



# Supporting Growth

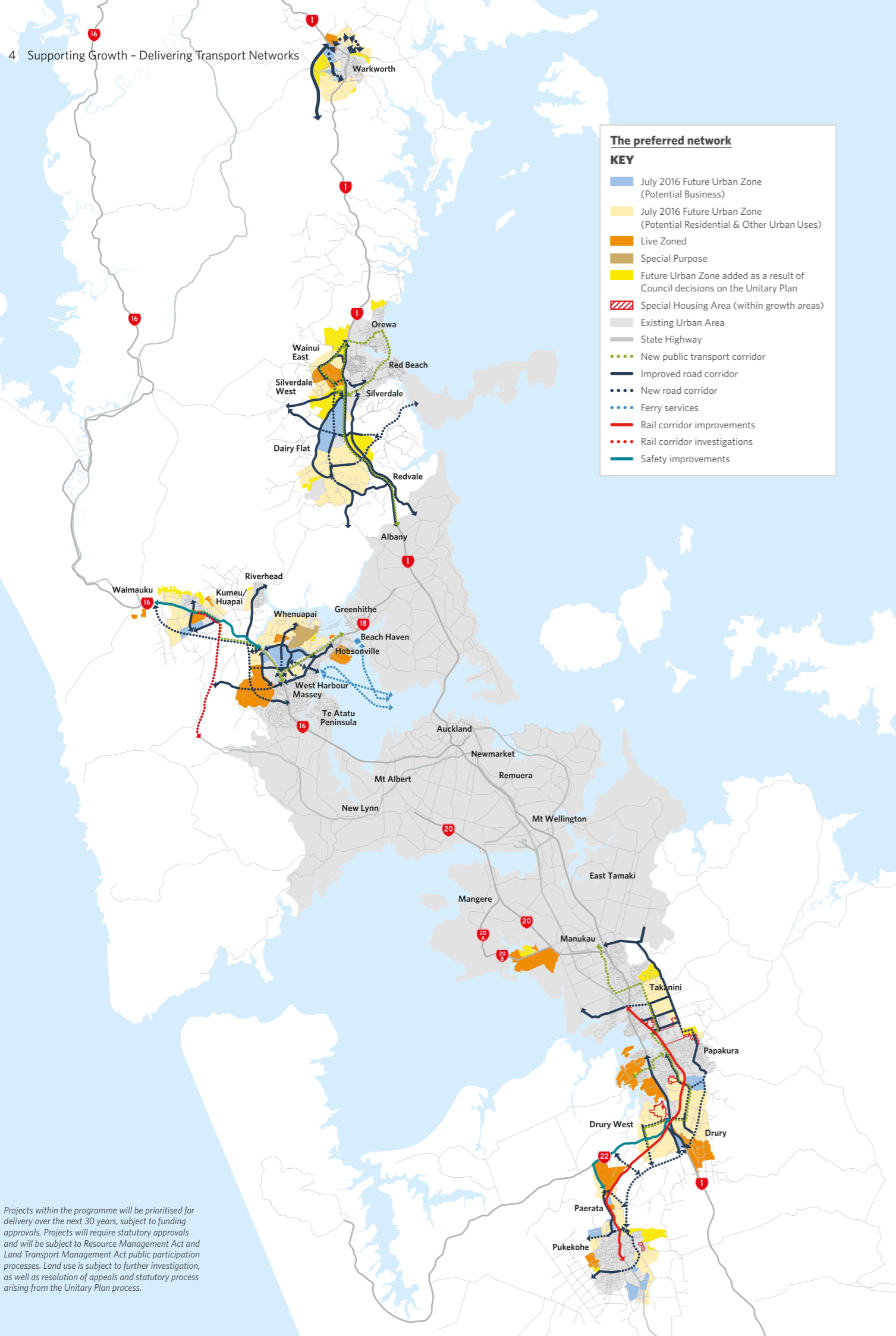
Delivering transport networks





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# Auckland's growing

We're expecting an additional 700,000 to 1 million<sup>1</sup> people will call Auckland home over the next 30 years, requiring about 400,000 new homes and 277,000 jobs.

As New Zealand's largest city, Auckland is home to about a third of the nation's population and continues to be the country's fastest growing region.

The Auckland Plan guides Auckland's future over the next 30 years and sets the strategic direction for how this growth will be accommodated through a quality, compact urban form. The majority of this growth will go into existing areas and the remainder into future growth areas as well as existing rural, coastal and country areas.

The Auckland Unitary Plan (Operative in part) has identified around 15,000 hectares of land for this future growth located primarily in:

- Pukekohe, Drury, Paerata and Takanini in the south
- Kumeu, Whenuapai, and Red Hills in the North West
- Silverdale, Dairy Flat, Wainui and Warkworth in the north.

This includes areas zoned 'future urban', as well as a number of locations where land currently used for rural activities has been 'live zoned' to enable them to be developed now.

We expect there will be around 110,000 new homes and 50,000 new jobs in these future growth areas over the next 30 years.<sup>2</sup>

The scale of these areas is significant and makes an important contribution to accommodating Auckland's growth. When put together these future growth areas form an area that is around 1.5 times the size of Hamilton's urban area. However, the infrastructure in these areas will not be able to support urban development without significant planning and investment.

## Forward thinking

We're planning today for Auckland's tomorrow. Auckland Transport, the NZ Transport Agency, and Auckland Council formed the Transport for Future Urban Growth programme, working in partnership to identify the transport networks required to connect these future growth areas over 30 years.

A coordinated approach with land use development running in parallel with infrastructure planning is required. Investment is needed to open up land for development and to address the impact of increased travel demands to and from new urban areas.

The programme also supports council's Future Urban Land Supply Strategy which sets out the order in which land is supplied for development in future urban growth areas.

Mana whenua, local boards, the public and a wide range of stakeholders have been involved in the development of the preferred network.

## The preferred network

A staged plan has been developed which includes:

- Improved access to where people live and work now and in the future
- Increased transport choice for people with a strong focus on public transport, and development of the walking and cycling network
- Support for the ongoing economic development of Auckland by providing strong connections into the wider Auckland strategic transport network
- Certainty for people investing in areas knowing how the network will develop
- Managing the existing network in a way that gets the most out of what we already have.



### FUTURE URBAN ZONE

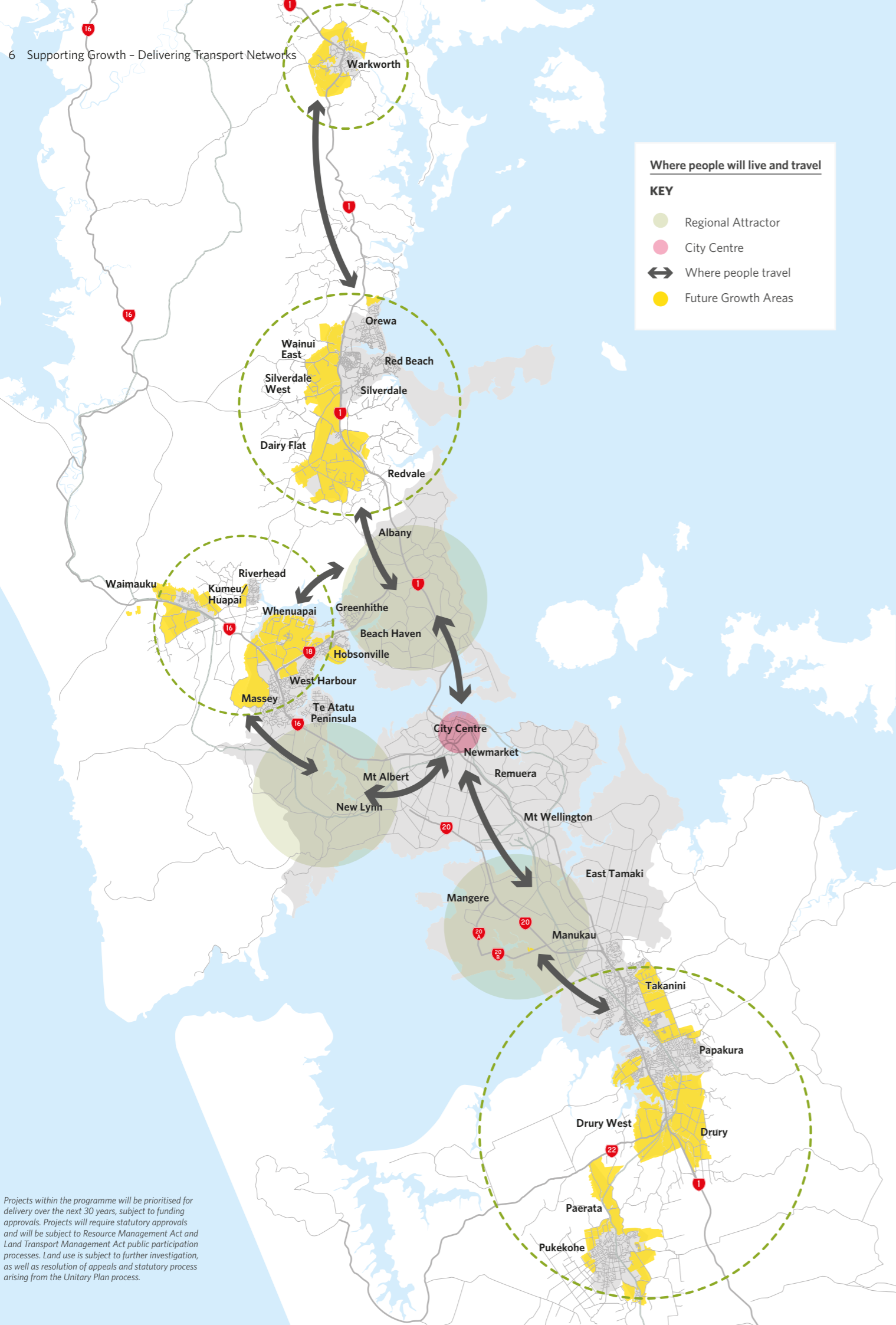
The future urban zone is rural land that has been identified for urban development in the future. This zone will remain in place until a structure plan and concurrent plan change rezones the land to the appropriate urban zone. Rural activities are able to continue on this land until the urban zone becomes effective.

