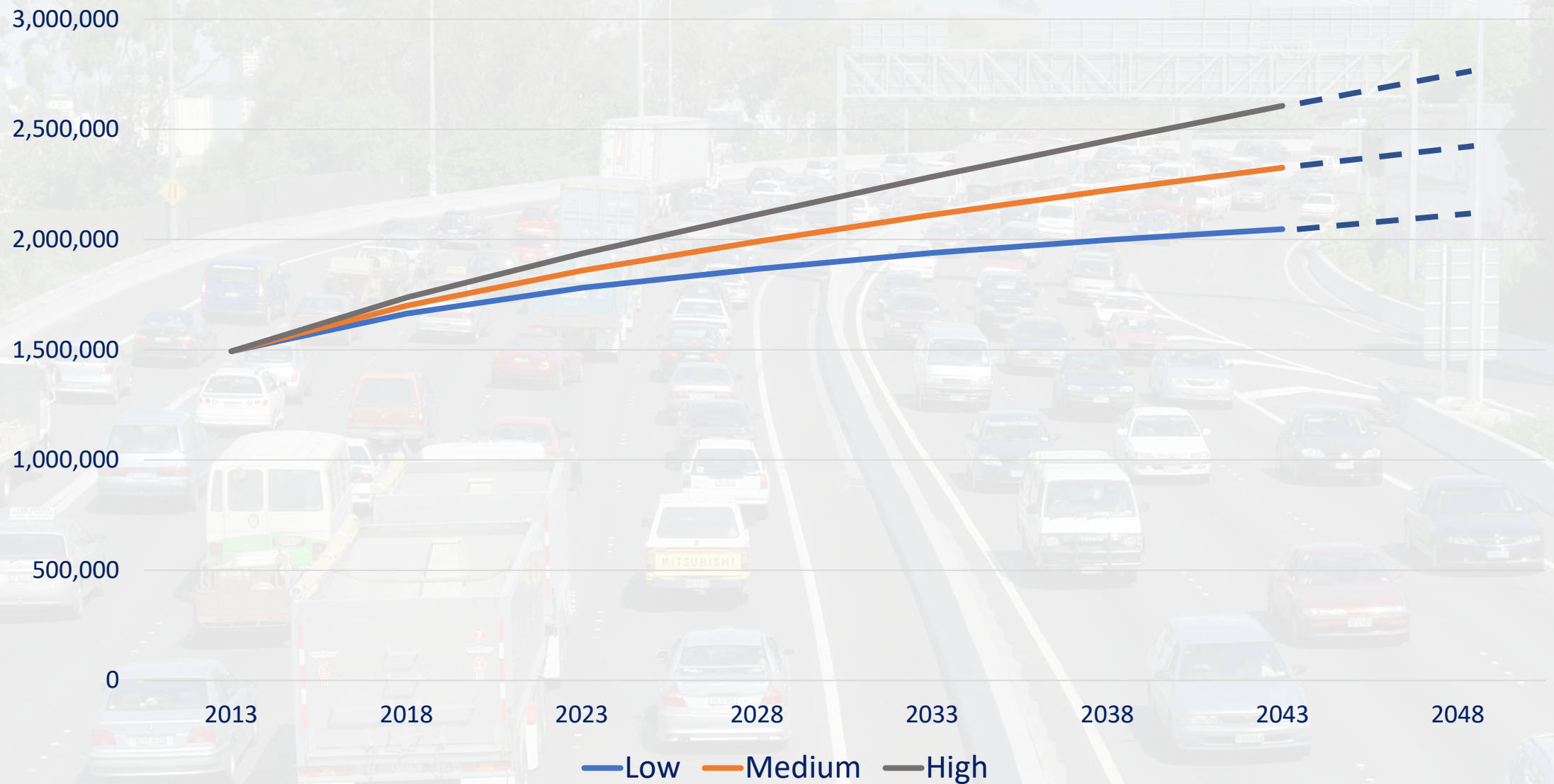




Managed Motorways

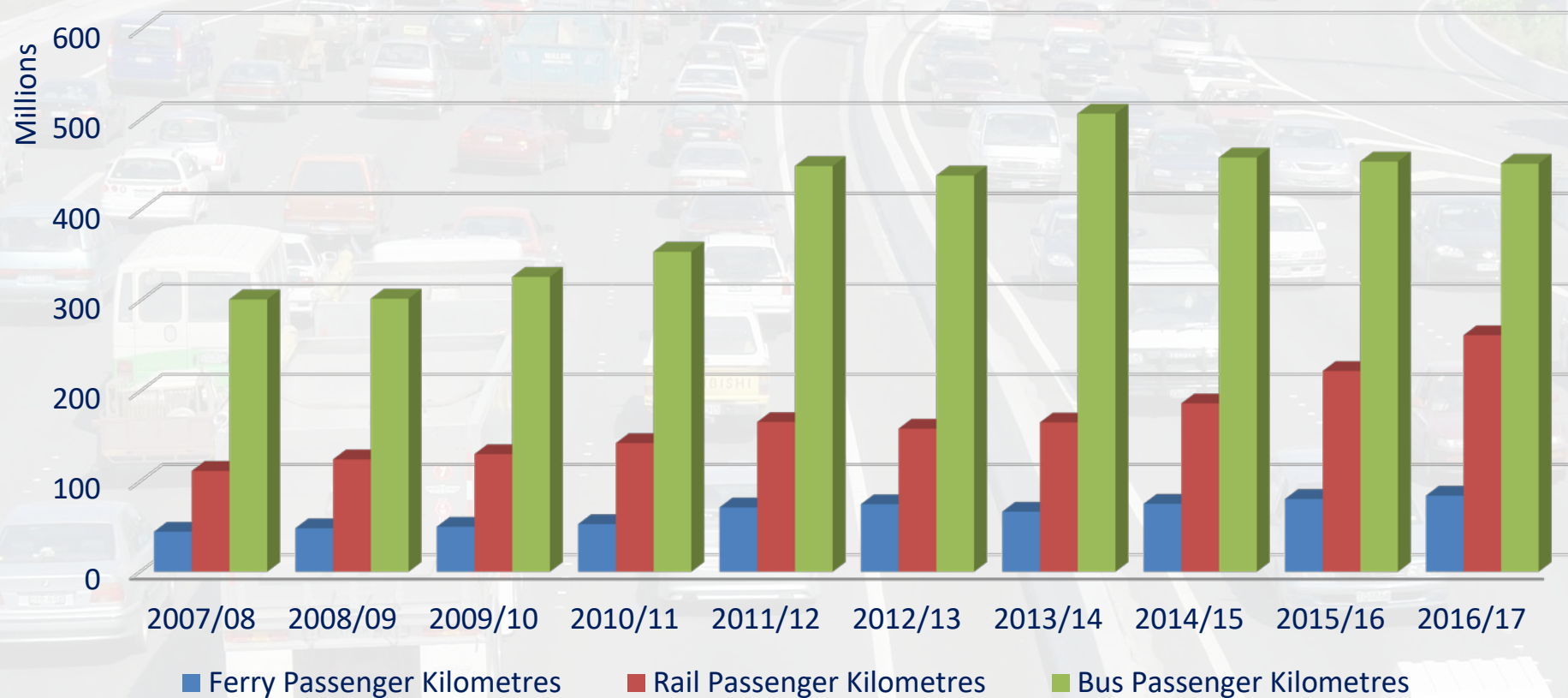
An option for New Zealand?

