

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

Date: Thursday, 16 February 2023
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	
Members	Cr Andrew Baker	Cr Mike Lee
	Cr Josephine Bartley	Cr Kerrin Leoni
	IMSB Member James Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	IMSB Member Pongarauhine Renata
	Cr Angela Dalton	Cr Greg Sayers
	Cr Chris Darby	Deputy Mayor Desley Simpson, JP
	Cr Julie Fairey	Cr Sharon Stewart, QSM
	Cr Alf Filipaina, MNZM	Cr Ken Turner
	Cr Lotu Fuli	Cr Wayne Walker
	Cr Shane Henderson	Cr Maurice Williamson
	Cr Richard Hills	

(Quorum 11 members)

Maea Petherick
Kaitohutohu Mana Whakahaere Matua /
Senior Governance Advisor

13 February 2023

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1 Ngā Tamōtanga | Apologies

An apology from IMSB Member P Renata has been received.

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

3 Te Whakaū i ngā Āmiki | Confirmation of Minutes

Click the meeting date below to access the minutes.

That the Transport and Infrastructure Committee:

- a) confirm the ordinary minutes of its meeting, held on Thursday, [1 December 2022](#), including the confidential section, as a true and correct record.

4 Ngā Petihana | Petitions

5 Ngā Kōrero a te Marea | Public Input

5.1 Public Input: Anna Thorburn - Gulf Harbour ferry service

Te take mō te pūrongo Purpose of the report

1. Anna Thorburn will address the Transport and Infrastructure Committee on behalf of the Gulf Harbour Ferry Users Group regarding the 'Gulf Harbour ferry service.

Whakarāpopototanga matua Executive summary

2. This input relates to a report titled *Auckland Transport Update – February 2023* an item for consideration later in the agenda.

Ngā tūhonga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Anna Thorburn on behalf of the Gulf Harbour Ferry Users Group regarding the Gulf Harbour ferry service and whakamihi / thank Anna Thorburn for attending the meeting.

5.2 Public Input: Will McKenzie and Arvind Daji - Auckland Transport Plan

Te take mō te pūrongo Purpose of the report

1. Will McKenzie and Arvind Daji will address the Transport and Infrastructure Committee regarding the 'Auckland Transport Plan'.

Whakarāpopototanga matua Executive summary

2. This input relates to a report titled "*Auckland Integrated Transport Plan*" an item for consideration later in the agenda.

Ngā tūhonga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Will McKenzie and Arvind Daji regarding the Auckland Transport Plan and whakamihi / thank Will McKenzie and Arvind Daji for attending the meeting.

5.3 Public Input: Geoff Upson - recent changes to transport network

Te take mō te pūrongo Purpose of the report

1. Geoff Upson will address the Transport and Infrastructure Committee with regards to recent changes to our transport network.

Whakarāpopototanga matua Executive summary

2. Geoff Upson would like to discuss how the impacts of some of the recent changes to the transport network have negatively impacted safe and efficient travel on the transport network and in particular how speed bumps have impacted negatively on both users of the transport network and the negative impacts on the climate.

Ngā tūhonga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Geoff Upson regards to recent changes to Auckland's transport network and whakamihi / thank Geoff Upson for attending the meeting.

5.4 Public Input: Tony Skelton and Greg McKeown - Coalition of Concerned Auckland Communities

Te take mō te pūrongo

Purpose of the report

1. Tony Skelton and Greg McKeown will address the Transport and Infrastructure Committee on behalf of the Coalition of Concerned Auckland Communities.

Whakarāpopototanga matua

Executive summary

2. Tony Skelton and Greg McKeown would like to address the committee regarding infrastructure issues currently being faced by Auckland Council.

Ngā tūhonga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Tony Skelton and Greg McKeown regarding infrastructure issues and whakamihi / thank Tony Skelton and Greg McKeown for attending the meeting.

