



# Integrated Transport Programme

Presentation to Sustainability Society Transport Forum

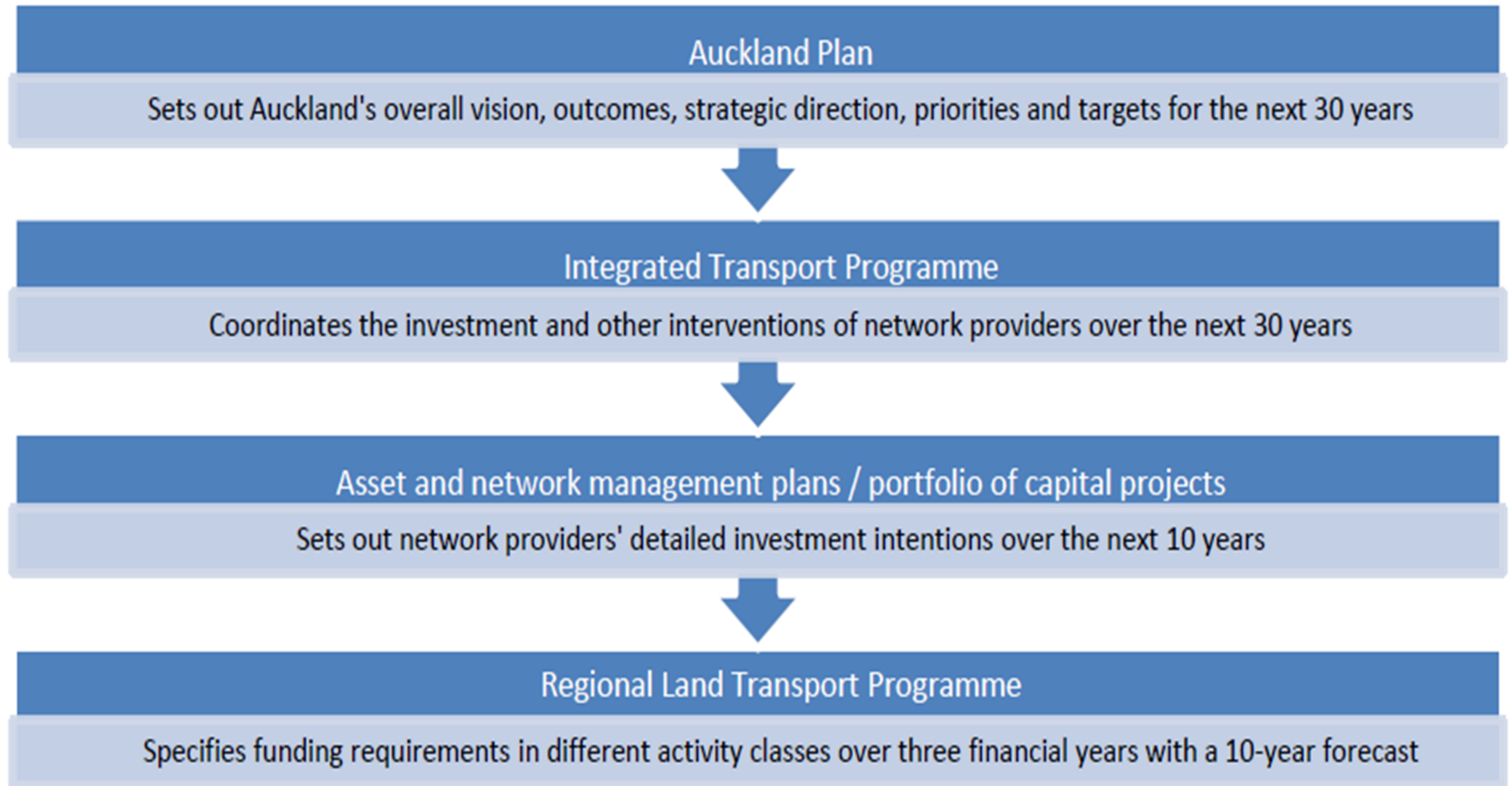
November 2013

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3. The Integrated Transport Programme (ITP)
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# Plan Hierarchy





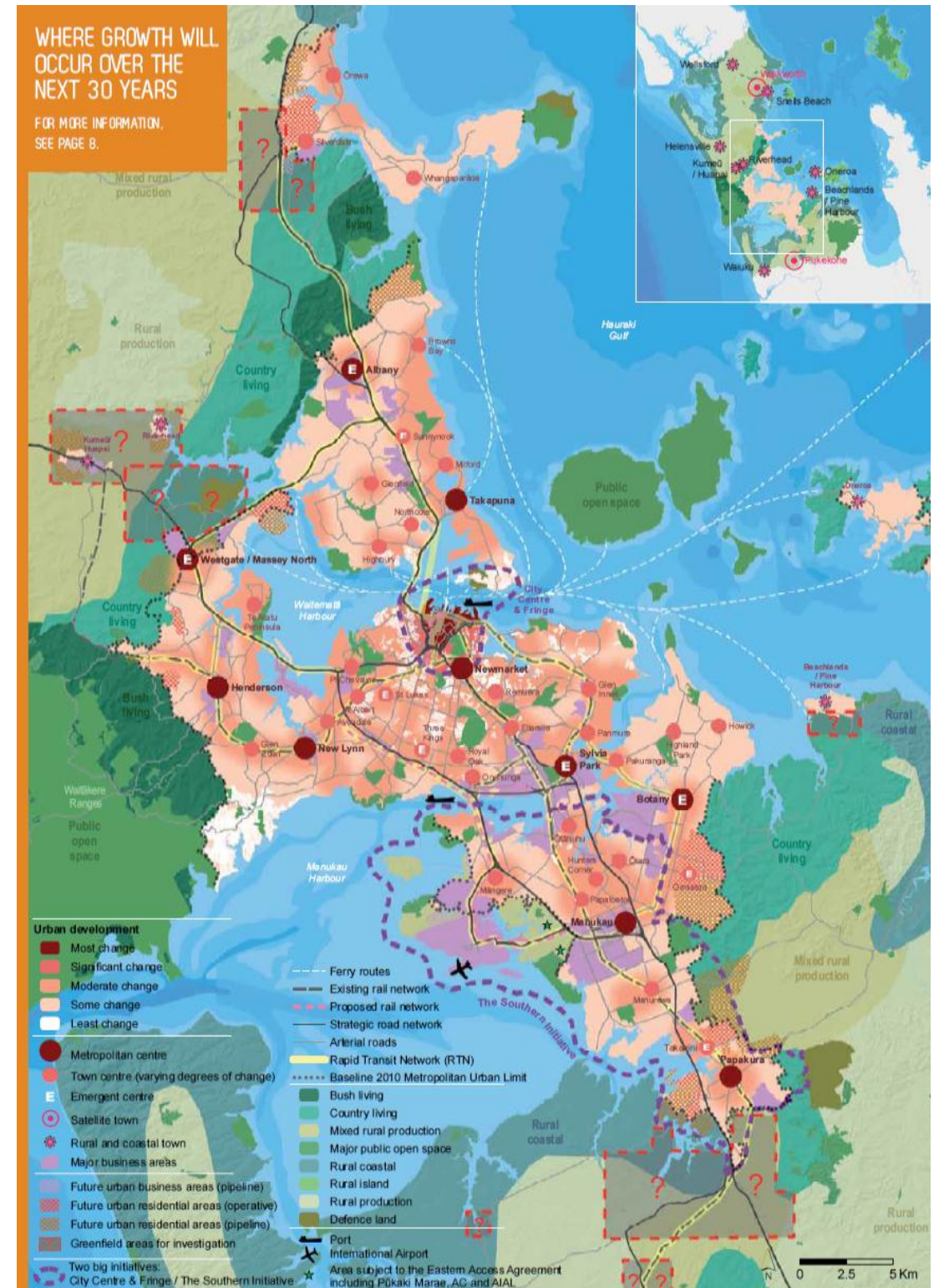
# The Auckland Plan Development Strategy

## Growth will occur in:

- internationally acclaimed **city centre**
- 10 **metropolitan centres**, where much of Auckland's growth will occur.
- 33 **town centres**,
- **major business areas**, - hubs for employment
- **rural areas**, - bush and country living, and rural production.
- **satellite towns**, Pukekohe and Warkworth.
- **greenfield land** to investigate for future growth.

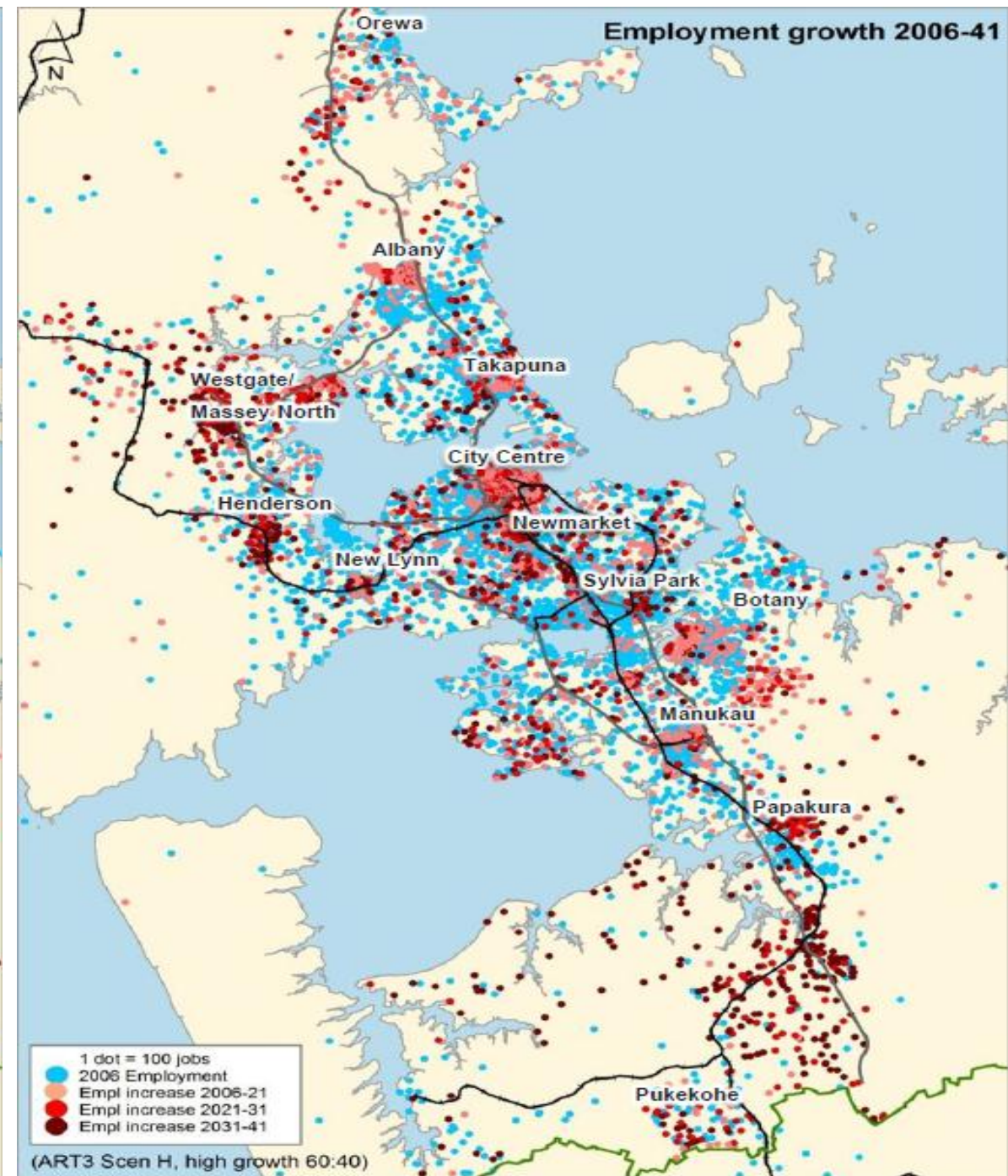
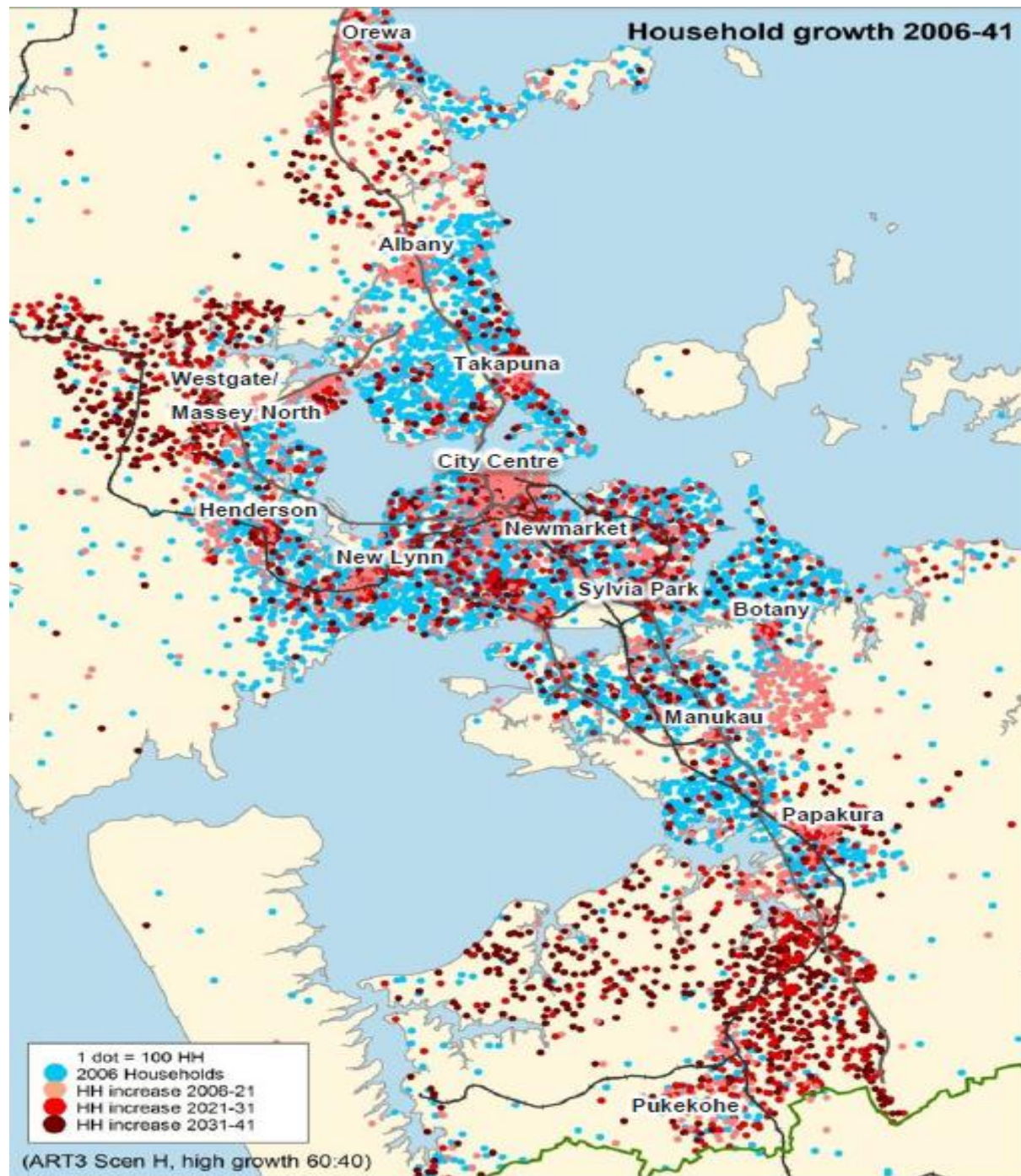
Least change in areas already zoned for the protection of historic character.

