

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

Date: Thursday, 6 March 2025
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

**Te Komiti mō te Tūnuku, mō te Manawaroa me te
Tūāhanga /
Transport, Resilience and Infrastructure
Committee**

OPEN AGENDA

MEMBERSHIP

Chairperson	Cr Andrew Baker	
Deputy Chairperson	Cr Christine Fletcher, QSO	
Members	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 John Watson
	Cr Richard Hills	Cr Maurice Williamson
	Cr Mike Lee	

(Quorum 11 members)

Lata Smith
**Kaitohutohu Mana Whakahaere Matua / Senior
Governance Advisor**

28 February 2025

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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1 Ngā Tamōtanga | Apologies

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, Resilience and Infrastructure Committee:

- a) whakaū / confirm the ordinary minutes of its meeting, held on [Thursday, 13 February 2025](#), including the confidential section, as a true and correct record.

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 Ltd Update - March 2025

File No.: CP2025/01912

Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive the March 2025 update on the City Rail Link project.

Whakarāpopototanga matua Executive summary

2. Under the committee's terms of reference, the Transport, Resilience 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/s

That the Transport, Resilience and Infrastructure Committee:

- a) whiwhi / receive the March 2025 update on the City Rail Link project.
- b) tuhi tīpoka / note the progress that is being made on the City Rail Link.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	City Rail Link Ltd March 2025 Update presentation	

Ngā kaihaina Signatories

Author	Taryn Muir - Executive Officer
Authoriser	Barry Potter - Director Resilience and Infrastructure

Auckland Transport Quarter 2 Performance report 2024/2025

File No.: CP2025/01970

Te take mō te pūrongo

Purpose of the report

1. To receive a summary of, and comments on, Auckland Transport (AT) quarter two performance report, for the period ending 31 December 2024.

Whakarāpopototanga matua

Executive summary

2. AT's second quarter report for the period ending 31 December 2024 is provided in attachment A. The measures and targets in the quarterly performance report are measured against the 10-year budget 2024 – 2034 and AT's Statement of Intent 2024-2027 (SOI).
3. AT has 23 SOI performance and financial measures and is currently meeting or exceeding 17 out of 23 measures. Highlights include local board satisfaction reaching an all-time high of 71 per cent in November 2024. There have also been several successes in reaching road maintenance milestones: 240km of roads resurfaced (20 per cent more than last year), and 785 potholes filled, with 95 per cent completed within target response times. The majority (33 out of 40) of AT's deliverables are on track, and four have been completed.
4. Six measures are not on track or not met. Of note are lower than forecast public transport boardings, which is impacting on public transport utilisation and the farebox recovery ratio. Targets are also not being met for our safety targets.
5. AT's year-to-date surplus from operations, excluding depreciation of \$36 million, is \$31 million favourable to budget due to strong cost control and reduced inflationary pressure. Capital expenditure is on track, with 94 per cent of planned spend.

Ngā tūtohunga

Recommendation/s

That the Transport, Resilience and Infrastructure Committee:

- a) whiwhi / receive Auckland Transport's 2024/2025 second quarter report, provided as attachment A of the agenda report.

Horopaki

Context

6. AT is required under the Local Government (Auckland Council) Act 2011 to provide a quarterly report to the relevant council 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.
7. As outlined in their SOI, AT reports on the Department of Internal Affairs (DIA) mandatory measures twice a year, in both the quarter two (six month) and year-end reports.

Tātaringa me ngā tohutohu Analysis and advice

Financial performance

8. AT's year-to-date surplus from operations, excluding depreciation of \$36 million, is \$31 million favourable to budget.
9. This favourable variance is driven primarily due to lower operating expenditure with reduced inflationary pressure and strong cost control across the organisation, partially offset by lower revenue (\$10 million).
10. Capital expenditure in the year to date is \$579 million representing 94 per cent of the planned spend.
11. Key areas where spend was behind budget included delays in milestone payments for new trains for CRL, pavement renewals, property acquisition for the Eastern Busway project, and customer and business systems. Offsetting this is flood response activity delivering ahead of budget with most works expected to be completed in the current year.
12. Capital revenue was received from Auckland Council (44 per cent) and other Crown agencies (56 per cent) in line with the revised budget. There continue to be shortfalls in public transport patronage revenue and parking enforcement revenue for the second quarter, but these have been more than offset by lower spending across the board. We will continue to monitor these revenue risks.
13. The higher proportion of Waka Kotahi New Zealand Transport Authority (NZTA) and other Crown agency funding is attributed to Crown Infrastructure Partners funding for flood response work which is delivering ahead of budget.

Non-financial performance and other issues

SOI and other performance measures

14. In this second quarter, AT has exceeded five and met 12 of its 23 SOI measures.
15. Six measures are not on track or not met. They are:
 - **Customer perceptions:** AT listens and responds, this has dropped four points to 27 per cent
 - **Public transport boardings:** boardings have increased but not as high as forecast
 - **Public transport utilization:** AT are undertaking further work to understand results
 - **Farebox Recovery Ratio:** The ratio is impacted by reduced rail and bus patronage in December and delays to media revenue
 - **Safety (Deaths and Serious Injuries):** AT are undertaking further analysis to understand trends
 - **Per cent of procurement spend with Māori-owned businesses:** expected that this will improve over the next two quarters.
16. Several projects have been delivered, implemented and progressed during the quarter.
 - **Public Transport Fare Improvements:** Contactless payments launched in November, surpassing 1 million trips by January (11 per cent of all trips by late December). The \$50 seven-day fare cap has benefited more than 30,000 Aucklanders since July. Fareshare uptake increased to 24 clients (21 new since relaunch).
 - **Northwest Busway Success:** Celebrated five million passenger trips in its first year, exceeding the 3.5 million target.

