

New Zealand Transport Outlook

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Presentation to the Road Controlling
Authorities Forum

28 July 2017



Introducing the New Zealand Transport Outlook



It will provide:

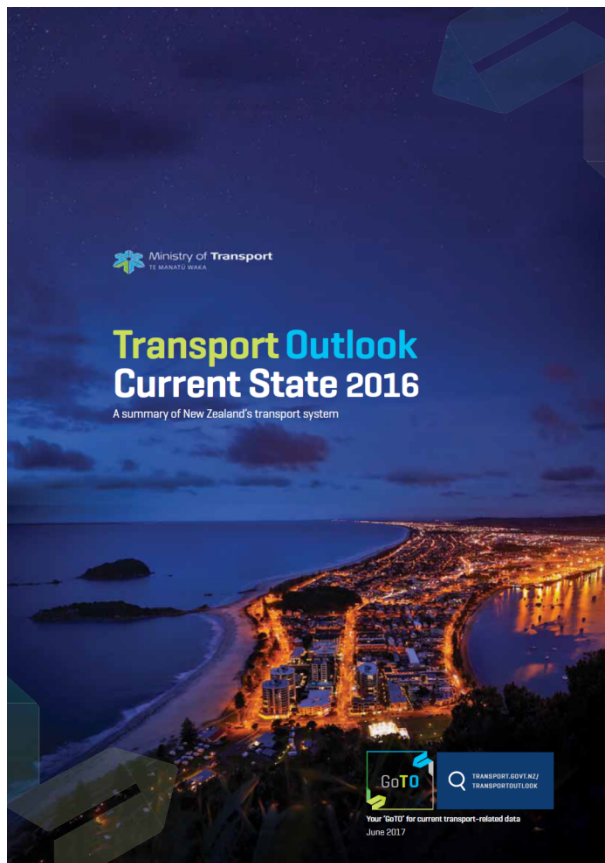
- ▶ a high-level view of the current state of the transport system
- ▶ commentary on emerging trends and influences (such as technology, demographics)
- ▶ 30-year projections of future transport demand, vehicle-kilometres travelled, fuel use and emissions
 - ▶ provide a consistent and accessible set of information, assumptions, and scenarios
 - ▶ develop and continually improve Ministry and sector modelling capability

How Transport Outlook's Models Fill a Need



- ▶ Almost all policy analysis requires projecting the future, such as:
 - ▶ *travel demand and traffic volumes*
 - ▶ *fuel use/emissions*
 - ▶ *public health and safety*
- ▶ Models can bring consistency and rigour to these projections
- ▶ However, in order to provide maximum value, the models should be consistent and continually improved
- ▶ *Outlook's* modelling effort is therefore very much a means to a broader end: developing an ongoing in-house modelling capability at MoT

