

The Congestion Question: What outcomes will ATAP deliver?



STATE SERVICES COMMISSION
Te Komihana O Ngā Tari Kāwanatanga



THE TREASURY
Kaitohutohu Kaupapa Rawa



Ministry of **Transport**
TE MANATŪ WAKA



Karen Lyons



The Auckland Transport Alignment Project

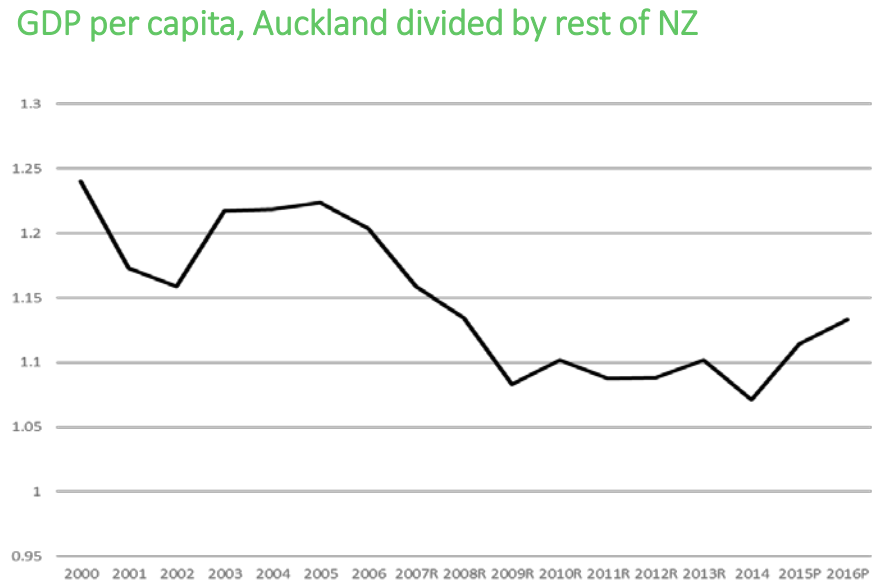
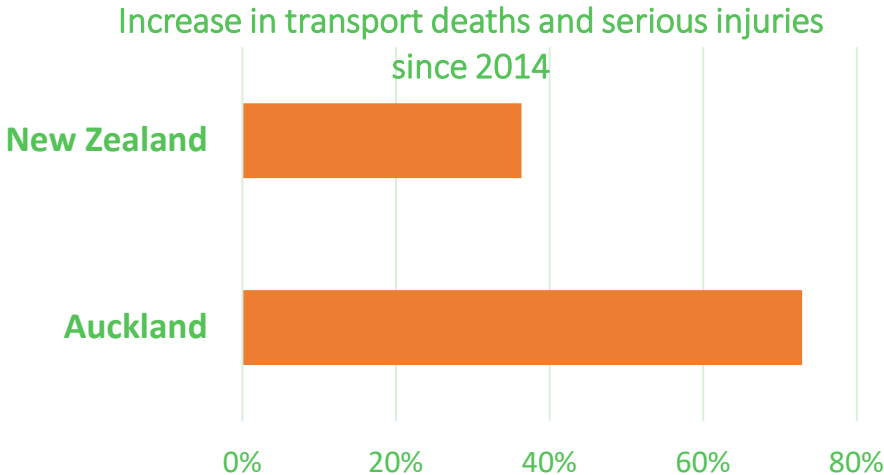
- Response to Auckland's significant transport challenges
- Co-designed strategic approach between government and council agencies

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Auckland's Transport Challenges





ATAP strategic approach



- Accelerating the development of Auckland's **rapid transit network**, particularly to unlock housing and urban development opportunities



