

“The ongoing efficiency of the transport system is essential to the continuing growth and success of the key sectors of the Manukau economy.”



Chapter

2

Manukau City's Transportation Context and Issues

- Sustained growth and development puts Manukau's transport system under constant pressure
- The city is dealing with increasing traffic volumes, congestion and demand
- Manukau has low densities in residential and employment areas
- Passenger transport use for the journey to work is declining.

2.1 Introduction

Manukau's transportation system is of critical importance to both the daily function and the ongoing growth and development of the city. The city is geographically well placed on the north-south corridor which connects the Auckland region to the rest of New Zealand. It has proximity to, and connections between major centres of production, consumption, distribution activities and the Auckland International Airport, Auckland and Tauranga water ports.

On one hand the transport system is part of, and enhances the natural and geographic advantages of the city. On the other, it is subject to the pressures associated with the very growth and development it stimulated.

This strategy has been developed taking into account several major issues which are particular to the Manukau context

- Sustained growth and development.
- Increasing traffic volumes, congestion and demand.
- Declining use of passenger transport, cycling and walking.
- Dispersed land use patterns and low density urban form.

Together with the wider, regional issue of:

- Funding inadequacy and uncertainty.

This is shared by all Auckland local authorities and transport agencies.

2.2 Growth and Development

Manukau is characterised by

- Sustained and rapid population increase.
- Large scale development of land and buildings.
- Business growth and economic development.

Sustained and Rapid Population Increase

Manukau's population has continued to increase at a higher rate than almost all other areas in New Zealand over the past 30 years, because of both immigration and natural increase. For example, between 1996 and 2006 the city grew by adding 24.5 per cent more people to a total population of 329,000. This growth rate is slightly higher than the Auckland region as a whole, which reflects the fact that a significant share of the regional growth occurs in the expanding Manukau residential suburbs. Projections by Statistics NZ anticipate similar high growth rates into the future.



“The logistics and distribution sectors are significant to the Manukau economy partly due to the location of the international airport within the city.”

In addition to growth, Manukau exhibits some other unique demographic characteristics:

- A very youthful population, with 26 per cent being under 15 years of age, and 48 per cent under 25 years (2001 census).
- A very ethnically diverse population.
- A very socio economically diverse population, with several suburbs being at the highest and several at the lowest end of the scale as measured by the Deprivation Index.

These unique characteristics have implications for the type and purpose of trip making, the modes used and, to an extent, the degree of transport disadvantage.

Large Scale Development of Land and Buildings

Large scale urban development is proceeding on a sustained basis in parallel with this population increase. This involves progressive conversion of land from agricultural/rural use into urban purposes via significant sub-divisional activity. Over the last five years, the sub-division process has created just under 2000 new residential sections per annum. Building activity has proceeded at the same rate, with an average of approximately 1900 new dwellings being constructed each year.

Industrial and commercial development also continues to proceed on a large scale with just over 200 new buildings completed per annum with an annual total average value of \$205 million.

Subject to ongoing buoyant economic conditions, this development is expected to continue as Manukau contains much of the land within the metropolitan limits which can be urbanised, particularly within the East Tamaki corridor.

Business Growth and Economic Development

Manukau's rapid and sustained growth is not only restricted to population and residential development of dormitory suburbs, but also involves substantial ongoing business growth.

There are approximately 108,000 jobs within the city. Employment growth has been very strong, increasing on average by 3.6 per cent per annum over the last 10 years. This compares with 3.1 per cent for the Auckland region and 2.1 per cent per annum for New Zealand. In recent years this growth has been even larger at 5 per cent per annum. Consequently, Manukau's proportion of total regional and national employment continues to increase. By 2004, Manukau contained

19.1 per cent of all Auckland region jobs and 6.4 per cent of the nation's jobs.

Economic growth in Manukau also continues strongly, averaging a 5.2 per cent annual increase in GDP over the last 10 years. This is higher than for both the Auckland region (4.6 per cent increase per annum) and New Zealand as a whole (3.4 per cent increase per annum). The largest sectors in terms of GDP are retail and distribution, business services and manufacturing and building.