- **Eastern Busway Progress:** Interim Botany Station opened three years early, improving connections. Rā Hihi construction ahead of schedule, set for completion by late 2026.
- **Public transport and Network Optimisation:** Crosstown and OuterLink changes in November led to immediate patronage increases. New bus lanes on Triangle Road and Fred Taylor Drive enhance priority for over 400 buses daily.
- **Traffic Management and Cost Optimisation:** Over 700 redundant temporary traffic management items removed, including over 650 road cones. Adoption of NZGTTM-based approach has reduced TTM costs from 20 per cent to eight per cent of total project costs.

Table 1. SOI performance targets summary

SOI performance targets outcome areas	Exceeded	On track / Met	Not on track / Not met	Not reported this quarter	Total
Every interaction counts	3		1		4
Improving network productivity		4			4
PT Good to Great		2	2		4
Value for money			1		1
Core business and other activities	2	6	2		10
TOTAL	5	12	6		23

Risks and issues

17. **Reputation, Trust, and Confidence.** AT's public confidence metric dropped 4 points to 27 per cent, with trust in decision-making down to 29 per cent and confidence in tackling transport issues at 29 per cent. Safety concerns on public transport have risen, with 43 per cent of users feeling unsafe in quarter two (up from 25 per cent in March 2024), making reputation rebuilding a key priority.
18. **Safety on the Public Transport Network.** Increased incidents of violence and aggression towards customers, staff, and operators have led AT to enhance safety measures, including hiring 12 new transport officers, installing CCTV, GPS, and panic buttons on buses, and planning safety screens for 80 per cent of buses by 2026. Following a successful trial, AT is budgeting for body-worn cameras for all officers next financial year.
19. **CCO Reform, Legislative Change, and Group Shared Services (GSS) Acceleration.** The uncertainty of the CCO reforms, legislative changes, and GSS acceleration could pose risks to AT's capital programmes, service delivery, and workforce. To manage disruptions, executive governance and transition planning are in place.
20. **City Rail Link (CRL) Transition to AT.** Ensuring CRL system compatibility and operational readiness for a seamless transition remains a priority, with risks actively managed by the CRL Programme Control Group. An Independent Quality Assurance review is underway, with the first stage completed.

Progress against SOI deliverables and performance expectations

21. The Statement of Performance Expectations section outlines AT's organisational priorities and the associated activities to deliver on these.
22. For quarter two, 33 out of 40 SOI deliverables are currently on track.
23. Previously three measures were 'at risk' due to the National Land Transport Plan funding impacts. These deliverables have either been removed as agreed or are now back on track and progressing well.

24. The three deliverables currently at risk include delivering on Better, Faster Consents, and two related to growing external revenues.

Table 2. AT Deliverables summary

AT Deliverables	Completed	On track	Not completed	Not on track
Every interaction counts		5		
Improving network productivity		12		
PT Good to Great	3	5		
Value for money		2		2
Effective governance & advocacy		3		
Core business and other activities	1	6		1
TOTAL	4	33		3

25. AT have not provided detail on asset conditions in the second quarter report. Further conversations with AT has highlighted that for public transport and structures the results are largely unchanged from the first quarter report. The new condition assessment methodology for roads is now the responsibility of the NZ Transport Agency. Data is expected to be available towards the end of the year.

DIA and LTP Measures

26. AT is on track or meeting all its measures in the Long-term Plan and required by Department of Internal Affairs, except for the measure relating to Road Maintenance Standards as measured by smooth travel exposure for all rural roads (84 per cent against a target of 92 per cent). The average ride quality in the rural has declined this year due to increased heavy commercial vehicle traffic on rural roads as result of greenfield development, quarries and landfills.

Tauākī whakaaweawe āhuarangi Climate impact statement

27. AT maintains regular contact with Auckland Council and CCOs to meet climate reporting obligations, with work in the second quarter focused on establishing ACG's 2024/25 reporting timeline.
28. Development continues, alongside system and process improvements, for more efficient climate statement reporting.
29. Embodied emissions have been audited and verified by Toitū over the past two years, with ongoing discussions on a reporting metrics framework.
30. In quarter two emissions decreased one per cent from 2023/24 but remain 10 per cent higher than 2021/22 baseline due to a 25 per cent increase in bus and ferry services. Low-emission buses (13 per cent of the fleet) have helped offset some of this increase, with further reductions expected in 2024/25.

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

31. AT's quarter two 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

32. Oversight, monitoring and direction of AT is delegated to this committee. The views of local boards have not been sought. AT reports to local boards directly.
33. Of note is the Local Board Satisfaction with Engagement result for November 2024 was an all-time high of 71 per cent.