### LIVE ZONE

Live zoned land is land that had been zoned future urban when the Proposed Auckland Unitary Plan was notified but has now been given an urban zoning in the Auckland Unitary Plan (Operative in part) enabling urban development.

<sup>1</sup> Statistics NZ medium and high growth projections, 2013.

<sup>2</sup> The decision version of the Auckland Unitary Plan provides for greater capacity should this be required.



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# The challenge

Transport networks play a vital role in successful cities, enabling access to all the opportunities that cities can provide. To make the most of its opportunities, Auckland needs a well-functioning transport system.

Auckland's challenge is the prioritisation of funding and development of the transport network to match the speed of population and employment growth.

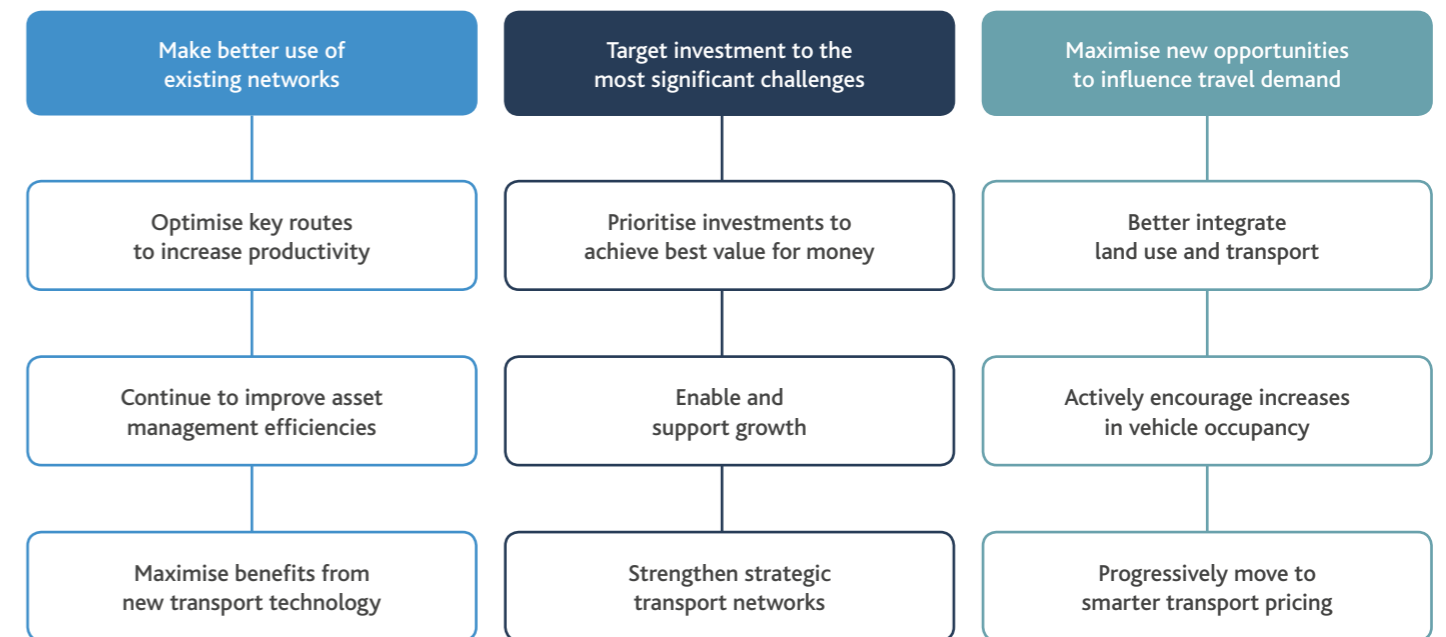
The Auckland Transport Alignment Project, a collaboration between Auckland Council and the Government, released a recommended strategic

approach for transport investment in Auckland (September 2016) that sets a bold, shared direction to support the city's growth.

This includes making better use of the existing transport network, better targeting of investment, and influencing how and when people travel.



## Developing a transport system



The focus over the next decade will be:

- Enabling a faster rate of housing, particularly in future growth areas
- Addressing projected declines in access to jobs for people living in large parts of the west, and some parts of the south
- Addressing increasing congestion
- Increasing public transport mode share on congested corridors
- Continuing to make improvements to road safety, and walking and cycling.

The Auckland Transport Alignment Project recommends investment be made in short and medium term projects to assist growth over the next decade, while working to protect routes for longer term projects.

Protecting this land will provide certainty about the location of the transport network for the community, affected landowners, developers, businesses, and anyone who wants to live and/or work in the future growth areas.

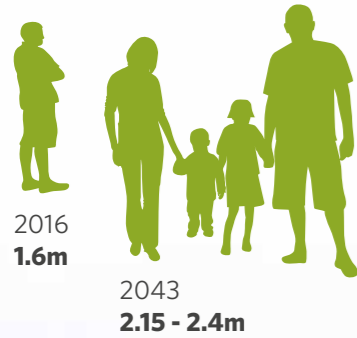
This approach will respond to the pressures arising from growth, to deliver economic, cultural,

environmental and social benefits to Auckland and New Zealand as a whole. It's a balanced approach between providing infrastructure ahead of development, and providing infrastructure in response to development.

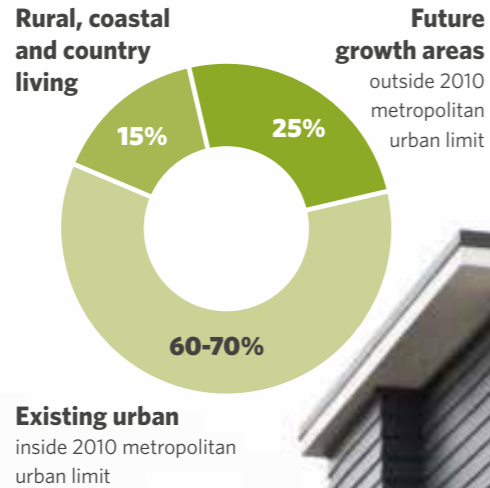
Wise investment will be required to maximise the value from every dollar spent. Planning for the future growth areas now helps realise the opportunities Auckland's growth can provide.

## Population growth in Auckland over the next 30 years

Figures from Statistics NZ, 2016.