Transport Outlook Publications



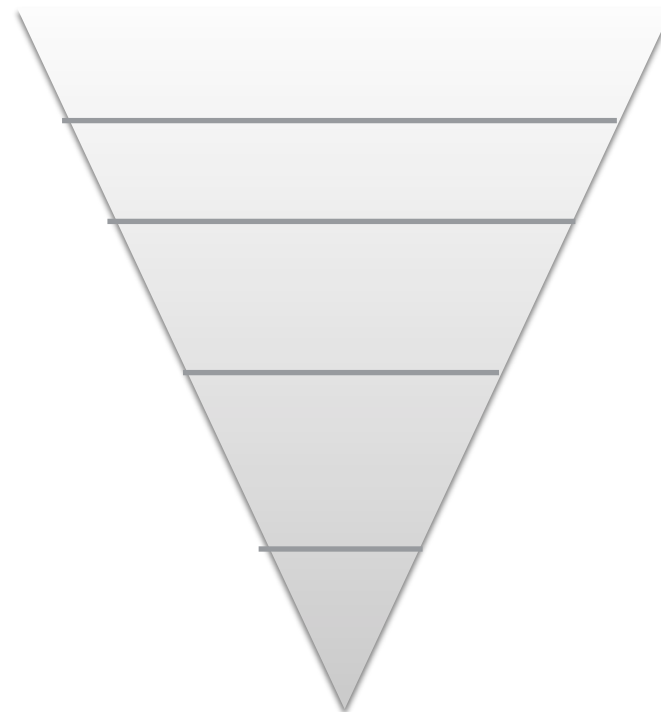
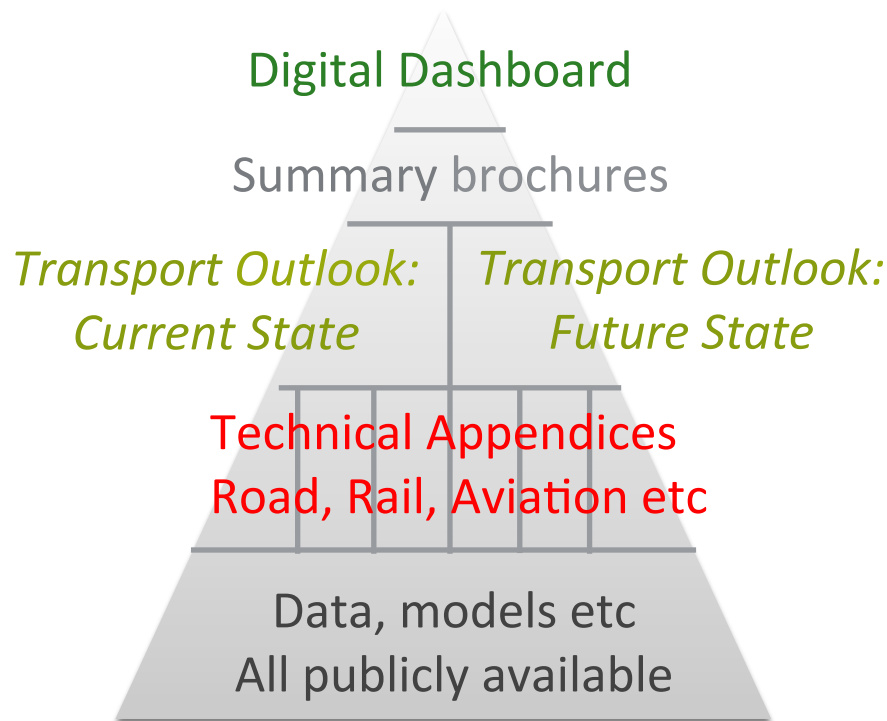
- ▶ *Current State* document Released 29 June 2017
- ▶ Available at:
www.transport.govt.nz/transportoutlook
- ▶ *Future State* document to be released later this year

Different products for different audiences



Products

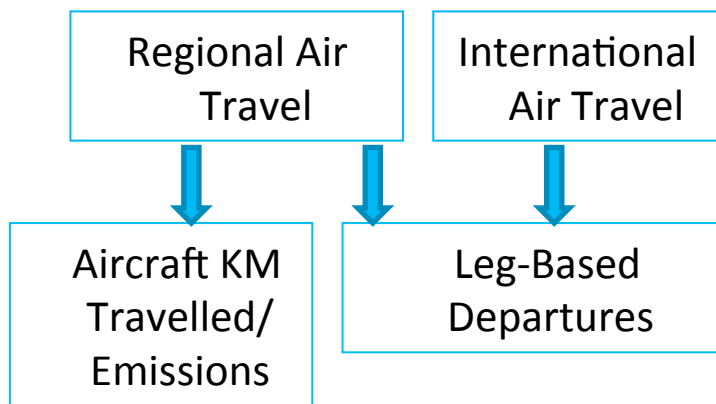
Audience



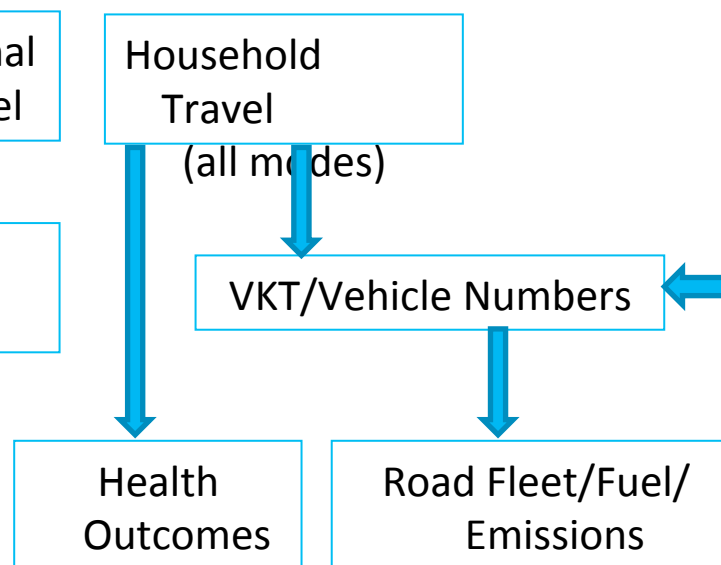
Outlook's Set of Interlinked, System-Level Models



