

Enabling the New Network – Using the Business Case Approach to Address Auckland’s Transport Challenges

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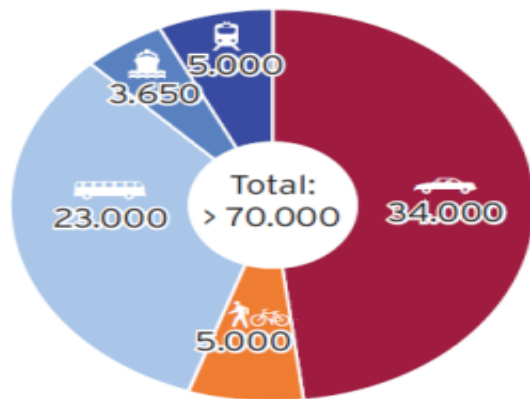


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Case for the Project

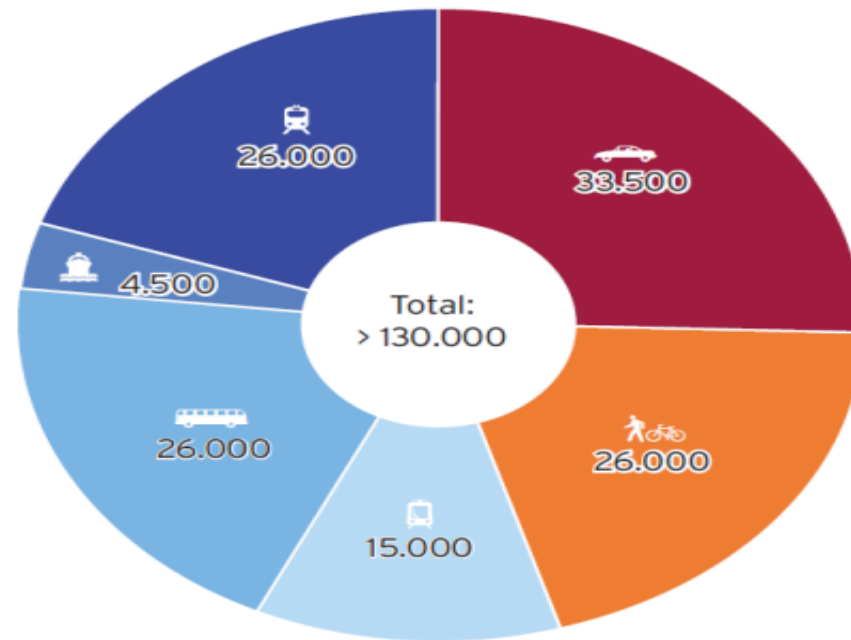
2010

City centre mode share



2041

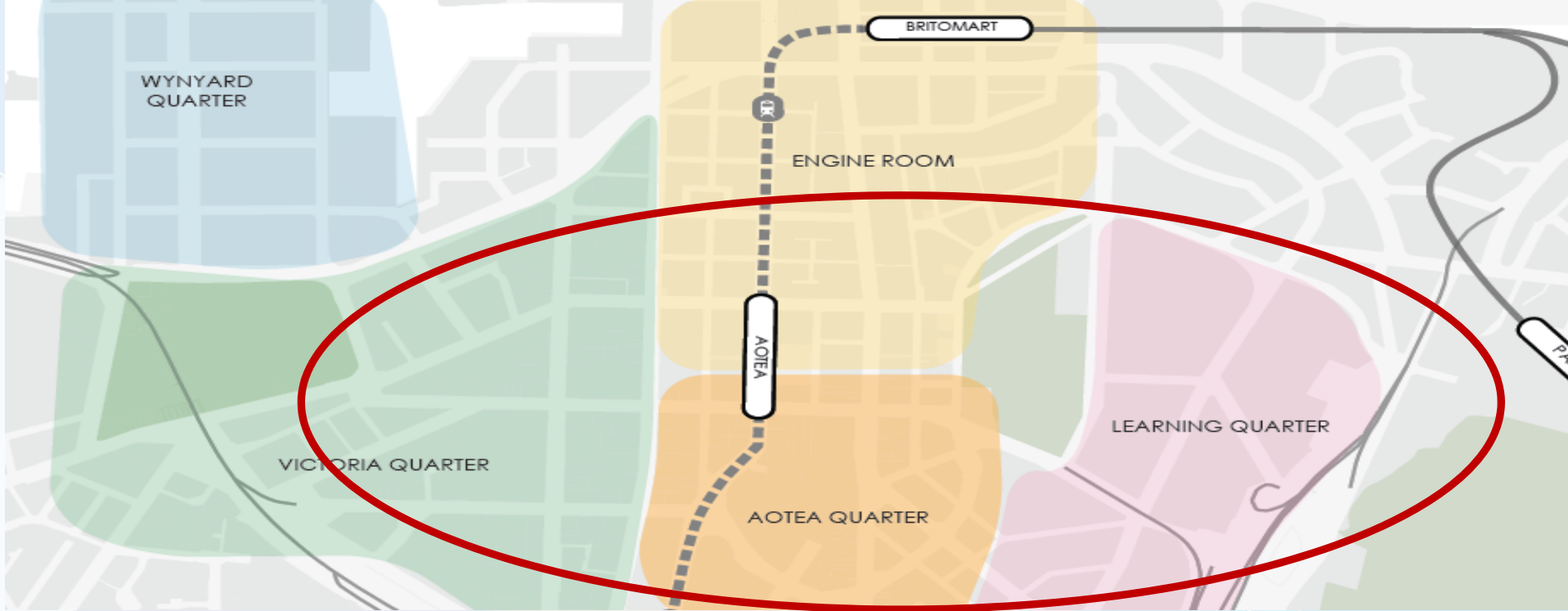
City centre mode share



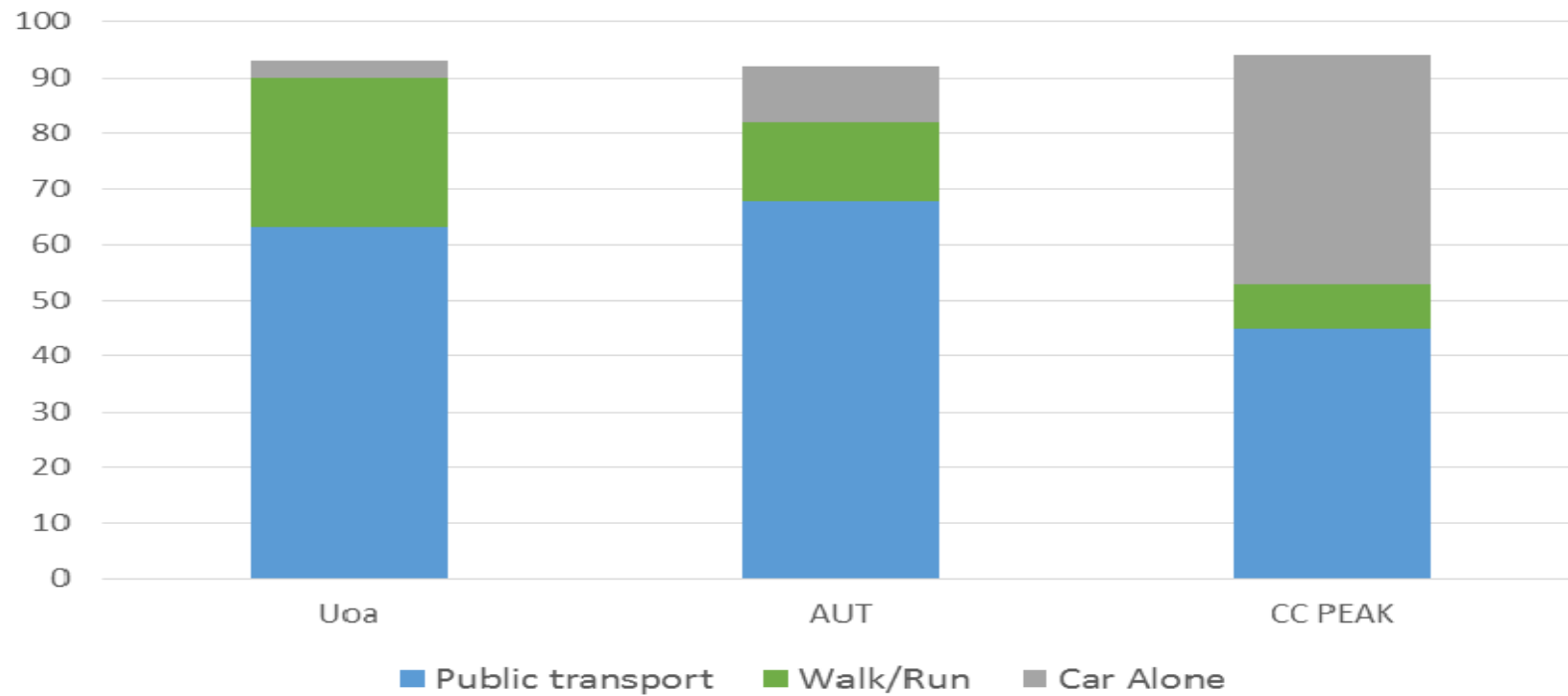
City Centre Public Transport Programme



Study Area



Learning Quarter and City Centre Mode Share



Source: Gravitas Student Travel Survey, 2014



What is Business Case Approach

- It is toolkit the NZ Transport Agency adopted from NZ Treasury's Better Business Case.
- The approach forms the basis for activity and programme development for investment from the National Land Transport Fund.



Build investment progressively

SC

The strategic case is the foundation for the whole business case process and ensures that the transport planning element of the business case is based on robust logic.

PBC

The programme business case (PBC) identifies programmes of work and/or activities that deliver on a strategic case.

IBC

The indicative business case (IBC) further develops specific activities. It provides a long list to short list of options and it recommends a preferred way forward as part of the short-listed alternatives.

DBC

The detailed business case (DBC) undertakes more detailed analysis of the scope, cost, risks and benefits on the recommended option(s).



Strategic Case for Investment

The project has strong strategic fit with the following strategies:

- Draft Government Policy Statement and Land Transport Auckland Plan
- Regional Public Transport Plan
- City Centre Master Plan
- City East-West Transport Study (CEWT)
- Urban Cycleway Programme
- Auckland Central Access Programme
- City Centre Public Transport Draft PBC



Indicative Business Case

Early engagement with key stakeholders:

- Defined problems statements, identified desired outcomes, set investment objectives, set measures at outset to monitor benefits
- Option selection



