

# Business Report – July 2021

## Introduction

This business report summarises activities undertaken in this reporting period by Auckland Transport (AT) which contribute to the six outcome areas of the Auckland Plan. The six outcome areas of the Auckland Plan are:

Auckland Plan Outcome	Description
<b>Belonging and participation</b>	Focussed on Aucklanders being able to contribute to their city and its direction for the future. It aims to improve accessibility to the resources and opportunities that Aucklanders need to grow and reach their full potential and is about working towards an inclusive and equitable region, focused on improving the health and wellbeing of all Aucklanders. This outcome also covers wellbeing and health, a thriving and prosperous Auckland is a safe and healthy Auckland.
<b>Māori identity and wellbeing</b>	Seeks to advance Māori wellbeing at all levels from whānau, hapū and iwi and across all areas of life: housing, employment, education and health.
<b>Homes and places</b>	Focussed on accessibility to healthy and affordable homes as well as inclusive public places.
<b>Transport and access</b>	Providing easy, safe and sustainable transport modes across an integrated network, in alignment with the Auckland Transport Alignment Project (ATAP).
<b>Environment and cultural heritage</b>	Preserving and protecting the natural environment and significant land marks and cultural heritage unique to Auckland.
<b>Opportunity and prosperity</b>	Ensuring adaptability in the face of a rapidly changing economy and taking advantage of technological developments through collaboration and participation.

## Recommendation

That the Chief Executive's report be received.

## Prepared by:

Shane Ellison, Chief Executive

## Belonging and participation

*For AT, this outcome area is focussed on improving accessibility, inclusivity and the well-being and safety of Aucklanders.*

### Domestic Violence Free Tick

In June 2021, AT gained the Domestic Violence (DV) Free Tick accreditation, which shows our commitment to providing a workplace where domestic violence is not tolerated, and where people impacted by domestic violence feel safe and supported. As part of the accreditation process we trained a group of employees as DV Free First Responders who our people can go to for confidential support, and by the end of 2021, all people leaders will have received training on how to support team members who may be impacted by DV.

### Local Board engagement

AT, along with other Council Controlled Organisations (CCO), took part in a series of workshops with all 21 local boards to develop their Engagement Plans. Previously, each CCO had bespoke plans and varying methods of engagement. A new addition has seen the Boards and CCOs agree on the level of engagement on key projects (e.g. simply inform, consult, involve, or collaborate). The refreshed plans will form part of more structured reporting to local boards. They will be formally adopted and signed by local board chairs and CCO Chief Executives in August/September 2021.

This reporting period also saw briefings and workshop with local boards on the draft Regional Land Transport Plan (RLTP). All 21 Boards made formal submissions on behalf of their communities, with several taking the opportunity to present at hearings.

### Public Relations Institute of New Zealand (PRINZ) Award

AT received a Highly Commended (Bronze) award from the Public Relations Institute of New Zealand for communications during the first COVID-19 pandemic (COVID-19) lockdowns. It should be noted that no Gold awards were given out this year. AT entered under the category of issues and crisis management. The entry outlined the various communications methods, and messages, that ensured customers were well informed in advance about changes to services and important public health requirements through the various alert levels. The judges noted the integrated response from the media, social, digital, and marketing teams which ensured customers received reliable, accurate and timely information.

### Tiakitanga – Safe on Street training programme for Parking Officers

The Capability and Learning team have designed and delivered a new training programme for Parking Officers called 'Tiakitanga – Safe on Street' focused on building skills and mindsets to keep them safe at work. 75 Parking Officers have been trained so far and all 140 Parking Officers will be trained by the end of September 2021. Feedback to date has been positive and participants have found the training very practical and relevant to their roles.

## Safe Speeds Programme



Figure 1 Driver feedback sign on Mill Road, Bombay

Speed limit changes to 26 roads in North and West Auckland came into effect on 30 May. The first phase of Tranche 2 of the Safe Speeds Programme was submitted to the AT Board for consideration, which approved the proposal for public consultation at its meeting of 28 June 2021. The proposal includes 823 roads (614 kilometres) with suggested new speed limits. It is anticipated that public consultation will commence in August 2021.

As well as reducing speed limits, other safety measures to reduce speeds are being introduced. This includes interventions such as driver feedback signs, of which one has been installed on Mill Road, Bombay.

The safety of St Heliers, Mission Bay and New Lynn town centres has been improved with the new speed limits implemented on 30 June 2021. Construction of St Heliers safety enhancements has commenced.

AT submitted feedback to Waka Kotahi New Zealand Transport Agency (Waka Kotahi) on the Proposed Land Transport Rule: Setting of Speed Limits 2021. The consultation closed on 5 June 2021.

## Safer Communities update

Signalising the intersections of Frost Road and Mount Albert Road and Hayr Road and Mount Albert Road has been proposed as part of the Mount Roskill Safer Communities project. The Puketāpapa Local Board has expressed their support for the two proposals as they would improve the connectivity and safety for the community. The proposals are due to go to public consultation in early August. Subject to consultation outcome, the two intersections are programmed for delivery in the 2021/2022 financial year.

## Birkdale Slow School Speeds - Birkdale Primary

Following a workshop with the school and community members in early 2021, the installation of the interim phase of Slow School Speeds at Birkdale Primary, is now complete. This adapted design includes temporary elements such as speed bumps, planter box seats, school selected street art and flexible posts. Along with other features, these changes will signal to all road users that this is a school area and slow speeds are needed. This interim phase follows the initial phase where the community was asked to give feedback on the designs, so designs could be made on the ground.

This adaptation will be in place until December 2021, after which an evaluation will take place, before a decision is made whether to consult on any permanent measures.

The experience of a local resident shows how important this project is to create a safe environment for the community, to support children using active modes to and from school. *“I really like the changes that have been made around the school. We’ve lived in the area for a few years and I never felt comfortable having my children walk home without me as there had been too many close calls. Either with vehicles doing U-turns in front of them whilst they’ve been crossing the road or whilst actually on the crossing outside the school. Also, vehicles driving up on the footpath and of course the usual culprit, speed.”*

### Safe School Streets – Owairaka

Recently, as part of the Safe School Streets programme, AT installed a number of temporary safety improvements around Owairaka Primary School. The minor improvements are trial measures to test and understand what permanent improvements may be introduced in the area. AT is currently seeking feedback from residents and parents about the changes and the impact they are having. Feedback closed on 11 July 2021.

Whilst AT has received a petition objecting to possible loss of parking, the school remains firmly in support of the project.



Figure 2 New roundabout constructed at intersection of Bucklands Beach and Sunderland's Roads

### High-risk intersections update

Two high-risk intersections recently completed construction: Bucklands Beach Road and Sunderlands Road in Bucklands Beach, where a roundabout has been installed and Rata Street and Rimu Street in New Lynn, where an intersection has been signalised. These intersections are high-risk intersections identified on Waka Kotahi's Safe Network Programme and Road to Zero Pipeline Tool.

## Māori identity and well-being

For AT, this outcome area is focussed on improving the well-being of Māori at all levels across all areas of life.

### Marae Safety Programme

The AT Transport's Marae Safety Programme is on track.

Project Delivery Plan FY 20/21	Status	Q1	Q2	Q3	Q4
Makaurau Marae carpark	Construction completed				
Te Aroha Pa carpark	Construction underway. Due to be completed in July 2021.				
Motairehe Stage 2 road	Construction underway. Due to be completed in July 2021.				
Hoani Waititi Mare road detailed design	The detailed design is underway.				