Tauākī whakaaweawe Māori Māori impact statement

34. The AT Board approved Ka Tupu Ka Wana: Achieving Māori Outcomes Plan 2024/2027 in August 2024 that sets out the direction and focus for three years.
35. AT is currently preparing E Marotiritiri Ana: Māori Outcomes Report for the period 2017 to 2024 which will be presented to external partners including Houkura and council officers. Highlights will also be shared with TRIC in April 2025.
36. Māori-owned businesses received \$28.16 million in direct and sub-contracted spend (2.76 per cent of AT's total spend) as of December 2025.
37. The FY24/25 target is three per cent, with upcoming projects (e.g., Project K and Great North Road) expected to boost spend.
38. AT is enhancing safety and infrastructure around marae and papakāinga, including entranceways, parking, signage, and road extensions. Kia Ora Marae carpark was completed in November 2024.
39. Two additional projects are underway, with four more marae in discussions with AT.
40. Mana whenua engagement continued with 37 projects during this period, including environmental initiatives. Mātāwaka engagement has been through individual projects through Have Your Say and have contributed a total of 3.7 per cent of responses. Mana whenua participated in several site blessings and openings.
41. Bilingual announcements on trains have increased from 25 per cent to 48 per cent and has now been completed on buses, ferries and stations.
42. AT has reported that 43 Māori deaths and serious injuries on the road were recorded between July to December 2025 (13.8 per cent of the total). This represents the lowest proportion since 2018.

Ngā ritenga ā-pūtea Financial implications

43. AT's financial performance is provided in paragraphs eight to 13.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

44. Risks and mitigations are covered in paragraphs 17 to 20.

Ngā koringa ā-muri Next steps

45. The next quarterly report (quarter three, January to March 2025) will be provided to the Transport, Resilience and Infrastructure Committee in May 2025.

Ngā tāpirihanga Attachments

Item 9

No.	Title	Page
A⇒	AT Q2 Performance report 2024/2025	

Ngā kaihaina Signatories

Authors	Dave Jaggs - Senior Policy Advisor Claire Gomas - Principal Advisor
Authorisers	Alastair Cameron - Manager CCO/External Partnerships team Max Hardy - Director Group Strategy and Chief Executive Office Barry Potter - Director Resilience and Infrastructure

Public Transport Operating Costs and Farebox Recovery

File No.: CP2025/02983

Te take mō te pūrongo

Purpose of the report

1. To inform the Transport, Resilience and Infrastructure Committee of Auckland Transport's (AT's) operating cost pressures and public transport (PT) patronage recovery challenges that have necessitated recent fare structure changes and increases.

Whakarāpopototanga matua

Executive summary

2. AT has experienced unprecedented increases in PT operating costs, rising from \$510.1M in FY2019 to \$746.7M in FY2024, representing a 46% increase. This has resulted in operating funding requirements per passenger nearly doubling from \$3.27 to \$6.30 during this period.
3. While patronage has recovered to 86% of pre-COVID-19 pandemic levels, analysis shows that even at full recovery, current operating costs would require significantly higher subsidisation than in 2019. This presents a critical financial sustainability challenge for funding partners, particularly as Auckland maintains relatively affordable short-distance fares (ranking 7th among 44 global cities).

Ngā tūtohunga

Recommendation/s

That the Transport, Resilience and Infrastructure Committee:

- a) tuhi tīpoka / note the significant operating cost pressures facing Auckland Transport, with costs increasing by 46% from FY2019 to FY2024.
- b) tuhi tīpoka / note that while public transport patronage has recovered to 86% of pre-pandemic levels, operating costs per passenger have increased substantially, creating pressure on farebox recovery rates.

Horopaki

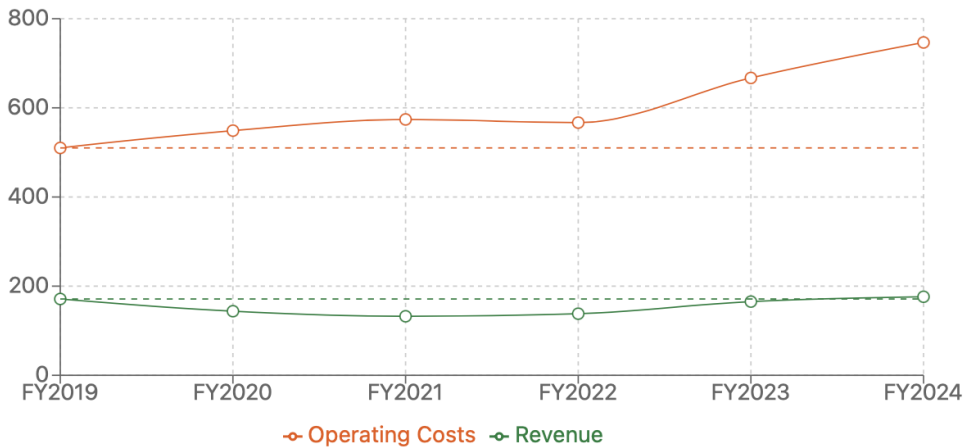
Context

4. PT operating costs are met through a combination of user pays (fares), ratepayer public subsidy through Auckland Council funding, the National Land Transport Fund through New Zealand Transport Agency Waka Kotahi (NZTA), and other funding such as commercial advertising.
5. AT did not increase fares as part of the COVID-19 pandemic response, despite significant operating cost increases during this period. This decision, while supporting patronage recovery, has contributed to increased pressure on farebox recovery rates.