Another Million People by circa 2050



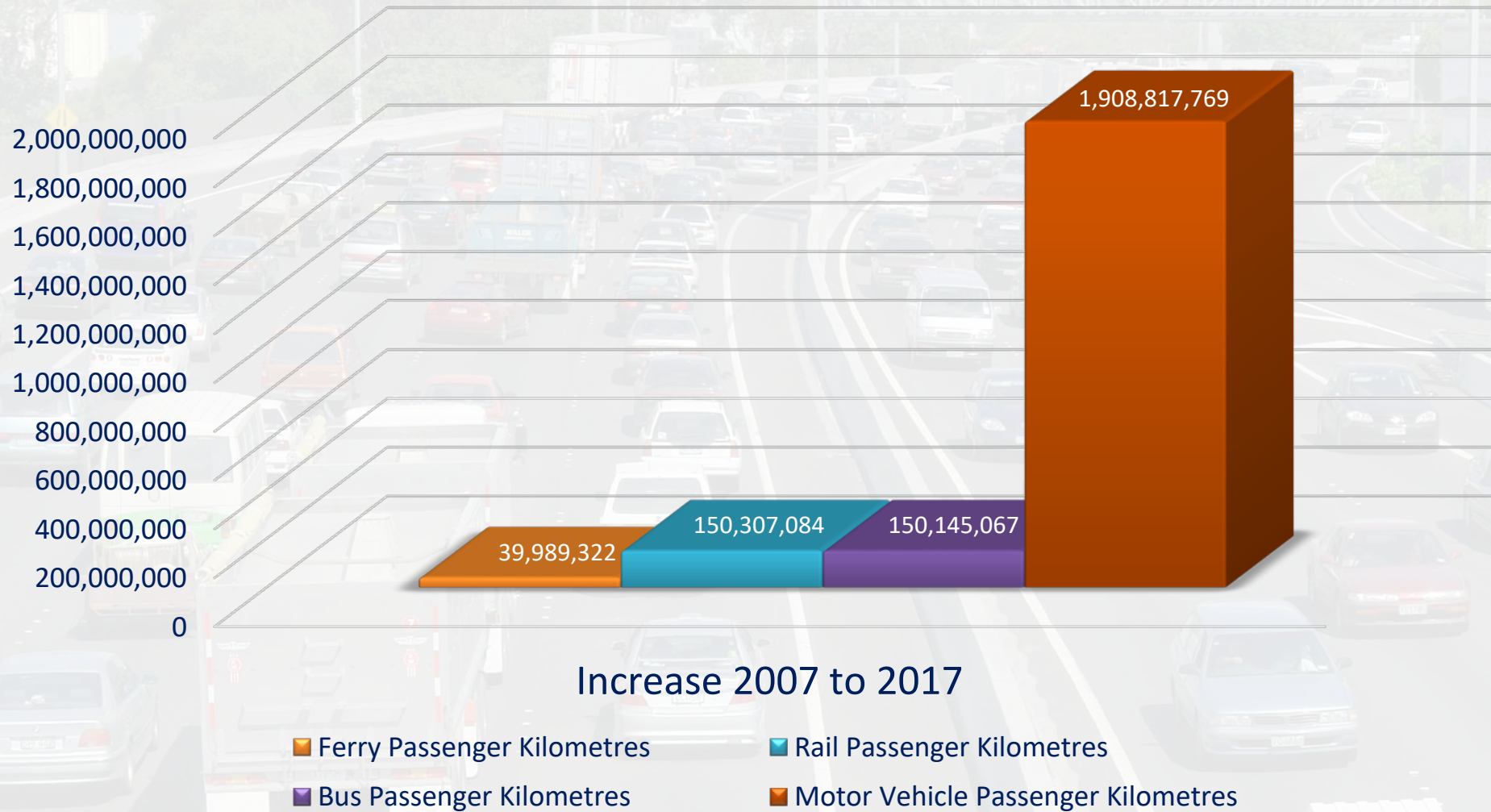
Public Transport Growing but...

Auckland Region Passenger Transport Kilometres by Mode
2007 to 2017

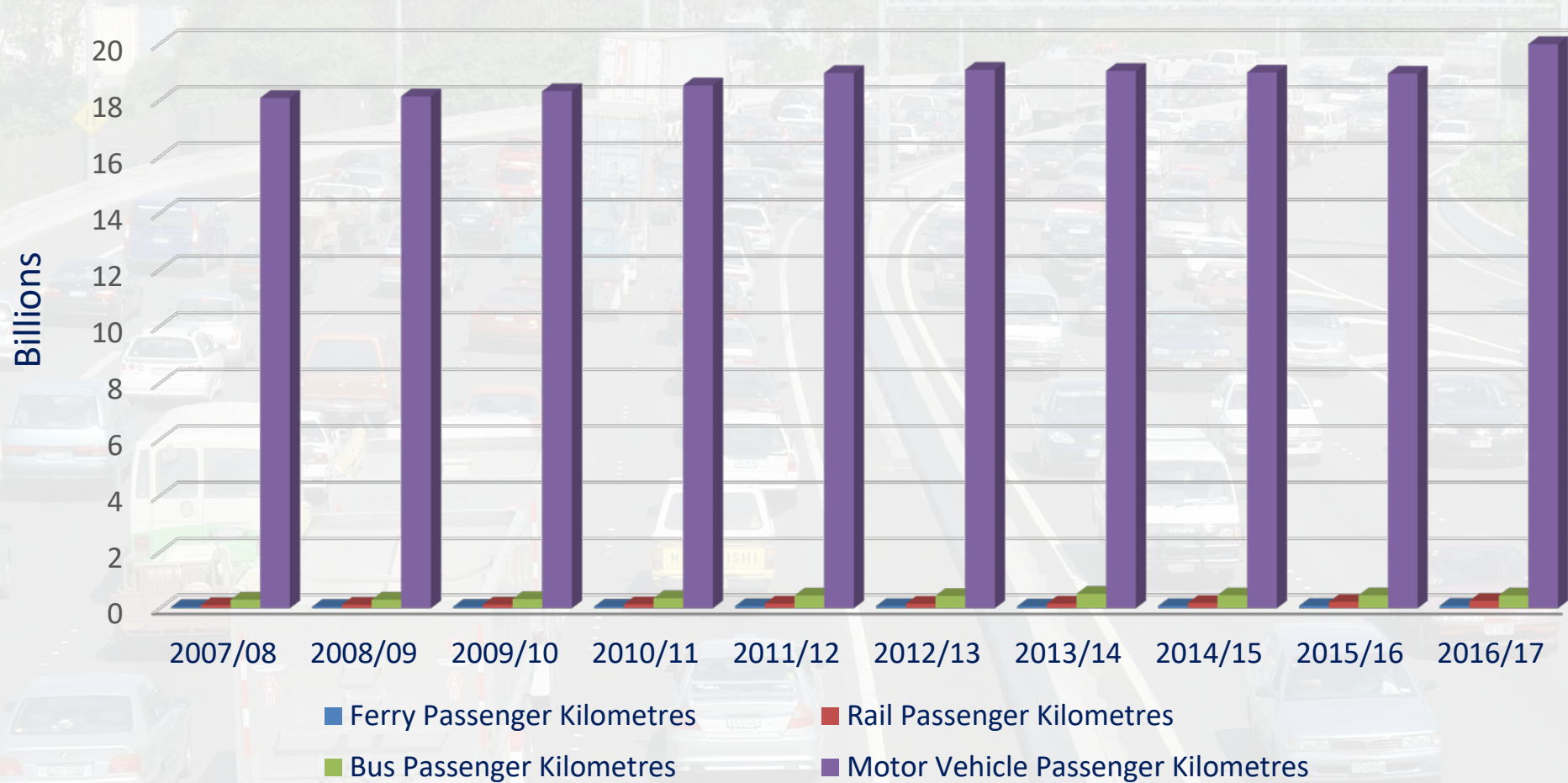


Not keeping pace with growth in motor vehicle use...

Auckland: Increase in Passenger Kilometres by Mode 2007 to 2017

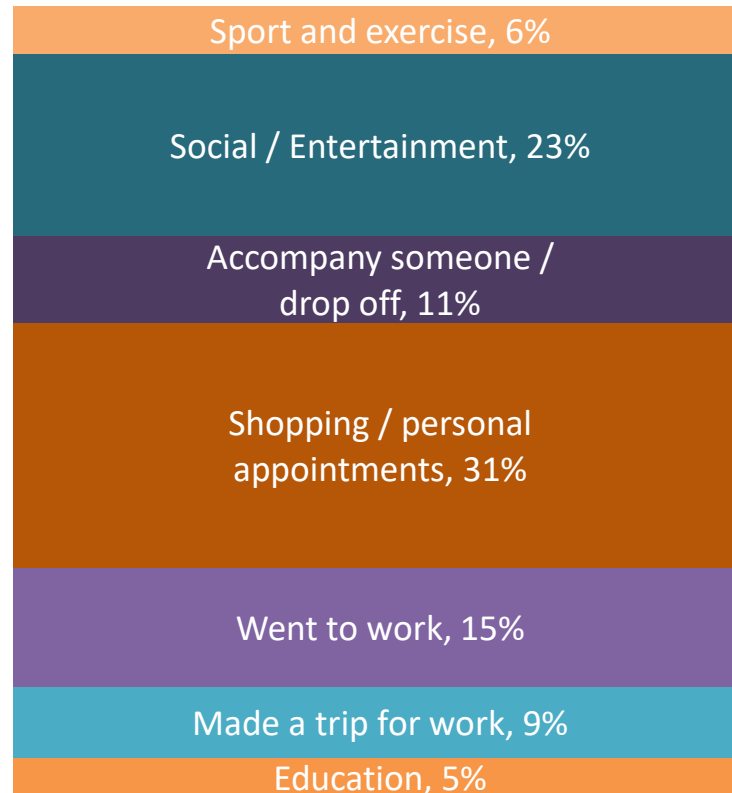


Auckland Passenger Kilometres by Mode 2007 to 2017



Diversity of trip purpose (NZ)