AT contributes to mana whenua engagement through forums for operations and governance matters. Project Fora are held across various rohe on a fortnightly basis, focussing primarily on Resource Management matters. There were three mana whenua hui held in the south, central and north/west regions. The Māori Policy and Engagement team support Māori engagement for the Downtown Project, Tupu Ngātahi (Supporting Growth) and Light Rail. AT engaged with mana whenua on the following projects:

- Southwest Gateway Programme Early Deliverables update: Puhinui Interchange – cultural design, artists update
- Southwest Gateway Programme Deliverables update: Manukau and Māngere East Cycling SSBCs
- AMETI, Eastern Busway Alliance
- Eastern Busway (EB 1)
- Connected Communities (New North Road)
- Great North Road Oakley Creek Slip
- Speed changes for Mission Bay and St Heliers
- Kohimarama to Meadowbank Connections
- Walking & Cycling programme: Glen Innes (GI) to Tamaki
- Victoria St Cycleway

## Road safety

Te Ara Haepapa delivered 16 activations, Hui, events and educational workshops with 111 engagements in June 2021.

<b>Kaihautū</b>	1 Raihana Ākonga pass (Learners) 19 Raihana Whītiki passes (Restricted) 7 Raihana Tūturu Passes (Full)
<b>Whītiki</b>	6 Clinics – 45 engagements 1 Akonga Kaiwhakahaere - 5 participants
<b>Hui</b>	8 partnership hui - 33 Participants

## Whītiki Papamahi, training and installs

- Te Ara Haepapa partnered with Te Whānau Āwhina (Plunket) and Nga Pirihimana o Aotearoa (New Zealand Police) to hold a car seat clinic at Clendon Shopping Centre. Trained technicians were also on site here with the goal of ensuring whanau had correctly installed seats.
- Te Ara Haepapa have also been assisting whānau at day-cares/Kōhanga Reo by demonstrating how to correctly install car seats.
- Te Ara Haepapa in partnership with Buckle up Franklin and Te Ara Rangatahi Completed the Child Restraint Technician Training workshop where 5 whanau learnt how to install seats correctly and became trained technicians to support those in their rohe.

## The Independent Māori Statutory Board (IMSB) He Waka Kotuia - Te Tiriti o Waitangi Audit 2021

The IMSB He Waka Kotuia - Te Tiriti o Waitangi Audit 2021 draft response has been distributed for feedback.

The scope for the audit is focused on how the Council group practices achieve Treaty of Waitangi relationship objectives, in accordance with statutory responsibilities to Te Tiriti o Waitangi and Māori in Tāmaki Makaurau. There are several specific areas of focus this year - including principles and requirements in the Local Government Act 2002 to facilitate participation by Māori in local authority decision-making processes.

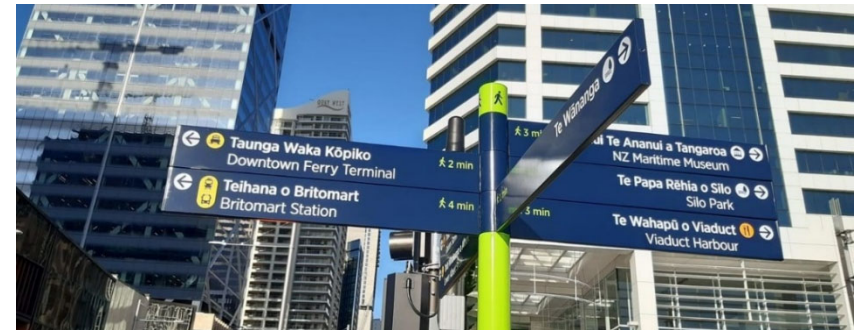
AT's Chief Executive and several senior staff were interviewed for the Audit. Recommendations are expected to be considered by a joint IMSB/Governing Body meeting in September 2021.

## Homes and places

*For AT, this outcome is focussed on improving accessibility to homes and inclusive public places.*

### Downtown opens

Auckland's Downtown Programme has been completed and was formally opened by the Prime Minister and Mayor Phil Goff. The Downtown Programme's six projects are an investment of \$350 million by AT, Auckland Council and central Government, which provided \$42 million of funding. Auckland's waterfront is now a welcoming destination that is recognisably Tāmaki Makaurau and strengthens people's connection with the Waitematā Harbour. Mana whenua were closely involved in all aspects of the design for the new space, which also includes bilingual wayfinding signage.



### Project WAVE

Project WAVE is a trial cycle connection linking the existing Nelson and Quay Street cycleways. The project also makes other improvements to support easy access and increased safety within the Viaduct area such as extra loading zones and mobility parking spaces. Construction was completed in mid-May 2021. A 'Have Your Say' survey ran from 14 May to 13 June 2021 to let local people provide feedback about the plan. A report collating this information is being written.

A working group that includes local residents, business and experts exists and meets every fortnight to discuss the project. The group includes representatives from AT, Eke Panuku, Heart of the City, Bike Auckland, and Viaduct Harbour Holdings and Waitemata Local Board. Feedback is being reviewed so that future plans for the areas can be confirmed.

### Karangahape Road Enhancement Project

AT facilitated the formal opening of the refurbishment of Karangahape Road. This was attended by a range of dignitaries, including the Minister of Transport, Hon Michael Wood MP and Mayor Phil Goff. Mana whenua played a key role in the opening. AT also supported a community event held separately and organised by the K Road Business Association – this event was attended by several thousand Aucklanders.



Figure 3 Karangahape Road enhancement project celebrations

## Community improvement projects

A new rubber roundabout has been installed in Waiuku as a trial of a new product that is quick to install and test intersection upgrades. This will be monitored over the coming months for potential future use on the network. The Franklin Local Board has been supportive of this project as a possible early introduction of safety improvements. The roundabout has a rubber base with an infill of asphalt.



Figure 4 New rubber roundabout installed in Waiuku

The temporary pedestrian bridge at Flat Bush School Road, Flat Bush was completed in June. This project was part of the Community Safety Fund nominated by Howick Local Board and enhanced by a connecting footpath linking to the zebra crossing provided by AT. This has received support from the principal of Te Uho o te Nikau Primary School, who stated *“We cannot wait to see our learners and their families being able to walk safely in this community, whether riding their bikes, walking to and from school, or just exercising together.”* The principal was quoted in the East Auckland Times saying that she *“thanks AT and the local board for their work on making this project a priority.”*

The Community Safety Fund programme also delivered a new footpath on Hector Sanderson Road on Aotea Great Barrier Island. An update to the programme is being developed following confirmation of funding from the RLTP and will be reported to local boards in the next two months.



## Innovating Streets Programme update

As at 30 June 2021, the Innovating Streets programme delivered 30 sites across Auckland with a further five sites in the installation phase. The 30 completed projects are now in the monitoring and adaptation phase. Programme evaluation is ongoing and both successes and learnings are being consolidated.



