

# WHY WE ARE HERE

## Auckland is growing - fast.

Around 1.7 million people currently live in Auckland, and over the next 30 years this could grow by another 720,000 people to reach 2.4 million.

While the majority of this growth will be within existing urban areas, around a third will extend out into future urban growth areas in Warkworth, north, northwest and south Auckland.

Transport networks play a vital role in successful cities, enabling access to places people live, work and play. To make the most of its opportunities, Auckland needs a well-functioning transport system – and one that will accommodate this growth.

The Supporting Growth Programme is planning the transport networks needed in Auckland's growth areas over the next 30 years.

## Background

In late 2016, following consultation with Manawhenua stakeholders and the community, the Supporting Growth Programme (known then as Transport for Future Urban Growth) published a high level preferred transport network for each growth area.

These networks set out aspirational transport objectives aiming to help create new communities with great places to live, work and play. At the heart are key investments in public transport, walking and cycling.

Some of the programme's priority projects are already underway, such as Matakana Link Road and safety improvements at Dairy Flat Highway.

The next step is to develop further the preferred networks and align these with Auckland Council's latest land use plans, and work towards confirming projects and protecting the full network over the next five years.



*Transport has an important role to play in enabling urban development and helping ensure Auckland continues to be an enjoyable city – your feedback is vital to shaping it.*

# ABOUT THE PROGRAMME

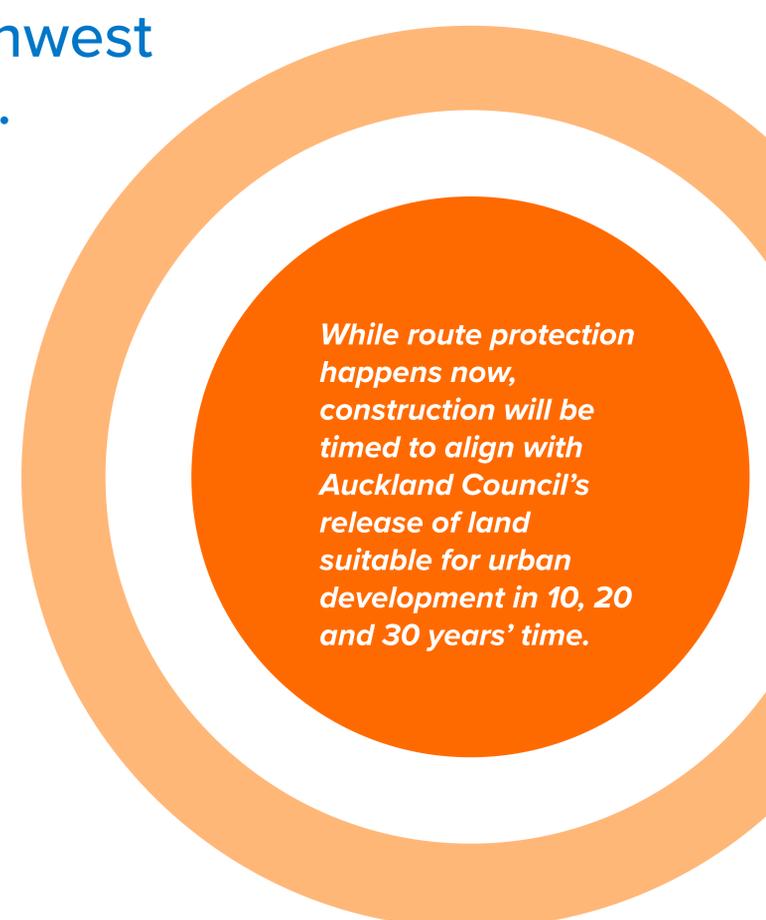
The Supporting Growth Programme is a strategic initiative by Auckland Council, Auckland Transport and the NZ Transport Agency to investigate, plan and deliver the transport network Auckland needs to support future urban growth in Warkworth, the north, northwest and south Auckland over the next 30 years.

In late 2016 the Programme published the high-level preferred transport network for each area and progressed priority projects such as Matakana Link Road.