## Where will this growth go?



## Creating well connected and accessible urban areas

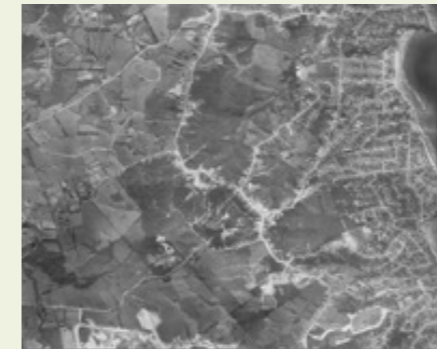
The development of a strong, strategic transport network in these growth areas will:

- Better integrate public transport, roads, footpaths and cycleways
- Contribute to housing supply in a way that creates strong communities and centres with local jobs
- Provide greater transport choice for people living in growth areas
- Allow for high frequency, high quality public transport
- Improve access to employment and essential services
- Help manage environmental and community outcomes through planning the location of infrastructure in advance
- Support the economic growth of Auckland in both the future and existing areas by maintaining the travel time reliability for freight and strategic trips to key industrial areas, ports and the airport
- Enable the development of future growth areas in line with Auckland Council's Future Urban Land Supply Strategy by providing bulk infrastructure
- Help provide certainty for when future growth areas will have transport networks in place and be ready for urban development.

### It's important to plan

In some areas of the city, such as the North Shore, growth has meant the planning and delivery of bulk infrastructure, such as roads, water and wastewater had to catch up.

The photographs below show the development of Auckland's North Shore. The photograph on the left is of the Albany and the East Coast Bays area in the 1950s before the construction of the Harbour Bridge. There were few direct connections to the isthmus which meant there was limited development and infrastructure. The construction of the Auckland Harbour Bridge in 1959 made the area more accessible, resulting in rapid residential, industrial and commercial development (as shown in the other two photographs). This shows how growth can happen, given the right conditions, and how important it is to plan and manage growth.



#### ALBANY AND EAST COAST BAYS 1950s - PRE URBANISATION

Primarily rural with urban development along key arterials. No bulk services.

- Lack of strategic connections
- Rural roads with limited capacity
- Key arterials only
- Browns Bay as seaside town.

**Population: 50,000**  
**Employment: 20,000**



#### 1990S - MID DEVELOPMENT URBANISATION

- Sub-regional centre planned at Albany
- Residential subdivisions
- Industrial and commercial expansion
- Bulk utilities

Limited transport connections

- Local road network developing
- Expressway instead of motorway
- Arterials developed
- Limited public transport.

**Population: 202,000**  
**Employment: 60,000**



#### 2000s - LATE DEVELOPMENT URBANISATION

- Sub-regional centre development - retail and commercial at Albany
- Residential subdivisions continue
- Industrial and commercial capacity taken up
- Strategic transport connections developing after growth has occurred
- Motorway extended to Silverdale
- Arterials developed
- Rapid Transit Network extended to Albany park and ride station
- Frequent Transit Network - feeder routes.

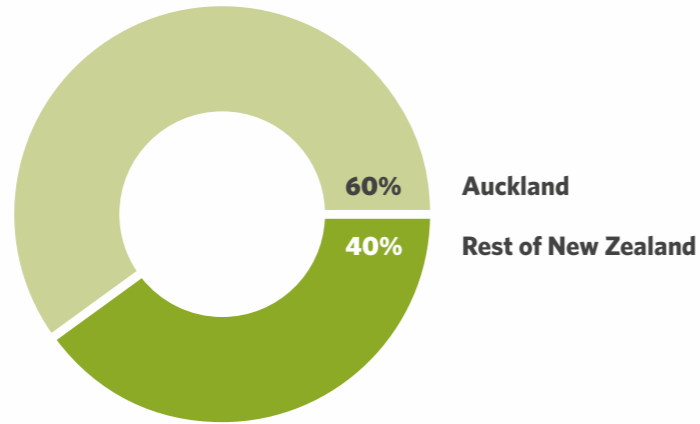
**Population: 280,000**  
**Employment: 90,000**

## Population increase in Auckland and New Zealand by 2041

Figures from Statistics NZ.

About a third of New Zealand's population currently lives in Auckland. Over the next 30 years, more than half of New Zealand's expected population growth is likely to be in Auckland. The vast majority of this growth, over 90 percent, is expected to be of working age, giving Auckland's population a lower average age.

This growth offers a range of opportunities to improve productivity and prosperity. It adds vibrancy and diversity, which makes Auckland a more exciting and attractive place to live and invest.



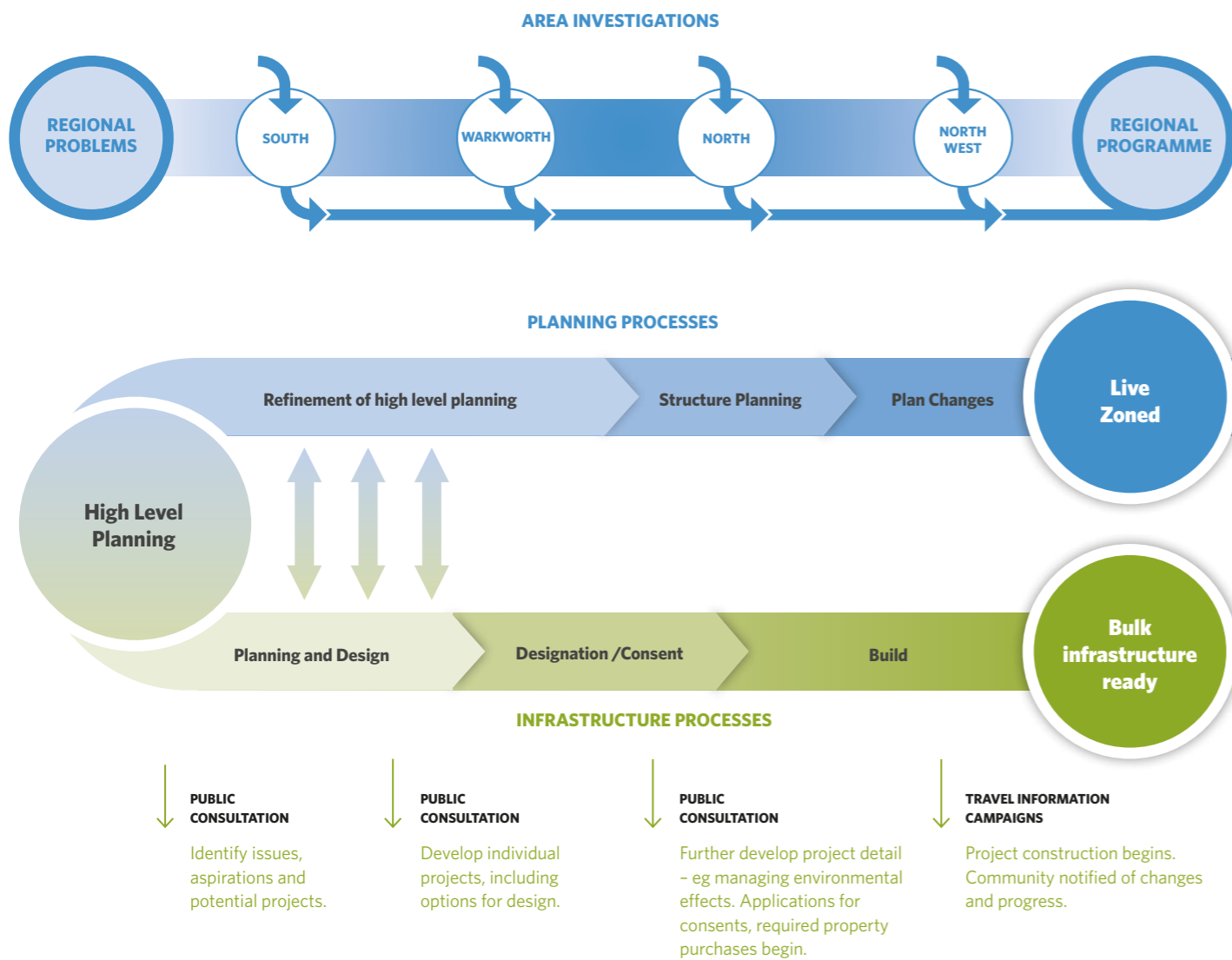
# Developing the solution

Planning for future growth has focused on creating a network of roads, public transport, and walking and cycling infrastructure that contributes to our vision of building well connected communities.

The preferred network has been developed by considering many options, taking into account technical assessments and feedback from local boards, mana whenua, key stakeholders and communities.

Each of the four growth areas were investigated separately and the preferred networks for each brought together to form the regional programme.

It has been developed through a detailed process with each individual programme component developed to respond to problems, issues, local constraints and opportunities, and community aspirations.



## An integrated planning approach

The planning process focused on developing plans that link into and benefit from all other planned transport initiatives for the wider north, west, and south Auckland areas, and the entire region over the next 10-30 years. In order to do this, the project has worked closely with the Auckland Transport Alignment Project and "three waters" providers (wastewater, stormwater, water supply) to make sure it is aligned with the wider regional plans being developed for the city.

