

# Auckland Council Finance & Performance Committee Presentation

## Recommendation

That the Board:

- i. Receives this report.


## Executive summary

As part of the Long Term Plan process with Auckland Council, AT Management were asked to supply information to the Auckland Council Finance and Performance Committee. The presentation (Attachment 1) was delivered to Councillors at their Finance and Performance Committee Workshop held on 19 May and was also supplied as supporting information to the 21 May Finance and Performance Committee Meeting.

## Attachment

Attachment Number	Description
1	Presentation to AC Finance & Performance Committee

## Document ownership

Submitted and Recommend by	Richard Morris Chief Financial Officer	
Approved for submission	David Warburton Chief Executive	

# Finance & Performance Committee

21 May 2015



# Key Challenges

- Dealing with growth
- Alignment with strategy
- Building on what we have
- Optimising the benefit from a constrained budget
- Public understanding

# How we got to here

- Prioritisation Methodology
- Engagement with Mana Whenua
- Consultation
- NZ Transport Agency



# Prioritisation Criteria

- Developed collaboratively – AC, AT and the NZ Transport Agency
- Scored against the following criteria:
  - Increased access to transport choices
  - Moving people and goods efficiently
  - Better use of transport investment
  - Supports growth, communities and high quality urban form
  - Safety
  - Environmental and Health
  - Effectiveness

# What has changed?

## The new programme:

- Brings forward key projects
- Reinstates renewal of existing assets
- Makes significant progress on Auckland Cycling Network
- Aims to mitigate growth pressures
- Achieves balance of competing priorities including NZ Transport Agency

# Walking and Cycling

- More people walking and cycling results in improved health, fewer emissions and less cars on the road

Project	Benefits
Delivery of 52.4km of the Auckland Cycle Network	<ul style="list-style-type: none"> <li>• 2.5m new cycle journeys per year</li> <li>• Estimated societal savings of \$480m – incl \$40m of safety benefits and \$380m in health and environmental benefits</li> </ul>
PT - first and last leg improvements	<ul style="list-style-type: none"> <li>• Improved access to public transport</li> </ul>
New footpaths	<ul style="list-style-type: none"> <li>• \$5m for new footpaths</li> </ul>
Local board projects / greenways	<ul style="list-style-type: none"> <li>• \$3m to support local board priority initiatives</li> </ul>

# Public Transport Investment

- Less congestion, faster trips and more reliable travel times for road users

Project	Benefits
Double decker enablement works	Increased capacity = <ul style="list-style-type: none"> <li>• less overcrowding</li> <li>• patronage growth on routes already at capacity</li> </ul>
Safety, security and amenity improvements	<ul style="list-style-type: none"> <li>• Improved safety and security through new CCTVs, gates and fencing</li> </ul>
Otahuhu, Manukau, Te Atatu, Silverdale and Pukekohe interchanges	Enable rollout of the integrated PT New Network = <ul style="list-style-type: none"> <li>• Increased network efficiency and reduced duplication</li> <li>• All day frequent services implemented across Auckland</li> </ul>
Park & Rides at Pukekohe, Papakura, Silverdale, Westgate	<ul style="list-style-type: none"> <li>• Increased patronage and improved transport choices</li> </ul>
City Centre bus improvements	<ul style="list-style-type: none"> <li>• Buses from across Auckland are able to effectively access, circulate and terminate in the city</li> <li>• Faster and more reliable travel times</li> </ul>
Bus stop improvements	<ul style="list-style-type: none"> <li>• Improved bus stops throughout the region</li> </ul>
Bus / transit lanes and other bus priority improvements	<ul style="list-style-type: none"> <li>• Faster and more reliable travel times – estimated to increase PT boardings by a further 1.6m pa by 2018</li> </ul>



# Facilitating Growth

- Funding transport improvements that supporting regional growth allows Auckland to meet its Housing Accord obligations

Project	Benefits
Local Residential Growth Fund	Special Housing Areas able to be supported, for example: <ul style="list-style-type: none"> <li>• Kumeu / Huapai</li> <li>• Flat Bush</li> <li>• Paerata</li> <li>• Whenuapai / Scotts Point</li> <li>• Albany</li> <li>• New Lynn</li> </ul>
Northwest Transformation	<ul style="list-style-type: none"> <li>• Creation of a new metropolitan centre supporting Auckland's northwest growth areas</li> </ul>

# Arterial Improvements

Project	Benefits
Te Atatu Road	<ul style="list-style-type: none"> <li>• Complete by 2017</li> <li>• Enables benefits from NZ Transport Agency's Western Ring Route to be realised</li> <li>• Reduced congestion</li> <li>• Improved walking and cycling</li> </ul>
Albany Highway	<ul style="list-style-type: none"> <li>• Reduced congestion</li> <li>• Improved walking and cycling</li> <li>• Transit lanes provide improved priority for public transport</li> </ul>
Route optimisation and network operating plan initiatives	<ul style="list-style-type: none"> <li>• Network efficiency improvements across the region</li> <li>• Reduced congestion and improved reliability</li> </ul>

# Renewals and Replacements

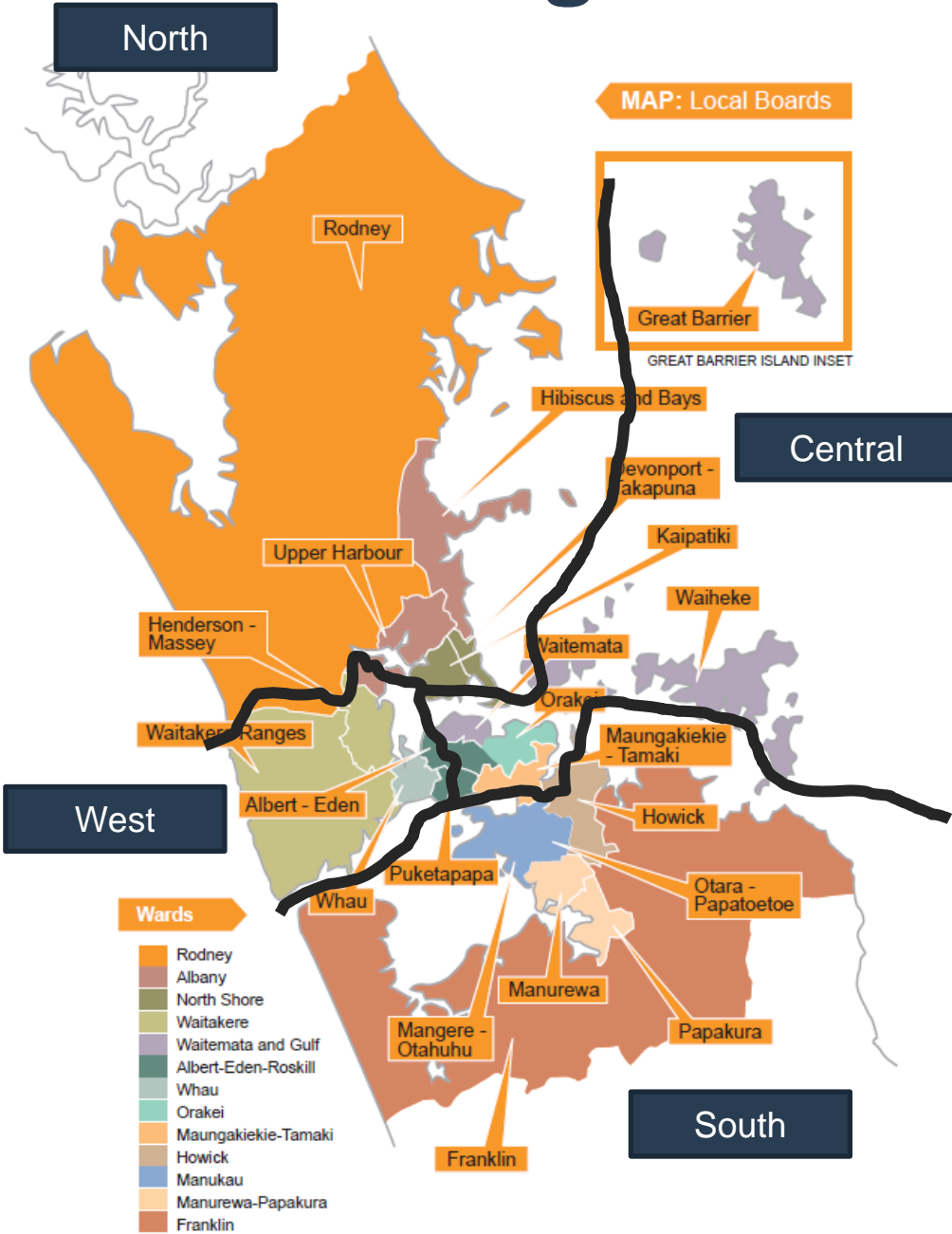
## Benefits

- Current condition of transport assets able to be maintained over the next three years
- By June 2018:
  - 80% of assets will be in good / very good condition
  - Few assets in poor or very poor condition

## Safety Improvements

Project	Benefits
Safety improvement programme	<ul style="list-style-type: none"> <li>• 2.6% annual reduction in local road Deaths and Serious Injuries</li> <li>• Auckland Plan and SOI safety targets</li> </ul>
Safer school communities	<ul style="list-style-type: none"> <li>• Increased safety around high risk urban central and south schools</li> </ul>
Tamaki / Ngapipi Intersection	<ul style="list-style-type: none"> <li>• Safety improvements at this high risk intersection delivered in 2016/17</li> </ul>

# Regional



	Examples	2015 pop + growth to 2025	3yr capex (\$m)	10yr capex (\$m)
North / West	<ul style="list-style-type: none"> <li>Seal extensions</li> <li>Albany Highway</li> <li>Warkworth improvements</li> <li>Hobsonville, Whenuapai &amp; Huapai growth projects</li> <li>Silverdale P&amp;R / bus interchange</li> <li>NORSGA (Massey North Town Centre)</li> <li>Te Atatu Rd upgrade</li> <li>Lincoln Rd upgrade</li> <li>Te Atatu bus interchange and NW Busway</li> </ul>	605,000 Growth = 76,000	153	345
Central	<ul style="list-style-type: none"> <li>City Centre bus improvements</li> <li>Tamaki / Ngapipi intersection upgrade</li> <li>Quay Street seawall</li> </ul>	447,000 Growth = 84,000	64	269
South / East	<ul style="list-style-type: none"> <li>Otahuhu, Manukau &amp; Pukekohe bus-rail interchanges,</li> <li>Flat Bush</li> <li>Mill Road (Northern)</li> </ul>	497,000 Growth = 77,000	155	350
Regional items				
<ul style="list-style-type: none"> <li>Renewals and replacements</li> </ul>	<ul style="list-style-type: none"> <li>Road rehabilitation</li> <li>Footpath renewals</li> <li>Replacement of bridges &amp; other structures</li> <li>Regional seismic upgrades</li> </ul>		709	2,729
<ul style="list-style-type: none"> <li>Regionwide programmes</li> </ul>	<ul style="list-style-type: none"> <li>Walking &amp; cycling</li> <li>Bus &amp; transit lane</li> <li>Local Residential Growth Fund</li> <li>Safety programmes</li> </ul>		368	1,018
<ul style="list-style-type: none"> <li>Initiatives with regionwide benefits</li> </ul>	<ul style="list-style-type: none"> <li>City Rail Link</li> <li>Purchase of EMUs</li> <li>Integrated fares infrastructure</li> <li>AMETI and East West Connections</li> <li>Intelligent Transport Systems and technology</li> </ul>		541	3,221

# Hard Choices

## Inevitably choices must be made

- At-grade crossings – Except Newmarket – work with KiwiRail
- Penlink – Local community wants private capital considered
- North West busway – work with the NZ Transport Agency
- Light Rail – Business case development

# Myth Busting

- Myth 1 – Doesn't address congestion
- Myth 2 – Plan is city centric
- Myth 3 – Investment is reducing
- Myth 4 – Not enough PT or too much
- Myth 5 – Localised benefits
- Myth 6 – No capital means no solutions

# Myth 1 – Congestion

## Being addressed by:

- PT growth faster than population
- Specific projects – Te Atatu, Albany Highway, AMETI
- Route Optimisation
- NZ Transport Agency

# Myth 2

## City Centric

### City Centre definition

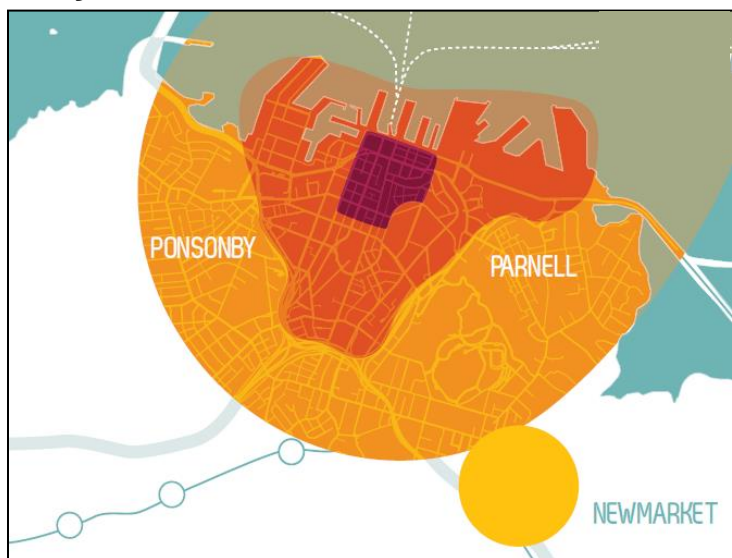


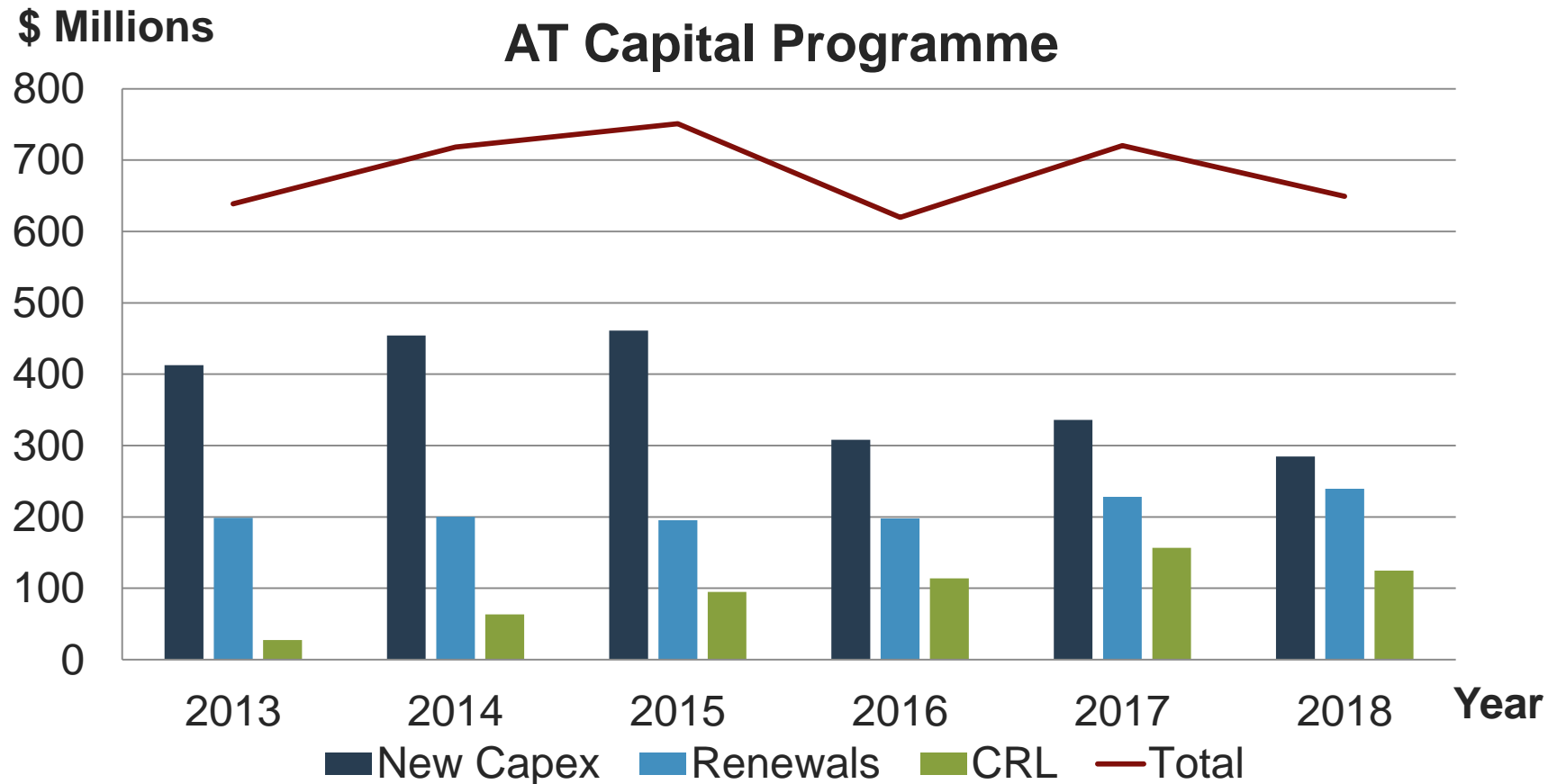
Image from City Centre Masterplan 2012

	Examples	Previous 3yr capex (\$m) FY12/13 - FY14/15	Next 3yr capex (\$m) FY15/16 - FY17/18
<b>City Centre initiatives</b>			
City Rail Link		186 9%	395 20%
City Centre Projects	<ul style="list-style-type: none"> <li>City Centre bus improvements</li> <li>Wynyard Quarter Roads</li> <li>Newmarket Crossing</li> <li>Newmarket Station Access Improvements</li> <li>Parnell Station</li> </ul>	10 0%	48 2%
<b>Initiatives outside the City Centre</b>			
