

Asset Management – A Regional View

Road Controlling Authorities

6 September 2013



Introduction

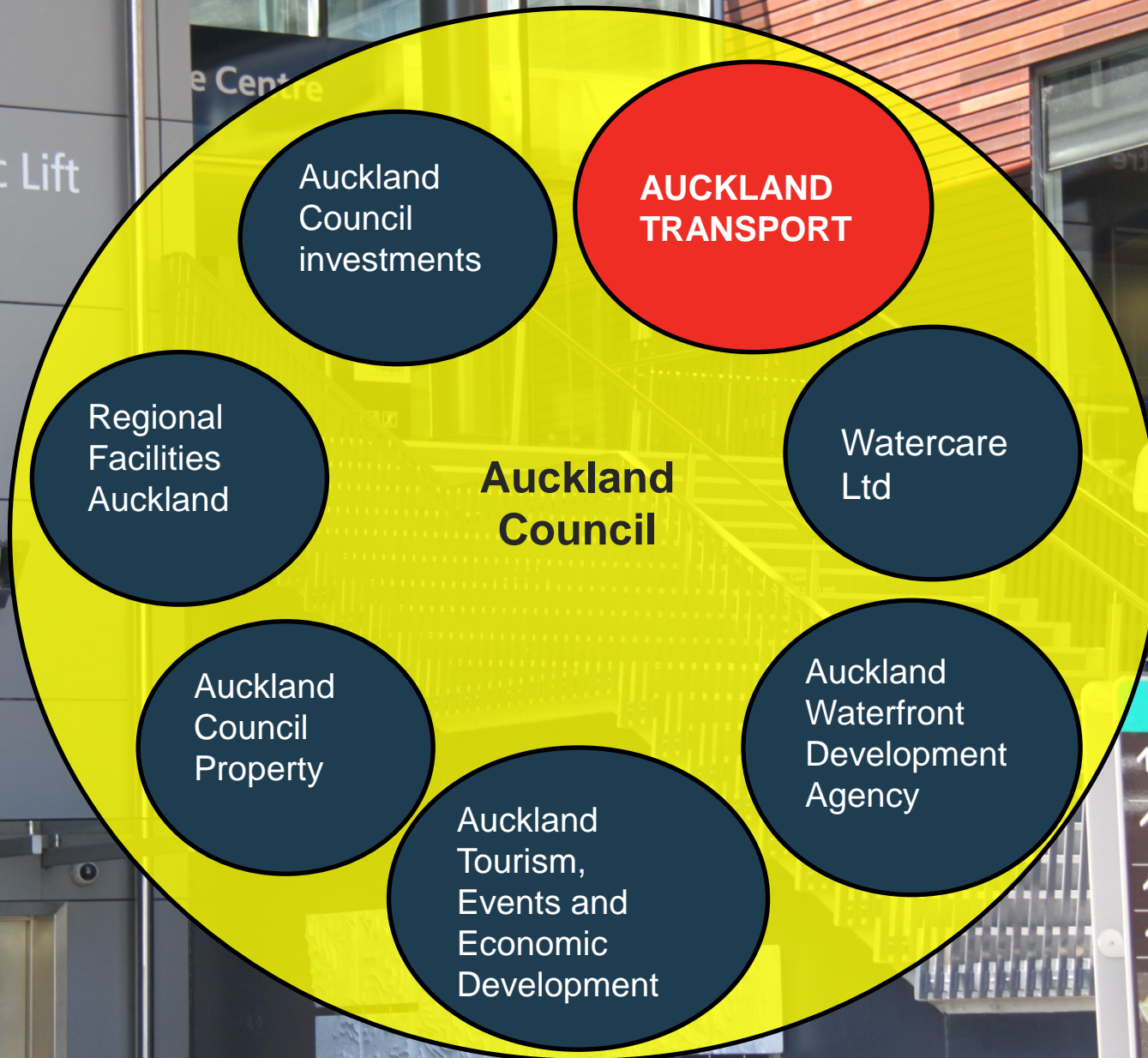
Asset Management - Auckland Transport

Topics to be covered:

- Who we are and what we manage
- Planning Framework
- Key Challenges
- Benefits
- Asset Management



