

Auckland Transport Alignment Project

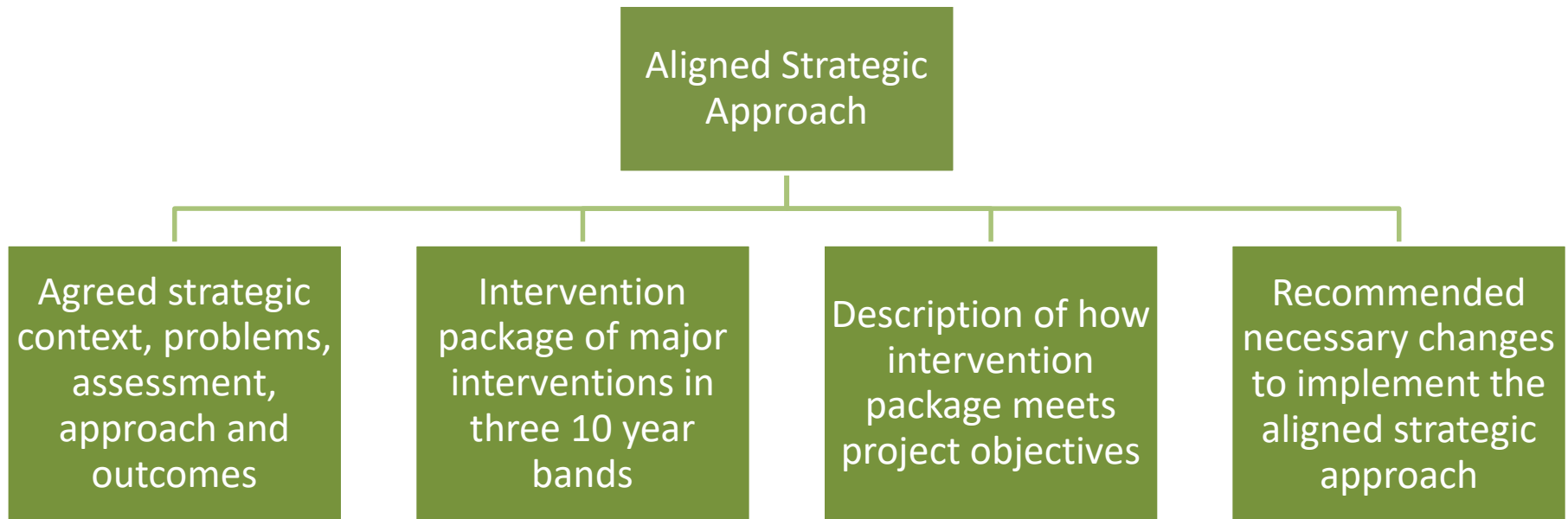
Building Nations Symposium – 20 October 2016

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ATAP background

- Government and Auckland Council agreed on the need to improve transport alignment, following previous disagreements

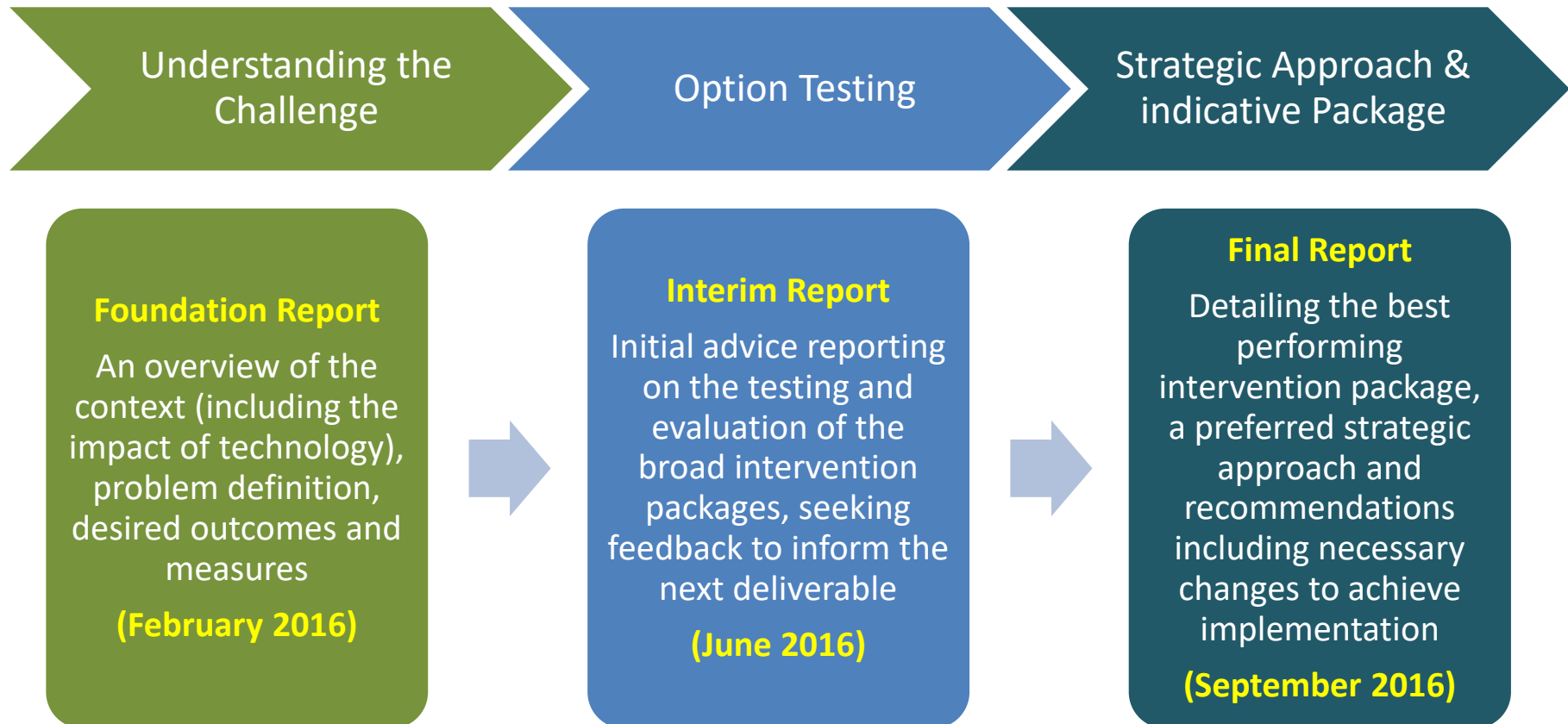


ATAP objectives

ATAP focus: test whether better returns can be achieved, particularly in relation to four key objectives:

- Improve access to employment/labour
- Improve congestion results
- Improve public transport's mode share
- Deliver net benefits to users from any increases in financial costs of using the system

Approach and deliverables



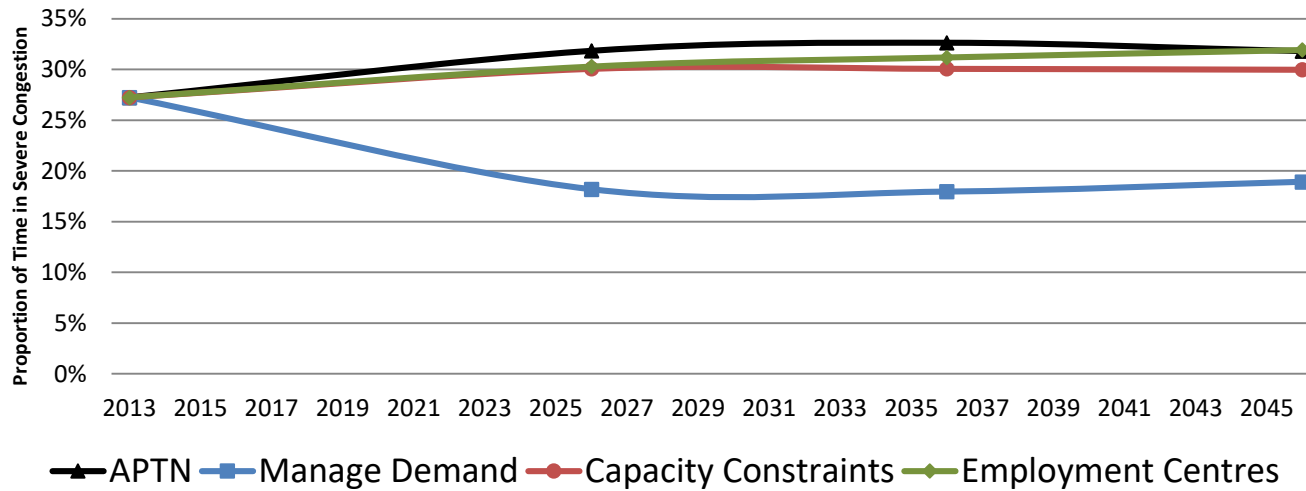
Project foundations

- Early agreement on key assumptions in 3 main areas:
 - Evaluation criteria and KPIs
 - Growth and land use assumptions
 - Problem definition
- Foundation Report highlighted areas where the current plans would still result in deficiencies, and identified issues for ATAP to focus attention (e.g. access to employment from west and south Auckland)

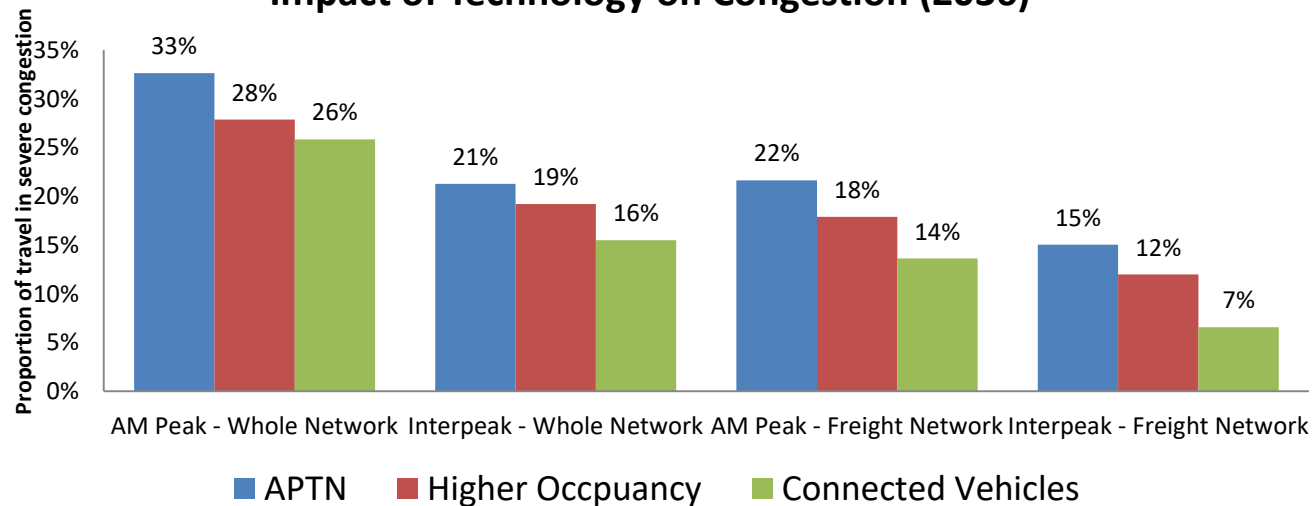
Key findings from analysis

- Changing the mix of investment (spending the same amount but on different priorities) generates improvements in some areas, but not a step-change in performance across the region
- New demand-side opportunities show significant potential:
 - Emerging technologies should enable more efficient use of available capacity (higher throughput and vehicle occupancies)
 - Smarter road pricing can influence demand, reducing congestion and increasing public transport mode share

Impact of Packages on AM Peak Congestion



Impact of Technology on Congestion (2036)



