

Auckland's Strategic PT Network

Lessons learned from the Business Case Approach

Daniel Newcombe - City Centre & RTN Initiatives manager



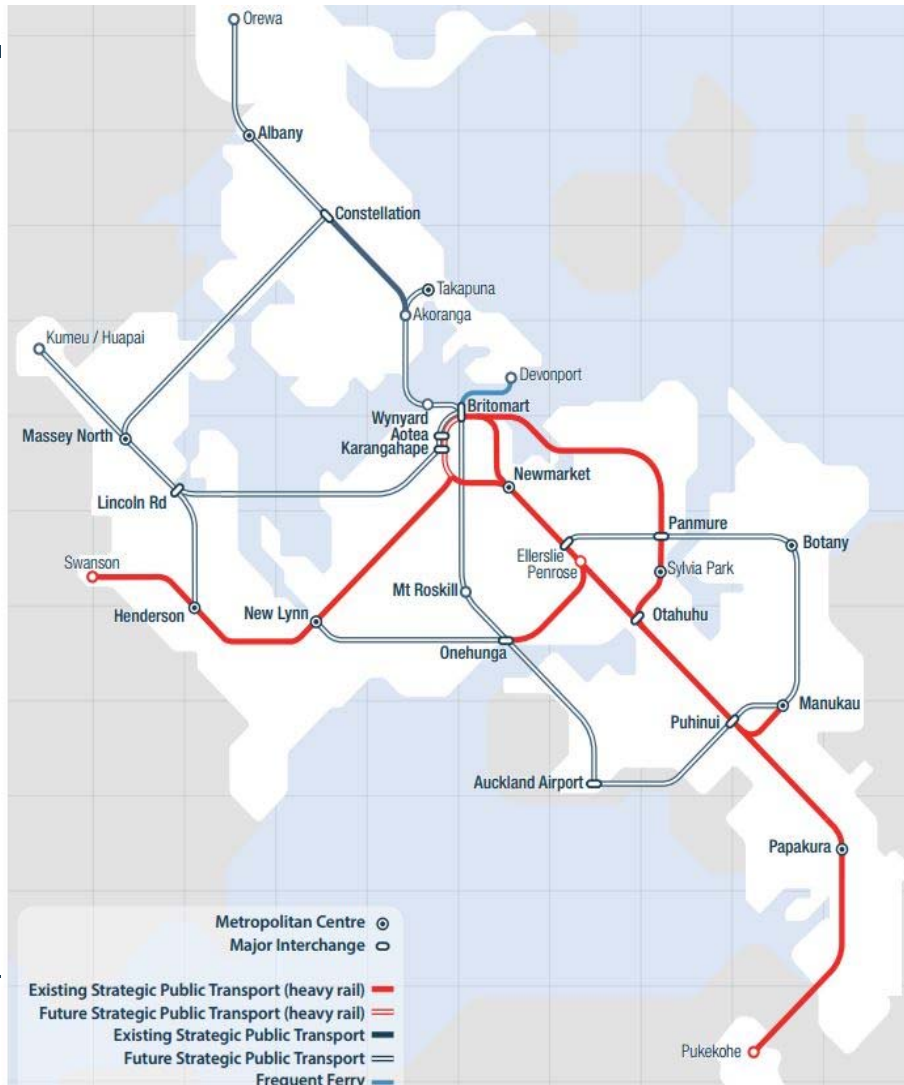
Strategic Public Transport Network

- Core of the public transport system
- Heavy rail network and Northern Busway



- AT required to follow Business Case Approach (BCA) to receive NZTA funding to develop the SPTN
 - BCA lessons learnt from the North Western Rapid Transit Corridor project
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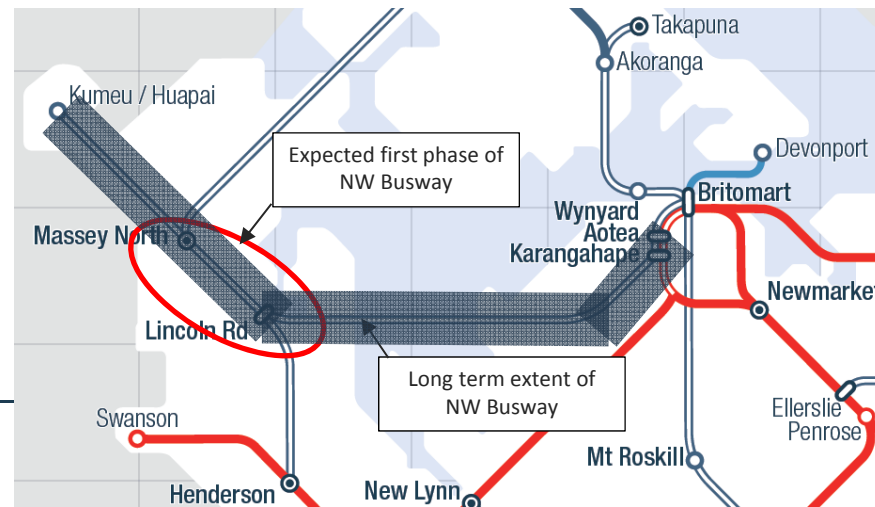
Strategic Public Transport Network



Source: ATAP

North West Busway history

- Northwestern busway identified within strategic docs (e.g. Regional Land Transport Programme (RLTP)) for decades as a project for delivery in the 2020s