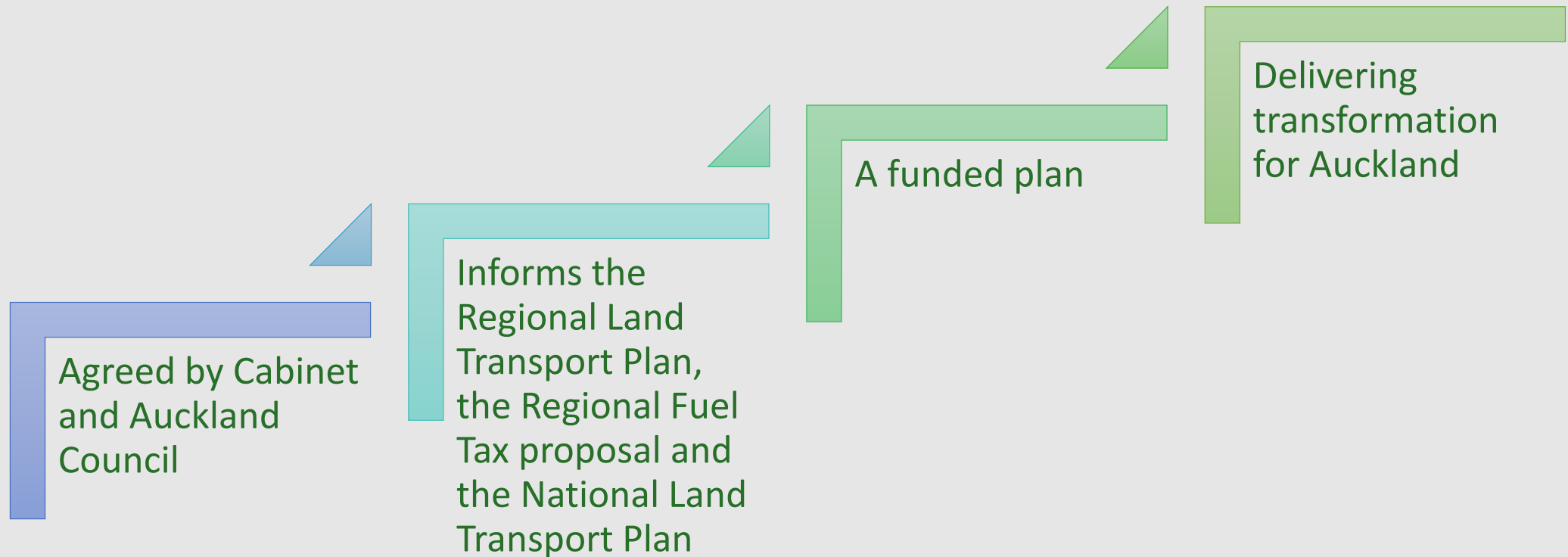
- Encouraging **walking and cycling** and making these active modes safer for Aucklanders



- Delivering improvements in **health, safety, the environment and access**, including disability access
- Ensuring the indicative package delivers the best possible **value for money**, including **broader non-monetary costs and benefits**.

ATAP 2018 objectives

The 2018 ATAP package



ATAP Package

Committed Projects

- City Rail Link
- Puhoi-Warkworth motorway
- Additional electric trains
- Manukau-Papakura motorway widening
- Northern corridor improvements and Northern busway extension to Albany

New Projects

- Light rail (City-Airport and Northwest corridor)
- Eastern busway (Panmure-Botany)
- Airport-Puhinui state highway upgrade, bus/rail interchange and bus priority improvements
- Lower cost East West Link
- Pukekohe electrification, third main Westfield-Wiri and further new electric trains
- Papakura-Drury motorway widening
- Mill Road (first phase)
- Penlink toll road and Albany-Silverdale bus improvements
- Significant safety programme
- Enhanced walking and cycling, bus priority and network optimisation programmes
- New infrastructure to enable greenfield growth

Investment Area	2018-28 Investment (inflated to year of spend)
Rapid Transit (rail, light rail, busway)	\$8.4 billion
Strategic & local roads	\$3.8 billion
Supporting greenfield growth	\$1.3 billion
Safety programmes	\$0.9 billion
Walking, cycling and local board priorities	\$0.9 billion
Bus & ferry	\$0.7 billion
Optimisation & technology	\$0.7 billion
Asset renewals	\$3.3 billion
Operations (net of revenue)	\$8.1 billion
Total	\$28.0 billion



Rapid Transit

- ***Committed Projects***

- City Rail Link
- Northern Busway extension to Albany
- Additional Electric Trains

- ***New Projects***

- Light rail - City-Mangere Airport and Northwest corridors
- Eastern Busway (Panmure-Botany)
- Airport-Puhinui bus improvements
- Pukekohe electrification, third main, other rail network upgrades
- Further new electric trains
- Albany-Silverdale bus shoulder lanes



Strategic Road Projects

- **Committed Projects**

- Puhoi-Warkworth motorway
- Northern Corridor (SH1/SH18)
- Southern motorway widening (Manukau-Papakura)
- Northwest motorway widening (Lincoln Road-Westgate)