High-rise apartments only in the city centre and metropolitan centres.



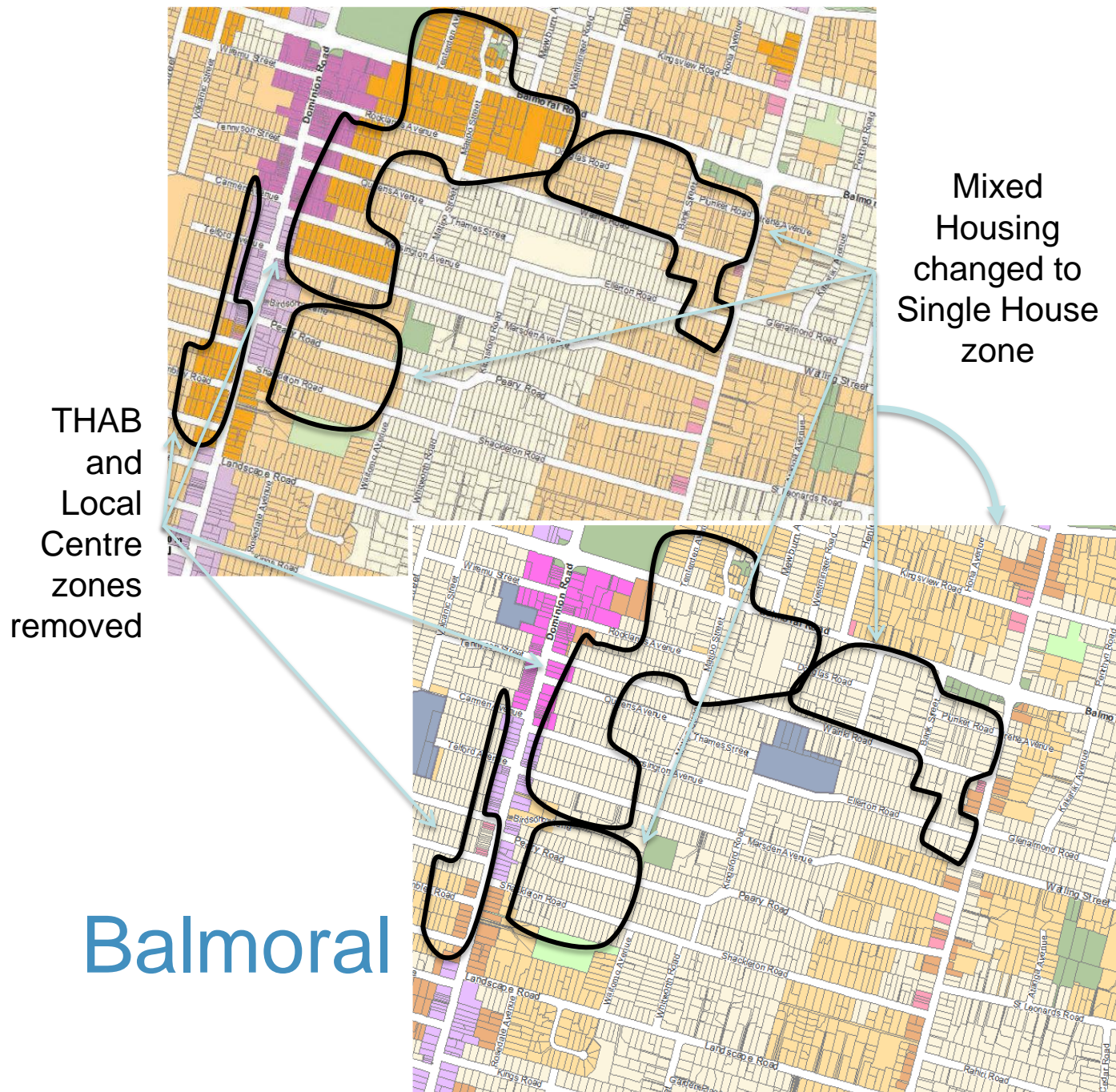


# The Auckland Plan Development Strategy





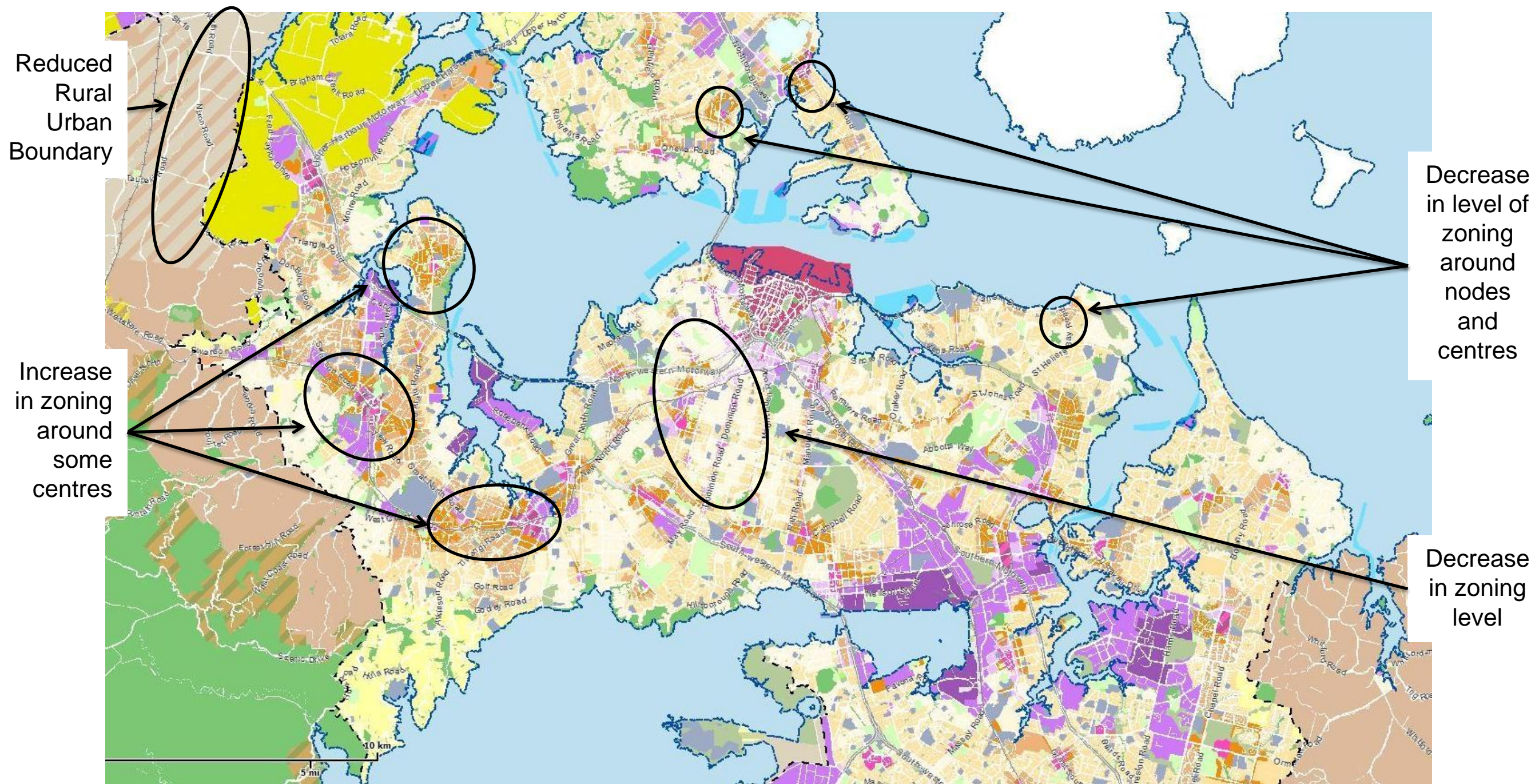
# The Unitary Plan Draft (Mar) vs Notified (Sept)



