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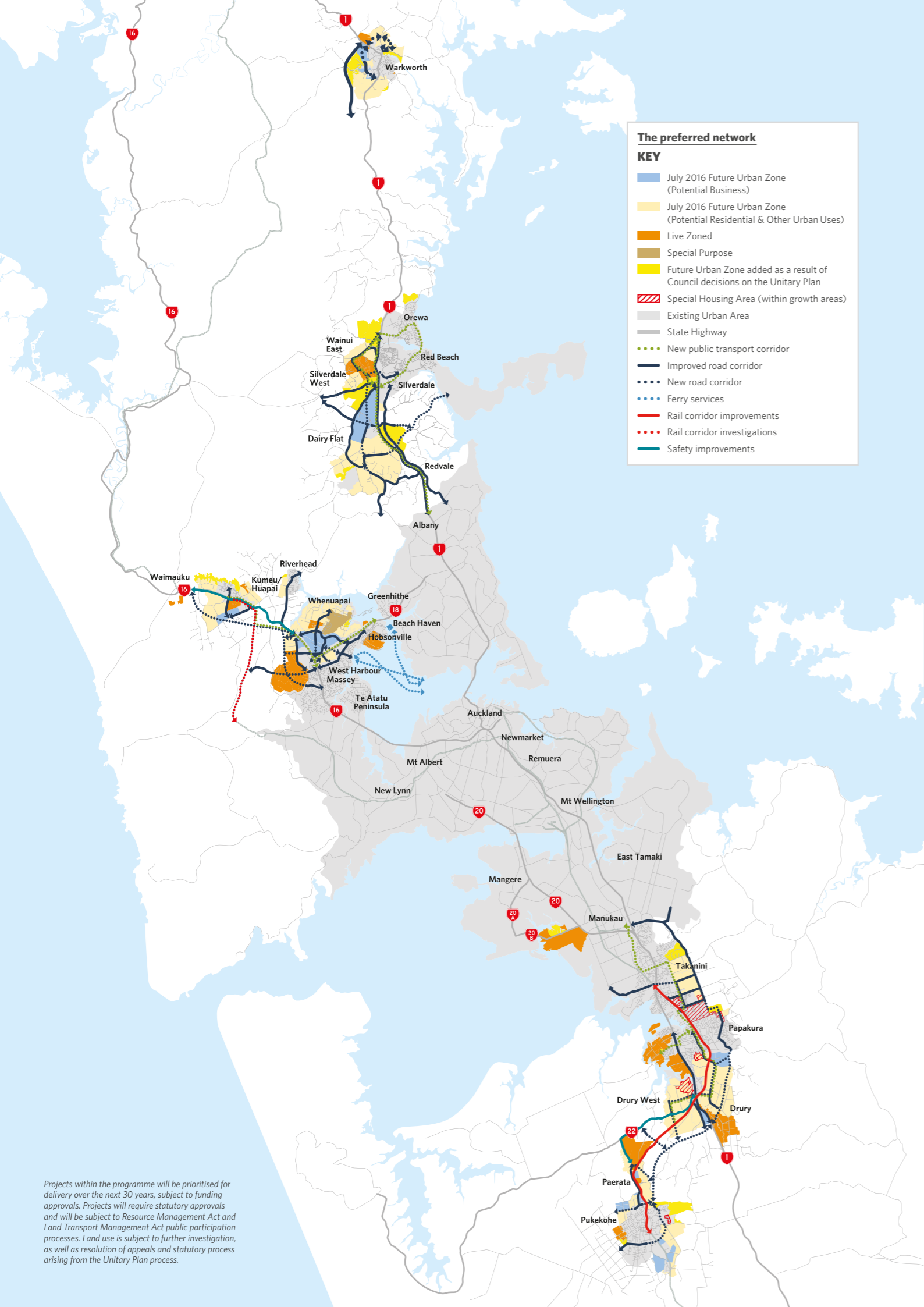
# Supporting Growth

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Delivering transport networks

SUMMARY





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.

## AUCKLAND IS GROWING FAST WITH AN ADDITIONAL 700,000 TO 1 MILLION<sup>1</sup> PEOPLE EXPECTED TO 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.

While most of Auckland's growth will take place within the existing urban areas, around 15,000 hectares of greenfield (mainly rural) land has been identified in the Auckland Unitary Plan (Operative in part). This includes areas zoned 'future urban' (rural land zoned for future urban development), as well rural land that has been 'live zoned' (zoned for urban development 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>

Auckland Transport, Auckland Council and the NZ Transport Agency formed the Transport for Future Urban Growth programme, working in partnership to identify the preferred transport networks needed to support these future growth areas in the north, northwest and south Auckland.

Transport network plans for all the growth areas will act as overarching planning tools that will guide the transport investment, consenting and development. The ongoing planning process links into all other planned transport initiatives for the wider north, west and south Auckland areas.

The programme will begin delivering some of the key priorities laid out in the Auckland Transport Alignment Project (a collaboration between Auckland Council and the New Zealand

Government to improve alignment on a long-term strategic approach to transport in Auckland). It has also worked closely the "three waters" providers (water supply, stormwater, wastewater) to ensure it is aligned with the wider regional plans being developed for the city.