- As the project was far from delivery, little detailed work had been undertaken on it



North West growth

- Following confirmation of Unitary Plan, significant additional population growth expected in North West
 - 2,900 hectares of Future Urban land
 - 29,000 dwellings projected over the next 30 years
 - 13,300 jobs over the next 30 years
 - Structure planning underway for 1,400 hectares at Whenuapai and Redhills area has been 'live zoned'
 - Lack of access to quality public transport inhibits travel choices for existing and future residents/employees
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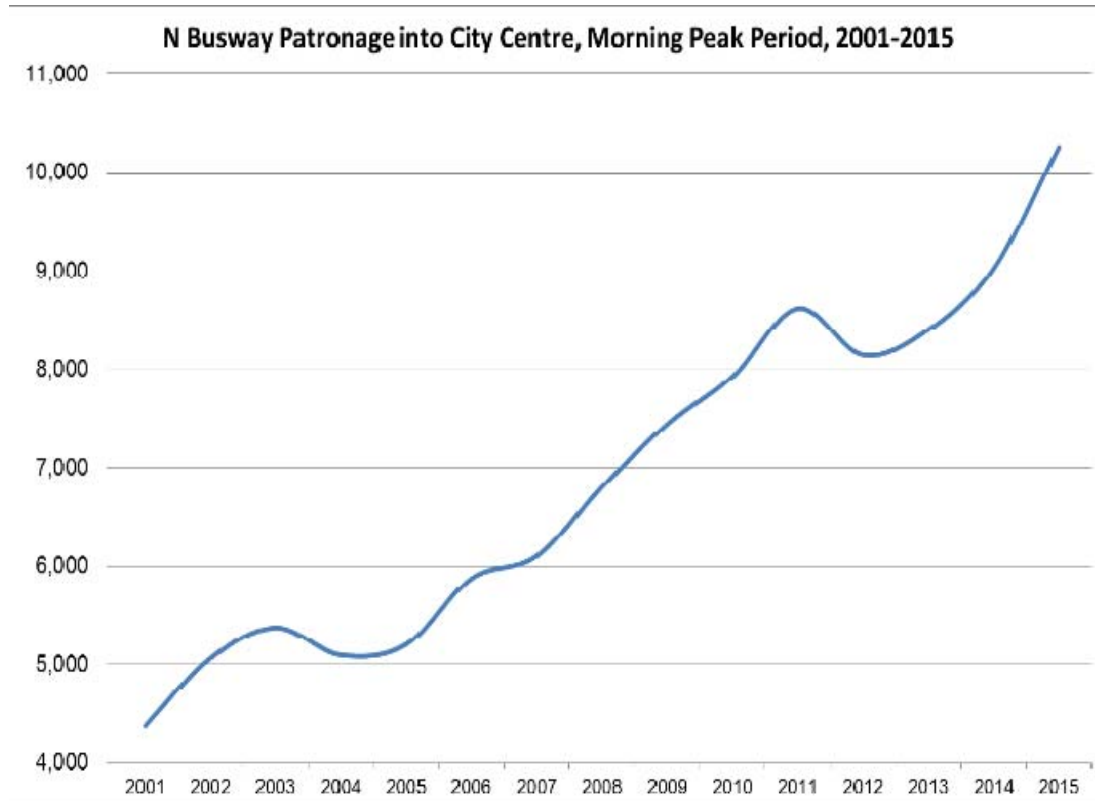
PT response to North West Growth

