

I hereby give notice that an ordinary meeting of the Transport and Infrastructure will be held on:

Date: Thursday, 1 December 2022
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Komiti mō ngā Tūnuku me ngā Rawa Tūāhanga/ Transport and Infrastructure Committee

OPEN AGENDA

MEMBERSHIP

Chairperson	Cr John Watson	
Deputy Chairperson	Cr Christine Fletcher, QSO	
Councillors	Cr Andrew Baker	Cr Mike Lee
	Cr Josephine Bartley	Cr Kerrin Leoni
	Mayor Wayne Brown	Cr Daniel Newman, JP
	Cr Angela Dalton	IMSB Member Pongarauhine Renata
	Cr Chris Darby	Cr Greg Sayers
	Cr Julie Fairey	Deputy Mayor Desley Simpson, JP
	Cr Alf Filipaina, MNZM	Cr Sharon Stewart, QSM
	Cr Lotu Fuli	Cr Ken Turner
	Cr Shane Henderson	Cr Wayne Walker
	Cr Richard Hills	Cr Maurice Williamson
	IMSB Member James Brown	

(Quorum 11 members)

Maea Petherick
Kaitohutohu Mana Whakahaere Matua / Senior
Governance Advisor

28 November 2022

Contact Telephone: +64 9 890 8136
Email: Maea.Petherick@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

ITEM	TABLE OF CONTENTS	PAGE
1	Ngā Tamōtanga Apologies	5
2	Te Whakapuaki i te Whai Pānga Declaration of Interest	5
3	Te Whakaū i ngā Āmiki Confirmation of Minutes	5
4	Ngā Petihana Petitions	5
5	Ngā Kōrero a te Marea Public Input	5
6	Ngā Kōrero a te Poari ā-Rohe Pātata Local Board Input	5
7	Ngā Pakihi Autaia Extraordinary Business	5
8	City Rail Link Update	7
9	Auckland Transport's Quarter One Performance Report 2022-2023	9
10	Downtown carpark - update	15
11	Te Whakaaro ki ngā Take Pūtea e Autaia ana Consideration of Extraordinary Items	
PUBLIC EXCLUDED		
12	Te Mōtini ā-Tukanga hei Kaupare i te Marea Procedural Motion to Exclude the Public	17
C1	CONFIDENTIAL Downtown carpark - update	17

- 1 **Ngā Tamōtanga | Apologies**
- 2 **Te Whakapuaki i te Whai Pānga | Declaration of Interest**
- 3 **Te Whakaū i ngā Āmiki | Confirmation of Minutes**

There are no minutes for confirmation.
- 4 **Ngā Petihana | Petitions**
- 5 **Ngā Kōrero a te Marea | Public Input**
- 6 **Ngā Kōrero a te Poari ā-Rohe Pātata | Local Board Input**
- 7 **Ngā Pakihi Autaia | Extraordinary Business**

City Rail Link Update

File No.: CP2022/16346

Te take mō te pūrongo Purpose of the report

1. To receive an update on the City Rail Link project.

Whakarāpopototanga matua Executive summary

2. The Transport and Infrastructure Committee has responsibility for “City Rail Link project oversight” under the committee terms of reference.
3. Staff from Auckland Council, City Rail Link Limited, Auckland Transport and KiwiRail will present an update on the current state of the project including work towards operational integration and readiness.

Ngā tūtohunga Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update on the City Rail Link project.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Author	Mara Bebich - Executive Officer
Authoriser	Barry Potter - Director Infrastructure and Environmental Services

Auckland Transport's Quarter One Performance Report 2022-2023

File No.: CP2022/16106

Item 9

Te take mō te pūrongo

Purpose of the report

1. To receive a high-level summary of Auckland Transport (AT)'s first quarter report (the period 1 July 2022 to 30 September 2022).

Whakarāpopototanga matua

Executive summary

2. Under Auckland Council's accountability framework, each substantive CCO must provide a quarterly report to the relevant committee. Auckland Transport's report for the first quarter of 2022/2023 is contained in Attachments A (cover letter) and B (report). The first quarter report provides measures against the 2021-2031 10-year Budget and the 2022-2025 Statements of Intent (SOI).
3. There has been a welcome recovery in public transport patronage in the first quarter, to around 67 per cent of pre-Covid levels. While this is positive, there are well-recognised ongoing issues with service disruptions caused by the bus driver shortage and rail infrastructure problems. These (and upcoming further rail disruptions) mean that the ongoing recovery in patronage will remain challenging.
4. There have also been ongoing improvements in the numbers of deaths and serious injuries, across the local road network, the wider network, and for vulnerable users. However, in all three of these measures, the improvement is not to the level sought in the agreed targets with council. Safety is a complex area, and the report notes that there are community concerns emerging about how safety measures (including speed limit changes and things like raised platforms) may impact on travel time and congestion.
5. While capital delivery is lower than budget, it is consistent with performance at the same time in the previous year. This reflects ongoing impacts of COVID-19 on supply chains, staffing, and cost escalations. Nonetheless, AT is delivering on a significant number of projects and the report provides a good snapshot of the sheer variety of works being undertaken at present.
6. One aspect of the quarterly report which could be improved over time is the clarity of some of the performance measures and the level of detail and explanation provided. The performance 'story' for the quarter could be clearer. The CCO Governance team is currently leading a process to consider appropriate performance measures across all the council-controlled organisations, and it is likely the quarterly reporting template will be reviewed in response. These things will be undertaken in cooperation with councillors and Auckland Transport, and with the aim of improving how measures and performance are presented, and to reflect the priorities of the new Council.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive Auckland Transport's 2022/2023 first quarter report (Attachments A and B).