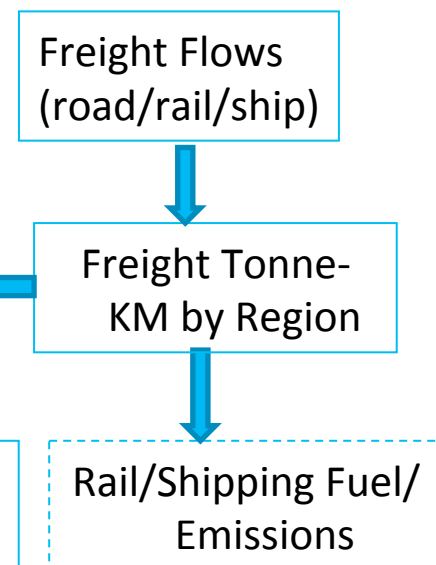
Aviation Sector



Local Travel Sector



Freight Sector



The Base Scenario



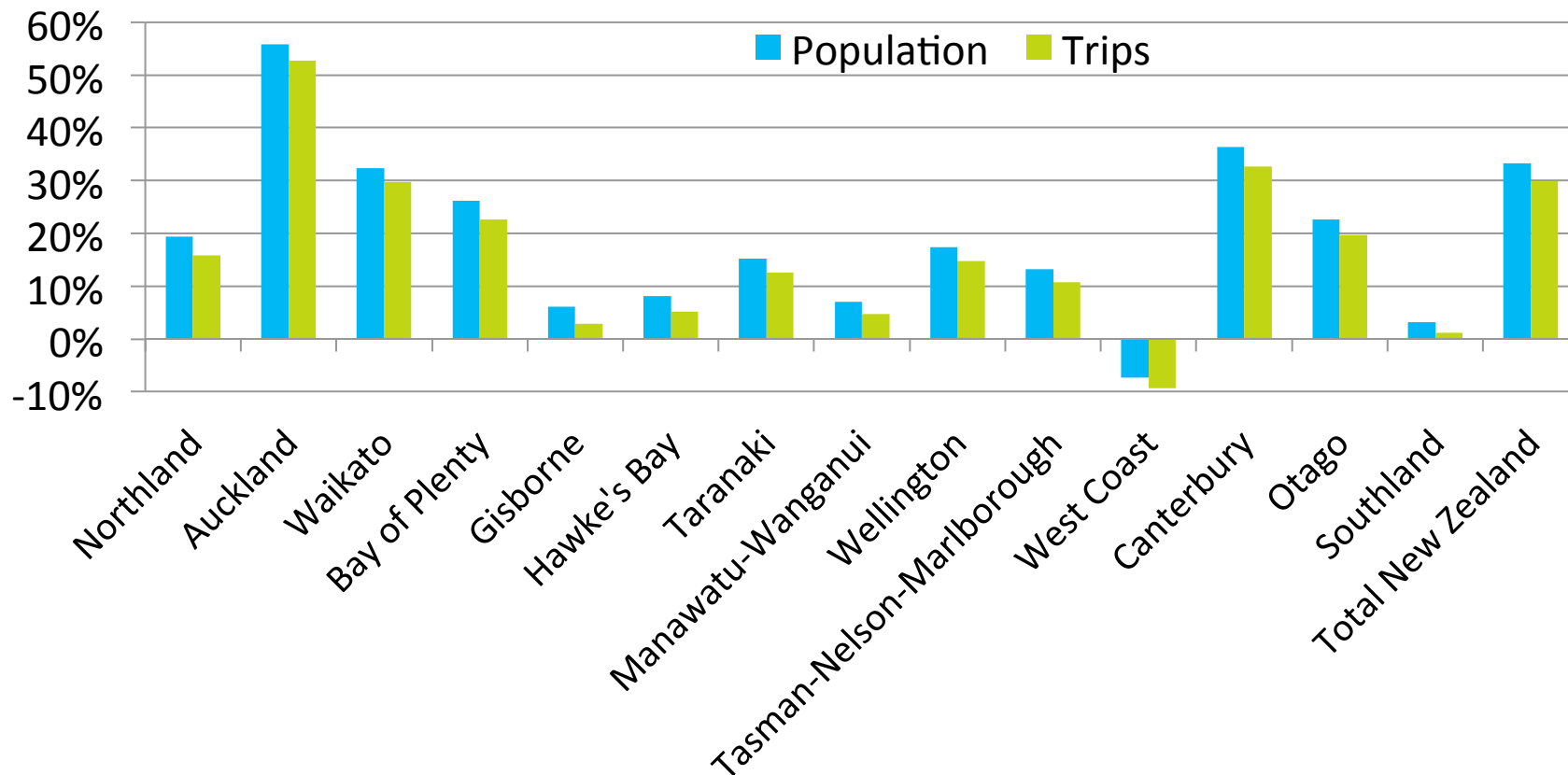
- ▶ The Base Scenario portrays where demography and economic growth alone is likely to take us, assuming no changes in either technology or consumer behaviour
 - ▶ *Does not take into account planned infrastructure investments*
 - ▶ *Exception: Public transport in Auckland is based on Auckland Transport projections incorporating the City Rail Link and other planned public transport enhancements in Auckland*
- ▶ In this sense it is a very 'business as usual' scenario
 - ▶ *Not a mid-point of the four alternative scenarios*