The transport network plans for the growth areas in the north (including Warkworth), the north west and south will act as overarching planning tools that will help guide and coordinate the ongoing transport investment, consenting and development in each area - not only by the council and government, but by Special Housing Area developers, landowners and all the other infrastructure providers.



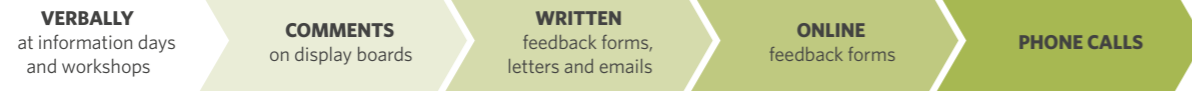
# Involving local boards, mana whenua and the community

A range of stakeholders and communities have shaped the development of the preferred networks for each area. Numerous workshops, meetings, and events were held across the region to understand the issues, opportunities and community aspirations in each area.

## COMMUNITY ENGAGEMENT



## WAYS WE RECEIVED FEEDBACK



## STAKEHOLDERS

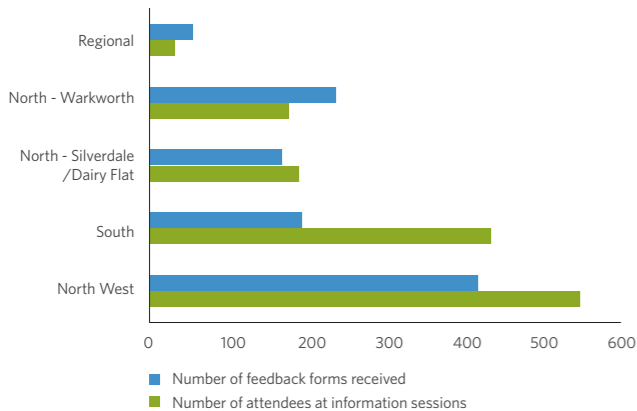
**Stakeholder workshops**  
**Individual meetings**  
**Business sector presentations**  
**Business sector survey**

Local Boards, KiwiRail, Transpower, Watercare, Panuku Development Auckland, Ministry of Education, Waikato and Northland councils, Bike Auckland, major developers, New Zealand Defence Force, Automobile Association, Auckland Business Forum, Property Council New Zealand.

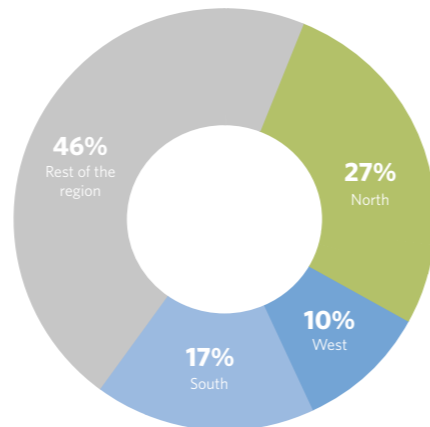
## MANA WHENUA

Mana whenua hui

## PUBLIC MEETINGS



## BUSINESS FEEDBACK



## You told us ...

### COMMUNITY

- Support the public transport focus
- Put an even greater emphasis on public transport, especially rail
- Develop the network quicker.

### BUSINESSES

- Improvements to the network will benefit my business
- Provide more investment into State Highway 1 so freight is more efficient
- Provide more public transport making it easier for our employees to get to and from work.

### LOCAL BOARDS

- Prioritise public transport investment to provide greater transport choice
- Provide and improve connections between future growth and existing areas.

## So we have ...

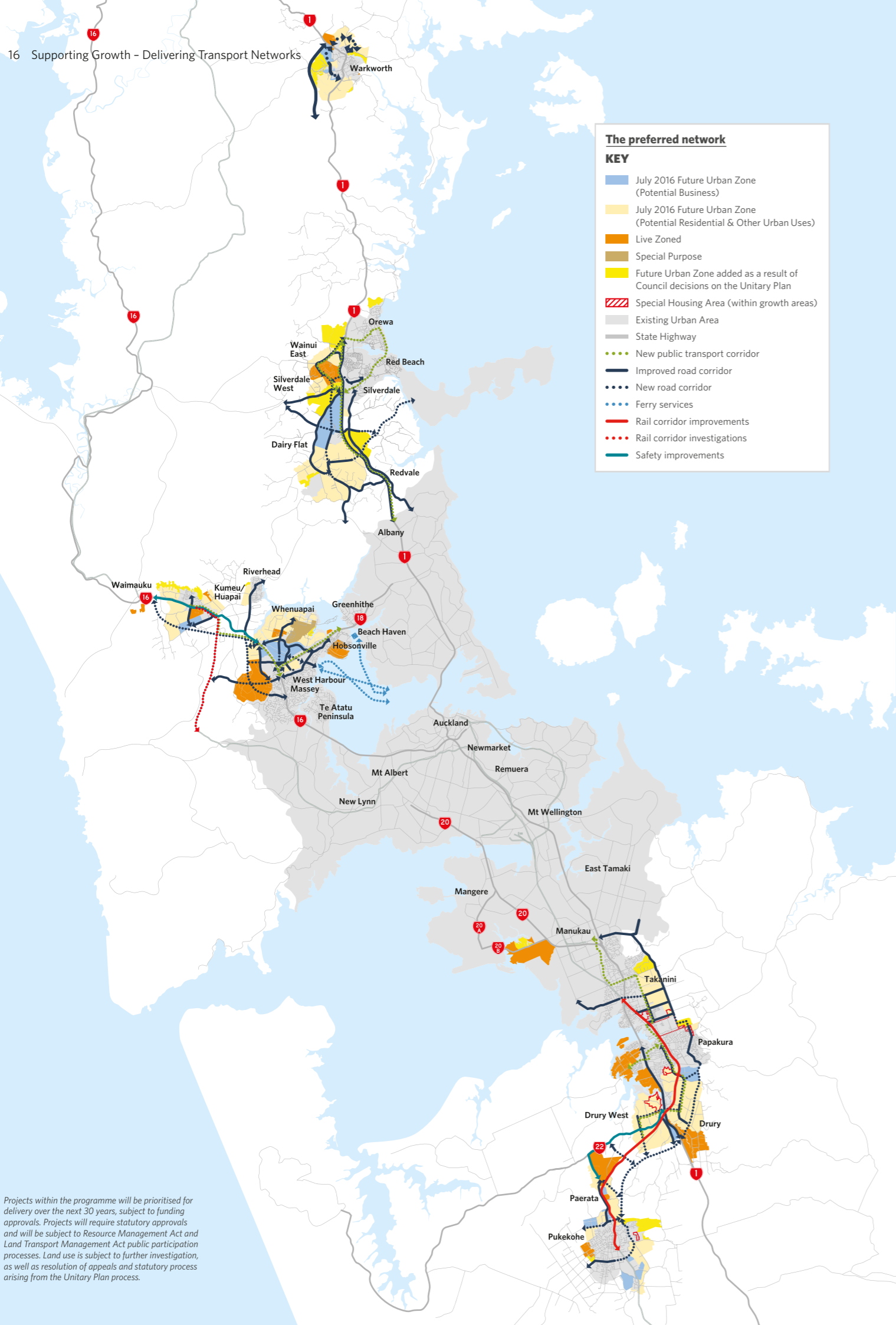
- Prioritised public transport with further development of the Rapid Transit Network
- Prioritised specific safety improvement projects on State Highway 16 and State Highway 22
- Brought forward delivery of some key projects including:
  - Design and construction of the Matakana Link Road to deliver it with the Ara Tūhono - Pūhoi to Warkworth Road of National Significance
  - Investigation of improvements to the Coatesville-Riverhead Highway intersection
- Integrated the preferred network into land use planning in areas such as Whenuapai.

The feedback we received and the preferred network were used as key inputs by the Auckland Transport Alignment Project which recommended a strategic approach for the development of Auckland's transport system.

## Mana whenua

Mana whenua groups participated via a series of workshops resulting in a draft mana whenua statement that "the place of mana whenua is to be recognised and visible at every stage of the project".

An agreed set of mana whenua values will inform successive phases of this project, and mana whenua will be involved in assessing the impact of the options against these values as well as balancing the impact of the wider values.



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# The preferred network

## Leading the way

The preferred network will provide an improved level of service to residents and visitors, and more efficient movement of goods and services across the Auckland area. It is an integrated land use and transport outcome delivering better access to employment and education, reduced congestion, and increased public transport.

