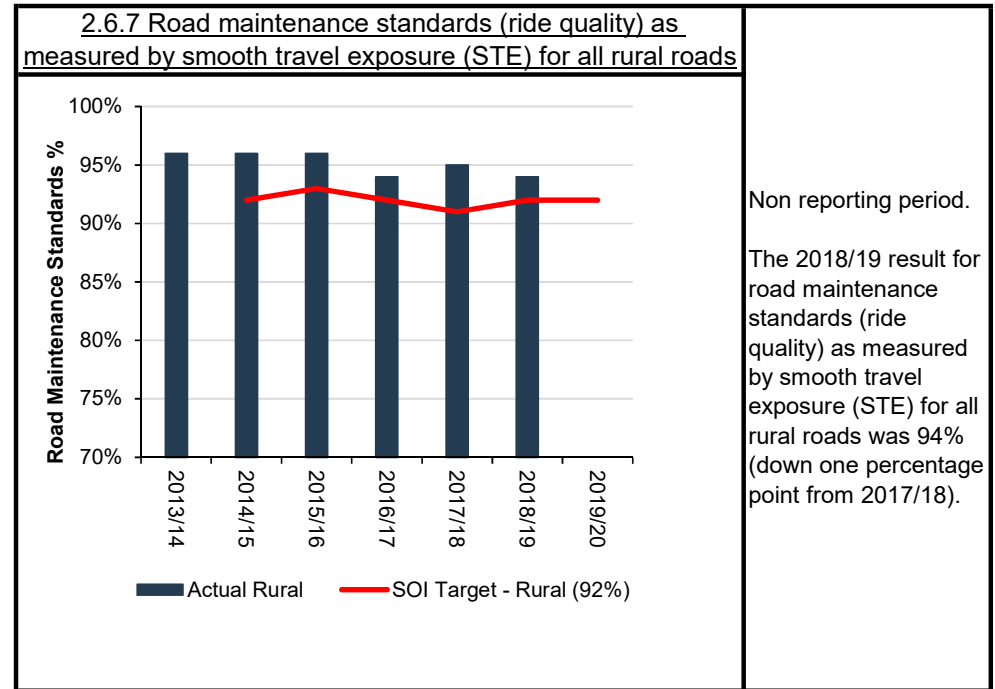
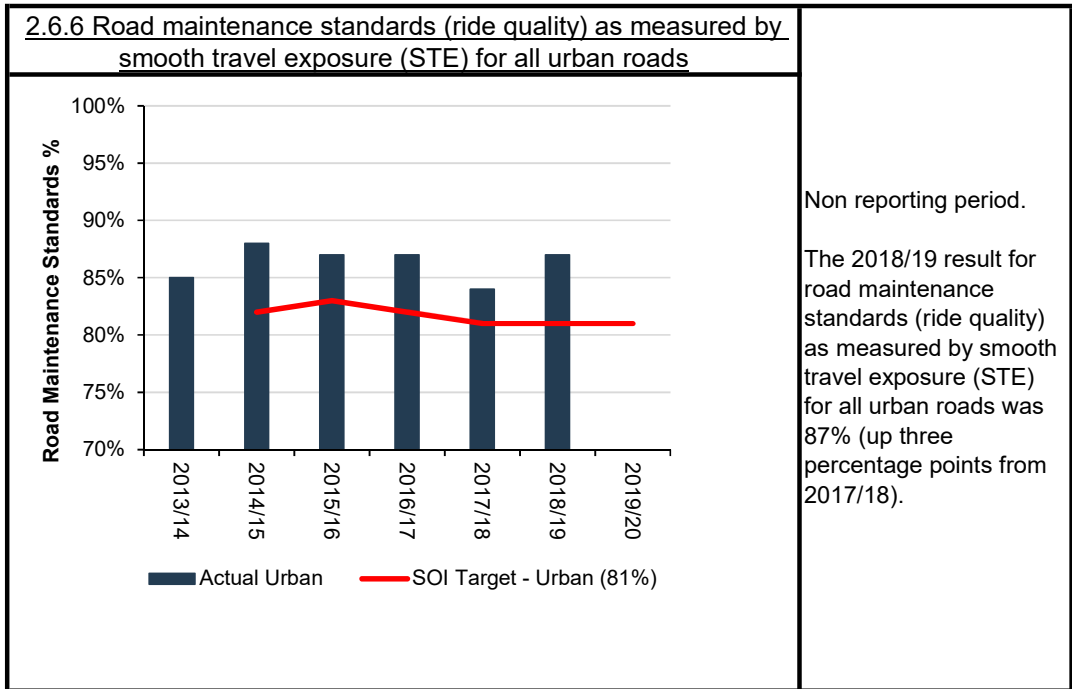
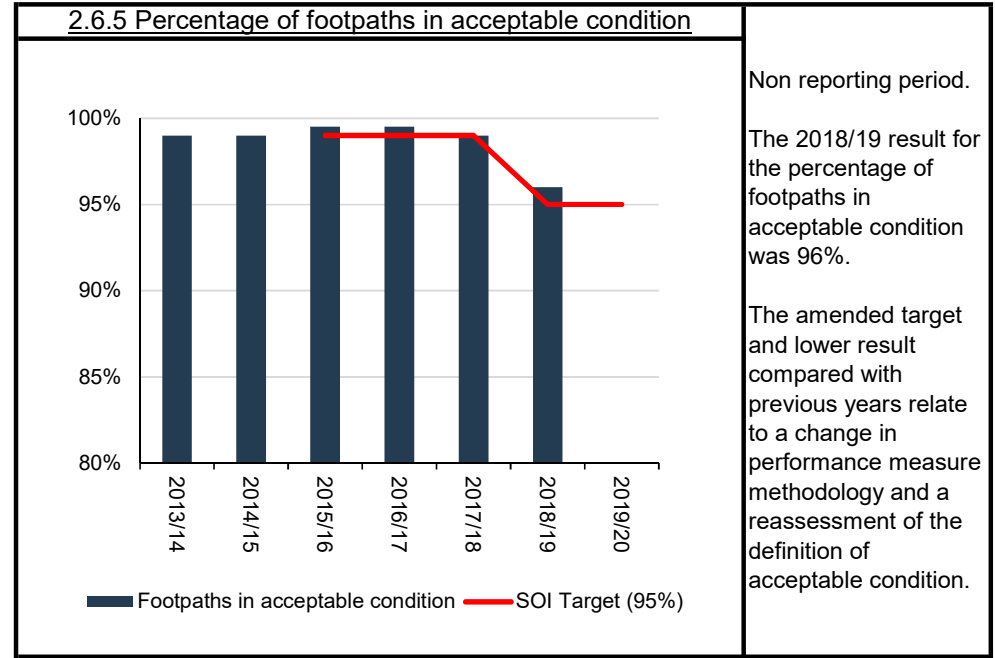
