

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

**Date:** Thursday, 7 March 2024  
**Time:** 10.00am  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

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

### OPEN AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Cr John Watson	
<b>Deputy Chairperson</b>	Cr Christine Fletcher, QSO	
<b>Members</b>	Cr Andrew Baker	Cr Mike Lee
	Cr Josephine Bartley	Cr Kerrin Leoni
	Houkura Member Billy Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	Houkura 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)

**Lata Smith**  
**Senior Governance Advisor**

**4 March 2024**

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<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
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
	5.1 Public Input: Sarah Howard and Elizabeth Busch - Great North Road Safety	5
6	Ngā Kōrero a te Poari ā-Rohe Pātata   Local Board Input	5
7	Ngā Pakihi Autaia   Extraordinary Business	5
8	Auckland Transport Statement of Intent amendment to forecast financial statements	7
9	Auckland Transport six month (quarter two) performance report 2023/2024	9
10	Implications of Removal of Regional Fuel Tax (Covering report)	15
11	Preparatory Work for the Auckland Integrated Transport Plan (Covering report)	17
12	KiwiRail Update - March 2024	19
13	City Rail Link Update - March 2024	21
14	Review of the Forward Work Programme - Transport and Infrastructure Committee	23
15	Summary of Transport and Infrastructure Committee information memoranda, workshops and briefings - 7 March 2024	25
16	City Rail Link Maungawhau development update	27
17	Te Whakaaro ki ngā Take Pūtea e Autaia ana   Consideration of Extraordinary Items	
<b>PUBLIC EXCLUDED</b>		
18	Te Mōtini ā-Tukanga hei Kaupare i te Marea   Procedural Motion to Exclude the Public	29
C1	CONFIDENTIAL: City Rail Link Maungawhau development update	29



## 1 Ngā Tamōtanga | Apologies

Apologies from Deputy Mayor D Simpson and Cr A Baker have 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) whakaū / confirm the ordinary minutes of its meeting, held on [Thursday, 8 February 2024](#), as a true and correct record.

## 4 Ngā Petihana | Petitions

## 5 Ngā Kōrero a te Marea | Public Input

### 5.1 Public Input: Sarah Howard and Elizabeth Busch - Great North Road Safety

#### Te take mō te pūrongo Purpose of the report

1. Sarah Howard and Elizabeth Busch will address the Transport and Infrastructure Committee to share their family experiences navigating safety issues on Great North Road.

#### Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Sarah Howard and Elizabeth Busch in relation to their family experiences on Great North Road and whakamihi / thank them for attending the meeting.

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

## 7 Ngā Pakihi Autaia | Extraordinary Business



# Auckland Transport Statement of Intent amendment to forecast financial statements

File No.: CP2024/01108

Item 8

## Te take mō te pūrongo

### Purpose of the report

1. To modify Auckland Transport's Statement of Intent (SOI) to include forecast financial statements as requested by Audit New Zealand.

## Whakarāpopototanga matua

### Executive summary

2. In 2019, an amendment to the Local Government Act (2002) (The Act) required additional financial information to be included in the SOIs of council-controlled organisations (CCO). In addition to the forecast income statement, the SOIs should also have included a balance sheet, statement of cash flow and statement of movements in equity.
3. The Transport and Infrastructure Committee approved Auckland Transport's Statement of Intent 2023 - 2026 in August last year ([TICCC/2023/87](#)). Audit New Zealand's auditors raised a compliance issue in late-2023 for Eke Panuku and Tātaki Auckland Unlimited.
4. As this affects all CCOs a group approach has been adopted. To ensure that they are not in breach of the Act, CCOs have been asked to amend their Statement of Intent.
5. The Board of Auckland Transport has approved the required amendments to Auckland Transport's SOI (refer Section 2.8, pages 31-34).
6. The modified SOI for Auckland Transport is provided as Attachment A. The approval of these modifications is recommended to comply with the requirements of The Act. These modifications do not make any substantive change to the SOI.

## Ngā tūtohunga

### Recommendation/s

That the Transport and Infrastructure Committee:

- a) whakaae / approve the amended Auckland Transport Statement of Intent to include the provided financial statements.