*Māngere East Project on Royton Avenue, Māngere East led by Māngere-Ōtāhuhu Local Board. Planter Boxes painted by local artists and Māngere East Primary students. During a site visit on 1 July, a local resident expressed how “proud he was of the artwork and changes in his street, and how appreciative of the quieter traffic”.*



*Sunnyhills School, Sunnyhills. The school is seeing an increase in active modes during good weather.*



*Project WAVE on Lower Hobson Street, Auckland’s central city provides a connection in the strategic cycle network between Nelson Street and Quay Street. The majority of feedback to this project is supportive of the installation, however the project team continues to work with local businesses to optimise loading provisions.*



*Papatoetoe West Low Traffic Neighbourhood, led by Ōtara-Papatoetoe Local Board seeks to address high speeds and extraneous traffic in the area and encourage uptake of active modes. The pilot includes modal filters to manage speeds and traffic, restricting where vehicular traffic can travel. Modal filters have received mixed feedback and the local board have decided to modify the layout of both modal filters in response.*

## Residential Parking Zones

Residential Parking Zone Programme projects are selected for prioritisation based on their score from a ranking tool that considers various factors such as parking demand, public interest, and proximity to the public transport (PT) network. The latest projects are in Herne Bay where public consultation closed on 18 July 2021 and is being reviewed and Takapuna, where the new Residential Parking Zone went live on 8 June 2021.

## Parking improvement projects

Location	Status
Arch Hill/Newton Paid Parking	Machines are being installed and signage is underway. Go live date is targeted for 30 July 2021.
City Centre Paid Parking	A survey is being undertaken to review pricing and length of time for paid parking in the city centre.
Devonport Ferry Terminal car park, 24-hour parking	This went live on 30 June 2021.
Eden Terrace Paid Parking	This went live on 5 July 2021. There will be a warning period of two weeks prior to full enforcement commences.
Grafton Mews Paid Parking and time Restrictions	Paid parking (8am-5pm, Monday to Friday) and time restrictions (8am-6pm, Saturday and Sunday) are being implemented on behalf of Auckland Council for the Auckland Domain Committee. The road markings and signage updates are already underway. This went live on 10 July 2021.
New Lynn Town Centre Time Restrictions	Time restrictions are to be implemented on four roads: Delta Avenue (P120), Veronica Street (P120), Hetana Street (P60) and Puriri Street (P120). The time restrictions are targeted to go live at the end of August 2021.
Papakura Town Centre P90 Restriction	Public consultation closed on 3 May 2021 and feedback is being reviewed.

## Waiheke and Gulf Islands improvement projects

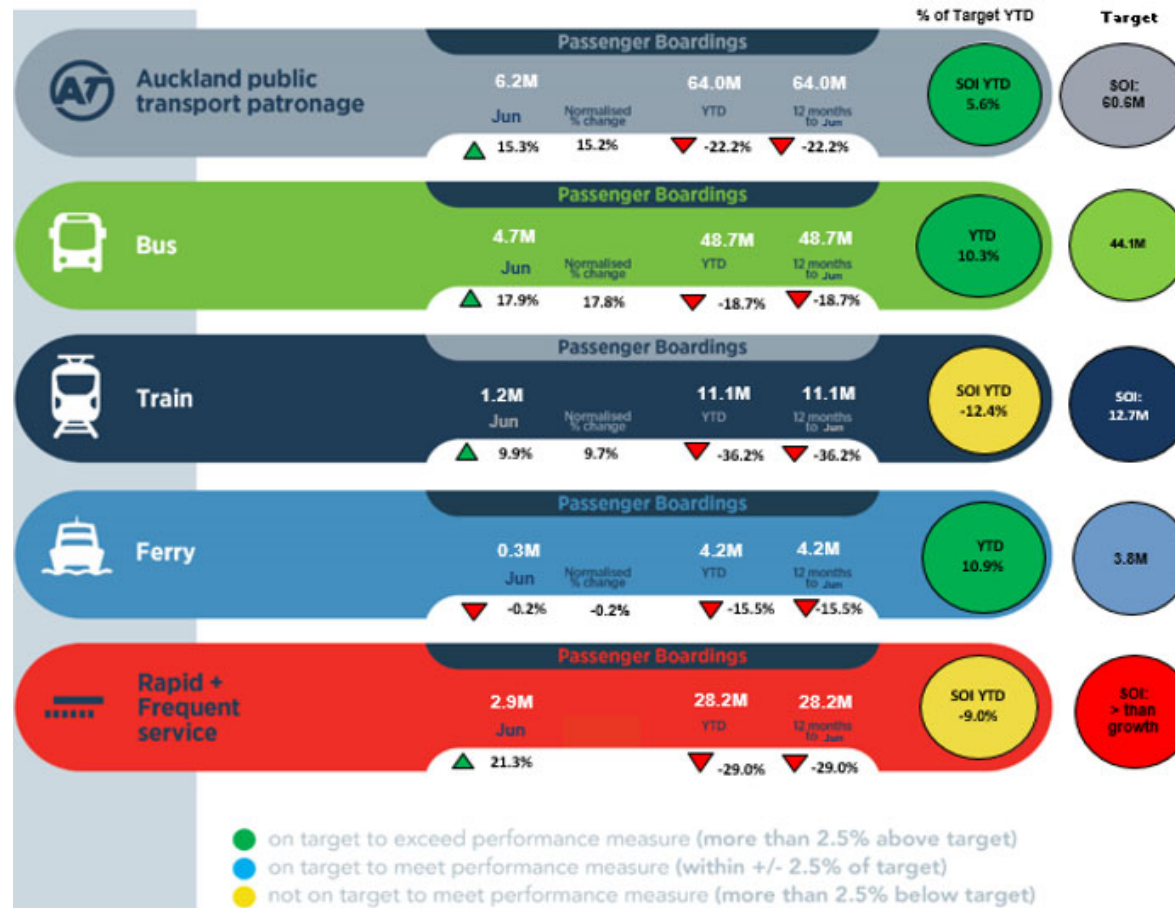
On Aotea Great Barrier island, the airfield maintenance contract has been awarded to Aotea Contractors. Work on a fence to keep wild animals off the airfield runway is due to be completed by 30 July 2021. Fly My Sky, an Auckland airline servicing Great Barrier Island, went into liquidation effective 1 July. Barrier Air are fulfilling all passenger travel and freight operations to the island from Auckland Airport.

On Waiheke Island, a new pedestrian crossing near Te Huruhi Primary School on Donald Bruce Road is in the final design phase with consultation underway in June 2021.

## Transport and access

For AT, this is a key outcome area and is focussed on providing easy, safe and sustainable transport modes across an integrated network. AT Metro PT

### Passenger boardings – June 2021 and 12 months to June 2021



**Overall**, for the 12 months to June 2021 passenger boardings totalled 64.0 million, -22.2% on the previous year. June 2021 monthly patronage was 6.2 million, +15.3% on June 2020.