Tātaritanga me ngā tohutohu Analysis and advice

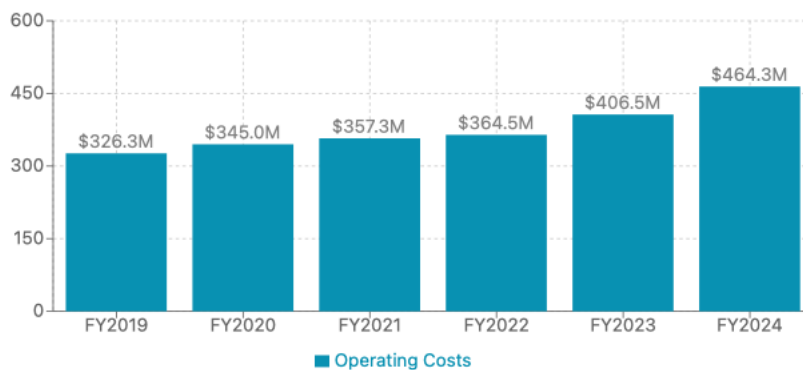
Operating cost trends

Operating Costs vs Revenue Trends



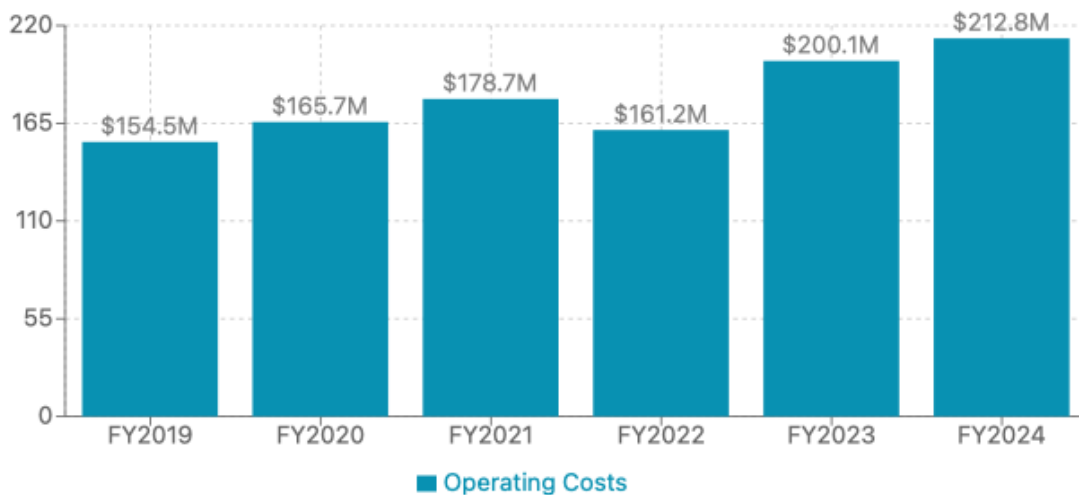
6. Total operating expenditure across all PT modes has increased substantially from \$510.1M in FY2019 to \$746.7M in FY2024. The most significant single-year increase occurred in FY2023 (17.7%). There was a further increase of 11.9% in FY2024.
7. Cost increases occurred during a period of significant national inflation and compounding indexation (2021-2023).
8. Mode-specific operating cost trends are as follows:
 - a) **Bus services** operating costs increased from \$326.3M (FY2019) to \$464.3M (FY2024) with a 7.3% compound annual growth rate. This is the most resilient mode in terms of patronage recovery with sharp increases in FY2023 (11.5%) and FY2024 (14.2%).

Bus Operating Costs



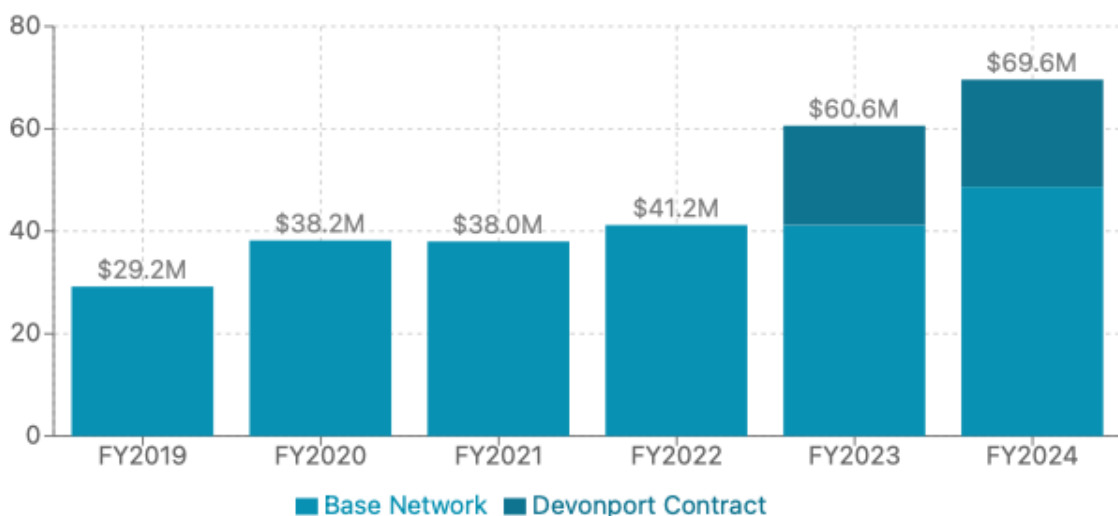
- b) **Rail services** operating costs grew from \$154.5M (FY2019) to \$212.8M (FY2024) with a 6.6% compound annual growth rate. There was a significant increase in FY2023 (24.1%) due to the commencement of the Auckland One Rail contract with the inclusion of facilities in the core operating contract, noting facilities costs were not previously included in the base farebox recovery measures. Rail services were the most severely impacted by ongoing network disruptions and there was substantial impact from increased track access charges.