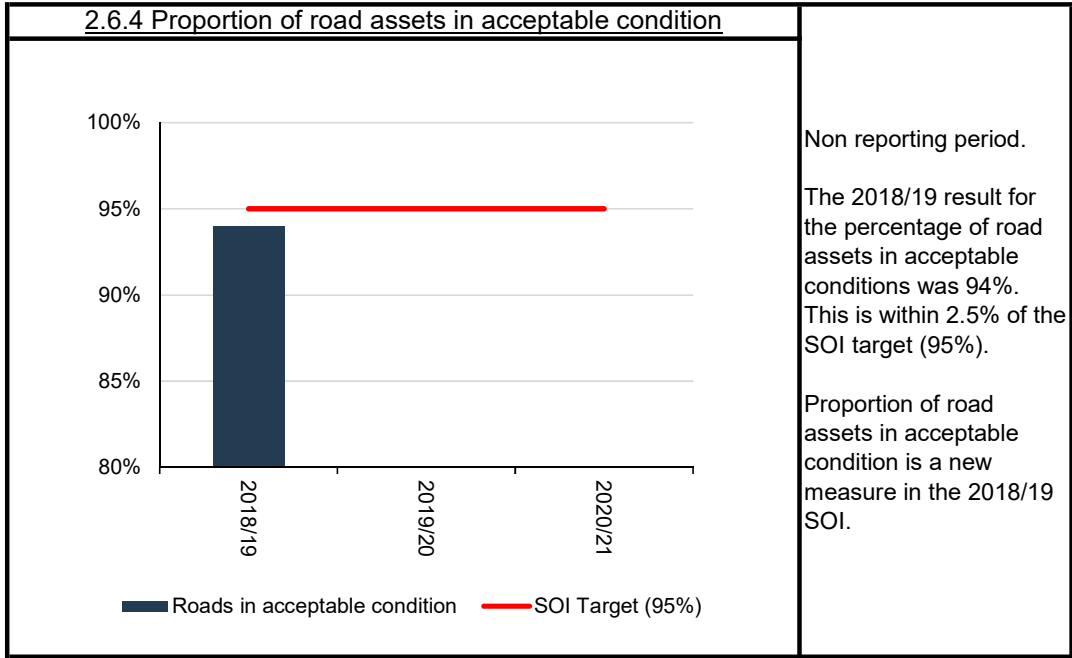
2.6.3 PT subsidy per passenger kilometre