## Ngā tāpirihanga

### Attachments

No.	Title	Page
A↔	AT Amended SOI 2023-2026 as at February 2024	

## Ngā kaihaina

### Signatories

Author	Claire Gomas - Principal Advisor
Authorisers	Alastair Cameron - Manager - CCO Governance & External Partnerships Anna Bray - Acting Director - Governance and CCO Partnerships Barry Potter - Director Infrastructure and Environmental Services

**Item 8**



## Auckland Transport six month (quarter two) performance report 2023/2024

File No.: CP2024/00905

Item 9

### Te take mō te pūrongo

#### Purpose of the report

1. To receive a summary of, and comments on, Auckland Transport's six-month performance (second quarter, Q2) report, for the period ending 31 December 2023 and consider key issues and risks.

### Whakarāpopototanga matua

#### Executive summary

2. Auckland Transport's report for the second quarter of 2023/2024 (refer Attachment A) provides highlights, and reporting on finance, performance measures and work programmes through to 31 December 2023. The reporting period does not cover recent government decisions on Regional Fuel Tax and Auckland Light Rail, or long-term plan consultation decisions. It also does not include the current issues relating to rail reliability.
3. Staff have reviewed the performance report. The focus of this report is on the key issues and risks.
4. Auckland Transport's operating result, excluding depreciation, is \$23 million better than budgeted for the half-year. The second quarter shows continued positive revenue and expenditure trends similar to Quarter One (Q1). Public transport income continued to exceed budget and performance targets, mainly attributed to higher bus patronage. However, there is a notable shortfall in parking and enforcement revenue, primarily because of lower occupancy rates and delayed parking tariff increases. Auckland Transport has acknowledged this issue in the report and there are initiatives underway to enhance parking revenue and mitigate its impact on the overall year-end financial position.
5. Capital expenditure for the half-year is \$417 million, representing 87 per cent of the planned spend. Auckland Transport expects that the full-year expenditure for projects currently behind will align with the annual budget.
6. Auckland Transport has 19 SOI measures. AT's performance overall has improved since Q1, with 13 performance measures now meeting or exceeded targets, four were below target and two were not measured or reported on. Public transport boardings continue to improve and were 41.8 million, 85 per cent of pre-COVID-19 pandemic levels. This improvement is largely driven by bus patronage which is at 93 per cent pre COVID-19 levels (64 per cent for train boardings and 77 per cent for ferry boardings). Train boardings reflect the eastern line closures and continue to warrant monitoring. To December 2023, total cycle movements across our counters were 12.6 per cent higher than the same period in the previous year.
7. Programme delivery and performance against Auckland Transport's strategic priorities is more mixed, with 18 deliverables out of 43 having a 'watch' status. Significant concerns remain about asset condition, road maintenance, congestion and road network performance.
8. The Independent Māori Statutory Board (IMSB) Treaty Audit Monitoring Report (CP2024/00015) to the 19 February Audit and Risk Committee highlighted that the 2021 recommendation relating to the development and monitoring of Achieving Māori Outcome Plans has not been met and is overdue. Council is waiting for Auckland Transport to submit its Achieving Māori Outcome Plan. Staff recommend that Auckland Transport be asked to provide a Māori Outcomes Plan by June 2024.

## Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive Auckland Transport's 2023/2024 second quarter report (Attachment A).
- b) tono / request Auckland Transport to provide their Achieving Māori Outcomes Plan to council by June 2024.

## Horopaki Context

9. Auckland Transport must provide a quarterly report to the Transport and Infrastructure 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.
10. Auckland Transport will report on the Department of Internal Affairs mandatory measures and Auckland's transport emissions annually.

## Tātaritanga me ngā tohutohu Analysis and advice

### Financial performance

11. Auckland Transport's operating result excluding depreciation is \$23 million better than budgeted for the half-year.
12. The second quarter shows continued positive revenue and expenditure trends like Q1. Public transport income continued to exceed budget attributed to higher bus patronage. However, there is a notable shortfall in parking and enforcement revenue, primarily because of lower occupancy rates and delayed parking tariff increases. Auckland Transport has acknowledged this issue in the report and there are several initiatives underway to enhance parking revenue and mitigate its impact on the overall year-end financial position.
13. Capital expenditure for the half-year is \$417 million, representing 87 per cent of the planned spend. This is primarily due to timing differences between the actual project delivery and the budget phasing. Auckland Transport expects that the full-year expenditure for projects currently behind will align with the annual budget.