Rail Operating Costs

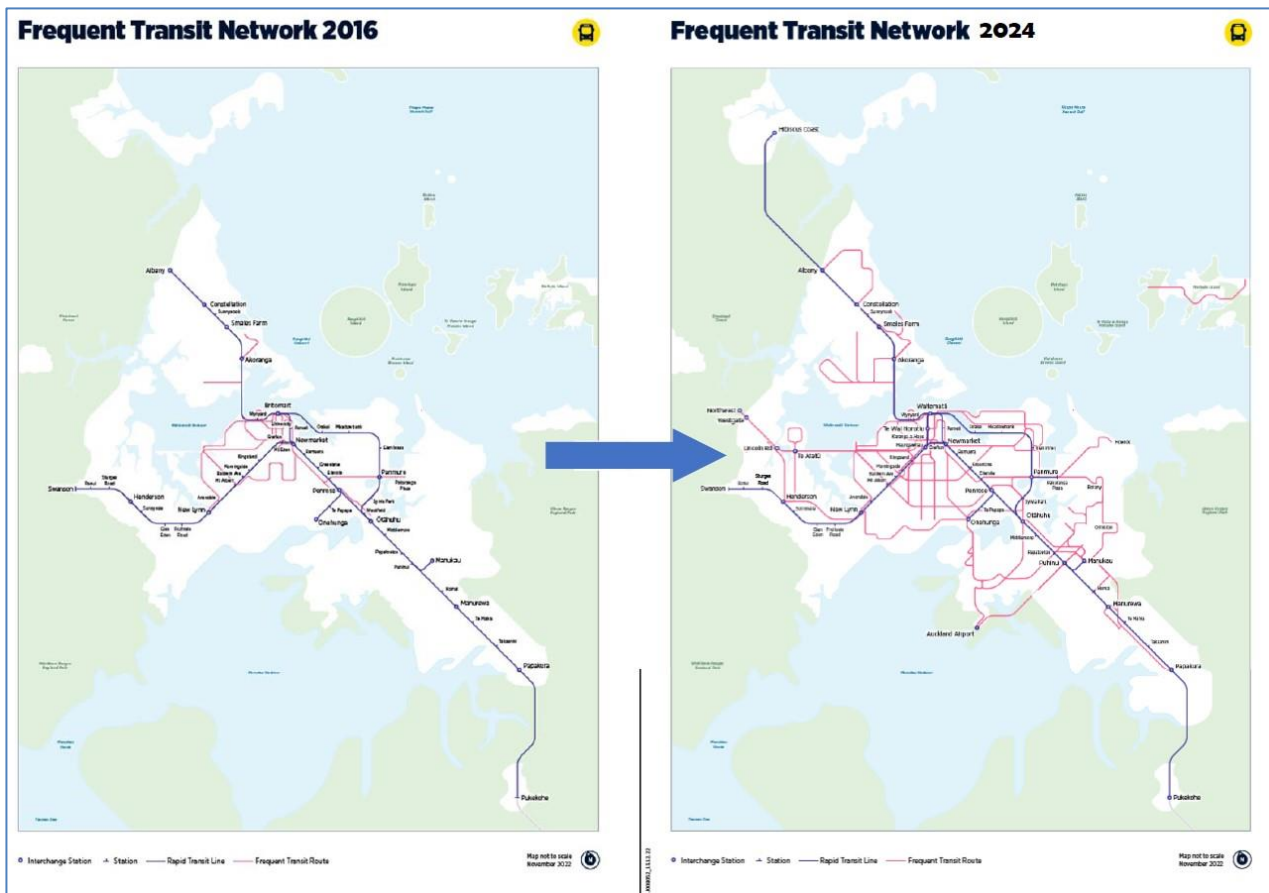


- c) **Ferry services** operating costs increased from \$29.2M (FY2019) to \$69.6M (FY2024). The significant increase in FY2023 (46.9%) includes the Devonport ferry service contract (\$11.2M annually) from July 2022. Excluding both Waiheke and Devonport services, the remaining ferry network has a farebox recovery rate of approximately 9%.

Ferry Operating Costs



Network Expansion

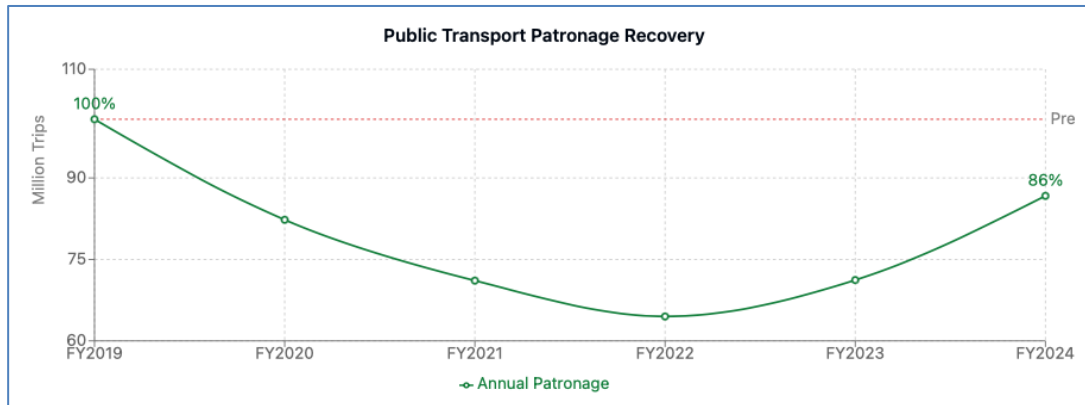


9. AT has systematically expanded its frequent transit coverage over the past eight years, focusing on integrating PT with new development areas and improving service levels to drive patronage growth. The network has expanded both geographically and in terms of service frequency.
10. The frequent transit network has expanded from having limited coverage in 2016 to now including 40 frequent transit routes. Frequent transit is defined as services running at least every 15 minutes between 7am-7pm, seven days a week.