The net subsidy per passenger km is calculated by dividing the cost (less fare revenue) of providing PT services by the distance travelled by all passengers.

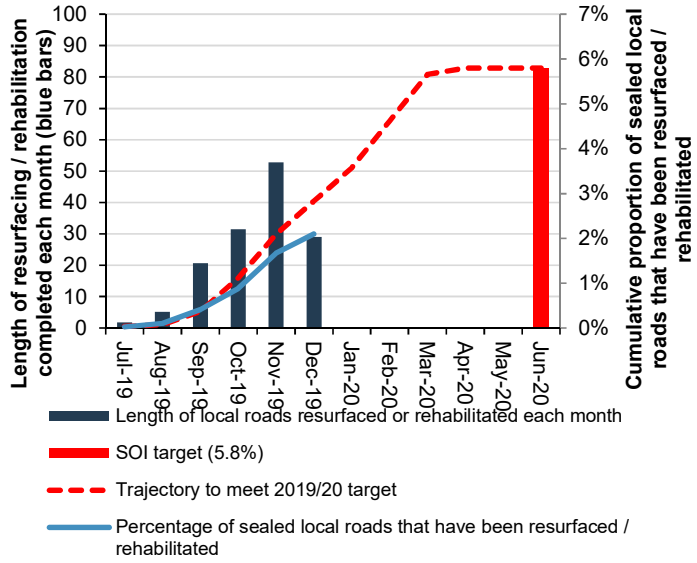
The results for December 2019 (and comparable 2018 results) were:
 - Bus \$0.409 (\$0.379)
 - Rail \$0.351 (\$0.321)
 - Ferry \$0.176 (\$0.131)
 - Total \$0.368 (\$0.336)

2.6 Value for money



2.6 Value for money

2.6.8 Percentage of the sealed road network that is resurfaced



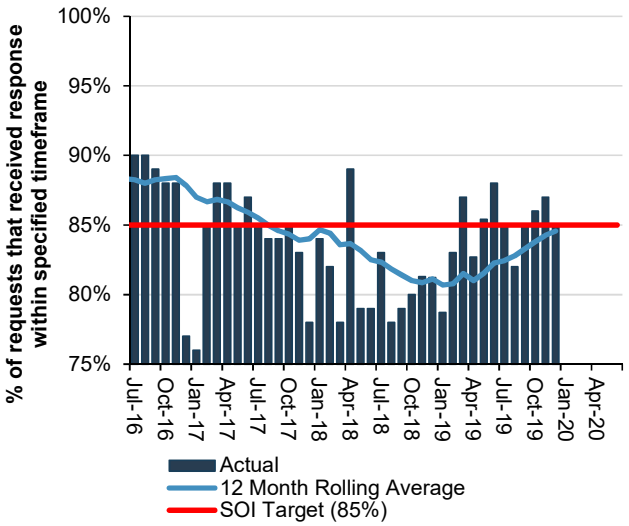
The 2019/20 target is to resurface 5.8% of the sealed road network.

In December 2019, 29.0 km of the local road network was resurfaced / rehabilitated. The YTD completed length of 140.9 km is less than the trajectory of 190 km.

The YTD completed length of 140.9 km is 34.4% of the 410 km 2019/20 programme, and 2.1% of the sealed road network.