6 Ngā Kōrero a te Poari ā-Rohe Pātata | Local Board Input

7 Ngā Pakihi Autaia | Extraordinary Business

Waka Kotahi Update

File No.: CP2023/00540

Te take mō te pūrongo Purpose of the report

1. To receive an update from Waka Kotahi NZ Transport Agency on its' Auckland programme.

Whakarāpopototanga matua Executive summary

2. The Transport and Infrastructure Committee has responsibility for the oversight of major transport and infrastructure matters that affect the region.
3. Waka Kotahi NZ Transport Agency is the Crown entity tasked with promoting and funding safe and functional transport by land, including the responsibility for driver and vehicle licensing, and administering the New Zealand state highway network.
4. Waka Kotahi's Auckland Programme is an important part of the regional transport delivery programme and staff from Waka Kotahi will provide an overview of transport and partnerships in Auckland. There will also be an update on key strategic projects and initiatives in the region, including work towards delivering on outcomes for Aucklanders.

Ngā tūtohunga Recommendations

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update from Waka Kotahi.

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

Update on Waitematā Harbour Connections Project and upcoming consultation

File No.: CP2023/00492

Item 9

Te take mō te pūrongo

Purpose of the report

1. To receive a presentation from members of the Waitematā Harbour Connections Project (WHC) who will provide an update on the project and upcoming consultation.

Whakarāpopototanga matua

Executive summary

2. Waka Kotahi NZ Transport Agency, Auckland Council, Auckland Transport and Ngā Iwi Mana Whenua o Tāmaki Makaurau are working in partnership to plan for future transport connections across the Waitematā Harbour.
3. This phase of the WHC began in October 2022. The key deliverable will be a finalised Indicative Business Case (IBC). The IBC will assess options for all transport modes to cross the harbour in the future. It will examine important considerations such as the potential impact of these options on Auckland's urban form and carbon emissions as part of the assessment.
4. Auckland Council is represented on the WHC project through membership on the Project Steering Group, a Partner Interface Manager and input into the IBC work programme.
5. Pre-engagement on the project has already occurred with community groups, schools and selected stakeholders. It is proposed that wider public consultation and engagement commence from late March through to late April 2023.
6. A recommended way forward for WHC will be made by mid-2023, with the full IBC expected to be finalised in early 2024.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update presentation from the WHC project members.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

Author	Elise Webster - Principal Transport Advisor
Authorisers	Jacques Victor – General Manager Auckland Plan Strategy and Research Megan Tyler - Chief of Strategy Barry Potter - Director Infrastructure and Environmental Services

Interim Update Auckland Floods and Infrastructure Impacts

File No.: CP2023/00690

Te take mō te pūrongo Purpose of the report

1. To receive an interim update from infrastructure providers within the council group on the impact of the Auckland floods on our infrastructure.

Whakarāpopototanga matua Executive summary

2. The Transport and Infrastructure Committee has responsibility for the oversight of major transport and infrastructure matters that affect the region.
3. The Auckland Floods have had a significant impact on our infrastructure especially our roading and transport, stormwater, wastewater and potable water services. In addition, several hundred slips have impacted both infrastructure and assets across the region.
4. Senior Managers from various council and council group departments will provide an interim update on the impact of the floods on their assets and services.

Ngā tūtohunga Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the interim update on the impact of the Auckland Floods on our infrastructure.

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 Update - February 2023

File No.: CP2023/00721

Te take mō te pūrongo

Purpose of the report

1. To receive an update from Auckland Transport (AT) on:
 - Public transport patronage, fare pricing, issues and opportunities
 - Bus driver shortage and safety concerns
 - Performance of Auckland's bus, train and ferry services
 - Communication plans including those relating to disruptions.