With such GDP and employment growth, the city's transport system is under constant pressure to provide for the associated movement of goods and services and the movement of employees between their home and work (particularly during the peak periods). The ongoing efficiency of the transport system is essential to the continuing growth and success of the key sectors of the Manukau economy. Freight and employee accessibility is particularly important for the major business areas at Wiri, East Tamaki and Ascot-Airport.

An Example - The Auckland International Airport

Auckland International Airport is a key hub in the movement of passengers and freight into and out of Auckland, and is arguably the region's largest passenger interchange. Together with the land transport network it is part of an international-national-regional-local transport logistics chain.

The logistics and distribution sectors are significant to the Manukau economy partly due to the location of the international airport within the city and its importance as a focal point of economic activity.

The significant growth in freight, passenger and employee travel to and from the airport over the past decade is projected to continue to increase strongly over the next decade. Twenty percent of all imports by volume into New Zealand (\$7.5 billion) entered through Auckland International Airport and were distributed throughout the city, region and nation (year ending September 2006). Twelve percent of all New Zealand exports (\$4 billion) left from the airport. Some 11 million passengers used the airport in 2006. Access to and from the airport is of strategic significance given its role in the economy. Provision of clear and efficient land transport routes for vehicles carrying freight, passengers and employees is vitally important.

2.3 Increasing Traffic Volumes, Congestion and Demand

The sustained high levels of population and economic growth in Manukau, combined with modern business and lifestyle mores, continue to drive increased demand for transport resources, and particularly growth in traffic volumes.

Increasing Traffic Volumes

Traffic volumes continue to increase in line with population and business growth, vehicle availability and lifestyles.

General traffic growth continues at around 2-4 per cent per annum, although it is much higher on some parts of the network.

Figure 2.1 shows traffic volumes and rates of increase at some key points on Manukau's arterial road network.

Modelling by the Auckland Regional Council indicates that traffic volumes will increase 22 per cent by 2016.

Figure 2.1: Illustrative Traffic Volumes and Growth Rates

| Location | Vehicles per day | % Increase 2001-2005 |
|--|------------------|----------------------|
| Wiri Station Road | 30,100 | 14.3 |
| Roscommon Road (near Volger Drive) | 48,100 | 26.0 |
| South Western Motorway (Puhinui-Massey Road) | 42,800 | 24.6 |
| Mangere Bridge | 89,900 | 11.6 |
| George Bolt Memorial Drive | 40,100 | 16.5 |
| Southern Motorway (at East Tamaki Interchange) | 87,900 | 10.3 |
| Southern Motorway (Te Irirangi-Manukau) | 85,000 | 7.6 |
| Southern Motorway (Manukau - Hill Road) | 95,200 | 11.1 |

Traffic Congestion

Almost all Aucklanders are conscious of the gradually increasing levels of traffic congestion which have reached a level whereby the subject is now a topic of daily conversation. Traffic congestion can be measured as the difference in time taken to travel between two points when the traffic is freely flowing, and the time taken when the traffic is travelling at lower than free flow speed. When the traffic volume increases until it exceeds the number of vehicles per lane/per hour that can pass a point on a road, then the vehicle speeds drop and the road becomes congested. Traffic congestion is widely manifested in Manukau and impacts on road users in two ways:

- Travel speeds decrease and travel times increase
- The duration of the period over which congestion occurs, lengthens. For example, the evening peak period (when heavy traffic volumes and congestion are more evident) used to be 4-6pm on weekdays in the mid 1980's. The evening peak period now lasts from 3.30-6.30pm in most parts of Auckland.

Transit NZ reports that motorway based trips to central Auckland from Manukau, North Shore and Henderson during peak periods regularly take 30-40 minutes longer than during off peak periods. There are many effects of this large-scale congestion including energy wastage; increased air pollution; time loss; additional road wear (caused by increased starting and stopping of heavy vehicles). Although all road users experience these effects, the value of lost time for business - particularly in the delivery of goods and the movement of people involved in delivering services or attending appointments, is a cost which is passed on to consumers in the price paid for these goods and services. Transit NZ has estimated the total cost of Auckland congestion at approximately \$1 billion per annum.

Modelling by the Auckland Regional Council indicates that travel speeds between key business centres will decrease by 5.6 per cent by 2016 because of congestion. This is despite implementation of its Regional Land Transport Strategy.

Travel Time Variability and Vulnerability

When planning a journey it is important to be able to estimate the likely travel time in order to be able to arrive on time but without wasting time by arriving too early. This is particularly important for trips made by people providing services, attending meetings and delivering goods. However throughout Auckland there is now considerable variability in travel times between the same origin-destination pair, even for trips being made between them at the same time of day. The factoring of extra travel time which may or may not be required, or the late delivery of freight or services, results in considerable cost for business every day, in addition to the frustration and inconvenience experienced by individuals. Given the scale of storage and distribution activities and their significance to the economy, this traffic variability factor is particularly relevant for Manukau.

Figure 2.2 shows a summary of the results of travel time surveys conducted between 2002 and 2005.

The lowest travel speeds were measured in the morning peak period (39 km/hr) in November 2005. It is relevant to note that this was the slowest average traffic speed surveyed in Auckland, Wellington, Tauranga or Christchurch. The evening peak speed of 40 km/hr measured in the most recent survey is slightly higher and represents the average peak speed over the period 2002-05.

The highest level of congestion occurs in the morning peak period at 36 seconds delay/km travelled as measured in November 2005. This is the highest level of congestion measured in this group of cities. Inter-peak congestion remains steady at around 6.6 seconds delay/km. The degree of travel time variability is even more significant. Evening peak period variability was calculated at 27 per cent in November 2005, and 30 per cent in March 2005 surveys. This means that a trip might take almost one third longer than anticipated.

Figure 2.2: Travel Speed/Congestion/Variability Survey Results 2002-2005

Source: Transit NZ

| | Measured Speed (km/hr) | "Free Flow" (km/hr) | Congestion (delay/km) | Variability of Travel Time |
|-----------|------------------------|---------------------|-----------------------|----------------------------|
| AM Peak | 35-39 | 64 | 36-47 secs | 18%-28% |
| Interpeak | 56-58 | 64 | 6.6-9 secs | 10%-17% |
| PM Peak | 39-44 | 64 | 27-36 secs | 27%-33% |
| All Day | 43-46 | 64 | 24-31 secs | 20%-27% |

This variability is strongly influenced by the occurrence of unplanned events which interrupt traffic flow, such as: crashes, breakdowns, storms and other emergency situations which cause restrictions or lane closures. Even scheduled and well-advertised road works on the arterial network, such as the lane closures on Mangere Bridge in early 2006, can cause severe disruption for many kilometres over the arterial network. Occasional incidents cause such catastrophic congestion that the queues of traffic on motorways can run to the outer parts of the region, and the ripple effect across the network can take most of a working day to return to normal flow conditions. Manukau is most vulnerable to this type of event on the Southern and South-western Motorway

routes and key bridges such as Pakuranga, South Eastern Highway, and Mangere. As more of the network operates at, or close to, capacity for longer periods of the day, this vulnerability increases.

[An Example of Delays and Travel Time Variability - Airport Access Study](#)

Auckland International Airport undertook an airport access study during 2005/06 as a result of increasing difficulty being experienced by passengers, staff and businesses in accessing the airport. Study participants reported that increasing congestion was increasing the cost of doing business in various ways including: taking longer to deliver the same level of service, increases in fleet size and/or depots;

difficulty in maintaining competitive just-in-time service; and staff retention difficulties.

There is also significant travel time variation in airport related trips, especially during peak periods. Frequent passengers reported that the uncertainty generated by this variability meant that often the most difficult part of their total journey is that part involving ground access to/from the airport itself.