Although behind forecast, this is expected to meet target by the end of the year.

2.6.9 Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames



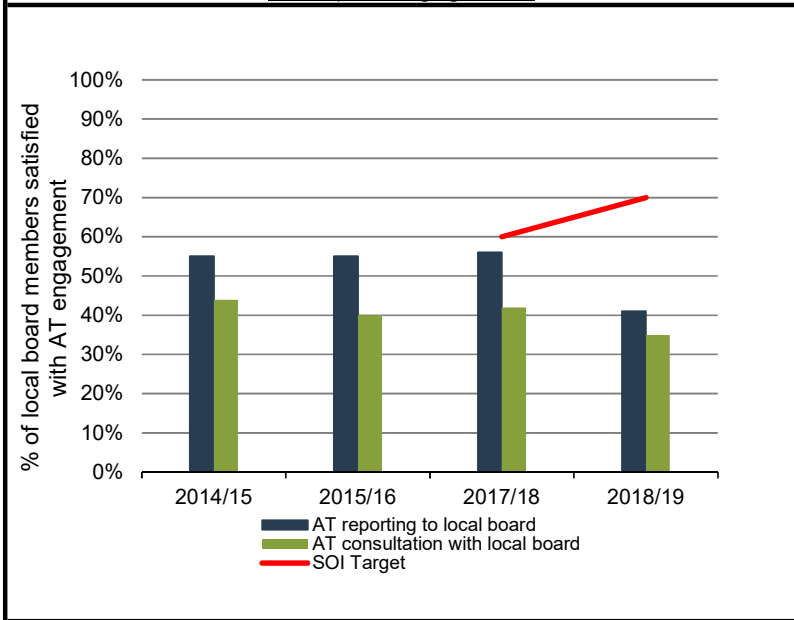
YTD December 2019: 85.0%
 12month rolling average: 84.6%
 SOI target of 85%.

The December 2019 result (85%) is four percentage points higher than the December 2018 result.

These data relate to jobs dispatched to our maintenance contractors by the call centre.

2.7 Local Board and customer engagement

2.7.1 Percentage of Local Board members satisfied with Auckland Transport engagement



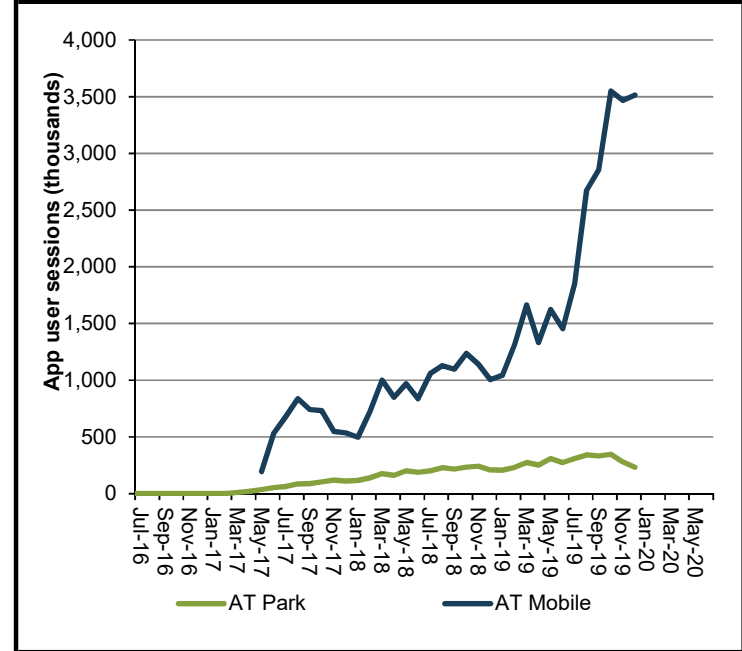
Non reporting period.

Local board satisfaction was 41% for AT reporting to local board, and 35% for AT consultation (engagement) with local board in 2018/19.

2018/19 targets for local board satisfaction with AT engagement is 70% for both reporting to local boards and consultation with local boards.

Local board satisfaction results, sourced from the Auckland Council Elected Members Survey, are not available every year as the survey is only undertaken every 18 months.