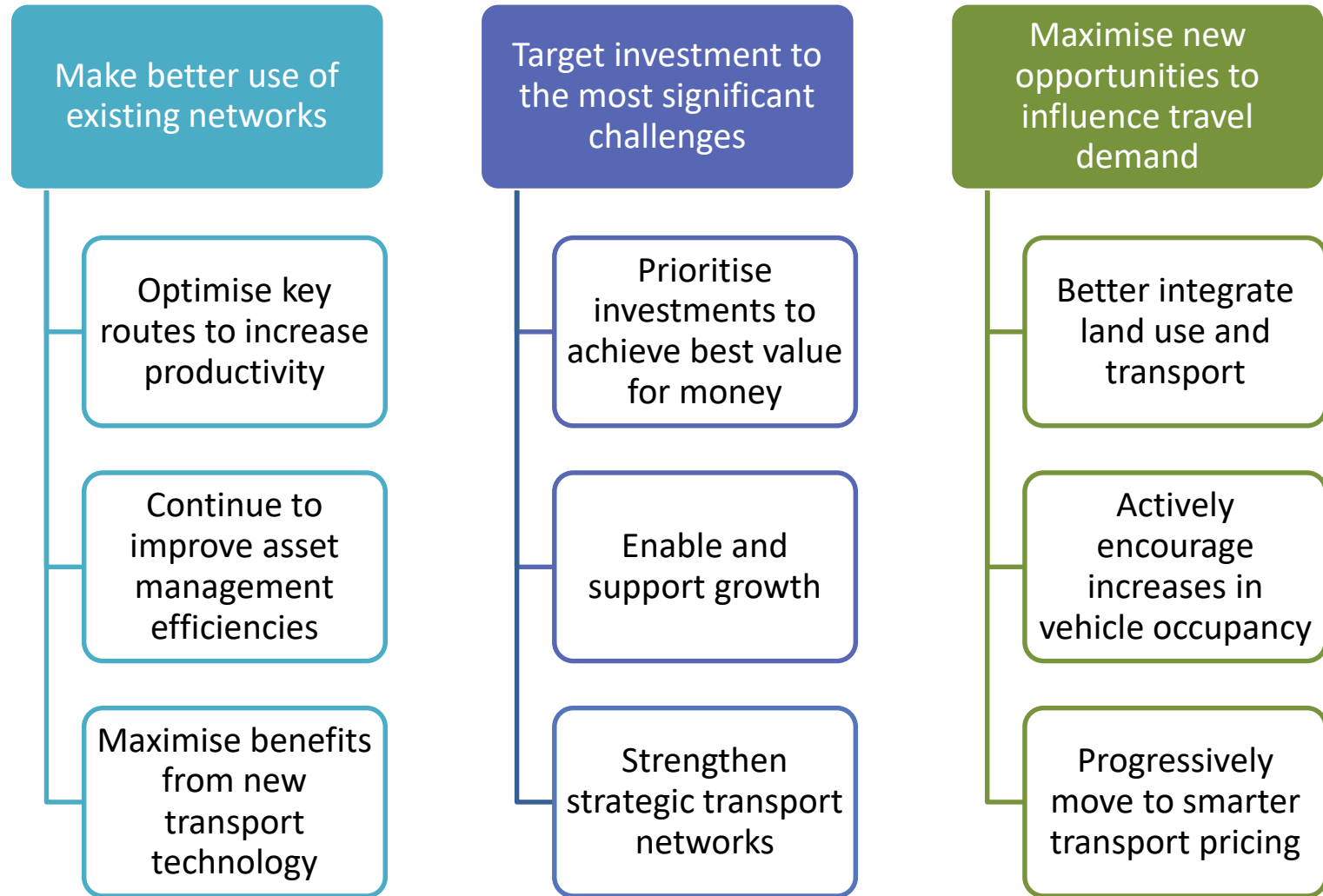
Strategic choices

- If we continue with the current approach, the transport system will struggle to keep pace with projected growth.
- We considered two different pathways:

Higher investment	Influence demand
Substantially increase or bring forward investment in transport infrastructure to respond to demand and support growth	Shift to a greater focus on influencing transport demand: take advantage of new transport technologies and smarter pricing

- Can't rely solely on either approach: need to build more infrastructure, but also need to better balance transport demand with capacity
- This requires a fundamental shift in focus

Recommended strategic approach



Indicative investment package

- Illustrates how strategic approach could be implemented over time
- Key focus areas:
 - Supporting greenfield growth
 - Addressing motorway constraints
 - Strengthening central area access
 - Improving airport access
 - Enabling rail & passenger freight growth
 - Shift to greater focus on influencing demand
- Committed & agreed investments form a big part of first decade (e.g. City Rail Link, Puhoi to Warkworth, East West Link)
- Prioritisation framework used to identify other priorities

