

# BOARD PAPER

<b>Paper no:</b>	16/08/1042
<b>Meeting date:</b>	12 August 2016
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<b>Recommended by:</b>	Robert Brodnax, Acting Group Manager (Planning and Investment)
<b>Board function:</b>	Setting sector and organisational direction
<b>Subject:</b>	Auckland Transport Alignment Project – Interim Report and Progress update

# We recommend that the NZ Transport Agency Board...

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- **Confirms** that it is comfortable with the emerging strategic approach for managing and addressing the demands on Auckland's transport networks proposed in the Auckland Transport Alignment Project 'Interim Report: Findings and Conclusions'

# ATAP is a critical step towards addressing issues relating to Auckland's transport system

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- The Government (the Ministry of Transport, the NZ Transport Agency, the Treasury and the State Services Commission) and Auckland Council/Auckland Transport are working together on the Auckland Transport Alignment Project (ATAP) to identify an aligned strategic approach for the development of Auckland's transport system [I&O paper 15/10/150 refers]
- Auckland requires significant infrastructure investment over the next 30 years to address current network deficiencies and accommodate increased travel demand
- ATAP is a critical step towards ensuring that this investment programme is well directed, prioritised, funded, understood, communicated – and broadly agreed between key parties

# The Interim Report is the second of three deliverables under ATAP

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- The project's first deliverable (referred to as the 'Foundation Report') was published on 19 February 2016
- That report concluded that, unless plans and programmes are amended, the Auckland transport system will deteriorate over the next 30 years [Board paper 16/04/0999 refers]
- The project's second deliverable (referred to as the 'Interim Report: Findings and Conclusions') was published on 21 June 2016
- The final deliverable (the 'Final Report') is due to be delivered in August 2016

# Changing the investment mix will not deliver the required step change

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- The Interim Report finds that different combinations of investment types, but similar overall investment levels, will not achieve a step change in region-wide network performance
- A key reason for this is that the vast majority of Auckland's future transport network already exists today
- However, specific interventions can help improve accessibility in the west and south, which the Foundation Report identified as problem areas
- In the short-term, limited discretionary funding is available due to significant investments that are already in train - such as the City Rail Link, East West Connections and the Accelerated Motorway Package

# New demand management tools are needed

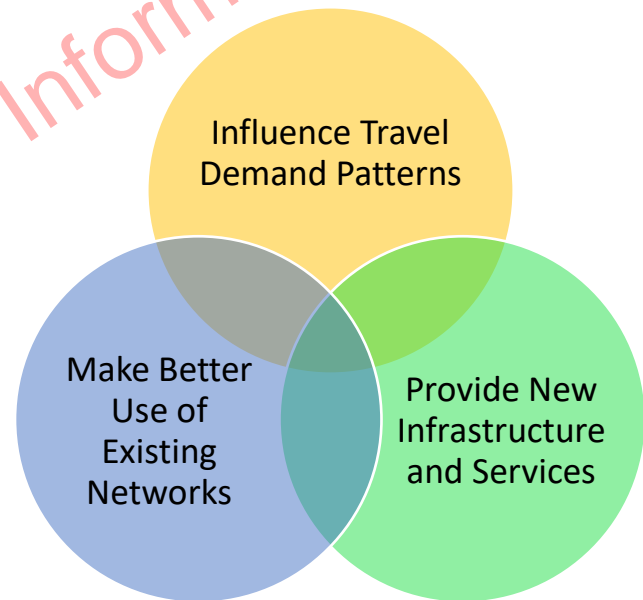
- The 'Interim Report' finds that new initiatives such as variable network pricing, mobility as a service, and connected vehicle technology, would have a significant positive impact on system performance:
  - **Variable network pricing** involves directly charging for road use and varying charges by location and time of day
  - **Mobility as a service** describes a shift away from personally owned modes of transport towards solutions that are consumed as a service - ride-sharing, car-sharing, bike-sharing and better provision of travel information and travel options through supporting apps, are examples of shared mobility which could have a significant impact in the future
  - **Connected vehicle technology** enables communication between vehicles, infrastructure or the 'cloud', and has the potential to improve network performance
- Pricing has the best potential to influence travel demand patterns and improve network productivity, but it would take time for it to be implemented and for the benefits to be fully realised

