

Auckland Transport Monthly Indicators Report 2019/20

January 2020



1. Summary of indicators

1.1 SOI performance measures

1.2 Patronage summary

2. Monthly indicators by Key Priority

2.1 Help people to travel safely

2.2 Improve access to frequent and attractive public transport

2.3 Encourage walking and cycling

2.4 Make the best use of existing transport networks

2.5 Manage the impacts of the transport system on the environment

2.6 Value for money

2.7 Local Board and customer engagement

1.1 SOI performance measures

Key Priority	Measure	SOI 2019/20 Year End Target	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Current Performance	Reference Page
Help people to travel safely	Number of high risk intersections and sections of road addressed by Auckland Transport's safety programme	10													YTD total: 10	Page 8
	Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	Reduce by at least 18 2019 year-end target: 663													12 month total to October 2019: 543 Note: 3-month lag	Page 8
Improve access to frequent and attractive public transport	Total public transport boardings	103.6 million													12 month total: 103,458,586	Page 9
	Total rail boardings	22.30 million													12 month total: 22,047,269	Page 10
	Boardings on rapid or frequent network (rail, busway, FTN bus)	Increase at faster rate than total boardings													9.9% growth in RTN + FTN vs 7.0% growth in total boardings	Page 9
	Percentage of public transport passengers satisfied with their public transport service	85%													December 2019 result: 91%	Page 12
	PT punctuality (weighted average across all modes)	95.0%													YTD average: 97.5%	Page 13
Encourage walking and cycling	New cycleways added to regional cycle network	10 km													YTD total: 2.5 km	Page 15
	Number of cycle movements past selected count sites	3.826 million													YTD total: 2,086,943	Page 15
Make the best use of existing transport networks	Average AM peak arterial productivity	27,500													12 month average: 32,955	Page 16
	Proportion of the freight network operating at Level of Service C or better during the inter-peak	85%													12 month average: 93%	Page 20
	Active and sustainable transport mode share at schools where the Travelwise programme is implemented	40%													2018/19 result: 47%	Page 15
	Active and sustainable transport mode share for morning peak commuters, where the Travelwise Choices programme is implemented	40%													2018/19 result: 72%	Page 15

1.1 SOI performance measures

Key Priority	Measure	SOI 2019/20 Year End Target	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Current Performance	Reference Page
Manage the impacts of the transport network on the environment	Number of buses in the Auckland bus fleet classified as low emission	5													December 2019 result: 3 low emission buses in operation	Page 25
	Reduction in CO2e (emissions) generated annually by Auckland Transport corporate operations (from 2017/18 baseline)	7%													New measure	Page 25
	Percentage of Auckland Transport streetlights that are energy efficient LED	56%													New measure	Page 25
Value for money	PT farebox recovery	43%-46%													December 2019 result: 42.6%	Page 26
	Percentage of road assets in acceptable condition (as defined by AT's AMP)	95%													2018/19 result: 94%	Page 27
	Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban and rural roads	Urban 81%													2018/19 result: 87%	Page 27
		Rural 92%													2018/19 result: 94%	Page 27
	Percentage of footpaths in acceptable condition (as defined by AT's AMP)	95%													2018/19 result: 96%	Page 27
	Percentage of the sealed local road network that is resurfaced	5.8%													YTD total: 192.3 km (2.9%)	Page 28
	Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames	85%													12 Month rolling average: 85.3%	Page 28
Local Board engagement	Percentage of local board members satisfied with AT engagement	Reporting to local board: 70%													2019 result: 41%	Page 29
		Consultation with local board: 70%													2019 result: 35%	Page 29

- On target to exceed performance measure (more than 2.5% above target)
- On target to meet performance measure (within +/- 2.5% of target)
- Not on target to meet performance measure (more than 2.5% below target)

Data not available

1.2 Patronage summary	January - 2019/20 Actual v SOI									
	Month				YTD				SOI / Target 2019/20	Projected Forecast 2019/20
	Actual	% Change	SOI / Target	% Variance	Actual	% Change Prev Year	SOI / Target	% Variance		
1. Bus Total:	4,948,615	3.0%	4,934,000	0.3%	42,308,137	5.3%	41,233,000	2.6%	74,860,000	76,500,000
2. Train (Rapid) Total:	1,462,683	12.5%	1,368,000	6.9%	12,585,531	5.5%	12,449,000	1.1%	22,300,000	22,300,000
3. Ferry (Connector Local) Total:	625,243	-2.3%	654,000	-4.4%	3,544,995	-2.4%	3,703,000	-4.3%	6,440,000	6,350,000
Total Patronage	7,036,541	4.3%	6,956,000	1.2%	58,438,663	4.8%	57,385,000	1.8%	103,600,000	105,150,000
Rapid and Frequent	3,733,831	5.4%	3,400,000	9.8%	29,562,841	5.2%	29,200,000	1.2%	52,000,000	53,000,000

	January - 2019/20												
	Month Patronage					12 Month Patronage				YTD (from July)			
	This Year	Previous Year	# Change	% Change	Normalised % Change Prev Year	Patronage	% Change Prev Month	Change Prev Year	% Change Prev Year	Patronage	Change Prev Year	% Change Prev Year	Normalised % Change Prev Fin YTD
1. Bus Total:	4,866,379	4,709,320	157,059	3.3%	3.4%	73,495,220	0.2%	4,890,857	7.1%	41,268,237	1,747,380	4.4%	4.8%
- Busway (Rapid) Bus	529,555	484,695	44,860	9.3%	0.0%	8,023,946	0.6%	1,836,935	29.7%	4,572,973	849,893	22.8%	0.0%
- Frequent Bus	1,308,803	1,416,592	-107,789	-7.6%	0.0%	20,531,558	-0.5%	1,385,715	7.2%	11,696,999	-103,079	-0.9%	0.0%
- Connector Local Targeted Bus	3,028,021	2,808,033	219,988	7.8%	0.0%	44,939,716	0.5%	1,668,207	3.9%	24,998,265	1,000,566	4.2%	0.0%
2. Train (Rapid) Total:	1,431,517	1,287,326	144,191	11.2%	11.2%	21,710,217	0.7%	1,309,622	6.4%	12,404,959	614,514	5.2%	5.2%
- Western	491,148	402,560	88,588	22.0%	0.0%	7,589,902	1.2%	627,955	9.0%	4,341,151	360,062	9.0%	0.0%
- Eastern	424,281	433,654	-9,372	-2.2%	0.0%	6,246,989	-0.1%	243,142	4.0%	3,561,621	27,241	0.8%	0.0%
- Onehunga	86,430	71,625	14,805	20.7%	0.0%	1,185,188	1.3%	81,736	7.4%	697,022	48,983	7.6%	0.0%
- Southern	397,299	347,241	50,058	14.4%	0.0%	6,173,745	0.8%	319,877	5.5%	3,520,807	181,616	5.4%	0.0%
- Pukekohe	32,359	32,247	112	0.3%	0.0%	514,393	0.0%	36,911	7.7%	284,358	-3,387	-1.2%	0.0%
3. Ferry (Frequent & Connector Local) Total:	119,690	112,490	7,200	6.4%	6.4%	1,528,577	0.5%	84,806	5.9%	866,675	37,406	4.5%	3.9%
- Contract	119,690	112,490	7,200	6.4%	0.0%	1,528,577	0.5%	84,806	5.9%	866,675	37,406	4.5%	0.0%
Patronage (Excl Exempt Serv/Spl Evt)	6,417,586	6,109,136	308,450	5.0%	5.1%	96,734,014	0.3%	6,285,285	6.9%	54,539,871	2,399,300	4.6%	4.9%

Exempt Services	586,965	617,498	-30,533	-4.9%		5,579,543	-0.5%	-78,284	-1.4%	3,190,505	-159,204	-4.8%	
- Exempt Services - Bus	81,412	90,215	-8,803	-9.8%		882,407	-1.0%	-33,727	-3.7%	512,185	-36,411	-6.6%	
- Exempt Services - Ferry	505,553	527,283	-21,730	-4.1%		4,697,136	-0.5%	-44,557	-0.9%	2,678,320	-122,793	-4.4%	
Special Events	31,990	19,430	12,560	64.6%		1,145,029	1.1%	593,060	107.4%	708,287	453,189	177.7%	
- Special Events - Bus	824	6,573	-5,749	-87.5%		807,977	-0.7%	602,382	293.0%	527,715	409,455	346.2%	
- Special Events - Rail	31,166	12,857	18,309	142.4%		337,052	5.7%	-9,322	-2.7%	180,572	43,734	32.0%	
Total Patronage (Exempt Serv/Spl Evt)	618,955	636,928	-17,973	-2.8%		6,724,572	-0.3%	514,776	8.3%	3,898,792	293,985	8.2%	

Rapid & Frequent	3,302,710	3,203,875	98,835	3.1%		50,636,110	0.2%	4,548,129	9.9%	28,875,822	1,417,223	5.2%	
Connector Local Targeted	3,733,831	3,542,189	191,642	5.4%		52,822,476	0.4%	2,251,933	4.5%	29,562,841	1,276,062	4.5%	
Total Patronage	7,036,541	6,746,064	290,477	4.3%		103,458,586	0.3%	6,800,061	7.0%	58,438,663	2,693,285	4.8%	

Bus	4,948,615	4,806,108	142,507	3.0%	3.0%	75,185,604	0.2%	5,459,512	7.8%	42,308,137	2,120,424	5.3%	5.5%
Rail	1,462,683	1,300,183	162,500	12.5%	10.2%	22,047,269	0.7%	1,300,300	6.3%	12,585,531	658,248	5.5%	5.2%
Ferry	625,243	639,773	-14,530	-2.3%	-2.3%	6,225,713	-0.2%	40,249	0.7%	3,544,995	-85,387	-2.4%	-2.6%
Total Patronage	7,036,541	6,746,064	290,477	4.3%	3.7%	103,458,586	0.3%	6,800,061	7.0%	58,438,663	2,693,285	4.8%	5.0%

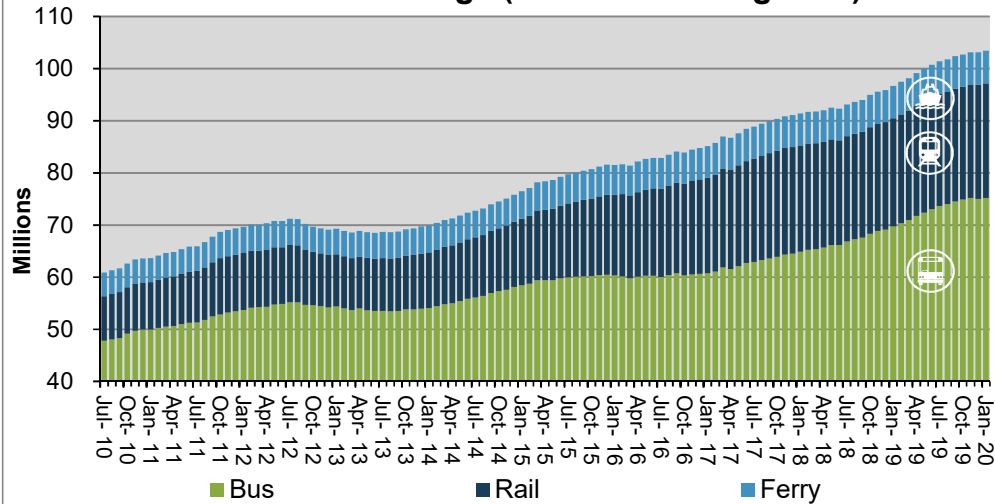
Note 1:- Normalised % - Change is done at the mode level, as special events is not available at lower service layers.

Note 2:- Rapid calculation for busway amend from, NEX route plus Busway (4 locations – Akoranga, Smales, Sunnynook, Constellation) Inbound Boardings & Outbound alighting to being all routes Inbound from Albany to Fanshawe St & Outbound Akoranga to Albany in line with New Network North.

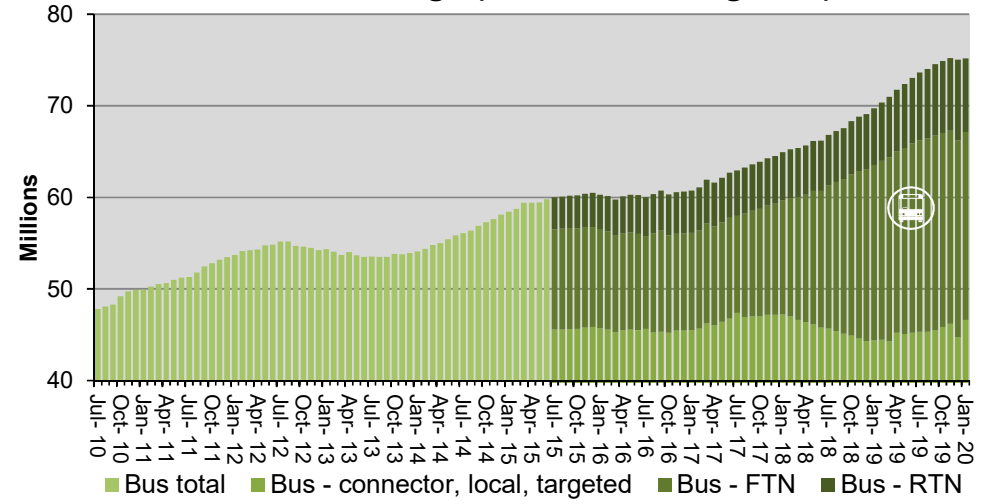
Note 3:- Included in Special Event an estimate for Extra-ordinary Events 2019/20 - Unrecorded free travel for Bus strike and for Friday 20 December 2019.

