

Minutes Auckland Transport Board meeting (Open session)

Date: 26 September 2023
Time: 10:00am – 1.49pm
Venue: Auckland Transport, 20 Viaduct Harbour (1.04) | MS Teams

Directors: Wayne Donnelly (acting chair)
 Mark Darrow
 Raveen Jaduram
 Henare Clark

Kylie Clegg
 Nicole Rosie
 Councillor Andrew Baker
 Councillor Chris Darby

Executive Leadership Team Members and Management: Dean Kimpton, Chief Executive
 Jenny Chetwynd, Executive General Manager, Planning & Investment
 Stacey van der Putten, Executive General Manager, Public Transport Services
 Andrew Allen, Executive General Manager Service Delivery
 Andrew Downie, Governance Lead
 Kieran Burns, Board Secretary
 Kim Heathcote, Board Secretary
 Liza Hayes, Board Secretary
 Vanessa Ellis, Executive General Manager, Customer Experience
 Karen Duffy, Executive General Manager, Culture and Transformation

David Bardsley, Group Manager Finance
 Andrew McGill, Head of Integrated Network Planning
 Hamish Bunn, General Manager Investment Planning and Policy
 Robin Verstappen, Senior Transport Planner, Integrated Network Planning
 Sam Ho, Financial Reporting Manager
 Christian Messelyn, Group Manager, Public Transport Network
 Donald Green, Rail Infrastructure Development Director
 Alastair Lovell, Owner Interface Manager, Supporting Growth Alliance
 Chris Bunny, Group General Manager System Leadership, Waka Kotahi New Zealand Transport Agency (Waka Kotahi)
 Neil Cook, Deputy General Manager Regulatory Services and Director of Land Transport, Waka Kotahi

External presenters: Kate Woodruffe, George Courts Building Body Corporate Committee member
 Brian Sutton, Chair of the Dairy Flat Landowners Group

Greg Sayers, Rodney Ward Councillor
 Colin Smith, Rodney Local Board

Item	Topic	Responsible
1.	<p>Welcome/Acknowledgements</p> <p>The acting chair welcomed participants to the meeting.</p>	
2.	<p>Opening Karakia</p> <p>The acting chair led the opening karakia.</p>	
3.	<p>Apologies</p> <p>None noted.</p>	
4.	<p>Update from the Chair</p> <p>The acting chair discussed the importance of speed management, noting that death and serious incidents (DSI) are significantly lower on roads where speed limits have been reduced. He observed that half of DSI occur in vulnerable road users and that the actual figures are likely much higher than reported via the Crash Analysis System. He noted the importance of obtaining political understanding about the role of speed management in reducing fatalities. He highlighted the Howick ward as an area of particular concern since a 400% increase in deaths had been reported within the year to July 2023. He questioned whether there was sufficient interest or understanding of the safety issue amongst the main political party candidates.</p>	
5.	<p>Late Items for General Business</p> <p>There were no late items for general business requested.</p>	
6.	<p>Interest Register - Declarations/Conflicts</p> <p>There were no interests or conflicts noted.</p>	
7.	<p>Approval of Draft Open Session Minutes – 29 August 2023</p> <p>The Auckland Transport Board (board) approved the minutes from the meeting held on 29 August 2023.</p> <p>Moved: Wayne Donnelly, Seconded: Mark Darrow.</p>	



Item	Topic	Responsible
	Carried.	
8.	<p>Action Register</p> <p>The following action items were discussed:</p> <ul style="list-style-type: none"> • <i>2022December05</i>: The EGM Planning and Investment noted that this action is ongoing and that it will be included as a monthly standing item once complete. • <i>2023Mar01</i>: The acting chair advised that this action is complete and could be removed from the register. • <i>2023Aug01</i>: The Governance Lead advised that this action is in progress and should remain on the register. 	
Statements from Members of the Public		
9.	<p>'Project K' (George Courts Building Body Corporate Committee)</p> <p>Ms Woodruffe appeared on behalf of the George Courts Building Body Corporate Committee (Body Corporate). Ms Woodruffe advised that the Body Corporate are concerned with Auckland Transport's (AT's) plans under Project K to turn Mercury Lane into a pedestrian mall because this has the potential to limit access for service vehicles in the area.</p> <p>Ms Woodruffe noted that the Body Corporate has been disappointed with AT's engagement with both the Body Corporate and wider public throughout the consultation process. Ms Woodruffe noted as the owner of a building in the affected area, the Body Corporate is an important stakeholder for consultation.</p> <p>The acting chair thanked Ms Woodruffe for her presentation and asked that a management representative contact Ms Woodruffe to discuss her concerns.</p>	
10.	Supporting Growth Alliance ethics concerns	