International Fare Benchmarking

11. Auckland's PT fares show varying levels of affordability:
 - Short-distance fares rank 7th globally for affordability out of 44 global cities
 - Longer-distance fares (15km+) rank 33rd
 - Longer distance fare affordability has been addressed as part of the fare structure changes implemented in February 2025

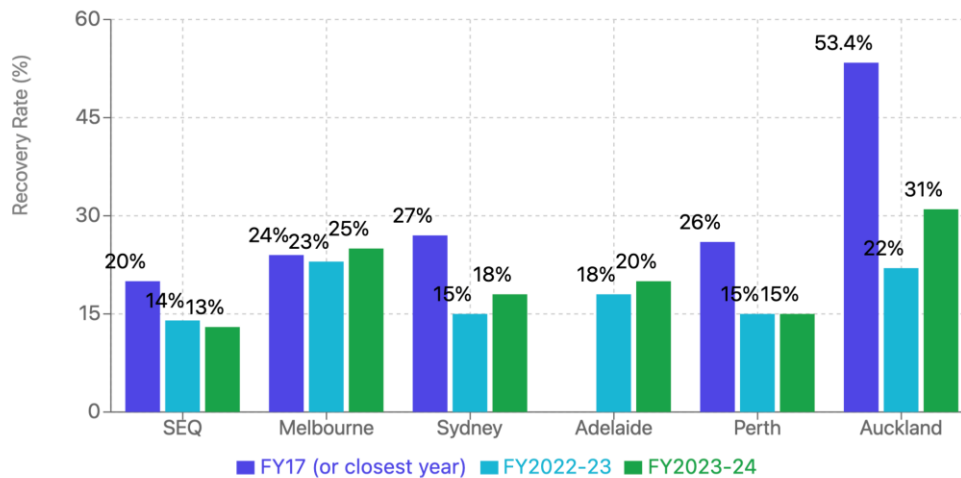
12. Fare levels for the 44 PT systems are compared using the minimum and average wage rates in each city to calculate the number of minutes of work required to afford a PT ticket.



13. PT patronage shows steady recovery from COVID-19 impacts. Pre-pandemic patronage peaked at 100.8M trips in FY2019, then declined to 64.5M in FY2022 during COVID-19 restrictions. Patronage then recovered to 86.7M trips in FY2024 (86% of pre-pandemic levels) and continues to show strong recovery momentum with 22% increase from FY2022 to FY2024.

Farebox Recovery

Farebox Recovery Comparison - Australasian Cities



Source: Transit Authority annual reports, QR annual report

Note: Farebox is passenger revenue only. Operating cost excludes depreciation, amortisation and interest costs.

Note: Auckland FBR calculation methodology changed in 2022 and has been applied retrospectively to prior years.

14. Australian cities are recovering slower due to fare subsidisation policies and fares changes intended to induce patronage recovery. Queensland cost recovery could well drop to c.5% in FY25 because of their 50c fares policy.
15. Official published figures for New Zealand cities are not currently available. From NZTA's work on private share, we believe that Auckland has a higher recovery rate than Wellington and Christchurch.

Tauākī whakaaweawe āhuarangi Climate impact statement

16. While fare increases may risk some reduction in PT patronage, maintaining financial sustainability of services is crucial for providing low-emission transport options for Aucklanders. This in turn leads to a reduction in greenhouse gas emissions, air pollution, and traffic congestion.
17. The recovery in patronage to 86% of pre-pandemic levels indicates continued strong demand for PT despite cost pressures.

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

18. The fare structure review and February 2025 fare changes were presented to the Transport, Resilience and Infrastructure Committee on 7 November 2024, where the following recommendations were carried:
 - a. *tuhi ā-taipitopito / note the proposed 2025 public transport fare increases recommended in the annual review of public transport fare schedules and of changes being made to simplify the fare structure.*
 - b. *tono / request that the Auckland Transport Board review the proposed fare structure for ferry travel.*

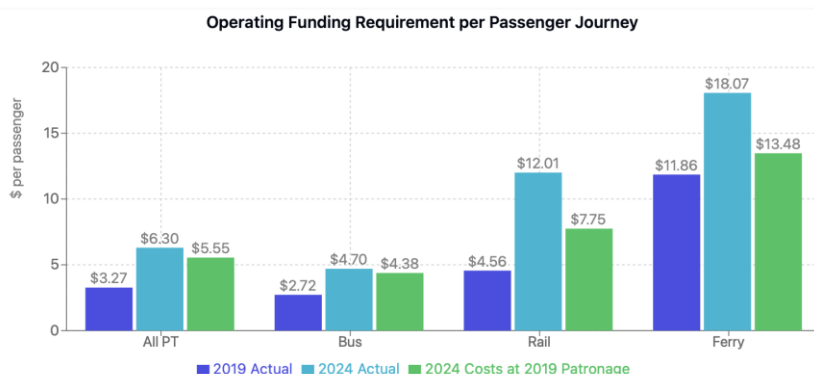
Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

19. Local board engagement had not been sought in relation to fare changes or the farebox recovery rate.
20. Ferry users were affected by larger fare increases, enabled by the structural fare changes, to increase cost recovery on ferries. Ferry fares had not increased proportionately in prior years, due to the ticketing system configuration.
21. This analysis within this report seeks to address and clarify the changes to ferry fares.