1.2 AT Metro Boardings breakdown

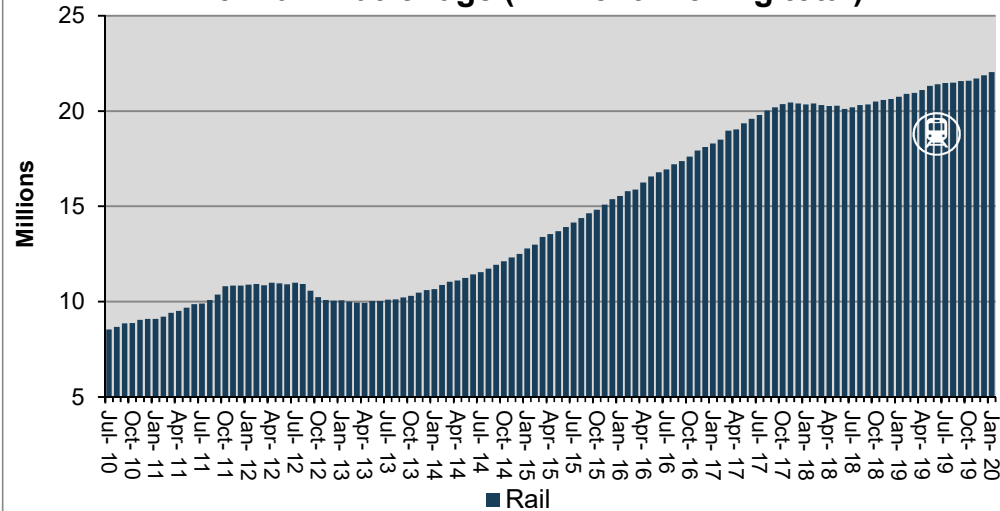
1.2.1 Total Patronage (12 month rolling total)



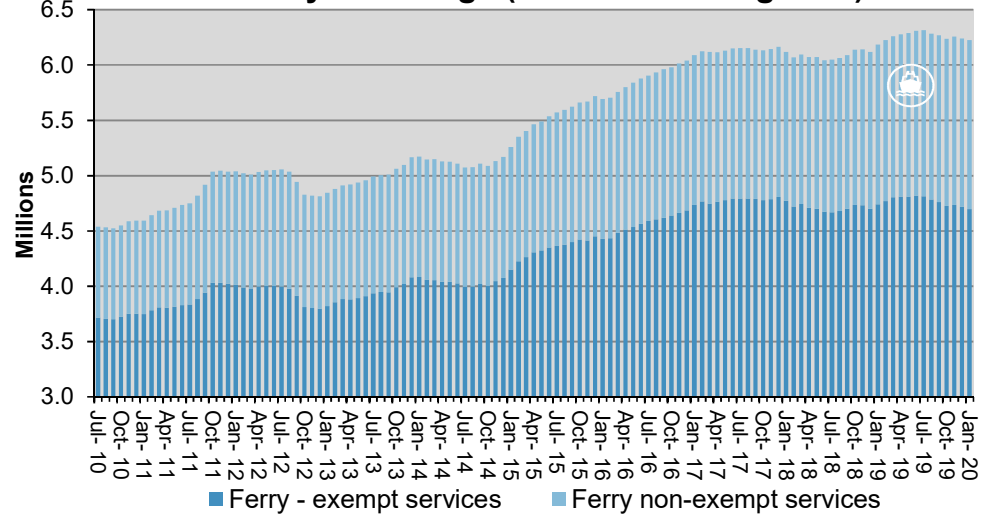
1.2.2 Bus Patronage (12 month rolling total)



1.2.3 Train Patronage (12 month rolling total)



1.2.4 Ferry Patronage (12 month rolling total)



1. Summary of indicators

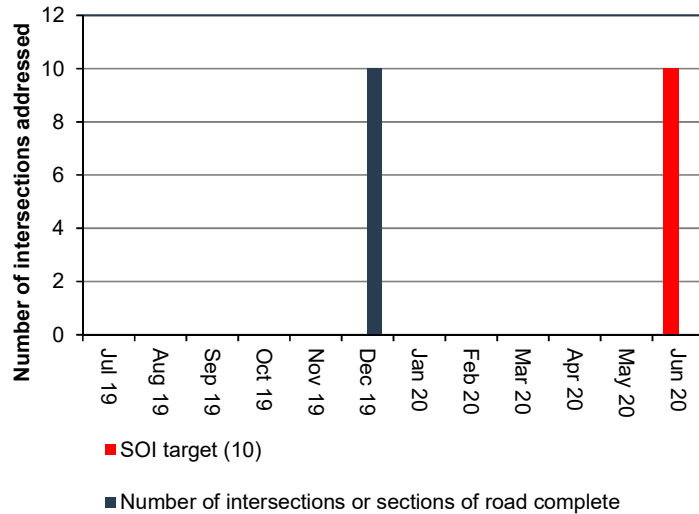
- 1.1 SOI performance measures
- 1.2 Patronage summary

2. Monthly indicators by Key Priority

- 2.1 Help people to travel safely
- 2.2 Improve access to frequent and attractive public transport
- 2.3 Encourage walking and cycling
- 2.4 Make the best use of existing transport networks
- 2.5 Manage the impacts of the transport system on the environment
- 2.6 Value for money
- 2.7 Local Board and customer engagement

2.1 Help people to travel safely

2.1.1 Number of high risk intersections and sections of road addressed by Auckland Transport's safety programme

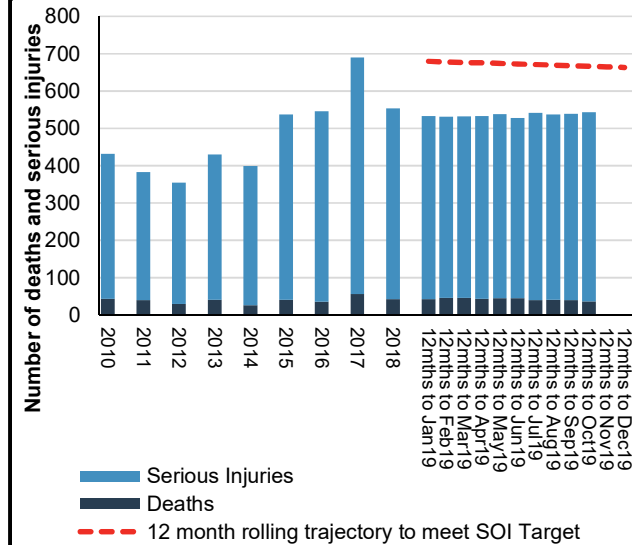


Non reporting period.

The 2019/20 target is to address ten high risk intersections or sections of road as part of the safety programme.

A total of four high risk intersection improvements and six high risk corridor improvements have been completed. A further eight intersections and eleven high risk corridors are in construction.

2.1.2 Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network



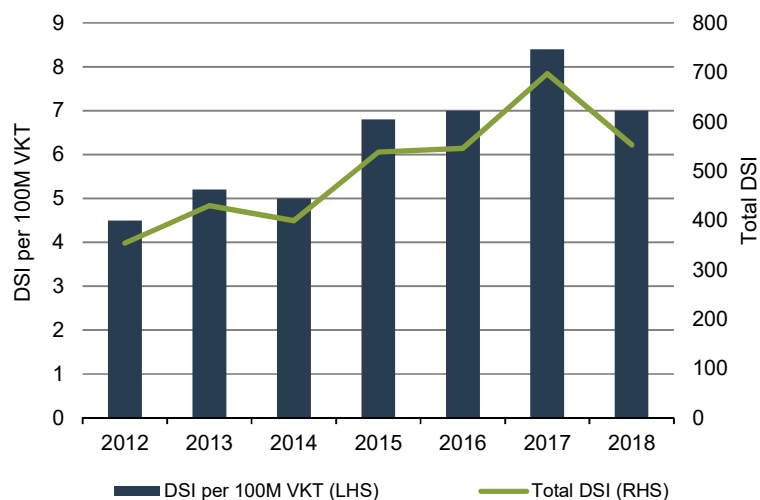
The Local Road DSI target for the 2019 calendar year is 663, 18 less than the 2018 target of 681.

The 12 month rolling total to October 2019 was 543, 0.6% higher than the 540 deaths and serious injuries in the 12 months to October 2018.

For the 12 months rolling to the end of October 2019, Local Road deaths have decreased by 12% (from 42 to 37) and Local Road serious injuries increased by 2% (from 498 to 506).

Please note that there is a three month time lag for local road death and serious injuries information, and that monthly figures can vary over time due to Police investigation outcomes and reporting timelines.

2.1.3 Local road deaths and serious injuries (DSI) per 100 million vehicle km travelled (VKT)



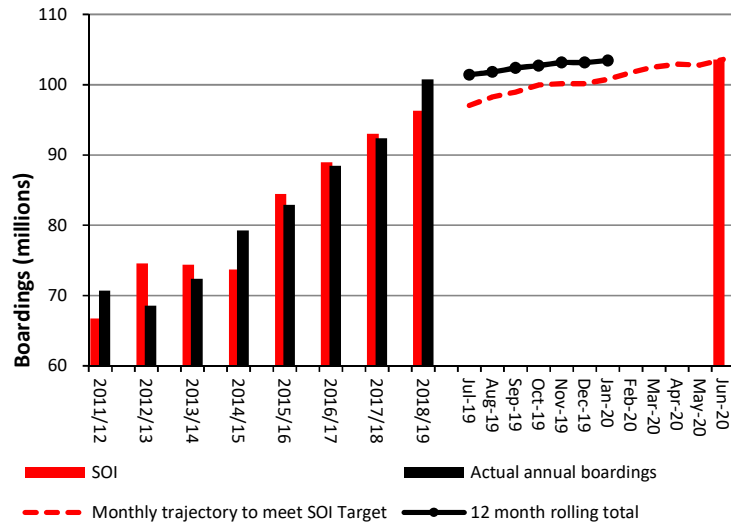
Non reporting period.

The Local Road DSI per 100 million VKT on local roads for the 2018 calendar year was 7.0. This is 1.4 less than in 2017.

The rate of local road deaths and serious injuries per 100 million vehicle kilometres travelled is an estimate of the exposure to crash-risk on the local road network, relative to vehicle travel.

2.2 Improve access to frequent and attractive public transport

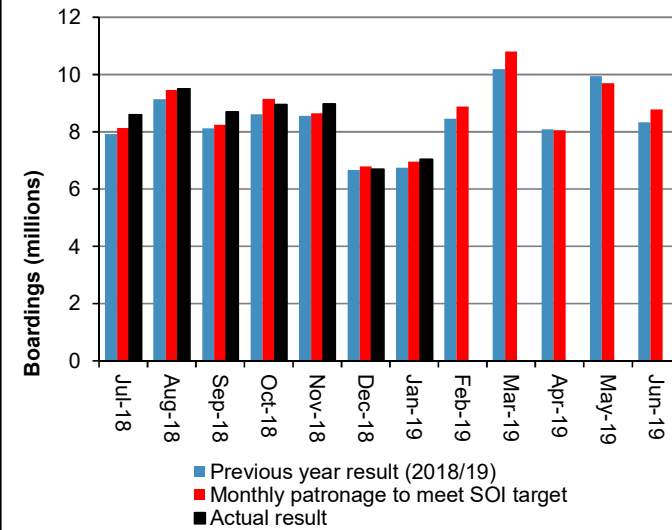
2.2.1 Total public transport boardings (millions)



Exceeding target.

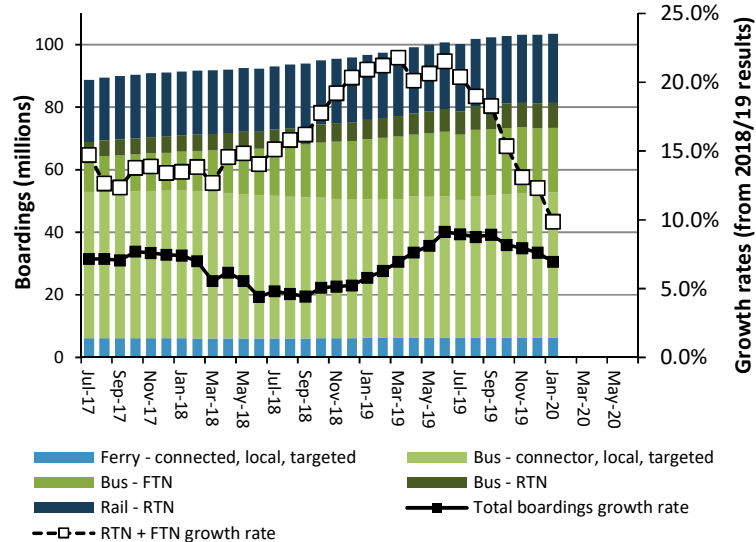
PT patronage totalled 103,458,586 passenger boardings for the 12 months to January 2020, an increase of 0.3% from the 12 months to December 2019 and an increase of 7.0% on the 12 months to January 2019.

2.2.2 Monthly public transport boardings (millions)



January 2020 monthly patronage was 7,036,541, an increase of 4.3% (290,477) on January 2019. The normalised change is an increase of ~3.7% once adjustments are made to take into account special events and the number of business and weekend days in the month, including the bus strike which involved unrecorded free travel on the bus network.

2.2.3 Boardings on rapid or frequent network



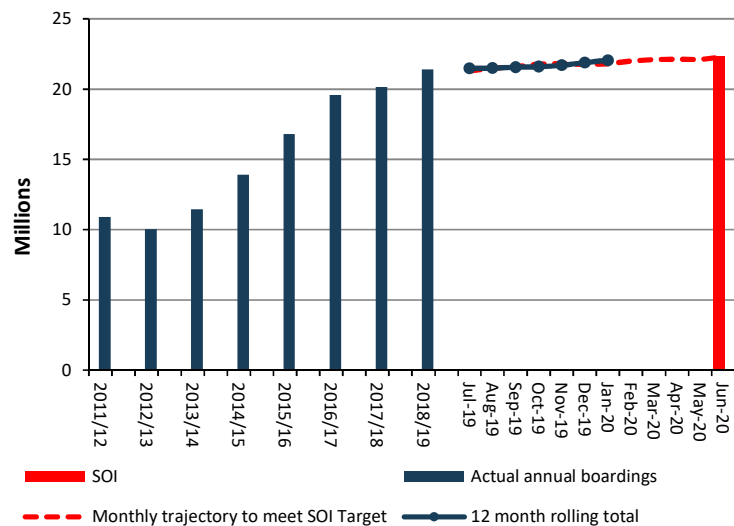
AT has an SOI target of increasing RTN and FTN boardings at a faster rate than total boardings.

This figure shows the 12 month rolling patronage total for each PT service layer. Rates of growth are based on the 12 month rolling total to January 2020 compared with the 12 month rolling total to January 2019.

RTN + FTN patronage increased by 9.9% for the 12 months to January 2020, a faster rate than total patronage, which increased by 7.0%.

2.2 Improve access to frequent and attractive public transport

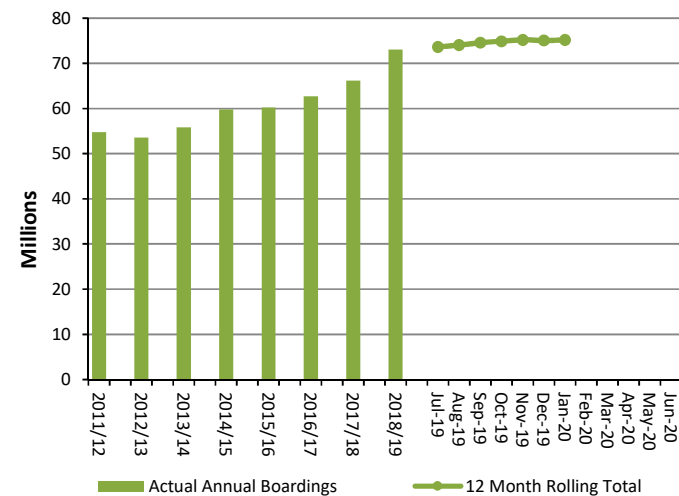
2.2.4 Rail boardings (12 month rolling total)



Meeting target.

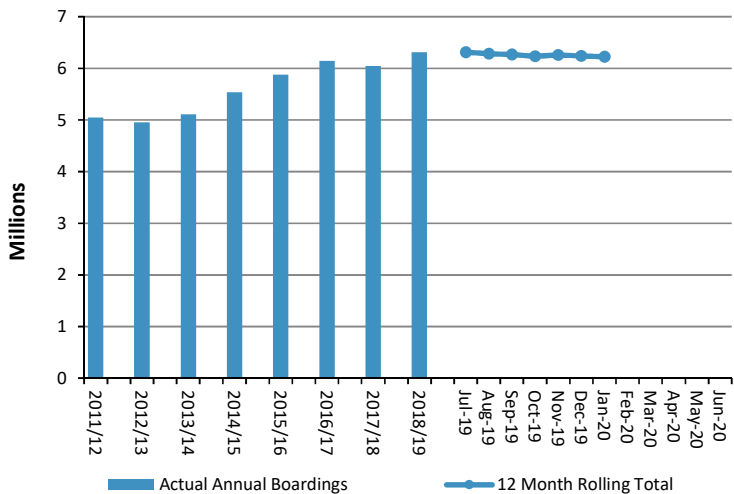
Rail patronage totalled 22,047,269 passenger boardings for the 12 months to January 2020, an increase of 0.7% on the 12 months to December 2019, and an increase of 6.3% on the 12 months to January 2019.

2.2.5 Bus boardings (12 month rolling total)



Bus patronage totalled 75,185,604 passenger boardings for the 12 months to January 2020, an increase of 0.2% on the 12 months to December 2019 and an increase of 7.8% on the 12 months to January 2019.