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	<p>Mr Sutton appeared as the chair of the Dairy Flat Landowners Group (DFLG). Mr Sutton noted that DFLG are a group of landowners in Dairy Flat affected by the current notice of requirement (NoR) process in the area.</p> <p>Mr Sutton noted that DFLG is very concerned about the effects of the NoR process on the Dairy Flat community. He noted that the risk of compulsory acquisition is causing a lot of anxiety amongst the local landowners and that the plan is likely to create increased roading congestion in the area.</p> <p>Mr Sutton requested that AT cease further NoR requests on individual landowners and to find alternate ways to accommodate growth in the Dairy Flat area.</p> <p>The acting chair thanked Mr Sutton for his presentation.</p>	
11.	<p>Fully funding the Regional Land Transport Plan 2024 budget for the unsealed road improvement programme</p> <p>Councillor Sayers asked the board to safeguard the \$124m that is currently marked under the Regional Land Transport Plan (RLTP) for the unsealed road improvement programme. He noted that this funding is important for improving the safety of roads in Franklin and other rural areas because it enables better treatment of unsealed roads through road widening, road sealing and fixing potholes.</p> <p>He noted that there is a funding inequity issue affecting rural areas, and preserving this funding under the RLTP is critical in ensuring that all roads across Auckland are protected equitably.</p> <p>The acting chair thanked Councillor Sayers for his presentation.</p>	
12.	<p>Board Discussion on Public Statements</p> <p>The acting chair noted his thanks to the public for their submissions.</p>	
<i>Waka Kotahi New Zealand Transport Agency update</i>		
13.	<p>Substantive information on driver licencing and post licencing training impacts</p> <p>Ms Rosie introduced the report.</p>	



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	<p>Mr Bunny provided an overview of the Graduated Driver License system, which places restrictions on learner and restricted drivers as they progress in experience to mitigate the risk of accidents.</p> <p>Mr Darrow queried whether the maximum amount of time allowable on a restricted license is going to change. Mr Cook advised that no changes are being pursued at the current time and that this decision has been made at a government level.</p> <p>Mr Darrow queried how Waka Kotahi is enabling greater access to driver testing in rural areas of New Zealand. Mr Cook advised that Waka Kotahi, as part of the driver license improvement programme, has created the role of community driver testing officer. Mr Cook noted that community driving testing officers are trained to the same standard as Vehicle Testing New Zealand testers. He noted that the creation of this role has significant benefits in rural areas because it enables easier access to license testing. Ms Rosie noted that several thousand people have gone through this alternative testing programme across the country.</p> <p>Ms Clegg asked whether Waka Kotahi is following international best practice regarding the duration of time and level of testing required for a full license and whether there are any amendments that should be made. Mr Bunny noted that after completing analysis of comparable Australian jurisdictions, Waka Kotahi's view is that the Graduated Driver License system is broadly fit for purpose.</p> <p>The acting chair advised that consideration of whether the current full license test is fit for purpose should come before the Safety Committee for further consideration.</p> <p>Action item:</p> <ul style="list-style-type: none"> • <i>2023Sept01</i>: develop a report for presentation to the Safety Committee on whether the current full license driving test is fit for purpose. <p>The acting chair thanked Mr Bunny and Mr Cook for their presentation.</p>	Chris Bunny, Waka Kotahi
<i>Standing Items</i>		
14.	<p>Chief Executive Open Business Report</p> <p>The Chief Executive spoke to the report and highlighted the following matters:</p>	



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	<ul style="list-style-type: none"> • Emissions reduction: he noted that AT has received a Toitū certification for its emissions reduction work and noted that the organisation continues to electrify its bus fleet. • Ransomware attack: he commended the work of the Technology team in dealing with the recent cyber-attack and noted that AT has managed to mitigate most of the challenges associated with the attack. • Violence, threats and aggression: he noted that violence, threats and aggression continue to be a source of concern across all public transport services and emphasised the importance of creating a safe environment for all AT staff and customers. • Ferry service provision: he noted that an alternate ferry service provider has been announced for the Birkenhead and Bayswater routes and that service reinstatement across Fullers services is expected to commence in the middle of 2024. <p>Mr Darrow noted his concerns about AT's consultation processes and whether this negatively impacts AT's social license to operate.</p> <p>Councillor Darby queried whether there are any steps that AT can take to improve its consultation mechanisms and its perception by Aucklanders. The Chief Executive agreed that AT needs to refresh its consultation approach and noted that public perception is a reflection of confidence in both the wider transport system and AT.</p> <p>Ms Clegg noted that AT should strive to allow the public to see the progress that AT is making against the dashboard metrics.</p> <p>The acting chair commended the new format of the Chief Executive's report.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Received this report. <p>Moved: Wayne Donnelly, Seconded: Councillor Darby. Carried.</p>	
15.	<p>Climate change and sustainability</p> <p>The EGM Planning and Investment introduced the report.</p>	



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	<p>The EGM Planning and Investment noted that climate change and sustainability is being added as a standing item on the board meeting agenda. She noted that management are in the process of finalising the scope and approach for this.</p> <p>Ms Clegg suggested that this standing item should utilise a similar structure to the Safety report, including development of a dashboard to ensure that management can be held accountable regarding climate and sustainability objectives.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Noted the proposed process for developing a forward programme of engagement on climate change and sustainability matters. <p>Moved: Wayne Donnelly, Seconded: Councillor Baker.</p> <p>Carried</p>	
<i>Items for Approval</i>		
16.	<p>Future Connect 2023 – Evolving Auckland’s Strategic Network Guidance</p> <p>The EGM Planning and Investment introduced the report.</p> <p>Mr McGill noted that the Future Connect 2023 tool is designed to facilitate better informed decision-making about roading decisions. He noted that Future Connect now contains analysis of transport equity to provide a more holistic overview of the network. He noted that the purpose of Future Connect is to identify areas of need, rather than provide a solution to the issues identified.</p> <p>Mr Darrow commended the work of management in creating the Future Connect tool and noted that it should be widely used to demonstrate AT’s expertise and knowledge of the network.</p> <p>Councillor Darby queried how management carried out its analysis of transport equity. Mr Verstappen noted that management examined a range of different domains of equity, including proximity to public transport stops, average quality of footpaths across the region, quality of cycle lanes, and access to employment. Mr</p>	



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	<p>McGill noted that management would share the equity framework that underpins Future Connect’s equity analysis at a later date.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Approved Future Connect 2023 for public release. <p>Moved: Wayne Donnelly, Seconded: Mark Darrow.</p> <p>Carried.</p>	
17.	<p>Te Tupu Ngātahi (Supporting Growth Alliance) – North, Detailed Business Case for Route Protection</p> <p>The EGM Planning and Investment introduced the report.</p> <p>Ms Fisk noted that the importance of the Strategic Transport Network (STN) for North Auckland to support growth in the area. Ms Fisk noted that protection of the proposed route under the STN is now required to ensure that future development does not compromise the route but recognised that this will have a significant impact on the local residents.</p> <p>Mr Jaduram queried whether management expects there to be any flooding issues due to the flood plain in the area. Ms Fisk advised that management has adjusted the alignment of the rapid transport corridor onto higher ground to mitigate this risk.</p> <p>Mr Darrow queried whether AT and Auckland Council (AC) are fully aligned on this project. Ms Fisk confirmed that there is full alignment between AC and AT’s technical officers.</p> <p>Mr Darrow queried whether there have been any issues raised by the Rodney, Upper Harbour and Hibiscus Coast Local Boards (together, Local Boards) and whether the project has their support. Mr Lovell noted that the Local Boards have not raised any significant concerns, but it is unclear whether the project has their full support. Mr Darrow noted that for a project of this significance, it is critical that AT has local board support.</p> <p>Councillor Baker noted that it is important that any concerns from the Local Boards be brought before the board so that it is fully informed when making decisions. Councillor Baker’s comment was endorsed by the</p>	