Who we are and where we fit



Public Lift



Waikare Central

Henderson
Town Centre
via Civic Centre overbridge 2 min

Transport
Interchange
via Civic Centre overbridge 1 min

Library
via Civic Centre overbridge 4 min

Unitec
via Civic Centre overbridge 4 min



Keeping Auckland Moving

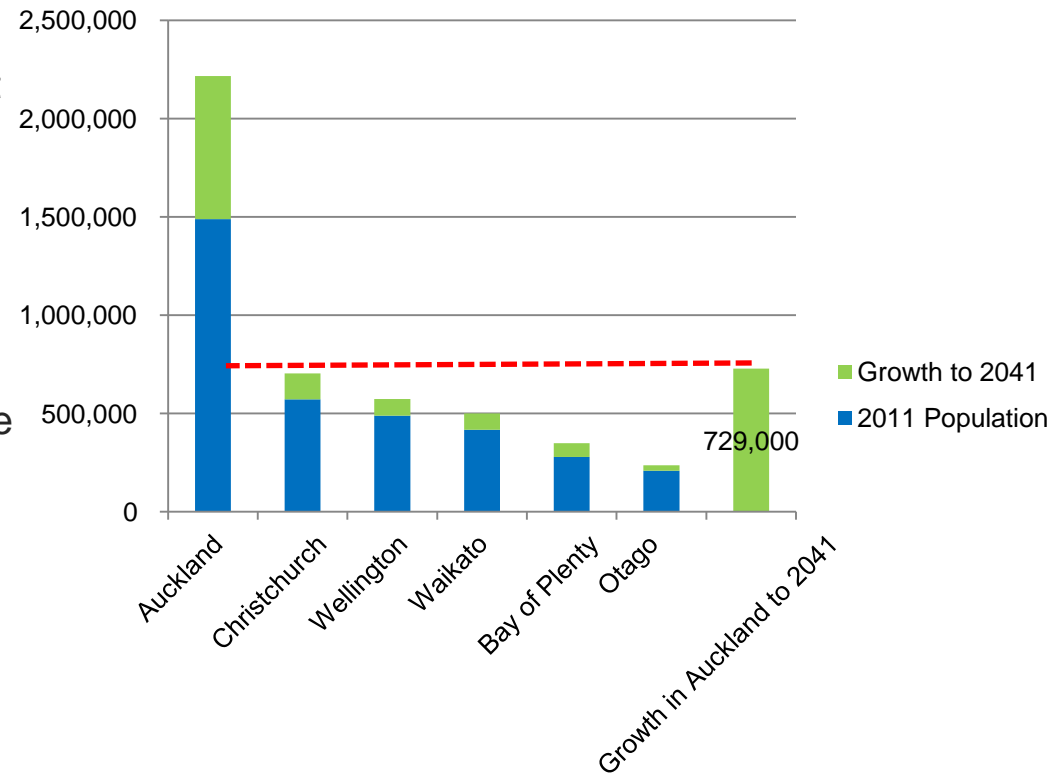
- 7,227km of roads
- 994 bridges and culverts
- 6,879km of footpaths
- 100,677 street lights
- 94,935 road signs
- 1,554 bus shelters
- 15 bus stations and five busway stations
- 2,584 retaining walls
- 12 multi-storey car park buildings
- 933 on-street pay-and-display machines
- 19 public transport wharf terminal sites
- 42 rail stations on five lines