Tauākī whakaaweawe Māori Māori impact statement

22. Māori engagement had not been sought in relation to fare changes or the farebox recovery rate.

Ngā ritenga ā-pūtea Financial implications



Operating Funding Requirements (OFR)

23. The OFR per passenger across all modes has increased substantially since 2019, from \$3.27 (2019) to \$6.30 (2024) per passenger. At 2019 patronage levels, 2024 costs would result in \$5.55 per passenger. The increase by mode is in Table 1 below:

Table 1: Cost increase by mode

Mode	Increase
Bus services:	<ul style="list-style-type: none"> Increased from \$2.72 (2019) to \$4.70 (2024) per passenger At 2019 patronage levels, 2024 costs would result in \$4.38 per passenger
Rail services:	<ul style="list-style-type: none"> Increased from \$4.56 (2019) to \$12.01 (2024) per passenger At 2019 patronage levels, 2024 costs would result in \$7.75 per passenger
Ferry services:	<ul style="list-style-type: none"> Increased from \$11.86 (2019) to \$18.07 (2024) per passenger At 2019 patronage levels, 2024 costs would result in \$13.48 per passenger <p>Ferry services show significant variation between the OFR per passenger (based on 2024 costs against 2019 patronage):</p> <ul style="list-style-type: none"> Inner Harbour: \$3.59 per passenger Mid Harbour: \$26.97 per passenger Outer Harbour: \$35.31 per passenger

Future Financial Considerations

24. Several factors will influence future financial performance:
- Impact of the \$50 weekly fare cap introduced in July 2024
 - Council funding challenges being considered in the Long-Term Plan
 - Ongoing rail network disruptions affecting patronage
 - Changed commuter travel patterns
 - Integration of new services and contracts

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

25. Key risks and mitigations are included in Table 2:

Table 2: Risks and mitigations related to cost and patronage

Risks	Mitigations
<ul style="list-style-type: none"> Further operating cost increases due to inflation and contract indexation. Impact on patronage growth from fare increases. 	<ul style="list-style-type: none"> Implementation of \$50 weekly fare cap to protect frequent users. Fare structure changes implemented on 2 February 2025.

Item 10

Risks	Mitigations
<ul style="list-style-type: none"> Service reliability affecting customer confidence. Widening gap between operating costs and revenue recovery. 	<ul style="list-style-type: none"> Enhanced cost control measures. Regular monitoring of financial metrics. Ratification of public transport operator model units in new contracts anticipated to realise a cost saving.

Ngā koringa ā-muri Next steps

26. Auckland Transport will continue to
- Monitor patronage response to fare changes
 - Rebuild confidence in the PT network
 - Track operating cost trends
 - Report regularly on financial metrics
 - Review service delivery models for cost efficiency

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Public Transport Operating Costs and Farebox Recovery - March 2025 - Presentation	

Ngā kaihaina Signatories

Author	Stacey van der Putten, Director Public Transport and Active Modes (AT)
Authorisers	Dean Kimpton – Chief Executive (AT) Barry Potter - Director Resilience and Infrastructure

Healthy Waters and Flood Resilience delivery programme update – March 2025

File No.: CP2025/01550

Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive a six-monthly update from the Healthy Waters and Flood Resilience department on its delivery programme.

Whakarāpopototanga matua Executive summary

2. The Transport, Resilience and Infrastructure Committee has responsibility for the oversight of major transport and infrastructure matters that affect the region.
3. Auckland Council's Healthy Waters and Flood Resilience department is responsible for the management, planning and development of stormwater systems and their effects on the environment. Healthy Waters and Flood Resilience works with iwi and in line with te mauri o te wai, the life supporting capacity of water. Their work aims to future-proof Auckland's water by creating healthy environments, empowering our communities, and building resilient stormwater systems.
4. Healthy Waters and Flood Resilience manages a significant capital programme, with major projects including the Eastern Busway pipe renewal, Pt Chevalier Separation, Lower Khyber Pass Separation and Greville Road Renewal projects, alongside stream improvements, and operational work to manage and maintain the stormwater network. Funding from both general rates and through the Water Quality Targeted Rate provide for this activity. The department is also delivering the Making Space for Water flood resilience and recovery programme.
5. Staff from the Healthy Waters and Flood Resilience department will provide an overview of the progress on major projects including achievements since the previous report in September 2024. The presentation to support this update is attached to this report (Attachment A).

Ngā tūtohunga Recommendation/s

That the Transport, Resilience and Infrastructure Committee:

- a) whiwhi / receive the Healthy Waters and Flood Resilience March 2025 programme update
- b) tuhi tīpoka / note the progress being made on Healthy Waters and Flood Resilience projects.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Healthy Waters and Flood Resilience 6-monthly update - Presentation	

Ngā kaihaina Signatories

Authors	Elizabeth Johnson - Principal Healthy Waters Strategic Programmes Craig McIlroy - General Manager Healthy Waters and Flood Resilience
Authoriser	Barry Potter - Director Resilience and Infrastructure

Watercare Update - March 2025

File No.: CP2025/01910

Item 12

Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive an update from Watercare Services Ltd (Watercare) on its capital programme and major infrastructure projects.

Whakarāpopototanga matua Executive summary

2. The Transport, Resilience and Infrastructure Committee has responsibility for the oversight of major transport, infrastructure and resilience matters that affect the region.
3. Watercare is New Zealand's largest water utility supplying safe water to Auckland's communities and managing our wastewater network and treatment sites. Watercare is an infrastructure asset management council-controlled organisation wholly owned by Auckland Council.
4. Senior staff from Watercare will provide an overview of its capital programme and an update on significant projects.