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	<p>Chief Executive and Councillor Darby, who noted that the views of the Local Boards need to be presented to the board in writing.</p> <p>The EGM Planning and Investment noted that occasionally local boards do not provide a conclusive view on whether they support a project. She noted that management will go back to the Local Boards to get clarification of their position.</p> <p>The acting chair noted that it is important that the board understands the view of the Local Boards, even if their position is that they do not have a view. He noted that if the Board made a decision contrary to a Local Board view, then the expectation was that the Board would be explicit about the reasons why.</p> <p>The acting chair queried about the level of urgency for this project, and whether this matter can be brought back before the board in October 2023. Ms Fisk noted that management are seeking to get lodgement completed prior to Christmas and that any delay will likely lead to financial costs.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Endorsed the Strategic Transport Network recommended in Te Tupu Ngātahi North Supporting Growth Alliance (Te Tupu Ngātahi) North Detailed Business Case. The board’s endorsement is subject to receiving a statement on behalf of each local board (Hibiscus Coast and Bays, Upper Harbour, and Rodney) expressing its view on the Strategic Transport Network for North Auckland to provide the board with assurance that there are no material issues that require resolution ahead of the next stage of lodgement. b) Endorsed the recommended route protection strategy for the Strategic Transport Network including lodging Notices of Requirement and post lodgement activities. The board’s endorsement is subject to Auckland Council's approval of the Future Development Strategy and that it retains sufficient growth in the Northern Future Urban Zone such that there is no material impact on the proposed Auckland Transport Strategic Transport Network to be route protected. c) Approved the release of \$9.6 million (AT share inclusive of Waka Kotahi New Zealand Transport Agency (co-funding) from the approved budget of Te Tupu Ngātahi for lodging Notices of Requirement and post lodgement activities. 	



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	<p>d) Noted funding is subject to Waka Kotahi New Zealand Transport Agency Board approval of the Detailed Business Case and co-funding.</p> <p>e) Noted that early property acquisition risk from lodgement of the Notices of Requirement for Auckland Transport is estimated at \$37million (P50 escalated) over the Regional Land Transport Plan period to 2031/32.</p> <p>f) Noted that no provision has been made for early property acquisition risk in the approved annual capital budget but a provision for this will need to be incorporated in the 2024/34 Regional Land Transport Plan.</p> <p>Moved: Wayne Donnelly, Seconded: Mark Darrow.</p> <p>Carried.</p>	
18.	<p>Te Tupu Ngātahi Supporting Growth Alliance – Takanini Level Crossings (Walters Road) Route Protection Detailed Business Case and Next Steps</p> <p>The EGM Planning and Investment introduced the report.</p> <p>Mr Lovell noted that management had engaged in a substantial consultation process, which included peer review, local board engagement and a reconciliation process. He noted that the reconciliation process resolved several matters of design disagreement but ultimately did not result in agreement on the proposed option.</p> <p>Mr Lovell noted that the independent peer reviews concluded there was no material reason to change the proposed bridge option and that while both options are technically feasible, the underpass option presented greater risks which would be more expensive to mitigate than the bridge option. Mr Watson noted that the bridge option is also safer for pedestrians.</p> <p>Mr Clark queried how many more bridges AT is being asked to deliver under this programme. Mr Watson noted that there are approximately 40 bridges in total.</p> <p>Councillor Darby queried whether management received sufficient local board input during the consultation process. Mr Lovell confirmed that this was the case.</p>	



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	<p>The board:</p> <ul style="list-style-type: none"> a) Endorsed the recommended bridge grade separation option for Walters Road for route protection, as set out in the Te Tupu Ngātahi Supporting Growth Alliance Takanini Level Crossings Route Protection Detailed Business Case. b) Noted that no additional funding is sought as this is included in the approved Te Tupu Ngātahi Supporting Growth Alliance budget of \$7.3 million (inclusive of Waka Kotahi co-funding). c) Noted that the Papakura Local Board provided indication of support for the outcome of the independent peer review when available members were informally advised of the findings and that formal feedback will be received at the meeting on 20 September 2023. d) Noted that the independent peer review reports have been provided to the Community Group. e) Acknowledged and thanked the Takanini Residents Association, Takanini Business Association and Takanini Village Limited (together, the Community Group) for their time and resources given to exploring alternative options for the Takanini Level Crossings. <p>Moved: Wayne Donnelly, Seconded: Mark Darrow.</p> <p>Carried.</p>	
<i>Items for Noting</i>		
20.	<p>Annual Report – Performance against the Statement of Intent</p> <p>The EGM Planning and Investment introduced the report.</p> <p>The acting chair acknowledged the good work of management to produce the results contained in the Annual Report in a very difficult and challenging year.</p> <p>The board:</p> <ul style="list-style-type: none"> a) Noted the report. 	