Whakarāpopototanga matua

Executive summary

2. Auckland Transport had planned to implement its annual fare review in mid-February 2023, which would result in an average 6.5 per cent increase in fares.
3. Due to the state of local emergency declared in the Auckland region on 27 January 2023, AT has made the decision to defer the implementation of the fare review and are working through alternate options and the associated impact.
4. Public Transport patronage in Auckland recovered to 65-70 per cent of pre-COVID-19 levels at the end of 2022, and around 75 per cent of pre-COVID-19 levels in early 2023.
5. Staff shortages continue to impact service reliability with a current shortage of 483 bus drivers and 45 ferry crew members, although some progress has been made with operators recruiting more drivers locally and from overseas.
6. Several actions are in place to improve communications across AT services.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note the updates provided in this report and the relevant actions and plans to address issues identified.

Horopaki

Context

7. The Transport and Infrastructure Committee has signaled that the monitoring of the ongoing Public Transport crisis is a top priority in 2023. Accordingly, the Transport and Infrastructure Committee will be provided with regular updates at each committee meeting.
8. A number of questions were raised at the 15 December 2022 Transport and Infrastructure Committee meeting on the proposed 6.5 per cent increase in Public Transport fares this financial year, as approved by the AT Board at its 1 December 2022 meeting.
9. Councillors also requested updates on Public Transport patronage data, bus driver shortages and performance across the Public Transport network.

Tātaritanga me ngā tohutohu Analysis and advice

Item 11

2023 Public Transport fare increases

10. Since half price fares were introduced on 1 April 2022 there have been 47 million trips from 854,000 HOP card users. These HOP card users have saved 51.4 million from the half price scheme.
11. AT's 2023 fare review is the first proposed fare increase for two years and balances drivers for equity, patronage recovery, contract cost escalations, revenue loss. The half price fare initiative was coming to an end on 31 March 2023, however it has subsequently been extended to June 2023 by Central Government.
12. The fare review, which was originally planned to roll out on 12 February 2023, resulted in an average weighted fare change of +6.5 per cent. This was below the annual cost inflation for the majority of Public Transport modes, and relative to the Consumer Price Index for customer affordability of +7.2 per cent. It continued to make longer-distance Public Transport travel more affordable (AT's Zone 1, 2 and 3 fares will increase by up to 7.8 per cent but Zone 4 and 5 fares will only increase by 3.1 per cent - 5.6 per cent). It also simplified the fare structure by capping fares after five zones and maintained an off-peak travel discount of 10 per cent.
13. The proposal was expected to generate a \$6.1million of annualised fare revenue increase and increase the farebox recovery ratio by 2.3 per cent to 31.9 per cent (against the Statement of Intent (SOI) target of up to 34 per cent).
14. AT is deferring the implementation of the fare review, while we review the impact of the floods and the current state of the public transport network. Several alternate dates are being assessed and a decision will be made in due course.
15. Future fare review initiatives being considered include simplifying the fare structure, reducing the cost of longer distance travel, reviewing the farebox recovery ratio and integrating ticketing for first and final leg offerings.
16. Specific fare products / initiatives being progressed include Community Connect, Weekly Fare Cap, Under 25 Concession, Corporate Subsidy and the Off-Peak Travel discount.

Public Transport patronage data overview and interface in planning and service optimisation

17. At the end of 2022 Public Transport patronage in Auckland had recovered to 65-70 per cent of pre-COVID-19 levels at the end of 2022, and to around 75 per cent of pre-COVID-19 levels in early 2023. This is slightly lower than the recovery in Wellington and Christchurch. The recovery in Auckland is strongest in Central and West, which are both currently around pre-COVID-19 levels. Recovery on trains is currently lower due to the KiwiRail Rail Network Rebuild affecting patronage on the Southern and Onehunga lines while ferry patronage is now greater than pre-COVID-19 levels.
18. AT sets a target for expected patronage for all bus services which varies accordingly to the type of route. For instance, a peak-only route travelling on a key arterial corridor has a high patronage expectation while a local infrequent route serving a remote community has very low patronage expectations. Every month we review actual patronage against expected patronage to identify any routes that consistently underperform.
19. The consulted and statutory Regional Public Transport Plan (RLTP) sets out criteria and actions that must be considered before the removal of an under-performing route. Around 15 per cent of routes are currently not meeting the expected patronage targets (after adjustment for the impacts of COVID-19) and are below the recovery level of the overall bus network.