Prioritisation framework

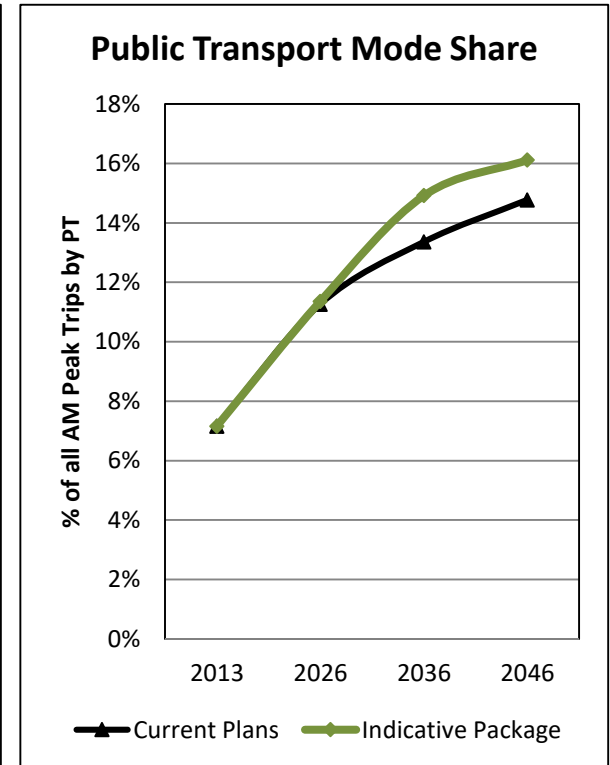
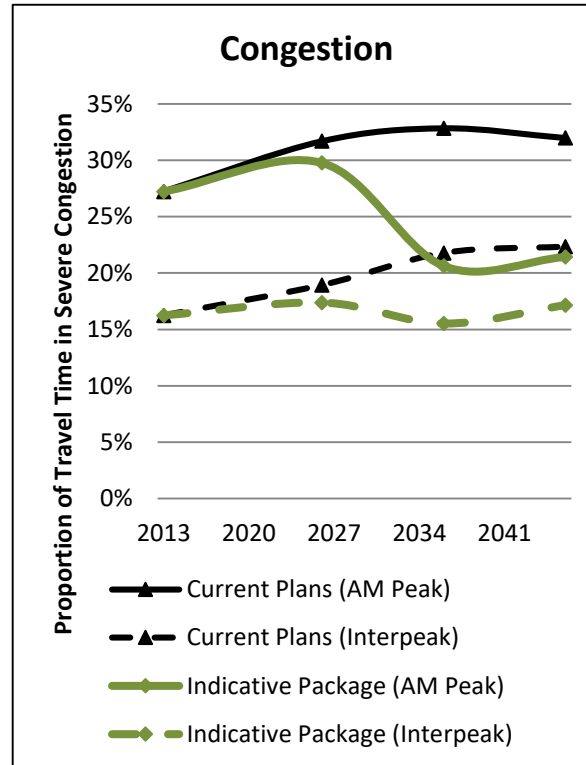
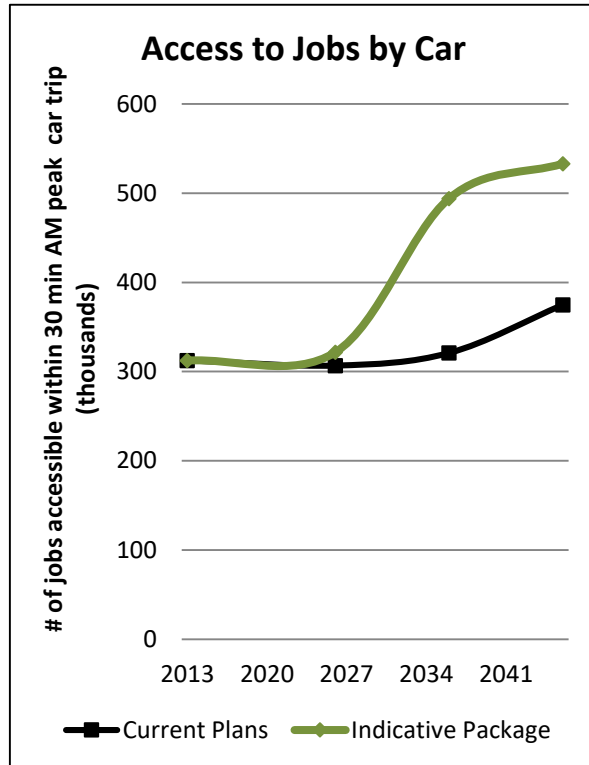
		Potential to deliver value for money in first decade		
		High	Medium	Low
Extent to which investment targets most significant first decade challenges	High	Highest priority to progress in first decade	Secondary priority to be progressed in the first decade	Unlikely to be first decade priority
	Med	Secondary priority to be progressed in the first decade	Unlikely to be first decade priority	Not a first decade priority
	Low	Unlikely to be first decade priority	Not a first decade priority	Not a first decade priority