While improvements will address identified congestion points on the road network to improve travel time reliability, there will still be congestion during peak times.

There is a strong focus on public transport, which includes developing the network so buses can bypass congestion as they travel on dedicated busways and prioritised corridors. This will provide reliability for passengers and provide a higher level of public transport capacity than would otherwise be possible.

The approach includes:

- Making the existing network safer
- Managing the existing network in a way that gets the most out of what we already have
- Extending and improving the public transport network and services to provide better connections to where people live and work
- Developing the walking and cycling network to better connect local areas
- Improving and developing strategic and arterial roads to provide more efficient connections to future urban areas and across the Auckland area
- Accelerating the implementation of new technologies such as providing real-time travel information, and continuing to plan for connected and autonomous vehicles.



### A RAPID TRANSIT NETWORK

Auckland's proposed Rapid Transit Network includes mass transit that is completely or mostly separate to traffic. It is high frequency, at least every 10 minutes, and offers very reliable journey times.

Rapid transit can move large numbers of people relatively free of congestion. A rapid transit route can carry between 10,000 and 15,000 people an hour in each direction. That's the equivalent of about five motorway lanes.

The extension of the Rapid Transit Network from Albany to Grand Drive in the north is a good example within the preferred network.

### A FREQUENT TRANSIT NETWORK

The frequent transit network includes public transport routes that operate with a minimum frequency of 15 minutes between 7am to 7pm, seven days a week. There are services outside these times, but they may be less frequent.

# South

The south is the largest future urban growth area in Auckland with around 5,300 hectares of land identified for urban development. This could result in 42,000 homes and 19,000 jobs over 30 years. The decision version of the Unitary Plan provides for greater capacity should this be required. With a lot more people living in the area, significant new transport infrastructure will be needed.



At the heart of the network for the south is a well connected Rapid Transport Network with electric trains extended to Pukekohe and extra rail capacity. New stations at Tironui, Drury, Drury West and Paerata will improve access to trains.



Rapid transit links between the airport, Manukau, Flat Bush and Botany, along with high frequency buses between Manukau and Drury West will be provided via a high frequency bus corridor. Future improvements to park and ride facilities, along with implementation of the Southern New Network in October 2016, will provide a strong public transport network.



Another key focus is the upgrade of the Mill Road corridor from Manukau and Flat Bush to Papakura and Drury. This will help improve safety, provide greater access to new growth areas and provide an additional north-south route. It will link to State Highway 1 and to a new expressway between Drury, Paerata and Pukekohe. The widening of State Highway 1 between Manukau and Papakura would be extended to Drury.

In Takanini, replacing level crossings with bridges over the rail line will allow increased train frequencies. The upgrades at Rangi Road, Taka Street and Walters Road will also ensure good east-west connections for the area. The new station at Tironui will improve access to trains.

State Highway 22 will be upgraded in the vicinity of Paerata, and in Pukekohe a road south of the town centre will allow a bypass for trucks and other traffic.

Working together with Waikato local authorities, improved public transport, local road, and state highway connections will be investigated.



Safety improvements on State Highway 22 will also improve travel between Drury and Pukekohe.



The cycling and walking network will be expanded across the network to improve travel choice and accessibility in local areas.

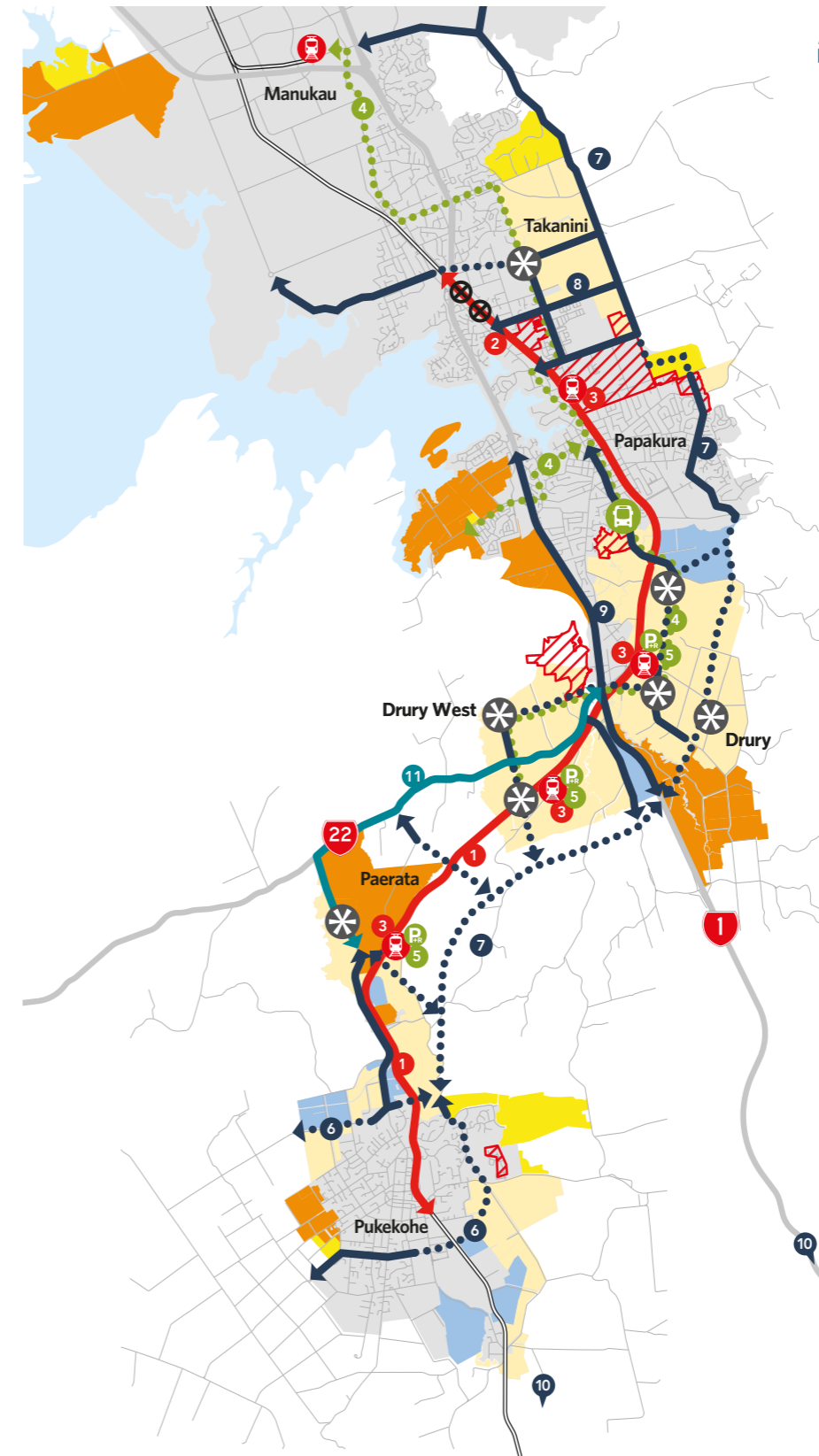


## Transport aspirations

Through our project engagement we confirmed community aspirations for the south in relation to transportation are to:

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Improve north-south movements
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

The development of the preferred network for the south will help meet these aspirations.



## Projects

### RAIL CORRIDOR UPGRADE

1. Rail electrification from Papakura to Pukekohe
2. Rail upgrade to provide additional capacity
3. Additional stations at Drury, Drury West, Paerata and Tironui

### NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR

4. High frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau
5. Park and ride facilities

### NEW OR IMPROVED ROAD CORRIDOR

6. Improved connections around Pukekohe
7. Mill Road designation and new north-south corridor between Manukau, Drury and Pukekohe
8. Improved Takanini east-west routes and remove level crossings
9. Capacity improvements on State Highway 1
10. Improved connections to Waikato

### SAFETY IMPROVEMENTS

11. Safety improvements on State Highway 22

### CYCLING AND WALKING

- Implement cycle network

### LEGEND

- July 2016 Future Urban Zone (Potential Business)
- July 2016 Future Urban Zone (Potential Residential & Other Urban Uses)
- Live Zoned
- Future Urban Zone added as a result of Council decisions on the Unitary Plan
- Special Housing Area
- Existing Urban Area
- New park and ride
- Indicative Potential New Centre
- Road closures at rail level crossing
- State Highway
- Existing rail corridor
- Improved rail corridor
- New rail corridor
- Improved public transport corridor
- New public transport corridor
- Improved road corridor
- New road corridor
- Safety Improvements

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# North Warkworth

Warkworth is expected to grow to a substantial satellite town of more than 20,000 people over the next few decades. The decision version of the Unitary Plan provides for greater capacity should this be required. To meet this anticipated growth, around 1,000 hectares of future urban land has been identified through the independent hearings and Unitary Plan processes, mainly in the north, north west and south of the existing Warkworth centre.