20. Public Transport usage varies across the day. While around 12 per cent of trips at peak time are made by Public Transport, this reduces to less than 2 per cent at off-peak times and weekends.
21. AT has an ambitious Public Transport network development programme through the Long-Term Plan (LTP) and the Climate Action Targeted Rate (CATR). These programmes would see approximately a 50per cent increase in the amount of bus service kilometres operated by 2028.
22. AT intends to make several service changes in 2023, including:
 - Service changes to reflect post-COVID-19 travel patterns, reducing peak frequency and saving in the order of \$4 million with minimal customer impact.
 - Adding two new frequent routes to help mitigate the effects of the 2nd phase of the Rail Network Rebuild (Eastern Line closure) and funded by KiwiRail for FY23 and half of FY24.
 - Major service improvements to align with the new infrastructure being delivered as part of the Northwest Bus improvements project (subject to CATR funding being available).

Bus driver shortages and safety concerns

23. Currently around 8 per cent of bus trips are suspended and around a further 8 per cent of bus trips are cancelled daily. Ferry services to Devonport are running at a reduced frequency, and AT is monitoring cancellations and demand on other inner harbour routes with a view to increasing frequency when crew numbers improve. Wellington and Christchurch are cancelling similar levels of service.
24. All operators are using a mixture of domestic and international recruitment channels but report a lack of applicants in 2022. Early indications in 2023 is that applications are now increasing.
25. AT, Environment Canterbury and Greater Wellington Regional Council jointly called for a change in immigration settings to help bring skilled workers into New Zealand faster. In December 2022 the government announced that bus drivers will have a time-limited residence pathway. Since this announcement many operators have expanded their international recruitment efforts recently. About 250 candidates have so far been recruited overseas and are being processed through Immigration and New Zealand Police.
26. AT has supported operator recruitment efforts with an acquisition campaign to attract bus drivers and ferry staff on Facebook and Instagram, and by arranging a Job Fair. We continue to support operators with a digital campaign to collect domestic leads.
27. With support from central government, AT has implemented two rounds of bus driver wage increases, and funding for a third increase has been recently announced. During 2022, we facilitated two driver pay increases to raise the average hourly bus driver pay base rate from \$23.71 to \$26.62. This was achieved with majority funding from Auckland Council, supported by Waka Kotahi New Zealand Transport Agency (Waka Kotahi) funding and topped up by operators.
28. AT is working with operators and unions to access Climate Emergency Response Fund funding to implement a third pay rise for bus drivers, effective 1 April 2023. We estimate that the average bus driver pay rate will reach at least \$28 per hour.
29. The shortfall in bus drivers and ferry crew for the week beginning 16 January 2023 is shown below. Compared to the end of 2022, the bus driver shortfall has improved by around 40 drivers.

Mode	Drivers/Crew required to reliably operate full service	Shortfall	Shortfall per cent
Bus	2,294	485	21per cent
Ferry	199	45	23per cent

30. We expect the recruitment of bus drivers and ferry crew to improve throughout 2023, subject to overcoming challenges with immigration and driver and maritime licensing.
31. AT will continue to work closely with operators to understand their planned increase in resource so that suspended services are resumed in a sustainable and safe manner.
32. Additional Transport Officers and security guards are being added on bus routes in the city centre and AT is working with one operator and unions to trial appropriate screen protection to support bus driver safety. De-escalation training will enable drivers to minimise the risk of assaults and is intended to be developed further and included in new requirements for new bus contracts.
33. AT is working with New Zealand Police and our rail franchise operator Auckland One Rail to deploy more Transport Officers across the train network and facilities to reduce anti-social behaviours and create a safer environment.