Indicative investment package

Early Priorities (completion in decade 1)

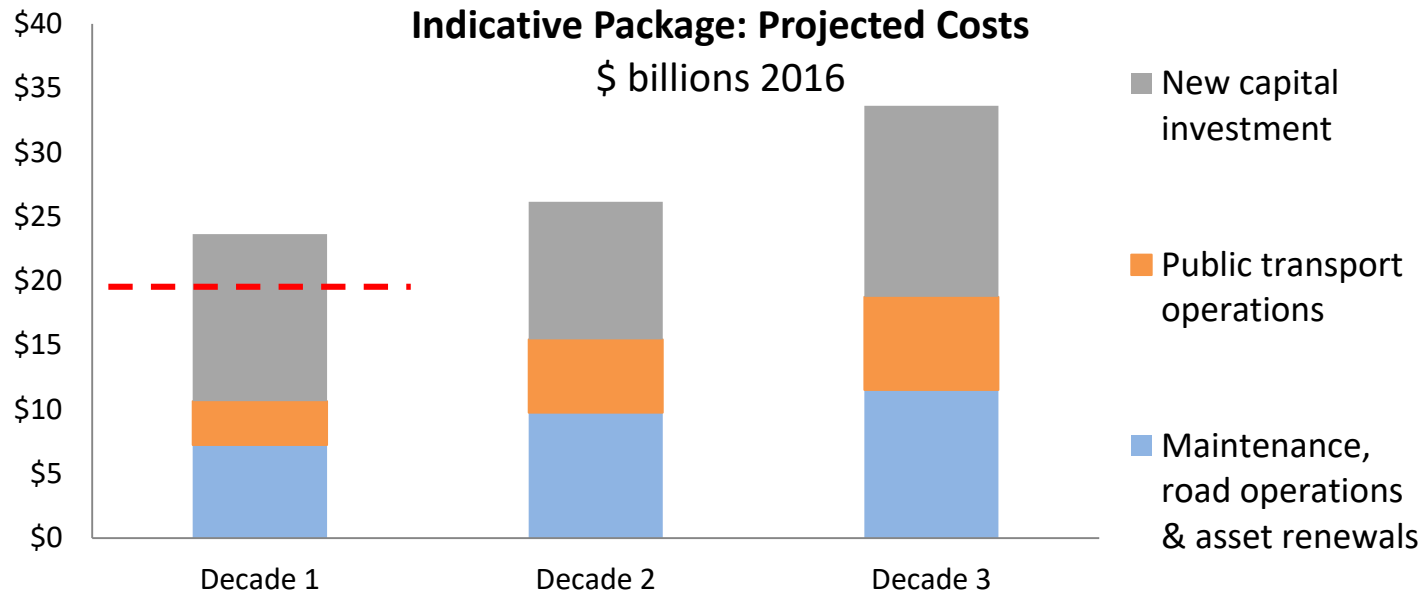
- Northwestern Busway (Westgate to Te Atatu section)
- Address bottlenecks on Southern Motorway (Papakura to Drury) and Western Ring Route (SH20 Dominion Rd to Queenstown Rd)
- New or upgraded arterial roads to enable greenfield growth in priority areas
- Protect routes and acquire land for greenfield networks
- Complete SH16 to SH18 connection
- Early Rail Development Plan priorities
- Upgraded eastern airport access (SH20B)
- Investments to enable smarter pricing
- Increased investment in Intelligent Network Management
- Progress advance works on medium-term priorities

Expected outcomes



- Indicative package shows significant improvement for key indicators
- Improvement over current plans (APTN) once smarter pricing introduced

Funding implications



- First decade cost estimate for indicative package is \$23.7 billion
- Estimated funds available from current funding plans \$19.8 billion
- Approx. \$4 billion funding gap in first decade

Recommendations

1. Adopt the strategic approach
2. Implement the strategic approach by:
 - a) Reflecting the strategic approach in statutory documents
 - b) Considering options for addressing the funding gap
 - c) Laying the groundwork for smarter transport pricing
 - d) Ensuring supportive investment processes
 - e) Taking steps to maintain ongoing alignment
 - f) Completing work on priority actions as soon as possible

Questions and discussion



Download the ATAP reports from
www.transport.govt.nz/atap