Horopaki Context

7. Each substantive CCO must provide a quarterly report to the relevant committee. They are required to:
 - summarise the CCO's performance against the approved budget and agreed targets in the 10-year Budget and SOI
 - provide a forecast of the CCO's performance
 - identify the cause of major variances
 - highlight major achievements for the quarter
 - signal any potential or developing issues.
8. Auckland Transport's report for the first quarter of 2021/2022 is contained in attachments A and B.

Tātaritanga me ngā tohutohu Analysis and advice

Financial performance

9. Auckland Transport's financial performance is summarised on the second page of its report.
10. Net operating result including depreciation is \$22 million unfavourable to the budget year-to-date (YTD). The unfavourable variance to budget is primarily due to higher than budgeted depreciation costs following the roading assets revaluation in June 2022.
11. Operating revenue is \$2 million ahead of budget largely due to the drivers below:
 - the unbudgeted top-up for public transport (PT) funding shortfall of \$14 million from Waka Kotahi, which is relating to the last financial year
 - parking and enforcement revenue \$7 million lower than planned due to lower infringement ticket issuances and parking occupancy
 - PT income \$3 million lower than planned with patronage level sitting at 67 per cent of pre COVID-19 levels in September
12. Operating expenditure is higher than budget driven by the materially higher depreciation costs. Full year impact of the revaluation on AT's depreciation budget is estimated to be around \$100 million.
13. Capital expenditure delivery is \$132 million against the YTD budget of \$202 million (65 per cent of delivery). Correspondingly, Waka Kotahi capital expenditure co-funding is \$33 million lower than budget, due to the lower capital spend of AT and funding constraints experienced by Waka Kotahi.

Non-financial performance and other issues

14. AT has a total of 31 measures, 16 of which are also 10-year Budget measures. In the first quarter, for those that are able to be measured at this point in the year, 7 performance measures are on track to meet or exceed their targets, and 8 are below target.
15. One of the new targets introduced this financial year is the percentage of formal complaints resolved within 20 working days. This was put in place for all CCOs following the CCO Review. In quarter one, only 72 per cent of complaints had been resolved, as against a target of 85 per cent. It will be important to continue monitoring this measure, as it is an important contributor to the reputation of Auckland Transport for members of the public in their interactions with the organisation.

16. There has been a welcome recovery in public transport patronage in the quarter, to around 67 per cent of pre-Covid levels. Total boardings were 4.8 per cent above the trajectory required to meet the annual target, while rail patronage was 3.2 per cent above the trajectory. While this is positive, there are well-recognised ongoing issues with service disruptions caused by the bus driver shortage and rail infrastructure problems. These (and upcoming further rail disruptions) mean that the ongoing recovery in patronage will remain challenging.
17. The number of cycle movements are not on track to meet the target. The 12-month rolling count was 18 per cent lower than required, which AT puts down to lower overall travel demand and more working from home.
18. There have also been ongoing improvements in the numbers of deaths and serious injuries, across the local road network, the wider network, and for vulnerable users. However, in all three of these measures, the improvement is not to the level sought in the agreed targets with council.
19. Interpreting the report's measures and commentary for safety can be difficult for a lay reader to understand without referring back to the Statement of Intent. In each case, the measures span the calendar year (unlike many others) and the quarterly report provides a cumulative measure up to the end of the reporting period (so for quarter one, AT provides 9 months of data). Staff will work with Auckland Transport to investigate how these measures can be expressed more simply, without reducing the integrity of the information.
20. On a more substantive issue, safety is a complex area and the report notes that there are community concerns emerging about how safety measures (including speed limit changes and things like raised platforms) may impact on travel time and congestion. Safety on the Auckland network is a legislative imperative for Auckland Transport, and the programme being pursued by AT has been estimated to have significant benefits when taking into account the lost lives and life-changing injuries that are avoided by improved safety.
21. While capital delivery is lower than budget, it is consistent with performance at the same time in the previous year. This reflects ongoing impacts of COVID-19 on supply chains, staffing, and cost escalations. Nonetheless, at any one-time AT is delivering on a significant number of projects and the report provides a good snapshot the sheer variety of different works which are being undertaken at present. In addition, the report provides an excellent view of the plans in place for upcoming quarters, with a significant number of programmes outlined (whether infrastructure on the ground, education programmes, technology upgrades or customer experience improvements).
22. As noted in the executive summary, staff will be looking at the quarterly reporting templates of all of the CCOs, with a view to making it both simpler and more approachable for both councillors and the public. Through discussions with the new Transport and Infrastructure Committee led by Councillor John Watson, staff will ensure that the discussion of 'other focus areas' in the report reflects the concerns and priorities of the newly elected Council.