- **New Projects**

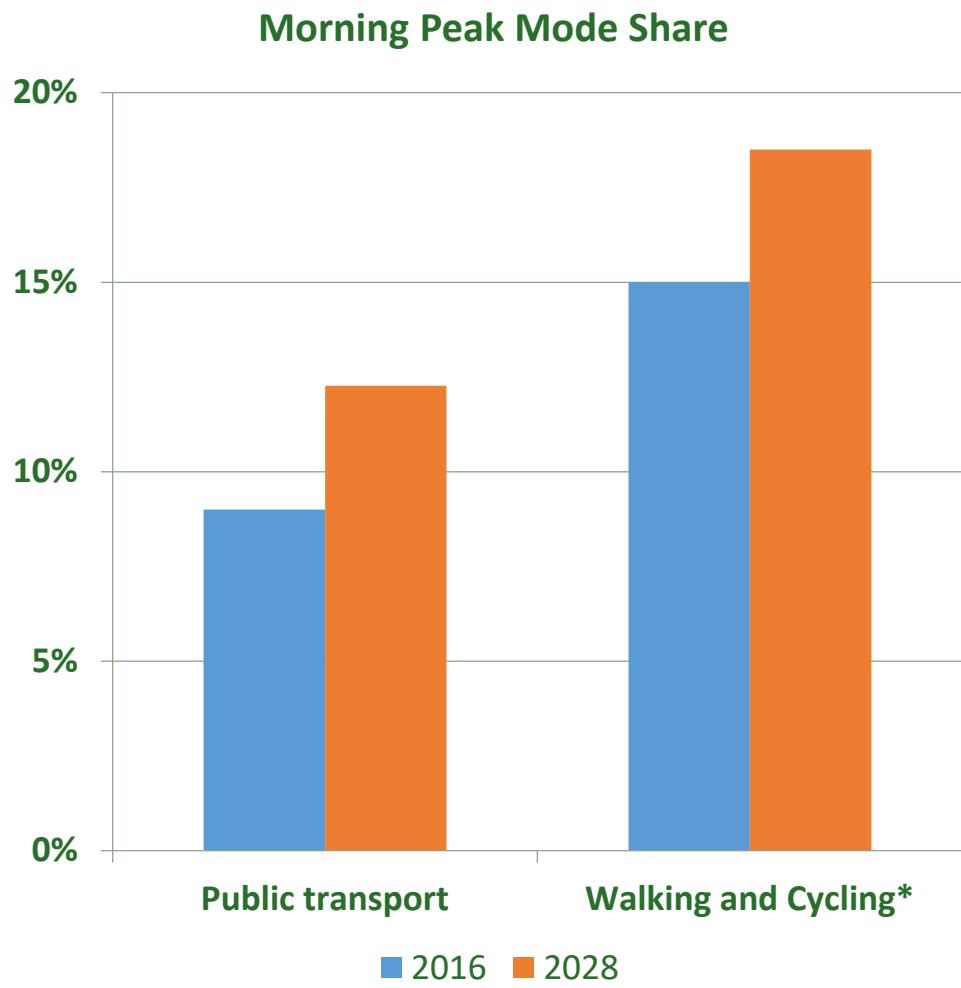
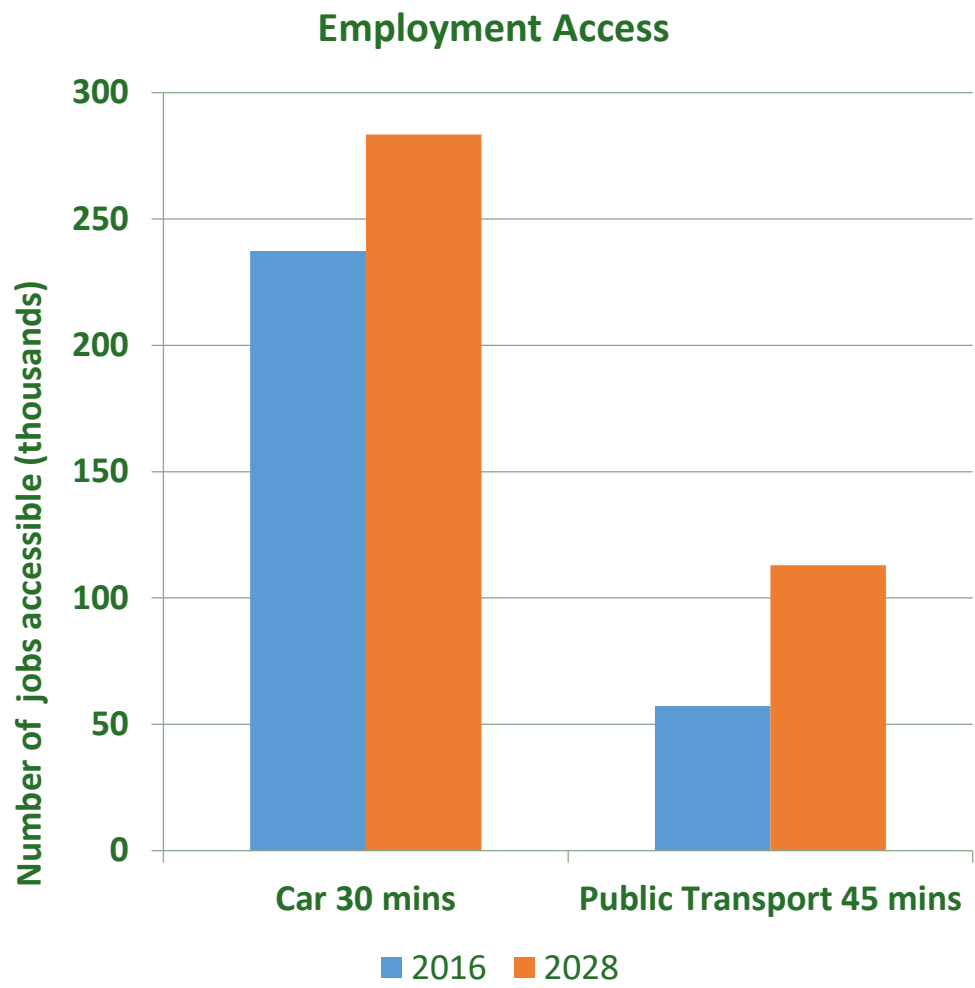
- Eastern Airport Access (State Highway 20B upgrade)
- Revised East West Link
- Southern Motorway widening (Papakura to Drury)
- Mill Road (phase one)
- Penlink Toll Road