\* As a general rule – the lighter the colour the less high and dense the zone



# Notified UP zoning Isthmus and West





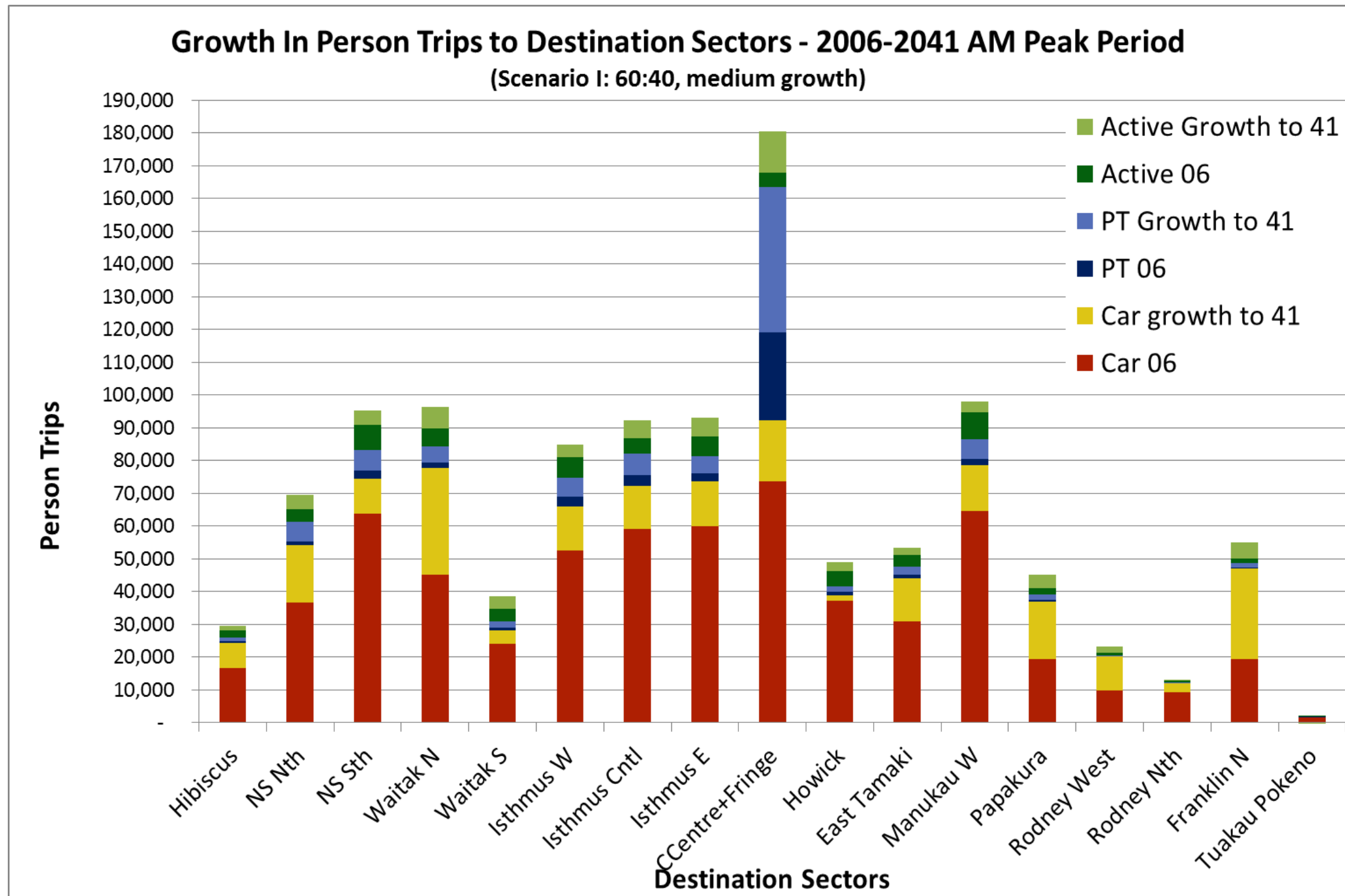
# Notified UP zoning Isthmus and West

Development sector are saying:  
Upzoning needs to be in market  
attractive areas, along with heights  
Apartments/high rise developments  
are not viable in all places  
Existing opportunities for easy infill  
and subdivision opportunities  
limited  
The less intensification provided for  
... the more greenfield opportunities  
needed



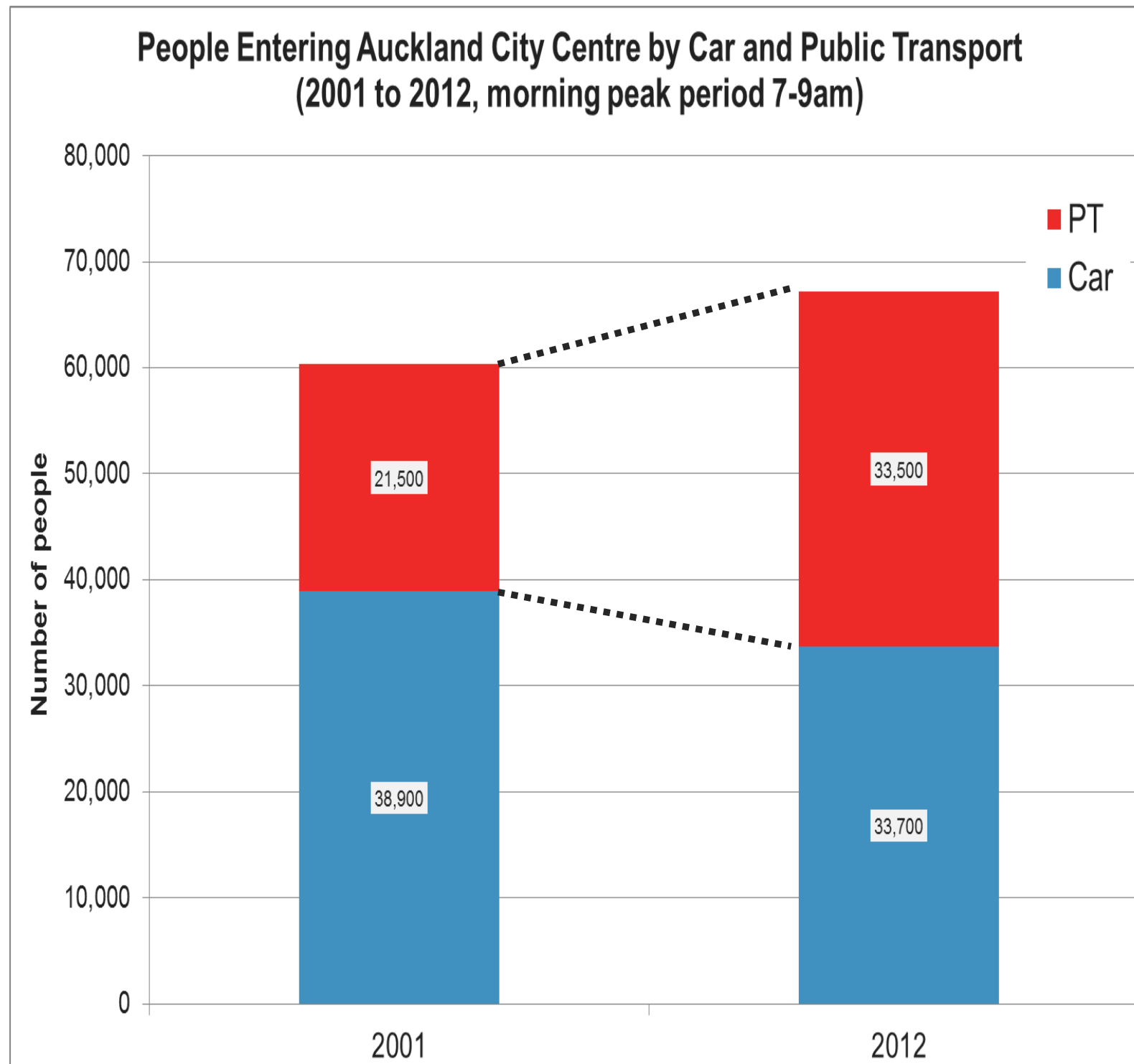


# Sector Demands





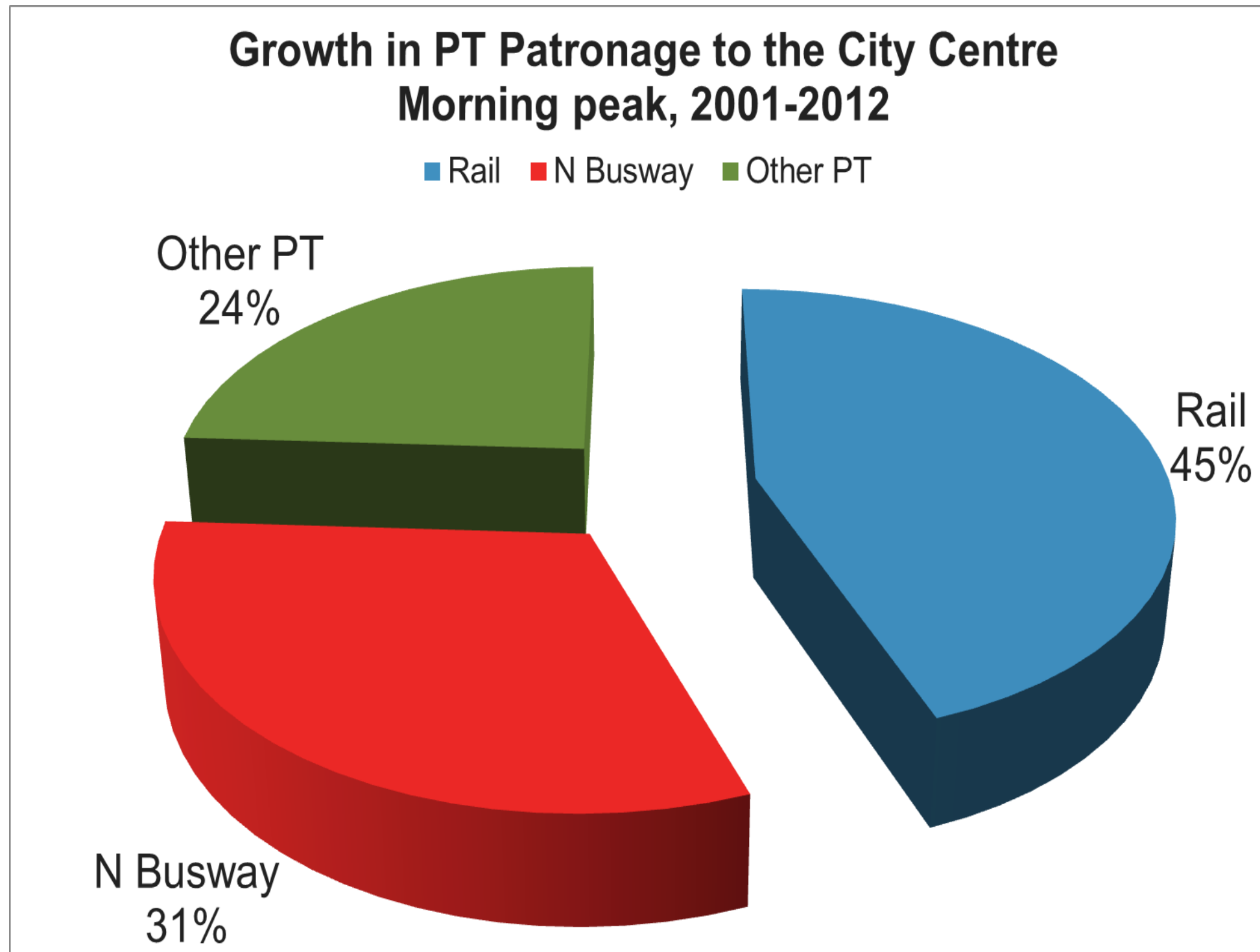
# PT growing as city access choice



- 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.