The programme supports the council's Future Urban Land Supply Strategy which sets the order in which land is supplied for development in future growth areas to house Auckland's growing population as infrastructure becomes available.

The map on the left shows where the majority of this future growth will be located:

- 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.

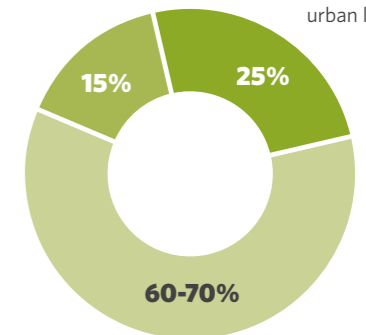
Mana whenua, local boards, the public and a wide range of stakeholders have been involved and consulted in the development of the preferred networks for each area. Ongoing opportunities for consultation to help us shape the design and details of our city's future urban areas will be offered as each project develops and goes through the design, consent and construction phases.

To learn more visit: [at.govt.nz/projects](http://at.govt.nz/projects) or [nzta.govt.nz/projects](http://nzta.govt.nz/projects)

### Where will this growth go?

Rural, coastal and country living

Future growth areas outside 2010 metropolitan urban limit



Existing urban inside 2010 metropolitan urban limit

### Creating well connected and accessible urban areas

Developing the transport network in these growth areas will:

- Make the existing transport network safer
- Better integrate public transport, roads, footpaths and cycleways
- Manage the existing network in a way that gets the most out of what we already have
- Contribute to creating strong communities and centres with local jobs and improve access to employment and essential services

- Provide greater transport choice for people living in growth areas and allow for high frequency, high quality public transport
- Support the economic growth of Auckland by maintaining travel time reliability for freight to key industrial areas and ports
- Help provide certainty for when future growth areas will have transport network in place and be ready for urban development
- Improve arterial road connections to future urban areas, and the rest of Auckland.

<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.