Expected Outcomes by 2028

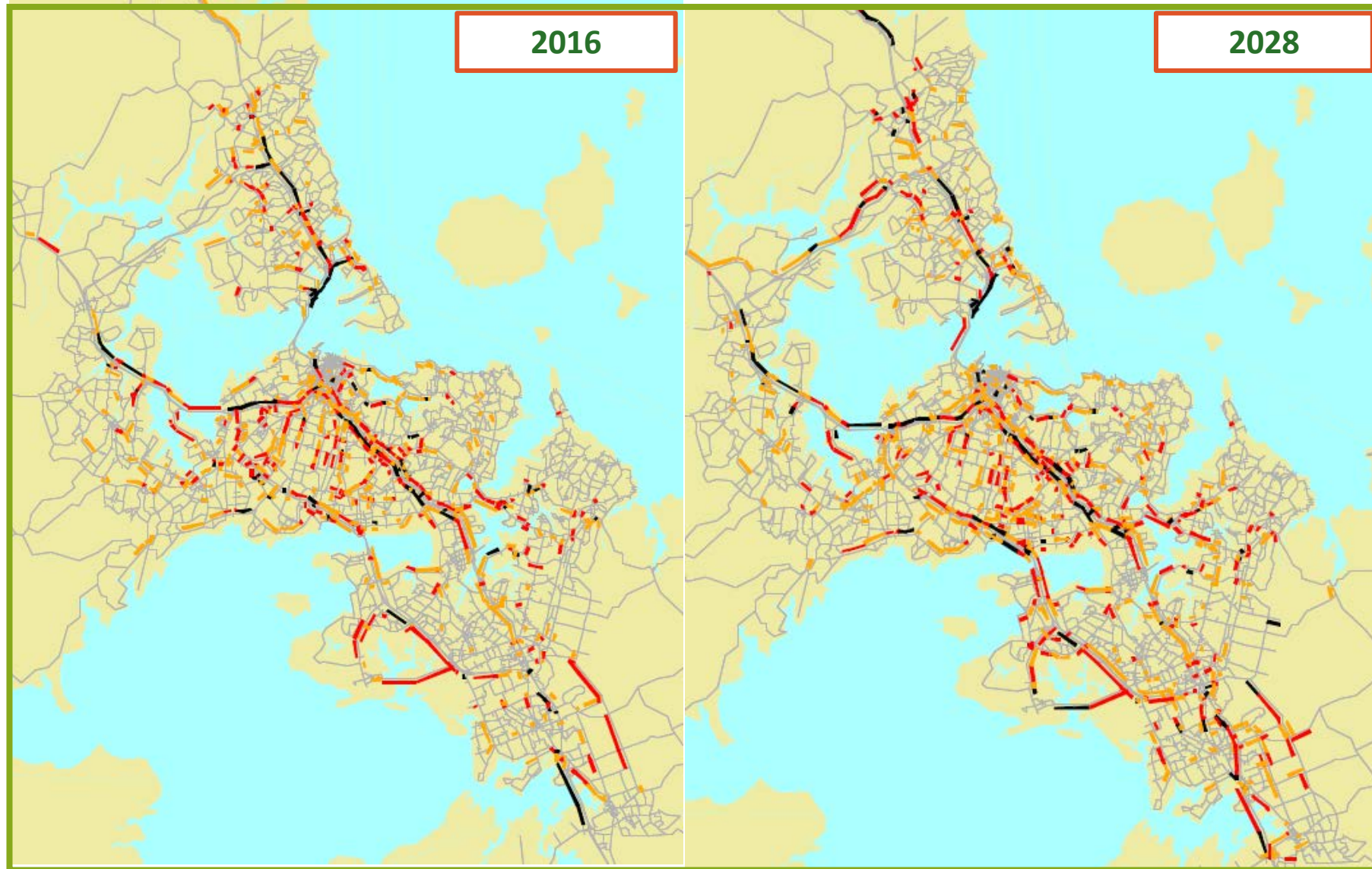
Benefits for safety, the environment and health

- The ATAP package makes significant improvements in addressing the harms caused by the transport system
 - **60% reduction** in death and serious injuries
 - Reduced pollutants compared to current levels, reduced carbon emissions compared to previous plans
 - Flow-on benefits for health from emissions reductions and more active travel