Aim is for PT solution to deliver (by 2046):

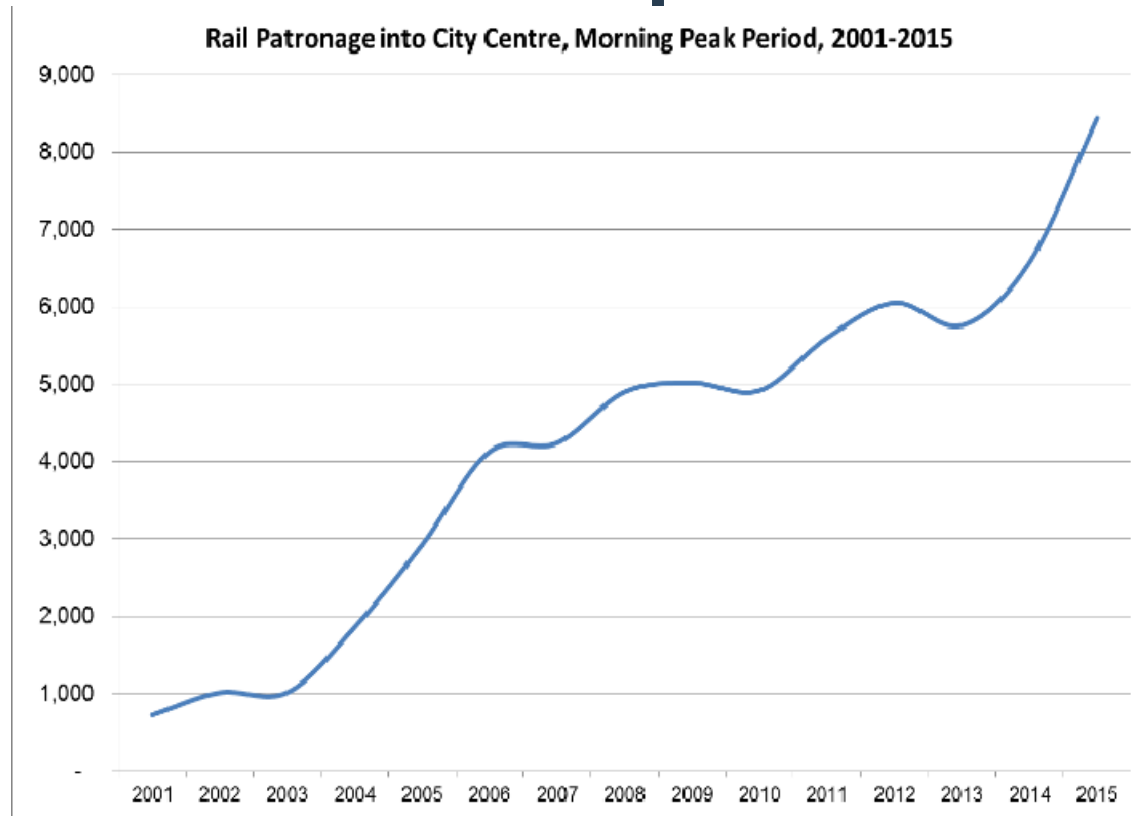
- 315,000 jobs accessible in 45min from the North West
- 592,000 residents with access to North West jobs
- Increase PT usage to 6,000 people inbound during peak 1 hour
- 40,000 residents within 1km of station or 500m of frequent bus stop