Trip Lengths

Mean journey to work trip lengths continue to increase for travel made by private and company cars, and by train. Bike journey lengths are also increasing but this mode accounts for only 2 per cent of journeys to work.

The ARC Transport Model indicates that approximately 18 per cent of morning peak period trips are less than 2km long and yet 64 per cent of these are made by car. At that time of the day these trips are overwhelmingly work or school related, and may have been made by walking or cycling in former generations.

Fuel Consumption

The annual fuel consumption per capita in the Auckland region has increased by 45 per cent since 1985/86 in spite of improvements to the efficiency of vehicle engines. Although the consumption of petrol has remained steady at approximately 825L per person per year since 1995/96, diesel consumption has risen by 25 per cent to almost 400L per person pa. This reflects the larger proportion of the private vehicle fleet which is now diesel powered, and the manner in which the commercial distribution system used by businesses now operates. Greater per capita fuel usage indicates that people are travelling greater distances and/or that the transport system may be less efficient overall.

Ratio of Jobs/Labour Force Affects Trip Making

The conventional planning technique of the 1980's-90's which sought to balance job availability with labour force for the various geographical sectors of the region and therefore reduce the need to commute, has had a positive affect for Manukau. With large employment areas at East Tamaki, Wiri, and surrounding the airport in Mangere,

Manukau city is more "self sufficient" with respect to jobs per resident labour force than other cities on the periphery such as Waitakere and North Shore.

Nevertheless, it has become common for people to firstly choose their residential location and then be prepared to commute long distances to work, rather than choosing to more closely locate residence and workplaces. It remains to be seen whether this trend continues in the face of increasing travel times and costs for long distance commuters.

Manukau displays the following characteristics:

- Manukau contains 24 per cent of the region's population but only 19 per cent of its jobs
- 46 per cent of Manukau's workforce travels outside the city to work
- 38 per cent of Manukau based jobs are filled by people who commute in from other cities in the region.

The daily inter-city interchange of workers accessing jobs in sectors of Auckland other than where they live will continue to be significant, but Manukau's higher ratio of jobs to labour force ameliorates this to an extent. Without this, longer commuter trips would be an even bigger factor.

Vehicle Availability

Auckland has a very high level of vehicle ownership and availability. In 2005 there were 985,000 vehicles registered in the Auckland region for a population of 1.24 million. With approximately four vehicles available for every five people, (including those outside of the driving age groups), multiple car households are the norm. Only 6 per cent of households did not have access to a motor vehicle (as at the 2006 census).

New Zealand as a whole has a very high rate of car ownership per person, second only to the USA, with the Auckland region's vehicle availability rate being comparable to USA and Canada.



“Over half of the region’s private cars are used to drive to work, most with only one occupant.”

During 2005 there were 112,000 cars and commercial vehicles newly registered in the Auckland region including imported second hand vehicles. Although the operating costs for vehicles have been increasing in recent years (primarily due to rising fuel and insurance costs), the capital cost has been declining due to an almost over supply of second hand imports together with the favourable exchange rate.

Vehicle Occupancy

The relatively low vehicle occupancy ratios throughout the region indicate the inefficiency of the transport system and utilisation of available roading space. Annual occupancy surveys conducted by the ARC have found that the number of persons per vehicle has not trended up or downwards over time, but have fluctuated between 1.21 and 1.24.

Over half of the region’s private cars are used to drive to work, most with only one occupant. Most journeys to/from work occur in the peak periods. During the morning peak they coincide with trips to school and tertiary education, and with the beginning of daily commercial vehicle movements.