### Non-financial performance and other issues

#### *Performance measures*

14. Overall, Auckland Transport has met or exceeded 13 performance measures, four were below target and two were not measured or reported on. The table below sets out a summary of Q2 and Q1 performance results and notes the key changes.

**Table 1: Summary of performance measures results by strategic transport priorities**

Outcome	ID	SOI measure	Financial year target	Status Q1	Status Q2	Commentary
1. Better understanding of the communities we serve	1	Customer perceptions - AT listens and responds to Aucklanders' needs	Increase from 29% to 30%	Exceeded	Exceeded	
	2	Formal complaint - Percentage of total At cases resulting a formal complaint	Decrease from the baseline of 0.77% to less than 0.65%	Exceeded	Exceeded	
	3	Customer complaint resolution - Percentage of formal complaints that are resolved within 20 working days	Increase from the baseline of 79% to at least 85%	Exceeded	Exceeded	
2. Getting the basics right	4	Travel time - Average travel time across the arterial network	To establish and maintain baseline	Not rated	Exceeded	Average travel time in am and PM peak is 22 min and 23 min. However, the baseline is not stated
	5	PT reliability - Percentage of public transport services that run according to the published timetable	Increase from 94% to 95%	Met	Met	
	6	PT punctuality - Percentage of public transport services that start and end on time according to the published timetable	Increase from 86% to 87%	Exceeded	Met	Punctuality across all modes exceeds 87% target, but is slightly down on Q1
	7	DSI - Deaths and Serious Injuries on the road network	Reduce from the baseline of 716 to no more than 640	Not met	Met	612 people killed or seriously injured (41 died and 571 suffered serious injuries)
	8	Asset condition - proportion of critical assets in poor condition	No more than 5.8%	Not met	Not met	Query reporting as reported 5.42% of critical assets is less than 5.8% target
	9	Road maintenance - Percentage of the sealed local road network that is resurfaced or rehabilitated	At least 6% or 403 kilometres of the network	Not met	Not met	Peak maintenance period is over summer, timing and phasing may see this resolved in Q3.
3. Leveraging existing network using data, technology and insights	10	Adherence to the service level agreement with Council (10 working days or agreed timeframe) for AT provide specialist input into resource consents	Increase from 50% to 70%	Not rated	Not rated	
	11	Number of public transport passenger boardings	Increase from 71m in 2022/23 to 83.4 m during 2023/24 and progress to 100m by 2024/25	Met	Met	
	12	Road productivity - Average number of people moving on the arterial roads per hour during the morning peak	Grow above 28,000	Not rated	Exceeded	Measure has now been developed
	13	Freight LOS - Percentage of the freight network moving without congestion in the interpeak	At least 85%	Met	Met	
	14	Cycle count - Number of cycle counts on the defined cycle network count sites	Increase by 4% or 3.12m from 3m counts	Exceeded	Exceeded	
4. Collaboration and improving relationships	15	Operational GHG emissions	15% reduction from the 2018/19 baseline	Not rated	Exceeded	Measure has now been developed
	16	Local Board satisfaction with engagement	To establish baseline and improve	Not rated	Not rated	
5. Supporting Maori wellbeing, outcomes and expectations	17	Percentage of procurement spend with Māori owned businesses	Increase from 1.7% to 2%	Not met	Not met	
6. Delivering value for money.	18	Farebox recovery - Percentage of the total public transport operating cost recovered	25% (30% including Government fare concession)	Exceeded	Exceeded	
	19	Capital delivery - Percentage of direct capital budget invested	At least 90% of the budget	Not met	Not met	

Item 9

**Progress against SOI deliverables and performance expectations**

15. Auckland Transport's deliverables performance is summarised against the following strategic priority areas in the table below.

