

## Monthly Transport Indicators – March 2022

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

### Te whakarāpopototanga matua / Executive summary

1. The 2021/22 Monthly Indicators Report for March 2022 shows performance against the Statement of Intent (SOI) measures and other indicators.
2. This report shows that COVID-19 related lockdowns, public concerns over COVID-19 and a shift to working from home impacted on network performance relative to key indicators. Public Transport (PT) patronage has dropped significantly, while key projects have been delayed due to ongoing COVID-19 restrictions. Also, deaths and serious injuries (DSI) on Tāmaki Makaurau's road network and for vulnerable road users have increased in comparison to 2020, noting that 2020 had months of particularly low DSIs due to COVID-19 restrictions.
3. PT boardings for March 2022 were 57.9% below the monthly target, and about the same as February 2022. The 12-month rolling total is 45.7 million boardings, which is 14.7% below last year's result and 40.8 per cent below the target trajectory. It was announced that from April to June 2022, the Government is subsidising PT fares by 50%. We expect this will help increase patronage on PT in the coming months.
4. Local roads DSI for the period January to December 2021 was 515, lower than the target of 524. We expect that this number has been impacted by AT's safer speed program which has contributed to a 47% reduction in deaths in the 18-months following the changes (for the period 30 June 2020 to 31 December 2021)
5. On-street parking occupancy is the lowest it has been since Auckland Transport (AT) started collecting this data in 2015 and off-street parking occupancy is also low. We expect this to change as people start returning to the city centre.
6. The percentage of both road assets and footpaths in acceptable condition have met its target for the 2021/22 FY.
7. Ferry punctuality continues to trend downwards, being the lowest it has been in seven years. The ferry team have indicated the main causes around the downward trend in performance is staff availability, and the continued challenges with vessel availability.
8. As of this month, 14 measures are on track to meet or exceed the target and nine measures are not on track to meet the target.

## Ngā tuhinga ō mua / Previous deliberations

9. There are no previous deliberations.

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

10. The attached Monthly Indicators Report provides an overview of AT's performance against its SOI performance measures for March 2022. This report also provides supplementary information on the wider Auckland context as well as AT's PT, road operations and maintenance, and customer response activities.
11. This covering report highlights key trends and significant shifts in the monthly reporting statistics and provides a summary of performance against the SOI measures.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Safety

12. There is a three-month lag for reporting on DSI. Therefore, in March 2022 we are reporting on December 2021. DSI targets in the SOI are based on the preceding calendar year so the below counts are final for the SOI targets for FY 2021/22.
13. Final local roads DSI for the period January to December 2021 was 515, lower than the target of 524. For the 12 months to the end of December 2021, local roads DSI increased by 61 to 515. Local road deaths have increased from 33 in 2020 to 50 in 2021 and local road serious injuries increased from 421 in 2020 to 465 in 2021.
14. Final DSI on all Auckland roads (including local roads and highways) for the period January to December 2021 were 590, compared to a target of 573. For the 12 months to the end of December 2021, the DSI on all Auckland roads (including local roads and highways) increased by 12%, to 590. All road deaths have increased by 64% (from 36 last year to 59 this year). All Auckland road serious injuries increased by 9% in the past year (from 489 to 531).
15. Final DSI of vulnerable road users for the period January to December 2021 was 263 compared to a target of 256. For the 12 months to the end of December 2021, DSI of vulnerable road users increased by 2.7%, to 263. Deaths of vulnerable road users have decreased by 15% (from 20 last year to 17 this year). Vulnerable road users' serious injuries increased by 4.2% in the past year (from 236 to 246).
16. DSI targets for the Tāmaki Makaurau road network and for vulnerable road users were not met this year. The AT safety team are aware of these trends and are continuing to deliver on the 2021 business improvement review recommendations. One of the key actions has been the development of the advocacy plan, focusing on increasing our influence on policy and regulatory changes to support our Vision Zero strategy. This includes our ongoing work with NZ Police to increase enforcement efforts and with Ministry of Transport's Fines and Penalties Review.

## PT

17. There was a total of 45.8 million PT boardings for the 12 months to March 2022, a decrease of 14.7% or 7.8 million boardings on the 12 months to March 2021. Despite the adjusted SOI target, boardings remain affected by COVID-19, likely due to city centre, university student and office worker patronage being impacted by the increased travel restrictions, concerns about hygiene on PT and increased working from home.
- Rail boardings totalled 8.1 million for the year to March 2022, a decrease of 12.4%, or 1.1 million boardings, on the 12 months to March 2021.
  - Bus boardings totalled 34.7 million for the 12 months to March 2022, a decrease of 15.1%, or 6.2 million boardings, on the 12 months to March 2021.
  - Ferry boardings totalled 2.9 million for the 12 months to March 2022, a decrease of 15.4%, or 0.5 million boardings, on the 12 months to March 2021.
18. Rapid and frequent transport boardings for the 12 months to March 2022 decreased at a slower rate (11.8%) than overall patronage (14.7%). Recovery on the rapid and frequent network has generally been slower than overall recovery, likely due to factors such as increased working from home by those working in the city centre. However, this trend seems to be changing as boardings on the rapid and frequent transport network are decreasing, but slower than overall patronage.
19. Year to date PT punctuality was 97.9 per cent, meeting the SOI target of 96%.
20. The total PT farebox recovery ratio was 19.8% in March 2022, below the target range of 30 to 34%. Reduced patronage due to COVID-19, compounded by ongoing COVID-19 restrictions, and KiwiRail works have significantly impacted the performance against this indicator.