Significant access improvements

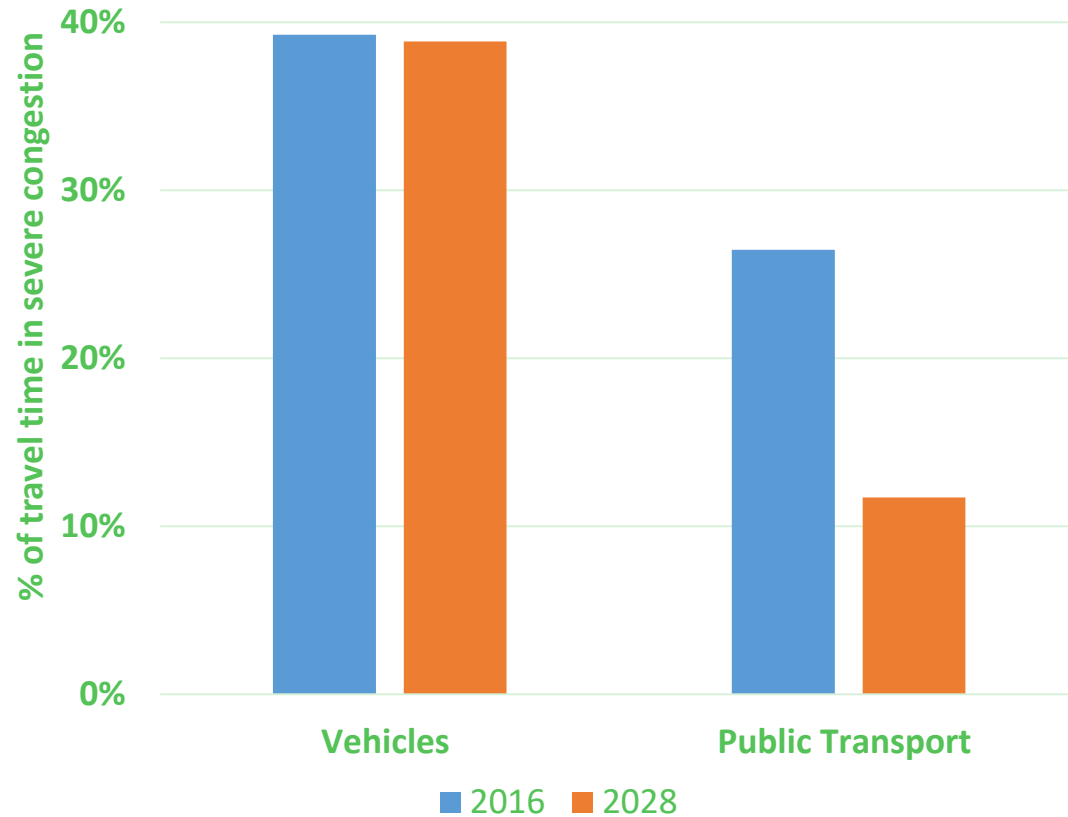


AM Peak - Volume Capacity (Congestion Proxy)