# The emerging strategy in the Interim Report has three main areas of focus

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1. Providing new infrastructure and services
2. Making better use of existing networks
3. Influencing travel demand patterns

Each of these is discussed in more detail below



# We need on-going investment in new transport infrastructure and services

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That on-going investment needs to focus on:

- ensuring that we invest in areas which need transport to release the potential for growth, particularly in the short-term to support addressing Auckland's housing challenge
- strengthening the strategic road, rail and public transport networks to ensure sufficient capacity, resilience and efficiency
- tailoring the solutions to best suit the different circumstances



# We need to make better use of existing networks

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With the focus on:

- better prioritising existing networks to more effectively deliver their required tasks
- continuing to improve efficiencies in maintaining, operating and renewing existing networks
- accelerating the use of intelligent transport systems to provide real-time information and enable the benefits of emerging technologies

# We need to more actively influence travel demand patterns

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With the focus on:

- maximising opportunities from new technologies to increase vehicle occupancy and throughput
- progressively introducing a variable network pricing system to encourage more efficient travel patterns and reduce the need for investment
- ensuring land use decisions support an efficient network

# We are working towards a final report

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The last phase of ATAP is focused on further analysis and evaluation to:

- supplement the work to date
- provide sufficient evidence to support the recommended approach
- demonstrate its costs and benefits

We are also working on:

- a prioritisation framework - to support recommendations, aid ongoing alignment, and assist investment decision-making
- a pathway to implement the recommended strategic approach
- better understanding the nature and scale of any funding gap for the recommended approach, including options available for government to consider

Once we understand the nature of any funding gap we will be able to advise you on the financial implications of the emerging strategy for the Transport Agency

# There are risks in relation to land use predictions

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## Uncertainty with long-term land use predictions could affect the emerging strategic approach

- On 27 July, Auckland Council publicly released the Independent Hearings Panel's recommendations on the proposed Auckland Unitary Plan
- The panel has recommended significantly more residential capacity within the existing urban area than the plan notified by Auckland Council
- This is more in line with land use outlined in the Auckland Plan, which ATAP's analysis has been based upon
- Auckland Council are currently considering the panel's recommendations and will issue their final decisions on 19 August
- ATAP will provide commentary on the Unitary Plan in its final report

## ... and port freight capacity

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**There is also a risk around the long-term (beyond 2065) ability of North Island ports to cope with the totality of Auckland's freight task**

- The costs and implications of potentially moving the Port of Auckland will need to be assessed in due course

# There are also risks in relation to our resourcing

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The emerging strategic approach would put increasing demand on our capacity and resourcing to:

- plan and deliver key strategic networks in Auckland
- manage and optimise the network
- assist with the design and implementation of new pricing and demand management tools

We will review our resourcing needs on an ongoing basis

# ... and risks around ensuring alignment with 'Transport for Future Urban Growth'

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- There is a strong inter-relationship between ATAP and the 'Transport for Future Urban Growth Project'
- That project provides a preferred programme for further investigation to respond to the scale and pace of growth in Auckland's Future Urban Areas
- The emerging evidence out of Transport for Future Urban Growth broadly aligns with the ATAP findings and identifies the need to progress with route protection in the first decade, alongside priority infrastructure implementation required to facilitate growth and maintain network efficiency
- It is expected that this will need to be followed by more substantial land purchase and implementation in decades two and three
- We have been working to keep both key projects aligned

# We are keeping stakeholders informed

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- The Interim Report was launched on 21 June 2016 through media releases from the parties, on-line publication of the report, and a stakeholder briefing
- The release was widely reported in the media, with a large focus on the proposal for network pricing
- The ATAP stakeholder briefing was also well attended, with feedback being mostly positive, noting that further detail is expected to be provided in the final report



# We will report back to you in October with the Final Report and recommendations

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- We expect to receive the third deliverable – the Final Report – by the end of August
- We will advise you on the findings of that report, and provide you with our advice on implications and recommended next steps, in October
- We will also bring you initial advice in October on funding options for resourcing the staged, prioritised implementation programme for ATAP
- At that time, we expect to be seeking your support for the programme business case for the Transport for Future Urban Growth areas
- We will keep the Minister of Transport updated as we move forward