Base Scenario – Change in Local Trips Per Capita by Mode Before Shift to Vehicle Share



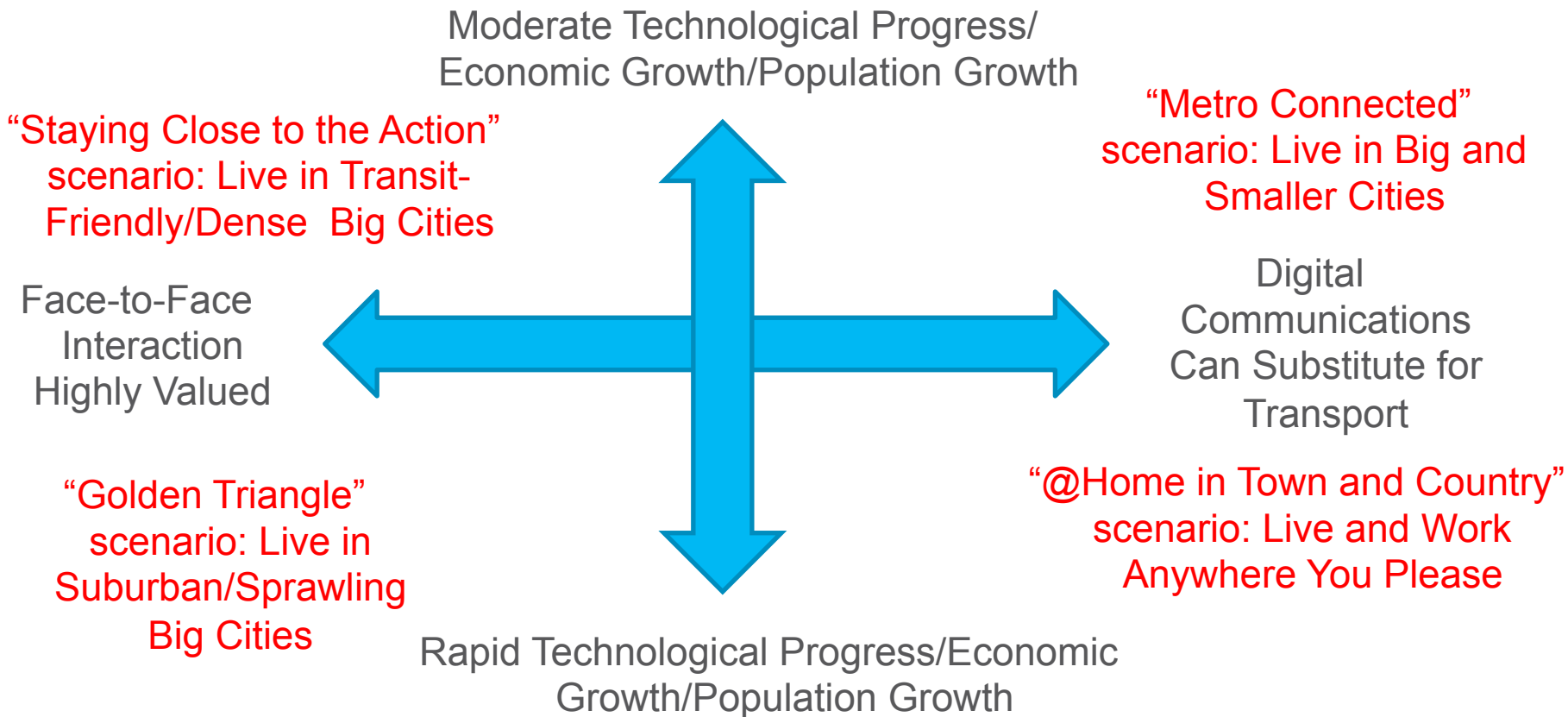
	2012/13	2042/43
Light vehicle driver	697	704
Light vehicle passenger	341	292
Pedestrian	222	211
Bus	30	42
Cyclist	16	14
Train	5	11
Motorcycle	4	4
Taxi	4	5
Ferry	1	1
Other	2	3
TOTAL	1,321	1,285