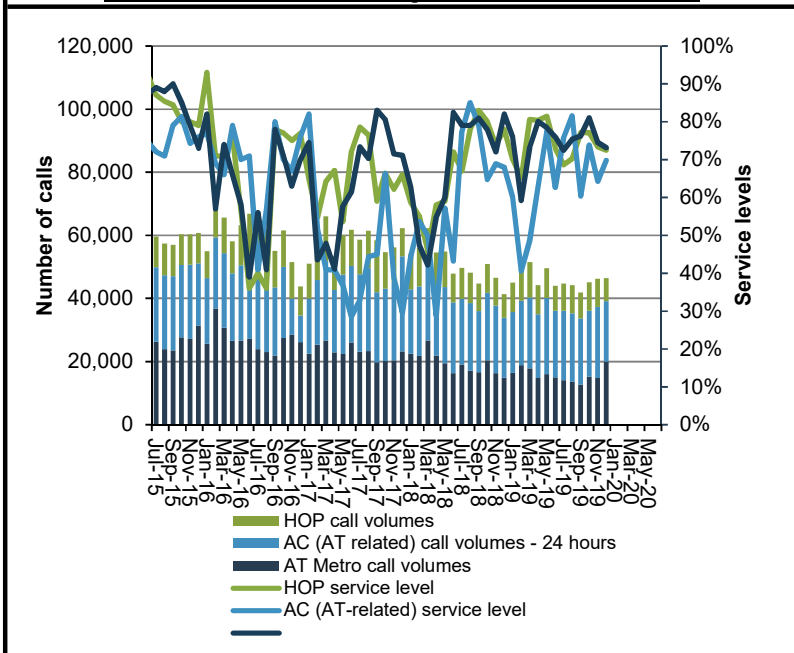
2.2.19 AT app user sessions



AT Mobile App user sessions increased by 1.4% in December 2019 compared with November 2019, and increased by 249% compared with December 2018.

AT Park App user sessions decreased by 17.1% in December 2019 compared with November 2019.

2.2.18 Call centre incoming calls and service levels

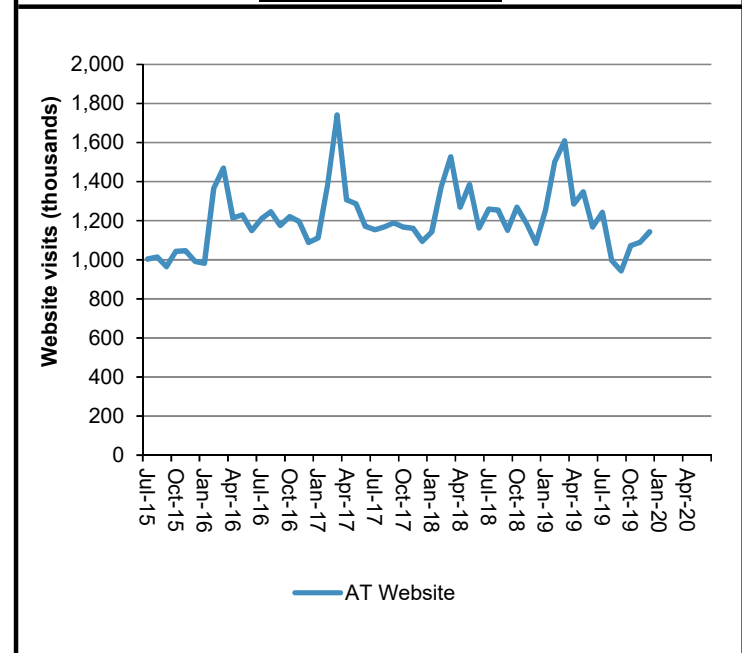


AT HOP
Call volumes decreased by 18% and the service level decreased by 1 percentage point compared with November 2019.

Auckland Council (AT-related calls) – 24 Hours
Call volumes decreased by 15% but the service level increased by 5 percentage points compared with November 2019.

AT Metro Call Centre
Call volumes increased by 36% compared with November 2019, an increase of 34% compared with December 2018. The service level was 1 percentage point lower compared with November 2019.

2.2.20 Website visits



Visits to the Auckland Transport website totalled 1,144,021 in December 2019, an increase of 5.0% compared with November 2019.