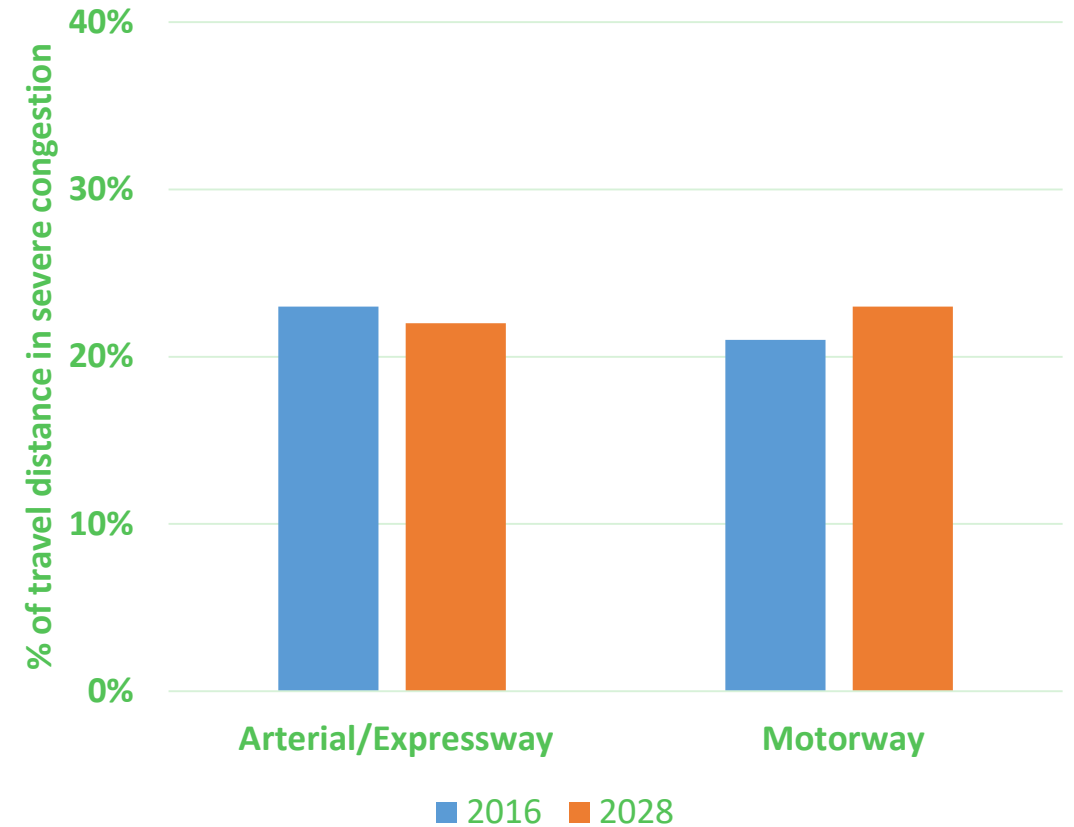


Congestion - morning peak

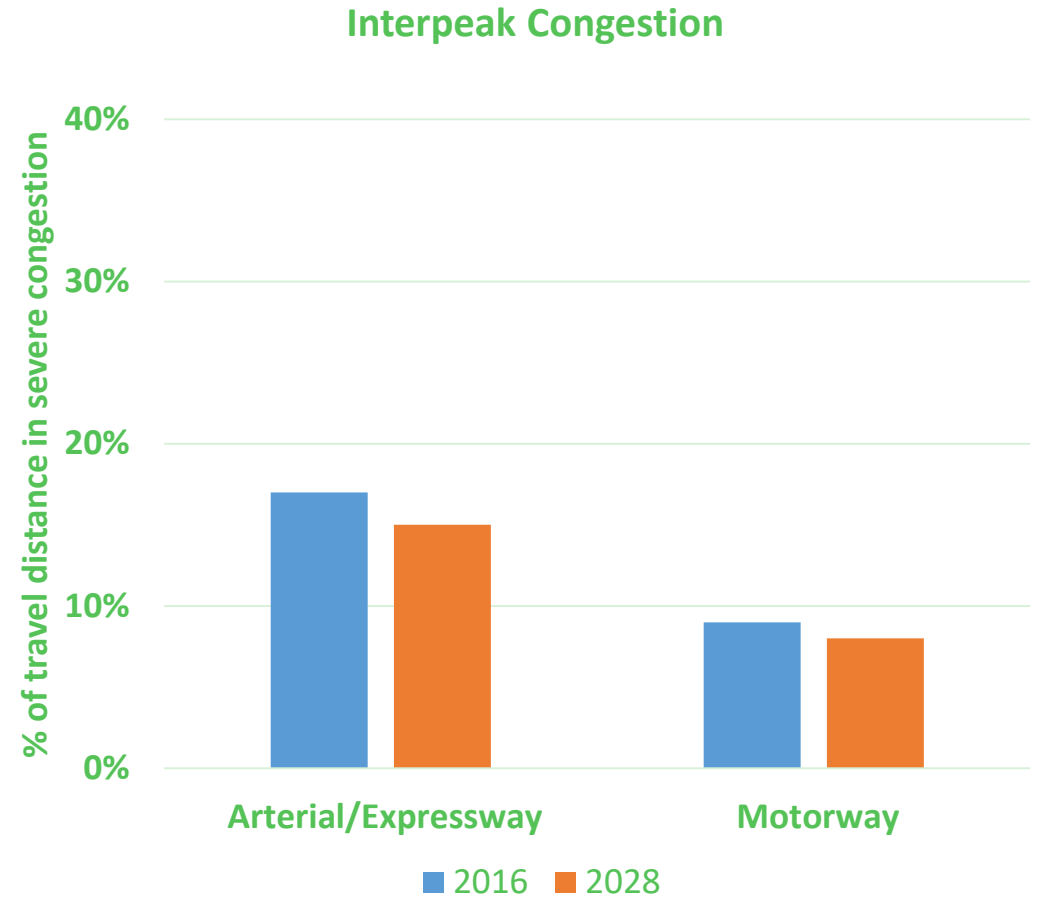
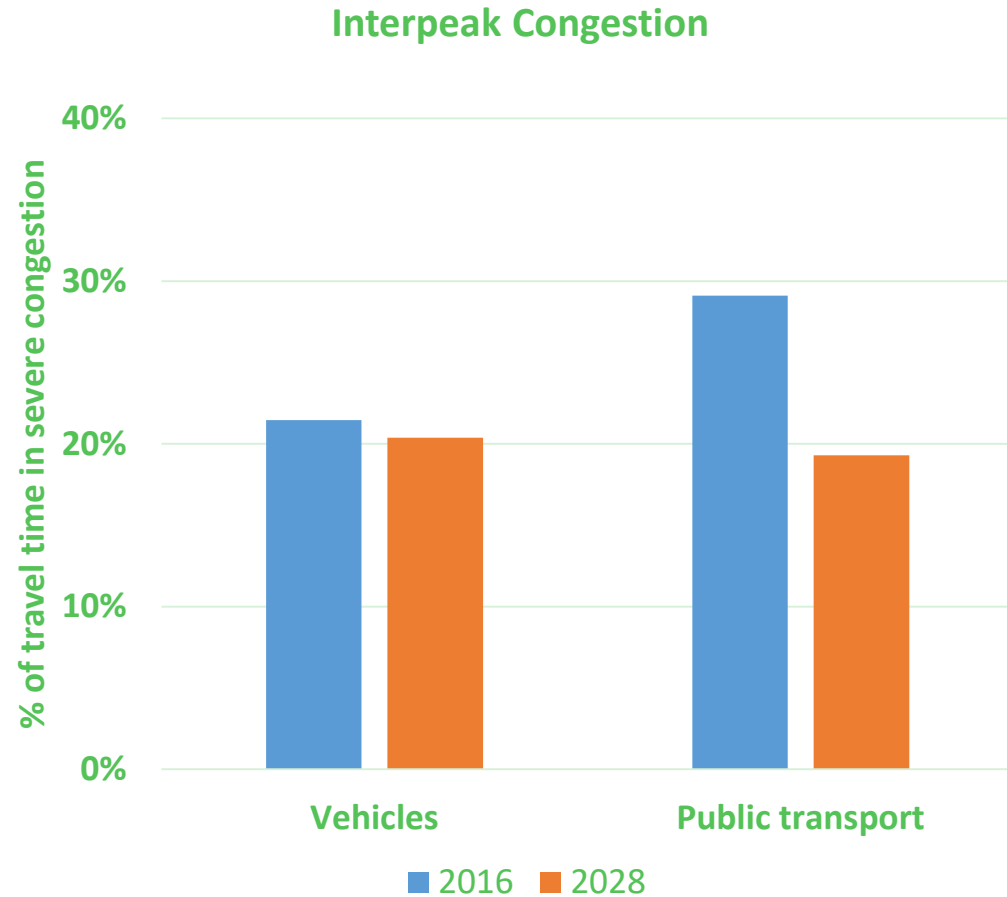
Morning Peak Congestion