# PT growing as city access choice

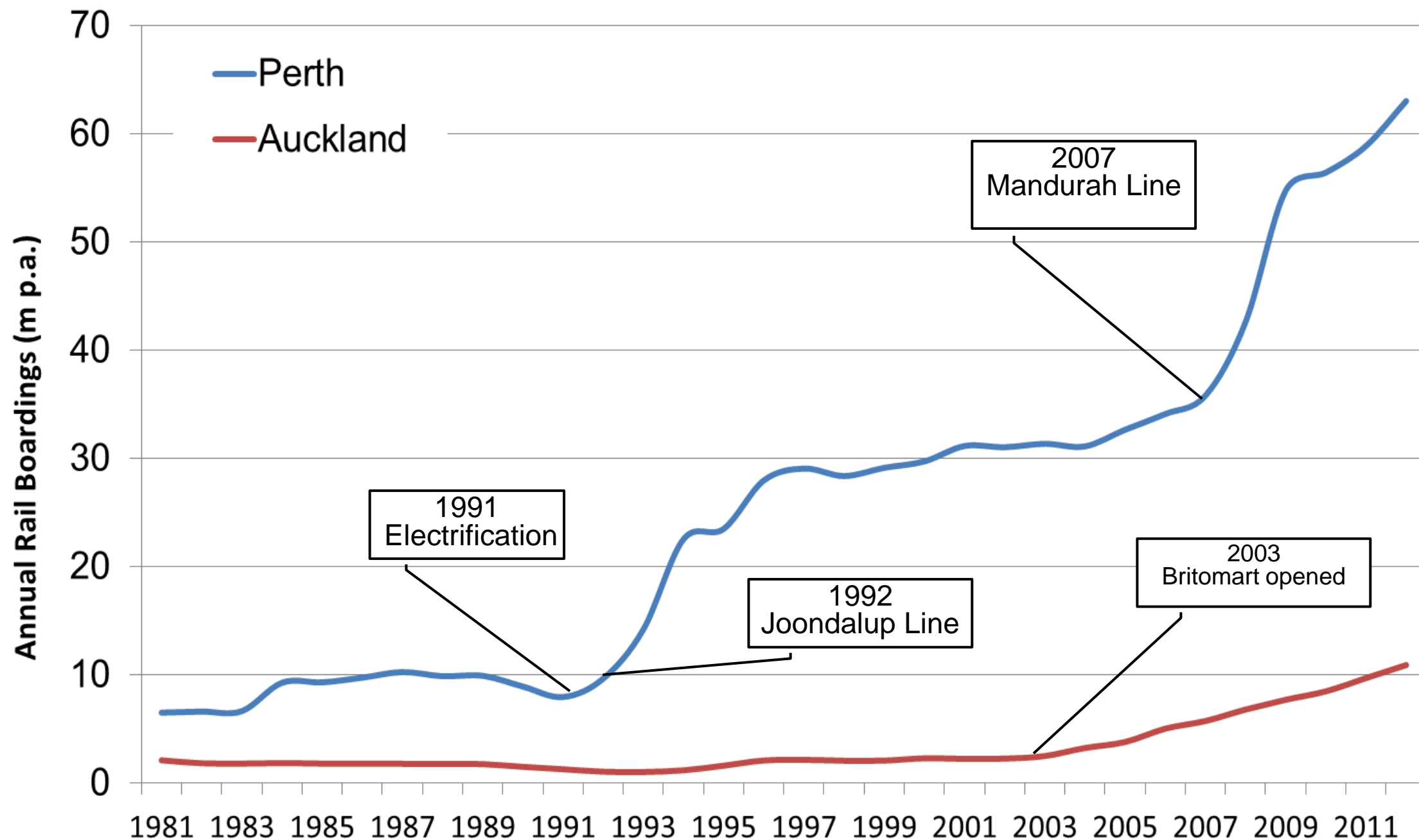


- 76% of the growth in public transport to the City Centre since 2001 has been in rail and the Northern Busway