Tauākī whakaaweawe āhuarangi

Climate impact statement

23. The quarterly performance reports are a key tool to monitor the progress of each CCO in action on climate change. AT's quarterly reports contain commentary on activities relating to climate change (page 10 of its report). Aspects of note are discussed below.
24. AT is beginning to investigate how to integrate the Transport Emissions Reduction Pathway (TERP) into its programme. It is important to note that the TERP is not simply driven by the pathway agreed by the previous Council, but also by national level emissions reduction plans put in place by central government.

25. AT's organisational emissions are measured annually by a third-party (Toitu). The report notes the emissions for last year but new data for this quarter is not yet available. AT notes that the improvement of last year will become more challenging to sustain in the current financial year.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

26. Each CCOs quarterly report contains information on how they are contributing to the council's outcomes and objectives. For Auckland Transport, a key element of this is in the section 'Enabling and supporting Auckland's growth'. Many of these projects are about working with other council and Crown organisations to deliver housing projects, or to make ongoing improvements to capacity or amenity in specific areas (such as the city centre).

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

27. The governance of substantive CCOs is a responsibility delegated to the CCO Direction and Oversight Committee and the Transport and Infrastructure Committee. The views of local boards have not been sought. CCOs, including Auckland Transport, provide six-monthly progress and performance reports to local boards. The quarterly reports also provide a summary of the engagement that CCOs have carried out with local boards during the quarter.

Tauākī whakaaweawe Māori Māori impact statement

28. Each CCO reports on their contribution towards achieving Māori Outcomes in their quarterly report. AT's report has a separate page which outlines the significant engagement it has undertaken with mana whenua in the quarter, which supplements other programmes noted in the body of the report (for example the discussion of Te Ara Haepapa on the safety page).

Ngā ritenga ā-pūtea Financial implications

29. Each of the CCO's quarterly reports contain information regarding their financial performance. Paragraphs 9 to 13 in this report summarise the financial implications.



Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

30. The CCOs quarterly reports contain information regarding their key risks and issues. CCOs report separately to the Audit and Risk Committee.
31. Issues and risks largely reflect the trends in the performance measures and financial performance. AT has noted and remains very concerned about the DSI trends, public transport recovery, and impact of COVID-19 and inflation on programme delivery and renewals. As noted above, the tensions inherent in the implementation of the safety programme are also noted as a risk.

Ngā koringa ā-muri Next steps

32. The Quarter Two report (October to December 2022) will be provided to this committee in February 2023.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Cover letter, AT Quater One report 2022-2023	
B 	Auckland Transport Quarter One report, 2022-2023	

Ngā kaihaina Signatories

Author	Edward Siddle - Principal Advisor
Authorisers	Alastair Cameron - Manager - CCO Governance & External Partnerships Phil Wilson - Director, Governance & CCO Partnerships Megan Tyler - Chief of Strategy

Downtown carpark - update

File No.: CP2022/16496

Te take mō te pūrongo Purpose of the report

1. To provide the committee with an update on the Downtown carpark.

Whakarāpopototanga matua Executive summary

2. The Downtown car park site (the site) is identified in the Auckland Council City Centre Masterplan as a significant site that should be redeveloped to enhance and continue the revitalisation of the city centre's downtown precinct. The site was identified as a potential redevelopment site due to its strategic location and existing seismic issues.
3. The Planning Committee approved strategic outcomes and strategic transport outcomes for the site that aligned with the City Centre Masterplan and other relevant council approved plans (PLA/2020/120 and PLA/2021/52).
4. The Finance and Performance Committee approved the sale and future development of the site, with approval of the final terms and conditions delegated to the Eke Panuku Board in consultation with the Auckland Transport Board.
5. In March 2022 the Planning Committee was advised that there would be an update on the sale process, the public realm improvements and the bus facility for the site. This item will serve as the update at the meeting, with Eke Panuku, Auckland Transport and the agent for Eke Panuku providing this for elected members.

Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note that information contained in this report on the Downtown carpark, enables transparency on the topic due for discussion in the public excluded part of this meeting
- b) tuhi ā-taipitopito / note that the confidential report contains commercially sensitive information

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Author	Ross Chirnside - General Manager Value For Money
Authoriser	Megan Tyler - Chief of Strategy

Exclusion of the Public: Local Government Official Information and Meetings Act 1987

That the **Transport and Infrastructure Committee**

a) exclude the public from the following part(s) of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

C1 CONFIDENTIAL Downtown carpark - update

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. In particular, the report contains commercially sensitive information	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.