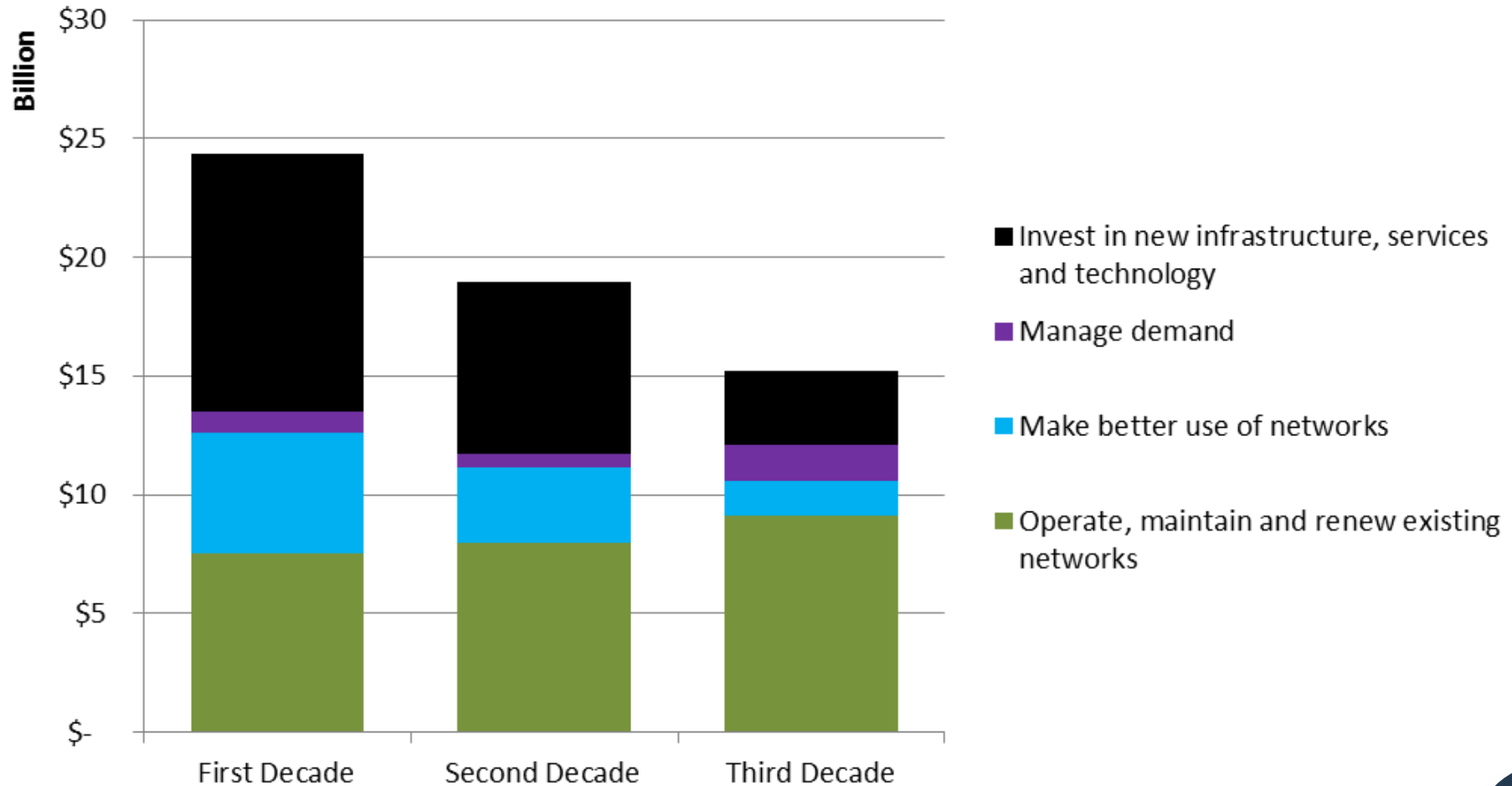
Auckland in 2041

Auckland is growing

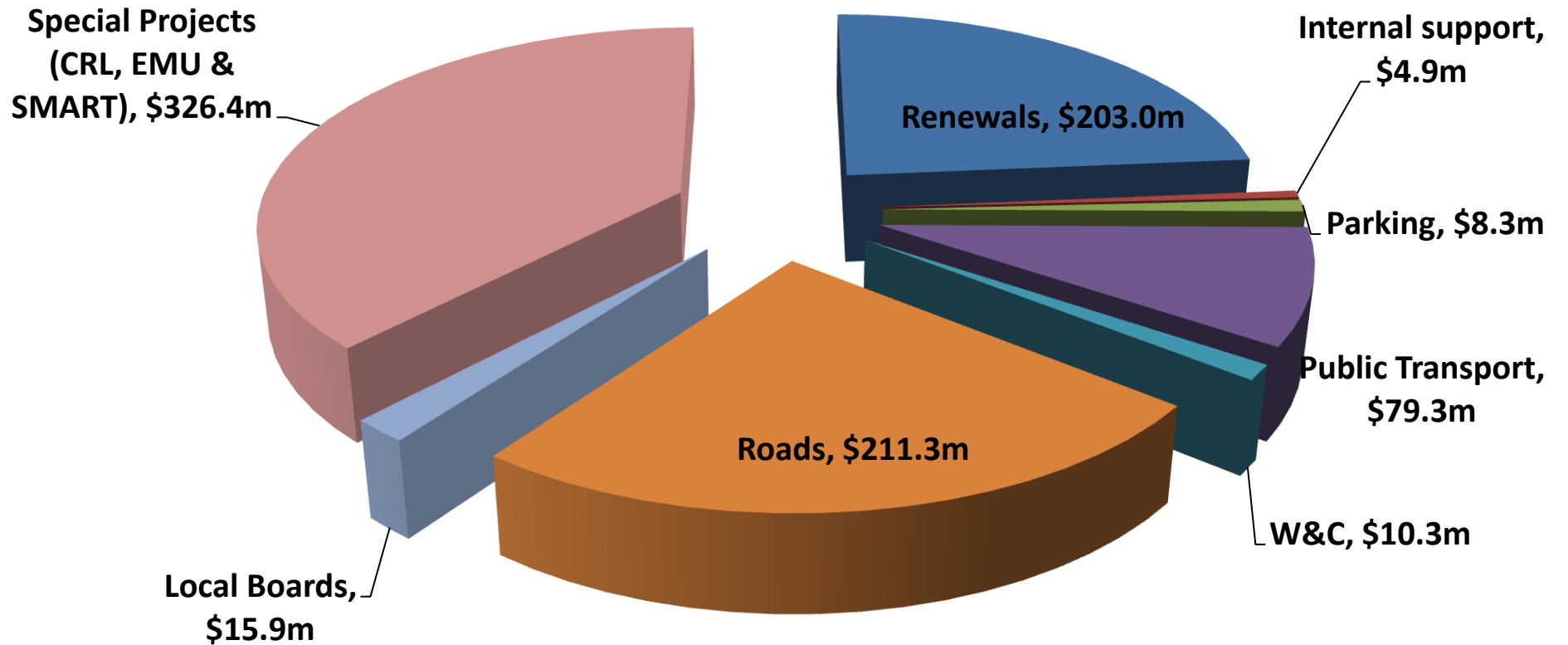
- More than 700,000 new residents bring the population to 2.2 million
- An extra 400,000 dwellings -60 per cent of them within the metropolitan urban limit
- More than 150,000 dwellings are outside this limit
- Twice as many city centre and city fringe residents (140,000) and employment numbers doubled to over 200,000
- City Centre student numbers grown by 30% to 72,000
- City centre produces 25% of Auckland's GDP, currently 17%