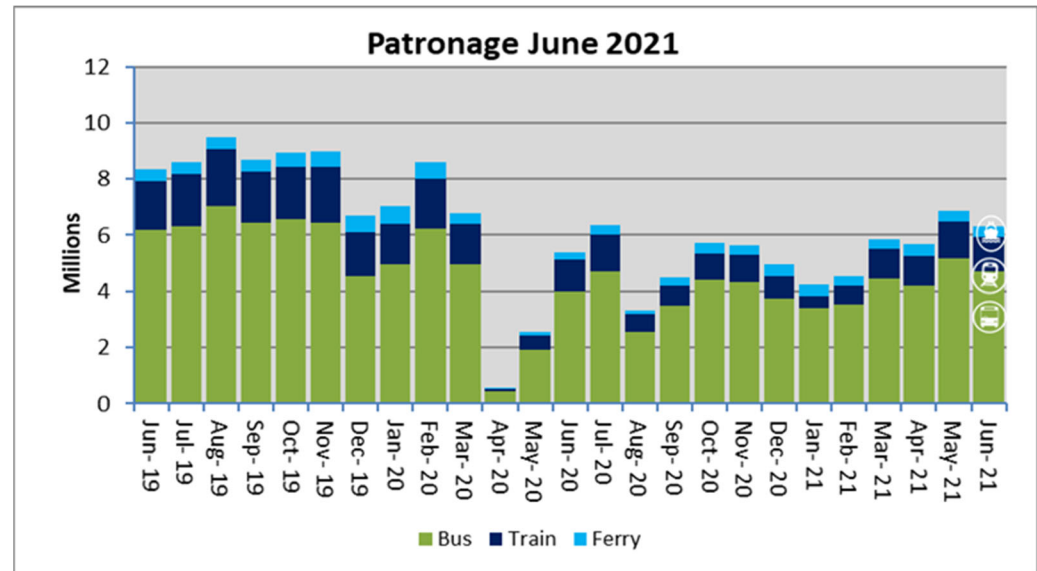
**Bus services** totalled 48.7 million passenger boardings for the 12-months to June 2021, -18.7% on the previous year. Patronage for June 2021 was 4.7 million, +17.9% on June 2020.

**Train services** totalled 11.1 million passenger boardings for the 12-months to June 2021, -36.2% on the previous year. Patronage for June 2021 was 1.2 million, +9.9% on June 2020.

**Ferry services** totalled 4.2 million passenger boardings for the 12-months to June 2021, -15.5% on the previous year. Patronage for June 2021 was 0.3 million, -0.2% on June 2020.

**Rapid and Frequent services** totalled 28.2 million passenger boardings for the 12-months to June 2021, -29.0% on the previous year. Patronage for June 2021 was 2.9 million, +21.3% on June 2020.

Passenger boardings in June 2021 were significantly higher compared to the previous year. This is a direct result and consequence of less restrictions put in place due to COVID-19 Alert Levels resulting in more travel demand. Passenger boardings in June 2021 were 5.5 million compared to 8.3 million in June 2019, the last comparable month prior to patronage impacts from COVID-19 restrictions.



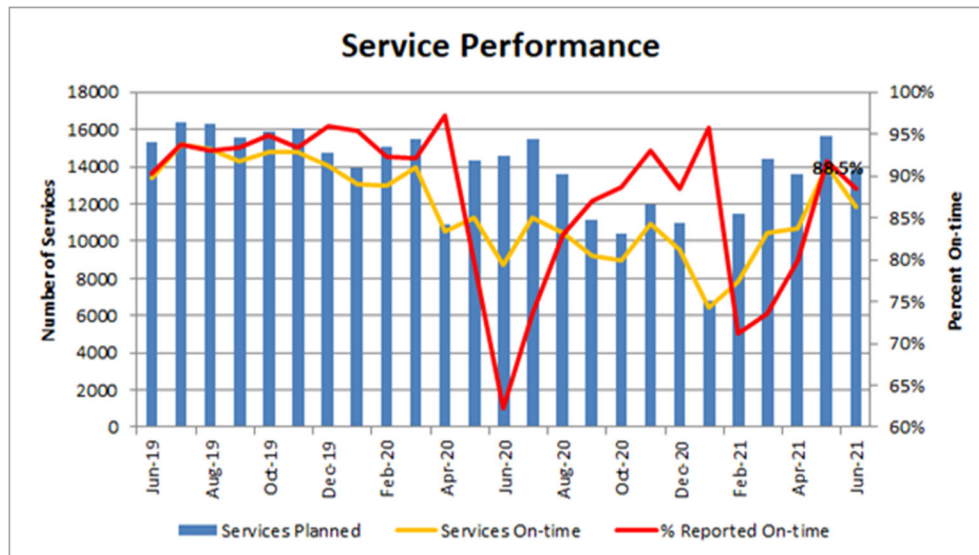
### Service punctuality and reliability – June 2021

<b>Total Network Punctuality (Weighted to Patronage) at Origin</b>	<b>97.31%</b>	<b>12 Month rolling average</b>	<b>97.35%</b>	<b>SOI</b>	<b>95.5%</b>
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	Punctuality at Destination		Reliability at Destination	
	Jun-21	12 Month Average	Jun-21	12 Month Average
<b>Train</b>	88.45%	83.77%	96.80%	97.13%
<b>Bus</b>	97.51%	98.00%	98.03%	98.91%
<b>Ferry</b>	95.32%	93.59%	98.18%	97.82%

The weighted (to patronage), punctuality improved on strong performance on prior month. General traffic following the re-emergence of COVID-19 had some impact on reliability however service delivery improved compared to previous months. The rolling average remains well above the Statement of Intent (SOI) target. Performance by mode at destination is provided below:

## Rail service performance



During the month additional speed restrictions were applied to the southern and eastern lines due to more Rolling Contact Fatigue being identified in turnouts between Wiri and Papakura. This has resulted in the southern line being reduced to a 20-minute frequency and punctuality performance being impacted on the southern and eastern lines.

## Transport infrastructure asset design and management

Key activities through to the end of June 2021.

- **Design and Standards:** Engineering Plan Approvals and input into land use consents for subdivisions remained steady. The Transport Design Manual continues to be refined with additional documents being prepared while the replacement document for subdivision design was completed in final draft for Auckland Council to brand.
- **Asset Management:** The Asset Management Plan 2021-2031 (AMP) has been finalised and will be presented for review to the Board in July 2021. Stakeholder feedback on criticality and resilience is currently under review. Alignment between the Technical Design Manual and critical asset management policy documents are underway.

## Road maintenance and renewals

JUNE 2021			
Asset Renewal Activities	June YTD Actual (km)	Full Year Target (km)	Completion v. Full Year Target (%)
Pavement Rehabilitation	5.8	7.5	77%
Resurfacing	323.2	305.0	106%
Footpath Renewals	68.8	60.0	115%
Kerb and Channel replacement	40.1	35.0	115%
<b>TOTAL</b>	<b>437.9</b>	<b>407.5</b>	<b>107%</b>

Achievement against forecast is 107% of the full year targets which is a very pleasing result.

The target lengths have been exceeded for resurfacing, footpath renewals and kerb and channel replacement. The target length for pavement rehabilitation was not met due to the deferral of several projects to the 2021/22 year. The reduced spend on pavement rehabilitation has been offset by committing additional resurfacing across the region.

There has been 323.2 km of resurfacing completed which is 106% of the resurfacing programme. The SOI target for the 2020/21 year was to resurface/rehabilitate 4.6% of the sealed road network (6,774 km as at 30 June 2020) which is a combined length of 312 km. At the end of June 2021, we had resurfaced/rehabilitated 4.9% or 329.0 km of sealed road resulting in the achievement of the SOI target.

In June 2021, 97% of customer requests for service were responded to within the specified response times. There were 2,957 requests for service received in June 2021.

## Property acquisition and consents

Consenting applications continue to be lodged in line with normal levels in June for activities such as tree removal, maintenance works, and safety improvements. Upcoming applications for lodgement for the next financial year FY22 include the Great North Road part of the Connected Communities Programme and the Supporting Growth Programme - North West and the Eastern Busway.

The submission period for the Supporting Growth Programme - Drury Arterials Network Notice of Requirement closed in May 2021, and the team are working through the 76 submissions to verify the matters that can be closed prior to the hearing. No hearing date has been set yet.

## Property optimisation

Devonport markets have been granted a licence to run a monthly arts and crafts market at Devonport Wharf during the winter months to increase activation and patronage. The first market on 5 June 2021 had 49 stalls and was well received by AT's customers. AT has also partnered with the Devonport Business Association to erect an artwork mural at Devonport Wharf to enhance placemaking and community creativity.

## Parking Strategy

AT has begun early work to review the Parking Strategy. The Parking Strategy sets out the objectives, principles and policies relating to management and supply of parking across Auckland.

The Parking Strategy is of high interest to both local elected representatives and to the public. AT is working closely with Auckland Council to develop an elected member engagement plan, which will support wide public engagement.

## Warkworth Community Transport Hub

This Rodney Local Board project will create a new park and ride facility for Warkworth. The \$3.7m Rodney Transport Targeted Rate funded project started on 18 June and will create a new station with two new bus stops, a bus layover, 137 car parks, new footpaths, bicycle parking and other facilities to create a modern transport hub that will play a key role in managing the community's current and future transport needs. Project completion is set for April 2022.

## Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai

AT and Waka Kotahi are creating a shared path for cyclists and pedestrians running from Merton Road near Glen Innes Station to Tāmaki Drive - allowing people to walk, run or cycle from the eastern suburbs to the Waitematā Harbour. The path will be built in four sections and sections one and three are complete.

**Section two:** The construction team are working at multiple locations with work underway on the gully bridge, rail bridge, the boardwalk in Tahapa Reserve East and path next to Meadowbank Rail Station. Construction is expected to be completed by mid-2022.

**Section four:** Work continues preparing AT's application for resource consent. Geotechnical investigations in the coastal area will resumed again in June and this work will assist with the pile design. A visual assessment of the bridge and boardwalk proposal was shared with the local board and ward councillor for feedback. Public consultation on the boardwalk and pathway will occur in August 2021.

## Key construction project updates

Project Progress	Current Phase	% Phase Completed
<b>Eastern Busway 1 (Panmure to Pakuranga)</b> – Completion date for the main contract works is still forecast for the end of September 2021, with the busway becoming operational late October 2021. Bridge barrier installation, soil nail wall, retaining wall and paving works around the site are ongoing.	Construction	90%
<b>Eastern Busway 2/3/4 (Pakuranga to Botany)</b> – Site investigation work, in approved non-sensitive areas, will commence in July 2021. This will provide the Eastern Busway Alliance with an understanding of the ground conditions and location(s) of underground services.	Investigation / Design	40%
<b>Puhinui Interchange</b> – Rapid progress on site continues with significant changes occurring weekly. Platform surfacing is complete and final fit out of the shelter is nearing completion. The concourse concrete floor is being polished. Ticket gates, final glass balustrades and flashings are being installed and wayfinding prepared. Light masts for the bus station have been installed and concrete pours for the Eastern pedestrian approach footpaths have started. Invites for the karakia on 23 July 2021 and the official opening ceremony on 24 July 2021 have been issued.	Construction	94%
<b>Puhinui Bus Priority</b> - Lambie Drive bus lanes and cycling improvements opened in March 2021. Puhinui Road bus lanes will be operational to align with the Puhinui Interchange opening. Drainage, road widening and most shared path and crossing improvements were completed in June 2021. By the end of July 2021, traffic signal and crossing upgrades, intersection resurfacing works and bus lanes will be complete.	Construction	75%
<b>Downtown Programme: Quay Street Enhancement (inclusive of Quay St Interface, i.e. "Public Realm")</b> – Major works for the Quay Street Enhancement project are complete.	Construction	99%
<b>Downtown Programme: Te Wānanga - Downtown Public Space</b> – The project is complete. The project team is in the process of formally closing out the project and collation of all final documentation has commenced.	Construction	100%
<b>Wolverton Street Culverts 1 and 2 Replacement - Culvert 1</b> – Culvert piling work was completed in June 2021 and the preparation of the headstocks is underway. Stream piling will be completed by the end of July 2021. <b>Culvert 2:</b> Capping beams have been constructed and the preparation of headstocks started. Both culverts are progressing as per programme.	Construction	62%
<b>Northern Busway Extension Stations (Rosedale and Constellation)</b> – Alexandra Underpass Replacement construction is complete, and open to the public. SH1 Bridge replacement, Rosedale Busway Bridge are progressing well and expected to complete in March 2022. The retaining walls for the Rosedale Bus Station are almost complete.	Construction	49%



Project Progress	Current Phase	% Phase Completed
<b>Karangahape Road Enhancements and Cycleway</b> – Karangahape Enhancement Project is complete and was officially opened on 11 June 2021. Some minor resurfacing and remedial works will be completed shortly subject to weather and resources. The contractor and the project team continue to provide regular post construction project updates to the local businesses.	Construction	100%
<b>Tamaki Drive Cycle Route (The Strand to Ngapipi) - Section1</b> – The construction work for Tamaki Drive between Solent Street and Ngapipi Bridge is complete, the carriageway has been resurfaced, and traffic lanes have been reopened. <b>Section 2</b> – The section of Tamaki Drive between The Strand and Solent Street is starting construction.	Construction	S1 100% S2 45%
<b>Waitemata Safe Routes Scheme</b> – Procurement of the physical works contractor is progressing. The tender process has concluded, and a preferred supplier has been identified. Appointment of the preferred supplier will conclude in August 2021.	Construction	72%

## Financial Reporting

Work is in progress for the financial year end and the Annual Report. Audit New Zealand has begun their year-end audit work and are expected to be on site until mid-August.

Work was completed with Auckland Council and Aon to review insurance policies and cover prior to a successful renewal from 30 June 2021.

## National Land Transport Programme (NLTP)

The Funding Team has submitted the final NLTP submission for Waka Kotahi consideration. This included improvement activities (including low cost / low risk activities) and the continuous programme. Waka Kotahi have advised that there are funding constraints within the 2022-24 NLTP period, however final outcomes of the NLTP process will be known late August 2021 when the NLTP is released.

Indicative approvals have been provided by Waka Kotahi for the continuous programme, which indicated a lower level of funding than requested. The biggest impact is within the renewals programme. The indicative funding gap has been discussed with Auckland Council and it was agreed that no changes were required to Auckland Council's Long Term Plan.

## RLTP funding

The following activities were approved by Waka Kotahi during the period 8 May 2021 to 7 July 2021:

Activity	Approved Costs (\$M)
Airport to Botany - A2B Route Protection (Pre-Implementation Phase 1)	17.88
Airport to Botany - A2B Horizon 2 - Pre-implementation - PT	3.41
COVID-19 impact on Maintenance costs ( <i>Note: this is for the transfer of COVID-19 costs claimed within the renewal programme and temporary traffic management for border closures</i> )	3.71
Low Emission Bus Programme Trial	8.72

## Procurement

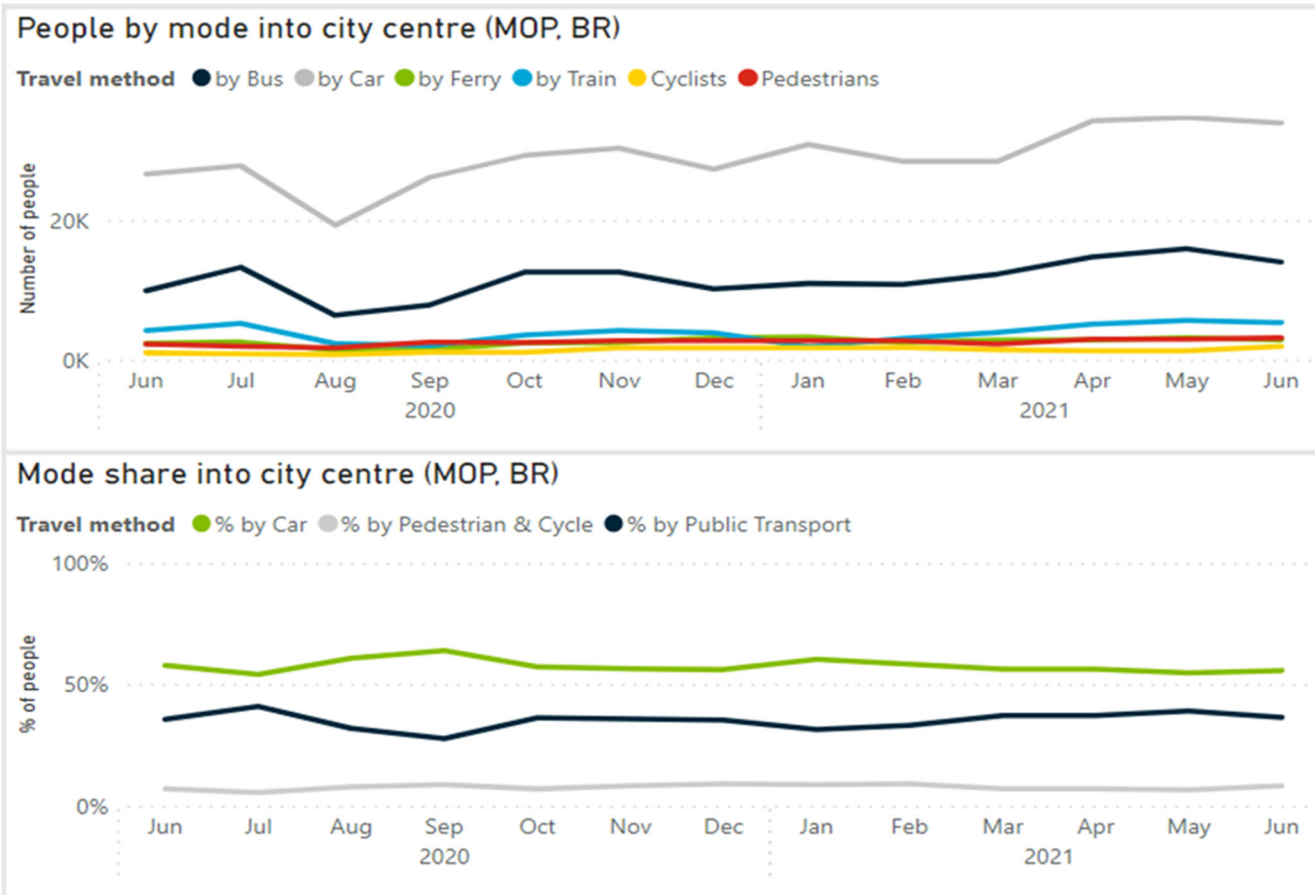
There were six tenders published in the current reporting period (6 May 2021 – 5 July 2021) with an estimated value of \$24.4 million. Two tenders had an estimated value of over \$2 million.

Tender	Type
<b>Electricity Supply - Streetlight Load</b> – A new electricity supply contract to power the streetlights that AT owns (approximately 121,000). Due to the previous three-year contract, which expired in December 2020, and recent energy price volatility in the market, AT has gone to market for a new electricity supply contract.	Request for Proposal (RFP)
<b>Northwest Bus Improvements - Westgate Station Detailed Design</b> – Sourcing of consultant resources to deliver detailed designs for Westgate Station to cater for potential long-term Rapid Transit Network alignment.	RFP

There were 336 contracts created in the current reporting period with a total award value of \$64.2 million. Eight contracts had a value of over \$2 million.

Contract	Supplier
<b>Electricity Supply - Streetlight Load</b> – A new electricity supply contract to power the streetlights owned by AT	Meridian Energy Limited
<b>St Heliers Village Safety Improvements</b> – To improve the connection between the beach and shops as well as making it safer to walk, bike, or drive around St Heliers Village. St Heliers Town Centre is part of Speed Management Improvements combining gateway signage along with civil engineering measures to deliver a safer environment in alignment with Vision Zero.	Fulton Hogan Contracting Limited
<b>Software Licensing and Support</b> – Pinforce and Paystay software licensing and ongoing support services for parking availability and infringement solutions.	Sarb Management Group Pty Ltd

Contract	Supplier
<b>Technology Field Device Maintenance, Renewals and Capital Works</b> – Maintenance ensuring most of AT's field technology assets that operate across the transport network function reliably and safely to deliver AT's operational and customer experience outcomes. The total approximate number of devices in scope is 12,500.	Downer New Zealand Limited
<b>North-western Bus Improvements - Detailed Design Package 1</b> – Sourcing of consultant resources to deliver detailed designs for the following interim North-western Bus Improvements ahead of any longer-term rapid transit solution: <ul style="list-style-type: none"> <li>• Bus Shoulder Lane Extensions</li> <li>• Te Atatu Road Interchange</li> <li>• Lincoln Road Interchange</li> </ul>	WSP New Zealand Ltd
<b>Matiatia Main Wharf Pontoon and Gangway Renewal</b> – Renewal of the pontoon and structure, gangways, and whalers.	Heron Construction Company Limited
<b>Innovating Streets for People Funded Pilot Projects</b> – AT has agreed with Panuku to apply for funding and enter a partnership agreement with Waka Kotahi for the purposes of the Innovating Streets for People Fund.	Auckland Council
<b>EMU Depot - Wash Bay and Post Incidental Pit Building Construction</b> – Improvements to EMU body repair and cleaning facilities and construction of a post incident cleaning pit.	Libbet Ltd



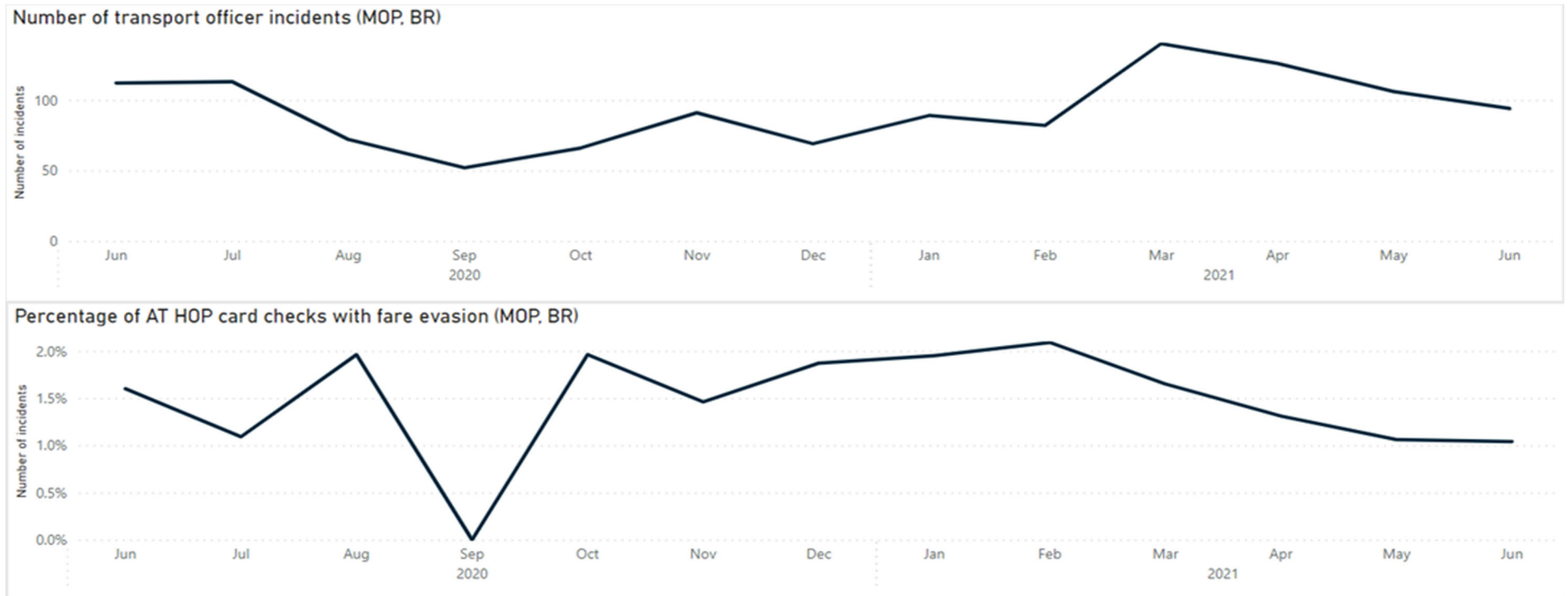
### People movement into the city centre

In June 2021, the total number of people entering the city centre by all modes was 61,160 during the AM peak, 18% lower than June 2019. The vehicle volume into the city centre during the AM peak period was 500 vehicles less than June 2019. The reduced number of people travelling into the city centre is likely due to increased working from home practices, as has been the trend since the first COVID-19 lockdown in March 2020.

There is also a 4% decrease in total number of people into the city centre compared to May 2021, partly attributable to reduced tertiary education travel demand. General traffic and PT continue to operate within acceptable thresholds in June 2021. Most key routes experienced minor delays during peak periods. General vehicle travel times are similar to May 2021.

## Transport Officer update

In June 2021, there were 94 reported incidents, a decrease of 22 incidents compared to May 2021. Incidents were mostly disorderly behaviour, followed by intoxicated patrons, tagging and medical emergencies. There were also reported incidents of assaults (including school fights), thefts and weapons. Fare evasion decreased to 1.04% of all HOP card checks, down from 1.06% in May 2021 and 1.60% in May 2020. The majority of reasons for not having a valid fare were no HOP card or ticket, adults using child HOP cards and HOP cards not tagged

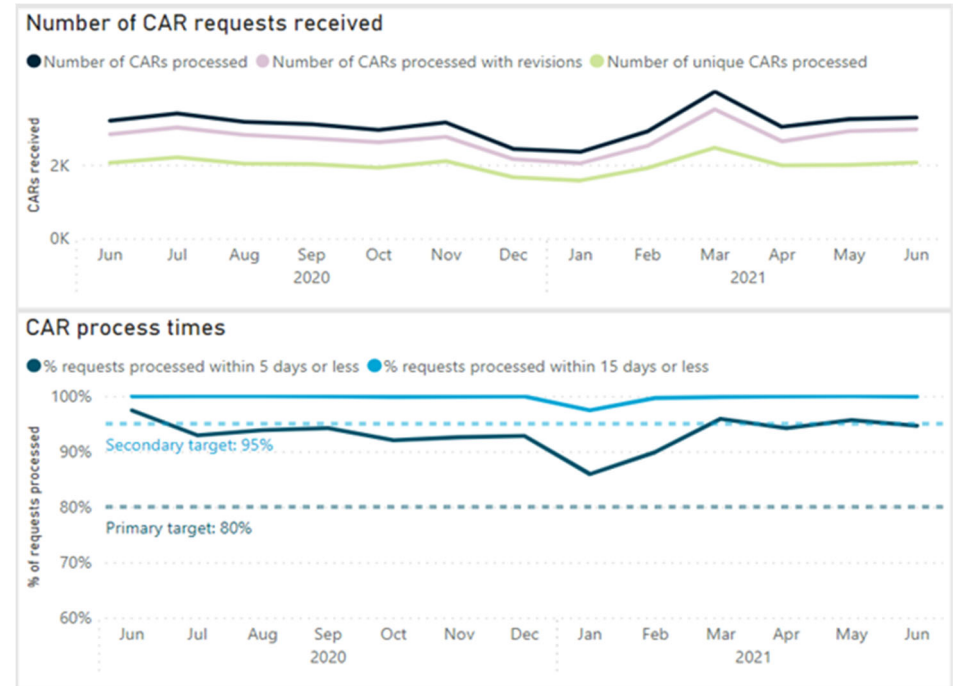


## Road Corridor Access Requests

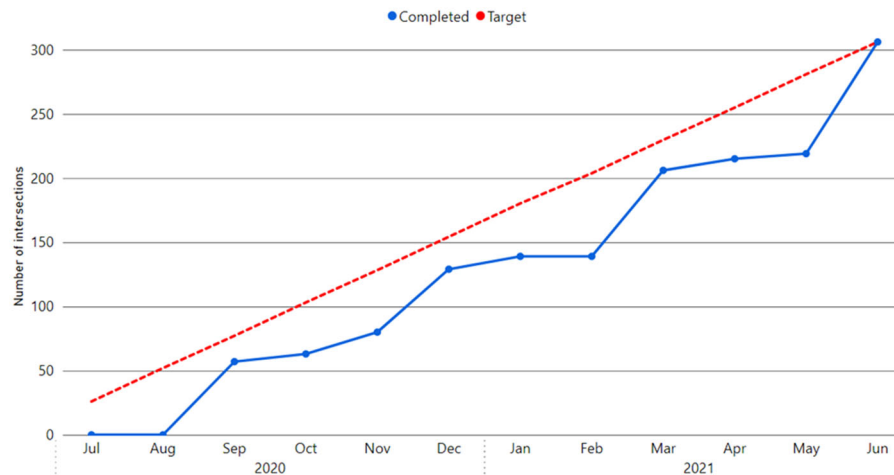
The number of Corridor Access Request applications received in June 2021 remained relatively high, consistent with the previous two months. Applications were approved within target timeframes.

## Active Modes update

A footpath on Great South Road, Mount Wellington is nearly completion and detailed design has been completed for a further five sites: Third View Avenue, Beachlands; Hibiscus Coast Highway, Orewa; Maire Road, Orewa; Davis Crescent, Newmarket and Muriwai Road, Waimauku. In the last month work has also restarted on the North-western Dual Path. Consent has been received from Auckland Council and designs completed with construction planned for August. Design work is also underway for multiple sites across the region offering “pop-up protection” of cycleways on the network.



