

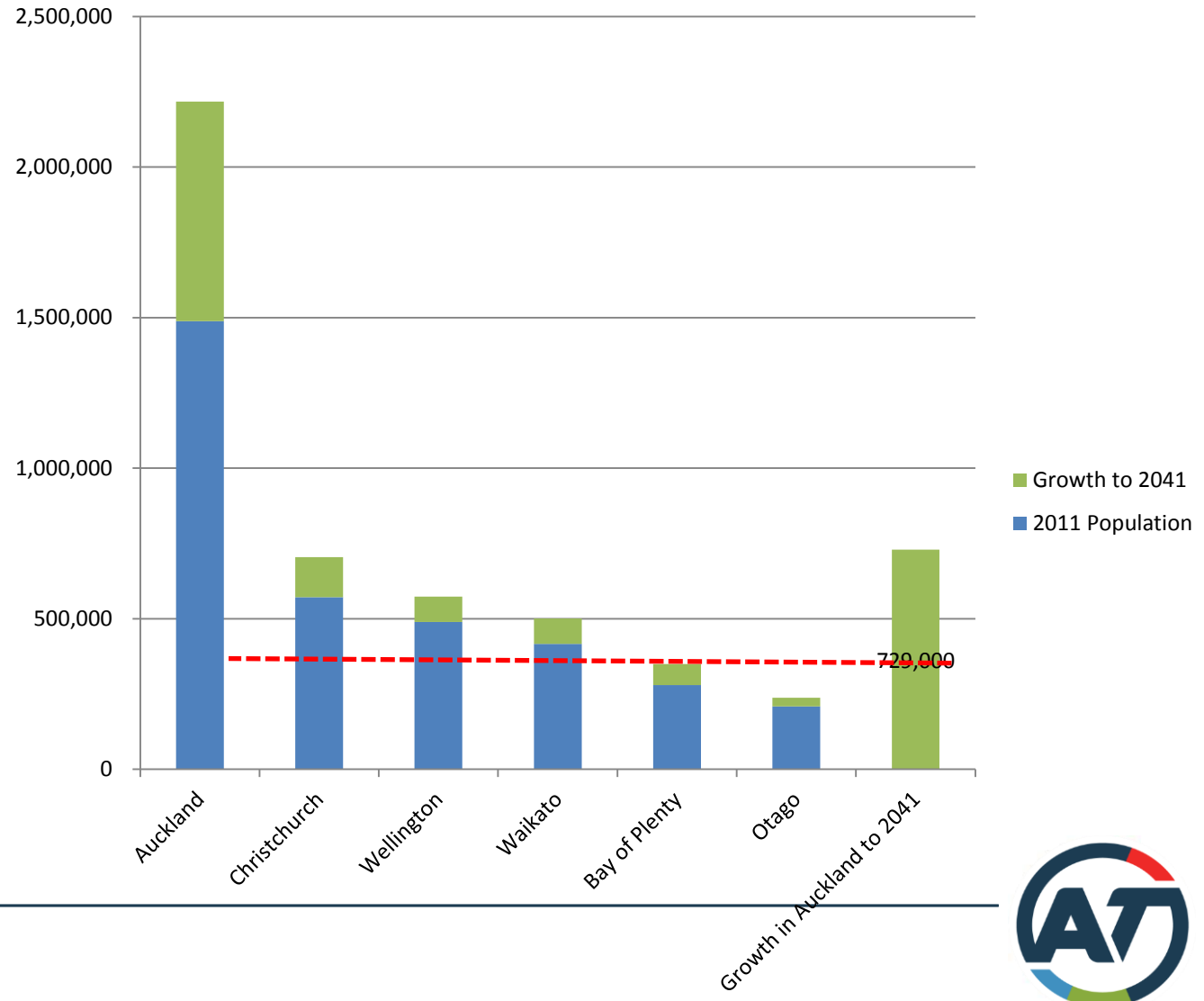
# Road Controlling Authorities

8 August 2014

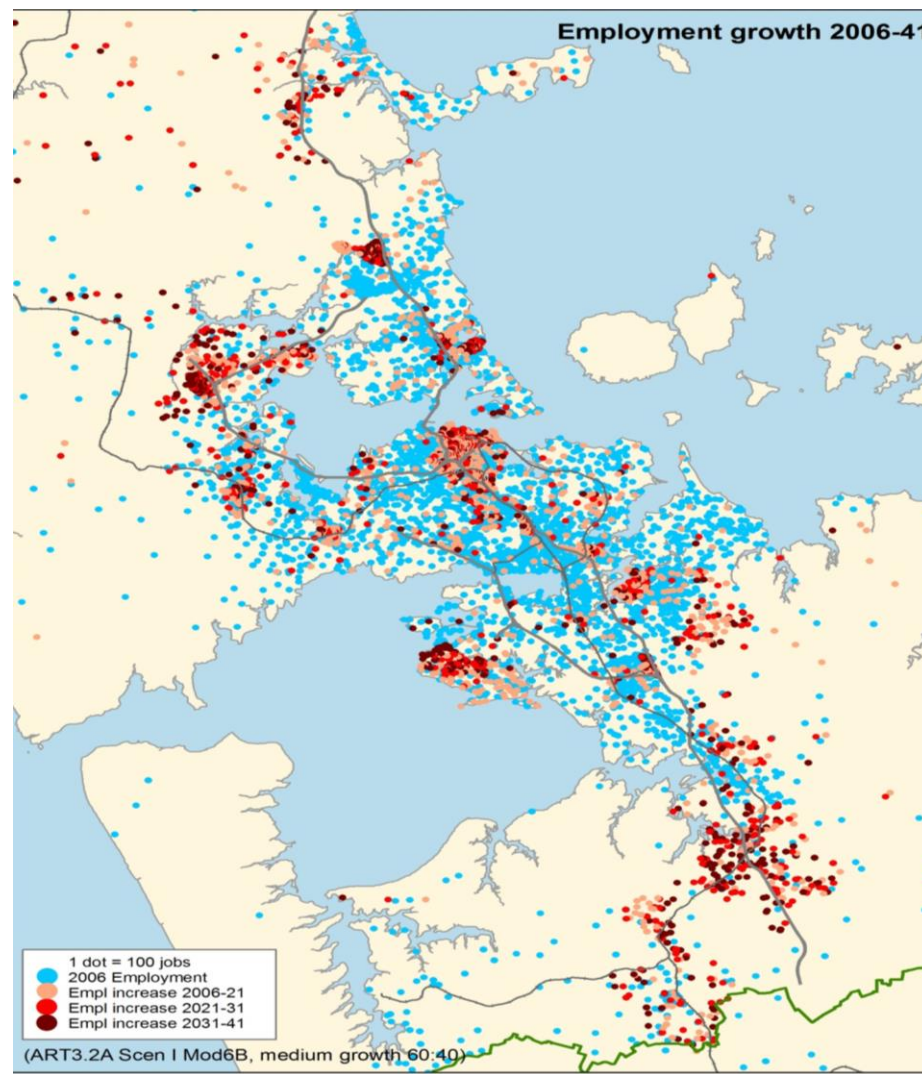
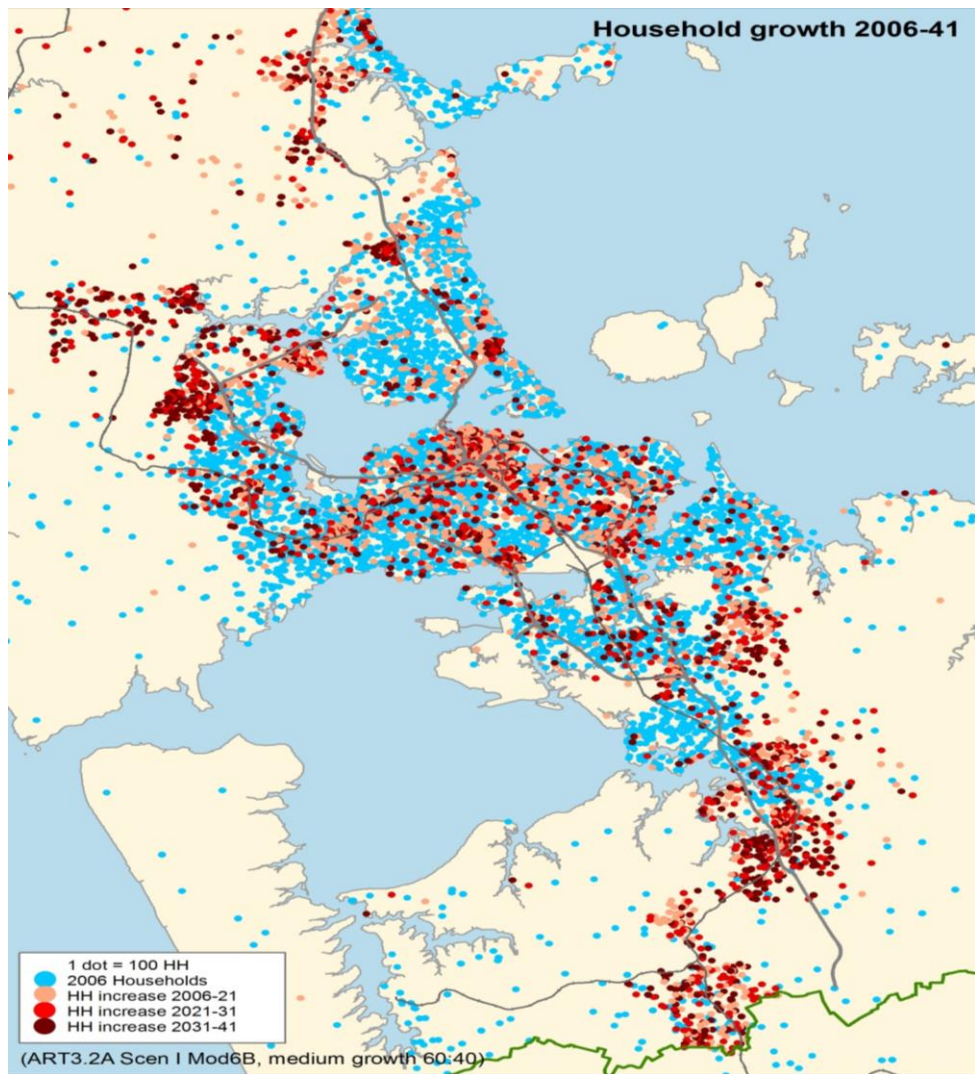
# Auckland in 2041

Auckland is pivotal to the social, economic and cultural development of New Zealand

- More than 700,000 new residents
- An extra 400,000 dwellings
- Twice as many city centre and city fringe residents and employees
- City Centre student numbers up by 30%
- City centre producing 25% of Auckland's GDP - currently 17%