16. **Table 2: Summary of programme delivery for Auckland Transport’s strategic priorities**

Strategic transport priorities	On track	Watch	Deliverables Total
Better understanding of the communities we serve	5	1	6
Getting the basics right	6	5	11
Leveraging our existing network using data, technology and insights	3	3	6
Collaboration and improving relationships	6	4	10
Delivering value for money	4	1	5
Delivering our capital programme	1	4	5
<b>TOTAL</b>	<b>25</b>	<b>18</b>	<b>43</b>

17. Over half of Auckland Transport programmes/deliverables are on track. No definition is provided of what ‘Watch’ means and clarification has been sought from Auckland Transport at the time of writing. Key deliverables identified as being on watch are discussed below.

**Better understanding of communities**

18. Auckland Transport’s deliverable to develop a set of exemplar journeys has a ‘Watch’ status. The selected journeys are primarily car based and while the levels of service are good on these routes, the comparative journeys for public transport and customer experience are being further investigated. It would be useful to consider in this mix whether an opportunity exists for active modes, such as a safe cycle/ebike ride or walking.

**Getting the basics right**

19. Nearly half of these programmes have a ‘Watch’ status. Of topical interest is the way Auckland Transport responds to disruptions (2.03), asset maintenance and safety investment (2.04). Without a definition of what ‘Watch’ refers to, it is difficult to comment on what the key issues are for these work programmes and how they relate to the improvements experienced in the key performance measures for these areas.

20. Deliverable 2.09 – Minimise the impact of disruption on the road corridor – Auckland Transport note that evidence of behaviour change is evident with smaller sized work sites being requested in response to the updated fee schedule for Road Corridor Access. This is a positive outcome.

21. Deliverable 2.10 – Work towards the Transport Emissions Reduction Plan - Auckland Transport note some positive progress, including developing a Sustainability Strategy. However, resourcing issues are slowing this down. It will be important to monitor this over the coming quarters.

**Leveraging our existing network**

22. Progress is being made on the investigating dynamic lanes with public consultation feedback being provided to local boards in March for Great North Road and Maioro Street.

23. Deliverable 3.03 - National ticketing – this project is progressing well. Auckland Transport is discussing funding options with New Zealand Transport Agency (NZTA) around how the operational costs associated with early integration and the National Ticketing System transition can potentially be spread. These costs have not been allowed for in the draft Long-term Plan.

24. Deliverable 3.03 – Urban cycleways - cycle count numbers were up in this quarter, with 1.6 million cycling trips exceeding the trajectory of 1.4 million trips. Recent government policy decisions and funding reductions will impact on the delivery of this programme.

25. Deliverable 3.06 – City Rail Link (CRL). The performance of CRL is the subject of separate reports on this agenda.

### Collaboration and improving relationships

26. Auckland Transport are developing and trialling new engagement approaches with local boards and the community. Improvements are reflected in the key performance measures for “A better understanding of the communities we serve”.

### Delivering capital programme

27. Four programmes have a ‘watch’ status, reflecting the challenges being experienced by Auckland Transport with changes to central government policy and a fiscally constrained environment, with high inflation impacting on delivery costs.

## Tauākī whakaaweawe āhuarangi

### Climate impact statement

28. Auckland Transport’s total operational emissions (1,687 tCO<sub>2</sub>e) represent almost 48 per cent reduction compared to the respective quarter of the base year 2018/19.
29. Auckland Transport will report on Auckland’s transport emissions in quarter four.

## Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

### Council group impacts and views

30. Auckland Transport’s Q2 performance report contains information on how it is contributing to the council’s outcomes and objectives.

## Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

### Local impacts and local board views

31. Oversight, monitoring and direction of Auckland Transport is delegated to this committee. The views of local boards have not been sought. Auckland Transport reports to local boards directly.

## Tauākī whakaaweawe Māori

### Māori impact statement

32. Auckland Transport has provided information on their mana whenua engagement and activations across the network in their report. As at Q1, they have not met their target of increasing percentage of procurement spend with Māori owned businesses. This is still in the order of 1 per cent (\$7.35 million in direct and subcontracted spend).
33. The IMSB Treaty Audit Monitoring Report ([CP2024/00015](#)) to the 19 February Audit and Risk Committee highlighted that the 2021 recommendation relating to the development and monitoring of Achieving Māori Outcome Plans has not been met and is overdue. Council is waiting for Auckland Transport to submit its Achieving Māori Outcome Plan. Staff recommend that Auckland Transport be asked to provide an Achieving Māori Outcomes Plan by June 2024.