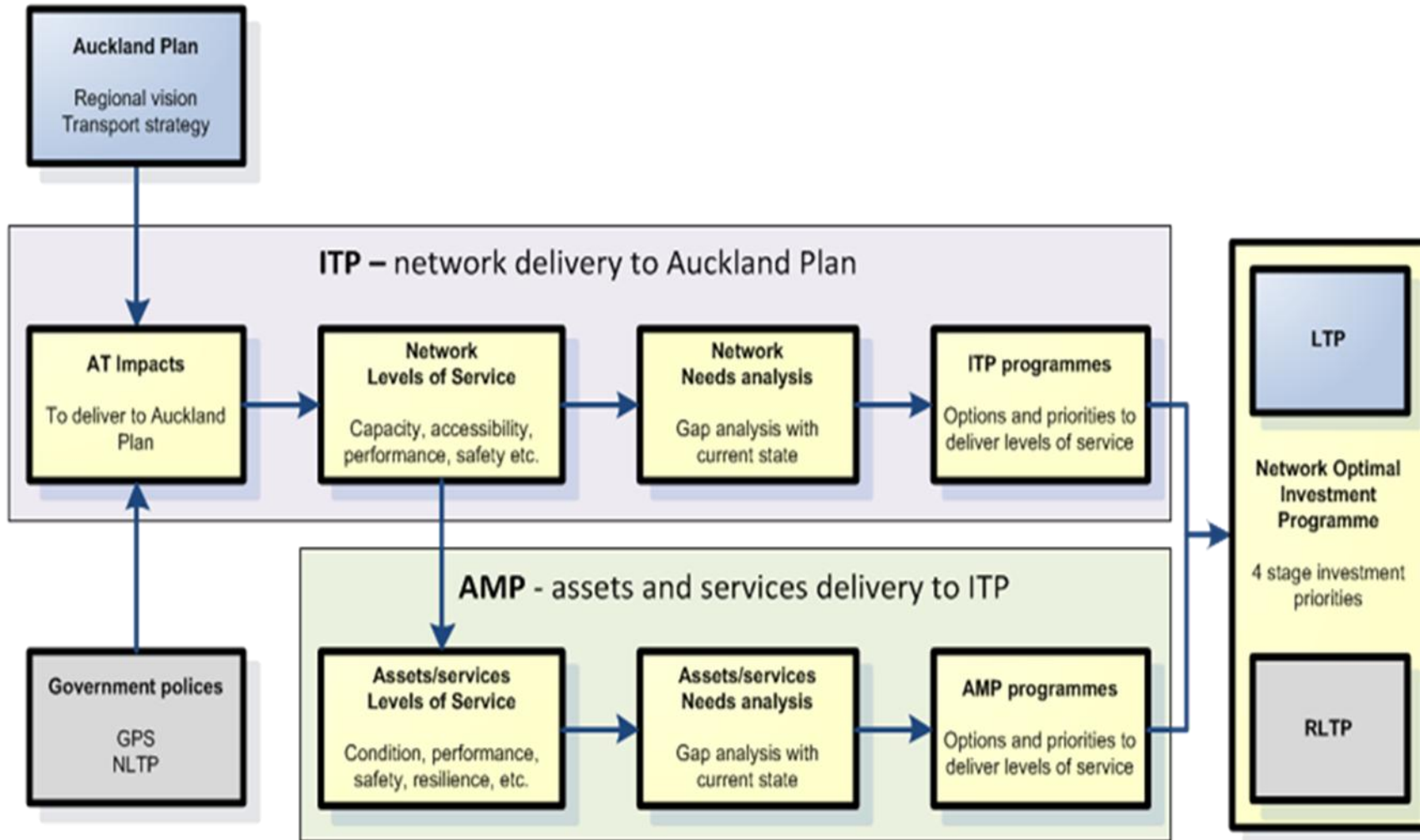
Transport Investment Profile



Capital Programme 2013-14: \$860m



Planning Framework



Plan Hierarchy

Auckland Plan

Sets out Auckland's overall vision, outcomes, strategic direction, priorities and targets for the next 30 years



Integrated Transport Programme

Coordinates the investment and other interventions of network providers over the next 30 years



Asset and network management plans / portfolio of capital projects

Sets out network providers' detailed investment intentions over the next 10 years



Regional Land Transport Programme

Specifies funding requirements in different activity classes over three financial years with a 10-year forecast



The Auckland Plan

VISION: World's Most Liveable City

Outcomes

Well Connected and Accessible Auckland

Beautiful and Green Auckland

An Auckland of Prosperity and Opportunity

A safe and healthy Auckland

Transport Strategic Direction :

Create better connections within Auckland, across New Zealand, and to the World

Transport Impacts

Better use of transport resources to maximise return on existing assets

Increased access to a wider range of transport choices

Reduced adverse environmental effects from Auckland's transport system

Auckland's transport network effectively connects communities and provides for Auckland's compact urban form

Improved safety of Auckland's transport system

Auckland's transport network moves people, services and goods efficiently



The Auckland Plan – Transport Priorities

Four strategic transport priorities for Auckland:

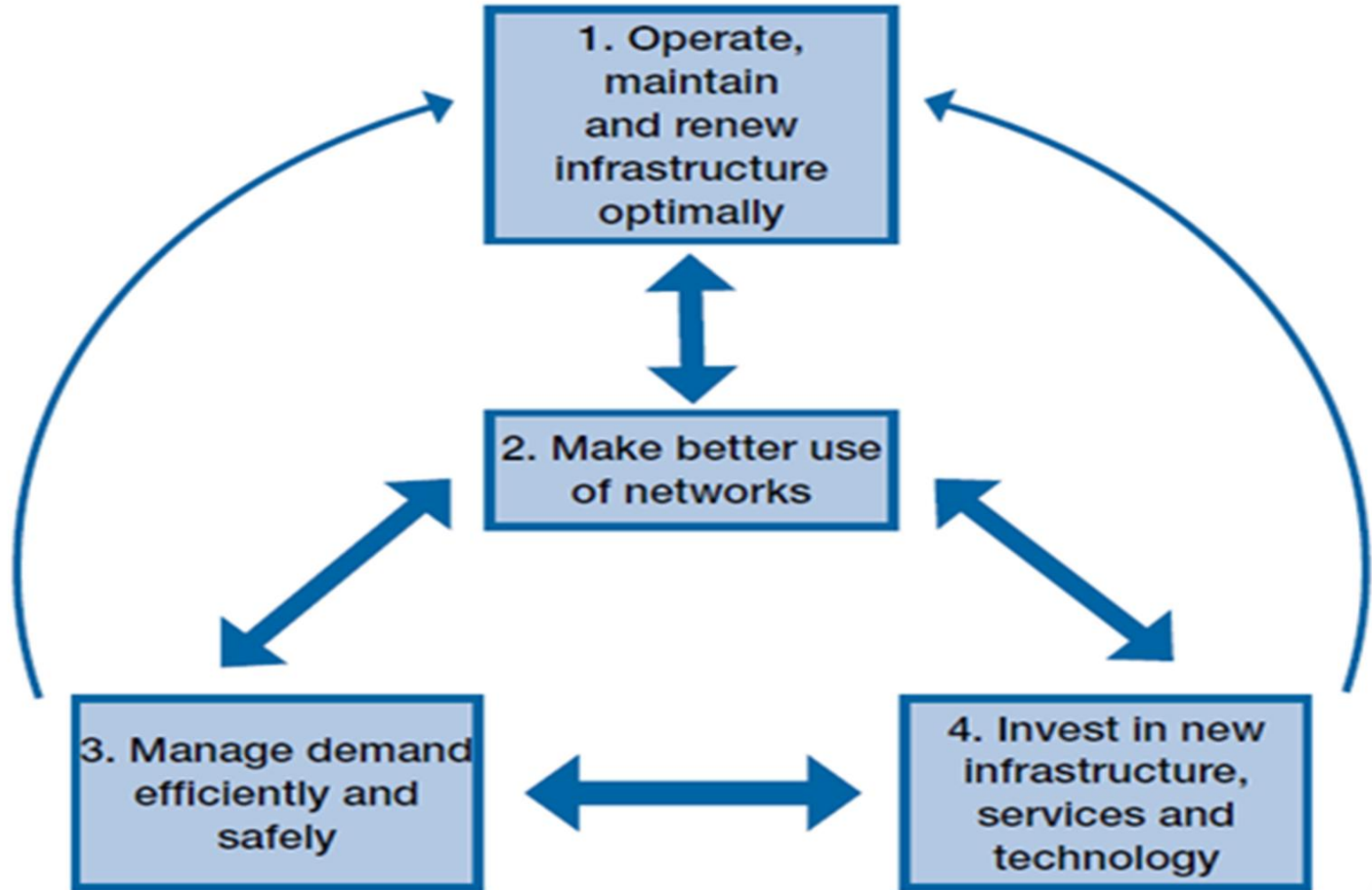
1. Manage Auckland's transport as a single system
2. Integrate transport planning and investment with land-use development
3. Prioritise and optimise investment across transport modes
4. Implement new transport funding mechanisms

The Auckland Plan places the highest priority on three new projects:

1. City Rail Link
2. AMETI and East-West Link
3. Additional Waitematā Harbour Crossing.



Four Stage Intervention Process ITP



Asset Management – Key Challenges

Variations in levels of service across the region

- Inconsistent AM practices
- Regional LOS not defined
- Variable average roughness on arterial roads
- Non-uniform customer satisfaction indicators
- Inconsistent performance measures
- Variable maintenance standards
- Inconsistent infrastructure policies and design standards



Asset Management – Key Challenges

Legacy Asset Management Information

- Incomplete & inaccurate data
- Variable condition rating and inspection regimes
- Variable data management methodologies
- Variable approaches to deterioration modelling
- No robust AM system for PT assets



Asset Management – Key Challenges

Network needs and financial forecasts based on legacy information only

- Network needs not related to regional LOS
- Regional LOS options and related costs not well understood
- No integrated financial planning model



High Level Benefits

an opportunity to be transformational



Benefits

- One Network with NZTA- equal partners
- Economy of scale - Significant budgets=game changing projects
- Asset Management contracts- the focus on asset management not maintenance activities
- Alignment of LOS= Consistent service
- Fewer boundary issues
- Resources available to target improvement initiatives

