

## Detailed comments on proposed Auckland Transport performance measures

Measure	Comment
Arterial road productivity	Auckland Transport proposes reporting reported on the average lane productivity. However, there would be benefit in splitting this out into bus lane, transit lane, and general lane reporting, which would allow monitoring the high productivity lanes and potentially ensure the focus stays on space efficient modes during peak periods.
Rail journey times	Auckland Transport should consider including a performance measure for journey time improvements for rail.
Bus lane kilometres	The previous target for bus lane kilometres implemented has been removed with no clear rationale. Auckland Transport should consider including this performance measure.
Public transport boardings	Auckland Transport should consider a more ambitious target for total public transport boardings.
Rapid transport network and frequent transport network	Auckland Transport should consider reporting on boarding numbers for the rapid or frequent transport network, as well as the proposed measure (growth of the rapid or frequent transport network compared to total boardings growth).
Cycleways and cycle counts	Currently, there are only placeholders for these targets. The Government Policy Statement for Transport has now been released, which has allocated a significant budget towards cycling improvements. The council looks forward to seeing an ambitious target, which can be refined once the Auckland Transport Alignment Plan has been completed.
Sustainable mode share	The targets for sustainable mode share from travel planning programmes are lower than the results achieved over the last two years. Auckland Transport should consider whether believe they could have a more ambitious target.
NZTA co-funding	Auckland Transport should consider a performance measure for NZTA co-funding.
Road safety	Auckland Transport should consider a more ambitious target for reducing overall deaths and serious injuries. It should also look at measures with an outcome focus rather than outputs. For example, the specific target related to intersection safety is expressed in terms of an AT input (i.e. number of intersections worked on) rather than the outcome of that work (i.e. reduction in accidents or DSI at intersections where AT has undertaken improvements).
Walking	There is no target or performance measure for walking; Auckland Transport should consider a suitable measure (possibly relating to the city centre and which could support Auckland Council's business case for walking).