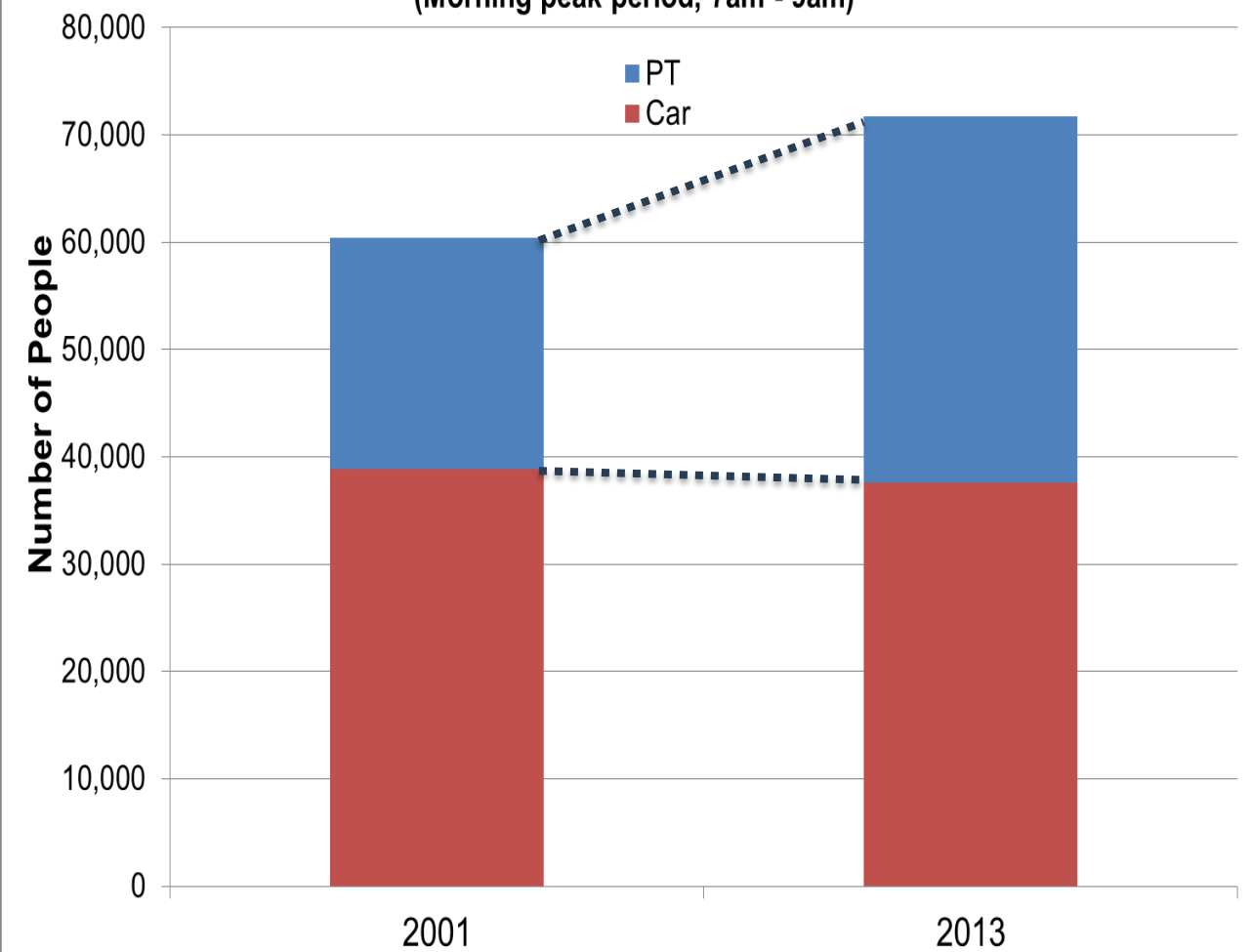


# Auckland Plan Development Strategy



# PT growing as choice

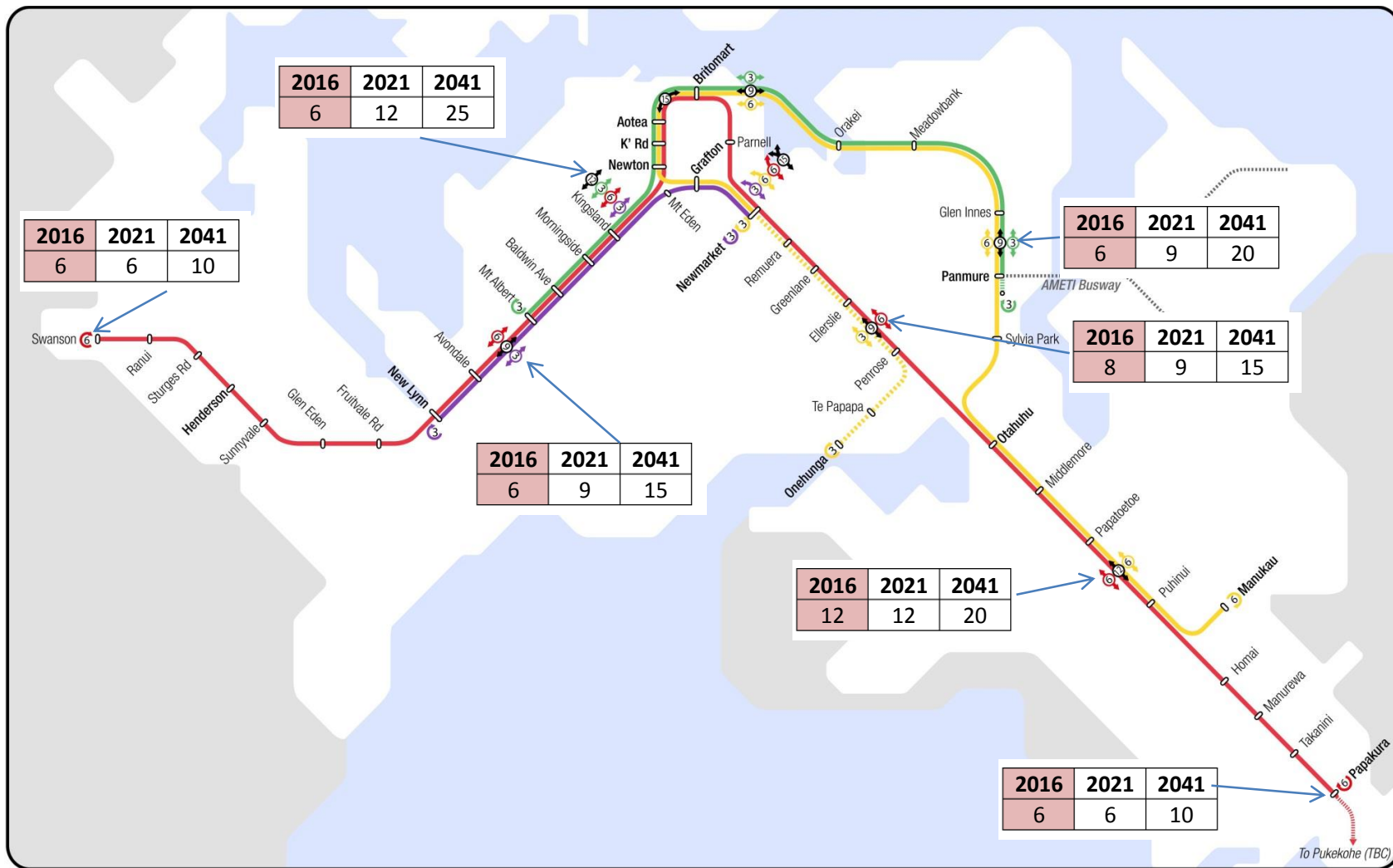
People Entering the City Centre by Car and PT - 2001-2013  
(Morning peak period, 7am - 9am)