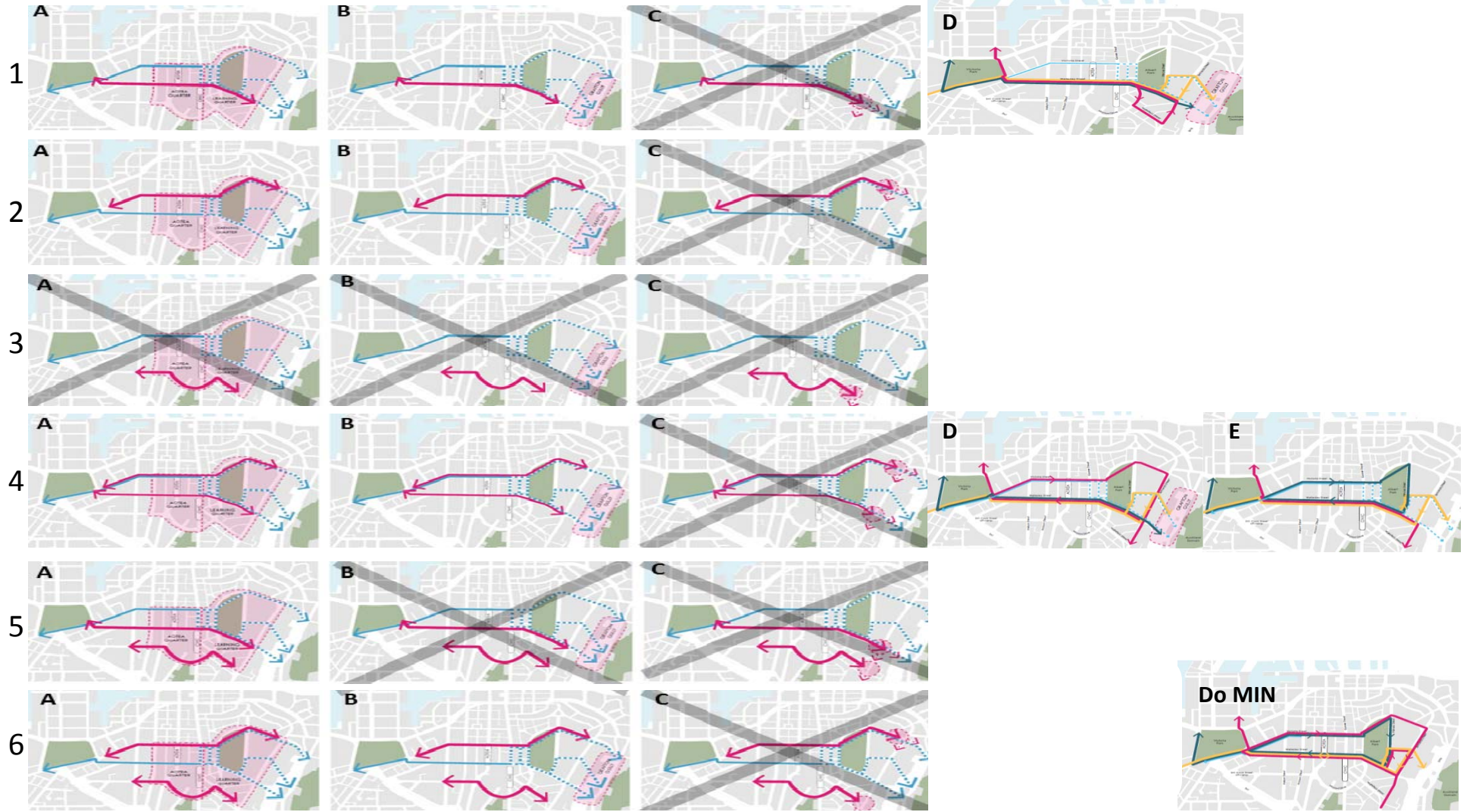
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