With a lot more people living in the area, significant new transport infrastructure will be needed. We've come up with a transport network following technical workshops and public feedback. The aim is to make the future communities well connected and great places to live.

The focus in Warkworth is to provide the community with easy access to a vibrant town centre and a range of new travel choices.

Short term strategies for managing network demands and improving safety, such as introducing smart technologies or improving the efficiency of intersections along the existing State Highway 1, will continue to be implemented while new roading infrastructure is developed in the medium to long term.



Increased public transport services are planned between Auckland and Warkworth, with a frequent express bus service along the Ara Tūhono Pūhoi to Warkworth Road of National Significance supported by local connecting bus services. Easy access to this service would be supported by a park and ride bus station being located near the Road of National Significance, Matakana Link Road and the Western Collector.



The opening of the Ara Tūhono Pūhoi to Warkworth Road of National Significance will separate regional through traffic and freight movements from the urban area. Highway traffic will move away to the west of the township and

immediately reduce pressure on the urban section of State Highway 1.

The Matakana Link Road will help reduce congestion at the Hill Street intersection, providing an alternative route from State Highway 1. In the future an extension of this route to Sandspit Road will also provide further relief, and improve access to the new growth area. Realignment of the current Matakana Road and Sandspit Road will also be investigated to improve safety and efficiency of the Hill Street intersection.

With stage one construction due to start, an extension of the Western Collector arterial will also help alleviate pressure within the township by providing a strong north-south alternative route to the existing State Highway 1 between the northern end of Warkworth and its nearby employment areas and the new residential growth areas in the west and south.

A new road network will also be investigated in the wider southern growth area when this begins to develop, providing more local road options for north-south travel and east-west movements connecting back into the existing State Highway 1.



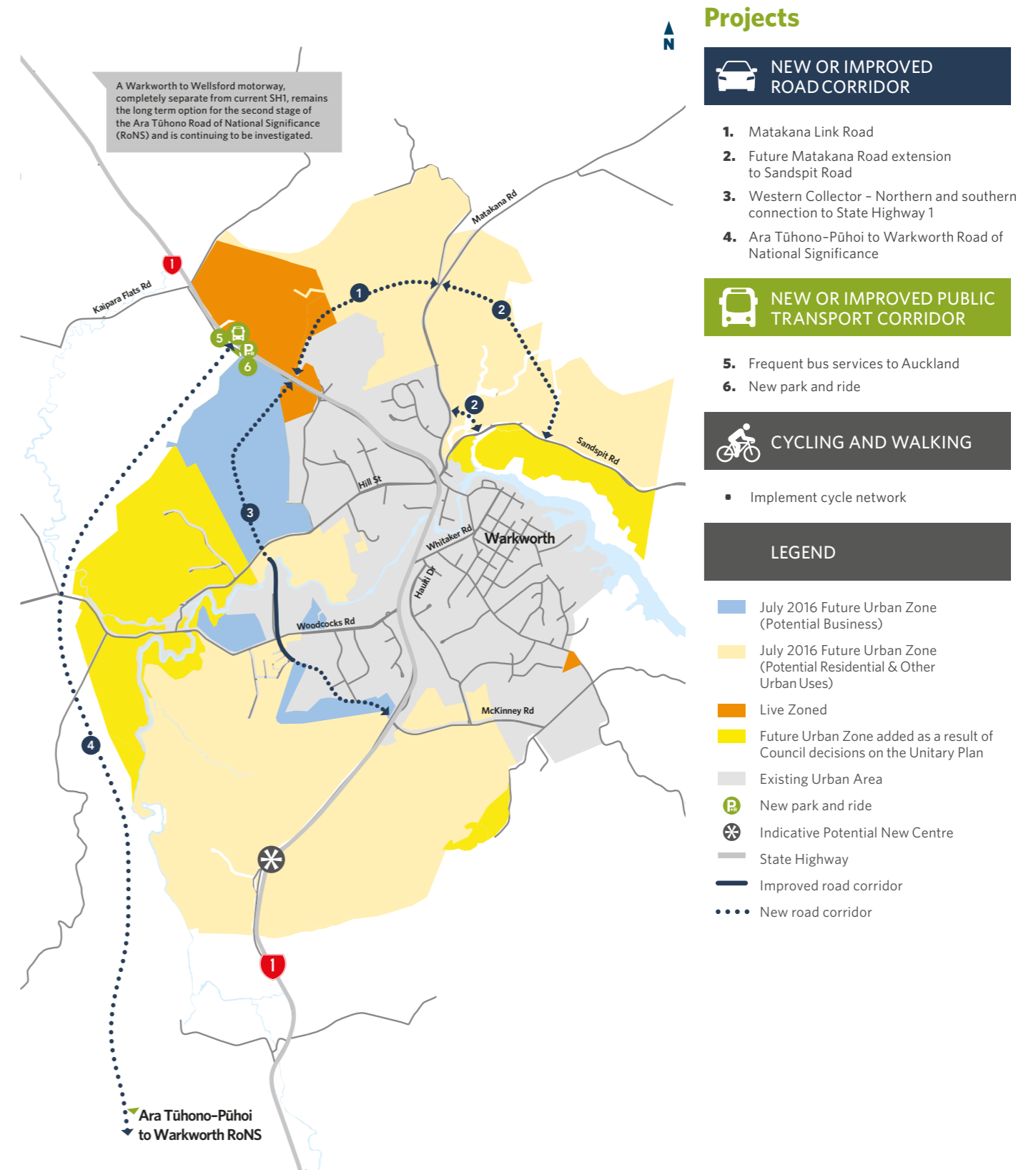
A cycle network will be developed to provide access to the Warkworth town centre and surrounding residential and business areas.

## Transport aspirations

Through our project engagement we confirmed community aspirations for Warkworth in relation to transportation are:

- Warkworth expands as a successful satellite town
- Residents have transport choices, with good walking and cycling facilities and frequent, reliable public transport.

The development of the preferred network for Warkworth will help meet these aspirations.



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# North

## Silverdale, Wainui and Dairy Flat

About 27,000 new homes, and businesses employing 13,000 people will be built on new future urban areas in Silverdale, Dairy Flat and Wainui. The decision version of the Unitary Plan provides for greater capacity should this be required.

With a lot more people living in the area, significant new transport infrastructure will be needed. The preferred transport network has been developed following technical workshops and public feedback. The aim is to make the future communities well connected and great places to live.

Potential business land has been indicated in the Silverdale area to the east of Dairy Flat Highway and on land around the airfield.



At the heart of the future transport network in the Silverdale area will be an extension of the Rapid Transit Network linking Albany to Dairy Flat, Silverdale, Wainui and Grand Drive via an extension of the Northern Busway.

Additional stations along the Rapid Transit Network will become hubs for extended public transport services into the growth areas and Orewa, providing fast and efficient access to employment, town centres and residential areas. A high-frequency bus route connecting Orewa and Silverdale with Wainui and the Rapid Transit Network will also be developed. This will include bus lanes, bus priority at intersections and interchanges.



A range of transport options around a potential new town centre in Dairy Flat will ensure a good mix of travel choice. New and upgraded arterial

roads in the growth area, including a new north-south road, will provide connections and improve safety for existing communities. An interchange incorporating both Dairy Flat and Penlink will provide good access to the area and a strong east-west connection. Capacity will be increased on State Highway 1 in a balanced way to avoid creating bottlenecks elsewhere.

The Wainui growth area is now 'live zoned' with a mix of residential housing types (mixed housing, urban and suburban, apartments, and terrace housing), as well as local and neighbourhood business areas. The development of a local road network in this area will be progressed.



Dedicated walking and cycling networks linked to public transport hubs will provide a range of options for getting around.