## Ngā ritenga ā-pūtea

### Financial implications

34. Auckland Transport’s financial performance is provided in paragraphs 11 to 13.

## Ngā raru tūpono me ngā whakamaurutanga

### Risks and mitigations

35. Auckland Transport reported to the 19 February Audit and Risk Committee. Risks are noted in the discussion section and paragraph 32.

## Ngā koringa ā-muri Next steps

36. The next quarterly report (quarter three, January to March 2024) will be provided to this committee in May 2024. Auckland Transport will continue to provide monthly updates.

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A⇒</a>	AT 2023/2024 Quarter 2 Performance Report	

## Ngā kaihaina Signatories

Author	Claire Gomas - Principal Advisor
Authorisers	Alastair Cameron - Manager - CCO Governance & External Partnerships Anna Bray - Acting Director - Governance and CCO Partnerships Barry Potter - Director Infrastructure and Environmental Services

## Implications of Removal of Regional Fuel Tax (Covering report)

File No.: CP2024/01875

Item 10

### Te take mō te pūrongo

#### Purpose of the report

1. To whiwhi / receive an update from Auckland Transport on the implications of the removal of the Regional Fuel Tax (RFT).

### Whakarāpopototanga matua

#### Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 07 March 2024 Transport & Infrastructure Committee meeting.

### Ngā tūtohunga

#### Recommendation/s

The recommendations will be provided in the comprehensive agenda report.





## Preparatory Work for the Auckland Integrated Transport Plan (Covering report)

File No.: CP2024/01877

Item 11

### Te take mō te pūrongo

#### Purpose of the report

1. To seek endorsement for the scope of preparatory work for an Auckland Integrated Transport Plan (AITP).

### Whakarāpopototanga matua

#### Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 07 March 2024 Transport & Infrastructure Committee meeting.

### Ngā tūtohunga

#### Recommendation/s

The recommendations will be provided in the comprehensive agenda report.



## KiwiRail Update - March 2024

File No.: CP2024/01268

### Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive the March 2024 update from KiwiRail 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 Auckland region.
3. KiwiRail Holdings Limited trading as KiwiRail is a New Zealand state-owned enterprise responsible for rail operations in New Zealand.
4. Senior Staff from KiwiRail will provide an update on its Auckland programme with specific reference to the issue of disruptions (as attached). There will also be an update on key strategic projects and initiatives in the region, including an overview of recent disruptions and the new integrated rail operations centre in Auckland.

### Ngā tūtohunga Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the March 2024 update from KiwiRail on its Auckland programme.

### Ngā tāpirihanga Attachments

No.	Title	Page
A⇄	Kiwirail Update March 2024 - Presentation	

### Ngā kaihaina Signatories

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



## City Rail Link Update - March 2024

File No.: CP2024/00813

### Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive the March 2024 update on the City Rail Link project.

### Whakarāpopototanga matua Executive summary

2. Under the committee's terms of reference, the Transport and Infrastructure Committee has responsibility for "City Rail Link project oversight".
3. Staff from City Rail Link Limited will present their regular update on the current state of the project including project outlining the work towards achieving practical completion.
4. A presentation to support the discussion is attached to this brief report.

### Ngā tūtohunga Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the March 2024 update on the City Rail Link project.

### Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	City Rail Link Update - Presentation	

### Ngā kaihaina Signatories

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



## Review of the Forward Work Programme - Transport and Infrastructure Committee

File No.: CP2024/00897

Item 14

### Te take mō te pūrongo Purpose of the report

1. To arotake / review and tuhi / note progress on the 2024 Transport and Infrastructure Committee forward work programme appended as Attachment A of the agenda report.