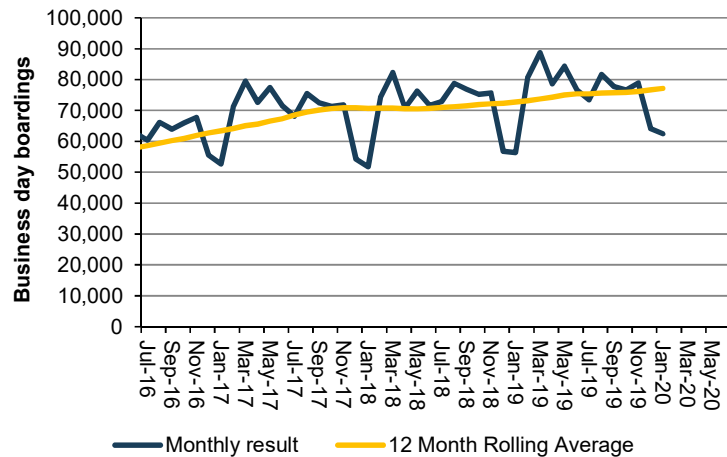
2.2.6 Ferry boardings (12 month rolling total)



Ferry patronage totalled 6,225,713 passenger boardings for the 12 months to January 2020, a decrease of 0.2% compared with the 12 months to December 2019, but an increase of 0.7% compared with the 12 months to January 2019.

2.2 Improve access to frequent and attractive public transport

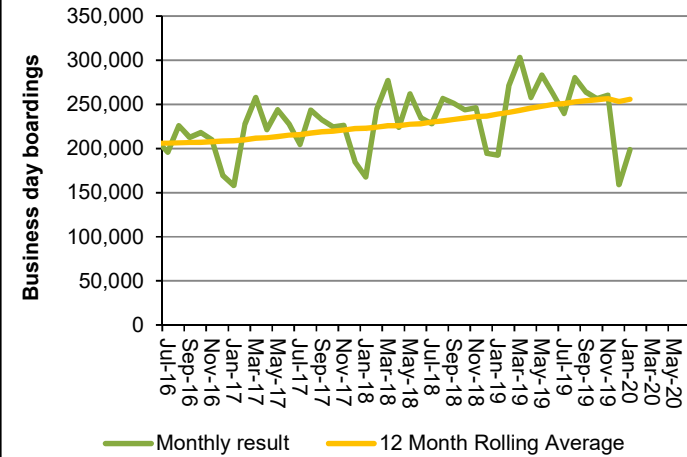
2.2.7 Rail business day average boardings



Business day boardings on the rail network averaged 77,137 in the 12 months to January 2020.

This represents a 6.1% increase on the January 2019 figure.

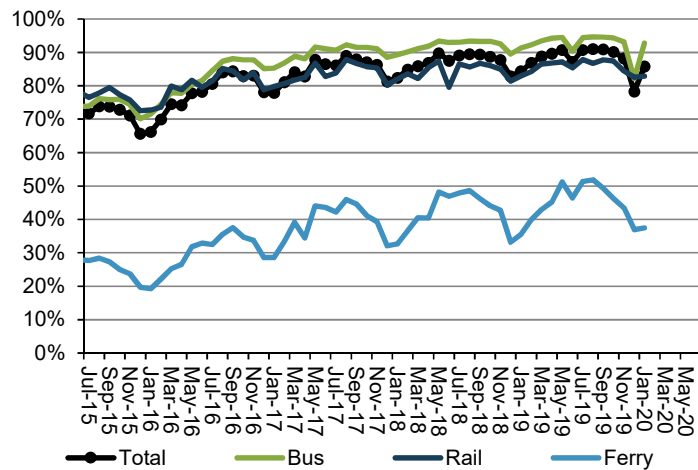
2.2.8 Bus business day average boardings



Business day boardings on the bus network averaged 255,807 in the 12 months to January 2020.

This represents a 7.1% increase on the January 2019 figure.

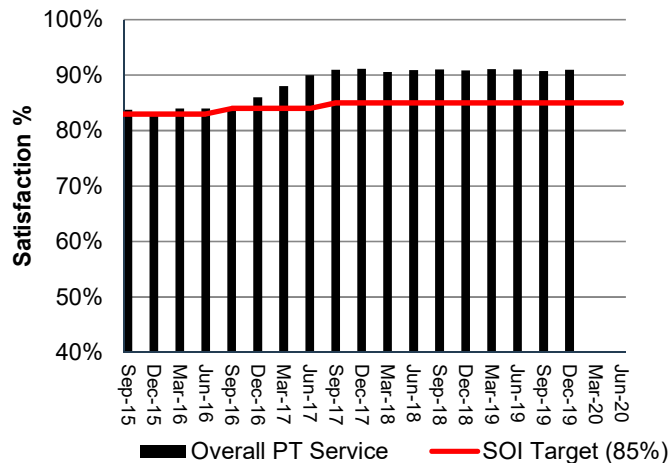
2.2.9 Percentage of all PT trips using AT HOP



The proportion of all trips using AT HOP was 85.8% in January 2020 (bus 92.8%, rail 83.0%, ferry 37.4%), up from 78.3% in December 2019.

2.2 Improve access to frequent and attractive public transport

2.2.10 Percentage of public transport passengers satisfied with their public transport service

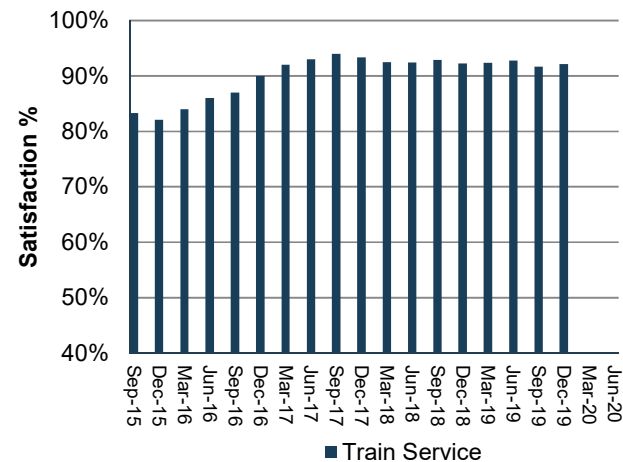


Non reporting period.

In December 2019, overall satisfaction with public transport services (91%) was unchanged compared with the September 2019 result (91%).

Satisfaction was unchanged compared with the December 2018 result.

2.2.11 Percentage of passengers satisfied with their train service

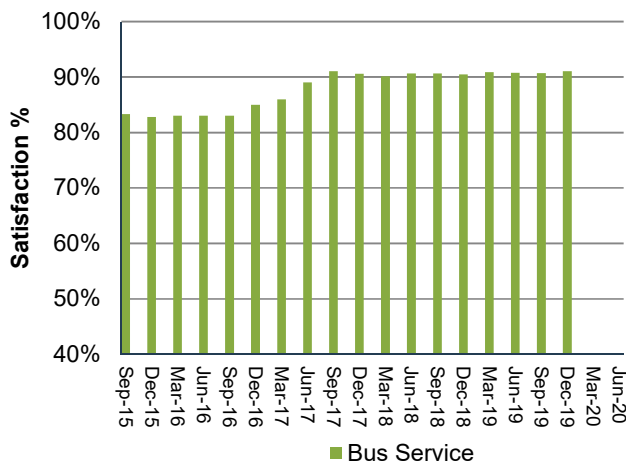


Non reporting period.

In December 2019, satisfaction with train services (92%) was unchanged compared with the September 2019 result (92%).

Satisfaction was unchanged compared with the December 2018 result.

2.2.12 Percentage of passengers satisfied with their bus service

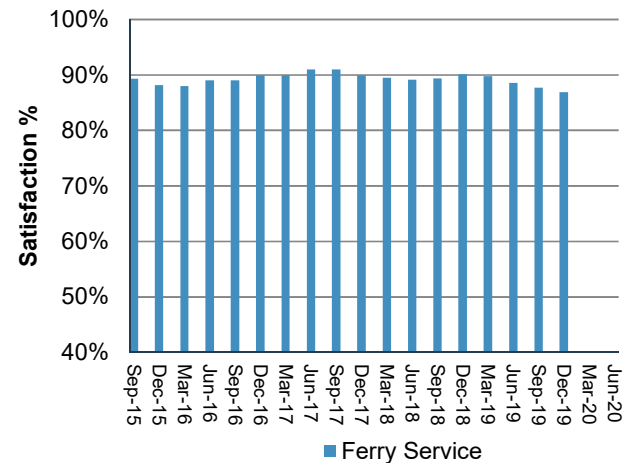


Non reporting period.

In December 2019, satisfaction with bus services (91%) was unchanged compared with the September 2019 result (91%).

Satisfaction was up one percentage point compared with the December 2018 result.

2.2.13 Percentage of passengers satisfied with their ferry service



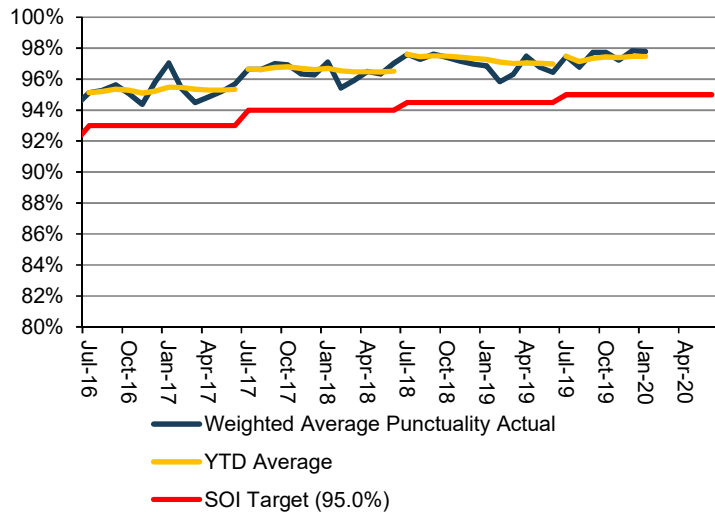
Non reporting period.

In December 2019, satisfaction with ferry services (87%) was down one percentage point compared with the September 2019 result (88%).

Satisfaction was down three percentage points compared with the December 2018 result.

2.2 Improve access to frequent and attractive public transport

2.2.14 PT punctuality (weighted average across all modes)

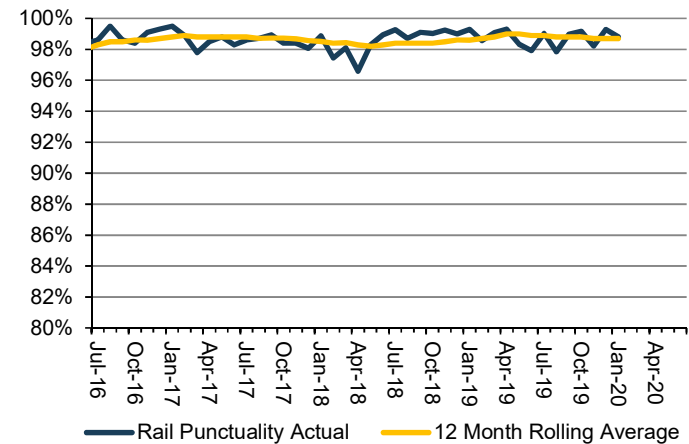


Exceeding target (YTD average to January 2020 = 97.5%; SOI target 95.0%).

PT weighted average punctuality for the month of January 2020 was 97.8%.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

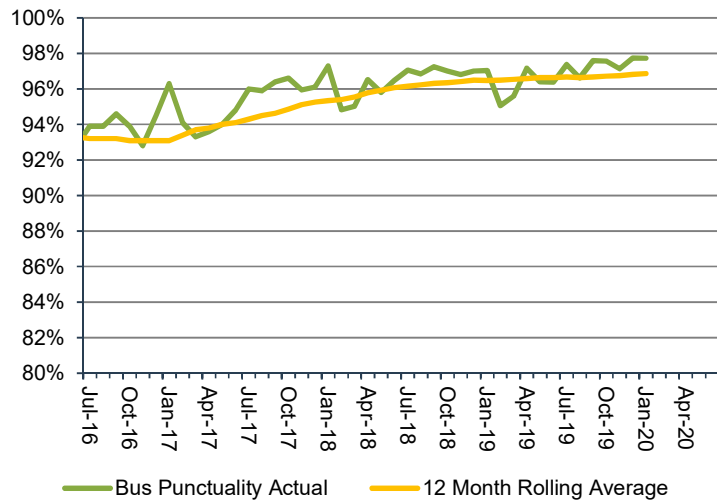
2.2.15 Rail services punctuality



Rail service punctuality in January 2020 was 98.8%, and 98.7% for the 12 months to January 2020.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

2.2.16 Bus services punctuality

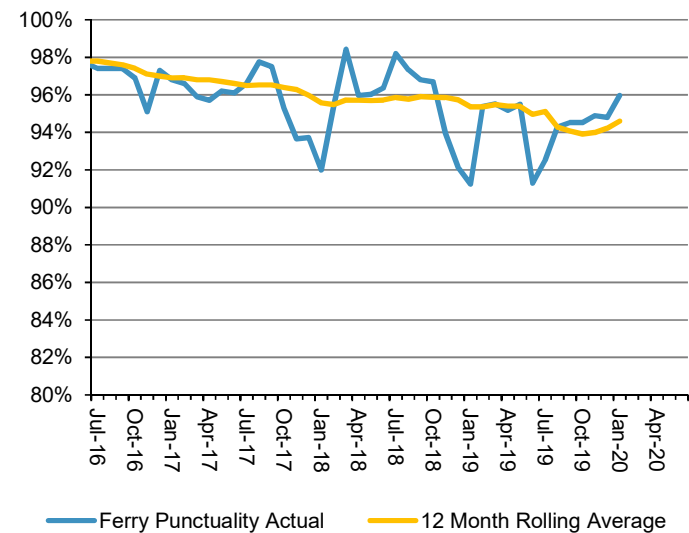


Bus service punctuality in January 2020 was 97.7%, and 96.9% for the 12 months to January 2020.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

Punctuality statistics for bus services are based on the number of sighted scheduled bus journeys during the month.

2.2.17 Ferry services punctuality



Ferry service punctuality in January 2020 was 96.0% and 94.6% for the 12 months to January 2020.

Punctuality is measured by the percentage of total scheduled services leaving their origin stop no more than one minute early or five minutes late.