Performance of Auckland’s bus, train and ferry services

34. The key performance measures for Public Transport services are patronage (passenger boardings), reliability and punctuality (measured at first stops).
35. We measure patronage, reliability and punctuality performance for individual trips, and generally report this rolled up into daily, weekly and monthly performance by route. Measures for individual trips are used to identify a need for changes to the service.
36. With the shortage of bus drivers and ferry crew, we are tracking the number of available workers each week and are measuring unplanned cancellation rates by route.
37. In the week commencing 16 January 2023, we saw a significant increase in patronage compared to before the Christmas period, indicating that normal travel demand was returning. The performance measures for December 2022 and the week of 16 January 2023 are shown below.

	Bus		Train		Ferry	
	Dec 2022	Jan 2023	Dec 2022	Jan 2023	Dec 2022	Jan 2023
Punctuality	98per cent	98per cent	73per cent	87per cent	89per cent	Available mid-Feb
Reliability	90per cent	88per cent	96per cent	99per cent	97per cent	
Unplanned cancellations	9per cent	11per cent	8per cent	1per cent	7per cent	

Communications plans for disruptions

38. AT has a dedicated Public Transport Disruptions Service Blueprint (blueprint) for planned and unplanned disruptions. It outlines our business processes - from how we capture and report disruptions, to how we plan and design our responses as well as mitigations. This aims to deliver effective communication of impacts to customers and minimise disruptions.
39. Since the blueprint was created in 2020, a number of factors have had a significant impact on the operating environment that it is designed for, including:
 - A major bus driver shortage
 - An increase in the frequency of rail closures for maintenance work
 - Significant extended station closures due to KiwiRail’s Rail Network Rebuild
 - Ferry staff shortages driving more frequent cancellations
 - An ageing ferry fleet leading to more breakdowns
 - A non-uniform ferry fleet where skippers are not easily transferable between boats
 - Cruise ship staff shortages and disruptions.

40. The blueprint is no longer fit-for-purpose in our operating environment and is being reviewed.

Improvements in Ferry Communications

41. AT has recognised the need to better inform customers of ferry disruptions and provide a single source of information. Multiple operators run AT ferries, and each has their own individual communications processes and channels. In June 2022, AT reached an agreement with all ferry operators (except the independently operated Waiheke Island ferry) to allow AT to manage ferry disruption communications and alternate transport planning, and to provide a unified customer experience. This transition is still in progress.
42. Work is well underway to streamline communication processes with our operators and to implement technical improvements including live tracking of ferries to enable AT to provide accurate real-time information via AT channels, including the AT Mobile app.

Tauākī whakaaweawe āhuarangi Climate impact statement

43. Public Transport is a significant focus area and objective to deliver on in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
44. The decarbonisation of Public Transport assets is ongoing, with specific targets to convert the fleet to zero emissions by 2035.
45. Public Transport contributes around 3 per cent towards Auckland's carbon emissions. AT is electrifying the bus and ferry fleet with 75 Zero Emissions Buses in service; a further 55 electric vehicles are expected to be deployed by the end of 2023 and two new electric ferries will launch in 2024.

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

46. Auckland Council has advised that there is significant budgetary pressure in FY2023/24 and cost savings are being sought from AT to reduce the pressure.
47. This includes reviewing Public Transport services priorities, considering network optimisation, and recovering pre-COVID-19 Public Transport patronage levels.

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

48. Specific briefings are made to local boards, particularly in respect of impacts on local services.

Tauākī whakaaweawe Māori Māori impact statement

49. Auckland Transport's programmes contribute to Māori outcomes in the Auckland Plan and to the transformation shifts of significantly lifting Māori social and economic wellbeing, and identity.
50. For example, the use of Te Reo Māori for audio announcements within the public transport fleet is an ongoing work in progress. As of February 2023, about 30 per cent of our bus fleet now have Onboard Audio Announcements in Te Reo Māori.

