





**IPENZ Transportation Group Conference**  
**23 – 26 March 2014**

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**The political-institutional challenges in Auckland public transport**

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**Public transport user numbers increase**

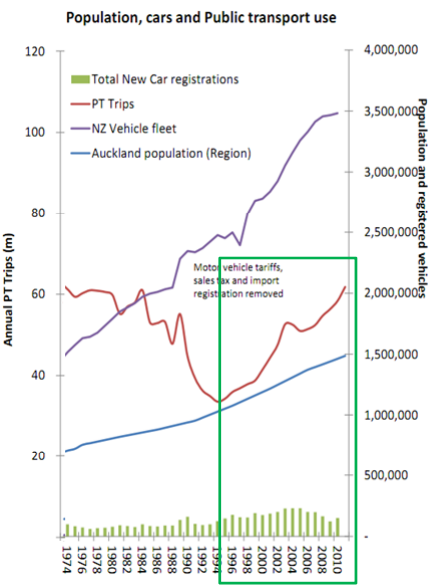
Auckland's public transport passenger numbers continue to sky rocket with latest figures showing almost 6 million more people have taken a bus, train or ferry train in the previous 12 months.

The figures, presented to the board of Auckland Transport by chief operating officer Ferigus Gammie this morning, showed there were 66.75 million passenger trips for the year ended June 30 - an 8.5 per cent or more than 5.5m increase on the previous year.

Auckland councillor and Auckland Transport board member Mira Lee said the figures were "the first sign that the investment is paying off and the organisation itself is working well".

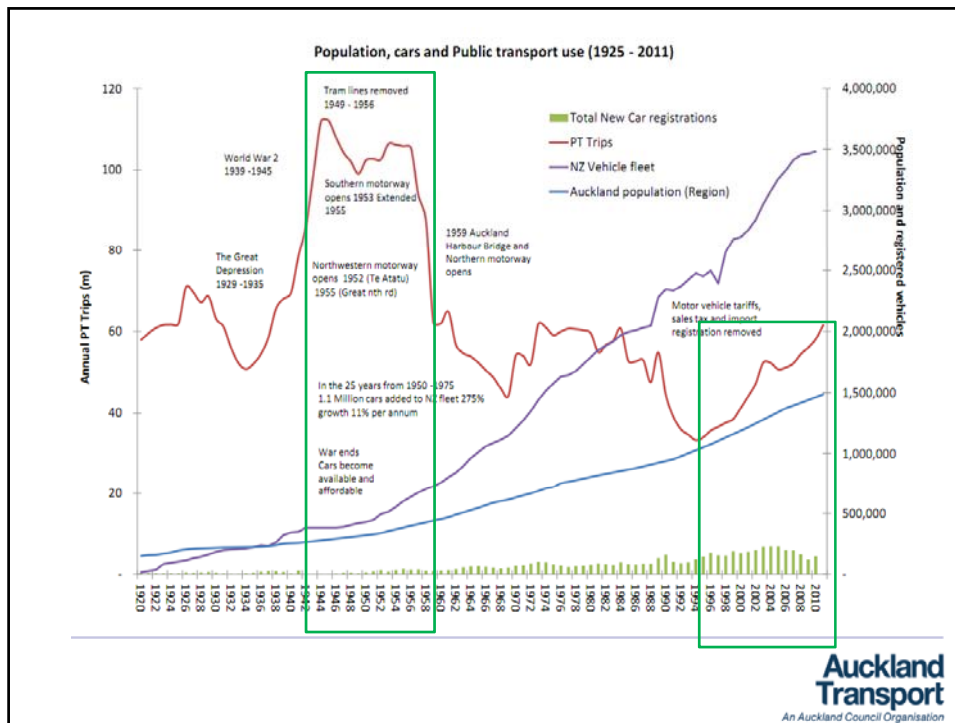
As well there are plans to further increase patronage with longer trains on the network, effective as of this week, and increased CBD and isthmus bus services from August 21.