2.2 Improve access to frequent and attractive public transport

2.2.18 Rail service performance

Train Performance January 2020



Total Network

95.4% Punctuality*

94.3% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

98.1% Service Delivery*

98.2% 12 month rolling average

* Arrival at final destination

Western Line

94.4% Punctuality*

93.7% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

97.5% Service Delivery*

98.1% 12 month rolling average

* Arrival at final destination

Eastern Line

96.6% Punctuality*

95.8% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

98.0% Service Delivery*

98.2% 12 month rolling average

* Arrival at final destination

Southern Line

92.1% Punctuality*

91.4% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

97.9% Service Delivery*

97.8% 12 month rolling average

* Arrival at final destination

Pukekohe Line

98.1% Punctuality*

95.7% 12 month rolling average

* Arrival within 5 minutes of schedule at final destination

99.4% Service Delivery*

99.0% 12 month rolling average

* Arrival at final destination

Onehunga Line

97.5% Punctuality*

96.6% 12 month rolling average

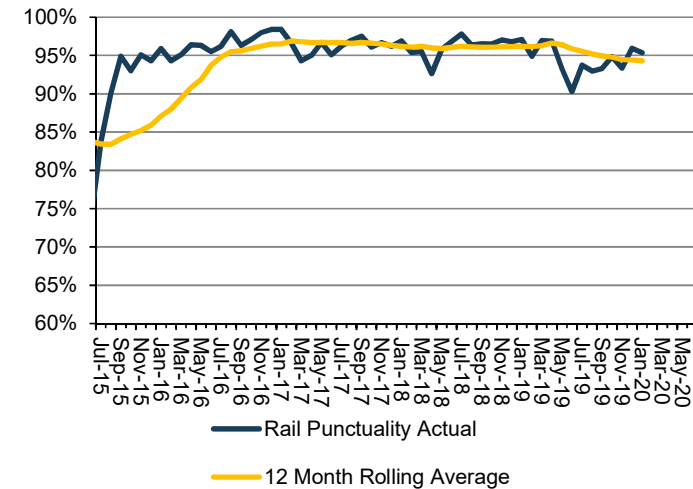
* Arrival within 5 minutes of schedule at final destination

98.6% Service Delivery*

98.6% 12 month rolling average

* Arrival at final destination

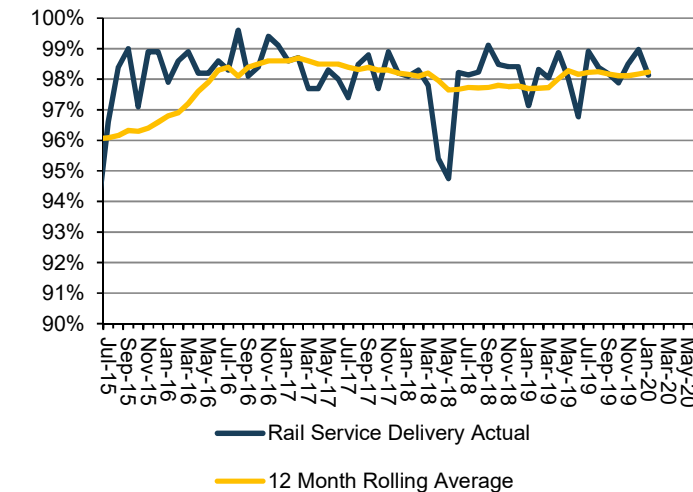
2.2.19 Rail punctuality based on arrival at final destination



Punctuality in this figure is based on the percentage of rail services that arrive within 5 minutes of schedule at their final destination.

Using this measure, rail service punctuality for the month of January 2020 was 95.4% and 94.3% for the 12 months to January 2020.

2.2.20 Rail service delivery based on arrival at final destination

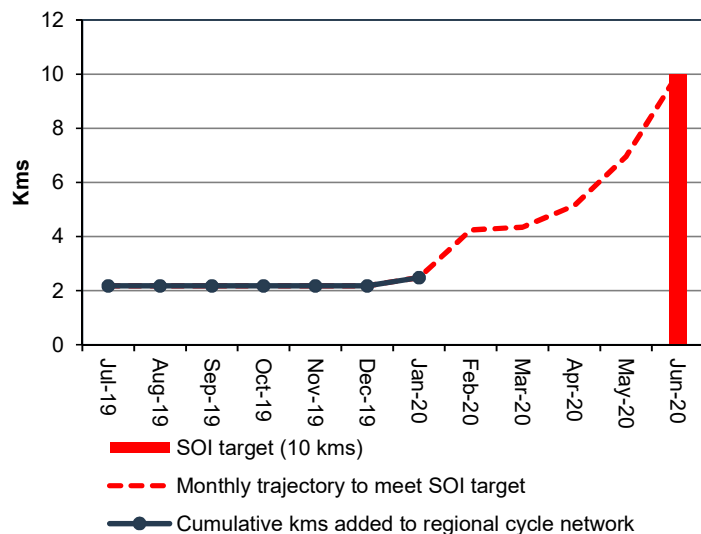


This measure is based on the percentage of rail services that arrive at their final destination.

Rail service delivery for the month of January 2020 was 98.1% and 98.2% for the 12 months to January 2020.

2.3 Encourage walking and cycling

2.3.1 Kilometres of new cycleway added to the regional cycle network



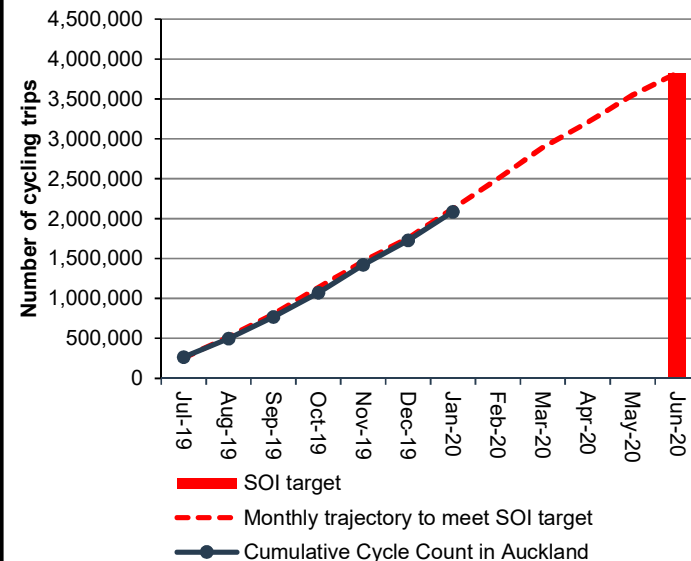
Meeting target.

YTD cycleway completion is 2.5 km.

The Upper Queen Street section of K Road cycleway (0.3 km) was completed in January 2020.

The 2019/20 target is to complete 10 km of new cycleways.

2.3.2 Annual number of cycle movements past selected sites

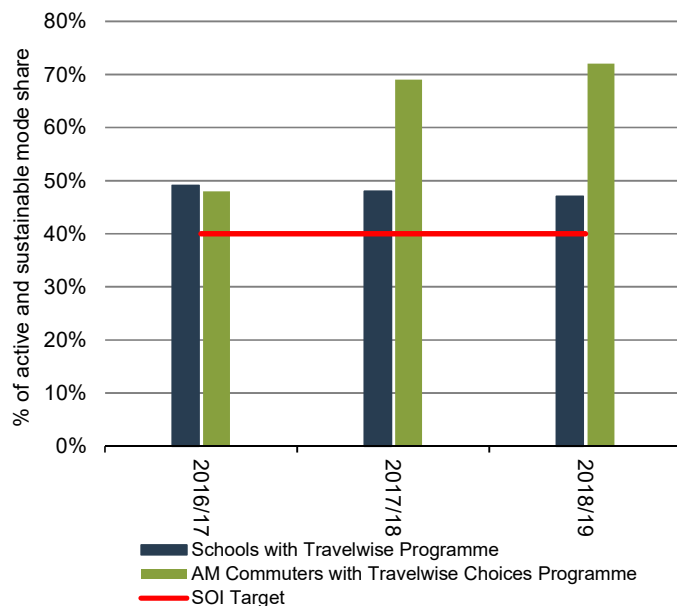


Meeting target.

YTD: 2,086,943 (1.8% below target)
YTD target: 2,125,657

358,966 cycle trips were recorded in January 2020, against a target of 366,467.

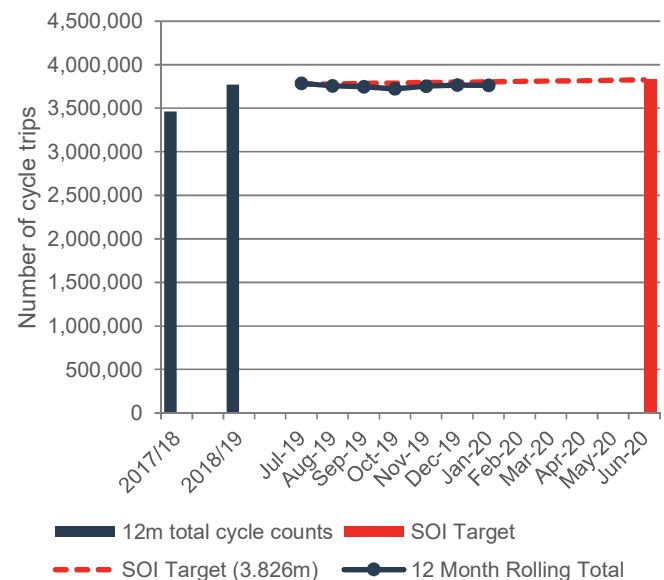
2.3.3 Active and sustainable transport mode share



Target reported annually in June.

The 2018/19 active and sustainable transport mode share was 72% for AM peak commuters at an organisation with a Travelwise Choices programme, and 47% at schools where a Travelwise programme is implemented.

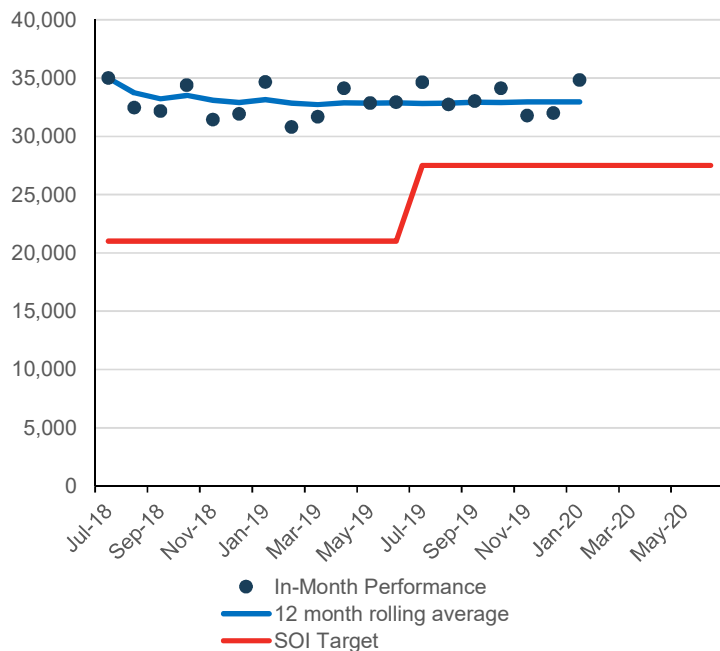
2.3.4 Cycle movements 12 month rolling total



Cycle counts totalled 3,762,991 for the 12 months to January 2020, a decrease of 0.1% on the 12 months to December 2019, but an increase of 4.7% on the 12 months to January 2019.

2.4 Make the best use of existing transport networks

2.4.1 Average AM peak period lane productivity



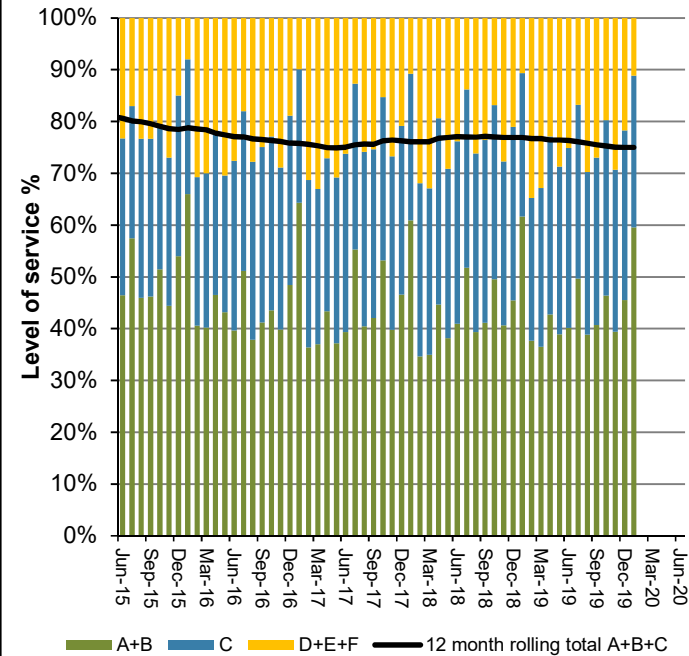
Target exceeded.

In January 2020, the average AM peak arterial productivity was 34,823. In the 12 months to January 2020, average AM peak arterial productivity was 32,955, exceeding the target of 27,500.

The key arterial routes included in this measure are shown in figure 2.4.3.

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. For urban arterials a value of 27,500 people-km/hour/lane is set as a target. This value has increased from the 2018/19 target due to the results exceeding target, and is equivalent to the movement of approximately 900 vehicles travelling at a constant speed of 25km/h along the length of the arterial.

2.4.2 AM peak arterial road level of service



In January 2020, 89% of the network operated at good levels of service (LOS A-C). This is eleven percentage points higher (better) than December 2019, and the same as January 2019.

In the 12 months to January 2020, 75% of the network was operating efficiently (LOS A – C) during the AM Peak, compared with 77% in the 12 months to January 2019.

Level of service is measured by median speed as a % of the posted speed limit and categorised as follows:

- A: 90% and greater
- B: 70 – 90%
- C: 50 – 70%
- D: 40 – 50%
- E: 30 – 40%
- F: less than 30%

Level of service D–F broadly represent "congested" conditions.

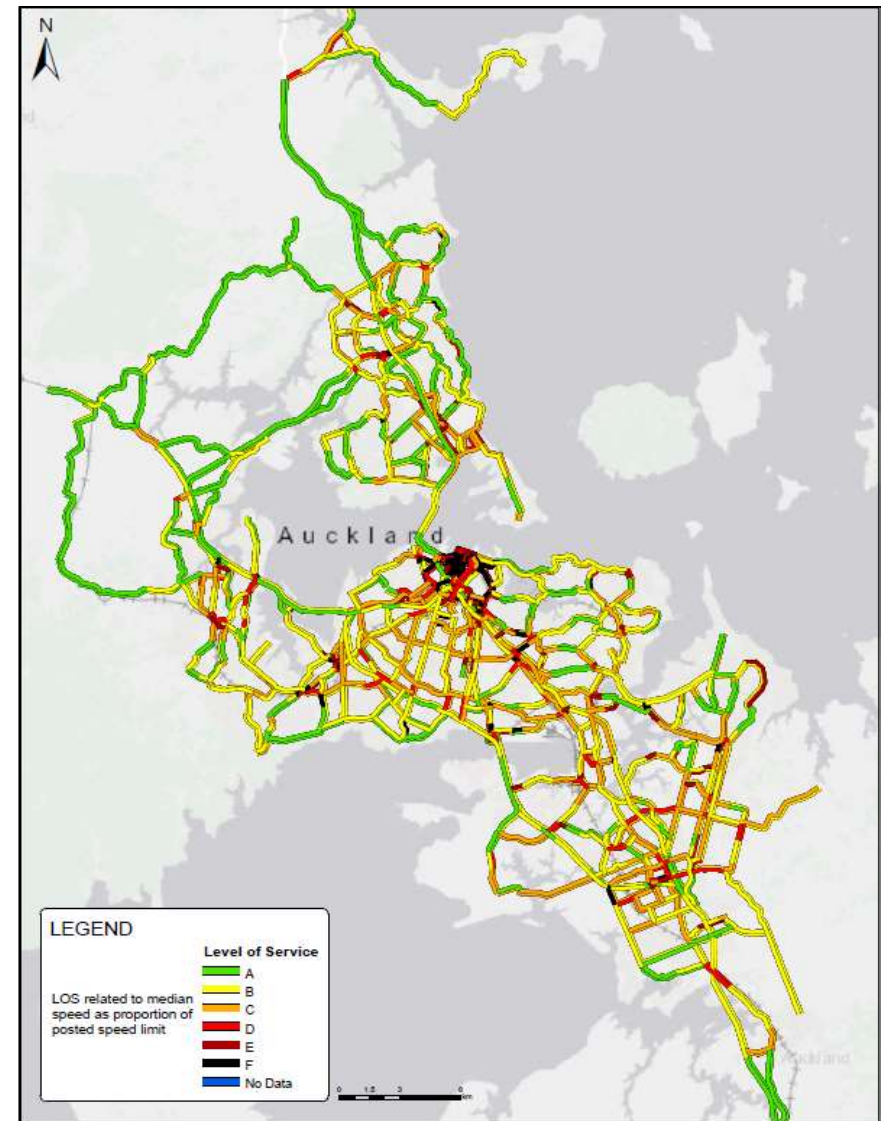
2.4 Make the best use of existing transport networks

2.4.3 Map showing arterial productivity routes



This map shows the 30 monitored arterial routes used to determine the average AM peak period lane productivity (2.4.1).

