

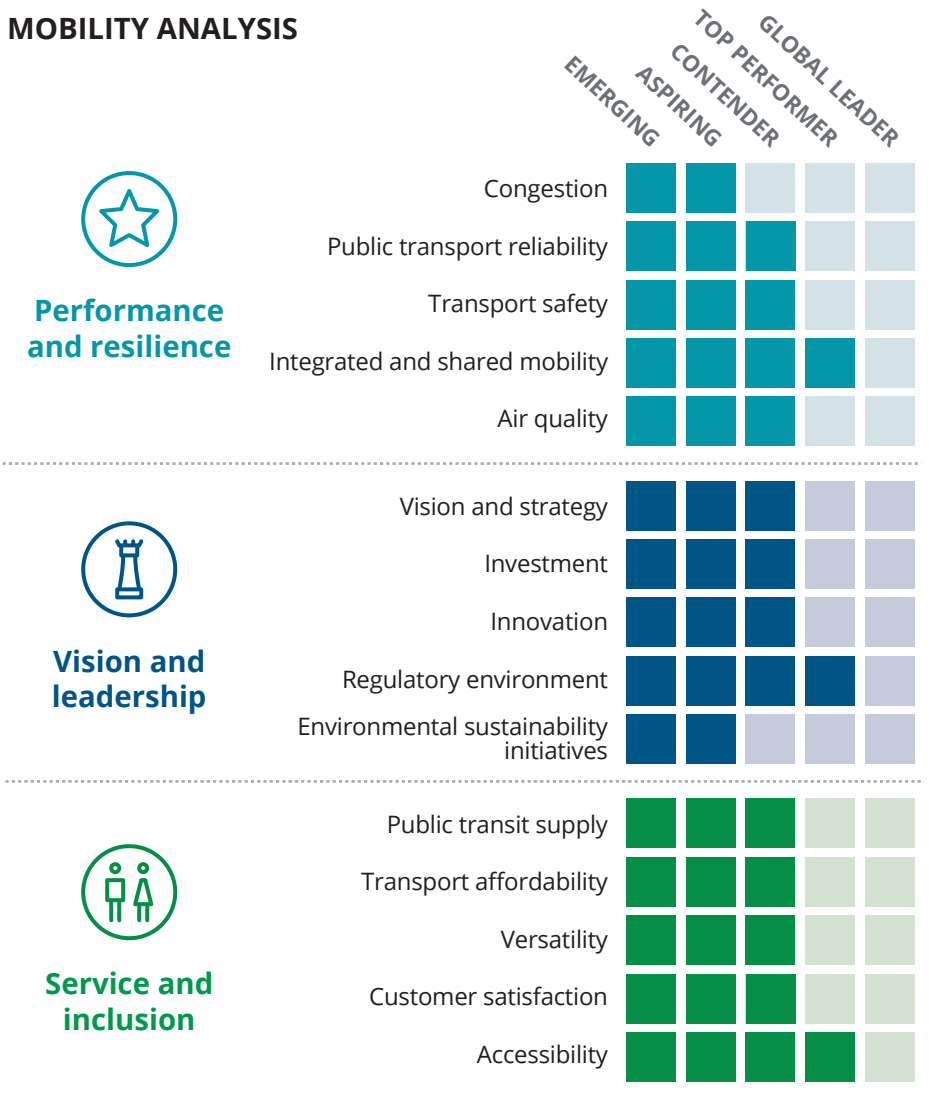
Analysis area

### Auckland

Analysis area: 1,102 km<sup>2</sup> | Population: 1,657,200 (2017) | Population density: 1,504/km<sup>2</sup>

Definition of analysis area: Auckland Statistical Urban Area

#### MOBILITY ANALYSIS



#### KEY MOBILITY STATISTICS

**Public transport options\***  
Metro, bus, ferry

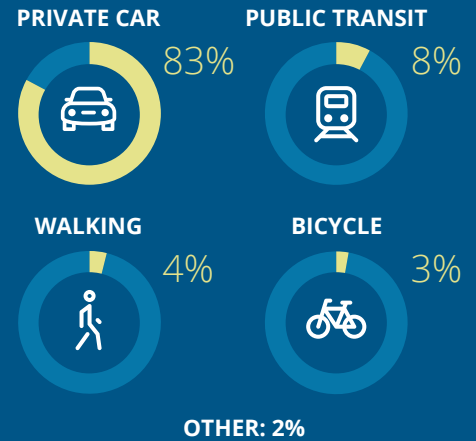
**Monthly public transport pass**  
US\$156

**GDP**  
US\$185 billion (2017)

**Principal transport authorities**  
Auckland Transport

\* Planned, regulated, licensed, and monitored by principal transport authority.

#### JOURNEY MODAL SPLIT



#### FUTURE OF MOBILITY CAPABILITY

Auckland



##### STRENGTHS

- Integrated networks, fares, and ticketing provide for ease of travel across public transport modes
- Network improvements follow a long-term, holistic joint government urban development program
- A dedicated Urban Cycleways Fund (UCF) promotes active mobility, with further policy commitments to improve cycling and walking infrastructure

##### CHALLENGES

- Increasing capacity of the existing public transport network and developing dedicated rapid transit corridors
- Managing heavy congestion during peak hours, leading to poor journey time reliability
- Managing the implementation of major transport projects, including the impact of disruption during construction

Key focus areas to improve city mobility and realize the Future of Mobility:



Explore alternative transport pricing arrangements and data-driven solutions



Develop more access points for the public transport system and expand the reach of rapid transit schemes



Develop infrastructure for active mobility and promote uptake of low-emission renewable energy-powered vehicles

## MOBILITY ANALYSIS FURTHER DETAILS:



### Performance and resilience

To help tackle high congestion levels, government transport agencies are developing transport pricing models. Besides congestion charging for private cars, the agencies must also ensure that reliable alternatives exist with sufficient capacity.

- Transport agencies are discussing levying congestion charges in the central business district (CBD) and are developing the pricing options for an implementable model.
- Auckland has limited ridesharing and carsharing options. More incentives are required to encourage the use of more sustainable transport options, such as priority pickup, set-down points, and car parking discounts for people who use shared mobility.



### Vision and leadership

Transport agencies are planning to expand the rapid transport system that includes separate rail, light rail, and busways, and are developing infrastructure for bicycles and pedestrians.

- Auckland Transport has updated the regional transportation plan in line with joint local and central government transport policies, with a focus on active mobility, safety, and reducing the completion timelines for infrastructure projects.
- The central government and Auckland Council are jointly planning to invest NZD 28 billion (USD 19 billion) over the next 10 years on transport projects.



### Service and inclusion

Auckland scores high in terms of public transport accessibility for disabled people and free transport for the elderly. Yet limited availability in suburban regions remains a concern because of rapid population growth.

- Auckland's public transport system has limited coverage in the suburbs, making cars the most viable alternative. Approximately 83 percent of trips are made with private cars.
- Auckland Transport runs the Total Mobility Scheme, which offers a subsidized door-to-door transport service for people with mobility constraints. This helps disabled people to choose public transport for their commute.
- The city has a well-integrated electronic payment card accepted on all bus, train, and water-based transport systems across the region. The social and cultural barriers faced by some communities in accessing smartcard fare discounts need to be better understood.

## SUMMARY

Auckland faces high traffic congestion, costing almost NZD 2 billion (USD 1 billion) annually to the city's economy. The regional and central authorities have been coordinating with each other to develop an integrated transport plan to address the issue and, more broadly, the strains population growth is placing on housing supply and access to jobs, education, and community services.

The city has been proactively focusing on integrating and expanding its public transport network. It has also taken positive steps in developing active mobility to help improve accessibility and safety, but needs to encourage new forms of mobility to reduce dependency on private cars in the future.

## CONTACTS

### Simon Dixon

Global Transportation leader  
Partner  
Deloitte MCS Limited  
Tel: +44 (0) 207 303 8707  
Email: [sidixon@deloitte.co.uk](mailto:sidixon@deloitte.co.uk)

### Tim Arbuckle

Lead partner, Transportation  
Deloitte New Zealand  
Mobile: +64 21 764500  
Email: [timarbuckle@deloitte.co.nz](mailto:timarbuckle@deloitte.co.nz)

### Grant Frear

Partner  
Deloitte New Zealand  
Tel: +64 93030931  
Email: [gfrear@deloitte.co.nz](mailto:gfrear@deloitte.co.nz)

### About the Deloitte City Mobility Index

The Deloitte City Mobility Index reviews major cities on key aspects of mobility and the resulting relationship to economic performance. Drawing on publicly available data, client conversations, and bespoke Deloitte analyses, we assess each city's ability to transport its citizens both now and in the future and therefore its potential to bring prosperity to the city.

As we receive feedback, we will update and expand the analysis, which may mean the results shown in this document may change.

For the full interactive index, visit the Deloitte City Mobility Index at [deloitte.com/insights/mobility-index](https://deloitte.com/insights/mobility-index).

For Deloitte's insights on the Future of Mobility, visit [deloitte.com/insights/future-of-mobility](https://deloitte.com/insights/future-of-mobility).

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