Ngā tūtohunga Recommendation/s

That the Transport, Resilience and Infrastructure Committee:

- a) whiwhi / receive the March 2025 update from Watercare Services Limited.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Watercare March 2025 Update - Presentation	

Ngā kaihaina Signatories

Author	Taryn Muir - Executive Officer
Authoriser	Barry Potter - Director Resilience and Infrastructure

Status Update on Action Decisions from Transport, Resilience and Infrastructure Committee meeting 13 February 2025

File No.: CP2025/01901

Item 13

Te take mō te pūrongo Purpose of the report

- To update the committee on action decisions made at the last meeting.

Whakarāpopototanga matua Executive summary

- The information provided below is a status update on an action decision only that was made at the Transport, Resilience, and Infrastructure Committee meeting on 13 February 2025:

Resolution Number	Item	Status
TICCC/2025/9	Item 10 - 2025/2026 Letter of expectations to Auckland Transport	The Letter of Expectation to Auckland Transport was issued by the Mayor on 20 February 2025.
TICCC/2025/10	Item 11 - Recovery Office Update	A letter will be provided to the Crown week ending 25 February 2025 to request progressing the changes to the funding agreement resolved at the Transport Resilience and Infrastructure Committee meeting on 13 Feb 2025. A report for the Governing Body meeting on 27 February 2025 to endorse budget changes for the Recovery Office for FY24/25.
TICCC/2025/12	Item 12 - Storm Recovery: Approach to Storm-affected Land Management	Feedback has been invited from local boards. A report to the Planning and Policy Committee meeting on 13 March 2025 to seek approval of the Storm-affected land use policy and implementation approach.
TICCC/2025/13	Item 13 - Blue-Green Networks Tranche 2 prioritisation	Awaiting decision from Crown in March 2025 to confirm Clover Drive as the Tranche 2 priority. Developing the business case for Wairau Stage 1 and 2 for approval by the Transport, Resilience and Infrastructure Committee in April 2025.

Ngā tūtohunga Recommendation/s

That the Transport, Resilience and Infrastructure Committee:

- a) tuhi tīpoka / note the status of decisions made at the 13 February 2025 meeting.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Author	Lata Smith - Kaitohutohu Mana Whakahaere Matua / Senior Governance Advisor
Authoriser	Barry Potter - Director Resilience and Infrastructure

Summary of Transport, Resilience and Infrastructure Committee information memoranda, workshops and briefings (including the forward work programme) - 6 March 2025

File No.: CP2025/01902

Item 14

Te take mō te pūrongo Purpose of the report

1. To tuhi tīpoka / note the progress on the forward work programme appended as Attachment A.
2. To whiwhi / receive a summary and provide a public record of memoranda or briefing papers that may have been distributed to the Transport, Resilience and Infrastructure Committee.

Whakarāpopototanga matua Executive summary

3. This is a regular information-only report which aims to provide greater visibility and openness and transparency of information circulated to Transport, Resilience and Infrastructure Committee members via memoranda/briefings or other means, where no decisions are required.
4. The following items were distributed.

Date	Subject
12/02/2025	Memorandum: Temporary traffic management at worksites on the Auckland Transport road network: Access to arterials, regional roads and roads in & near town centres
20/02/2025	Memorandum: Tāmaki Makaurau Recovery Office monthly update
25/02/2025	Memorandum: Engaging Aucklanders to shape the city centre parking and kerbside plan
28/02/2025	Memorandum: Auckland Rapid Transit Pathway 2025

5. The following workshops took place for the Transport, Resilience and Infrastructure Committee:

Date	Subject
12/02/2025	CLOSED Workshop – Time of Use Charging programme
26/02/2025	CLOSED Workshop - Public Transport Private Revenue Ratio

6. Note that, unlike an agenda report, **staff will not be present to answer questions about the items referred to in this summary.** Transport, Resilience and Infrastructure Committee members should direct any questions to the authors.

Ngā tūtohunga Recommendation/s

That the Transport, Resilience and Infrastructure Committee:

- a) tuhi tīpoka / note the progress on the forward work programme appended as Attachment A of the agenda report.
- b) whiwhi / receive the Summary of Transport, Resilience and Infrastructure Committee information memoranda and briefings – 6 March 2025.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Transport, Resilience and Infrastructure Committee 2025 Forward Work Programme	
B⇒	Memorandum: Temporary traffic management at worksites on the Auckland Transport road network (<i>Under Separate Cover</i>)	
C⇒	Closed Workshop - Time of Use Charging programme agenda and presentation (<i>Under Separate Cover</i>)	
D⇒	Memorandum: Tāmaki Makaurau Recovery Office monthly update (<i>Under Separate Cover</i>)	
E⇒	Memorandum: Engaging Aucklanders to shape the city centre parking and kerbside plan (<i>Under Separate Cover</i>)	
F⇒	Closed Workshop - Public Transport Private Revenue Ratio - Agenda and Notes (<i>Under Separate Cover</i>)	
G⇒	Memorandum - Auckland Rapid Transit Pathway 2025 (<i>Under Separate Cover</i>)	

Ngā kaihaina Signatories

Author	Lata Smith - Kaitohutohu Mana Whakahaere Matua / Senior Governance Advisor
Authoriser	Barry Potter - Director Resilience and Infrastructure