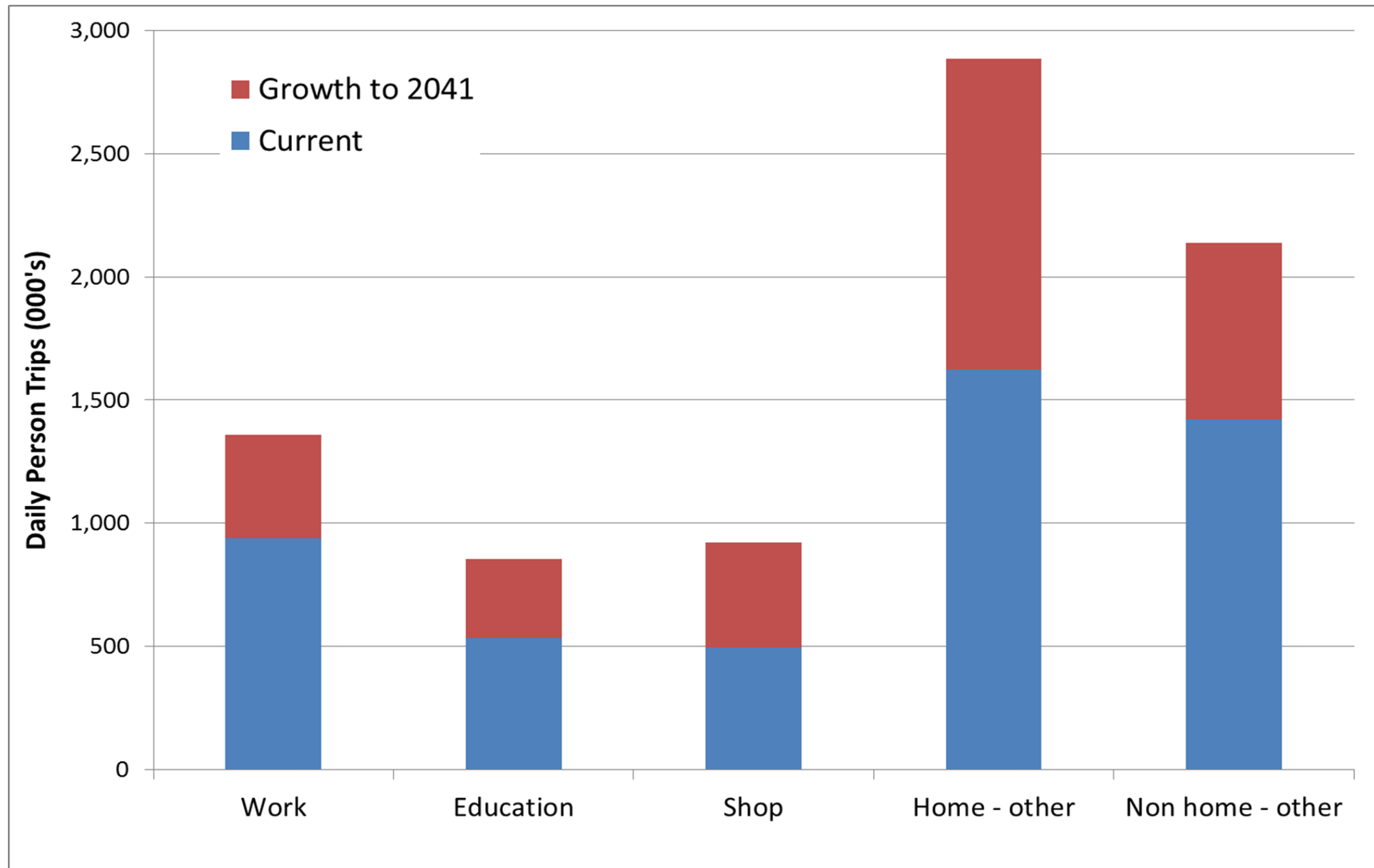


# Investment in rail improves patronage

## Rail Patronage in Perth and Auckland, 1981 to 2012

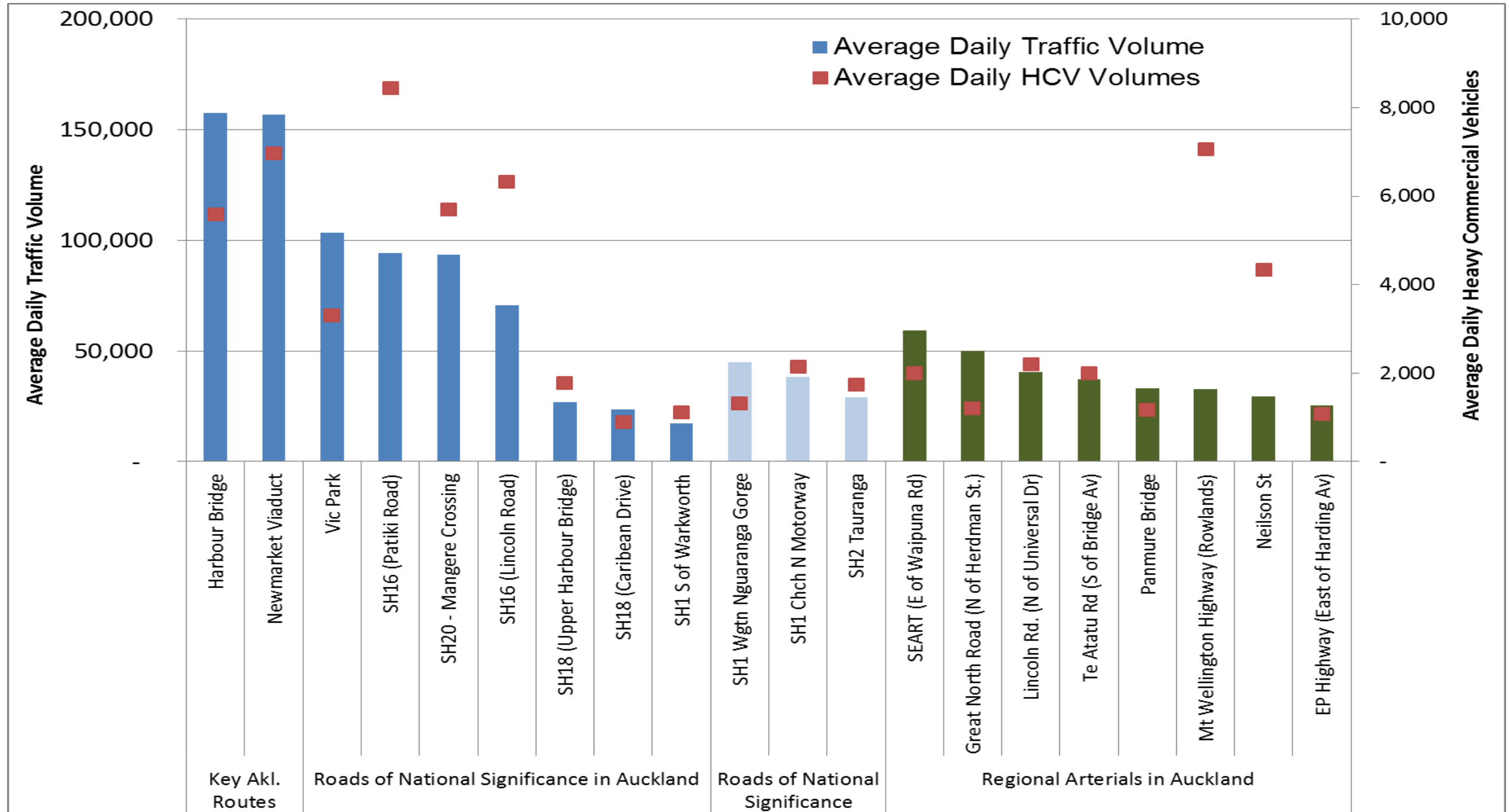


# Demand by Trip Type





# Traffic and Freight Volumes



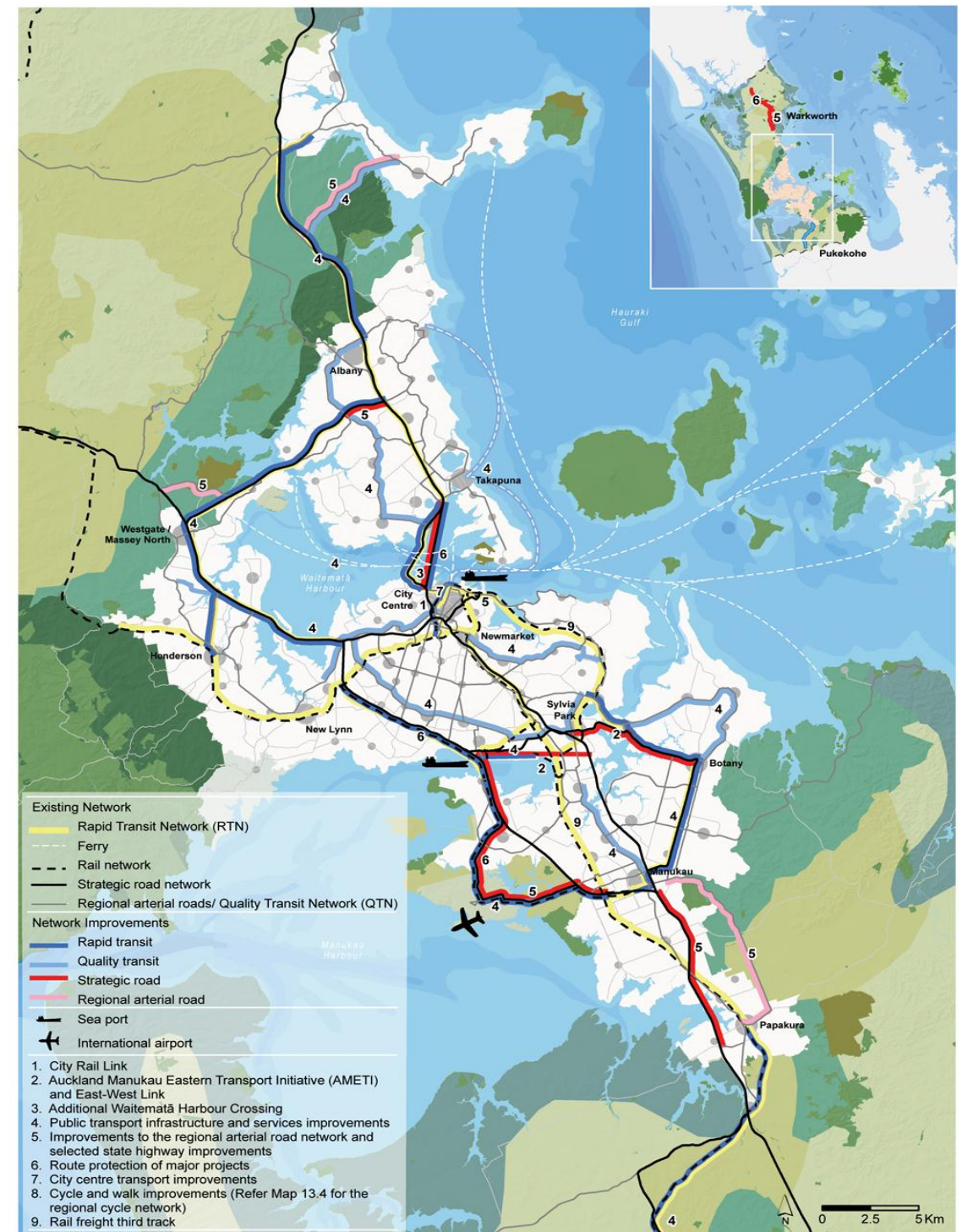
# The Auckland Plan – Transport Priorities

## 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

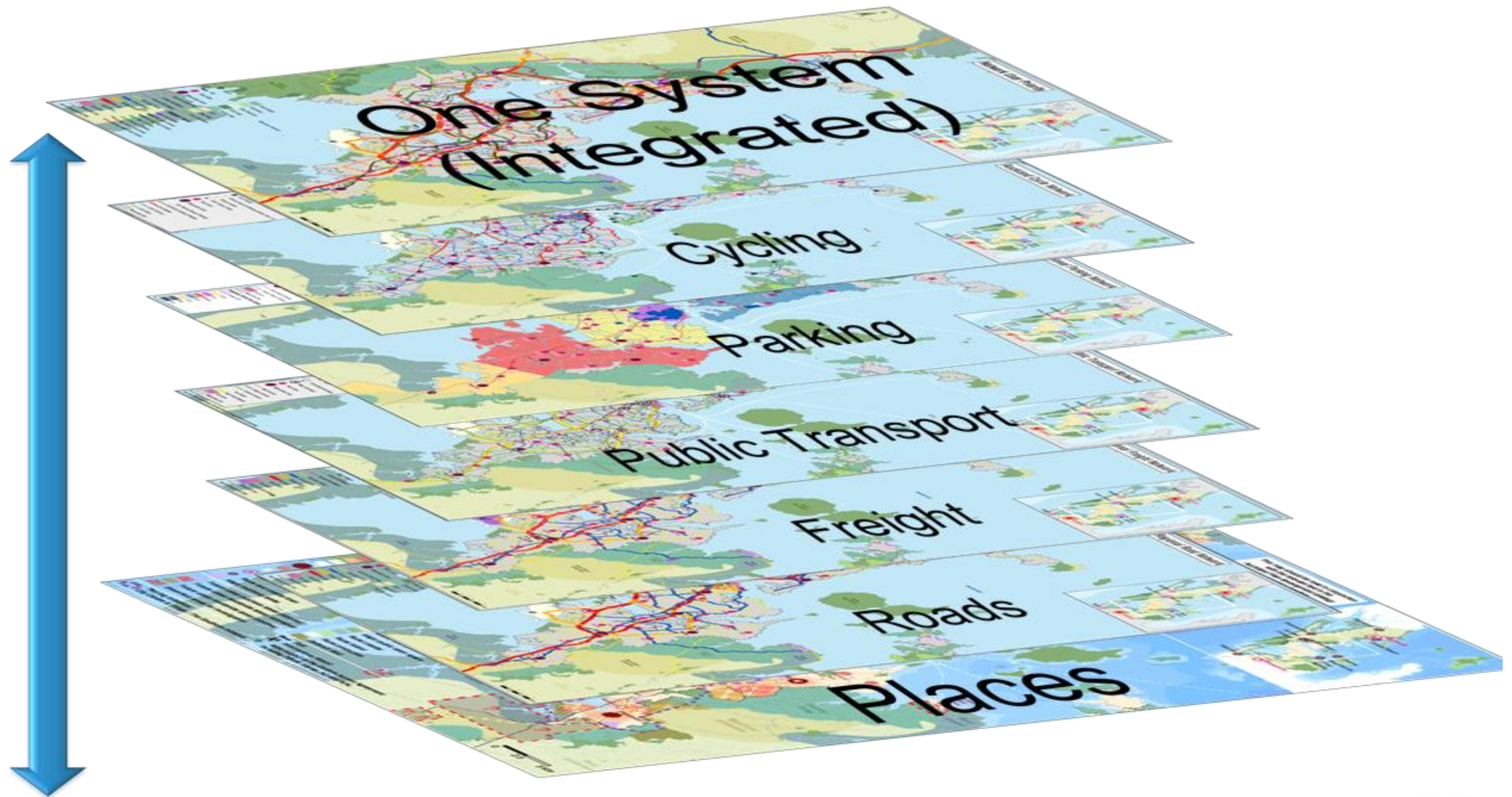
## The Auckland Plan places the highest priority on three new projects:

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

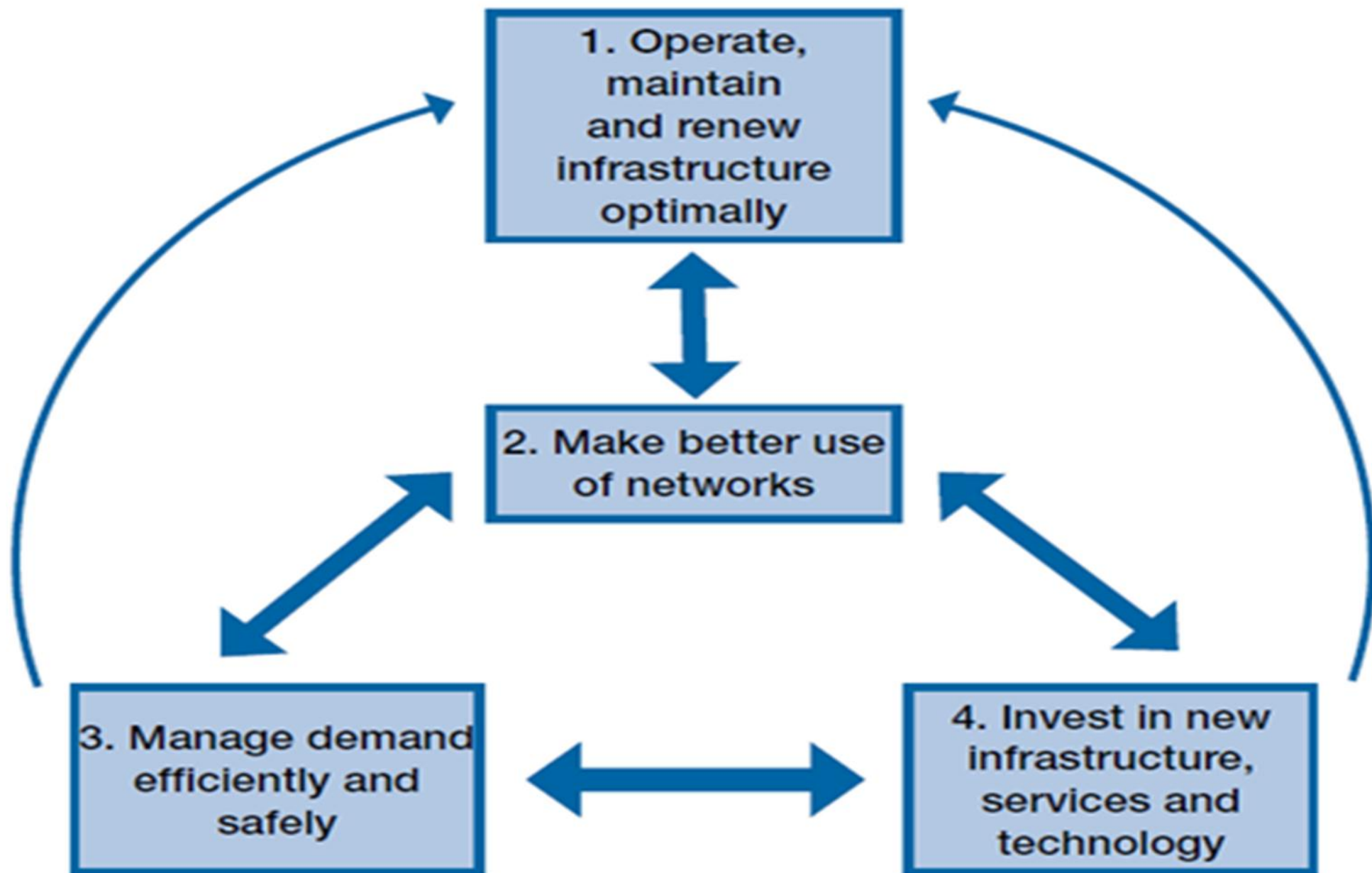




# What the ITP does

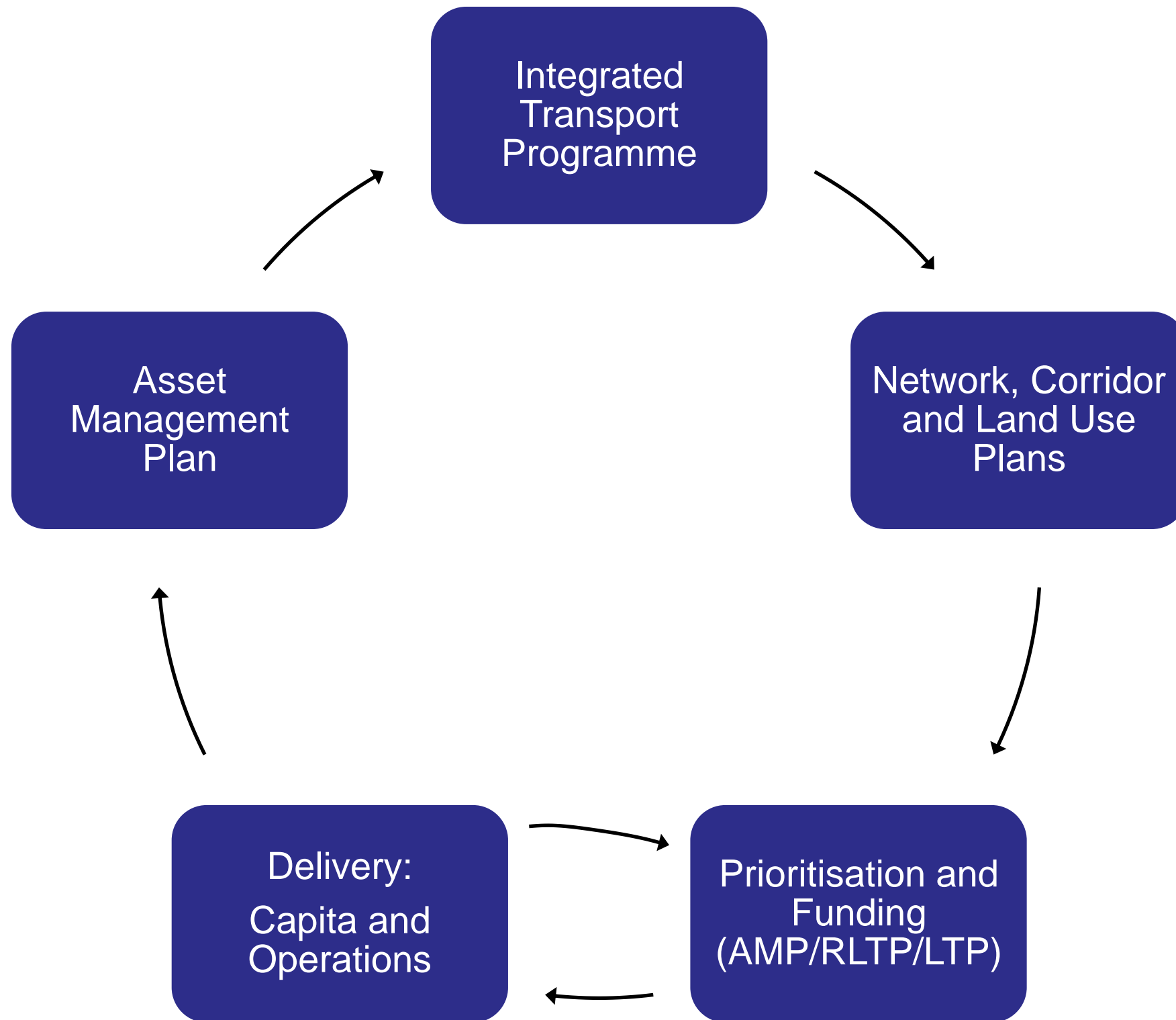


# Four Stage Intervention Process





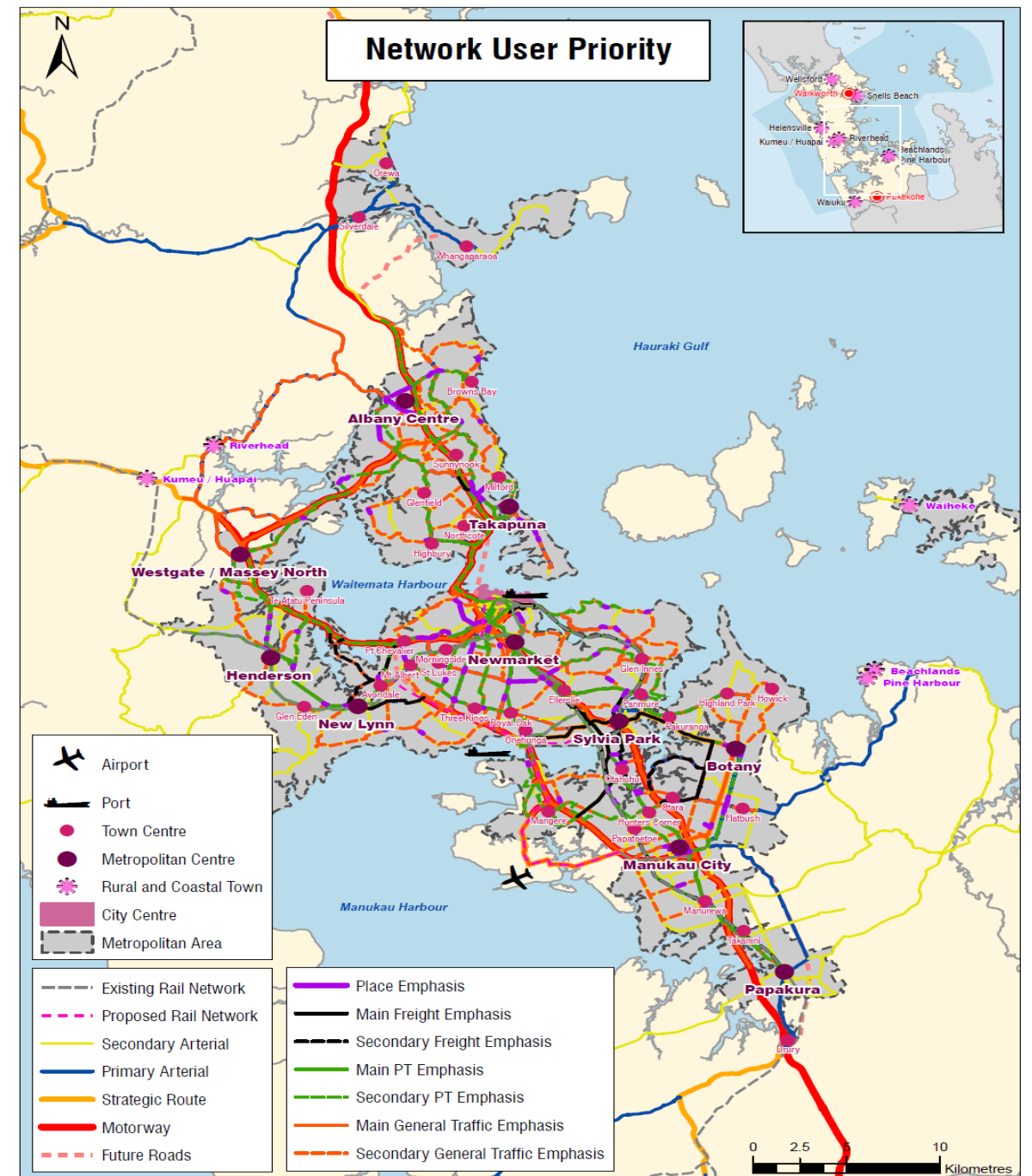
# Business Process



# One System

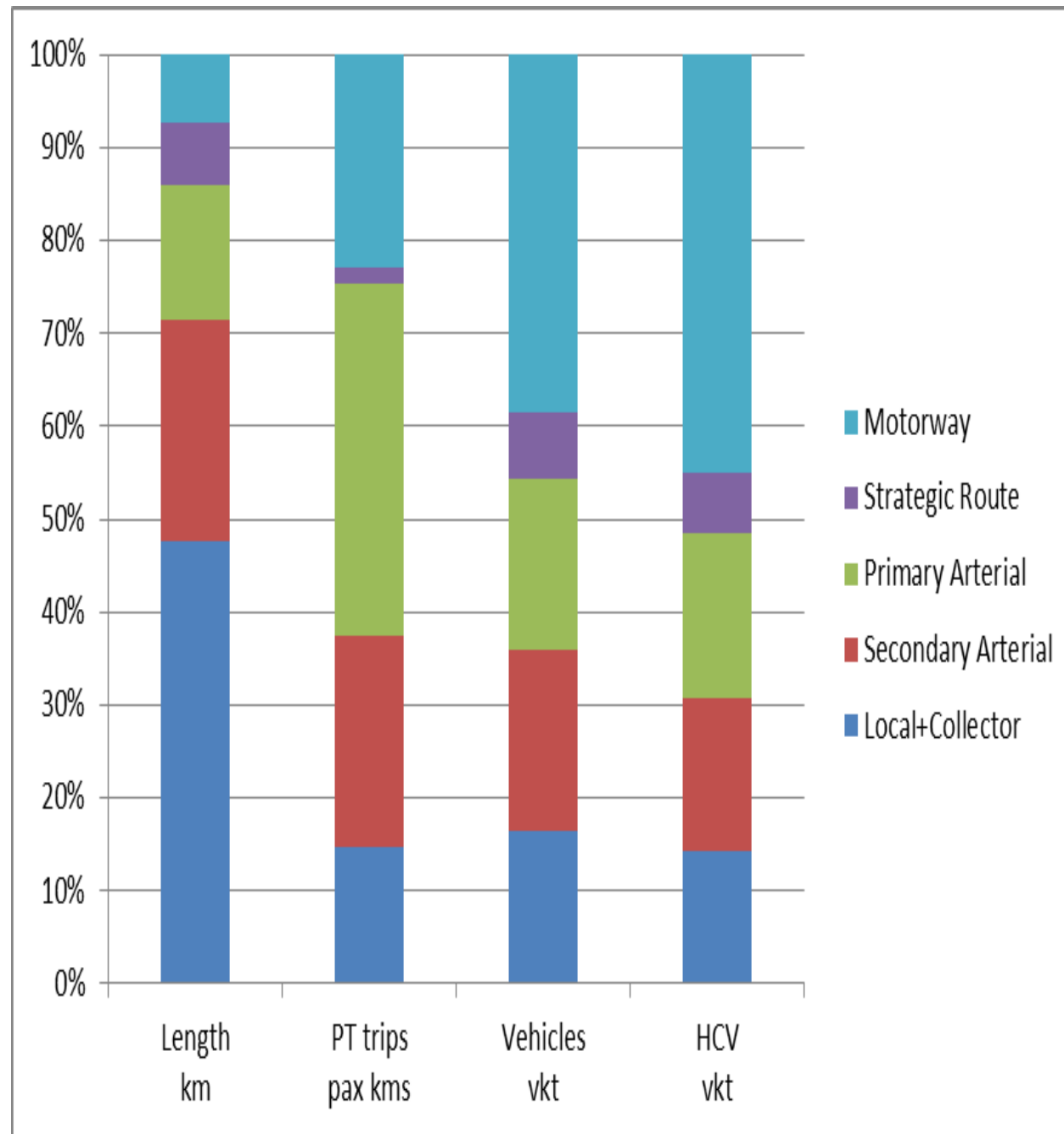


- Balance needs (strategic & local, movement & place)
- Optimise the system
- Align effort
- Build strong partnerships