Base Scenario – Percent Change in Population and Trips by Region 2012/13->2042/43

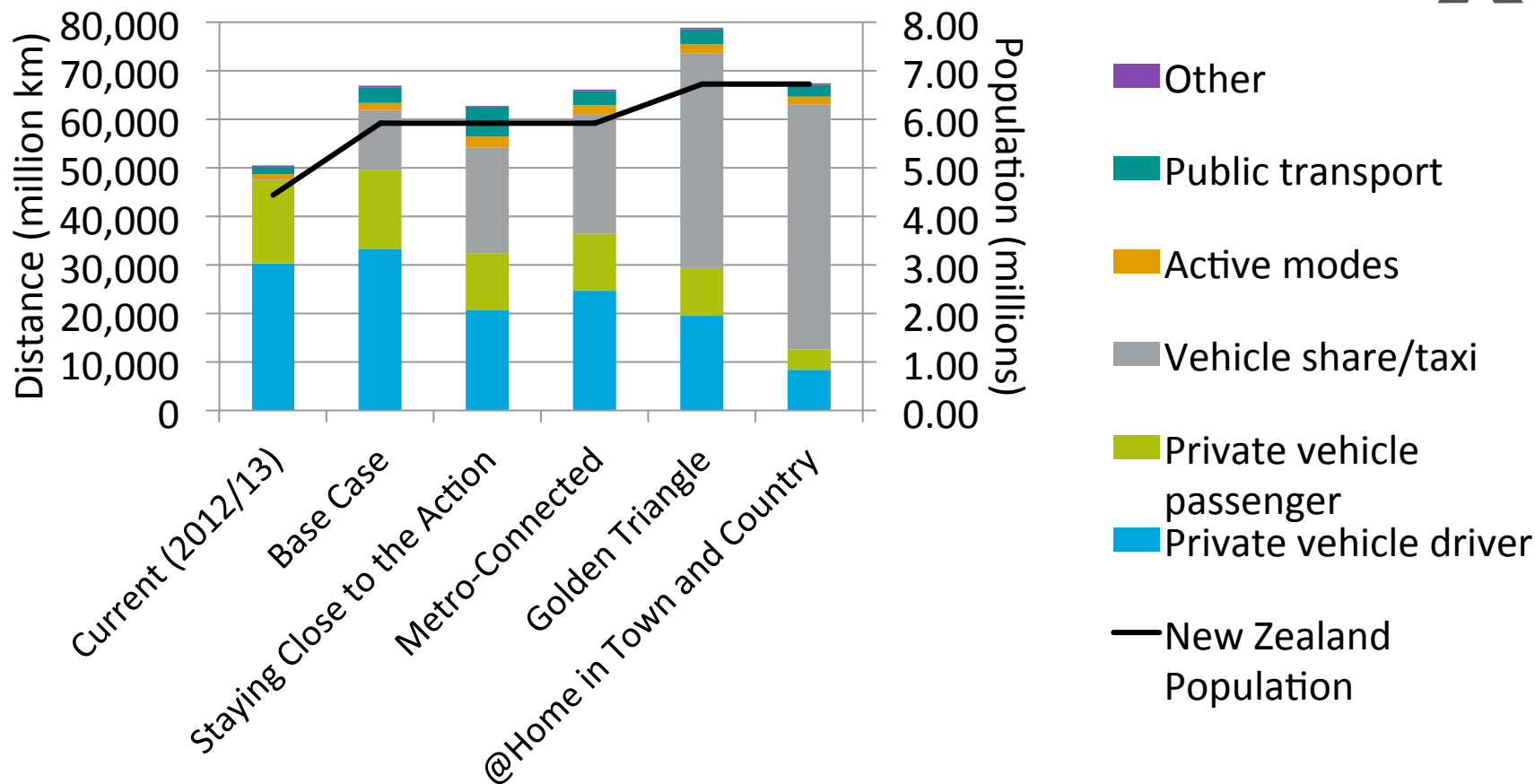