TRAVEL PURPOSE AND TIME 2015-2017

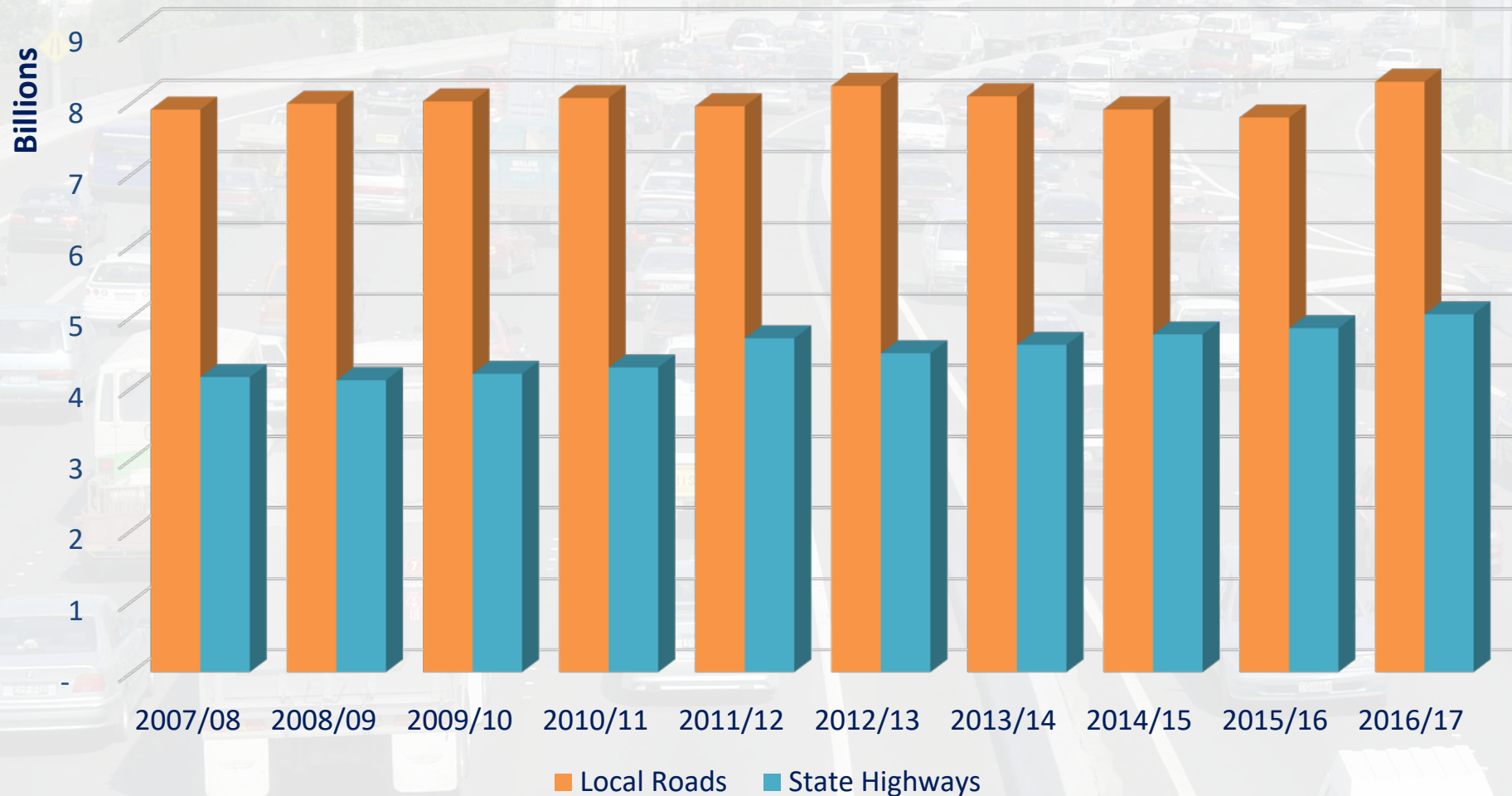


Potential for trip reduction at peak

Source:
MoT, NZ Household Travel Survey, 2015-2017

State Highway vkt up by one billion (21%) in the last decade

Auckland Vehicle Kilometres Travelled State Highways and Local Roads
2007 - 2017

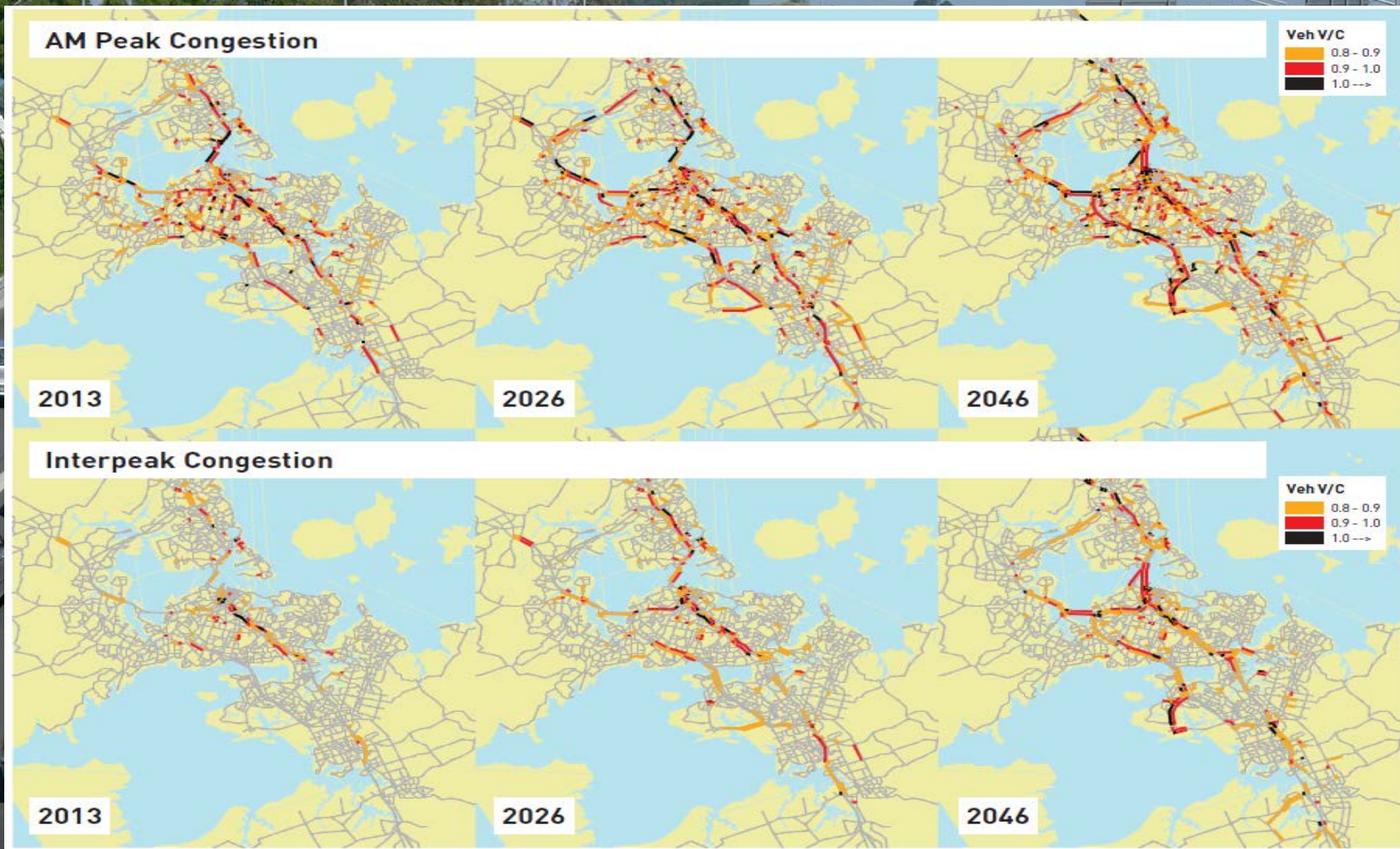


Morning Peak Network Congestion Projections



All Day Chronic Congestion by 2046?