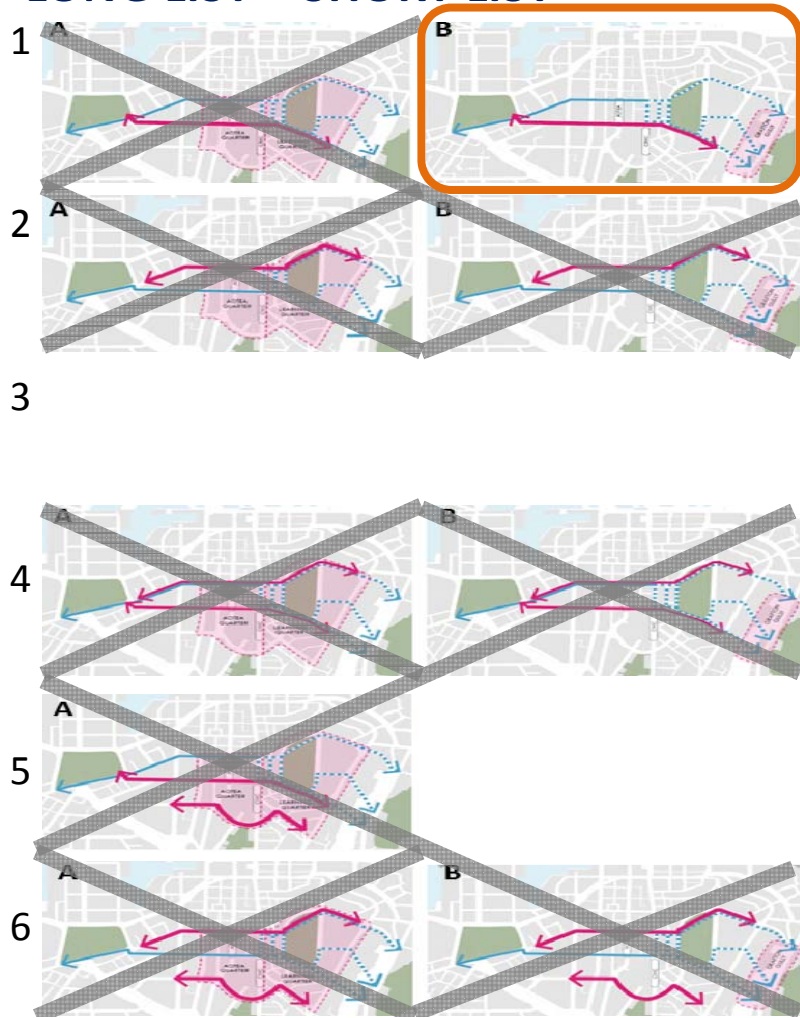
Long List Options