Morning Peak Congestion



Congestion – interpeak



The Congestion Question project



Phase One Report:

The Congestion Question

Could road pricing improve
Auckland's traffic?

#congestionquestion

- Is considering whether congestion pricing is right for Auckland
- Congestion pricing charges road users at different times and/or locations to encourage some users to change the time, route or way in which they travel
- Background work is complete and the project is now at an investigation stage

Lessons from overseas – Singapore

Singapore was the first major congestion pricing scheme, starting with a paper based area scheme in 1975 progressing to today's cordon and expressway point based charging scheme.

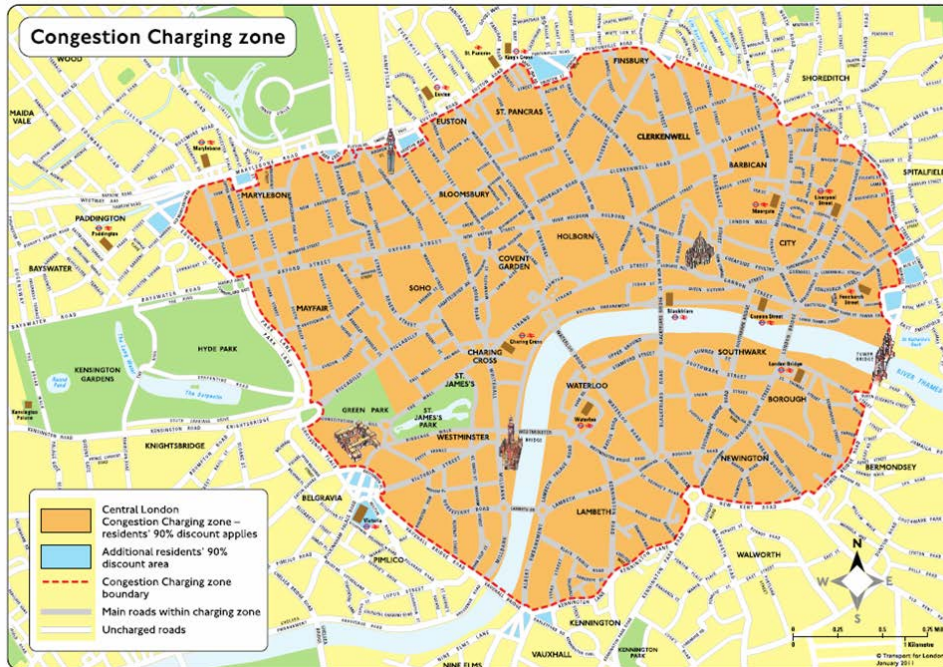
- Around 80 charging points, covering two adjacent **cordons** and strategic corridors
- Prices reviewed every three months to maintain speeds at 45-65 km/hr for expressways, and 20-30 km/hr for local streets
- By 2020, Singapore will be the first to introduce a satellite-based scheme capable of enabling full pricing



Lessons from overseas – London

London was the first European city to introduce a congestion charge in 2003. Initial reductions in congestion were high (20-30% reduction in delays), but conditions are now similar to before the charge was introduced.