Contemporary Travel Attitudes and Business Practices

There are many aspects of modern New Zealand lifestyles and expectations which lead to the use of the private motor car as the preferred mode of transport for most trip purposes. These include:

- Personal comfort, security and convenience - drivers can maintain their own privacy and choose their own music, temperature, timing schedule and route
- Flexibility - affords the opportunity to vary ones schedule, undertake activities such as shopping and recreation on the way and deliver children to school (this is particularly relevant for working parent households)
- Parking availability - in most suburban destinations car parking is readily available without cost to the user

- Busier lifestyles - many people find it difficult to balance work, family and leisure commitments amid the fast pace and pressure of contemporary life. This is reflected in their transport decisions such as unwillingness or inability to fit a schedule (as is required to use passenger transport), unavailability of time to include walking or waiting times in travel or even just not being in control of their transport.
- Lack of viable alternatives - for many journeys passenger transport is not of sufficient frequency or appropriate orientation to provide a useful alternative. This is especially the case for cross-town journeys to non Auckland CBD employment or business centres
- Lack of accessibility of passenger transport for disabled people.

Higher expectations of faster service, and contemporary business practices also contribute to growth in travel demand. Small items are delivered by courier to business users as part of ‘just in time’ supply chain management. Such items are also commonly delivered to residential addresses by courier rather than conventional post.

Similarly, businesses generally avoid the cost of holding large (if any) inventory, preferring instead to have goods delivered either more frequently in smaller quantities, or as individual items on an ‘as required’ basis. Overall this aspect of business practice contributes to higher commercial trip rates than past practices required.

2.4 Manukau's Dispersed Land Use Patterns and Low Density Urban Form

Characteristics

Prior to its constitution as a city, Manukau was part of Auckland's rural hinterland with townships at Manurewa, Papatoetoe and Howick, together with coastal settlements such as Mangere Bridge and Beachlands. The planned and rapid urbanisation which has proceeded since the 1970's has resulted in a low density, widely spread, urban form which is largely designed around the use of cars for almost all trip purposes. In part this is due to the introduction of the town planning philosophy and fairly rigid separation of land uses which prevailed prior to the Resource Management Act in 1991.

Manukau's urban form has the following characteristics:

Residential areas are low density, (although gradually increasing), typically comprising single storied detached houses and focussed on suburban shopping malls.

Business/industrial areas are large in extent but overall have low employment densities. As a relatively modern suburban city, Manukau does not have a CBD or traditional mixed-use/high density enclaves, such as exist in Auckland City. However, it is intended that Manukau city centre will progressively fulfil a stronger CBD role over time.

The origin-destination pattern for most trip purposes is widely dispersed. There are not particularly large volumes of trips originating from, or destined for, any particular geographic location in Manukau. For example, only 10 per cent of Manukau workers travel to the Auckland CBD and the origins of that 10 per cent are spread across the city. This contrasts with some other parts of the region such as North Shore city which has large numbers of residents who travel to work in the CBD or central Auckland from areas such as East Coast Bays.

Transport Implications

It is difficult to service this type of urban form by passenger transport either as efficiently or effectively as it is to service destinations with higher employment densities, origins with higher residential densities; or higher volumes of trips between particular origin-destination pairs.

The length of the distances between activities mitigate against widespread use of walking and cycling.

To a large extent this is seen as being a desirable pattern and form by many consumers who prefer a suburban setting in which to live and/or work, and enjoy the personal mobility and independence afforded by car travel. Although this is inefficient in transport terms and does not readily contribute to attainment of the overall transport goals, realistically it does reflect past and present societal preferences. This should change as the urban growth centres are developed (with mixed-uses and higher densities) and supported with passenger transport infrastructure but it will be a long and gradual process.

2.5 Environmental Effects Generated by Transport

Vehicle usage generates adverse effects on the global and local environments, some of which compound and impact more heavily on certain communities (e.g. adjacent to major corridors). Only some elements of these adverse effects are able to be avoided, remedied or mitigated. Furthermore, some also contribute to adverse public health consequences. New Zealand's transport systems are also environmentally unsustainable because of their dependence on non renewable fuels.

Over the next 10 years Manukau will continue to develop, and experience increasing population and associated demand for travel. Unless there is further planned intervention at a national, regional and local level, fuel consumption, and adverse environmental and health effects which arise from the development and operation of the transport system will continue to place increasing pressure on the city's natural environment. The combined effects contribute to global environmental problems.