Projects located outside City Centre	<ul style="list-style-type: none"> <li>Northwest Transformation and Flat Bush growth projects</li> <li>Te Atatu Road</li> <li>Otahuhu, Manukau, Pukekohe, Silverdale, Te Atatu PT interchanges</li> <li>Seal extensions</li> <li>Albany Highway</li> <li>Taharoto/Wairau</li> <li>Tamaki / Ngapipi Intersection Upgrade</li> <li>Mill Road</li> </ul>	294 14%	292 15%
<b>Regional initiatives</b>			
Renewals and replacements	<ul style="list-style-type: none"> <li>Road rehabilitation</li> <li>Footpath and cyclepath renewals</li> <li>Replacement of bridges &amp; other structures</li> <li>Regional seismic upgrades</li> </ul>	683 32%	709 36%
Regionwide programmes	<ul style="list-style-type: none"> <li>Walking &amp; Cycling</li> <li>Bus &amp; transit lanes</li> <li>Local Residential Growth Fund</li> <li>Safety programmes</li> <li>Local Board Initiatives</li> </ul>	164 8%	400 20%
Major initiatives with regionwide benefits	<ul style="list-style-type: none"> <li>EMUs</li> <li>Integrated fares infrastructure</li> <li>AMETI and East West Connections</li> <li>Intelligent Transport Systems and technology</li> </ul>	772 37%	146 7%
<b>TOTAL</b>		<b>2,109</b>	<b>1,990</b>