(Modelling from ATAP 2016)



Benefits of Decongestion

- Productivity gain \$5,000,000 per day
- Health and well being
- Family time
- Getting to the show on time
- Sport and leisure
- Life balance
- Livability

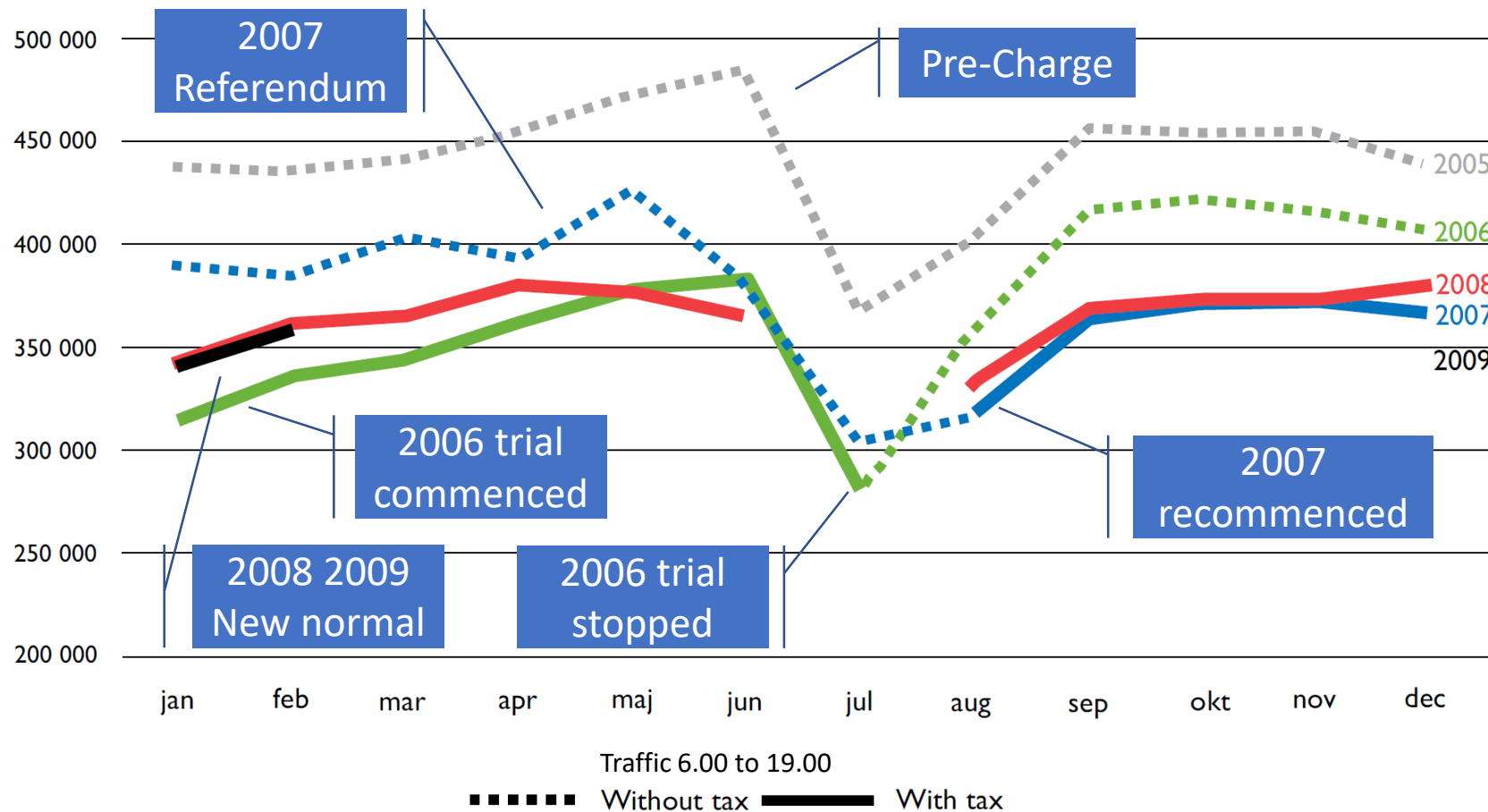


Benefits from Auckland road decongestion

NZIER report to the Employers and Manufacturers Association, Infrastructure New Zealand, Auckland International Airport Ltd, Ports of Auckland Ltd, National Road Carriers Association

10 July 2017

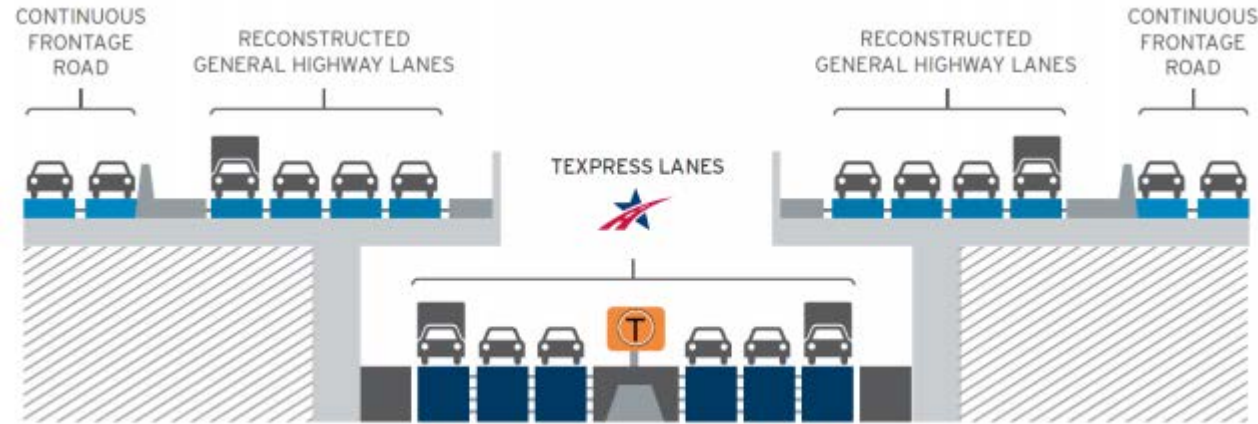
Stockholm's "Disappearing Motorist"