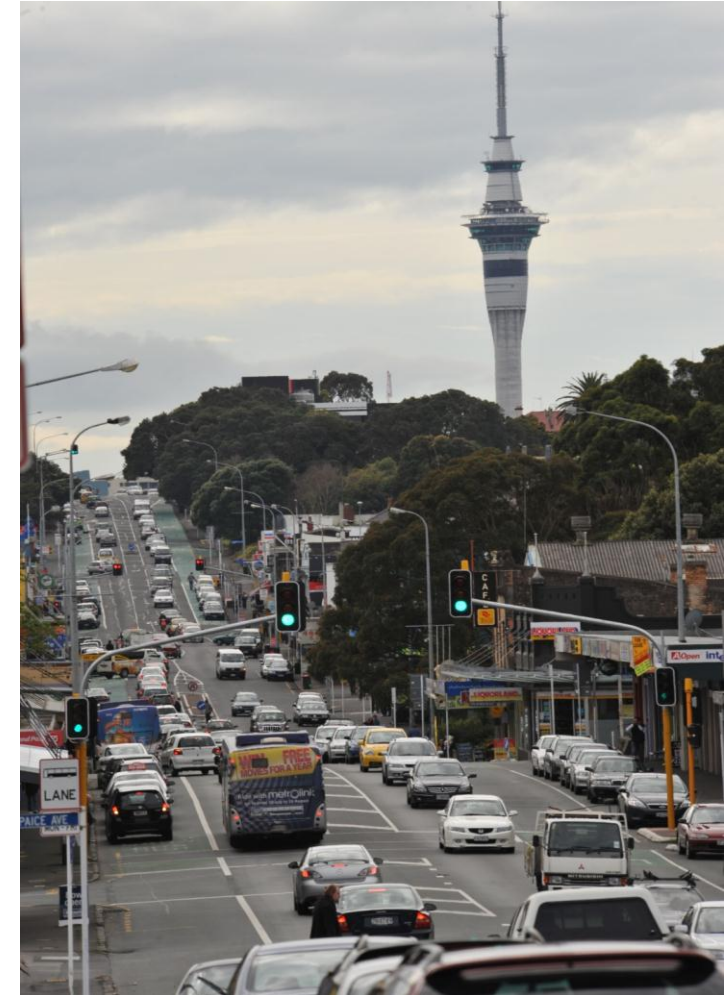




# Operate and Maintain Infrastructure



# Making better 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





# Making better use of assets





# Manage Demand Efficiently and Safely



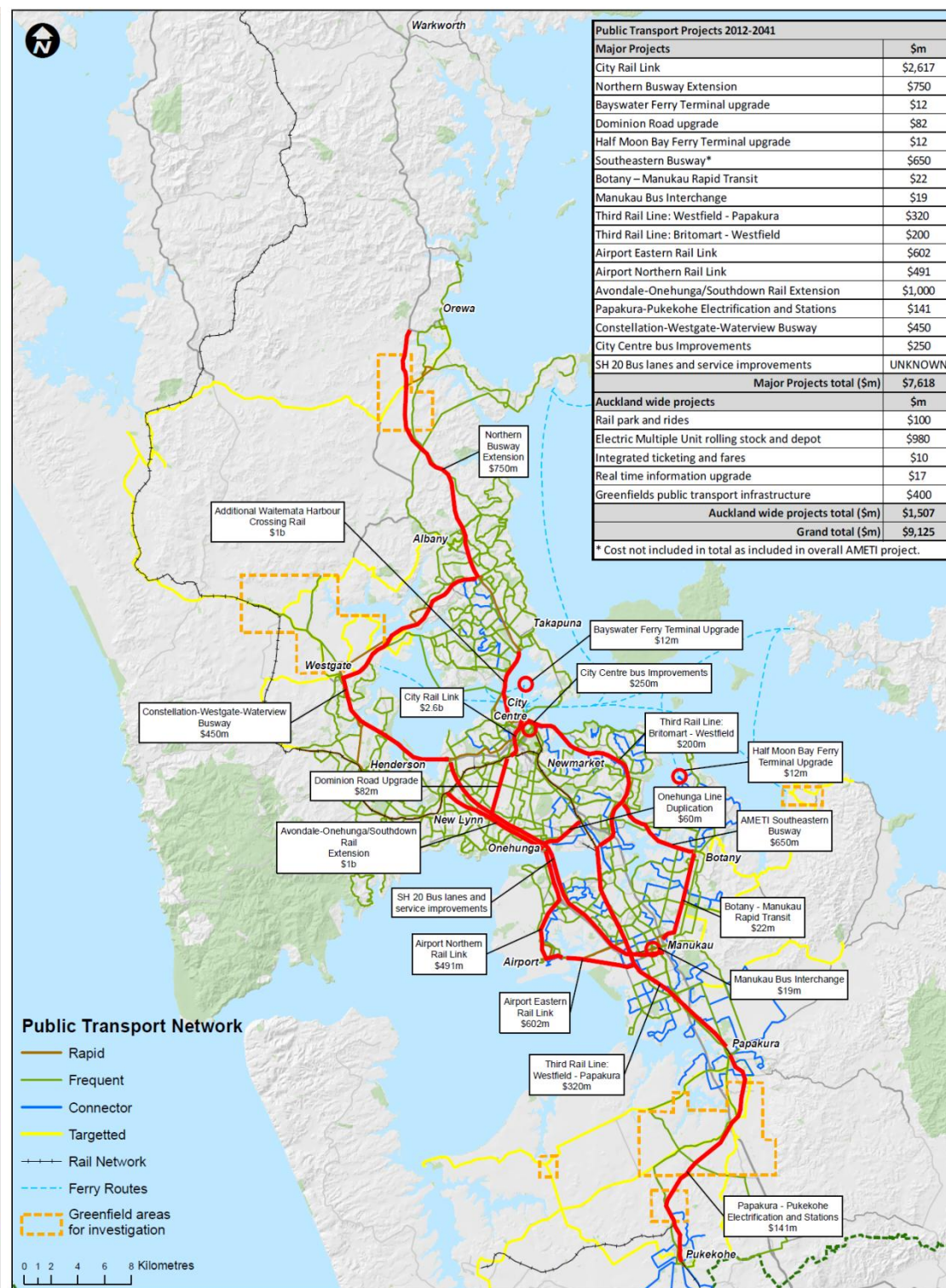
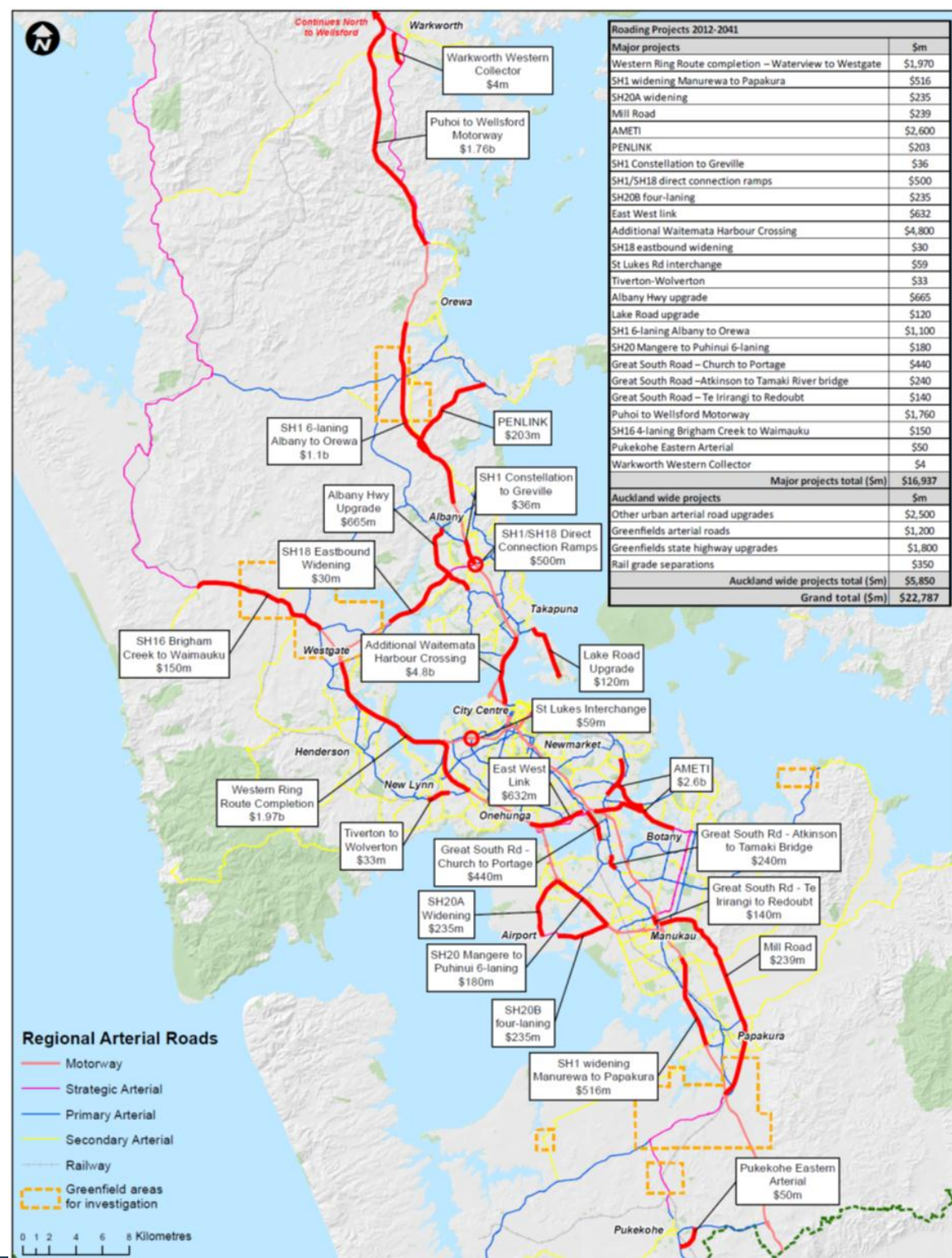
Current focus is on work  
and school travel plans

