New Zealand Transport Outlook

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Background to the *Transport Outlook*

- **What is it?**
  - a high-level view of the state of the transport system (freight and passengers – all modes)
  - commentary on emerging trends, issues, and influences
  - 30-year projections of future transport demand
  - a consistent and accessible set of information and assumptions
  - report, on-line dashboard, data and models

- **Target audiences**
  - transport sector stakeholders
  - public in general

- **Not** a government policy/strategy document, roadmap, or action plan
- **Not** investment guidelines or priorities
Today’s presentation

– Some interesting examples and gems of information on the current state of our transport system

– Next presentations:

  • Ralph Samuelson: our modelling approach + sample of results from our household travel model
  • Haobo Wang: results of our aviation model

– Full results to be released in March 2017 + full data sets and explanation of modelling methodologies
Our population is growing and moving

Our population is poised to grow quickly

Over half the population will live in the golden triangle (Auckland, Waikato, Bay of Plenty)

What do these population changes mean for the transport sector?

How to maintain transport infrastructure in both high-concentration areas and in less dense areas (where often tourists outnumber locals, e.g. West Coast)?
We’re getting older

.. we’re getting older, and a lot more older New Zealanders will remain in the work force

<table>
<thead>
<tr>
<th>Year</th>
<th>Under 15</th>
<th>15-64</th>
<th>65+</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>9.9</td>
<td>80.0</td>
<td>9.1</td>
</tr>
<tr>
<td>2013</td>
<td>14.3</td>
<td>80.0</td>
<td>5.7</td>
</tr>
<tr>
<td>2063 (projected)</td>
<td>26.7</td>
<td>69.5</td>
<td>3.8</td>
</tr>
</tbody>
</table>

Almost one quarter of those aged 65+ are still in the workforce

What does an ageing population mean for the transport sector?

Potential safety issues (older drivers have a higher accident rate)

Increasing demand for public transport with good accessibility and safety features

Need for improved road signage, wider pavements for mobility scooters, lifts at transport terminals

In the future, self-drive vehicles could open up transport possibilities for older people who can’t or don’t like to drive
Lots of people love to visit us

We’ll be sharing our roads, airports, trains etc with a lot more tourists

... and a lot more tourists are arriving on cruise ships

What does the tourism boom mean for the transport sector?

• Congestion pinch points in some areas, eg approaches to Queenstown, roads in and out of Auckland airport
• Need to develop infrastructure, eg large docks for cruise ships, airport gates for larger aircraft
We’re a trading nation: 99% of our imports and exports by volume come by sea.

Our ports are getting busier and investing heavily.

Merchandise imports and exports by sea (tonnes)

Ports of Auckland relocation possible

Michael Serfel, Auckland, Thursday, 13 August 2015, 5:04PM

CentrePort plans $75m spend to expand services

Nicholas McEneely
Last updated 14:51, April 6 2016

Lyttelton wharf expansion doubles container capacity at Christchurch port

Tim Fulton
Last updated 07:16, February 4 2016
More people are flying the nest

Air passenger travel is growing strongly

Total passengers (million) through main airports

New Zealanders love to travel ... overseas travel is getting cheaper

Cost of travel relative to salaries and wages

- International air travel
- Domestic air travel

Dunedin, Queenstown, Wellington, Christchurch, Auckland

Cheap Flights to Paris
From
$1389 per adult return
Plus more great fares...
BOOK ONLINE

Cheap Flights to Amsterdam
From
$1335 per adult return
Plus more great fares...
BOOK ONLINE
Our airports are taking off

Auckland is our main gateway

Airport share of international passengers

... look at what’s happening in Queenstown, our fastest growing airport: 10x growth from fewer than 40,000 international passengers in 2005 to 440,000 ten years later

Wellington is punching above its weight: our domestic hub

Queenstown airport passenger numbers
We’re investing a lot on the roads

NZTA expenditure ($ billion) on new roads and road maintenance

<table>
<thead>
<tr>
<th>Year</th>
<th>New local roads</th>
<th>Local road maintenance</th>
<th>State highway maintenance</th>
<th>New State highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010/11</td>
<td>2.0</td>
<td>1.0</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>2011/12</td>
<td>2.0</td>
<td>1.0</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>2012/13</td>
<td>2.0</td>
<td>1.0</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>2013/14</td>
<td>2.0</td>
<td>1.0</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>2014/15</td>
<td>2.0</td>
<td>1.0</td>
<td>0.5</td>
<td>0.5</td>
</tr>
</tbody>
</table>

Let’s not forget climate change: costs are rising to repair damage caused by climate-related events or to relocate infrastructure.

Also rail is affected, e.g., wash-out of Gisborne-Napier line.

And on our roads in future, what are we going to see?

A lot more vehicles ... and by 2040 electric vehicles and hybrids will make up 54% of the light vehicle fleet (now it’s < 1%)
New Zealanders love to get in their cars

Use of modes by trip legs (2010-14) – people aged 5+

- Car driver (52.5%)
- Car passenger (26.0%)
- Pedestrian (16.5%)
- Public transport (2.8%)
- Cyclist (1.2%)
- Motorcycle/other (1.0%)

... more and more

Shift in mode preference for household travel

- Car driver
- Car passenger
- Pedestrian
- Cyclist
- Public transport
- Motorcycling

What does this show?

- More inner-city living + amenities for biking and walking and improved public transport = less need for car use and a driver’s licence
- Even less need for a licence in future with self-driving cars

Older New Zealanders: remaining more mobile and more active in the workforce

... but fewer young people are getting their driver’s licence

% of people with full driver’s licence

- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

1990 2013
Motorcyclists: an interesting demographic shift

A surprising demographic change:
The typical motorcyclist is now an older male on a powerful beast on the open road with the wind blowing through his thinning, grey hair (under his helmet)

Motorcyclists - distance (km) travelled per annum by age group

Motorcyclists – annual distance (million km) travelled by age group

Motorcycling is the least safe transport mode

Deaths/injuries per 100 million km travelled  Deaths/injuries per million hours travelled
Public transport is growing – mostly in Auckland

More vehicles in a household = less public transport use

Households now have more cars: the most common household has two cars – what does this mean for public transport?
Thank you

These are just some tantalising teasers: read the full report in March 2017 for a lot more

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