CITY OF STOCKHOLM
TRAFFIC ADMINISTRATION

2010-04-23

LBJ Expressway, Dallas Texas

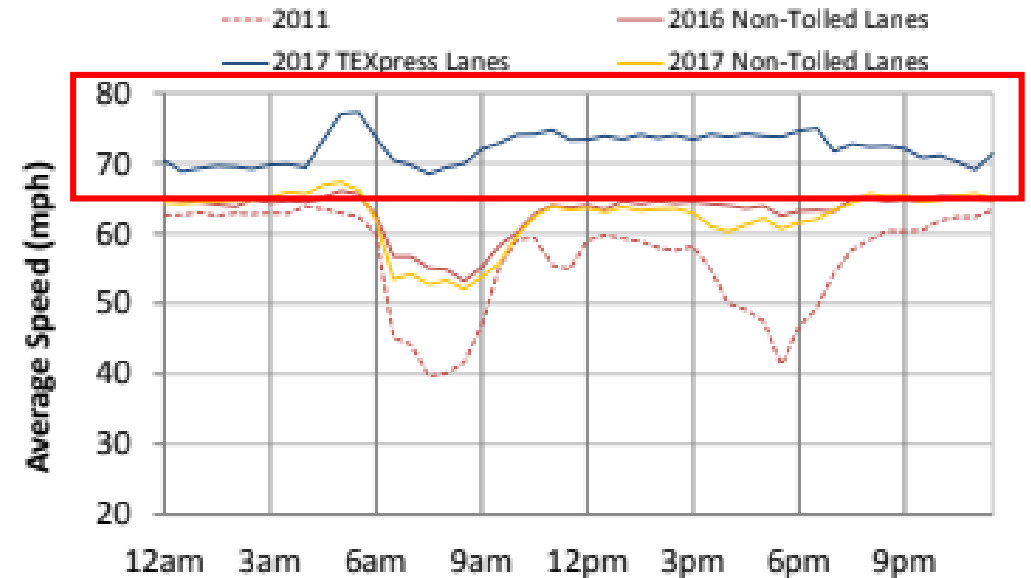


LBJ: 3 additional managed lanes per direction



Typical Workday Speeds at LBJ

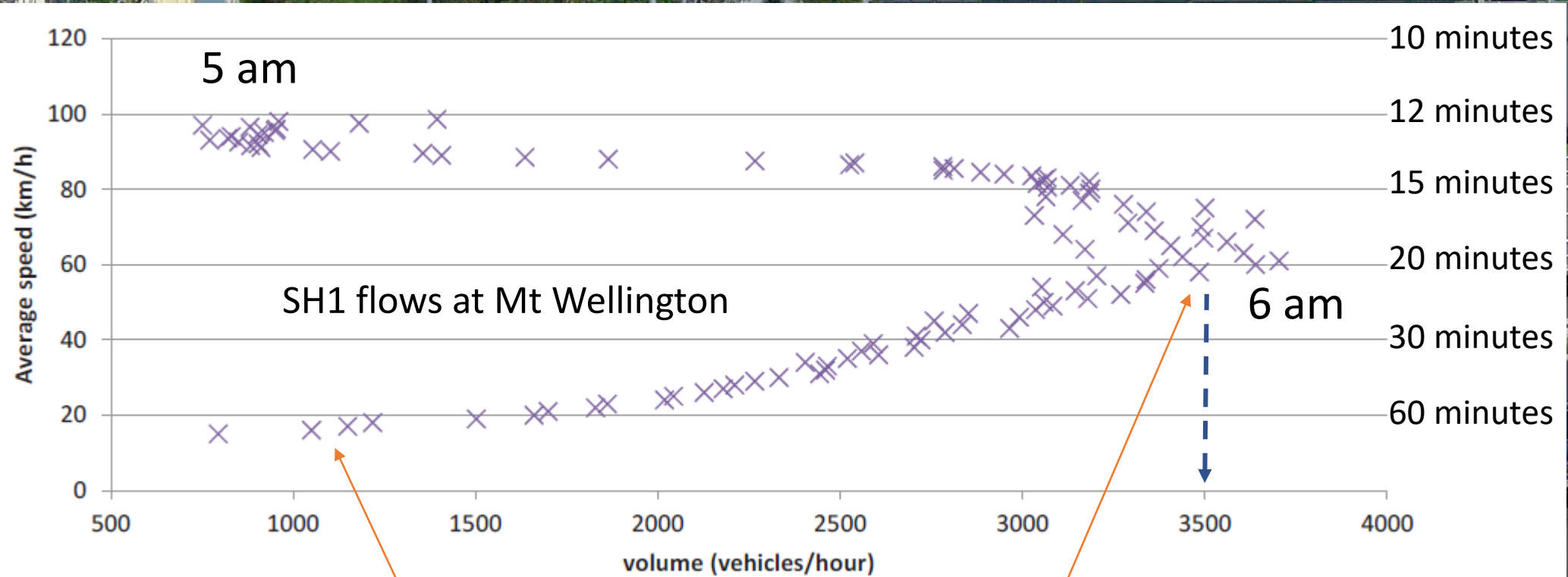
Westbound Workday on Segment 3



Typical Bill: US\$5 to \$15 per month

95% users pay less than \$50 per month

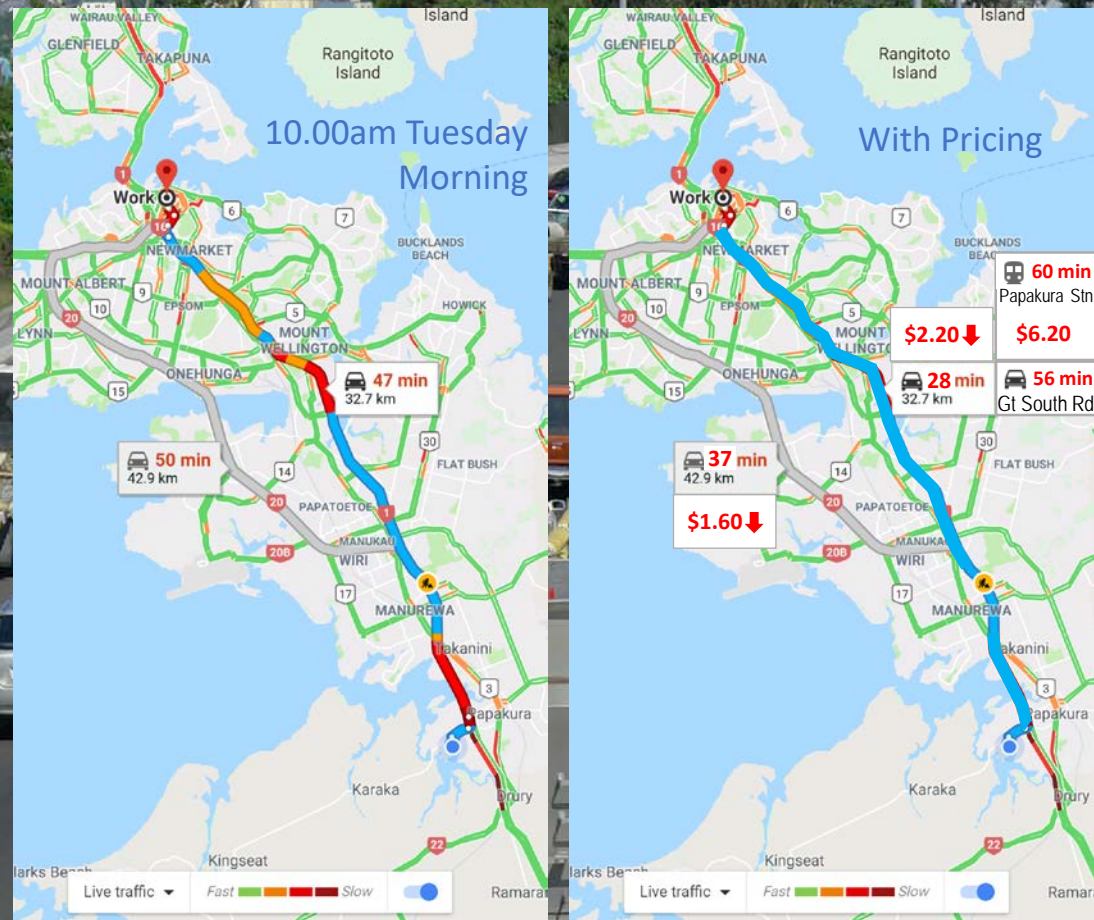
Maximise Flow = Minimise Diversion onto Local Roads



Current traffic flow at peak
7.00am to 10.00am

Charge a toll that maximises traffic flow
and optimises speed (circa 60-70km/h)