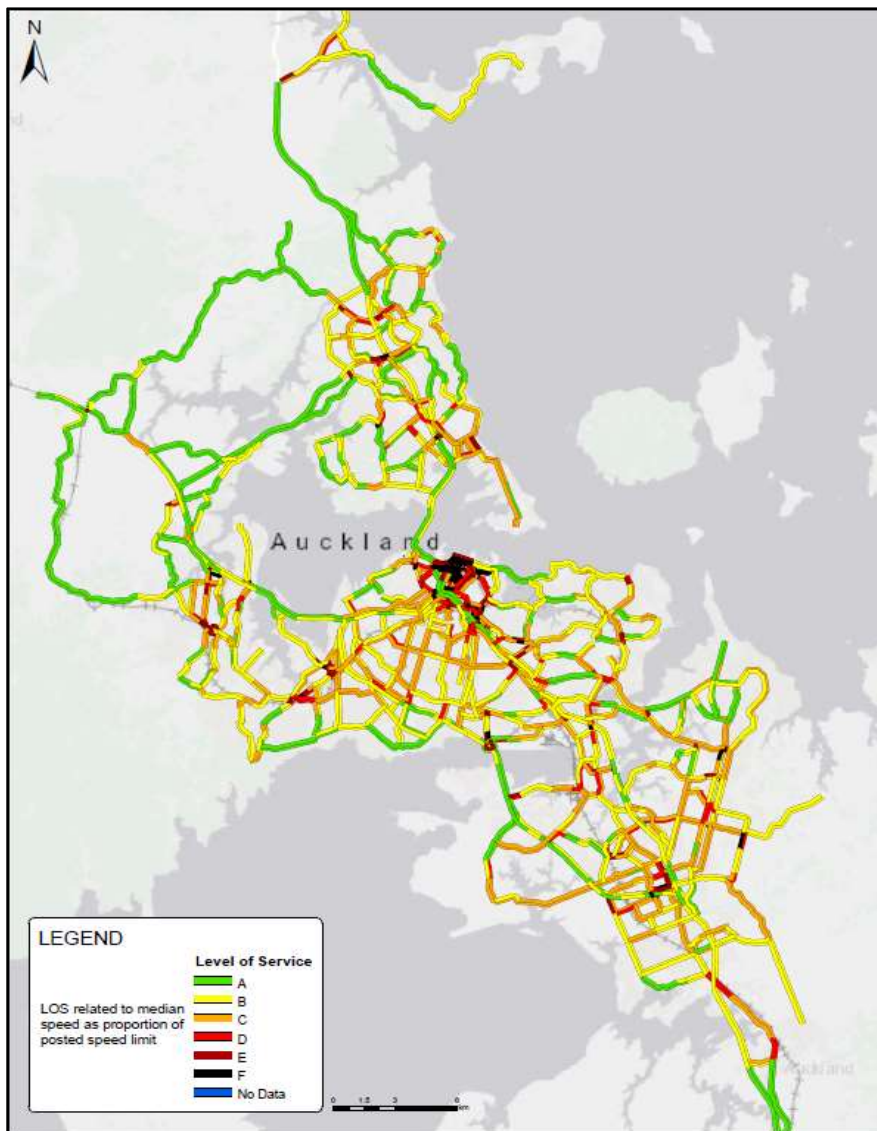
2.4.4 Congestion map AM peak



This map shows the typical level of service across the arterial and motorway networks during the AM peak hour (7.30–8.30) for January 2020. See the AM peak arterial road level of service graph (2.4.2) for an explanation of the levels of service.

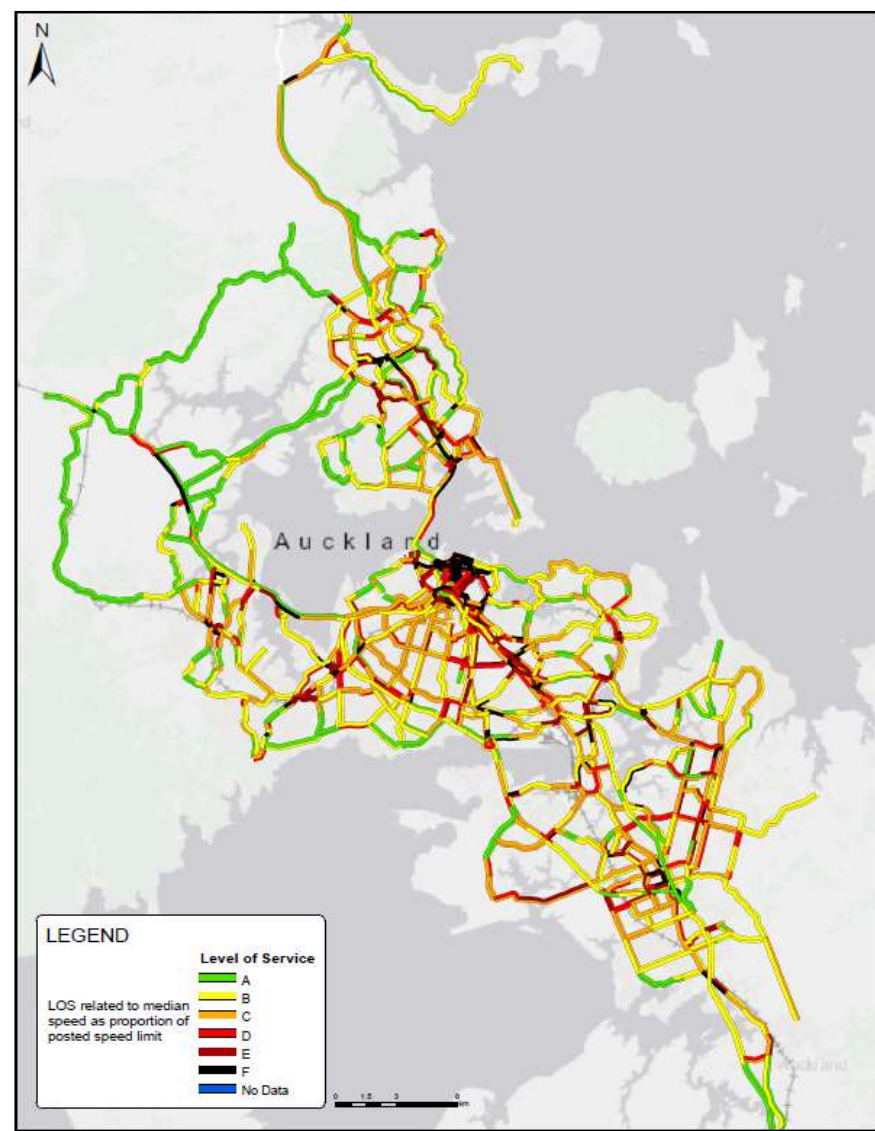
2.4 Make the best use of existing transport networks

2.4.5 Congestion map inter-peak



This map shows the typical level of service across the arterial and motorway networks during the inter-peak period (9 am–4 pm) for January 2020. See the AM peak arterial road level of service graph (2.4.2) for an explanation of the levels of service.

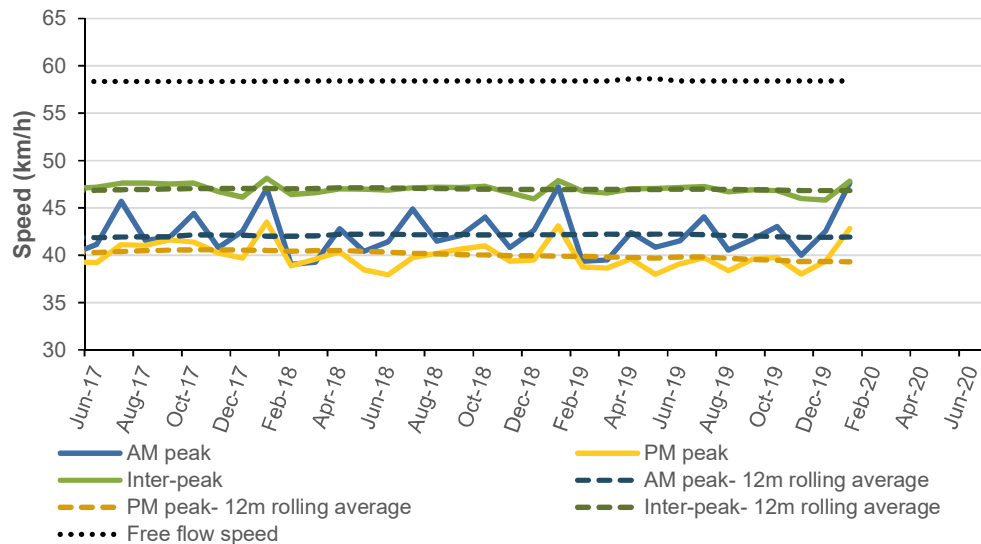
2.4.6 Congestion map PM peak



This map shows the typical level of service across the arterial and motorway networks during the PM peak hour (4.30–5.30) for January 2020. See the AM peak arterial road level of service graph (2.4.2) for an explanation of the levels of service.

2.4 Make the best use of existing transport networks

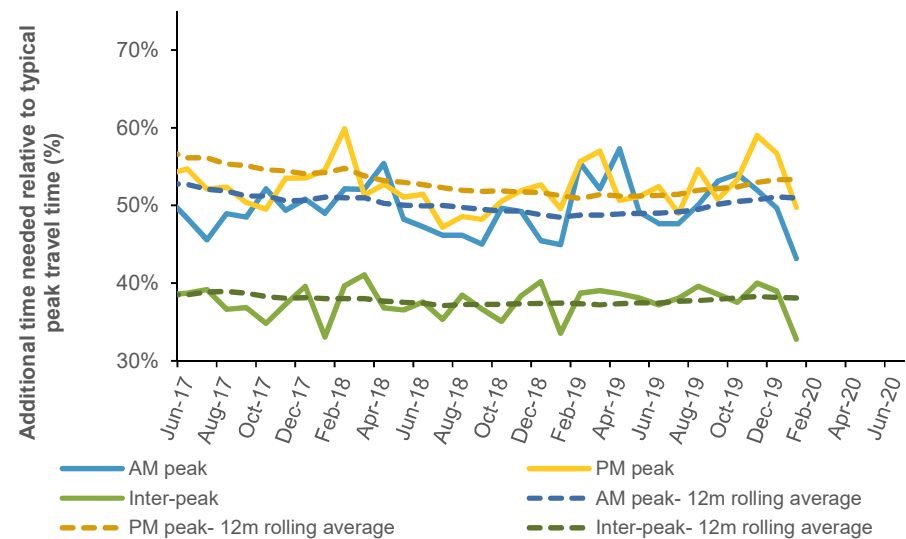
2.4.7 Median travel speed across arterial and motorway network



This figure shows median travel speed across the arterial and motorway networks during the AM peak, inter-peak and PM peak periods. The average free flow speed of 58.4 km/hr has been provided as a comparator.

During January 2020, the median travel speed during the AM peak was 48 km/hr, compared with 43 km/hr in December 2019 and 47 km/hr in January 2019. The 12 month rolling average was 41.9 km/hr, compared with 42.2 km/hr in January 2019.

2.4.8 Reliability: additional travel time needed relative to typical travel time



This figure shows the difference between the typical (median) and the 85th percentile* travel time, on the combined arterial and motorway network, for the AM peak, inter-peak and PM peak. This is a measure of reliability.

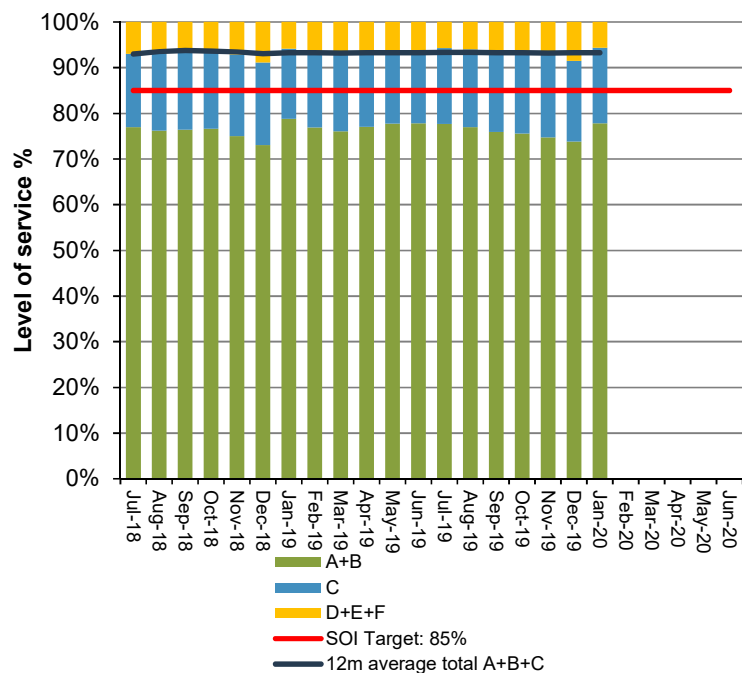
Reliability is a measure in percentage of how much variation a driver would experience from their day to day journey time in addition to a typical experience (median travel time), the smaller the percentage the better the reliability. Less than 50% additional travel time needed relative to typical travel time is regarded reliable in view of a driver's experience, 50%-70% is considered unreliable but tolerable and above 70% is deemed totally unreliable.

In the January 2020 AM peak, the 85th percentile was 43% longer than the typical travel time. The rolling average illustrates that the reliability remains at a desirable level during inter-peak period, whereas AM and PM peaks are mostly showing unreliable travel times. In the 12 months to January 2020, AM peak reliability was 51%, 3 percentage points worse than the 12 months to January 2019. PM peak reliability was 53%, 2 percentage points worse than the 12 months to December 2018.

*85% of all trips will take less time than the 85th percentile.

2.4 Make the best use of existing transport networks

2.4.9 Proportion of the freight network operating at Level of Service C or better during the inter-peak



Exceeding target.

In January 2020, 94% of the strategic freight network operated at good levels of service (LOS A-C), and 93% for the 12 months to January 2020.

In terms of the arterial and Motorway components of the freight network, 90% and 98% respectively operated efficiently, indicating that freight vehicles had a particularly good experience on the Motorway. Of the segments that experienced some congestion, most tended to be at Motorway interchanges or near busy activity centres such as near town centres.

Level of service is measured by median speed as a % of the posted speed limit and categorised as follows:

- A: 90% and greater
- B: 70 – 90%
- C: 50 – 70%
- D: 40 – 50%
- E: 30 – 40%
- F: less than 30%

Level of service D–F broadly represent "congested" conditions.

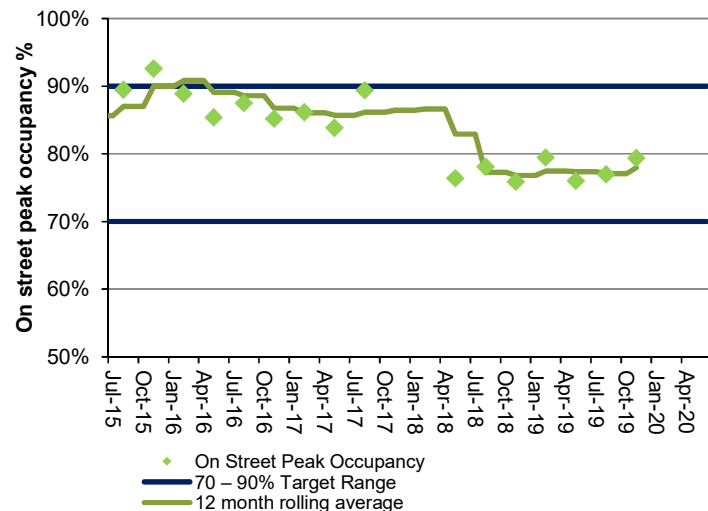
2.4.10 Map showing key freight routes



The freight network comprises key freight routes on key arterials and the Motorway network, as defined in the freight network map (above). The freight network Level of Service (LOS) is measured by average speed during the inter-peak period as a percentage of the posted speed limit for the freight network routes. LOS A, B and C represents efficient and stable traffic conditions with average travel speeds of at least 50% of the posted speed limit. At least 85% of the freight network is to operate at efficient levels.