* Based on Statistics New Zealand Medium Projection 2013(base) update

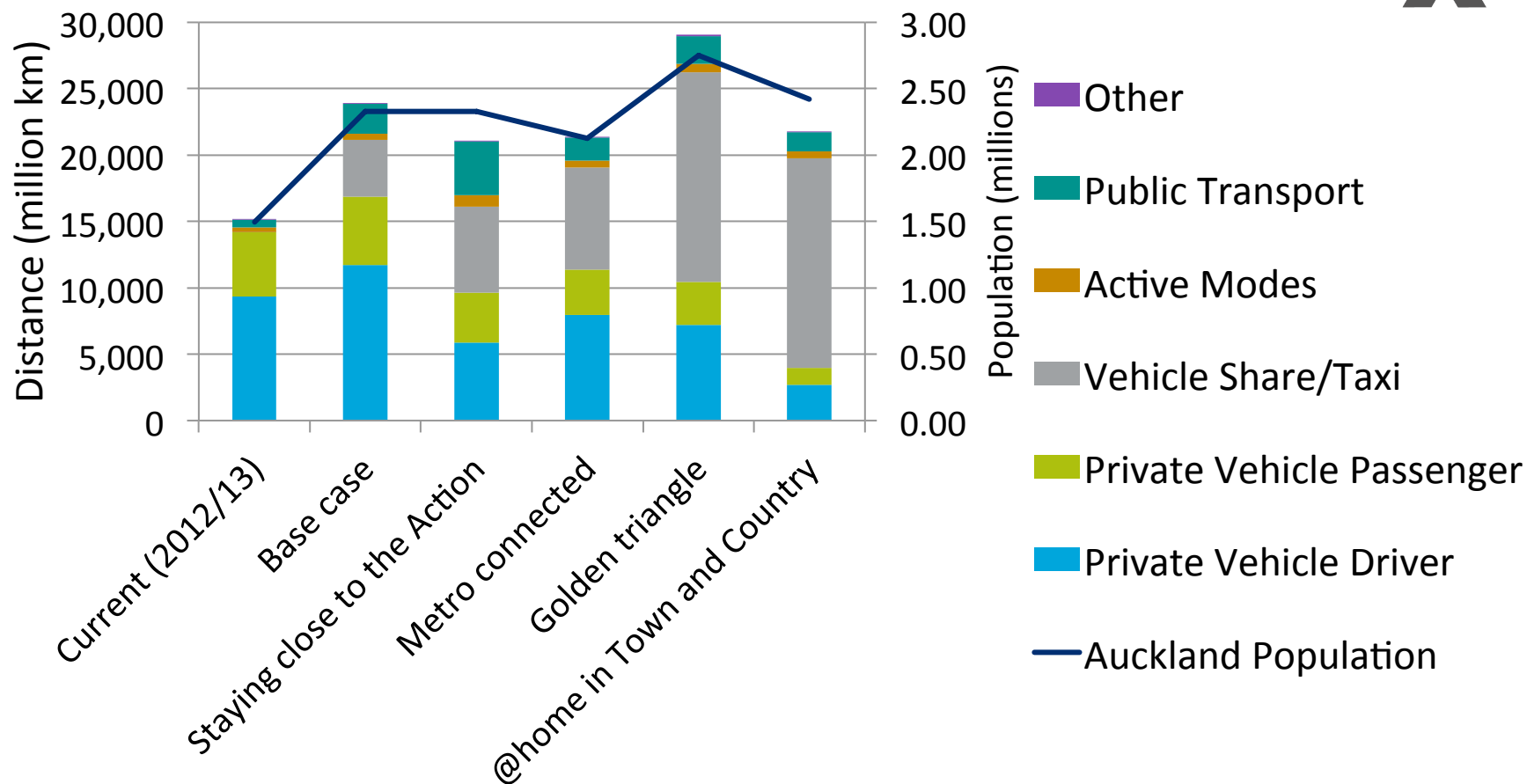
Five Scenarios: Base Case + Four Alternatives