Dynamic Motorway Tolls in New Zealand



- Introduced to coincide with CRL & LRT circa 2024
- Automatic number plate recognition
- Access or distance charge (or combination)
- Prepaid account
- Reliable Level of Service: 60km/h to 80km/h at peak
- Motorists set prices by their own behaviour
- Funds dedicated to transport improvements

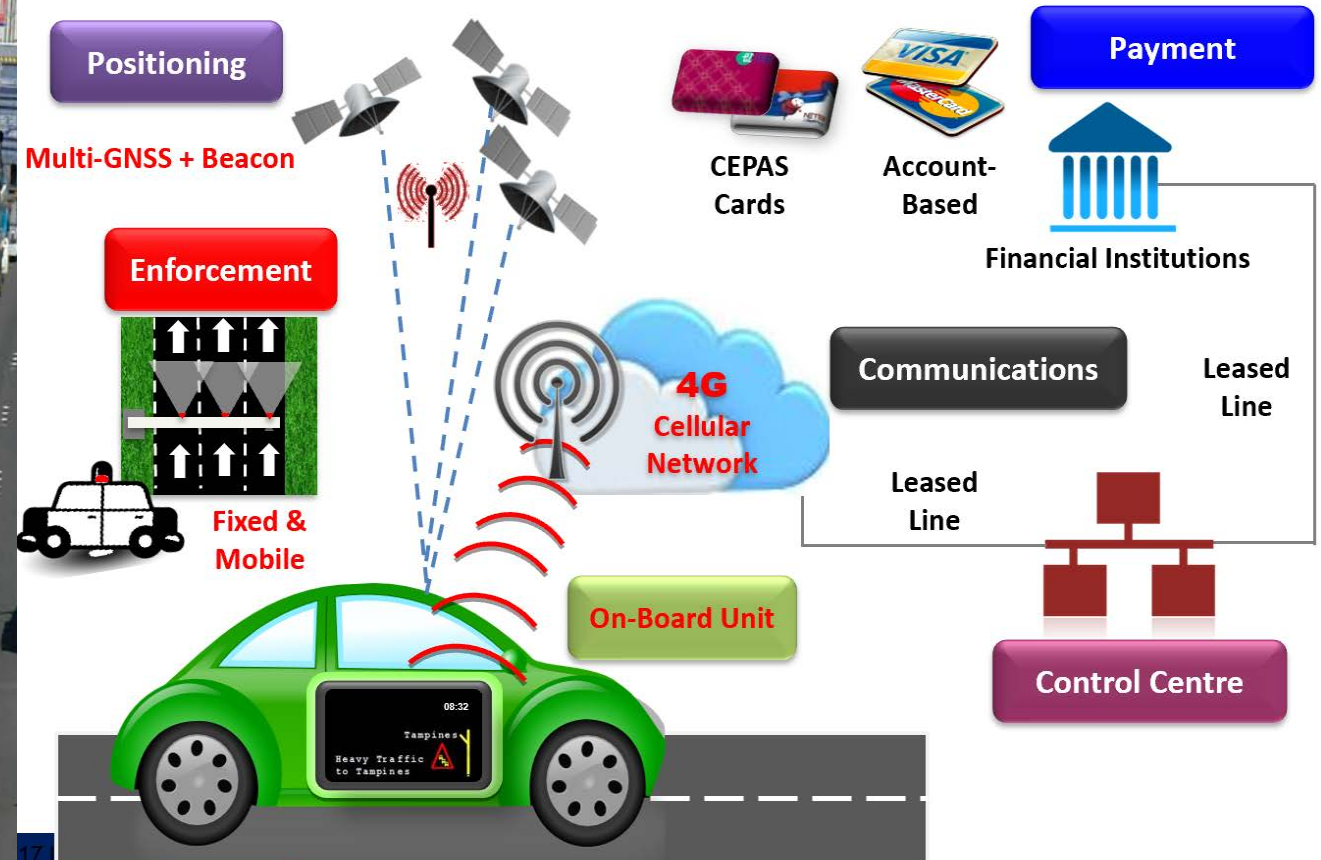
Changing behaviour

- Employers offer flexible hours
- Work from home
- Go another way
- Share a trip
- Take the bus
- Catch a train
- Walk
- Cycle
- Pay for a faster trip



Why not full GPS pricing like Singapore?