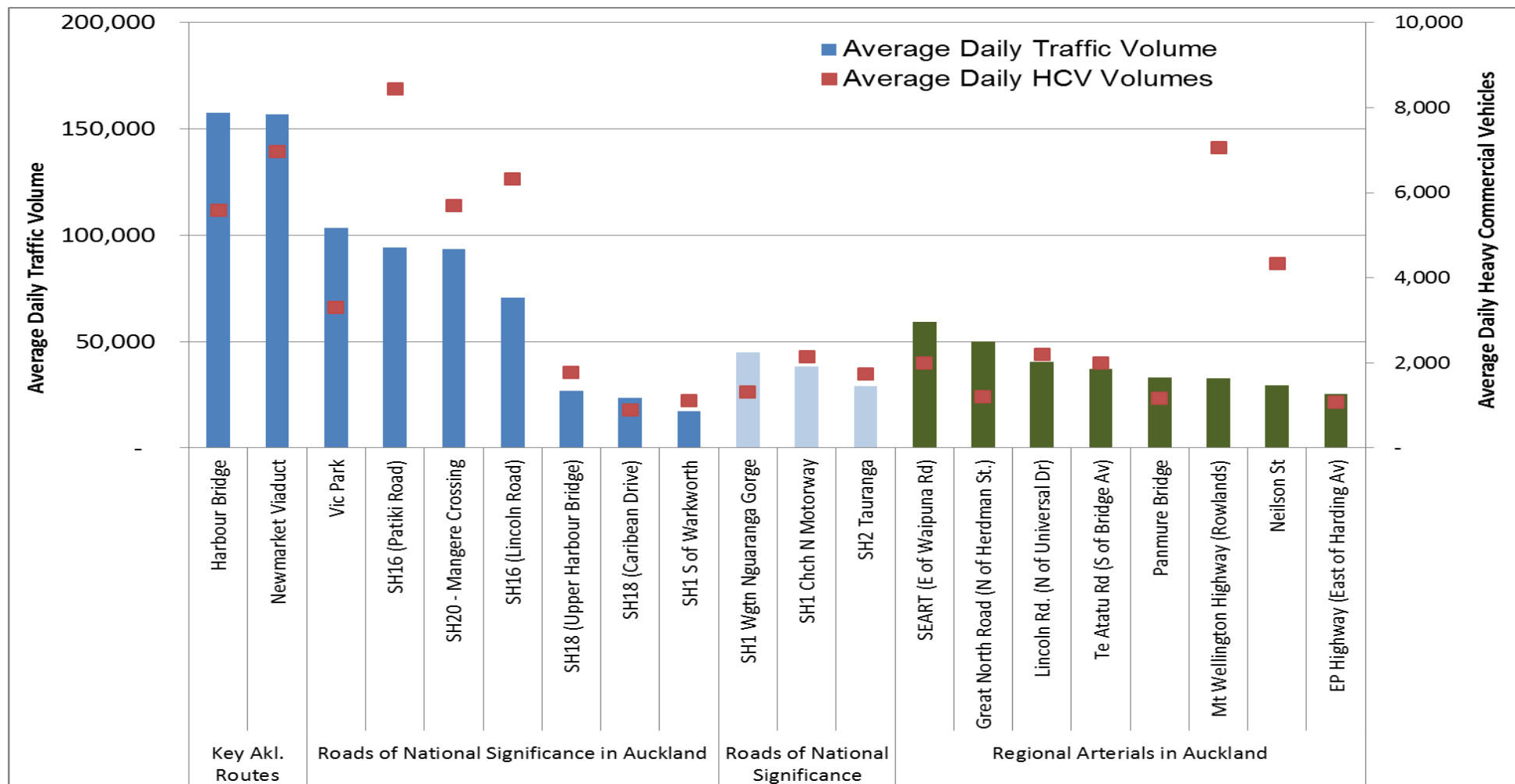
- Since 2001, public transport users to the Auckland city centre have increased and people using cars declined during the morning peak period.
- Overall, the total number of people entering the city centre has increased.

# CRL Network Capacity and Service Levels

INBOUND NUMBER OF SERVICES IN THE PEAK HOUR



# Traffic and Freight Volumes

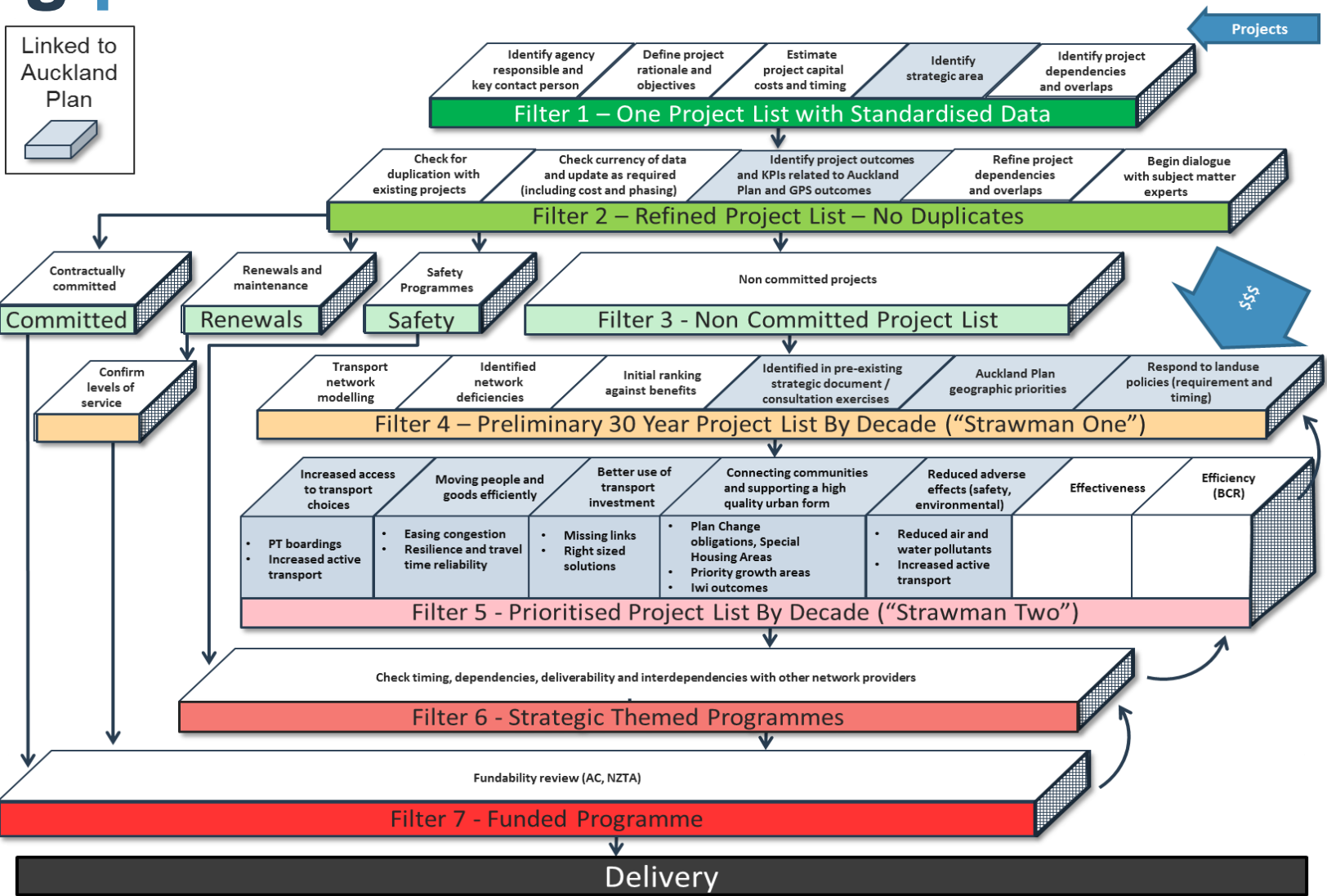


# Current Asset Base

- \$15 Billion of Assets
- Good Systems
- \$200m of Renewals
- 7200kms of Roads
- 100,000 Street Signs
- 536 Signalised Intersections
- 1585 Bus Shelters
- 58 Rail Stations / Ferry Terminals



# Setting priorities

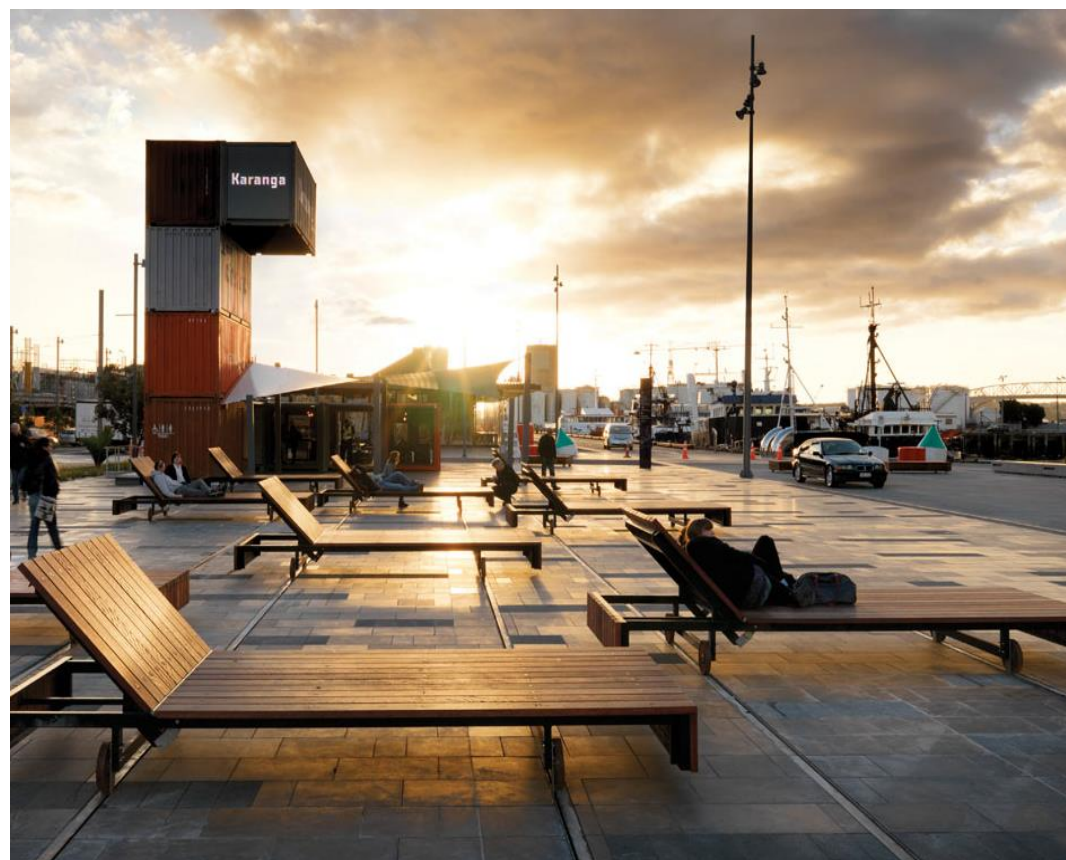


Better transport outcomes for \$5bn less new capital spend



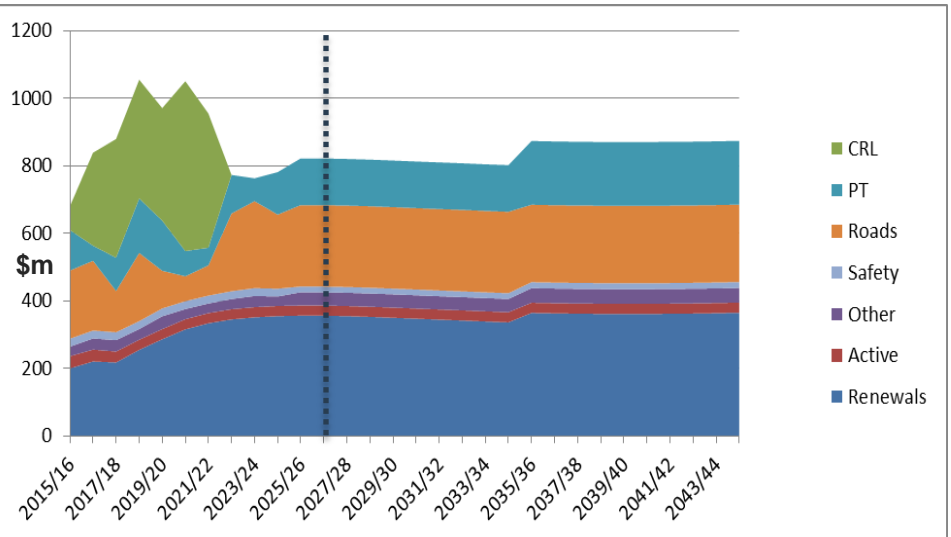
# Striking a balance

- Prioritised against the Auckland Plan
- Adjusted for:
  - Unavoidable
  - Already committed
  - NZTA priorities
  - New development
- Internally reviewed
- Local Board funding



# AP & Constrained Transport Networks 30yr AT spend

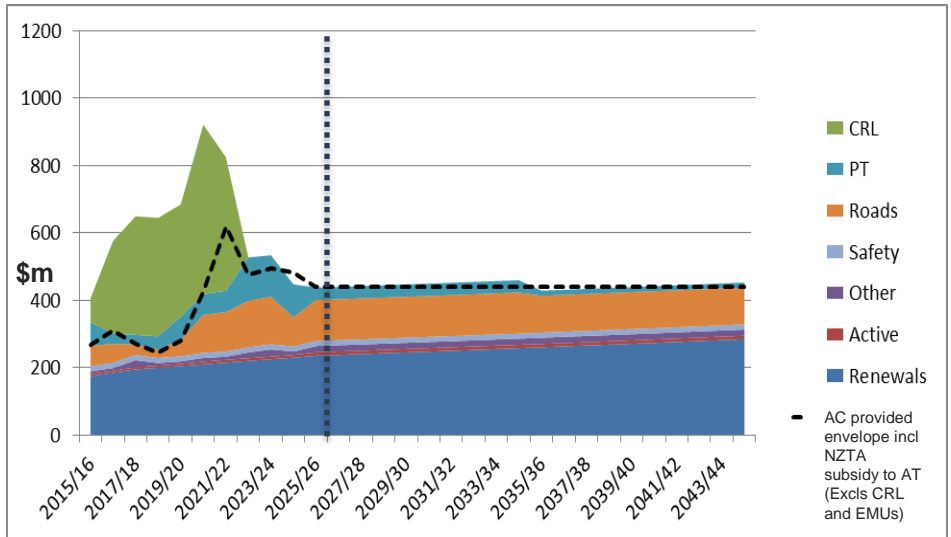
## AP Transport Network – AT Capex



## Example projects in the AP Transport Network

- CRL completed
- Half Airport Rail Line & Mt Roskill Rail Spur or equivalent
- Regional arterial improvements
- Walking and cycling initiatives – 60% of cycle network by 2025
- Customer focussed new integrated PT network completed
- Funding to support removal of rail level crossings
- Rollout of busways and bus rapid transit in the North West and South East
- Full delivery of transport infrastructure for greenfields
- Full funding to renew transport assets (to deliver existing levels of service)