Transport Effects - Global

| | |
|-------------------------------------|---|
| Consumption of Non Renewable Energy | Transportation accounts for a significant proportion of total energy use in New Zealand and private motor vehicles in particular consume imported, non renewable fossil fuels. Domestic transport accounts for 42 percent of consumer energy use (2003). |
| CO2 Emissions and Global Warming | <p>Transport, especially petrol and diesel powered internal combustion engine vehicles contributes a significant proportion of the total CO2 emissions and their contribution to global warming. Transport energy use produces 45 percent of New Zealand's CO2 emissions.</p> <p>If unchecked, global warming may trigger major changes to the earth's climate and weather patterns. These altered patterns could have enormous consequences for food production, the ongoing viability and comfort of many intensively populated areas for continued human occupation, and catastrophic increases in sea levels.</p> |

Transport Effects - Local

| | |
|---------------|--|
| Noise | Transport is a significant contributor to environmental noise, which as well as being a nuisance can be (if excessive) a health issue. With increasing volumes of all types of traffic, transport noise from road and rail vehicles will continue to increase. |
| Water Quality | Toxic particles and liquids from vehicles (e.g. brakes, tyres, lubricants) accumulate on road surfaces and are then washed by rainwater into the stormwater system. The Auckland Regional Land Transport Strategy identifies that these contaminants are major causes of water pollution in streams and estuaries in Auckland. |
| Air Quality | The Auckland Regional Land Transport Strategy identifies motor vehicles as the largest contributors to air pollution in the region, being responsible for 60-80 per cent of all air contaminants. This environmental pollution in turn contributes to a range of illnesses and the deaths every year (MOT, 2002). |

Transport Effects - Construction of Infrastructure

Construction itself can create adverse effects on the natural, physical and built environments. These can include noise, visual intrusion, destruction or modification of heritage buildings, volcanic cones, waterways, ecosystems and native bush. Additionally, community severance should be avoided or mitigated in planning new linear infrastructure (e.g. roads, bus lanes rail lines).

Transport Effects - Public Health

As already noted, environmental noise and airborne particulates have public health consequences. Some health risks arise from inactivity associated with dependency on the use of the private motor vehicle or at least the propensity to prefer or rely on it for even local and short distance trips. Lack of physical activity has been identified as a major contributing factor to a range of non-communicable diseases, particularly heart disease, diabetes and cancers. Manukau has higher rates of these than other parts of New Zealand – particularly among Maori, Pacific Islands people, children and youth.

2.6 Relative Decline in Use of Passenger Transport, Cycling and Walking

Considering the growing travel demand, and particularly the resulting traffic volumes, the relative decline in the use of passenger transport, walking and cycling for the journey to work is of serious concern.

The proportion of Manukau people using passenger transport to make their journey to work has been steadily declining from 13 percent in 1981 to 6.6 percent in 1991, to 4.2 percent in 2001, and just 3.7 percent in 2006. Between 2001 and 2006 the proportion who drove to work increased from 69 percent to 72 percent. The proportion who worked from home fluctuated between 6 and 5 percent, and those who walked or cycled fell to just 2.7 percent.

The declining modes are more efficient in their use of roadspace and more environmentally sustainable in terms of energy use and pollution. In order to meet the overriding transport policy goals described in Chapter 1 (based on the five central and regional objectives in parallel with those from Tomorrow's Manukau), the proportion of travel undertaken using these modes needs to increase, not decrease.

The importance of passenger transport has decreased dramatically with the

suburbanisation of the Auckland urban area over the last half century. For example, in 1955 58 per cent of trips were made by passenger transport, but by 2000 this had declined to just 2 per cent. Transport researchers have established that Auckland's decline in the use of passenger transport is the greatest in the world. Aucklanders make the fewest number of passenger transport trips at 33 trips per head per annum when compared to residents of similar sized western cities. For example, residents of Perth (population 1.3m) make 50, Portland (1.2m) make 46, and Adelaide (1m) make 76 passenger transport trips per annum per capita. Even residents of Los Angeles make 55 trips per person per annum.

The overwhelming majority of Auckland passenger transport journeys (85 per cent) are made by bus.