2.4 Make the best use of existing transport networks

2.4.11 Parking occupancy rates (peak 4-hour, on street)



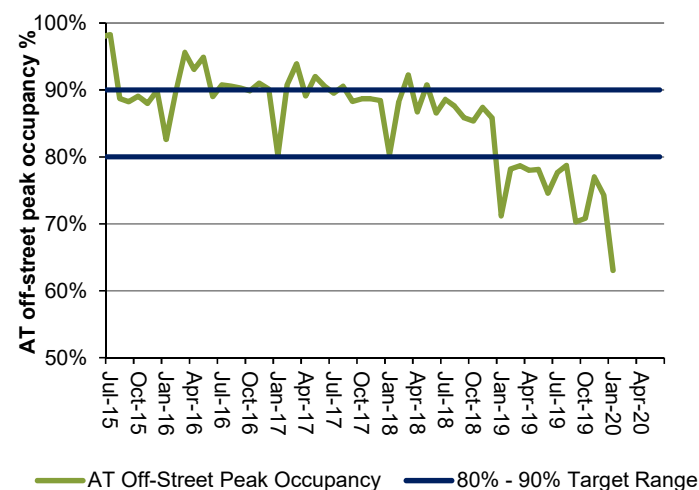
Non reporting period.

November 2019 on-street occupancy was 79.4%.
The 12 month rolling average in November 2019 was 78.0%.

In obtaining its on street occupancy figure AT has moved from a consultant survey to an internal data driven method using transactional data from Pay by Plate machines and AT Park results since June 2018 have included 5% factor as the non-compliant component (made up of the small group of people that do not pay for parking).

Note: The four-hour peak period is defined as the top four busiest hours of the day. These hours are not often coincidental and can vary depending on contributing factors. On-street parking occupancy is surveyed in three central city parking zone precincts: Shortland/High Street, Karangahape Road and Wynyard Quarter.

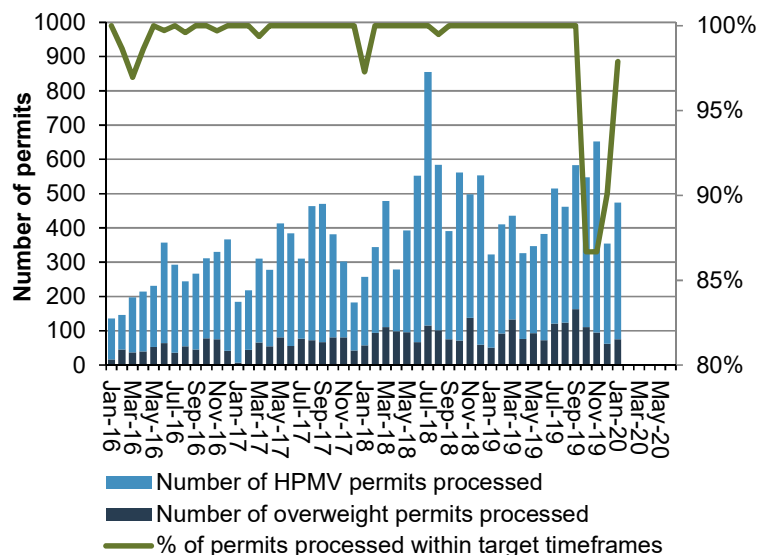
2.4.12 Off-street parking occupancy rates



The off-street parking occupancy rate for January 2020 of 63.0% is lower than the 80% to 90% occupancy target range.

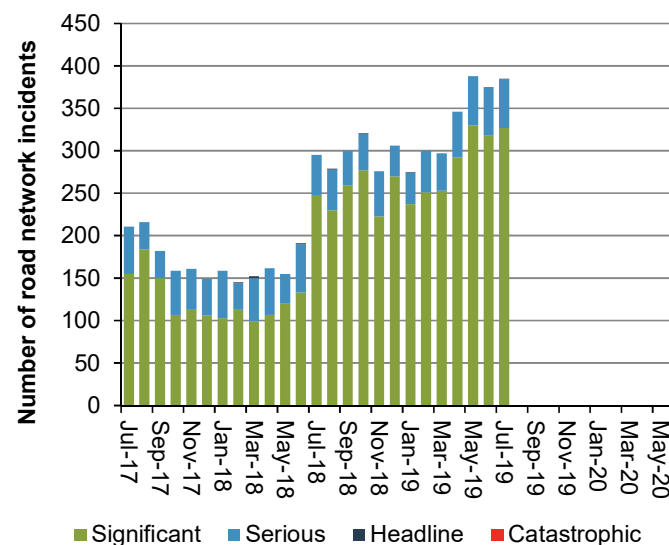
AT off-street car parks monitored are those at Civic, Downtown and Victoria Car Parking Buildings.

2.4.13 Heavy vehicle permits processed



In January 2020, 75 overweight permit applications and 399 HPMV permit applications were processed. In total, 464 of the 474 permits (98%) were processed within the KPI target timeframes (2 days for single and multi trip, 3 days for continuous trip and 4 days for HPMV permits).

2.4.14 ATOC managed incidents



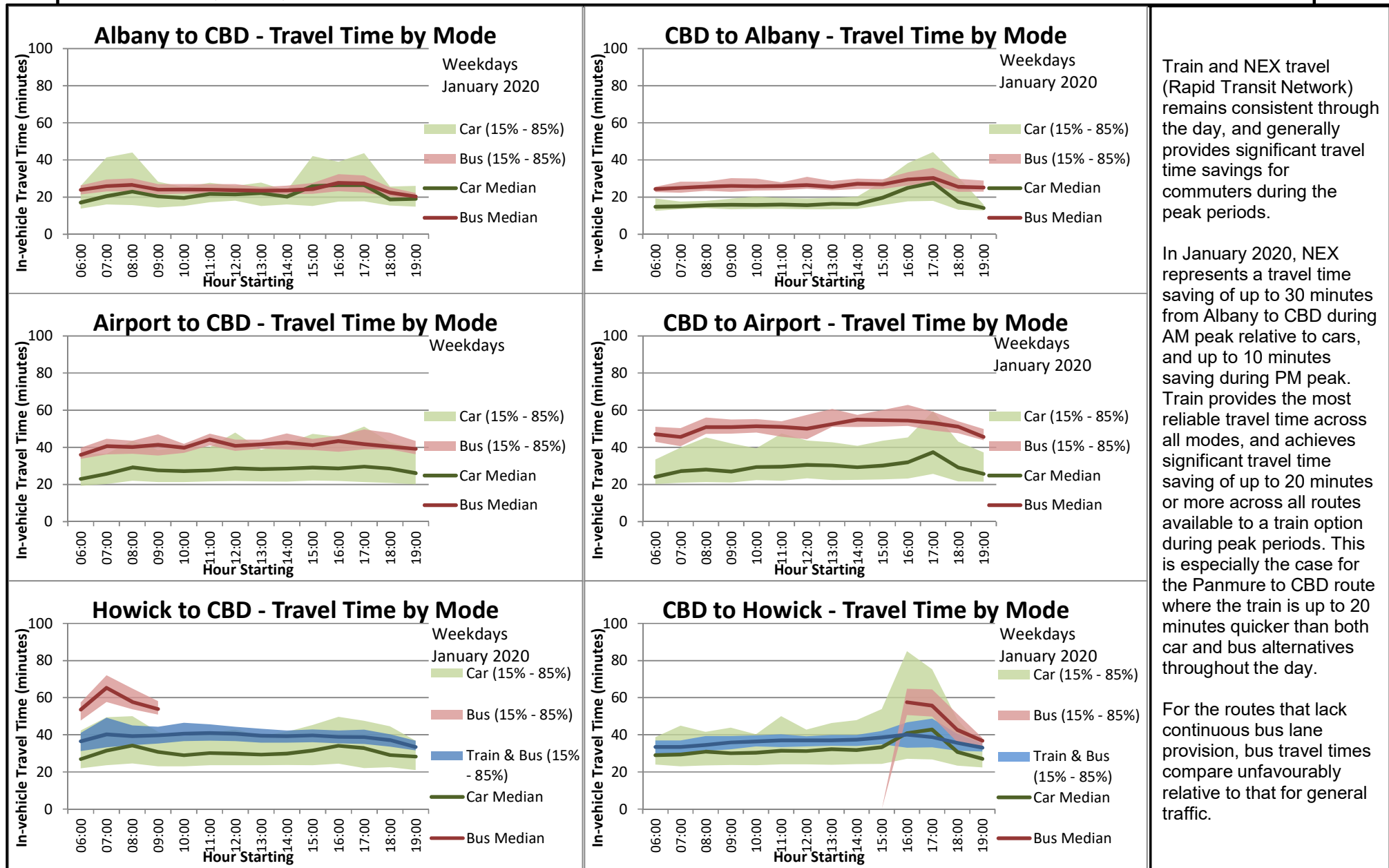
The figure shows the number of significant, serious, headline and catastrophic incidents managed by ATOC each month.

ATOC managed 377 significant incidents and 56 serious incidents during January 2020.

The Auckland Transport Operations Centre (ATOC) is a multi-agency initiative that manages incidents on both AT's local road and NZ Transport Agency's state highway networks. The centre is responsible for managing incidents from Taupo to Cape Reinga.

2.4 Make the best use of existing transport networks

The following graphs demonstrate travel time reliability on six key arterial routes to and from the CBD. The median travel speed and 15th to 85th percentile range for car is shown for each route, and bus, train or bus and train where relevant.



Train and NEX travel (Rapid Transit Network) remains consistent throughout the day, and generally provides significant travel time savings for commuters during the peak periods.

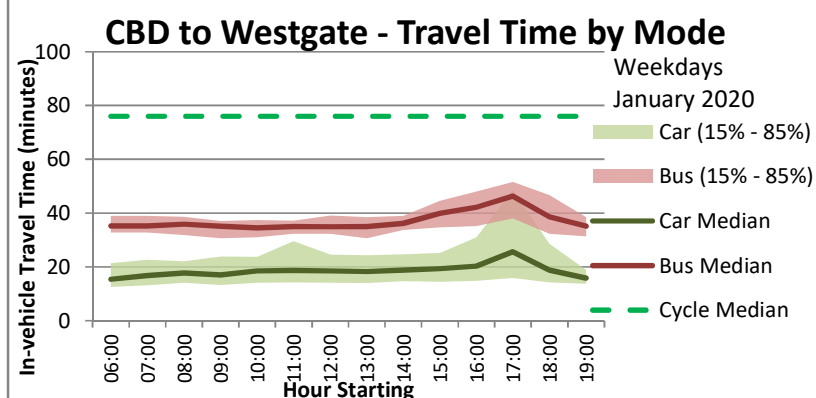
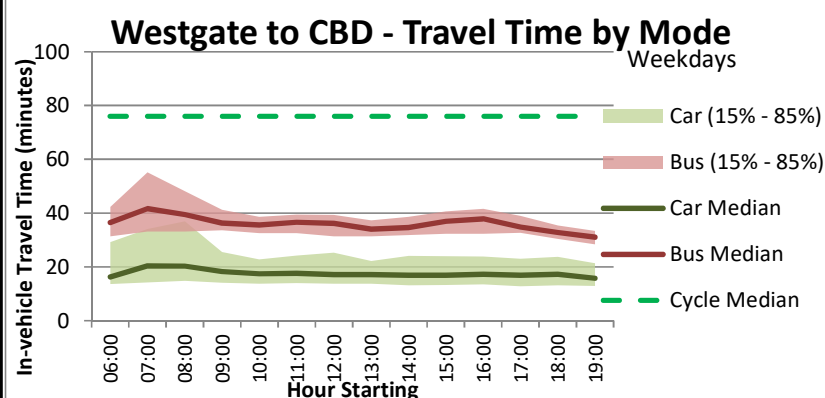
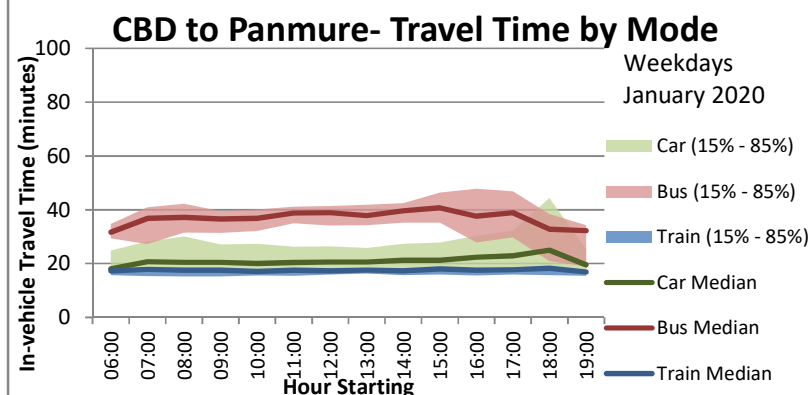
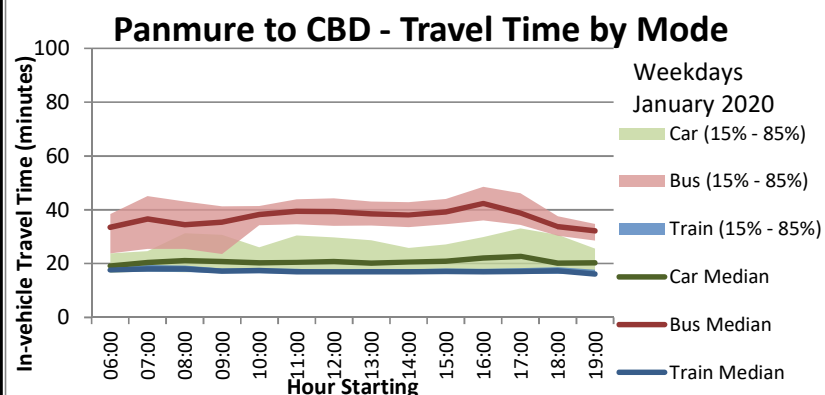
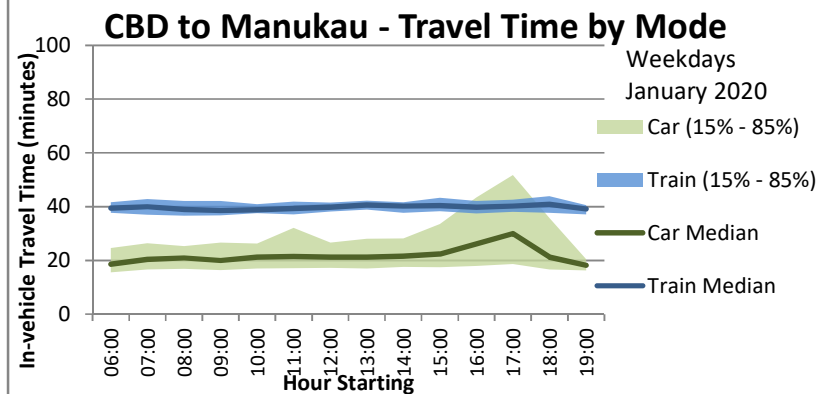
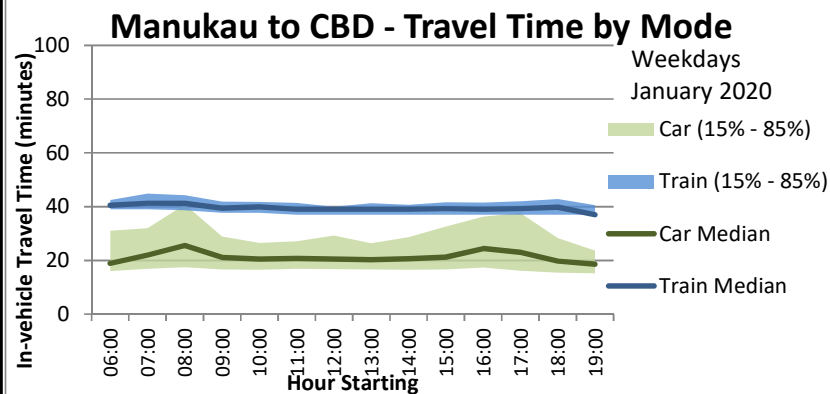
In January 2020, NEX represents a travel time saving of up to 30 minutes from Albany to CBD during AM peak relative to cars, and up to 10 minutes saving during PM peak. Train provides the most reliable travel time across all modes, and achieves significant travel time saving of up to 20 minutes or more across all routes available to a train option during peak periods. This is especially the case for the Panmure to CBD route where the train is up to 20 minutes quicker than both car and bus alternatives throughout the day.