## Constrained Transport Network – AT Capex



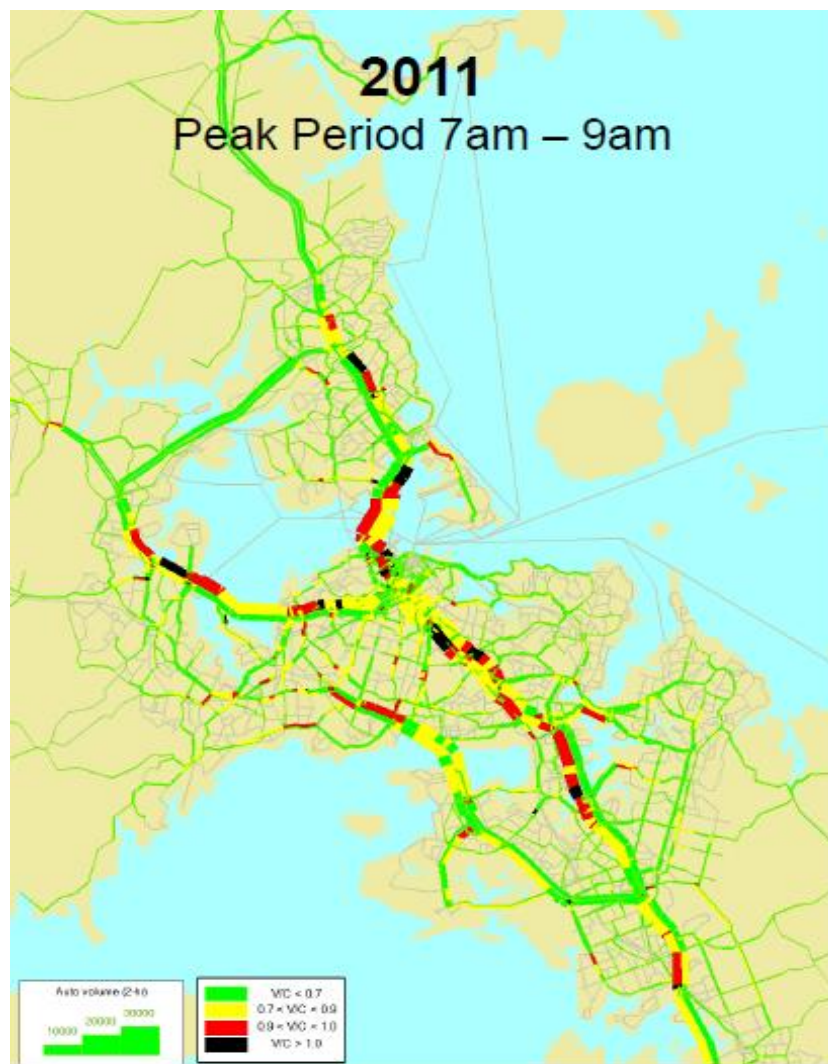
## Under Auckland Plan prioritisation, example projects unlikely in the Constrained Transport Network

- Airport Rail Line and Mt Roskill Rail Spur
- Parnell Station and electrification Papakura to Pukekohe
- Penlink and funding for regional arterials (e.g. Lake Road, Great North Road, Great South Road)
- Additional funding for walking and cycling initiatives
- Higher amenity and customer friendly infrastructure supporting the new integrated PT network
- Full funding to grade separate rail level crossings
- 60% less funding for greenfield growth areas in second and third decades
- Reduced renewal funding leads to decreased asset condition over time and increased maintenance

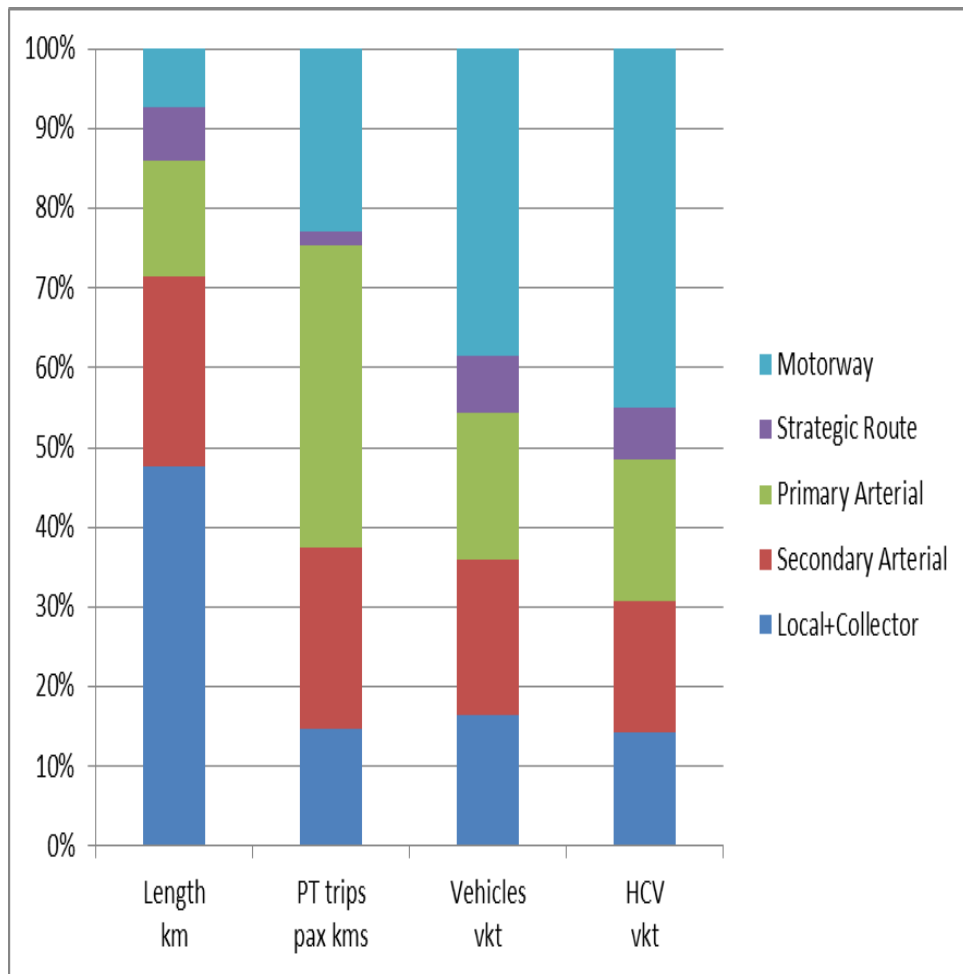
# Auckland Plan Transport Networks 30yr targets

Indicator	Description	Target (Auckland Plan)	Auckland Plan Transport Network
Public transport boardings	Number of annual public transport boardings (millions)	140m by 2022	<b>2026: 140m</b>
Public transport boardings per capita	Number of annual public transport boardings per capita	100 by 2040	<b>2046: 102</b>
Public transport morning peak motorised mode share	Proportion of morning peak motorised trips (PT & Auto) into the CBD by public transport	70% by 2040	<b>2026: 60%</b> <b>2046: 68%</b>
Walking, cycling and public transport morning peak mode share	Proportion of morning peak trips that are made by walking, cycling, or public transport	45% by 2040	<b>2026: 28%</b> <b>2046: 34%</b>
Greenhouse gas emissions	Greenhouse gas emissions from ground based transport	49% reduction on current	<b>2046: 4% inc</b>
Strategic freight network congestion	Severe congestion on the strategic freight network	18% AM 8% IP by 2021	<b>2026: 16% AM</b> <b>2026: 7% IP</b> <b>2046: 18% AM</b> <b>2046: 14% IP</b>

# 2040 Congestion

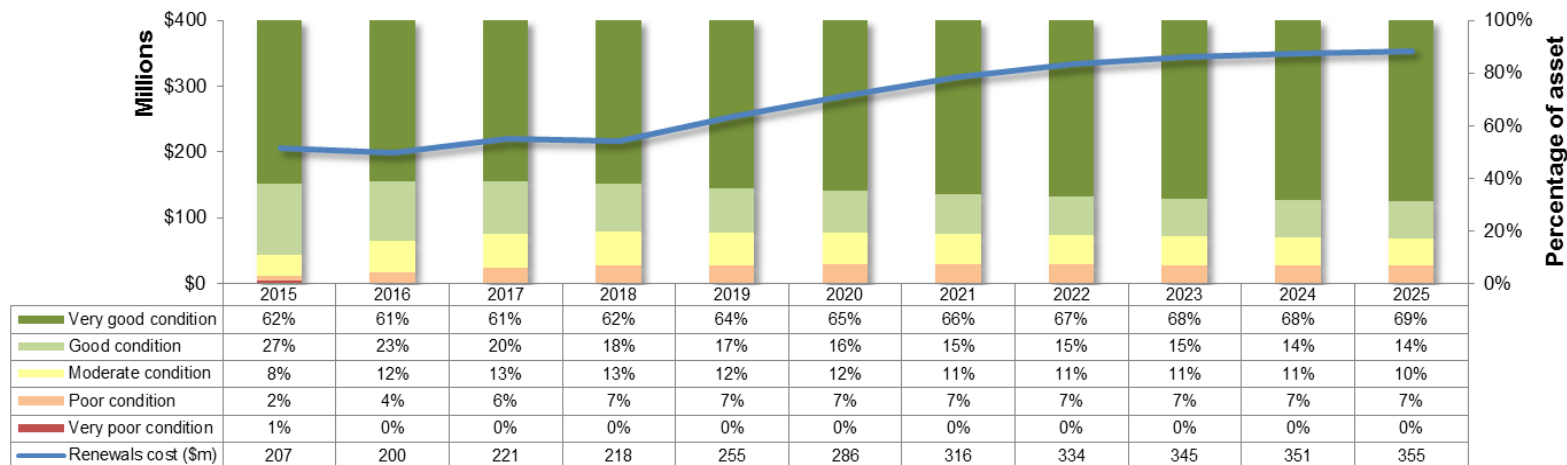


# Operate and Maintain Infrastructure



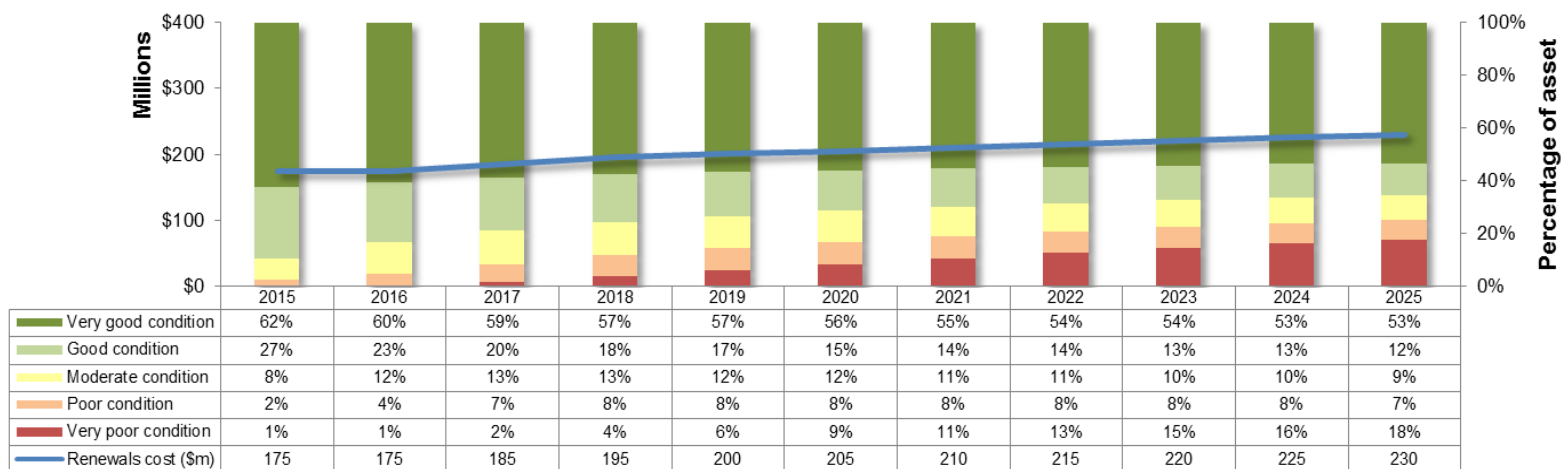
# Asset condition

## Auckland Plan



## Constrained

18% total assets in very poor condition after 10 years



# Making smarter use of assets



Annual benefits of optimising a single major arterial corridor like Dominion Road:

- Fuel savings of 10% or 215,000 litres
- Total time saving 64,000 hours
- Benefit/Cost ratio of 30 : 1
- CO2 reduction of 10% or 550 tonnes



# Challenges - transport

## Industry

- Impact on the construction sector
- Productivity and momentum
- Programme can't be turned on and off

## PT

- New network infrastructure and services, limited RTN

## Assets

- Levels of service

## Freight

- Economic impact on freight and commercial vehicle movement

## Congestion

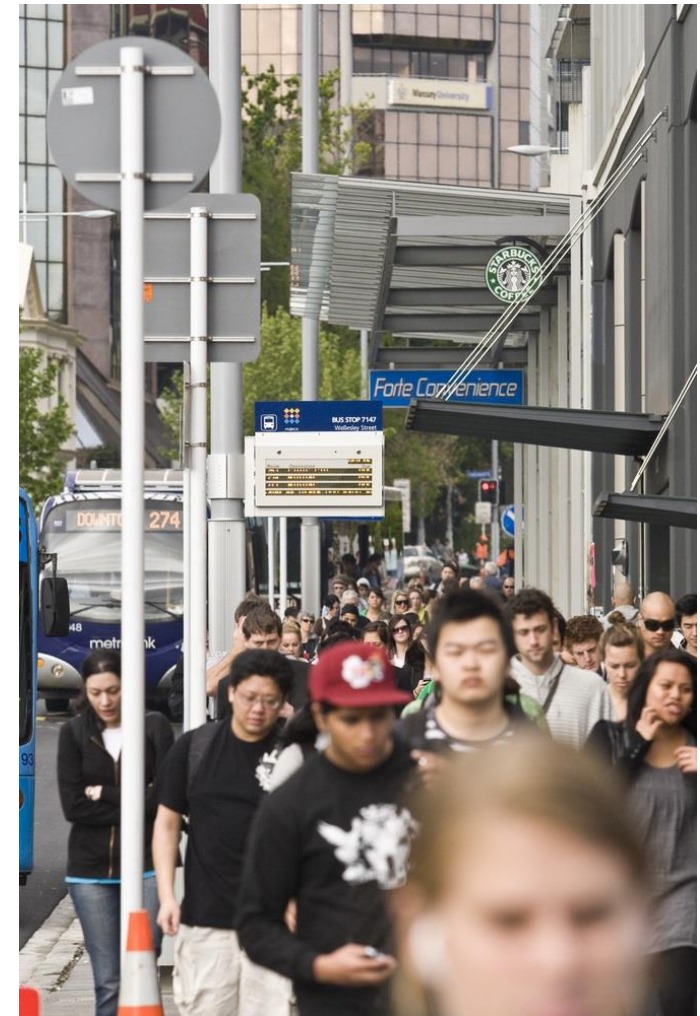
- Managing a more congested roading network





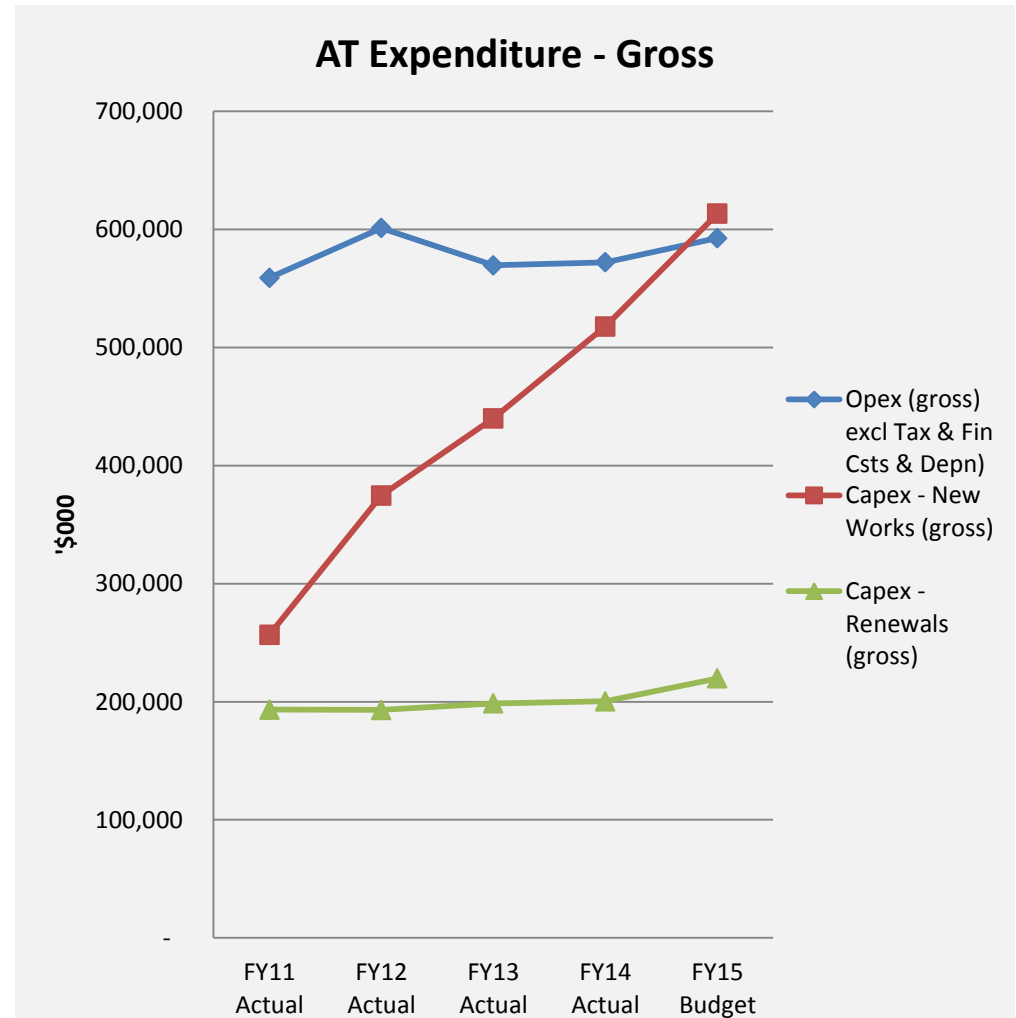
# Challenges – community / funders

- Community - expectation management
- Customers
- Reduced jobs
- Growth – supporting projected population growth across Auckland
- Messaging to funders



# What we are doing

- Managing our cost down
- Working as Council family
- NZTA funding
- Asset recycling
- Private Investment
- Other Revenue



# Brighter news

- Delivery of what is already funded
- Current plans
- Focused on innovation and customer experience
- Within a sustainable model
- Community expectations changing





Thank You