- 21 options developed for the long list
- Evaluation of long list options against project problem objectives and whether option can address project problems and deliver benefits resulted in short list of 4 options



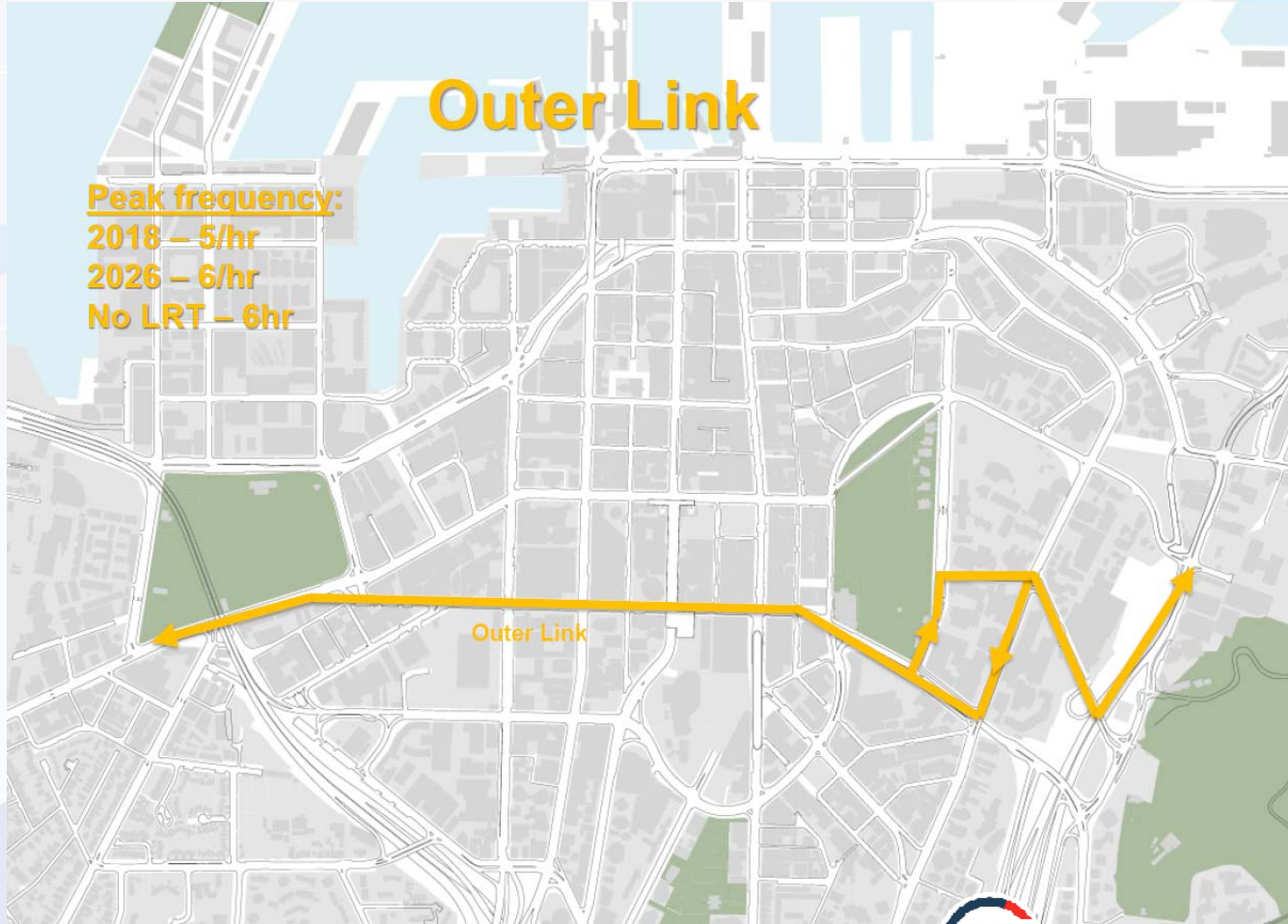


LONG LIST – SHORT LIST



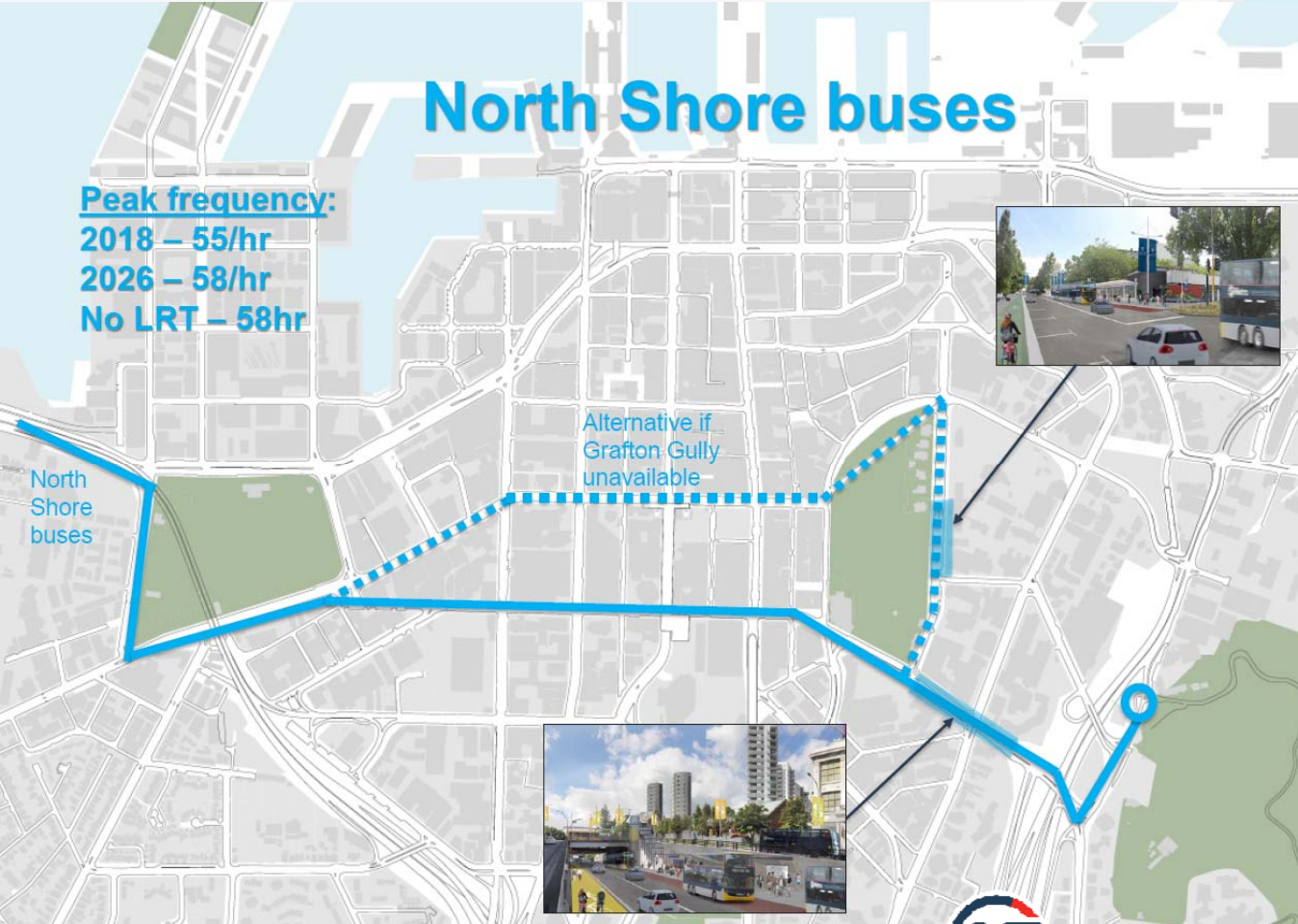
Outer Link

Peak frequency:
2018 – 5/hr
2026 – 6/hr
No LRT – 6hr



North Shore buses