- ANPR Implementable today
- Congestion not yet a nationwide problem – scalable as needed
- Need to provide for casual users
- No onboard in car unit required
- Singapore has long history with electronic road pricing
- Tax on mobility vs price for a faster trip
- Challenging enough to sell motorway charge let alone “anywhere” “all time” charging



Transparency

PayWay 

- ✓ **Faster Roads**
- ✓ **Better Transport**

BillRoads.nz

**Opening
Soon**



Social Equity

- (Almost) always a free route
- Car share
- Public Transport
- Access charge
- Transport allowance

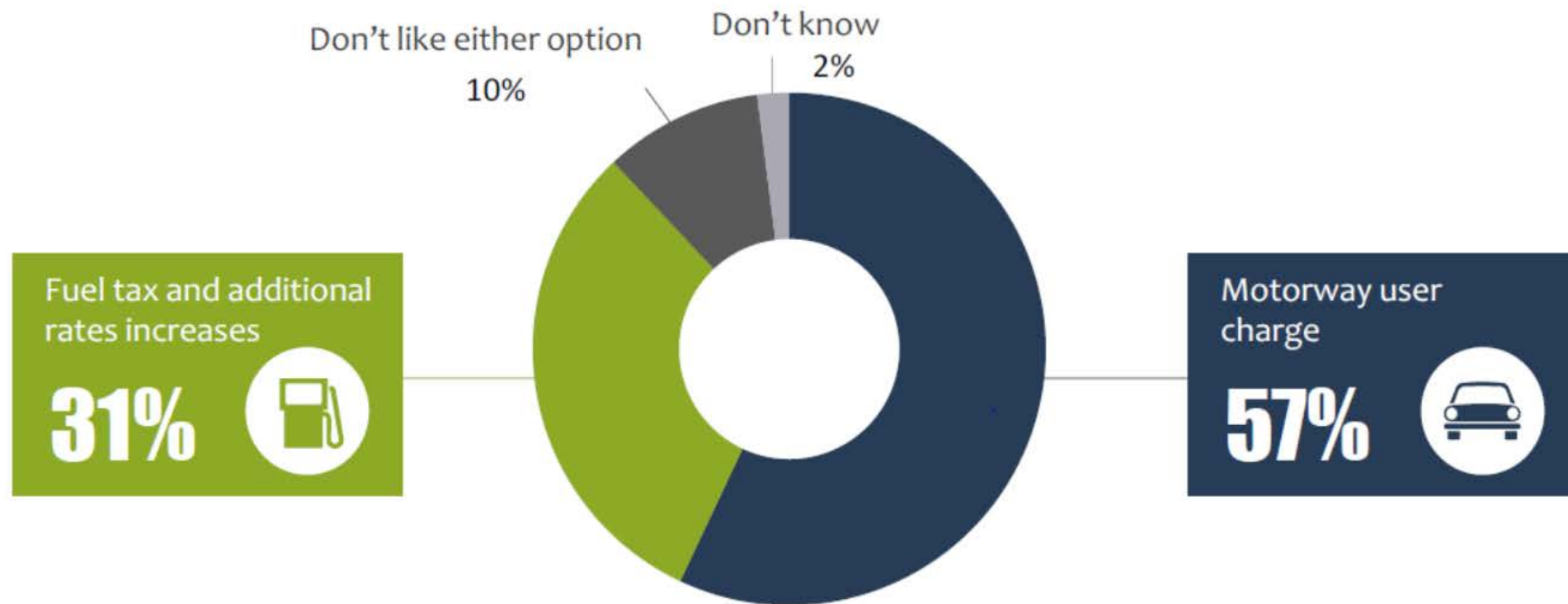


Shared mobility



Aucklanders prefer tolls


2015 Auckland Council Colmar Brunton Survey



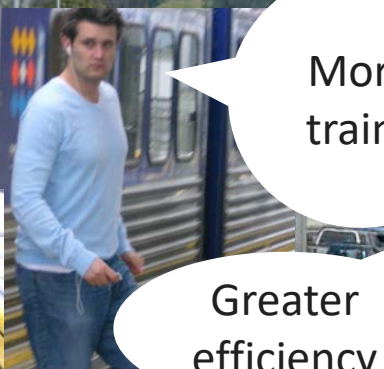
Base: all respondents (5,022)

Source: Q3

Everyone wins...




More time
with my son



More
trains




More
buses



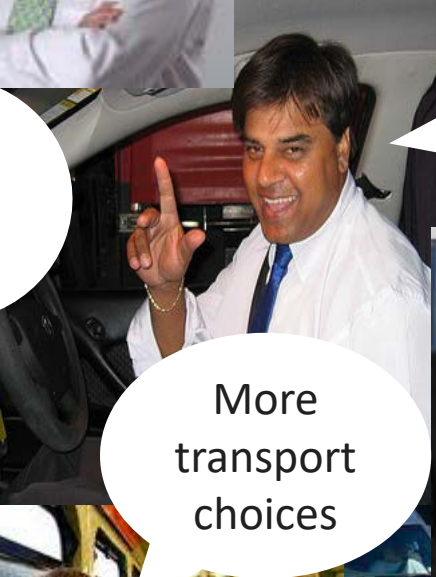
Greater
efficiency




More
deliveries




More
jobs
done




More
fares




More
cycle
tracks




More
transport
choices



Faster
trips



Lower
rates



We car
pool



More
sales