Ngā ritenga ā-pūtea Financial implications

51. The AT 2022/23 budget and SOI targets a 12-monthly rolling average of 59 million annual passenger boardings. Most recent forecasts project total trips in the 12 months to June 2023 will be 69 million which is 69 per cent of pre-COVID-19 levels.

52. This is a reduction in FY2023 fare revenue (compared to pre-COVID-19 levels) of around \$82 million, or \$40 million net of a 51 per cent Waka Kotahi subsidy.
53. For FY2024, the fare revenue gap compared to pre-COVID-19 levels is forecast as ~\$56.7 million (gross) and there is a risk that Waka Kotahi funding will not cover this gap.
54. The overall forecast financial impact from the annual fare review is shown below.

Mode	Average weighted fare increase	Revenue increase (excluding GST)	Change in Farebox	Patronage impact
Integrated Public Transport Fares	+6.5per cent	\$6.1 million (+4.9per cent)	+2.3per cent to 31.9per cent (from 29.6per cent)	-1.0 million journeys (-1.8per cent)

55. At is constantly reviewing the performance of bus routes to ensure good value for money.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

Key risk	Mitigation
<i>Patronage</i>	
Patronage recovery slows due to ending half-price fares plus the fare increase (given current cost of living issues and AT service / reliability perception)	The government funded half-price fares discount has been extended from March to June 2023. To meet budget expectations, a first fare change in two years will be needed prior to the end of the financial year. Targeted communications plan (internal and external) detailing what is behind the price increase (the first increase for two years). Community Connect will provide a 50 per cent concession to ~c. 330,000 Aucklanders and AT proposes to implement new fare initiatives to provide increase value for money to frequent Public Transport users. Weekly fare cap introduced.
Patronage recovery remains slow due to Aucklanders adopting new hybrid working from home arrangements	The Public Transport Network Recast to be completed in March 2023 reallocates bus resources from peak to off-peak to recognise reduced demand, to improve the off-peak network, to allocate resource to where demand warrants, to improve driver conditions through reduction in split-shifts and provide a budget saving. AT will continue to accelerate key initiatives to drive patronage growth. AT will work with employers to better understand travel patterns as well as incentives to taking Public Transport.
Reputational risk to AT / Auckland Council associated with insufficient Customer and Stakeholder communications	Targeted communications plan ensuring appropriate messaging. Progress proposal as potential part of AT response to FY2024 Auckland Council budget, engaging with the Governing Body.
<i>Public Transport Service Delivery</i>	
Ongoing driver shortages and service issues	If recruitment takes longer than expected, we need to continue to operate reduced services. Suspended services are unbalanced across the city; they are focused where operators and depots have the highest shortfall, which may mean that customers in some parts of the city have a greater reduction in service than others.

Ngā koringa ā-muri

Next steps

56. The Transport and Infrastructure Committee will continue to be kept updated on the matters covered in this report and key areas of interest as per the terms of reference.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

Authors	Darek Koper - Group Manager, Metro Services, Auckland Transport. Richard Harrison - Manager, Metro Optimisation, Auckland Transport.
Authoriser	Barry Potter - Director Infrastructure and Environmental Services

Auckland Integrated Transport Plan

File No.: CP2023/00930

Te take mō te pūrongo

Purpose of the report

1. To receive an update on the Integrated Auckland Transport Plan and endorse a political steering group to support its implementation.