Peak frequency:
2018 – 55/hr
2026 – 58/hr
No LRT – 58hr



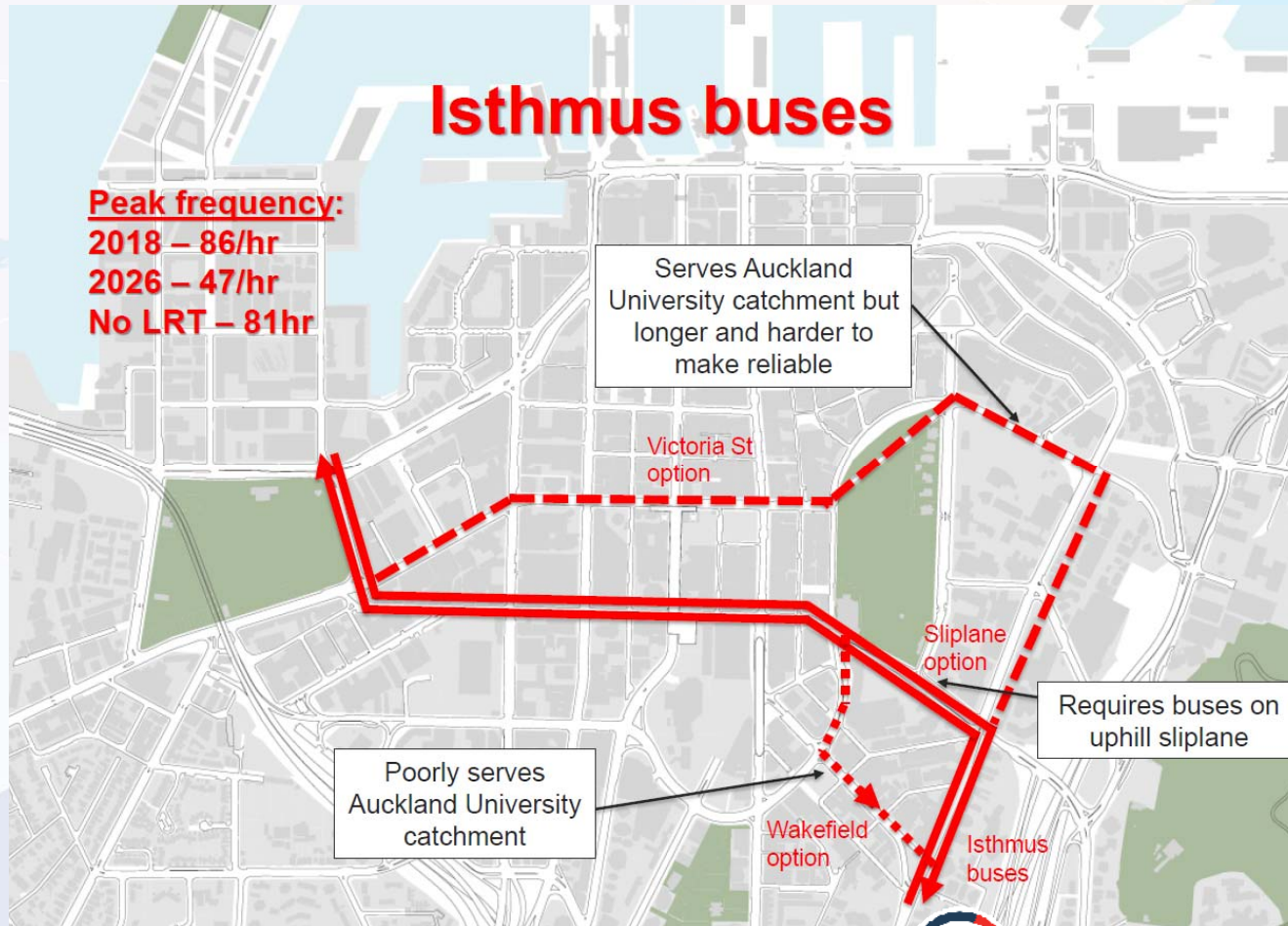
Alternative if
Grafton Gully
unavailable

North
Shore
buses



Isthmus buses

Peak frequency:
2018 – 86/hr
2026 – 47/hr
No LRT – 81hr



Serves Auckland University catchment but longer and harder to make reliable

Victoria St option

Sliplane option

Requires buses on uphill sliplane

Poorly serves Auckland University catchment

Wakefield option

Isthmus buses



Summary of Outbound Isthmus Route Options

	LQ catchment	Opex cost	Fit with city centre plans	Fit with LQ plans	Other issues
Wellesley St	Good	Average	Supports	Sliplane impacts	Bus stop crowding on Symonds St
Victoria St	Excellent	Highest	Some challenges	Supports	Less reliable, linear park issues
Wakefield St	Poor	Least	Some challenges	Supports	Misses UoA catchment