Passenger Transport Boardings 2004/05

| | |
|--------------|--------------|
| Bus | 43.0m |
| Train | 3.8m |
| Ferry | 3.9m |
| TOTAL | 50.7m |



“Although recent changes in absolute numbers using passenger transport are good, total numbers of trips and traffic volumes are also increasing.”

Total passenger transport patronage has increased substantially from Auckland's lowest period in the mid 1990's (32.5 million boardings) to 52 million boardings in 2003/04. Service improvements have clearly influenced ridership in recent years. For example there was a 17 per cent increase in rail patronage between 2003/04 and 2004/05 reflecting improved service frequencies, upgraded rolling stock and the extension to Britomart in the Auckland CBD. However bus patronage declined 3 per cent in that period due to bus driver strikes, and some diversion of travel from bus to train.

Annual surveys of passengers entering the Auckland CBD have also measured increasing numbers since 1998, with strong increases in rail and ferry peak period travel in recent years.

Although these recent changes in absolute numbers using passenger transport are positive, the total numbers of trips being made, and traffic volumes are also increasing. The proportion being made by passenger transport (modal split) remains the most relevant measure, which as explained above is decreasing. However changes in modal split are not changing evenly for trips from different parts of Manukau as Figure 2.3 shows.

Figure 2.3: Modal Split Measured at Key Locations Manukau/Auckland Isthmus

| Location of Screenline | % Using Passenger Transport | | |
|--------------------------------|-----------------------------|--------|------|
| | 1991/2 | 1996/7 | 2001 |
| Mangere Bridge | 13 | 10 | 10 |
| Southern Corridor at Westfield | 11 | 13 | 16 |
| Tamaki River Bridges | 8 | 8 | 8 |

2.7 Funding Inadequacy and Unreliability

For the past decade transportation agencies in the Auckland region have been progressively working in closer collaboration with each other in the preparation of transport strategies and plans, and the design of services and infrastructure to address current transport problems and projected future travel needs. However the implementation of these policies and projects has too often been slowed down or deferred due to the lack of funding.

The issues of funding inadequacy and unreliability have come to the fore many times and in various forms.

Unreliability

- Over the past few decades there has been a cycle of gap - response - gap - response with respect to the need for and cost of transportation infrastructure and services, and the availability of funds to meet those needs
- In some past years, significant amounts of transport taxation revenue has been diverted to the Consolidated Fund rather than expended on transport
- For significant periods of the past, a larger proportion of transport related taxation revenue was collected from the Auckland region, than what was reinvested here in the form of transport subsidies
- In response to repeated requests and campaigns by political and business representatives, central government has recently allocated "extra" transport funding for Auckland in 2003, 2005 and 2006. However, there is still a funding gap in respect of planned works and services

Ongoing Inadequacy

- There is a legacy of significant underfunding of the Auckland transport system
- The Auckland Regional Council adopted a budget for 2006/07 which it acknowledged as being insufficient to fund the achievement of its Auckland Regional Land Transport Strategy
- ARTA have made it clear that it will not have sufficient funds to deliver all the project and service outputs needed to implement the Regional Land Transport Strategy or the Passenger Transport Network Plan
- In releasing its ten year forecast, Transit NZ has publicly confirmed that it will not be able to complete major Auckland projects (such as the Western Ring Route) within ten years without significant additional revenues from tolling or the initiation of a road pricing system.

The ongoing inadequacy and unreliability of funding from both central and regional sources is a critical issue for all Auckland local authorities and for Transit NZ.

Manukau has developed this strategy to address its transportation needs for the next 10 years. The programmes of work and infrastructure projects which it includes are underpinned by technical planning studies and investigations. Manukau City Council is committed to meeting its share of funding for these outputs through provision in its LTCCP. However, the ongoing inadequacy and unreliability of funding, and the resulting 'funding gap', on both a programme and project by project basis, will have the potential to adversely affect its ability to deliver these outputs and achieve the strategic outcomes within appropriate timeframes.