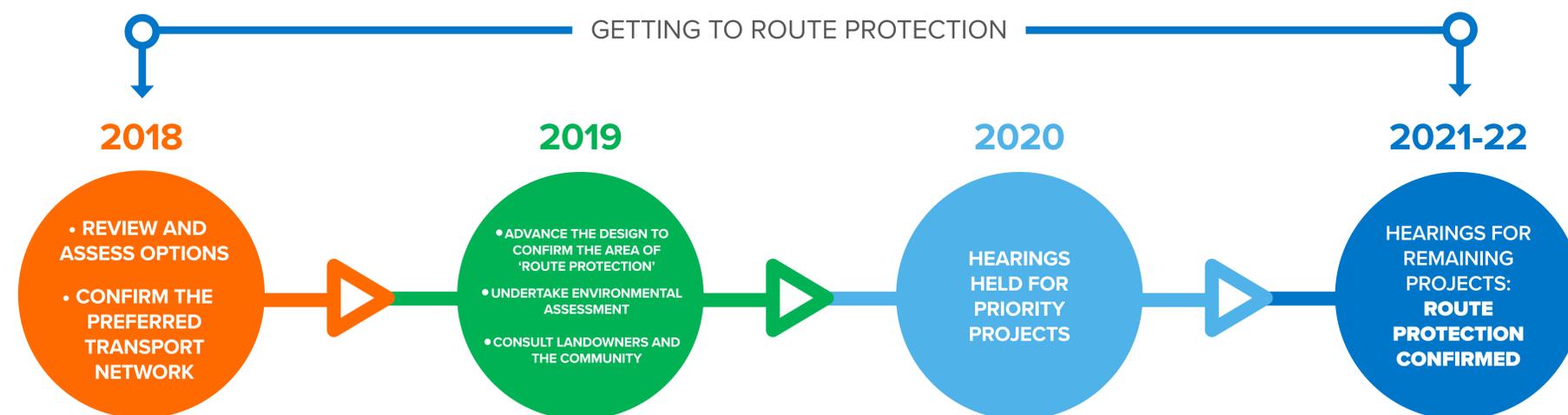
Now, in 2018, we are reconfirming the preferred networks and embarking on the next planning and design stage of the Programme including staged route protection over the next few years.

A really important part of this process is obtaining feedback from the community on options for public transport, walking, cycling and roads that are being developed in each area. As the people who live, work or have an interest in this area, we are keen to hear what you think about these options and how they will accommodate future growth.

We are also talking to local boards and interest groups, and working closely with Manawhenua, KiwiRail and Auckland Council as we shape the transport networks.



## WHAT THE NEXT FIVE YEARS LOOK LIKE



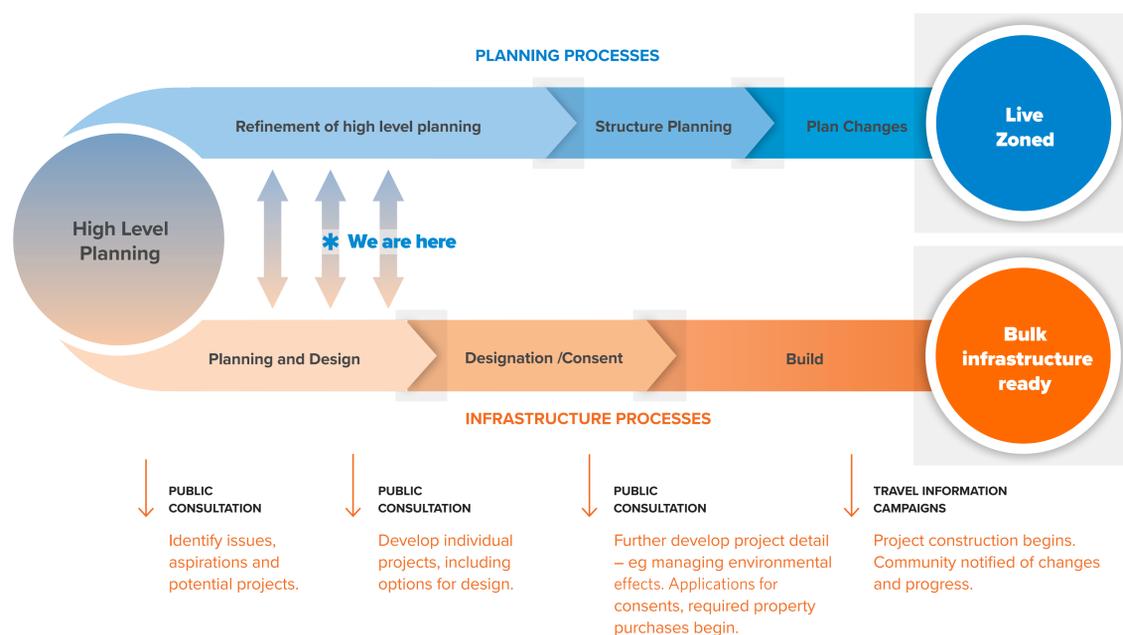
As well as public funding, a range of other innovative funding sources including housing funds and development contributions will be investigated to fund this significant investment in Auckland's future.