Route Optimisation Programme 2020-2021

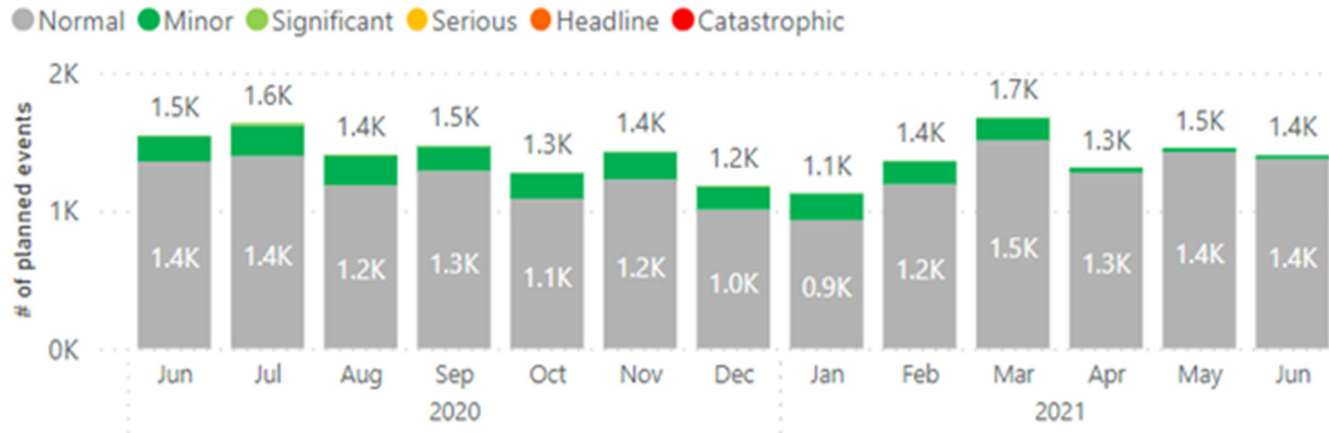


## Route Optimisation Programme

The Routine Signal Optimisation Programme is delivered by the Auckland Transport Operations Centre (ATOC) in collaboration with Waka Kotahi and AT. In 2020/2021, ATOC completed, as planned, the optimisation of 306 traffic signal sites comprising 260 regional sites and 46 ramp signals.

## Special events and filming activities on the network

### Number of planned events



ATOC processed 59 activations in May and 40 in June including the following significant operations: Blues vs Force (Eden Park), Blues vs Highlanders (Eden Park) and All Blacks vs Tonga (Mount Smart Stadium).

The Planned Events team also developed operational plans to mitigate the impact on the transport network of 10 events in June and July, such as the Nurses Strike, City Centre; Head Hunters Motorcycle Club Funeral Procession, Grey Lynn; Matariki on the Waterfront, Wynyard Quarter. There were also 115 filming activities processed in May and 80 activities in June 2021.

#### Severity key

Incident level	People	Delay (Urban)
Catastrophic	Widespread deaths	> 24 hours
Headline	Multiple serious injuries or deaths	3 - 24 hours
Serious	Serious harm or death	1 - 3 hours
Significant	Minor injuries	30 - 60 minutes
Minor	No injuries	< 30 minutes
Normal	No impact	No impact

## Government Health and Safety Lead Award for ATOC



In May 2021, ATOC celebrated a third consecutive year of winning a finalist award at the Government Health and Safety Lead Awards. The awards are a way of celebrating the work done by health and safety representatives throughout the year across all government agencies. Finalists need to have played a significant role in delivering specific health and safety or wellbeing initiatives or have shown leadership, engagement, development or commitment to health and safety for their organisation.

ATOC has submitted nominations every year for the last three years through the joint venture with Waka Kotahi. Each year an ATOC staff member has been awarded a finalist award. This is a significant achievement for the individuals and ATOC. It demonstrates the ongoing commitment and outstanding focus on health, safety and wellbeing by our team.

Pictured to the right are: Andy Quirke (Waka Kotahi Safety Lead), Andy Auer (ATOC Finalist 2021), Adrienne Cleaver (ATOC Nominee 2021), Belinda Matheson (ATOC Finalist 2020), Dianne Sharp (ATOC Nominee 2021), Cara Jonkers (ATOC Finalist 2019), Jacqueline Quick-Hinchcliff (Waka Kotahi Safety Advisor).

## Navigation Safety Bylaw

The call for feedback to Auckland Council on the proposed new Navigation Safety Bylaw closed on 14 February. The Governing Body has approved the Regulatory Committee's Bylaw Panel recommendations on the proposed changes to the Auckland Council Navigation Bylaw 2021 and associated controls. They have determined that it is the most appropriate way to ensure maritime safety and minimise the risk of accidents, nuisance and damage on Auckland's navigable waters. The intention is for the bylaw to take effect on 31 July or when the Maritime Transport (Infringement Fees for Offences - Auckland Council Navigation Safety Bylaw 2021) Regulations come into force, whichever is first.



## Environment and cultural heritage

*For AT, this outcome area is focussed on protection of the natural environment and Auckland's cultural heritage.*

### Street lighting

AT had a target to replace a further 25,000 streetlights with LED luminaires in 2020/21 and enable us to take advantage of the 85% subsidy available up to 30 June 2021. If the 25,000 luminaires are installed evenly over the financial year, then we will achieve energy and maintenance cost savings of ~\$1.8 million in the 2020/21 year and \$3.6 million for the following years.

In June 2021 we replaced a further 3,994 lights with LED luminaires which brings the year to date total to 32,201. There are currently 122,785 streetlights on the network of which 94,122 (74%) have LED luminaires connected to the Central Management System.

### Low carbon concrete

Over the past fortnight a footpath was laid at Middlemore Station, trialling a low carbon emissions concrete. The concrete contained approximately 30% fly-ash as a partial substitute for cement. Feedback from the contractors confirmed that the material was easy to lay and brush. Fly-ash is a low carbon waste product from burning coal, and contains silicon, aluminium and calcium oxides, which slow the hardening process. While samples of the cured concrete will be sent for leaching tests to confirm environmental suitability, no issues are expected. This product has the potential to reduce the carbon emissions of concrete laid on ATs network.

## Opportunity and prosperity

*For AT, this outcome area is focussed on collaborative technological development enabling resilience and adaptability.*

### **Using Data Science to forecast parking demand**

The Data Science team are working in collaboration with the Parking Services team to improve parking services and processes for our customers. By applying text mining technologies to customer feedback, such as text data from the Customer Relationship Management (CRM) system (a centralised repository of customer feedback and complaints), actionable insights can be extracted to understand the main pain points/issues for our parking customers. This can feed into a parking demand forecast to understand patterns and improve parking design and planning. The machine learning model will forecast the parking occupancy counts at different granularity levels to suit different business needs.

### **Ngā Kaihoe graduate recruitment**

Ngā Kaihoe, our graduate programme, has evolved and recruitment for the 2022 cohort begins in July 2021. We have attended a number of tertiary career fairs across New Zealand over the last few months with a key focus on Science, Technology, Engineering, Math (STEM) programmes, as well as Māori, Pasifika and Chinese students with the intent of attracting a more diverse graduate pool who we can grow and develop in key roles across AT in the future.