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	<p>Moved: Wayne Donnelly, Seconded: Councillor Baker. Carried.</p>	
21.	<p>City Rail Link (CRL) Day One – level crossing removal programme</p> <p>Mr Messelyn introduced the report and noted that management has identified a programme for the staged removal of all rail level crossings. He noted that the increase in train frequencies under CRL will lead to longer down time of the barrier arms, which will likely result in increasing driver and pedestrian frustration and increased risk taking around level crossings.</p> <p>The acting chair queried the effects on the overall network once rail train frequencies are operating at peak capacity. Mr Messelyn noted that there will be an increase in downtime on the Southern Line and that management is undertaking work to mitigate the risk on a system wide level. Mr Green noted that management are working with Waka Kotahi to develop an approach which balances safety with speed of the network.</p> <p>Mr Darrow noted that management should seek greater community feedback on this issue. Mr Darrow noted that the concern in the community about having several crossings as part of the daily commute and the associated increase in commute time due to waiting at level crossings.</p> <p>Ms Rosie advised management to review overseas cities such as Melbourne to identify how these cities have generated efficiencies through scale and long-term planning.</p> <p>Action item:</p> <ul style="list-style-type: none"> • 2023Sept02: develop a report identifying the actions needed to ensure that the rail level crossing risk mitigation planning prior to operation of the City Rail Link Day 1 train timetable is successful and report back to the board. <p>The board:</p> <ol style="list-style-type: none"> a) Noted the status of rail level crossing risk mitigation planned and underway prior to City Rail Link Day 1. b) Noted the status of the Strategic Level Crossing Removal Programme addressing all other crossings on the Auckland Metro Rail Network post-City Rail Link Day 1. 	EGM Integrated Networks



Item	Topic	Responsible
	<p>c) Noted that updates on the progress of both the City Rail Link Day 1 level crossing risk mitigation and the Strategic Level Crossing Removal Programme will continue to be provided through regular reports to the Design and Delivery Committee on the Auckland Rail Programme.</p> <p>Moved: Wayne Donnelly, Seconded: Mark Darrow.</p> <p>Carried.</p>	
22.	<p>Safety Business Report</p> <p>The EGM Public Transport Services introduced the report.</p> <p>She noted that critical risk events were down significantly from last month. She noted that there has been a 41% increase in new motorcycles registered, which may explain the substantive increase of motorcycle crashes in recent months.</p> <p>Councillor Darby queried how management are measuring harm caused by poor air quality. The EGM Public Transport Services noted that management's current focus is on the quality and accuracy of reporting. She noted that in the future AT will receive customer data via Customer Relationship Management, which will provide another snapshot on the safety dashboard.</p> <p>Ms Clegg queried whether management could do more to mitigate the levels of threats and aggression, such as working with community parties to ensure that this type of behaviour is not normalised. The EGM Public Transport Services noted that threats and aggression is a community issue and agreed that management can work with community organisations to ensure the solution is community led.</p> <p>Mr Darrow queried whether all new buses have exit doors from their newly installed safety screens. The EGM Public Transport Service advised that this not the case.</p> <p>Ms Rosie queried whether there are any actions that management can take to mitigate the increase in motorcyclist injuries. The EGM Public Transport Services noted that there is a high correlation between motorcyclist injuries and motorcyclists weaving in and out of traffic and that this could be a focus of future educational campaigns.</p>	



Item	Topic	Responsible
	<p>The board:</p> <ul style="list-style-type: none"> a) Received the report. <p>Moved: Wayne Donnelly, Seconded: Raveen Jaduram. Carried.</p>	
23.	<p>General Business</p> <p>No matters of general business were discussed.</p> <p>The meeting closed at 1:49pm</p>	
<p>Next meeting: 31 October 2023</p>		