Pricing will become more  
important once strategic  
networks are completed





# Invest in New Infrastructure



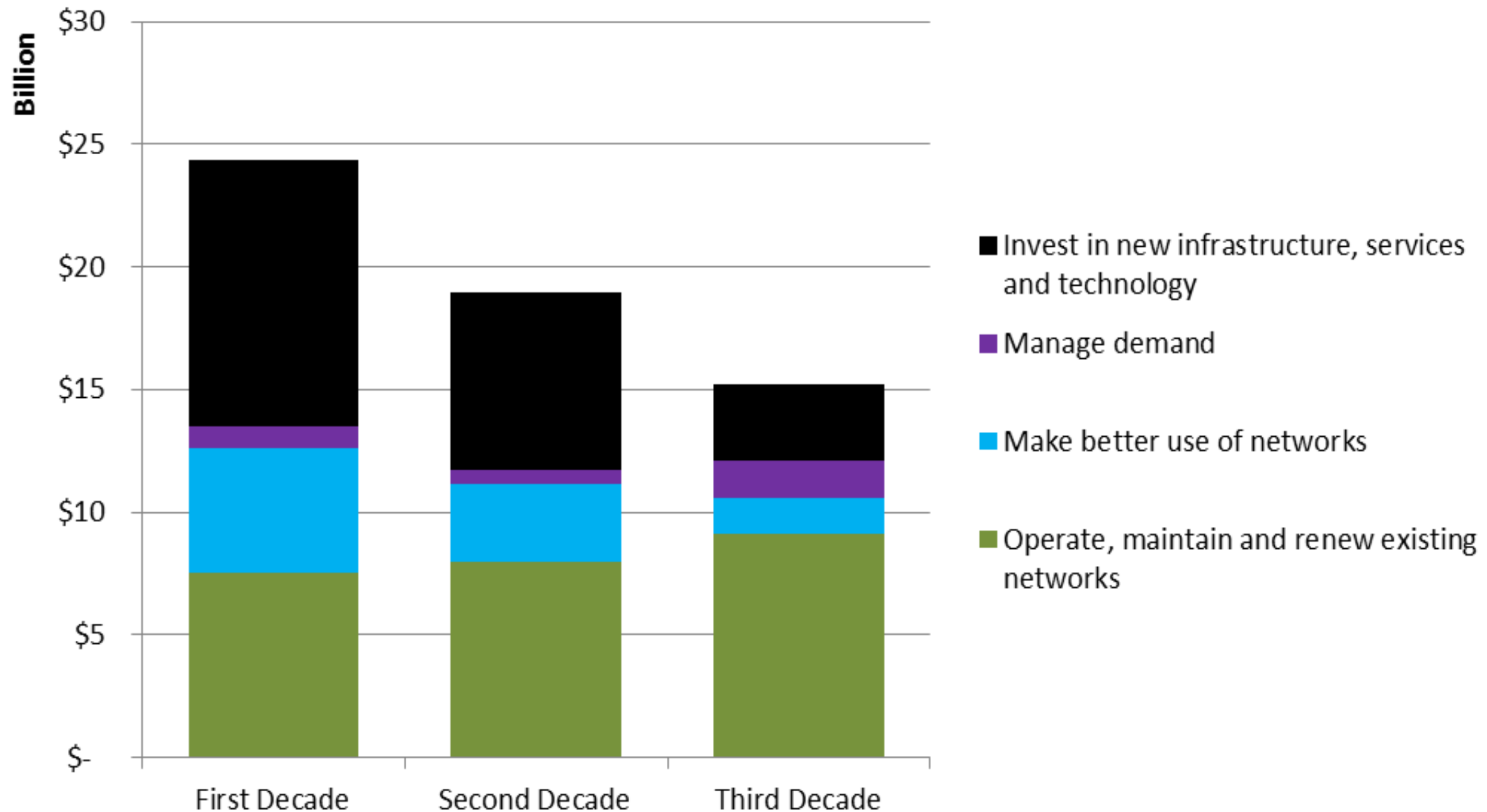


# Invest in new infrastructure

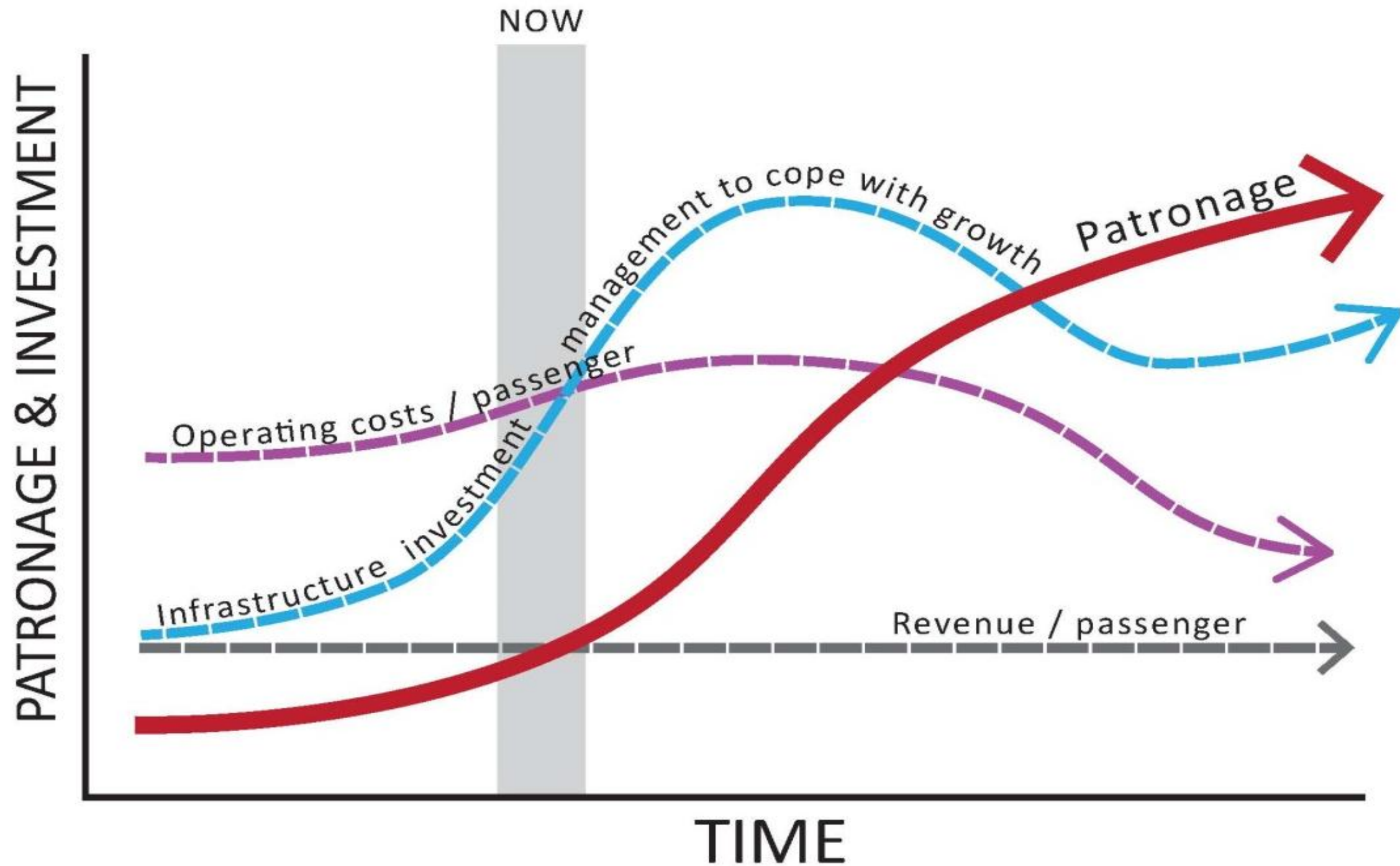




# Transport Investment Profile



# Transport Investment Profile – Public Transport





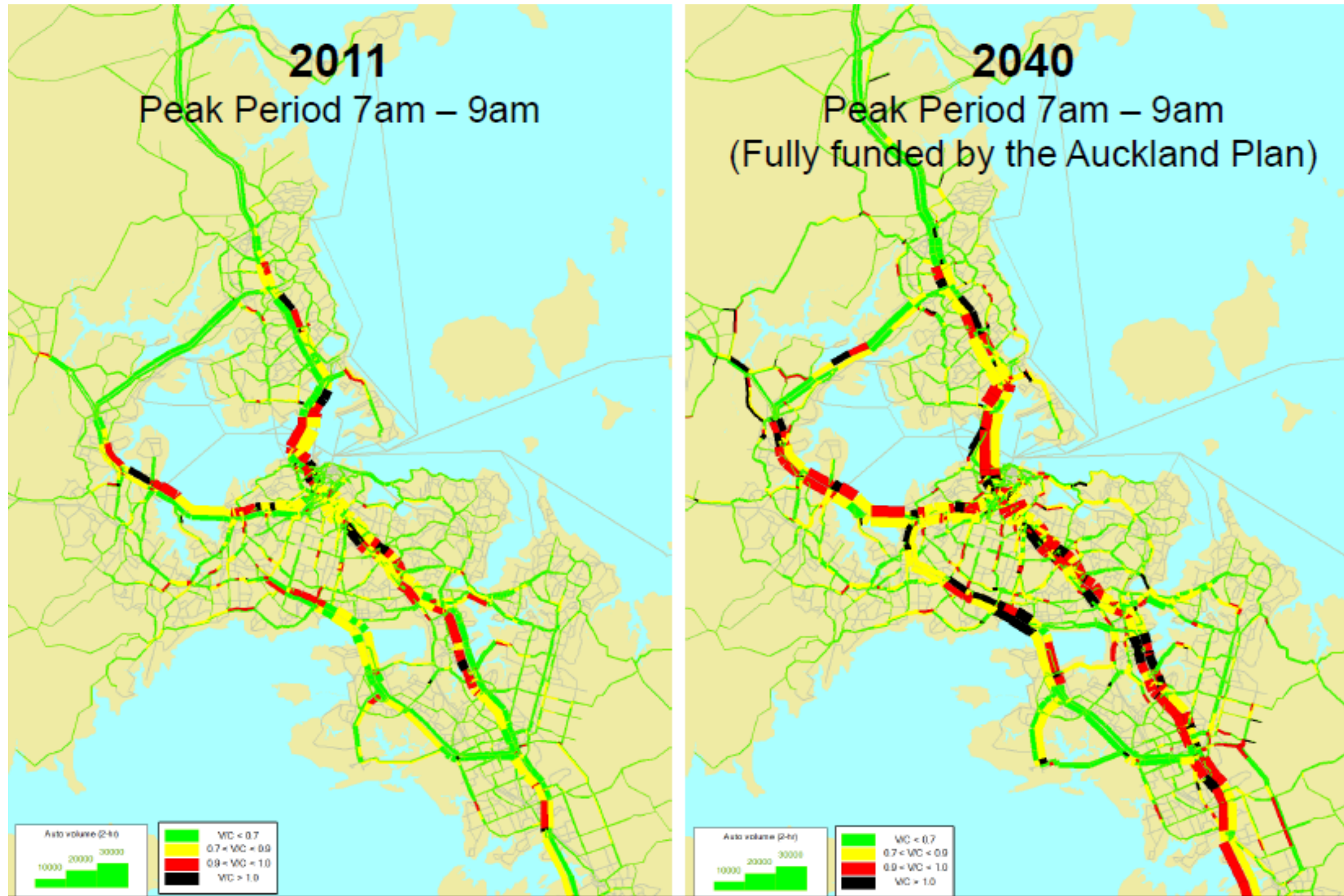
# Funding Impacts

Indicator	Description	Current	Full funding	Committed funding
Public transport boardings	Number of annual public transport boardings	70 million	140.4 million	103 million
Public transport boardings per capita	Number of annual public transport boardings per capita	44	84	66
Public transport morning peak motorised mode share	Proportion of morning peak motorised trips (PT & Auto) into the CBD by public transport	47%	56.1%	55.5%
Walking, cycling, and public transport morning peak mode share	Proportion of morning peak trips that are made by walking, cycling, or public transport	23%	32.2%	31.0%
Greenhouse gas emissions	Greenhouse gas emissions from ground based transport	2009 base (0%)	17% increase	21% increase
People's access to jobs	Number of jobs within 30 mins travel time by car	280	450	320
People's access to jobs	Number of jobs within 60 mins travel time by public transport	100	200	170
Roadway congestion on QTN where buses mix in traffic	Per cent of VKT operating at LoS E or F during morning peak where buses mix in traffic on the QTN	17.6%	2041: 8.4%	2041: 10.5%
Strategic freight network congestion	Per cent of VKT that roads on the strategic freight network operate at LoS E or F	12.0% AM 5.8% IP	2041: 27.1% AM 2041: 28.4% IP	2041: 30.1% AM 2041: 34.2% IP
Transport delay	Annual excess delay (LoS E or worse) per capita	7%	2041: 34.0%	2041: 45.2%

1: Based on ART model outputs

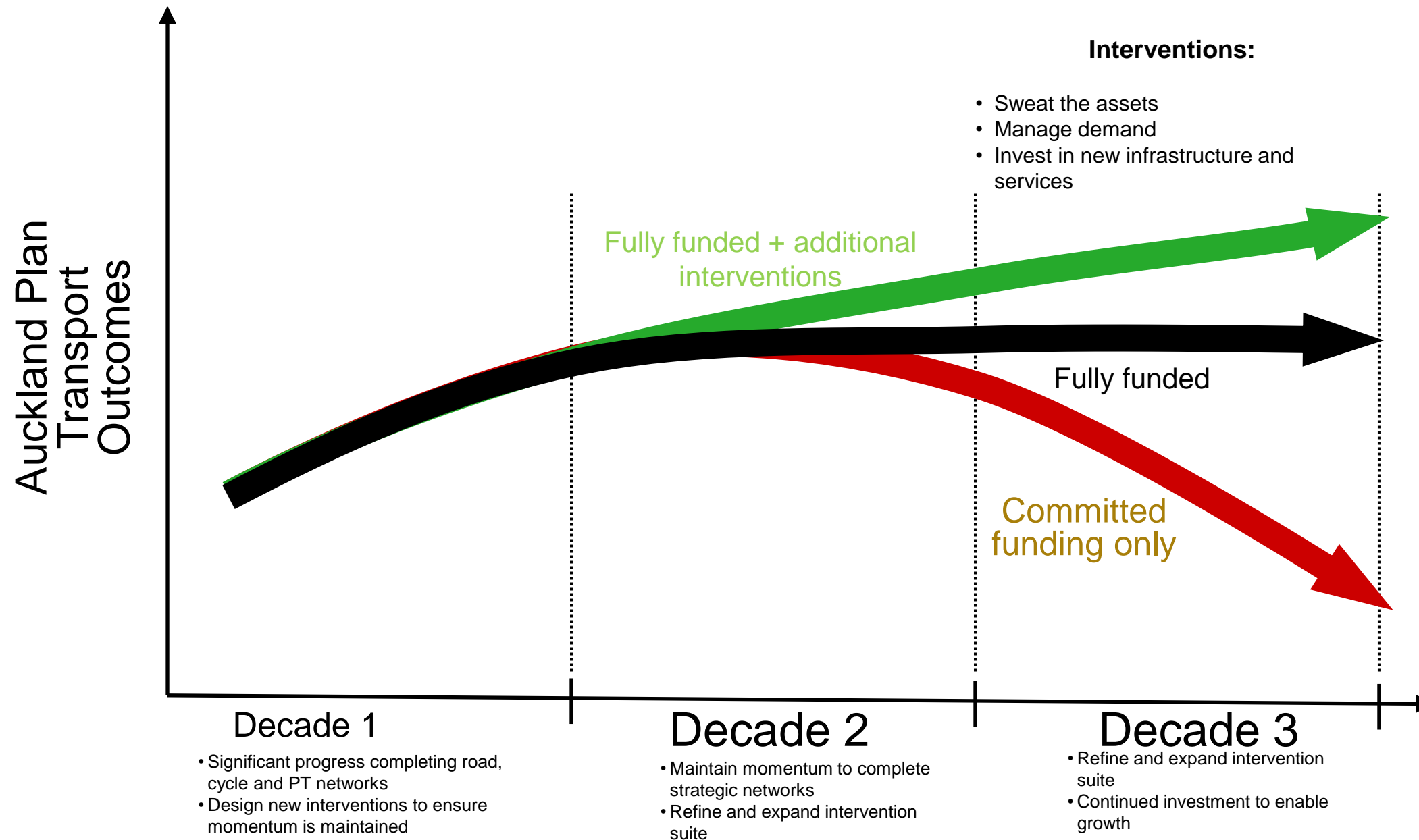
KEY	Improved
	Slight Improvement
	Worse
	Significantly worse

# 2040 Congestion





# Transport Outcomes



# Timeline

## Drivers:

Population Growth  
Employment growth  
Technology  
Energy costs  
Urban form

	2013				2014				2015			
	J		J		J		J		J		J	
<b>ITP</b>												
<b>Fiscal Realities</b>												
GPS												
LTP / RLTP												
Annual Plan												
<b>Deliverables:</b>												
AMP												
SOI												



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# Priorities for next ITP

- Prioritise programme for next RLTP/LTP in 2015
  - Develop and test packages against transport outcomes
- Strategic justification and economic case for transport projects
- Delivery Strategies
  - Rail development strategy
  - Arterial roads
  - PT marketing plan
  - Ferries
  - Parking and Park 'n Ride
- Additional funding initiative
- Web based and accessible





Thank You