# INTEGRATING LAND USE AND TRANSPORT PLANNING

Transport has an important role to play in enabling urban development and shaping the form of urban areas. Likewise, the transport improvements being proposed need to respond to the latest land use plans.

## An integrated process

The planning process for future urban areas looks at all infrastructure as part of Structure Planning. It is important that transport integrates with land use planning. This is because the transport network enables growth and drives transport choices by the people who move there. For example, the location of rapid transit network lines and stations nearby to high density residential areas mean residents can choose to walk or cycle to their bus or train. Industrial areas also need to ensure efficient access for freight to strategic connections such as the motorway network.



### Structure planning

Is a formal process under the unitary plan that guides future urban development of an area, taking into account land use constraints and opportunities. Auckland Council has begun developing structure plans for Warkworth, Silverdale West, Dairy Flat and southern areas such as Paerata.

### Route protection

Is a planning process that enables land to be protected for future construction of necessary infrastructure such as transport. It provides certainty to landowners and developers about where essential infrastructure will be in the future.

# A FOCUS ON SAFETY, PUBLIC TRANSPORT AND LIVEABILITY

The preferred transport network that was published in late 2016 is the basis for transport options and ideas that are now being developed as part of the planning and design phase of the programme.

We're now reconfirming these network plans in light of Auckland Council's latest land use planning and we are also being guided by a range of new or updated transport policies and priorities.

These priorities focus on safety, access and liveability, as well as the importance of public transport as an enabler of growth, and considering all modes of transport when planning and investing in our transport system (mode neutrality).

## Government Policy Statement on Land Transport (GPS)

This sets priorities for a transport system which is: 1) **safe**; 2) **provides access** to economic and social opportunities; 3) **enables choice**; 4) **is resilient**; 5) **reduces the impact** on the environment, climate, and public health, and 6) **delivers value for money**.



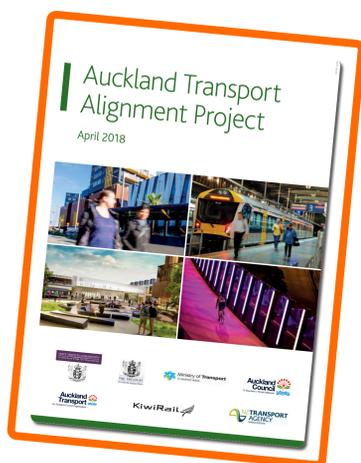
## Auckland Plan 2050

This sets out the spatial plan for Auckland for the next 30 years, including greenfield land identified for future growth, and identifies elements that support **Auckland continuing to be a place where people want to live, work and visit**, including transport and access.



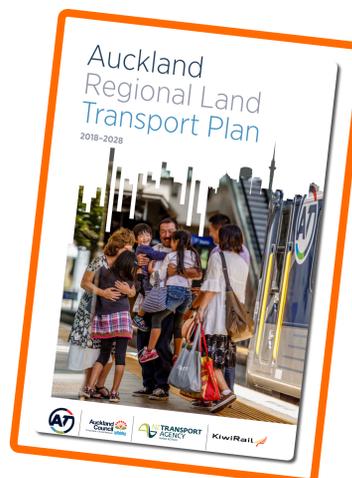
## Auckland Transport Alignment Project (ATAP)

A joint Government and Auckland Council strategy of recommended transport investment priorities over the next 10 years, with an **emphasis on public transport, walking and cycling, improving safety** and broader environmental, health and urban growth outcomes.



## Auckland Unitary Plan

The Auckland Unitary Plan seeks to support a quality compact urban form that enables improved and more efficient public transport and minimises vehicle movements. The Plan **promotes land-use and transport integration** via higher residential intensities in areas closest to centres and the public transport network.



## Regional Land Transport Plan

The Regional Land Transport Plan (RLTP) is a 10-year investment programme for transport in Auckland. The Plan envisions an Auckland where **public transport and walking and cycling play a more important role** in the transport system and where single occupant vehicles are no longer the dominant mode of travel.



*'Safety and access are the key strategic priorities. This... reflects the Government's intention to address the level of death and serious injuries on our roads and the desire to create more liveable cities and thriving regions' - Government Policy Statement of Land Transport 2018.*

# HAVE YOUR SAY

We would like your views on the options being developed for transport connections to support Auckland's future urban growth areas. Your feedback will help us consider key issues as we assess these options and shape the future transport network.

Here's how you can give feedback:

