Road Controlling Authority Forum
26 May 2011

Sector Directions Update

Greg Campbell
Chief Advisor Sector Direction

Impacts the Government wishes to achieve

Economic growth and productivity

Enhance transport efficiency and lower the cost of transportation through:

- improvements in journey time reliability
- easing of severe congestion
- more efficient freight supply chains
- better use of existing transport capacity.

Better access to markets, employment and areas that contribute to economic growth.

A secure and resilient transport network.

Other impacts the Government wishes to achieve

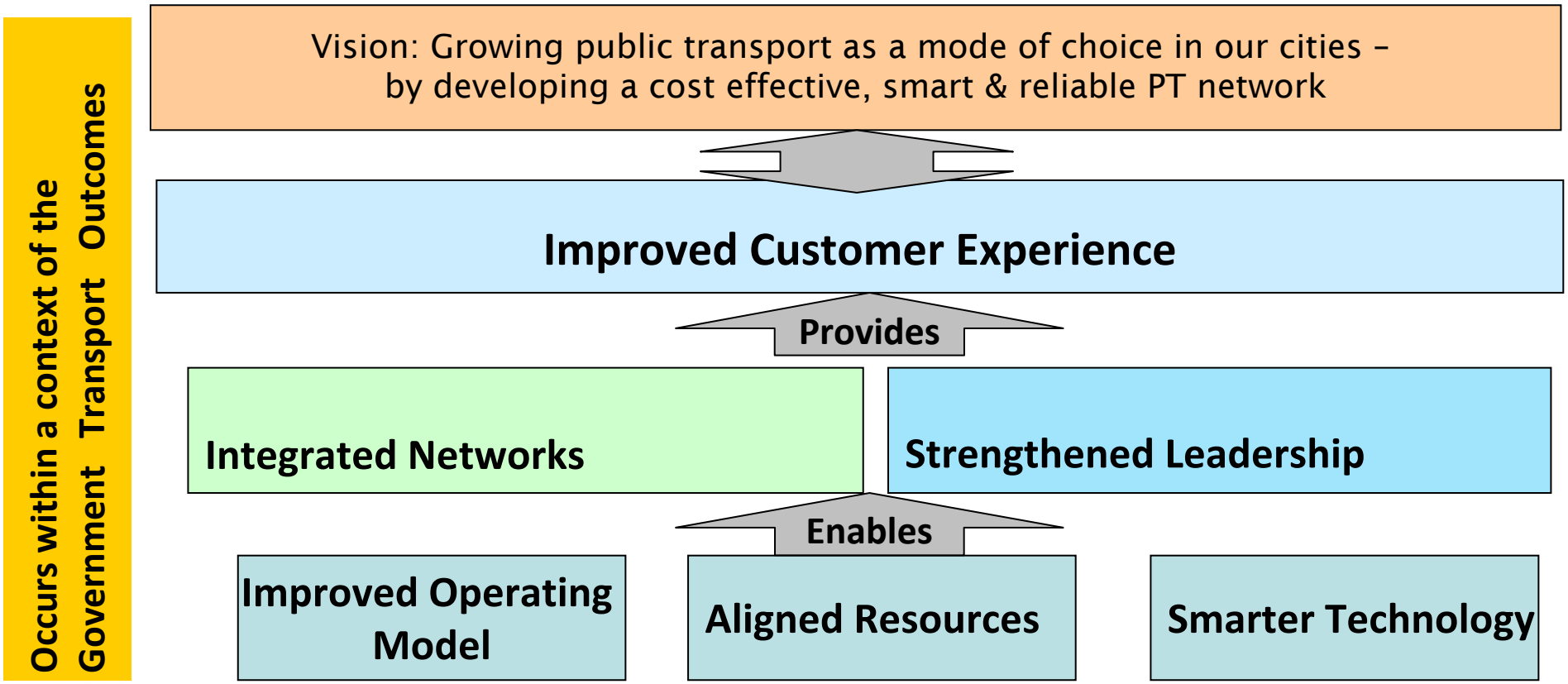
- Reductions in deaths and serious injuries
- More transport choices, particularly for those with limited access to a car where appropriate.
- Reductions in adverse environmental effects
- Contributions to positive health outcomes.

PT Action Plan: Background

- Low density urban development pattern with high car ownership/dependency and overall low public transport use
- Mix of contracted and commercial public transport services
- Large investment last decade and some patronage growth
- New public/private sector public transport effectiveness action plan underway
- New dual objectives: to grow confidence in pricing of services and grow the commerciality of services/ create incentives

Fare Recovery vs Subsidy Per Passenger

PT Action Plan Framework



Improving the customer experience

- Collaborative approach
- Customer care - service culture
- Rugby World Cup in September / October 2011 – immediate upskilling focus
- Customer sensitive, multi media access to better service information
- Better market research and sharing
- Integrated, multi modal electronic ticketing and fare products

Integrated networks

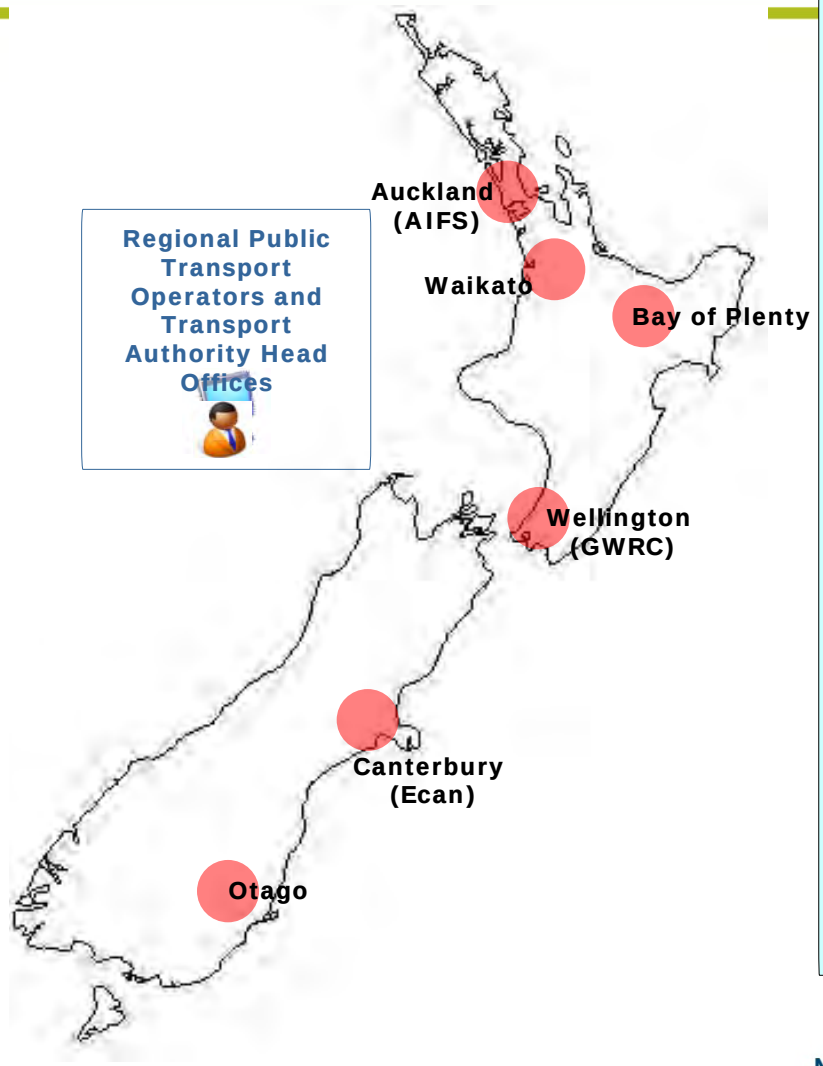
- Rugby World Cup Priority Routes
- Customer focussed network design and operation
- Demonstration projects
- Integrated land use, spatial and transport planning
- Mode optimisation and multi mode planning/operation
- Corridor protection

Improved operating models

- Auckland and Wellington main focus
- Alliancing approach to both planning investment and procurement for buses/ferries
- Encouraging operators to innovate and focus on growing patronage
- Large investment in urban rail upgrading
- Network design to make bus/rail modes more efficient and complementary

National integrated ticketing system

Regional Public Transport Operators and Transport Authority Head Offices



Regional Fare Media – each region has its own card



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Our PT challenge

- Successful public transport for Rugby World Cup 2011
- Better value from public/private investment:
  - improved customer experience
  - integrated, long term planning
  - collaboratively designed and operated networks)
- Fully utilising technology
- Christchurch Earthquake – rebuilding a city, its public transport hubs and network

Impacts the Government wishes to achieve

Economic growth and productivity

Enhance transport efficiency and lower the cost of transportation through:

- improvements in journey time reliability
- easing of severe congestion
- more efficient freight supply chains
- better use of existing transport capacity.

Better access to markets, employment and areas that contribute to economic growth.

A secure and resilient transport network.

The link between transport and economic performance

Upper North Island Freight Plan

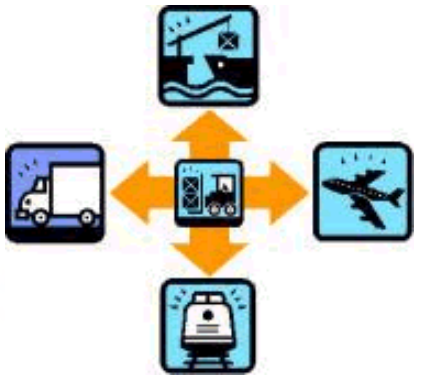
- Freight is also one of NZTA's strategic priorities
- "Golden Triangle" is the major freight area by value and by volume
- Opportunity for "proof of concept" with lessons transferable
- Major investment in transport is via the RONS with freight a key beneficiary
- Freight plan is in effect an 'optimisation' or fine-tuning exercise

NZ TRANSPORT AGENCY
WAKA KOTAHI

Shared responsibility for performance of the transpo system

The system context:

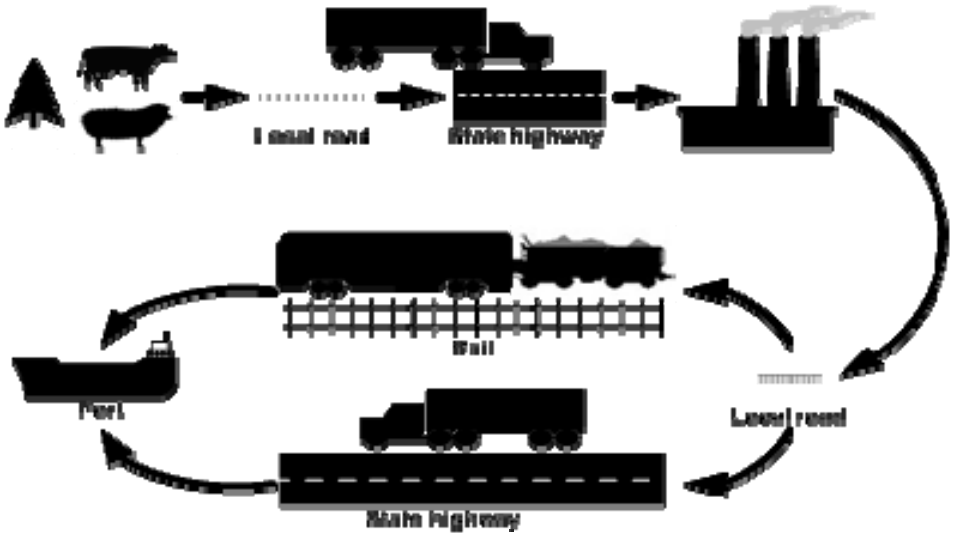
- Many infrastructure investors
- Many service providers
- Many transport users
- Variety of transport modes
- Land uses (transport demands) determined by independent actors
- Limited government influence on decisions, behaviours and outcomes



More efficient freight movements – working together

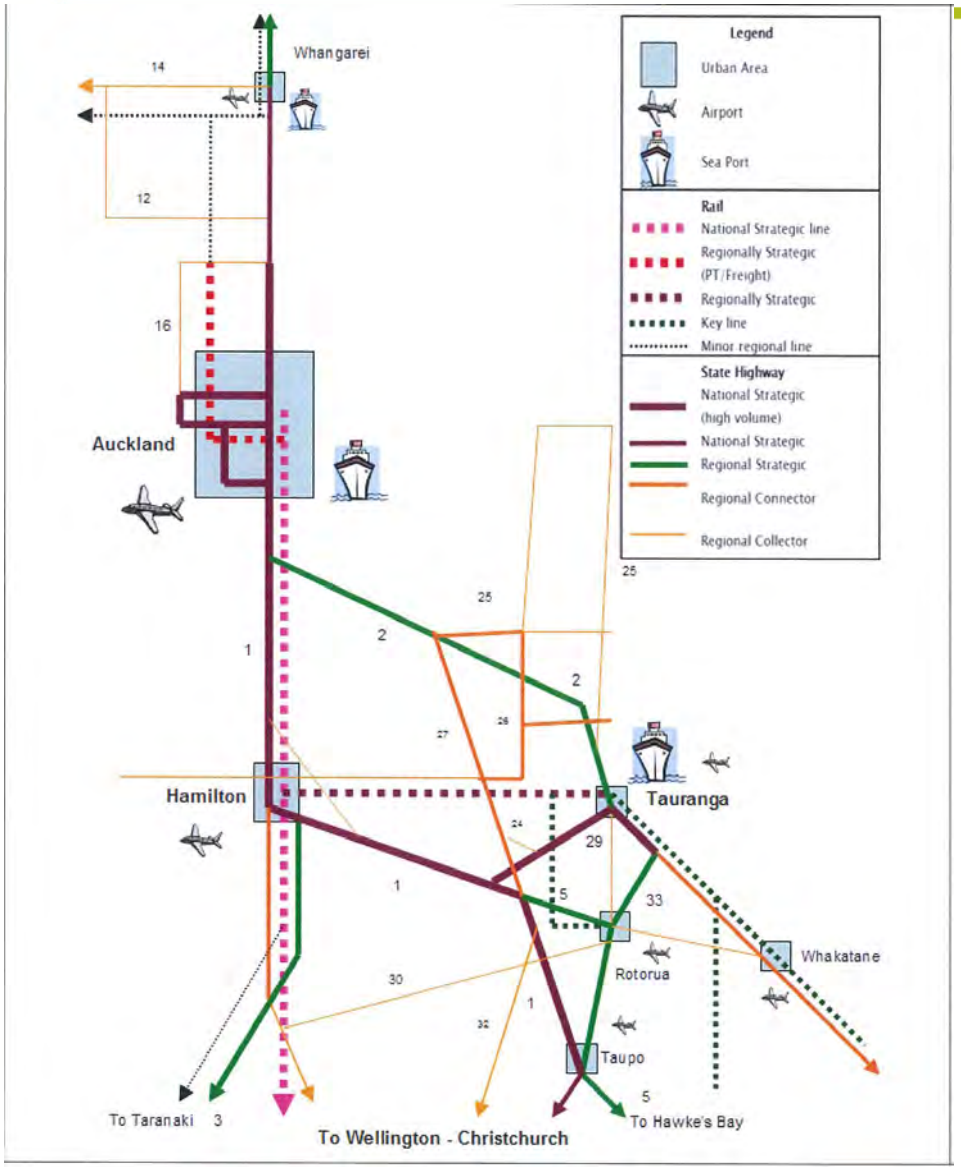
Objectives:

- To build strong strategic partnerships (public and private)
- To optimise existing network infrastructure
- To reduce the cost of doing business (through technology, smarter regulation, higher productivity vehicles)
- To plan, build and invest in new infrastructure that is integrated with land use decisions (current focus on sector-led upper North Island)
- To improve the safety and mitigate other adverse effects



NZ TRANSPORT AGENCY
WAKA KOTAHI

UNI Freight Plan: Desired Future State



- Rail network: 10 year turnaround plan
- Road network: RONS and State Highway Classification system
- HPMV
- Strategic freight facilities
- Regulatory improvements
- Intelligent technology systems
- Other?

New Zealand Government

Proposed next steps

1. Short term plan to remove bottlenecks, improve LoS and safety, provide access to other modes/HPMV routes/freight facilities, review regulatory requirements
2. Scenario development including data collection/ modeling/forecasting (common information base)
3. Develop the wider network plan including the Auckland Plan and regional strategies
4. Effectiveness review to monitor progress

Note: role of all players is key – operators, shippers, local government

NZ TRANSPORT AGENCY
WAKA KOTAHI

Regional Land Transport Analysis

- Designed to provide regional intelligence contributing to the GPS and NIP
- First complete snapshot of the RLTSs and how they align with the GPS and government aspirations
- Intended to be regularly updated
- First step in an iterative process

Impacts the Government wishes to achieve

Economic growth and productivity

Enhance transport efficiency and lower the cost of transportation through:

- improvements in journey time reliability
- easing of severe congestion
- more efficient freight supply chains
- better use of existing transport capacity.

Better access to markets, employment and areas that contribute to economic growth.

A secure and resilient transport network.

Other impacts the Government wishes to achieve

- Reductions in deaths and serious injuries
- More transport choices, particularly for those with limited access to a car where appropriate.
- Reductions in adverse environmental effects
- Contributions to positive health outcomes.

DRAFT CLASSIFICATION SYSTEM

INTERNATIONAL TOURIST ROAD FLOW & AIRPORT PASSENGER NUMBERS

Summary findings

- Most regions prioritize economic growth and productivity
- Growth regions (Auckland, BoP, Wellington, Canterbury) align reasonably well with economic growth impact
- Static or declining regions struggle to demonstrate alignment with economic growth objective
- Only Auckland, Wellington and Canterbury are able to identify a strong link with PT objective
- Varying degrees of alignment with other government impacts

The Auckland Plan

- Regional growth and economic challenges well known
- Blueprint for building the region over next 30 years
- Transport infrastructure seen as shaping the form of the region
- Significant challenges around affordability, prioritisation and sequencing of transport investment
- Challenging timetable:
  - Discussion document feedback closes 31 May
  - Draft plan to be released in August
  - Final plan to be adopted in December

NZ TRANSPORT AGENCY
WAKA KOTAHI

Possible content

1. a preferred urban form
2. key place-shaping transport projects
3. a regional GDP target and key actions
4. a greenhouse gas emissions reduction target
5. sub-regional priorities for focusing public investment spatially
6. a skills programme
7. an arts, culture, heritage and sports and recreation proposal
8. funding sources, potentially including value capture financing mechanisms and congestion pricing

Key transport outcomes

- land use scenario drawing on the strengths of an integrated land use and transport planning approach.
- land use scenario that can be serviced/delivered by an affordable, efficient and safe transport system.
- revenue challenge in Auckland will be acknowledged, and sustainable revenue streams identified.
- seamless and adaptive transport system, where new demand management and pricing tools can be implemented.

Questions?