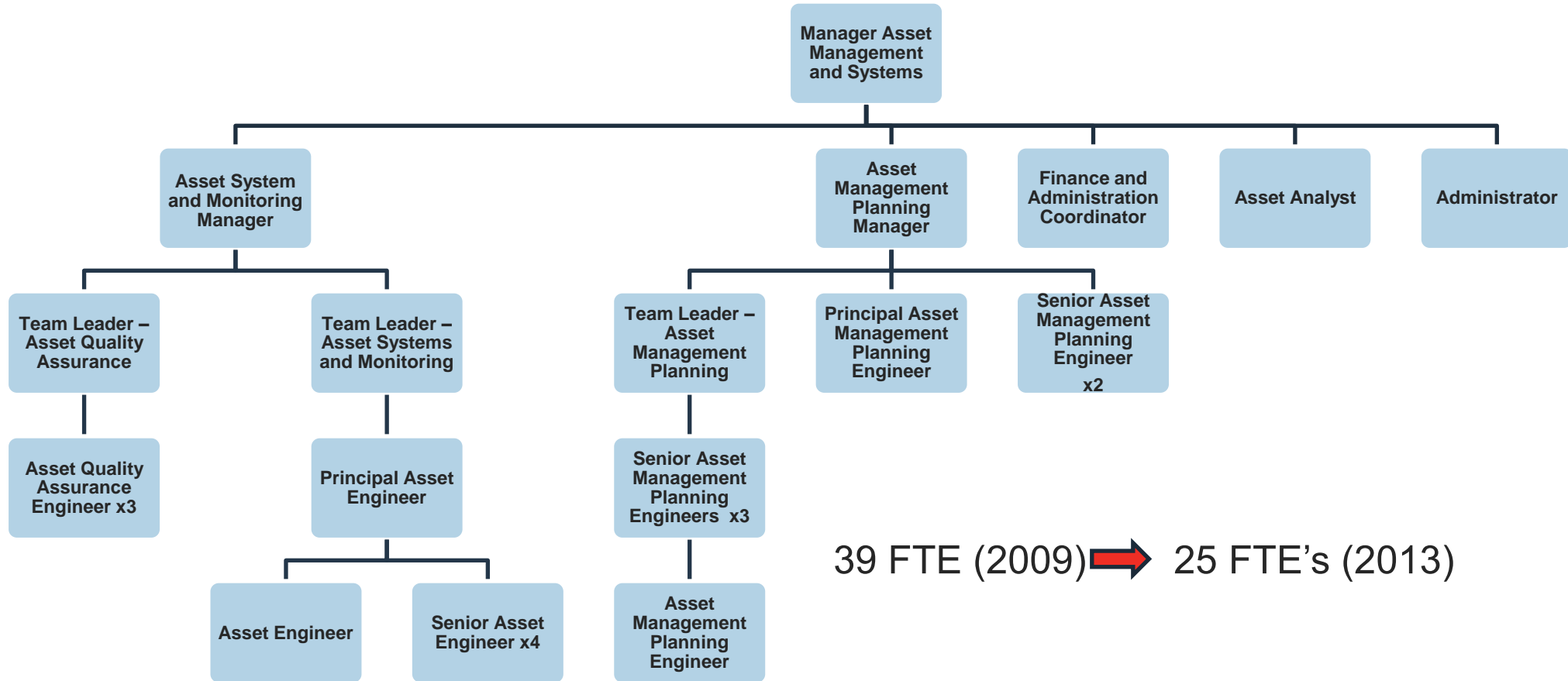


Benefits

- Joint research/initiatives with NZTA
- Alignment of cross-asset services with Auckland Council and Kiwi Rail
- Synchronise Policies, Standards and guidelines with Auckland Council
- Optimise activities among different transport modes



Asset Management Team



39 FTE (2009) → 25 FTE's (2013)



Asset Management

- ❑ First regional AMP's published in August 2012 – Four Plans



SUMMARY

- Auckland is a city undergoing large-scale change at this time in history
- Transport change is a key component
- Asset Management is supporting this change
- Significant efficiencies due to economy of scale
- One Network, one system

Thank You

Further Contact:

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