- Area scheme – charges for crossing and travelling within a cordon
- London's great success was in public engagement and building acceptability and consensus
- The simplicity of the scheme (an all day flat charge) makes it easy to understand, but its bluntness hinders its effectiveness





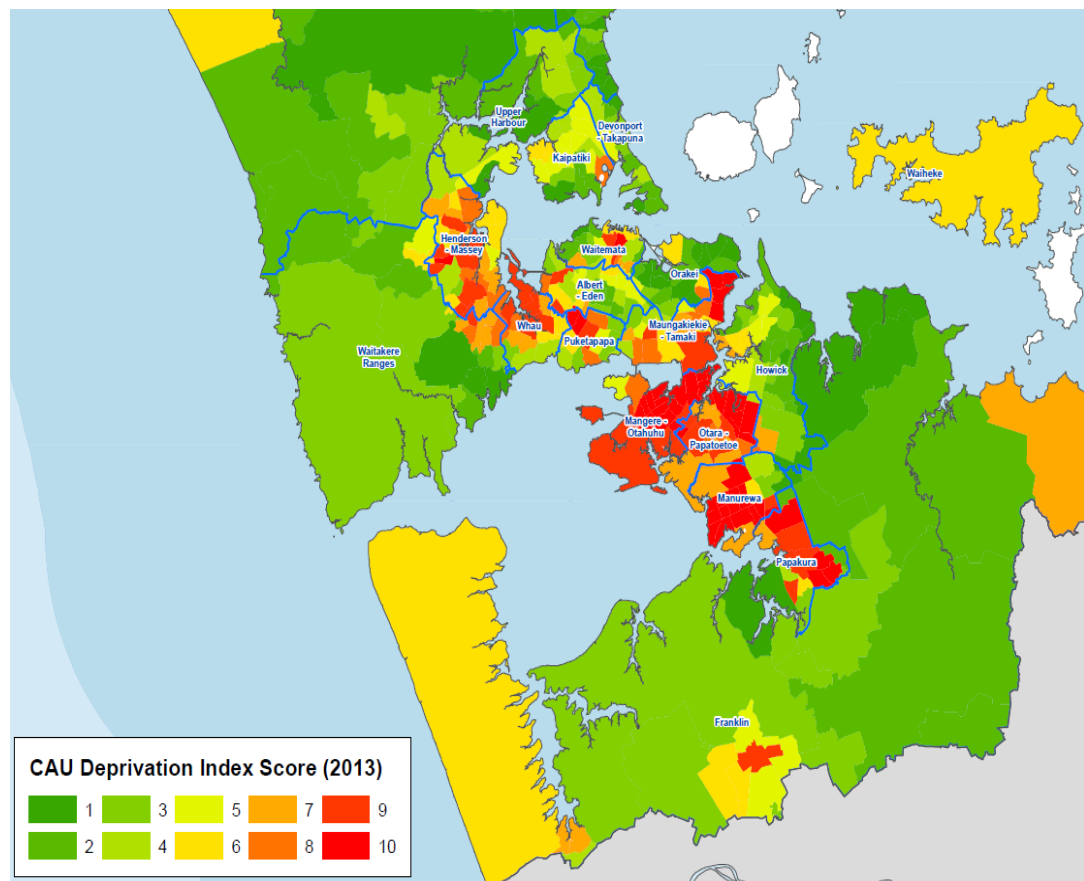
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07.00-07.29	15 kr
07.30-08.29	20 kr
08.30-08.59	15 kr
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15.30-15.59	15 kr
16.00-17.29	20 kr
17.30-17.59	15 kr
18.00-18.29	10 kr
18.30-06.29	0 kr

Lessons from overseas - Stockholm

Stockholm's congestion tax was introduced as a cordon scheme in 2007. It resulted in a reduction of 19-20% in trips in both peak and off-peak.

- It applies both peak and off-peak charging which has been effective in spreading demand
- Stockholm minimised the use of exemptions which has helped maintain the effectiveness of the scheme
- Evidence showed that about half of driver trips switch to public transport, the rest either suppress trips/consolidate trips or change travel time

Considerations for Auckland



- Compared to the other cities that have introduced pricing, Auckland has a lower PT mode share, widespread congestion and more dispersed trip patterns
- Parts of Auckland with highest deprivation often correlates with car dependency due to poor public transport options
- Need to consider complementary measures and mitigations such as public transport provision, discounts and exemptions



Equity considerations are critical

- **Vertical equity** - how costs and benefits are distributed by different levels of income
- **Horizontal equity** - how costs and benefits are distributed across similar groups (for example, living in different parts of Auckland)
- Different people will have different views about what is 'fair'
- Equity impacts need to be considered through:
 - the design of the charging scheme
 - charging policy
 - the way in which the revenue is used
 - complementary measures or mitigations



Timeframes for congestion pricing

- Progressing beyond the investigative stage is dependent on decisions by Ministers and the Council
- If pricing proceeds legislation, procurement and mitigations need to be worked through
- Public engagement will be key to the success of the project

Ngā mihi nui