**Population, cars and Public transport use**



Year	Annual PT Trips (m)	NZ Vehicle fleet (m)	Auckland population (Region) (m)
1974	20	1.5	1.2
1976	22	1.6	1.3
1978	24	1.7	1.4
1980	26	1.8	1.5
1982	28	1.9	1.6
1984	30	2.0	1.7
1986	32	2.1	1.8
1988	34	2.2	1.9
1990	36	2.3	2.0
1992	38	2.4	2.1
1994	40	2.5	2.2
1996	42	2.6	2.3
1998	44	2.7	2.4
2000	46	2.8	2.5
2002	48	2.9	2.6
2004	50	3.0	2.7
2006	52	3.1	2.8
2008	54	3.2	2.9
2010	56	3.3	3.0

**Auckland Transport**  
An Auckland Council Organisation



**Queen Street to Customs Street in the 1880's.**

Source: Stewart 1997, p.31. Figure originally from pictorial collections of the Auckland Museum Institute.

**The Auckland tramway network**

Source: Bush 1971, p.240. Original source unknown.

**Newspaper cartoon on 'five o'clock rush'**

Source: Stewart 1973, p.60. Figure originally from Auckland Weekly News, 1910.

## Response to public transport challenges

### Urban planning solutions

- Increase urban density
- Implement urban design

### Transport planning solutions

- Investment in public transport infrastructure
- Simplify and integrate the public transport network

## Response to public transport challenges

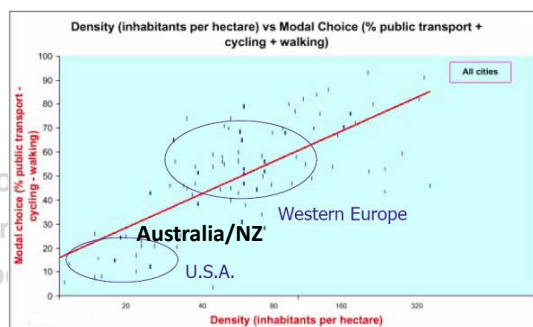
### Urban planning solutions

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### Transport planning solutions

- Simplify the public transport network
- Investment in public transport infrastructure

The higher the density, the higher .....



.....the percentage of public transport

Source: UITP Millennium Database

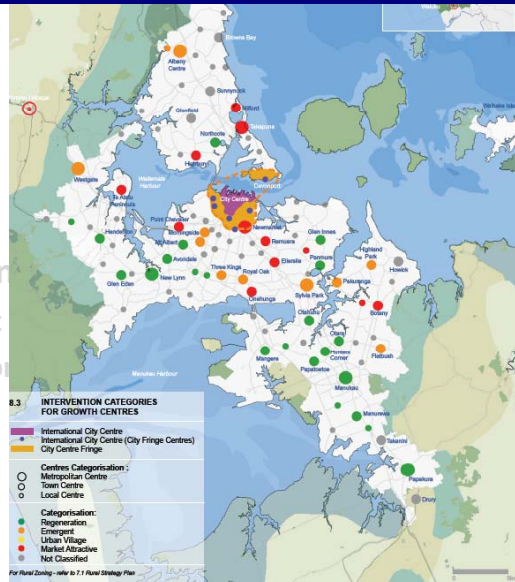
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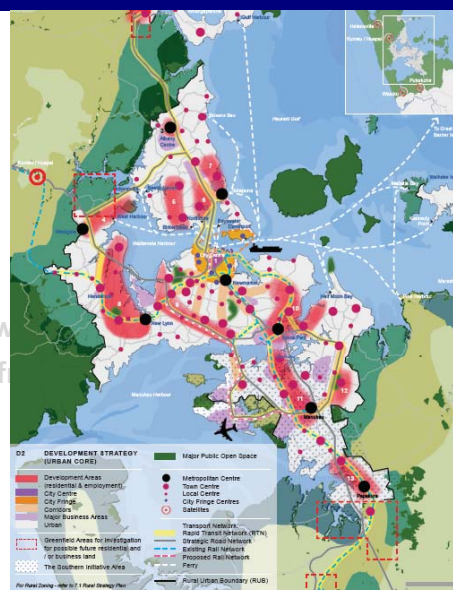
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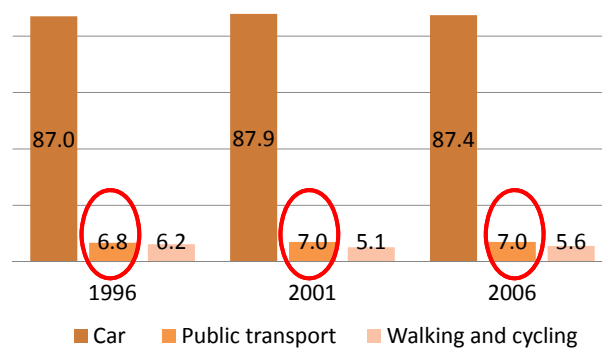
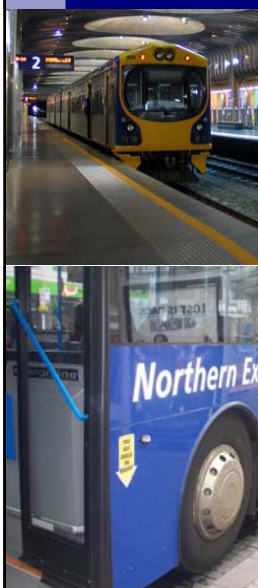
Source: Mees 2000