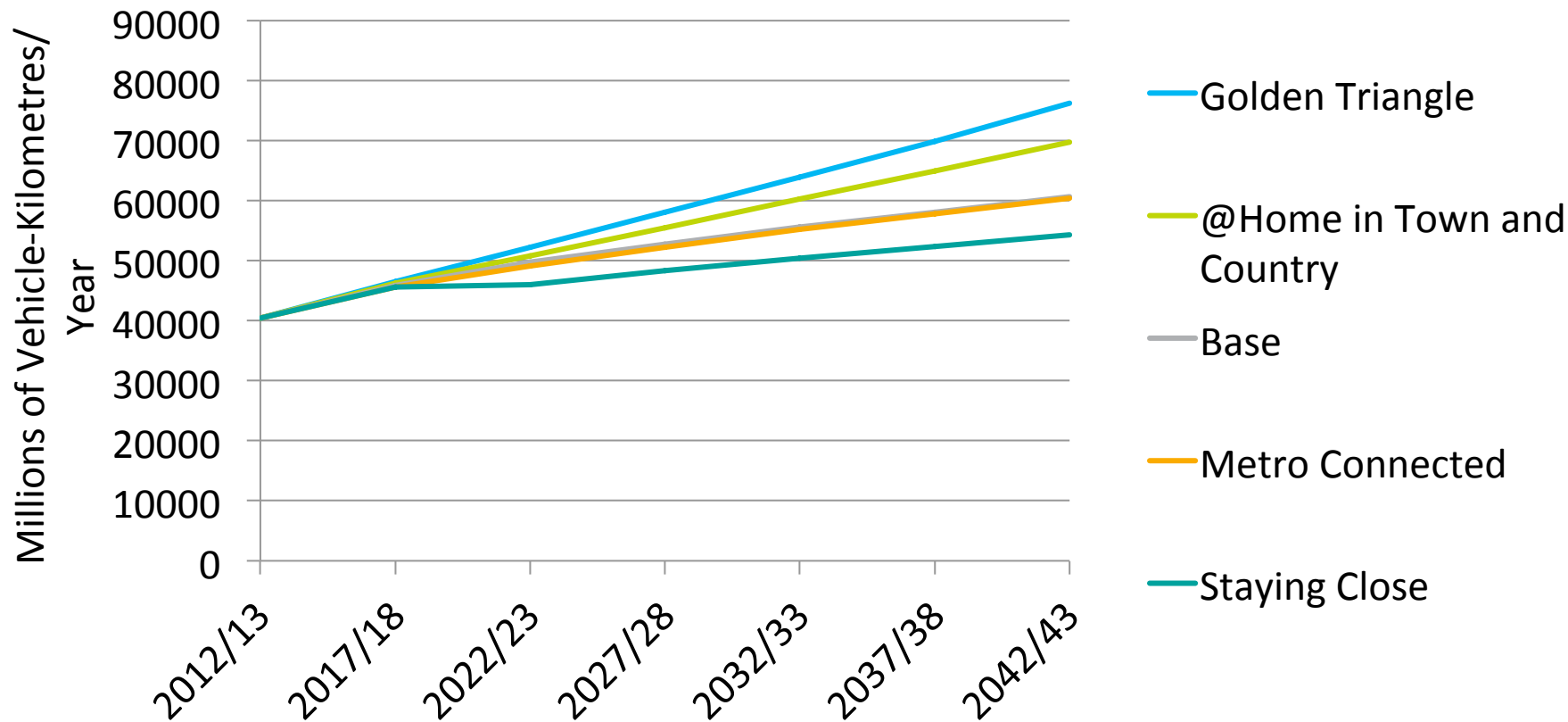
Comparison of Projected 2042/43 Distance Travelled by Mode in New Zealand