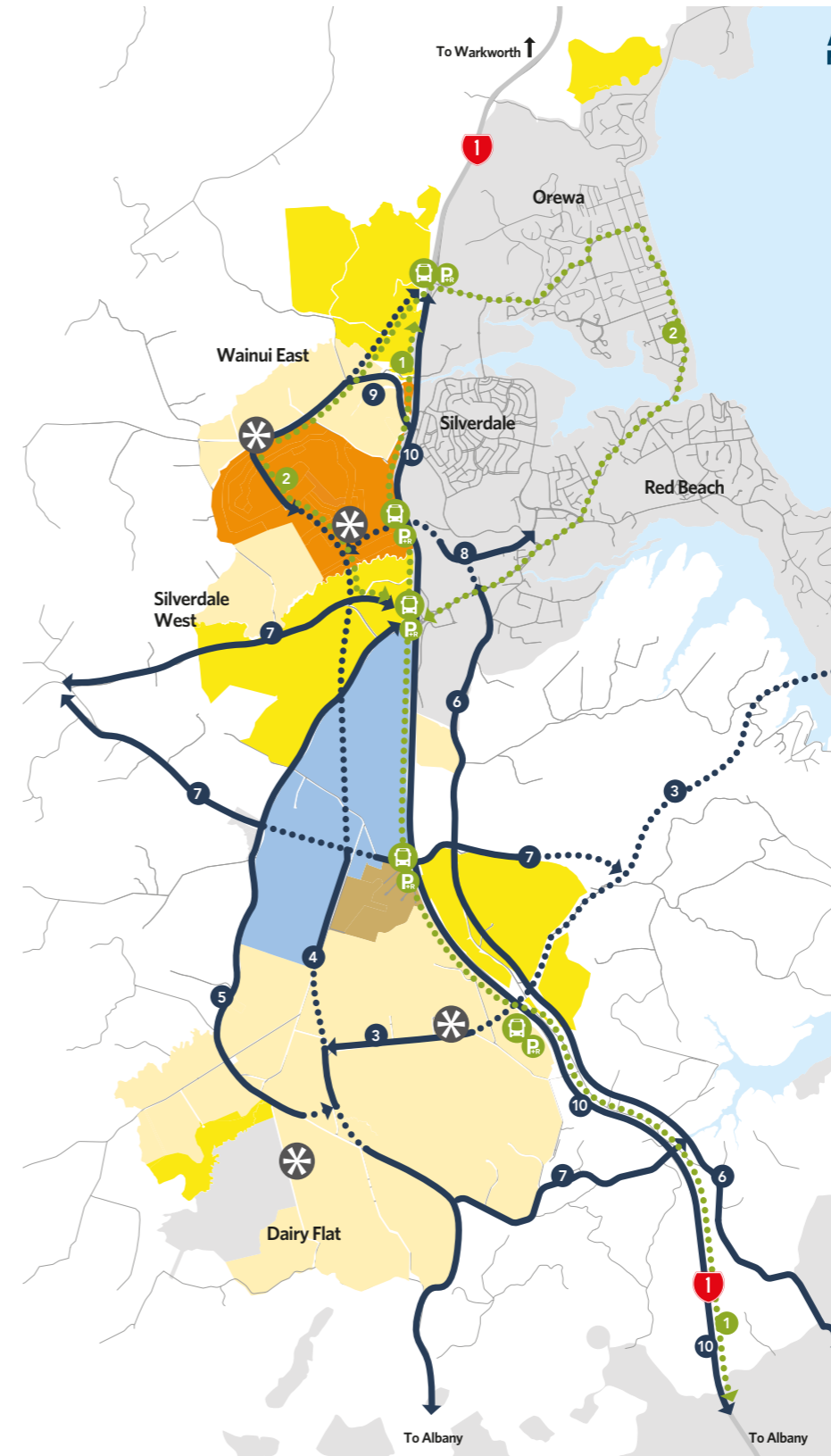


### Transport aspirations

Through our project engagement we confirmed community aspirations for Silverdale, Wainui and Dairy Flat in relation to transportation are to:

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Improve north-south movements
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

The development of the preferred network for Silverdale, Wainui and Dairy Flat will help meet these aspirations.



### Projects

#### NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR

1. Rapid Transit Network extending from Albany to Grand Drive
2. A high frequency bus route connecting Orewa and Silverdale with the Rapid Transit Network

#### NEW OR IMPROVED ROAD CORRIDOR

3. Penlink and new east west connection to Dairy Flat
4. New north south connection between Albany and Orewa
5. Upgraded Dairy Flat Highway
6. Upgraded East Coast Road
7. New and upgraded east west connections, including Wilks, Kahikatea Flat, Pine Valley and Awanohi Roads
8. Curly Avenue extension east west connection
9. New connection to Grand Drive
10. Increased capacity on State Highway 1

#### CYCLING AND WALKING

- Implement cycle network

#### LEGEND

- July 2016 Future Urban Zone (Potential Business)
- July 2016 Future Urban Zone (Potential Residential & Other Urban Uses)
- Live Zoned
- Special Purpose
- Future Urban Zone added as a result of Council decisions on the Unitary Plan
- Existing Urban Area
- New park and ride
- Indicative Potential New Centre
- State Highway
- New public transport corridor
- Improved road corridor
- New road corridor

Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals and will be subject to Resource Management Act and Land Transport Management Act public participation processes. Land use is subject to further investigation, as well as resolution of appeals and statutory process arising from the Unitary Plan process.

# North West

The North West growth areas are expected to supply new neighbourhoods with nearly 30,000 houses over the next 30 years, and employment areas with more than 13,000 new jobs. The decision version of the Unitary Plan provides for greater capacity should this be required.

The majority of this growth will be based in future land areas in Whenuapai and Red Hills (near Westgate). Housing development is already underway in Kumeu and Huapai, and these communities are already actively working with Auckland Council to help develop a new centre plan, developing a community-led vision for how the area should grow and what kinds of amenities will be needed to make it a great place to live. Working with the Whenuapai community, Auckland Council has also released the Whenuapai Structure Plan setting out a plan for development of the area.

With an extra 75,000 people living in the north west area, significant new transport infrastructure will be needed. The preferred transport network

has been developed following technical workshops and public feedback. The aim is to make the future communities well connected and great places to live.



At the heart of the north west network is a well connected Rapid Transit Network. It will provide links between Kumeu and the main employment centres in the city and Albany. New park and ride facilities will provide greater access and connect into local services, including higher frequency ferry services to and from the city, Hobsonville and West Harbour.



Another key focus is improving the safety and efficiency of State Highway 16 north of Westgate. Safety improvements underway and planned between Brigham Creek Road and Waimauku will help reduce serious crashes and improve efficiency, ahead of other major infrastructure build projects being progressed in the longer term.



In the Kumeu area new and upgraded roads will better connect growth areas. This includes

improvements to connections between housing north and south of the main highway as well as between Coatesville, Riverhead and the North Shore. A new route is proposed to the south of Kumeu and Huapai. It will reduce pressure on the existing State Highway 16, providing an alternative through route and keep the current Kumeu and Huapai town centres as safe, local community-focused environments.

A direct motorway to motorway connection between State Highway 16 and State Highway 18 will provide a more efficient connection between Kumeu/Huapai and the North Shore. New motorway ramps will also be investigated at Squadron Drive and Northside Drive.

In the Whenuapai and Red Hills areas, new roads and improvements to existing roads, such as Brigham Creek Road and the Coatesville-Riverhead Highway, will develop a strong local road network with safe and efficient connections between communities and to the strategic motorway network.



The cycling and walking network will be expanded to connect local centres and link to public transport hubs improving travel choice and accessibility.