Northern Busway comparison



Rail comparison





Waterview
tunnel entrance

Rosebank

Pt Chevalier

NW growth
areas

Auckland Transport Alignment Project

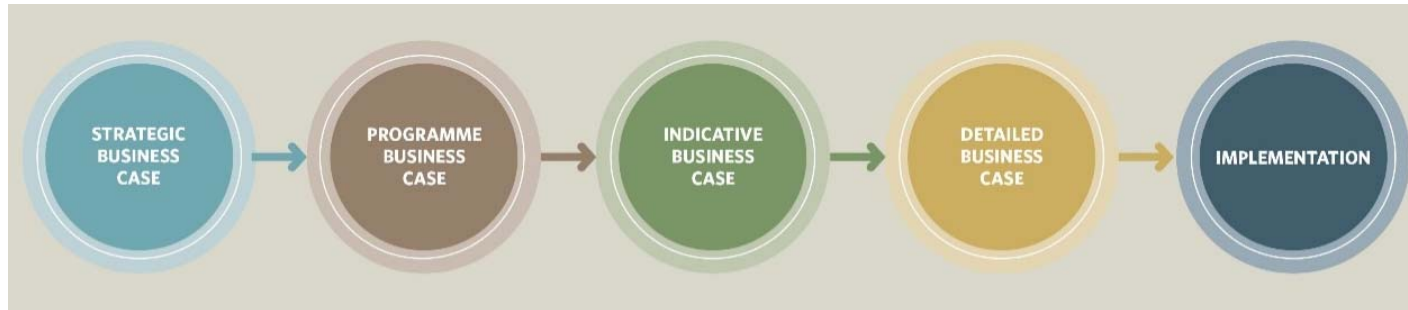
- ATAP was a joint project with Auckland Council, MoT, AT, NZTA, Treasury and State Services Commission
 - ATAP set common understanding of how and where Auckland is likely to grow, what the transport priorities are and when they need to be addressed
 - Recommended 30 year investment transport package to:
 - Improve access to employment
 - Improve congestion results
 - Improve PT mode share
 - Deliver net benefits to users
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ATAP and the North West

ATAP identified the need for in the next decade:

“the first phase of the Northwestern Busway from Westgate to Te Atatu to provide for growth, increased access into the city centre and help tackle congestion on the Northwestern Motorway”

Business Case Approach



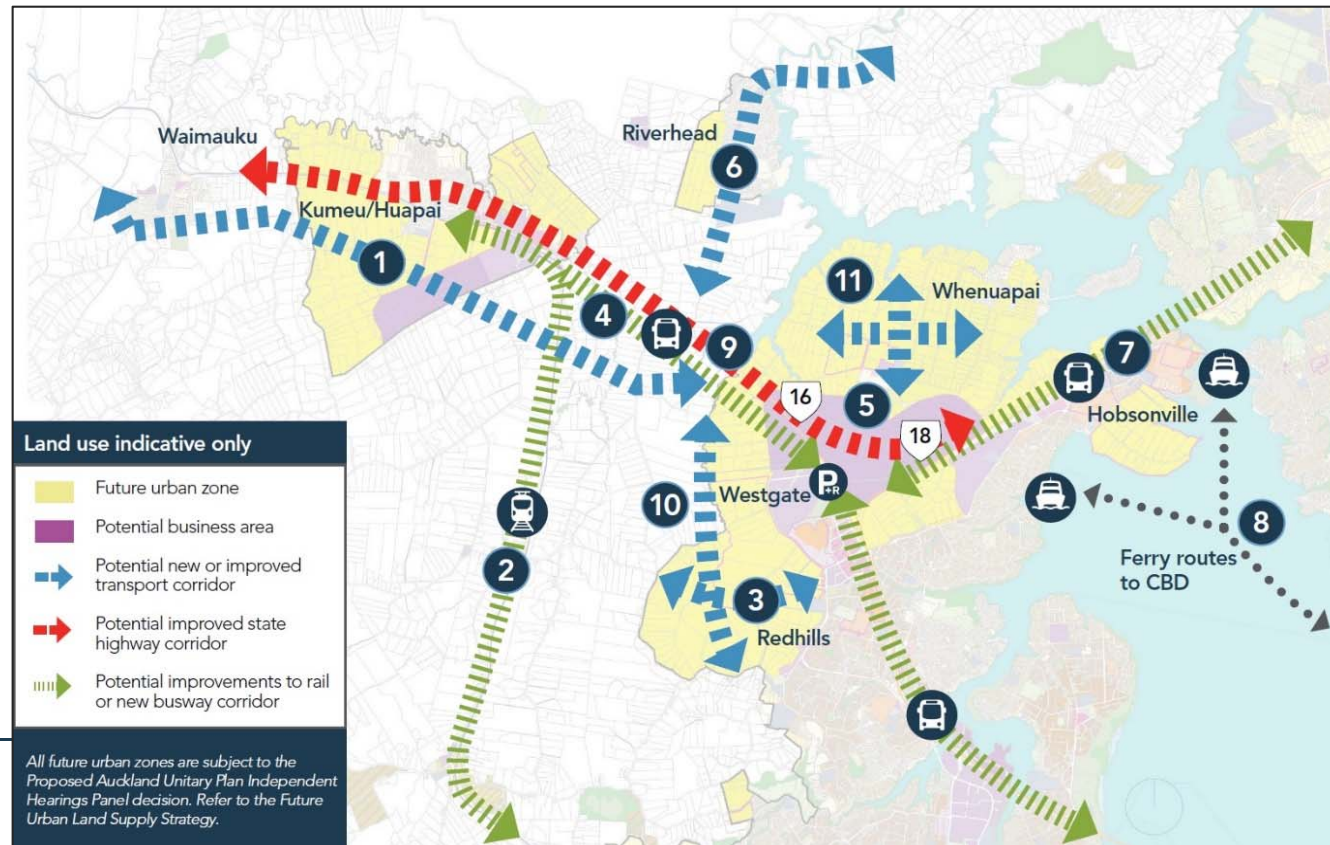
- AT required to follow BCA to receive NZTA funding to develop the SPTN, including the North West
 - Following are some learnings from the North West Rapid Transit Corridor project
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Starting partway through – mode choice