Whakarāpopototanga matua

Executive summary

2. The Minister of Transport and the Mayor have agreed on the need for a broader plan to futureproof Auckland with a high-quality, joined-up transport system, which more closely integrates decision-making on cars, buses, trains, ferries, cyclists, pedestrians, freight and passenger rail and light rail. This includes considering steps to address immediate and pressing needs, as well as long-term city-shaping initiatives.
3. This report presents the scope of the Integrated Auckland Transport Plan (transport plan) (as attached as appendix A to this report). It recommends that the committee notes the scope as agreed between the Mayor and Minister and endorse a political steering group consisting of the Mayor, Deputy Mayor, Chair and Deputy Chair of the Transport and Infrastructure Committee, the appointed councillors on the AT board, Chair of Planning, Environment and Parks Committee and an Independent Māori Statutory Board member.
4. Once the plan has been finalised it will come back to the Governing Body for endorsement, in parallel with the Cabinet approval process.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note the scope of the Integrated Auckland Transport Plan
- b) ohia / endorse formation of a political reference group comprising of the Mayor, Deputy Mayor, Chair and Deputy Chair of the Transport and Infrastructure Committee, the appointed councillors on the AT board, Chair of the Planning, Environment and Parks Committee and an Independent Māori Statutory Board member to provide political oversight during the development of the Integrated Auckland Transport Plan
- c) tuhi ā-taipitopito / note that once the Integrated Auckland Transport Plan is finalised it will come back to the Governing Body for endorsement in parallel with Cabinet approval processes.

Horopaki

Context

5. The development of single comprehensive plan to futureproof Auckland with one high-quality, joined-up transport system was initiated by Mayor Brown and Transport Minister Michael Wood in late 2022. The Mayor and Minister committed to lead the development of the plan, which includes cars, buses, trains, ferries, cyclists, pedestrians, freight and passenger rail and light rail.
6. As well as enhancements to the existing transport system, the Mayor and Minister outlined that the agreed plan would include a range of projects including maximising the return from the CRL through heavy rail improvements, the Northwestern busway, Auckland Light Rail, and the Alternative Waitemata Harbour crossing.

7. To support the development of the plan the Letter of Expectation to AT includes a number of requirements which are relevant for AT's delivery of the transport plan such as
- A fundamental change of approach: deeply understand and respond to what matters most to Aucklanders in transport
 - Get the most out the existing transport network
 - Reduce Auckland Transport's cost to Council
 - Deliver a better approach to traffic management: reduce developers' footprints on roads and enable fewer orange cones
 - Take direction and oversight from Council
 - Support development of a joined-up, comprehensive transport plan, written by Aucklanders
 - Improve performance on resource consent report delays and reduce the costs of development

Tātaritanga me ngā tohutohu Analysis and advice

Scope of the Transport Plan

8. In response to the need to develop a plan which will deliver on high-quality, joined-up transport system The Mayor and Minister have developed the scope of the Integrated Auckland Transport Plan.
9. The full scoping document for the transport plan is as per attachment A to this report. In summary the transport plan directs work on four main elements:
- The long-term strategic integrated view of transport needs in Tāmaki Makaurau
 - Present an integrated network
 - Provide commentary on implications of consolidating and moving the Auckland Port
 - The shorter-term 3–10-year programme
10. Further details on the expectation around each of these elements is outlined in the scoping document appended as attachment A to this report.
11. The scope directs officers to explain the outcomes Auckland is seeking from the transport system alongside the key challenges and opportunities facing Auckland's transport system now and into the future. It seeks to identify what main interventions will be needed over the longer-term to achieve success, and how these could be phased over time and to package up the larger scale investments and other interventions needed in Auckland over the longer-term and provide a sense of sequencing.
12. The scope also directs integration across all transport modes in Tāmaki Makaurau including for people and freight and asks the plan to inform its work on the Auckland Port on previous studies, rather than new analysis.
13. The shorter-term 3–10-year programme focuses on funding sources, programmes, prioritisation and options for what could be achieved with additional funding to provide options to the political sponsors on the 3-year and 10-year investment programmes and provide direction to the 2024 Auckland Regional Land Transport Plan (RLTP).