### Transport planning solutions

- Investment in public transport infrastructure
- Simplify and integrate the public transport network



## Public transport challenges unchanged?



Source: Census

## Conceptualising public transport challenges

'When I was a child I was told that there were three things we never discuss in public: politics, religion, and money. As a young adult, groping for meaning in life and for meaningful work, I gravitated to the urban professions as a way of working for social justice, and found myself talking about nothing but politics and money for the next 25 years, since that's what most urban conflicts seemed to be about' (Sandercock, 2007, p.65)

## Conceptualising public transport challenges

- **Political-institutional dimensions of transport planning**
  - Who gets, what, when, where, why and how?
  - Unequal power relations b/c different actors
    - Legislations, policies, frameworks, rules & funding
  - Relationships b/w central and local governments
    - Policy and funding tensions

## Aim(s)

**Aim** – Marsden funded research project to develop a new institutional approach by linking planning and design of public transport to the analysis of socio-political institutions in Auckland

**Aim** – IPENZ Transportation Group conference paper

to assess the political-institutional factors that have influenced transport policies and strategies in Auckland b/w 2000 and 2013.

## Methodology

### Central govt. transport policy documents

- NZTS 2002 & 2008
- LTMA 2003 & amendments
- GPS 2008, 2009, 2012
- NLTP 2009-12, 2012-15



### Local govt. transport policy documents

- Auckland RLTS 2005, 2010
- Rail Development Plan 2006
- Auckland Transport Plan 2007/2009
- Regional Arterial Road Plan 2009
- Auckland Plan 2012



## Findings – political differences & similarities

- **Central govt. focus change from modal shift to economic growth and productivity**
  - PT role has changed to relieve congestion
- **Local govt. started emphasising on public transport**
  - For example, the Auckland RLTS 2005 considered 'rail as insignificant'
  - Rail Development Plan 2006 considered 'rail as the backbone of public transport'

## Findings – planning differences & similarities

- **Partnership approach on roads and increasingly on public transport**

Table: Auckland transport responsibilities

Functions	Central Government (Ministry of Transport / NZTA)	Local Government (Auckland Transport / ARTA)
<b>Roads</b>		
State Highway	✓✓	✓
Arterial roads	✓	✓✓
Local roads		✓
<b>Public transport</b>		
Rail infrastructure	✓✓	✓
Rail services	✓✓	✓
Bus infrastructure		✓✓
Bus service planning		✓✓
Transport planning		✓

Adapted from the Royal Commission on Auckland Governance, 2009, Number of ✓ shows the intensity of responsibilities

Note: The Ministry for the Environment is interested in the pollution and environmental aspect of transport in Auckland, whilst the Ministry of Energy is focused on the energy aspect of transport. The focus of this project is on urban transport and therefore airport authorities and ports are not relevant to this research.

## Findings – funding differences & similarities

- **RONs & CRL in Auckland**



## Conclusion

- **Complex and multi-level transport decision making in Auckland**
  - based on roles of transport agencies at central and local govt. levels
- **A clear influence of politics on Auckland transport priorities & projects**
  - partnership approach for roading projects
  - tend to be collaborative (with or without \$) for public transport