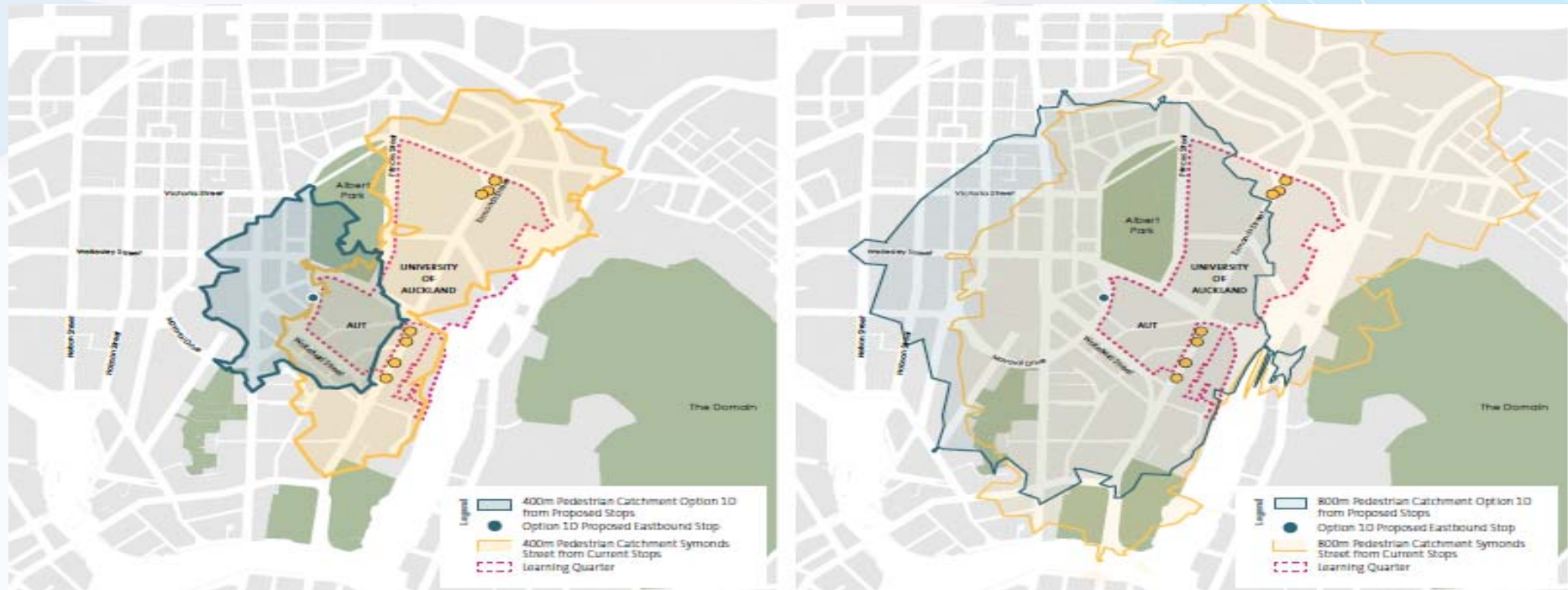


Short List Refinement

- Further analysis completed on short list to address the following stakeholder concerns:
 - Potential loss in patronage from reduction in service coverage
 - Look and feel of the option improvements
 - Potential operational impacts such as passenger crowding at stations and extended dwell times
 - Opportunity for bus priority treatments to improve travel times



Passenger Catchment Assessment



Wellesley St Underpass (current)



Potential Bus Interchange for North Shore buses



Victoria St at Federal St (current)



Potential Bus and Cycle Improvements on Victoria St



Wellesley St at Queen St (current)



Potential Bus Only Corridor on Wellesley St



Key Lessons Learnt

- Collaborative partnership
- Comprehensive option development/assessment
- Stakeholder engagement
- Telling the story
- System focus
- Customer focus



Conclusions

- Business case process is an effective means of engaging with a diverse range of stakeholders and testing multiple options
- Multiple inputs factor into the business case including modelling, economic appraisal, MCA evaluation and benefits assessment
- Upcoming public consultation will be an excellent opportunity to assist in selecting the preferred option for further investigation