Governance and Decision Making

14. Decision making will utilise the existing ATAP Governance Framework with officials providing advice through the Steering Group to the Governance Group (collective of Chief Executives from all ATAP partner agencies), which will then provide advice to the Mayor and Minister.
15. The Governance Group will take direction from the Mayor and Minister. The plan will be approved by the Minister of Transport and Cabinet and the Mayor of Auckland and Governing Body of Auckland Council.
16. This report also recommends that the committee endorses a political steering group to oversee the council group matters relevant to the Integrated Auckland Transport Plan made up of the Mayor, Deputy Mayor, Chair and Deputy Chair of the Transport and Infrastructure Committee, the appointed councillors on the AT board, Chair of Planning, Environment and Parks Committee and an Independent Māori Statutory Board member.

Implementation

17. A draft Transport Plan will be prepared by officials for the political sponsors (Minister of Transport and Mayor Brown) by the end of May 2023. The report will cover the elements described above and attached.
18. The Mayor and Minister will meet to provide direction on aspects of the Plan during the process. A schedule of meetings and outcomes will be agreed.

Engagement

19. Targeted stakeholder engagement could take in March/April 2021. Broad consultation with the public (for example submissions) will not be possible in the compressed timeframe, though results of consultation undertaken on the 2021-31 LTP & RLTP earlier projects can be considered.
20. In addition research will be used to understand what Aucklanders want from their transport system, and the matters they care about the most.

Tauākī whakaaweawe āhuarangi Climate impact statement

21. No specific climate analysis has been undertaken for this report. However, projects and programmes which will form part of the transport plan will be cognisant of Auckland Council's climate plans and commitments.

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

22. Officials from Auckland Transport and Auckland Council have and will be supporting the development and finalisation of the transport plan.

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

23. The scope of the transport plan is to develop a long-term strategic integrated view of transport needs in Tāmaki Makaurau. The local impacts should be equitable as work to develop an integrated network and programme to deliver on that develops.
24. As a mayoral and ministerial initiative no consultation with local boards is necessary. Local boards will be consulted as the detail of the plan is developed as part of preparation for the Regional Land Transport Plan 2024-2034.

Tauākī whakaaweawe Māori Māori impact statement

25. The Minister and Mayor will work with mana whenua in Tāmaki Makaurau supported by officials from the ATAP agencies.

Ngā ritenga ā-pūtea Financial implications

26. The development of the plan can be delivered within existing budgets and prioritisation of staff resource without impacting agreed service levels.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

27. No risk analysis has been undertaken for this report.

Ngā koringa ā-muri Next steps

28. The Transport and Infrastructure Committee will continue to be kept updated on the matters covered in this report and key areas of interest as per the terms of reference.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Integrated Auckland Transport Plan Scope	

Ngā kaihaina Signatories

Author	Mayor Wayne Brown
Authoriser	Barry Potter - Director Infrastructure and Environmental Services

Summary of Transport and Infrastructure information memoranda and briefings - 16 February 2023

File No.: CP2022/17189

Item 13

Te take mō te pūrongo

Purpose of the report

1. To receive a summary and provide a public record of memoranda or briefing papers that may have been distributed to the Transport and Infrastructure Committee.

Whakarāpopototanga matua

Executive summary

2. This is a regular information-only report which aims to provide greater visibility and openness and transparency of information circulated to Transport and Infrastructure Committee members via memoranda/briefings or other means, where no decisions are required.
3. The following workshops/briefings have taken place for the Transport and Infrastructure Committee:

Date	Subject
7/12/2022	Workshop: Regional Public Transport Plan

4. This document can be found on the Auckland Council website, at the following link: <http://infocouncil.aucklandcouncil.govt.nz/>
5. Note that, unlike an agenda report, **staff will not be present to answer questions about the items referred to in this summary.** Transport and Infrastructure Committee members should direct any questions to the authors.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the Summary of Transport and Infrastructure Committee information memoranda and briefings – 16 February 2023.

Ngā tāpirihanga

Attachments

No.	Title	Page
A 	Workshop: Regional Public Transport Plan - Notes	

Ngā kaihaina

Signatories

Author	Maea Petherick - Kaitohutohu Mana Whakahaere Matua / Senior Governance Advisor
Authoriser	Barry Potter - Director Infrastructure and Environmental Services