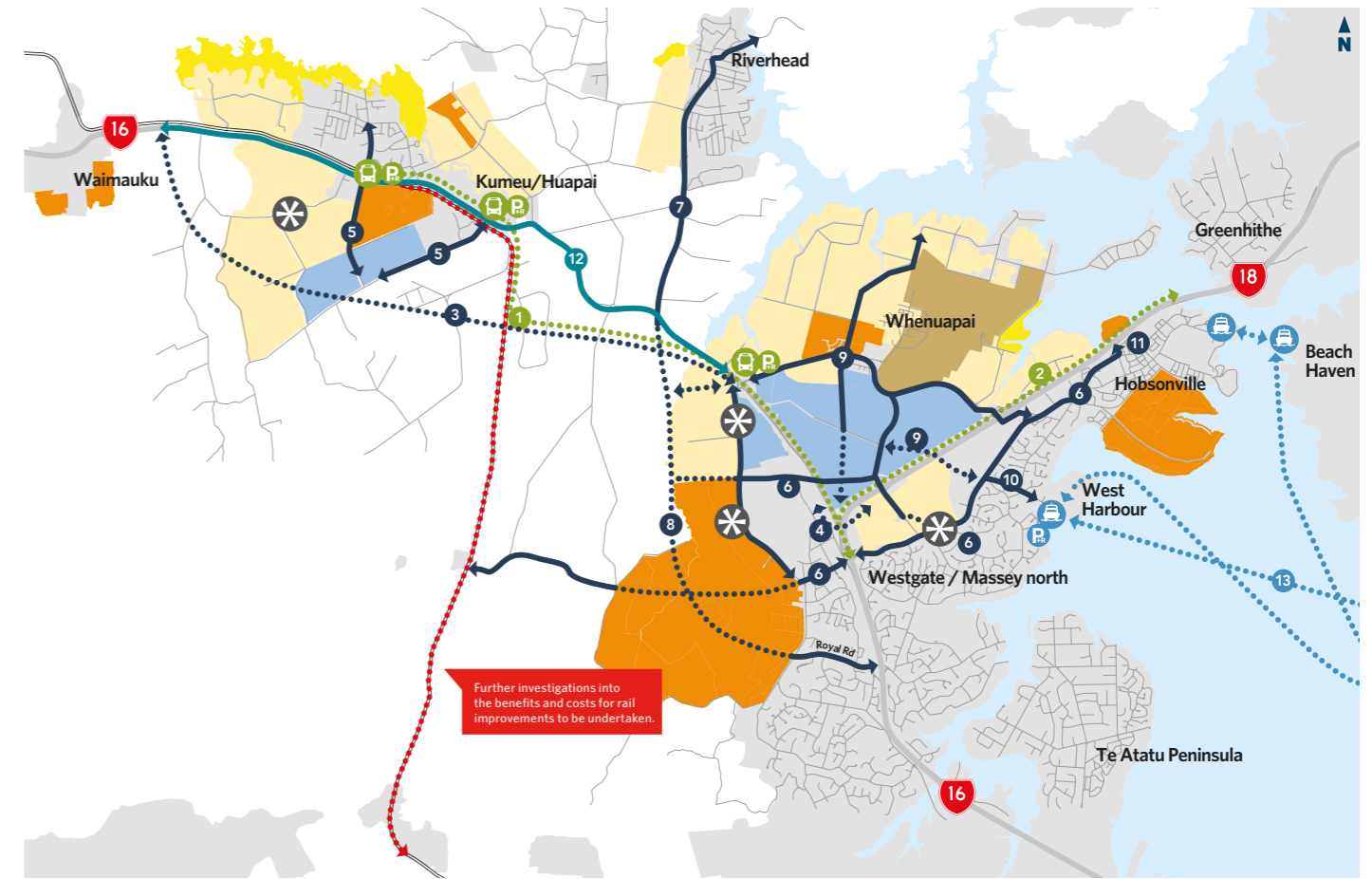


## Transport aspirations

Through our project engagement we confirmed community aspirations for the North West in relation to transportation are to:

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Provide efficient freight connections to employment areas
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

The development of the preferred network for the North West will help meet these aspirations.



## Projects

### NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR

1. Rapid Transit Network route connecting Huapai and Kumeu to Westgate
2. Rapid Transit Network connecting Westgate to Albany
3. Alternative corridor parallel to State Highway 16
4. A more direct connection from State Highway 16 to State Highway 18
5. Kumeu improved connections
6. Improved east-west connections
7. Improved connections to Coatesville, Riverhead and North Shore
8. New Redhills north-south connection
9. Whenuapai new and improved connections
10. Improved connections to ferry services
11. Squadron Drive interchange improvements

### SAFETY IMPROVEMENTS

12. Safety improvements on State Highway 16

### FERRY IMPROVEMENTS

13. Higher frequency on Hobsonville and West Harbour Ferries

### CYCLING AND WALKING

- Implement cycle network

### LEGEND

- July 2016 Future Urban Zone (Potential Business)
- July 2016 Future Urban Zone (Potential Residential & Other Urban Uses)
- Live Zoned
- Special Purpose
- Future Urban Zone added as a result of Council decisions on the Unitary Plan
- Existing Urban Area
- New park and ride
- Indicative Potential New Centre
- State Highway
- Existing rail corridor
- Improved public transport corridor
- New public transport corridor
- Improved road corridor
- New road corridor
- Ferry services
- Safety improvements
- Rail corridor investigation

Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals and will be subject to Resource Management Act and Land Transport Management Act public participation processes. Land use is subject to further investigation, as well as resolution of appeals and statutory process arising from the Unitary Plan process.

# What happens next?

Now there is a preferred network, projects will be delivered to support Auckland Council’s development timeline for each area, and the strategic direction of the Auckland Transport Alignment Project.

**Right now** we are implementing a number of short term projects that support the growth pressures already being experienced in Special Housing Areas and the areas ‘live zoned’ under the Auckland Unitary Plan. Funding for these projects will need to come from a range of sources to support development at the right speeds.

Many of these immediate short term projects are already being progressed, including:

- Matakana Link Road – which has been bought forward to support the north west Warkworth live zoned areas and align with the construction of the Ara-Tūhono Pūhoi – Warkworth Road of National Significance
- Safety improvements on State Highway 16 and State Highway 22
- Investigations into a North West rapid transit corridor to support growth and assist in taking pressure off the motorway network at peak times, especially for trips into the city centre
- Upgrading the Pukekohe Train Station
- Implementation of the Southern New Public Transport Network (bus services) in October 2016.

We are taking into account the preferred transport network in land use planning for areas such as Whenuapai. We are also seeking to confirm funding for local road network development and improvements in Whenuapai and other urgent live zone or ‘next in line’ areas like Wainui.

**Our next step** will be to “make the most of what we already have” which is in line with the Auckland Transport Alignment Project recommended strategic approach. This means:

- Improvements to the motorway network, particularly in the north west and south
- Extension of electrification to Pukekohe to serve growth in the south
- Improving safety by removing some road/rail level crossings.

**At the same time**, we will also look at protecting land for longer term ‘new’ routes. This will help to provide certainty to communities and developers on where new routes will go. It also means organisations such as utility providers and government agencies like the Ministry of Education can better plan their infrastructure, and property owners and developers have the information they need for their own decisions.

## WE WILL KEEP YOU INFORMED

Local boards, mana whenua, stakeholders and the community have been involved and consulted in the development of this plan at every stage, to help ensure we develop the best new places in our region for people to live, work and play. This commitment will continue into the future.

Ongoing opportunities for consultation to help us shape the design and detail of our transport projects will be offered to you as each project develops and goes through design, consent and construction.

To keep updated or find out more, simply go to [at.govt.nz/projects](http://at.govt.nz/projects) or [nzta.govt.nz/projects](http://nzta.govt.nz/projects)



# Structure plans and future urban zoned land

Auckland Council will prepare structure plans for Future Urban zoned land. These future urban growth areas require structure plans to ensure that future transport networks, infrastructure and land uses are developed in an integrated way.

A structure plan is a framework to guide the development of an area, including identifying where housing, key transport, water and wastewater infrastructure, open space and new centres will be located.

The council’s Future Urban Land Supply Strategy sets out a programme for sequencing the release of future urban land over the next 30 years across Auckland to ensure that we’re prepared to house Auckland’s growing population.

## WHENUAPAI STRUCTURE PLAN

The Whenuapai Structure Plan is the first of these to be completed. It anticipates that Whenuapai will eventually have an approximate capacity of 8,100 to 9,600 dwellings and 8,600 jobs.

The structure plan area is approximately 1,500 hectares and is bounded by the Upper Waitemata Harbour to the north and generally by State Highway 16 and State Highway 18 to the south and southwest. A key feature of the area is the Whenuapai Airbase operated by the New Zealand Defence Force that covers about 300 hectares. The airbase remains operational and will be an integral part of Whenuapai for the foreseeable future.

Whenuapai is close to the emerging Metropolitan Centre at Westgate that offers a range of services and amenities including a new library and shopping centre.

The future Whenuapai will offer:

- Living environments with a strong community focus, a local centre, community facilities (including civic space), primary and secondary schools, and playing fields, as well as smaller neighbourhood centres
- Ample opportunity for cycling, sport, recreation and social interaction with access along the coastal edge
- High standards of water quality in existing streams and biodiversity management on land
- A range of quality housing choices with higher densities around transit networks
- Significant employment opportunities for locals and the wider population, with good freight access to the rest of Auckland
- Attractive public transport options and good local and regional connections
- A place that respects its past values and character.

The preferred network ensures that these outcomes will be supported by a transport network that provides people with choice as to how they will get around including:

- A Rapid Transit Network to get people in and out of the city and the North Shore quickly, supported by a frequent transit services linking to destinations such as Westgate and local ferry terminals
- Upgraded state highway connections, interchanges and improvements to local roads
- Walking and cycling infrastructure at a local scale.



