

Entered by Board Secretary

Monthly Transport Indicators – January 2023

For decision: For noting:

Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

Te whakarāpopototanga matua / Executive summary

1. The 2021/22 Monthly Indicators Report for January 2023 shows performance against the Statement of Intent (SOI) measures and other indicators.
2. This report shows that, although there are still some residual effects from COVID-19, we are seeing a steady improvement in line with adjusted targets on many of the measures. Also, the 12-month rolling averages now do not include the 2021 COVID-19 lockdown period which further contributes to the recovery of some measures.
3. In January 2023, monthly Public Transport (PT) boardings were 4.2 million, This up 43.7 per cent, or 1.3 million trips, on the 12 months to January 2022. For the 12 months to the end of January 2023, there were 58.7 million boardings on the PT network, exceeding the trajectory to meet the SOI target by 7.0 per cent. However, we anticipate the continuing KiwiRail track maintenance work on the rail network will have an impact on these measures going forward.
4. On the 27th of January 2023, Auckland experienced significant flash flooding. This had ramifications on Auckland Transport's (AT's) road network, closing roads and limiting the reach of PT. AT is continuing to work with Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and Auckland Council to repair the damage on the network however we anticipate this will impact a number of our measures for February 2023 and beyond.
5. An emerging challenge this financial year is asset maintenance and renewal. This financial year-to-date, 148.3 km, or 2.15 %, of local roads have been resurfaced / rehabilitated. The major rainfall Auckland has experienced this financial year has adversely impacted on delivery particularly our chip sealing with over 70% of sealing days lost before Christmas. Unfortunately, this trend has continued in January. Staff are reassessing what can be delivered this financial year, bearing in mind the additional time lost in January and the need to move resource into recovery works from the Auckland floods.

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6. As of this month, 13 measures are on track to exceed or meet the target, 13 are not on track to meet the target and six are yet to be reported on.

Ngā tuhinga ō mua / Previous deliberations

7. There are no previous deliberations.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

8. The attached Monthly Indicators Report provides an overview of AAT's performance against its SOI performance measures for January 2023. This report also provides supplementary information on the wider Auckland context as well as AT's PT, road operations and maintenance, and customer response activities.
9. This covering report highlights key trends and significant shifts in the monthly reporting statistics and provides a summary of performance against the SOI measures.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Safety

10. So far in FY 22/23, three high-risk intersections and sections of road have been addressed by AT's safety programme. These include Swanson Road, Hill Road/Claude Road and Makora Road/Triangle Road Intersection. A further four are currently in construction.
11. For the 12 months to January 2023, deaths and serious injuries on *local roads* totalled 552. Local road deaths have decreased by 13.7% (from 51 last year to 44 this year). Local road serious injuries increased by 6.5% in the past year (from 477 last year to 508 this year).
12. For the 12 months to January 2023, deaths and serious injuries on *all Auckland roads* (including local roads and highways) totalled 645. All road deaths have decreased by 12.9% (from 62 last year to 54 this year). All Auckland road serious injuries increased by 8.8% in the past year (from 543 last year to 591 this year).
13. For the 12 months to January 2023, deaths and serious injuries of *vulnerable road users* totalled 271. Deaths of vulnerable road users have increased by 29.4% (from 17 last year to 22 this year). Vulnerable road users serious injuries decreased by 4.6% in the past year (from 261 last year to 249 this year).
14. For more detailed analysis on the safety statistics, please refer to the monthly safety business report.

PT

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15. There was a total of 58.7 million PT boardings for the 12 months to the end of January 2023, an increase of 19.5 per cent or 9.6 million boardings in the 12 months to January 2022. This is 7.0 per cent above the trajectory for the SOI target of 53.2 million boardings. Monthly boardings for January 2023 were 4.2 million, an increase of 44.4 per cent on January 2022. Although monthly boardings for January 2023 were 8.8 per cent below the monthly target, overall boardings are tracking to exceed the annual target.
16. While patronage is tracking well, we anticipate that the Rail Network Rebuild will have an ongoing impact rail patronage and therefore also impact overall patronage for all modes. We will monitor this closely and report on the efforts being undertaken to mitigate the effects on the patronage.
 - Rail boardings totalled 10.5 million for the 12 months to January 2023, an increase of 21.1 per cent, or 1.8 million boardings, on the 12 months to the end of January 2022.
 - Bus boardings totalled 44.3 million for the 12 months to January 2023, an increase of 8.9 per cent, or 7.0 million boardings, on the end of 12 months to January 2022.
 - Ferry boardings totalled 3.9 million for the 12 months to January 2023, an increase of 22.5 per cent, or 0.7 million boardings, on the 12 months to the end of January 2022.
17. Year to date PT punctuality was 96.3 per cent, meaning it is on track to meet the SOI target of 96.0 per cent. PT Punctuality measures whether a PT service has arrived at its first stop on time. Therefore, cancelled services are not included in the measure.
18. The total PT farebox recovery ratio was 15.37 per cent in January 2023, not meeting the target range of 30.0 to 34.0 per cent.

Cycling

19. In January 2023, 0.8 km of cycleways were delivered as part of Project Wave. The total for FY 22/23 is 5.74 km against the target for the financial year of 17.1 km (3.1 km new + 14 km upgrades). The 2021 SOI included a target of 44.1 km over the three-year period 2021-2024. 13.9 km of cycling facilities were added or upgraded on the Cycle & Micro-mobility Strategic Network in FY 21/22.
20. Cycle counts totalled 2,863,054 for the 12 months to January 2023. This is 33.4 per cent lower than the trajectory to meet the target, and 23.9 per cent below January 2022. Cycle counts decreased 0.9 per cent on the 12 months to December 2022.
21. The number of cyclists on the 26 sites is remaining flat for a number of reasons. These include changes to some of the count sites such as temporary and permanent closures that need to be addressed in the next update to measures and targets, increased rainfall and more people working from home compared to 2020 pre-pandemic.
22. However, a more detailed analysis of the data indicates that for most sites the number of people riding is increasing compared to last year and in many locations is reaching or exceeding pre-pandemic levels. As a snapshot, the average daily number of riders for the past week on six of our key pieces of City Centre cycling infrastructure - Quay Street, the Lightpath / Te Ara i Whiti, Grafton Gully, Upper Queen Street, Northwestern Cycleway (Kingsland) and Nelson Street was 5,388 and increase of 46% from the same week in 2022.

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Emissions and vehicle fleet statistics

23. Estimated transport related greenhouse gas emissions for the 12 months to the end of November 2022 is an estimated 3.9 megatons of Co2 emissions, which compares to 4.0 megatons for the 12 months to the end of December 2021. As a further comparator, the pre-COVID figure for the 12 months to February 2020 was 4.2 megatons. We are currently working on getting this data monthly.
24. State Highway Vehicle Kilometres Travelled (VKT) figures are included as a proxy for all of Auckland VKT. We are yet to receive the January 2023 figure from Waka Kotahi. Estimated figures for December 2022 were 358.4 million which compares to an average of 400 million per month for the 2020 calendar year.
25. In January 2023, 9.7 per cent of vehicles imported were Electric Vehicles or Plug-in Hybrid Electric Vehicles and a further 13.9 per cent were Hybrid Vehicles.

Best use of the transport network

26. The rolling average AM peak arterial productivity was 29,972 for the 12 months to January 2023, therefore this measure is not on track to meet the SOI target of 33,000.
27. The average proportion of the freight network operating efficiently during the inter-peak was 88.0 per cent for the 12 months to January 2023, therefore this measure is on track to meet the SOI target of 90.0 per cent.

Asset renewals and customer service

28. For this FY to date, 148.3 km, or 2.15 per cent, of local roads were resurfaced or rehabilitated. This FY, the SOI target is to resurface/rehabilitate 379.5 km, or 5.5 per cent of the local road network. In January 2023, 30.4 km of local roads were resurfaced or rehabilitated.
29. The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 71.0 per cent in January 2023. The 12-month rolling average to January 2023 is 81.0 per cent, which is not on track to meet the SOI target of 85 per cent.

Summary of performance against SOI Measures

30. Table 1 provides a summary of performance against SOI targets.

Table 1: Performance against SOI targets					
Strategic Transport Priorities	<u>Target exceeded</u>	<u>Target met</u>	<u>Target not met</u>	<u>Not reported</u>	<u>Total</u>

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Making Auckland's Transport System Safe by Eliminating Harm to People	-	1	3	-	4
Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates	1	-	-	3	4
Providing and Accelerating Better Travel Choices for Aucklanders	1	1	5	2	9
Better Connecting People, Places, Goods and Services	-	1	1	-	2
Supporting Māori wellbeing outcomes, expectations and aspirations under Te Tiriti o Waitangi	-	1	1	-	2
Our Operating Model is Adaptive, Financially Sustainable and Delivers Value	2	2	2	-	6
Providing Excellent Customer Experiences	2	1	1	-	4
Collaborating with Funders, Partners, Stakeholders and Communities	-	-	-	1	1
Total	6	7	13	6	32

Ngā tūraru matua / Key risks and mitigations

31. There are no risks associated with accepting this report.

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

32. There are no financial or resource impacts associated with this report.

Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

33. There are no environment or climate impacts associated with this report.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

34. There are no impacts associated with this report.

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Ngā whaiwhakaaro haumarū me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

35. There are no health, safety or wellbeing impacts associated with this report.

Ā muri ake nei / Next steps

36. The February and March 2023 Monthly Indicators Report, will be submitted to the Board in May 2023.

Te whakapiringa / Attachment

Attachment number	Description
1	Auckland Transport Monthly Indicators Report 2020/21 – January 2023

Te pou whenua tuhinga / Document ownership

Submitted by	Hamish Bunn Group Manager Policy, Planning and Investment, Planning and Investment Group 	Madi Salter Transport Planner, Integrated Network Planning 
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Approved for submission	Mark Lambert Interim Chief Executive 	