### Whakarāpopototanga matua Executive summary

2. The forward work programme for the Transport and Infrastructure Committee was adopted by the committee at its meeting held on 16 March 2023 (Resolution number [TICCC/2023/35](#)) and reviewed on 21 September 2023 (Resolution number [TICCC/2023/105](#)).
3. It was agreed that the forward work programme would be reported for information and reviewed on a six-monthly basis.
4. All committees have been requested to review their forward work programme, by the end of March 2024.
5. Following approval, all committee forward work programmes will be reported to the Governing Body in April and October each year, for oversight as per the Terms of Reference.
6. The current forward work programme for the Transport and Infrastructure Committee is appended as Attachment A.
7. Specific amendments have been made since the last review, as follows:
  - items that do not require a committee decision have not been included in this report and will be communicated via briefings or memos.
  - any new additions will be highlighted in **red text**.
  - any deletions will be shown in ~~strikethrough~~.
8. The current forward work programme reflects known decision points and plans for the committee at this time.
9. There is considerable uncertainty in regards transport project and programme lines within the forward programme owing to the change in central government direction, the planned removal of the Regional Fuel Tax and specifically the yet to be released Government Policy Statement (GPS) for Land Transport.
10. Staff anticipate some timelines and programmes will need to be adjusted frequently to respond to central government direction and expect the forward work programme to change to reflect these changes.
11. Following the approval of the forward work programme, it will be reported to the Governing Body, for oversight as per the Terms of Reference.

## Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive and arotake / review the progress on the 2024 forward work programme as appended in Attachment A of the agenda report.
- b) whakaae / approve the updated forward work programme for the Transport and Infrastructure Committee.

## Ngā tāpirihanga Attachments

No.	Title	Page
A⇌	Transport and Infrastructure Committee - Forward Work Programme 2024	

## Ngā kaihaina Signatories

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



## Summary of Transport and Infrastructure Committee information memoranda, workshops and briefings - 7 March 2024

File No.: CP2023/19995

Item 15

### Te take mō te pūrongo Purpose of the report

1. To whiwhi / 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 item was distributed.

Date	Subject
20/02/2024	Information only: Letter to the Acting Chair, New Zealand Transport Agency Waka Kotahi – Resolution <a href="#">TICCC/2023/146</a>

4. 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 – 7 March 2024.

### Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A⇒</a>	Letter to the Acting Chair, New Zealand Transport Agency Waka Kotahi - Resolution TICCC/2023/146	

### Ngā kaihaina Signatories

Author	Lata Smith - Senior Governance Advisor
Authoriser	Barry Potter - Director Infrastructure and Environmental Services



## City Rail Link Maungawhau development update

File No.: CP2024/01769

Item 16

### Te take mō te pūrongo Purpose of the report

1. To note that there is a confidential report contained in the confidential section of this meeting.

### Whakarāpopototanga matua Executive summary

2. In February 2023 the Governing Body, as the Auckland Council CRL Project Sponsors, approved the development outcomes and development approach for the Maungawhau development programme. The Governing Body also delegated decision-making to negotiate and conclude development agreements to the Eke Panuku Board.
3. The Minister of Transport and Minister of Finance, as the Crown CRL Project Sponsors, approved the same recommendations through signed letters in July 2023.
4. There are 11 development sites within the Maungawhau development programme.
5. A number of these development projects are ready to progress to formal development proposals once a lot/title plan and any development constraints are provided by CRL Limited. These development projects include with the Whenua Haumi Roroa o Tāmaki Makaurau Limited Partnership for the three sites subject to rights of first refusal, with Vector for a sub-station on part of a site and with Kāinga Ora for two sites earmarked as social housing opportunities.
6. The two key areas affecting progress are the provision of a lot/title plan and any constraints to development from CRL and confirming the legal mechanism to transact.
7. An executive group of CRL Limited and Eke Panuku has been re-established to ensure lot/title and development constraint information is provided in a timely manner to enable development projects to proceed.
8. Detailed information, including commercially confidential information is included in the report on the confidential agenda.

### Ngā tūtohunga Recommendation

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note that the decision-making report on this agenda is confidential due to the commercial information it contains.

### Ngā tāpirihanga Attachments

There are no attachments for this report.

### Ngā kaihaina Signatories

Authors	Kate Cumberpatch - Priority Location Director Michael Burns - Manager Financial Strategy
Authorisers	David Rankin - Chief Executive - Eke Panuku Barry Potter - Director Infrastructure and Environmental Services

**Item 16**

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

That the Transport and Infrastructure Committee:

- a) whakaae / agree to 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: City Rail Link Maungawhau development 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 confidential property valuation 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.