For the routes that lack continuous bus lane provision, bus travel times compare unfavourably relative to that for general traffic.

Note: Due to the changes of the New Eastern Bus Network, only Express Buses are servicing directly between Howick and CBD which operate during peak hours only.

2.4 Make the best use of existing transport networks

The following graphs demonstrate travel time reliability on six key arterial routes to and from the CBD. The median travel speed and 15th to 85th percentile range for car is shown for each route, and bus, train or bus and train where relevant.



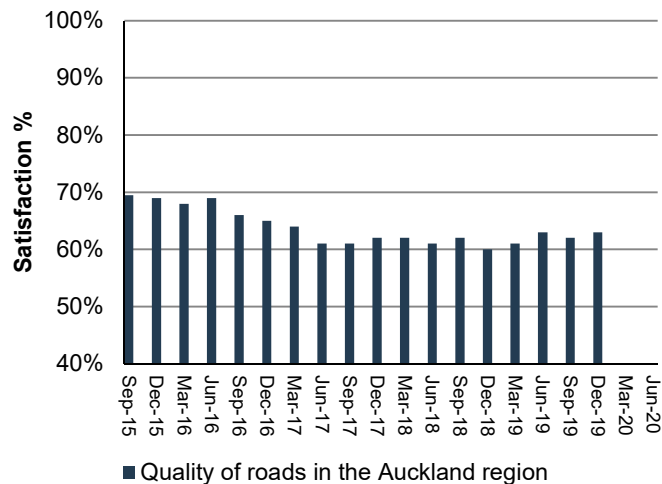
Train and NEX travel (Rapid Transit Network) remains consistent through the day, and generally provides significant travel time savings for commuters during the peak periods.

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For the routes that lack continuous bus lane provision, bus travel times compare unfavourably relative to that for general traffic.

2.4 Make the best use of existing transport networks

2.4.15 Percentage of residents satisfied with the quality of roads in the Auckland region

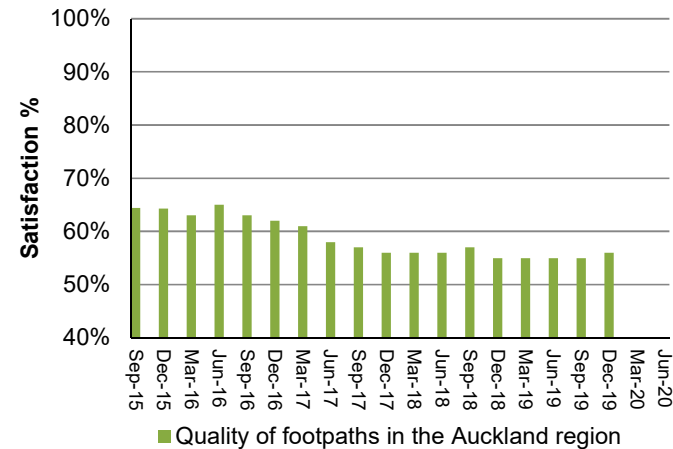


Non reporting period.

In December 2019, satisfaction with the quality of roads in Auckland (63%) was up one percentage point compared with the September 2019 result (63%).

Satisfaction was up three percentage points compared with the December 2018 result.

2.4.16 Percentage of residents satisfied with the quality of footpaths in the Auckland region

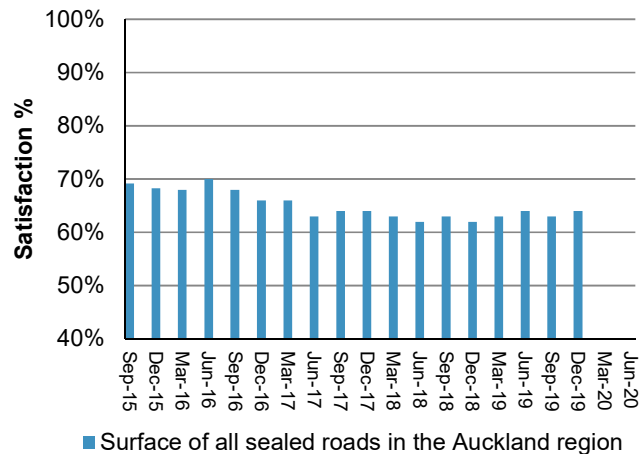


Non reporting period.

In December 2019, satisfaction with the quality of footpaths in Auckland (56%) was up one percentage point compared with the September 2019 result (55%).

Satisfaction was up one percentage point compared with the December 2018 result.

2.4.17 Percentage of residents satisfied with the surface of all sealed roads in Auckland region

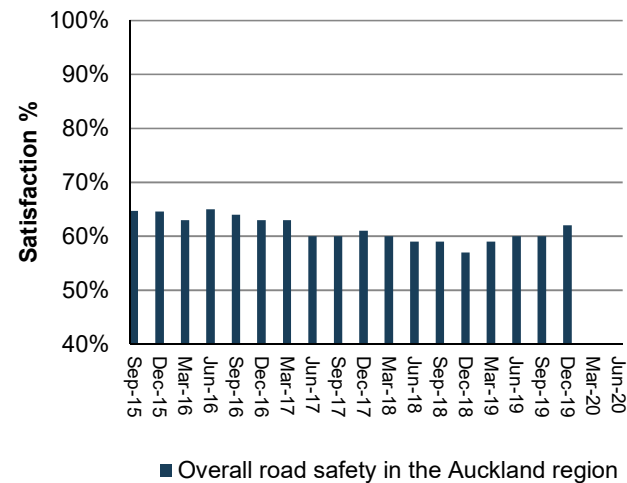


Non reporting period.

In December 2019, satisfaction with the surface of all sealed roads in Auckland (64%) was up one percentage point compared with the September 2019 result (63%).

Satisfaction was up two percentage points compared with the December 2018 result.

2.4.18 Percentage of residents satisfied with road safety in the Auckland region



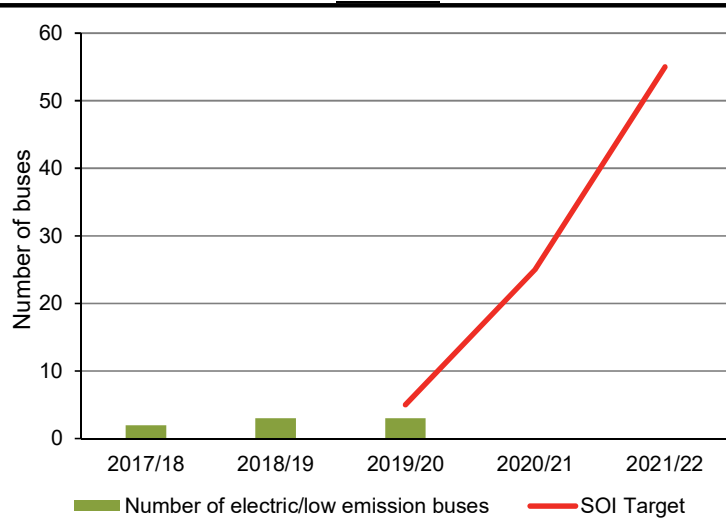
Non reporting period.

In December 2019, satisfaction with road safety in Auckland (62%) was up two percentage points compared with the September 2019 result (60%).

Satisfaction was up five percentage points compared with the December 2018 result.

2.5 Manage the impacts of the transport system on the environment

2.5.1 Number of buses in the Auckland bus fleet classified as low emission

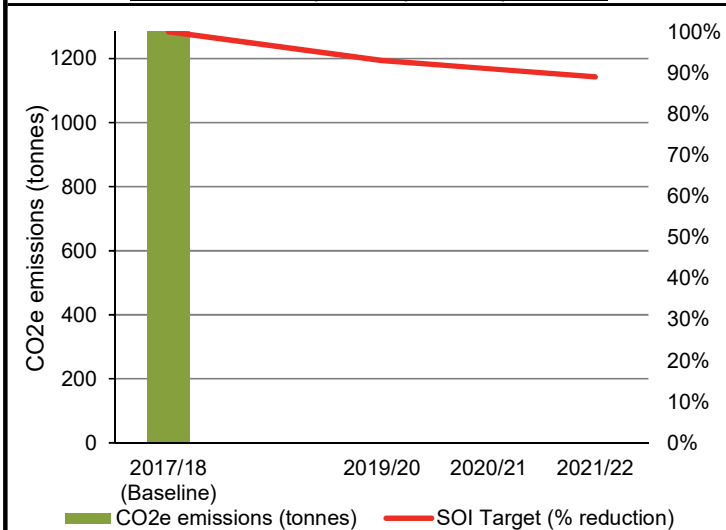


Non reporting period.

New measure.

There were 3 low emission buses in the Auckland bus fleet in December 2019. The target is to this increase to 5 by the end of 2019/20.

2.5.2 Reduction in CO2e (emissions) generated annually by Auckland Transport corporate operations



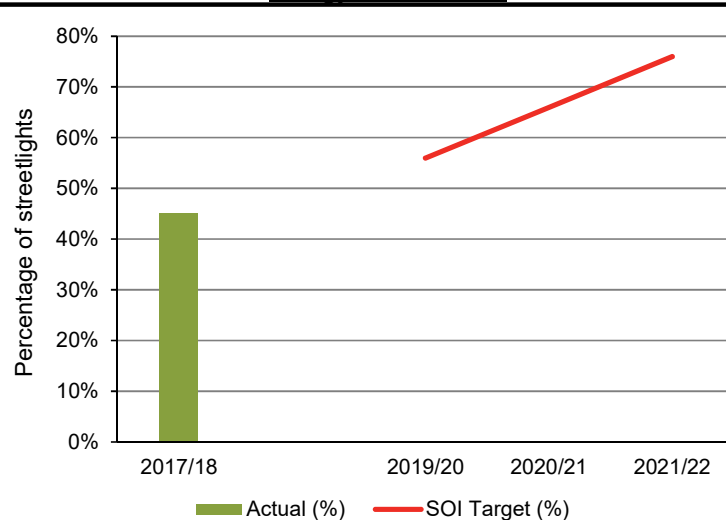
Non reporting period.

New measure.

The reduction in Carbon Dioxide emissions generated annually by Auckland Transport corporate operations is compared to a baseline of 1,284 tonnes set in 2017/18.

The 2019/20 SOI target is to reduce emissions by 7% from the baseline.

2.5.3 Percentage of Auckland Transport streetlights that are energy efficient LED



Non reporting period.

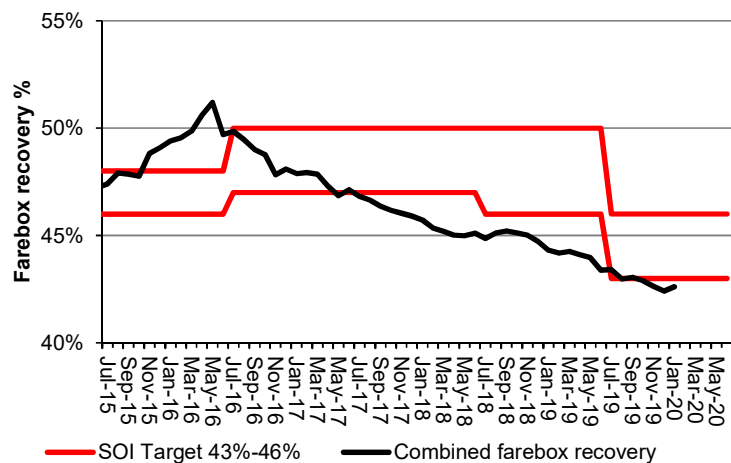
New measure.

The 2019/20 SOI target is to increase the percentage of energy efficient LED streetlights to 56%.

In 2017/18, 45% of Auckland Transport streetlights were energy efficient LED.

2.6 Value for money

2.6.1 PT farebox recovery (combined result with SOI measure)

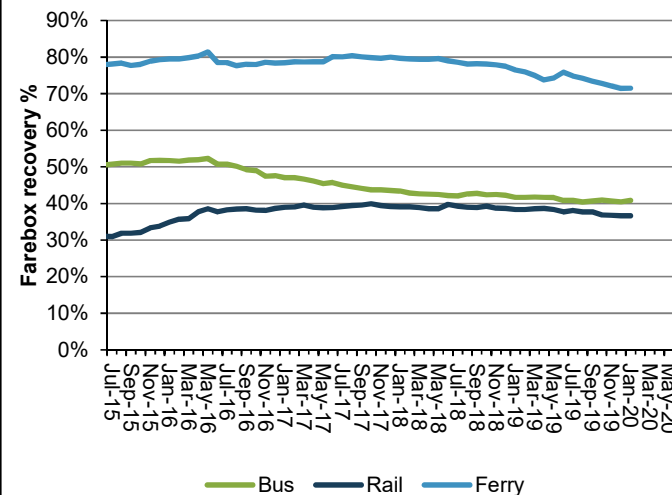


Total PT farebox recovery ratio in January 2020 was 42.6%, compared with 44.3% in January 2019.

The 2019/20 SOI target for PT farebox recovery is between 43% and 46%.

The farebox recovery percentage is calculated by dividing the revenue from passengers by the cost of providing PT services. The formula = (Fare Revenue + SuperGold Card Payment) / (Fare Revenue + Subsidy + SuperGold Card Payments + CFS Payments).

2.6.2 PT farebox recovery (by mode)

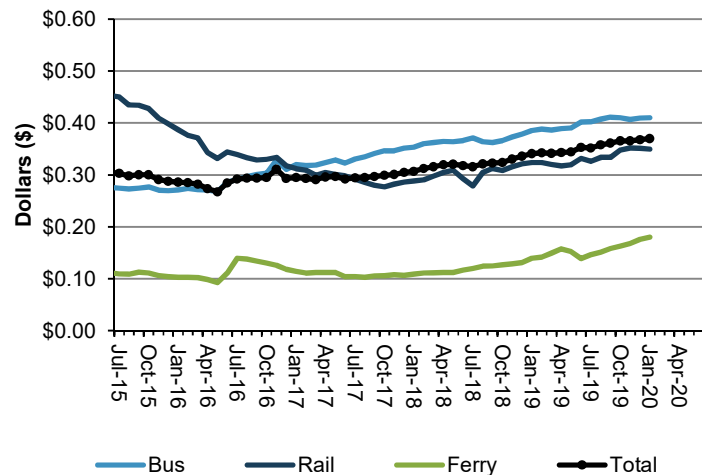


The farebox recovery percentage is calculated by dividing the revenue from passengers by the cost of providing PT services. The formula = (Fare Revenue + SuperGold Card Payment) / (Fare Revenue + Subsidy + SuperGold Card Payments + CFS Payments).

The farebox recovery ratios for January 2020 (and comparable 2019 results) were:

- Ferry 71.5% (76.5%)
- Bus 40.8% (41.7%)
- Rail 36.7% (38.4%)

2.6.3 PT subsidy per passenger kilometre



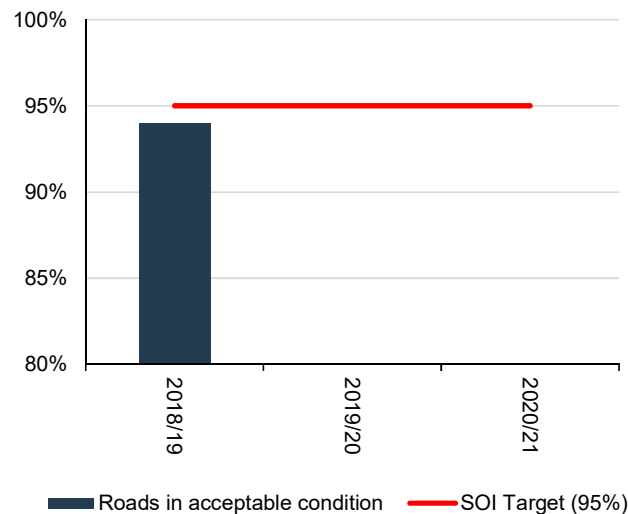
The net subsidy per passenger km is calculated by dividing the cost (less fare revenue) of providing PT services by the distance travelled by all passengers.

The results for January 2020 (and comparable 2019 results) were:

- Bus \$0.410 (\$0.385)
- Rail \$0.350 (\$0.324)
- Ferry \$0.180 (\$0.140)
- Total \$0.370 (\$0.341)

2.6 Value for money

2.6.4 Proportion of road assets in acceptable condition

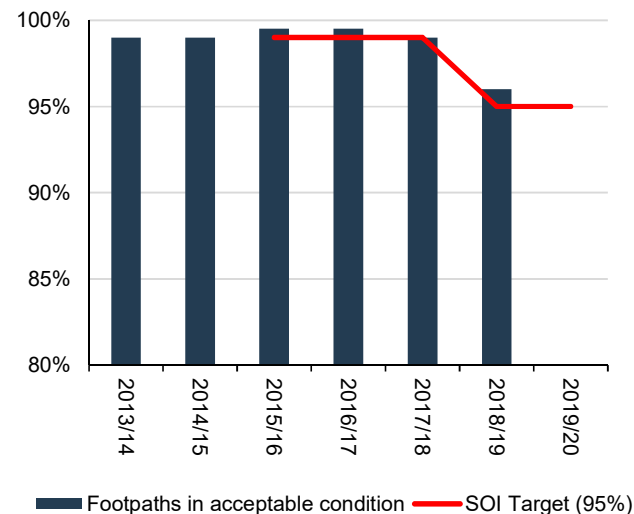


Non reporting period.

The 2018/19 result for the percentage of road assets in acceptable conditions was 94%. This is within 2.5% of the SOI target (95%).

Proportion of road assets in acceptable condition is a new measure in the 2018/19 SOI.

2.6.5 Percentage of footpaths in acceptable condition

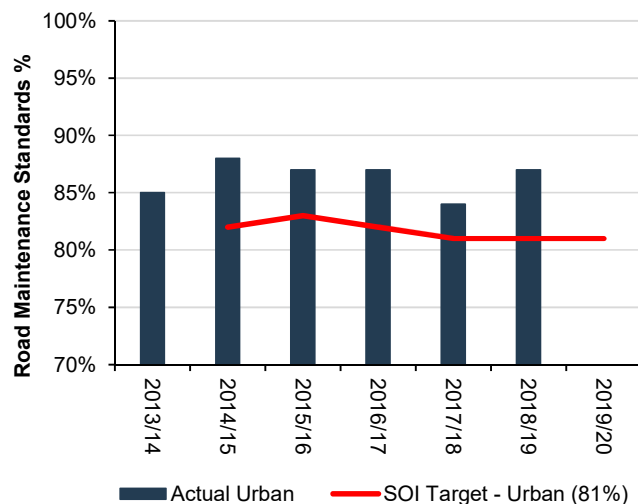


Non reporting period.

The 2018/19 result for the percentage of footpaths in acceptable condition was 96%.

The amended target and lower result compared with previous years relate to a change in performance measure methodology and a reassessment of the definition of acceptable condition.

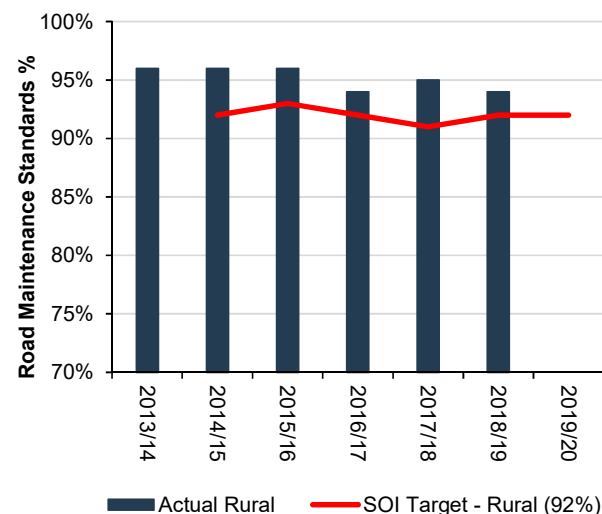
2.6.6 Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban roads



Non reporting period.

The 2018/19 result for road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban roads was 87% (up three percentage points from 2017/18).

2.6.7 Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all rural roads

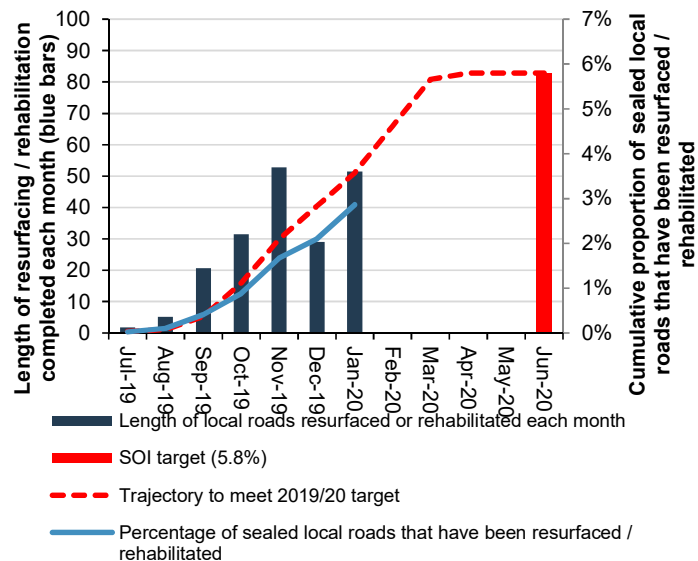


Non reporting period.

The 2018/19 result for road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all rural roads was 94% (down one percentage point from 2017/18).

2.6 Value for money

2.6.8 Percentage of the sealed road network that is resurfaced



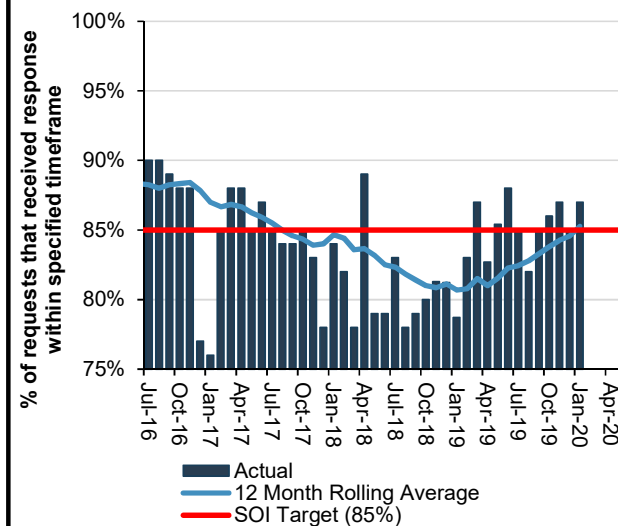
The 2019/20 target is to resurface 5.8% of the sealed road network (389 kilometers).

In January 2020, 51.4 km of the local road network was resurfaced / rehabilitated. The YTD completed length of 192.3 km is less than the trajectory of 240 km.

The YTD completed length of 192.3 km is 47% of the 410 km 2019/20 programme, and 2.9% of the sealed road network.

Although 20% behind forecast, this is expected to meet target by the end of the year.

2.6.9 Percentage of customer service requests relating to roads and footpaths which receive a response within specified time frames



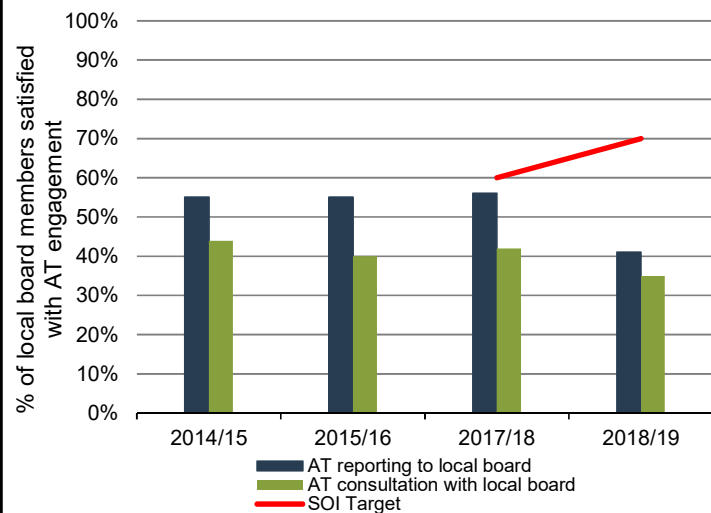
12month rolling average:
85.3%
SOI target of 85%.

The January 2020 result (87%) is 8 percentage points higher than the December 2019 result.

These data relate to jobs dispatched to our maintenance contractors by the call centre.

2.7 Local Board and customer engagement

2.7.1 Percentage of Local Board members satisfied with Auckland Transport engagement



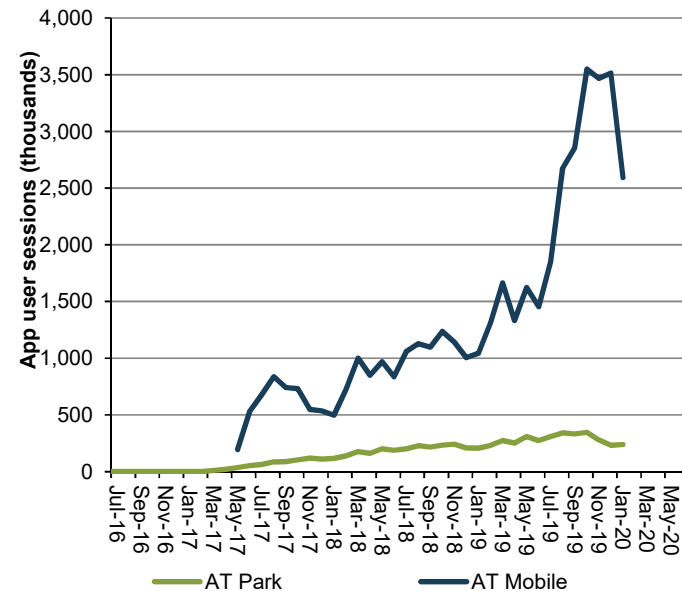
Non reporting period.

Local board satisfaction was 41% for AT reporting to local board, and 35% for AT consultation (engagement) with local board in 2018/19.

2018/19 targets for local board satisfaction with AT engagement is 70% for both reporting to local boards and consultation with local boards.

Local board satisfaction results, sourced from the Auckland Council Elected Members Survey, are not available every year as the survey is only undertaken every 18 months.

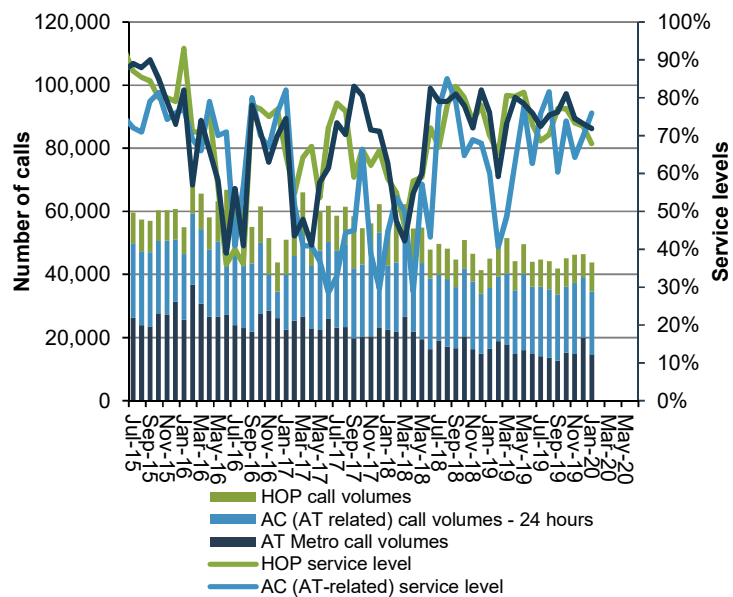
2.2.19 AT app user sessions



AT Mobile App user sessions decreased by 26.2% in January 2020 compared with December 2019, but increased by 148.8% compared with January 2019.

AT Park App user sessions increased by 3.9% in January 2020 compared with December 2019.

2.2.18 Call centre incoming calls and service levels



AT HOP

Call volumes increased by 26% but the service level decreased by 5 percentage point compared with December 2019.

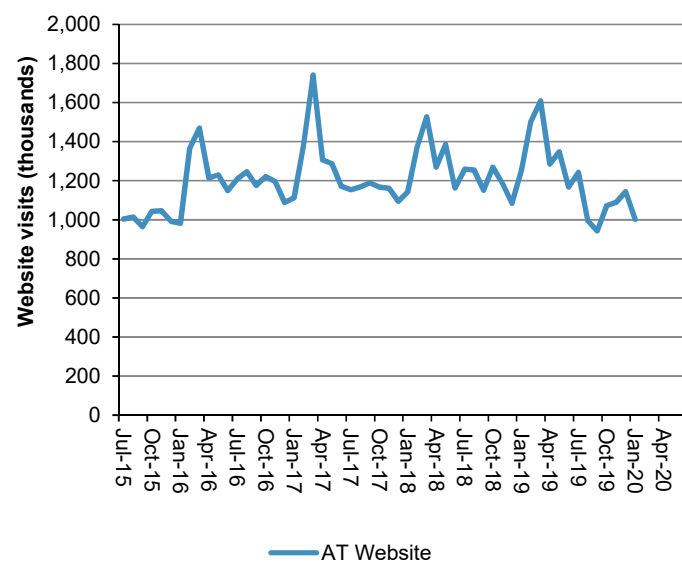
Auckland Council (AT-related calls) – 24 Hours

Call volumes increased by 4% and the service level increased by 6 percentage points compared with December 2019.

AT Metro Call Centre

Call volumes decreased by 27% compared with December 2019, a decrease of 11% compared with January 2019. The service level was 1 percentage point lower compared with December 2019.

2.2.20 Website visits



Visits to the Auckland Transport website totalled 1,002,520 in January 2020, a decrease of 12.4% compared with December 2019.