- Previous investigations found busway as the best solution
 - Weren't done via the BCA and had older land use projections
 - AT developed a Strategic Case as a starting point for BCA, updating land use modelling
 - Was similar to a PBC, as it assessed modes and recommended a busway rather than just scoping the problem
 - IBC now underway, but AT has to re-assess route and mode options, despite the fact that RLTP, Auckland Plan and ATAP all refer to Northwestern Busway and identify timing
 - Could be considered 'reconfirming' busway option, but may seem an unnecessary step to a layperson, with vastly different solutions being assessed, such as an enhanced ferry option.
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Overlap with other BCA projects

- The project overlaps with greenfield growth planning



Overlap with other BCA projects

- Issue of timing, interdependency and assumptions
 - If greenfield growth occurs earlier, this affects the need for (and potentially the form of) the busway
 - If the busway is built but the population growth doesn't occur, the investment may be underutilised
 - Simultaneous business cases makes it difficult for AT (and the other parties involved) to determine exactly how the various infrastructure elements contribute to solving the agreed problems
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Role of ATAP - predetermination

- ATAP set an agreed way forward and timing
 - However, core element of BCA is that the outcome (mode, alignment, timing) should not be predetermined
 - Difficult for AT to take project through BCA whilst not being led by ATAP direction – but not being out of alignment with it
 - Results in Northwestern Busway described as the ‘Northwestern Rapid Transit Corridor’ until mode is formally confirmed via BCA
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Role of ATAP - timing

- ATAP included a recommended package of projects and timings
 - BCA requires each project to justify own timing and cannot presume ATAP-suggested timeline
 - BCA can test interdependency with other projects and scenario test alternatives but ATAP purpose was to avoid such re-litigation
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Role of ATAP – AT approach

- AT aims for ‘value for money’ and avoid costly rework
 - Will consider overall ATAP programme as ‘reference’ case but not presume busway as mode
 - Do scenario testing for BCA to ensure busway and timing is valid, but assure ratepayers that funding has not been ‘wasted’ on redundant analysis
 - IBC will confirm or otherwise alignment with ATAP direction
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Summary

- Tricky to follow specific strategic direction, without predetermining the outcome, and robustly and transparently following BCA
 - Need fit-for-purpose approach to re-assessing recent work and undertaking sensitivity tests of alternatives
 - Regular engagement with funders also important
 - AT continues to gain BCA expertise and improve the efficiency by which it is used to advance SPTN projects
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