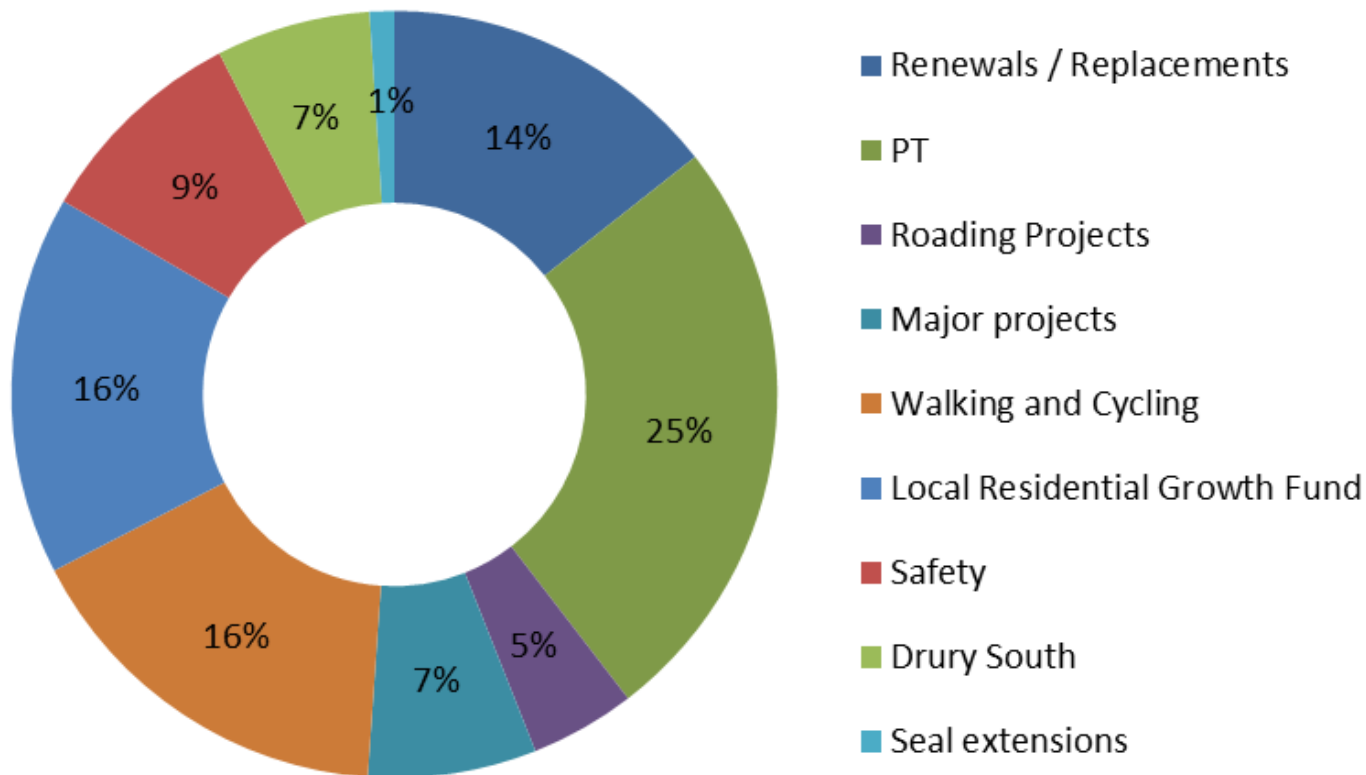
# Myth 3 – Investment is Reducing

- Continuing significant investment in new transport infrastructure



# Myth 4 – Not enough PT or too much?

First three years - where the additional investment has been directed



# Myth 5 – Localised Benefits

## Networks benefit everyone

- CRL
- PT New Network
- NZ Transport Agency – East/West, Waterview
- Arterial Roads – Mill Road, Albany Highway
- Cycling

# Myth 6 – No Capital Means No Solutions

- Route Optimisation
- Intelligent Systems
- Security
- New Network / Integrated Fares
- Customer improvements – bus stops, more services

# Next Steps

- We are ready to deliver
- Look forward to achieving much in the next three years
- Questions?