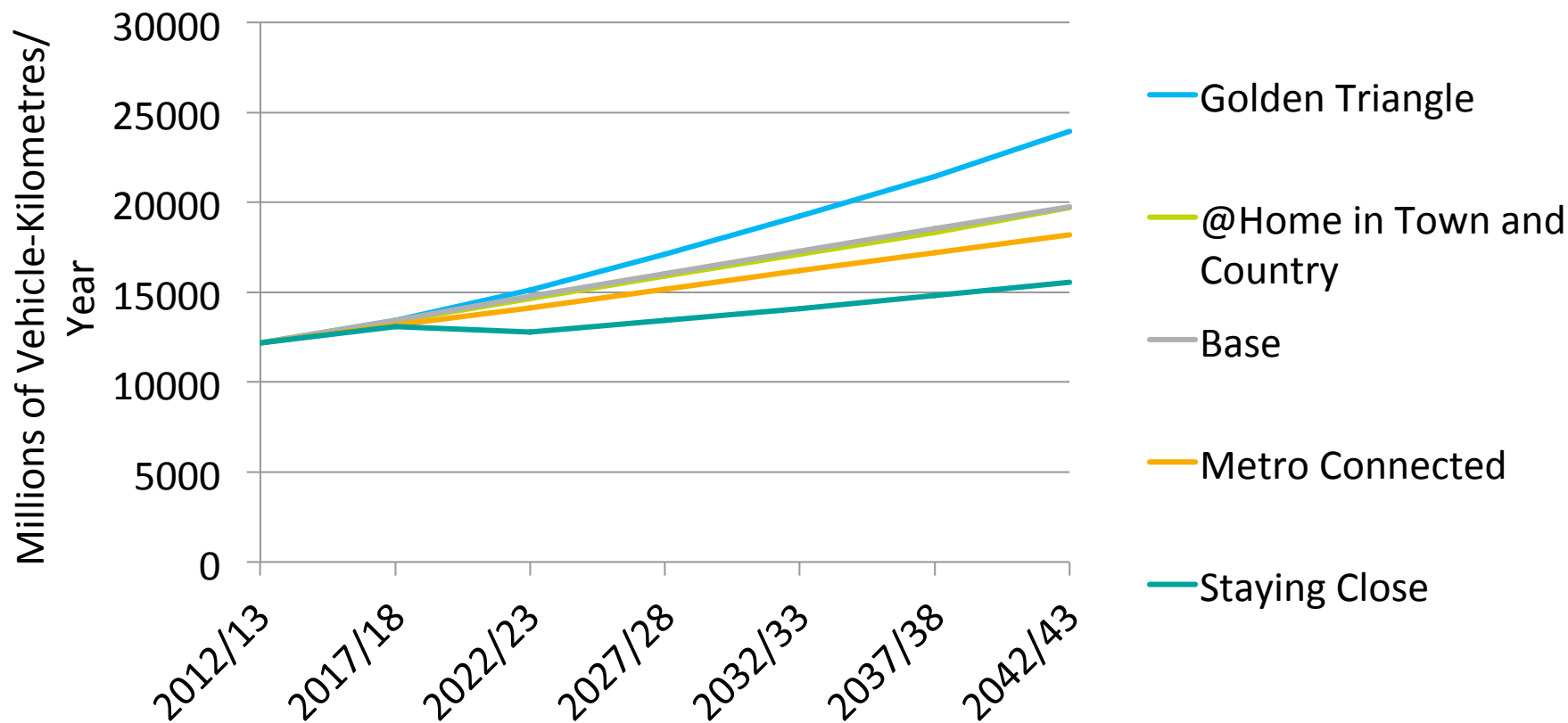
Comparison of Projected 2042/43 Distance Travelled by Mode in the Auckland Region



Comparison of New Zealand Vehicle Kilometres Travelled Across Scenarios



Comparison of Auckland Region Vehicle Kilometres Travelled Across Scenarios



Where to From Here?



- ▶ The project does not end with publication of *Future State* document:
 - ▶ “*Start of a conversation*”– *begin stakeholder consultation process*
 - ▶ *Closer cooperation with NZTA and their Long-Term Strategic Vision*
 - ▶ *Continually improve the models*
 - ▶ *Produce updated and improved editions of the Outlook publications*