## Cycling

21. This financial year, Tamaki Drive cycleway (2.3km) has been delivered and New Lynn to Avondale cycleway (2.9km) is on track to be delivered mid-May 2022. This compares to a planned trajectory of 12.8km for 2021/22 FY.
22. In addition to the above, 20km of cycle facilities are expected to begin construction before the end of this FY as part of the 'pop-up protection' programme, and up to 10.8km may be complete by the end of FY but this remains to be confirmed. Construction is also due to start by end of May on sections 4A and 4C of Glenn Innes to Tamaki Drive and the Taniwha Street component of the Links to Glenn Innes project. These projects are expected to be completed by the end of the calendar year.
23. Cycle movements for the 12 months to March 2022 totalled 3.1 million, a decrease of 11.2% on the 12 months to March 2021. The monthly count of 272,302 is 25.8% below the projected trajectory to meet the SOI target for FY 2021/22 of 3,670,000. Increased working from home and ongoing COVID-19 restrictions have an impact on cycle counts, particularly within the city centre.

### Best use of the transport network

24. From January 2022, AT has migrated to TomTom travel time data. TomTom data provides increased granularity and enables us to run more detailed analysis on network performance. Thus, this data set may look slightly different from previous months.
25. The rolling average AM peak arterial productivity was 30,247 for the 12 months to March 2022, meeting the SOI target of 30,000. Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles (including buses), their average journey speed and average vehicular occupancy.
26. The average proportion of the freight network operating efficiently during the inter-peak was 89% for the 12 months to March 2022, meeting the SOI target of 90%.

### Asset renewals and customer service

27. This FY, 305.4 km of local roads have been resurfaced or rehabilitated, which is below the trajectory to meet the end of year target. This Financial Year, the SOI target is to resurface/rehabilitate 415km of the local road network.
28. The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 91% in March 2022. The 12-month rolling average to March 2022 is 92.5%, exceeding the SOI target of 85%.

### Summary of performance against SOI Measures

29. Table 1 provides a summary of performance against SOI targets.

| Strategic Transport Priorities  | Target exceeded | Target met | Target not met | Not reported | Total     |
|---|-----------------|------------|----------------|--------------|-----------|
| <b>Making Auckland's Transport System Safe by Eliminating Harm to People</b>  | 1               | 1          | 2              | 0            | 4         |
| <b>Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates</b> | 2               | 0          | 0              | 1            | 3         |
| <b>Providing and Accelerating Better Travel Choices for Aucklanders</b>   | 0               | 1          | 5              | 3            | 9         |
| <b>Better Connecting People, Places, Goods and Services</b>   | 0               | 2          | 0              | 0            | 2         |
| <b>Our Operating Model is Adaptive, Financially Sustainable and Delivers Value</b>  | 2               | 2          | 2              | 0            | 6         |
| <b>Providing Excellent Customer Experiences</b>   | 3               | 0          | 0              | 1            | 4         |
| <b>Collaborating with Funders, Partners, Stakeholders and Communities</b>   | 0               | 0          | 0              | 1            | 1         |
| <b>Total</b>  | <b>8</b>        | <b>6</b>   | <b>9</b>       | <b>6</b>     | <b>29</b> |

### Ngā tūraru matua / Key risks and mitigations

30. There are no risks associated with accepting this report.

## Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

31. There are no financial or resource impacts associated with this report.

## Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

32. There are no environment or climate impacts associated with this report.

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

33. There are no impacts associated with this report.

## Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

34. There are no health, safety or wellbeing impacts associated with this report.


## Ā muri ake nei / Next steps

35. The April 2022 Monthly Indicators Report will be submitted to the board in June 2022.

## Te whakapiringa / Attachment

| Attachment number | Description   |
|-------------------|---|
| 1                 | Auckland Transport Monthly Indicators Report 2020/21 – March 2022 |

## Te pou whenua tuinga / Document ownership

|                                |   |   |
|--------------------------------|---|---|
| <b>Submitted by</b>            | <br>Hamish Bunn<br><b>Group Manager Policy, Planning and Investment</b>            | <br>Madi Salter<br><b>Transport Planner, Integrated Network Planning</b> |
| <b>Recommended by</b>          | Jenny Chetwynd<br><b>Executive General Manager Planning &amp; Investment</b><br> |   |
| <b>Approved for submission</b> | Shane Ellison<br><b>Chief Executive</b><br>                                      |   |