# 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.

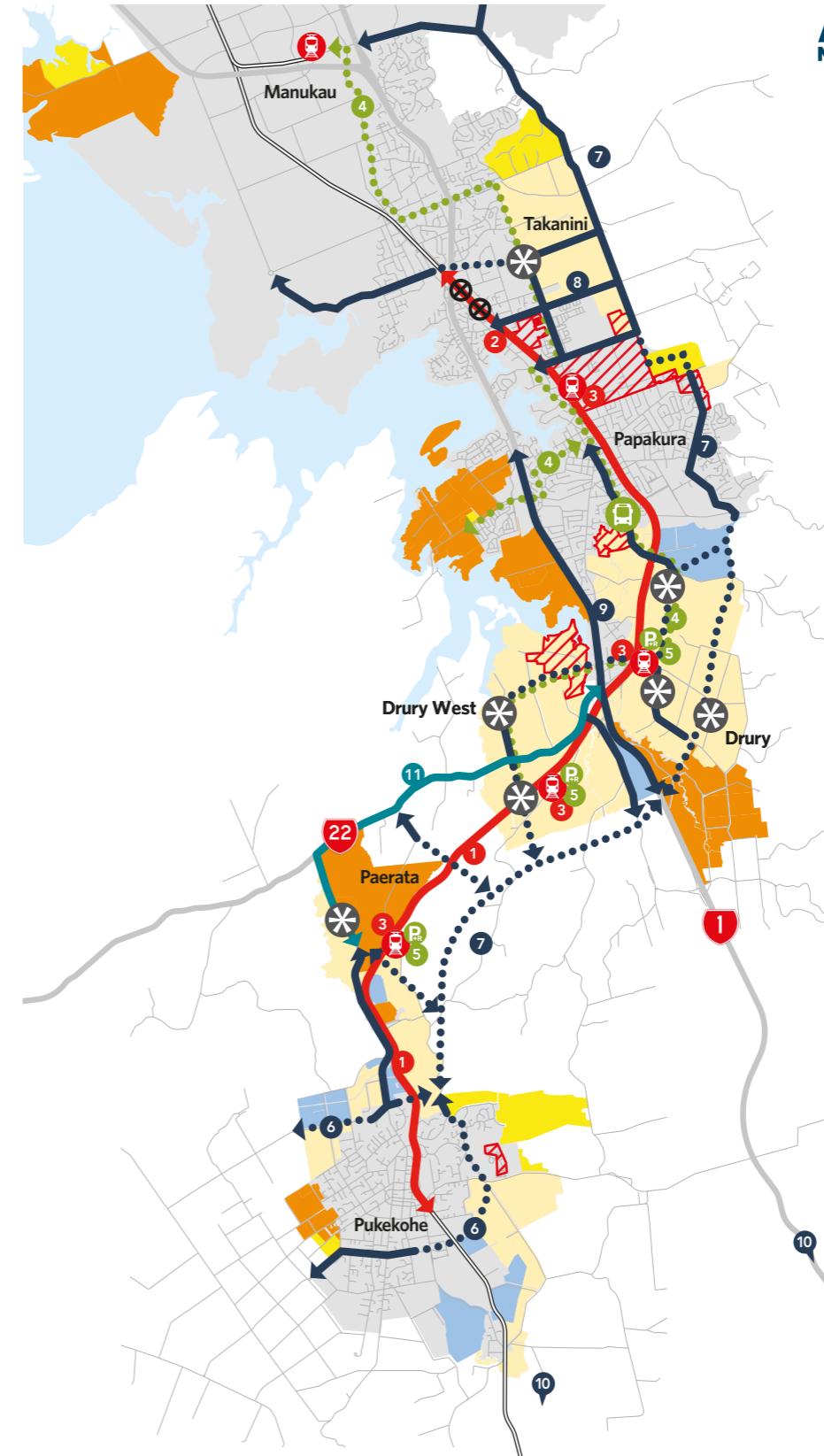


## Transport aspirations

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

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 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 further eastwards to either Sandspit, or a realigned State Highway 1 connection for Sandspit Road, will also provide further relief, and improve access to the new growth areas and the eastern beaches.

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.



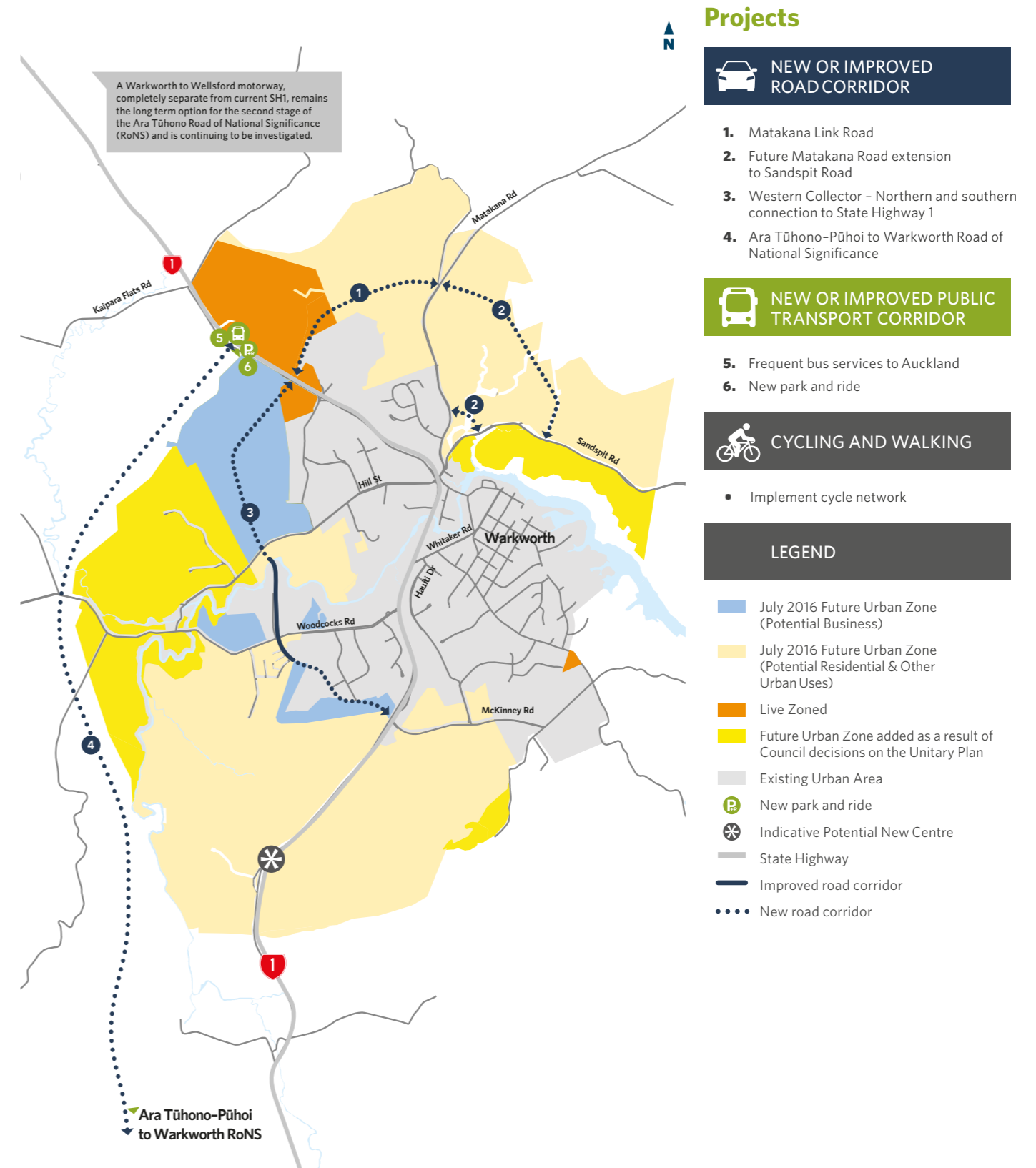
A cycle network will be developed to provide access to the Warkworth town centre and surrounding residential and business areas.

## 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.

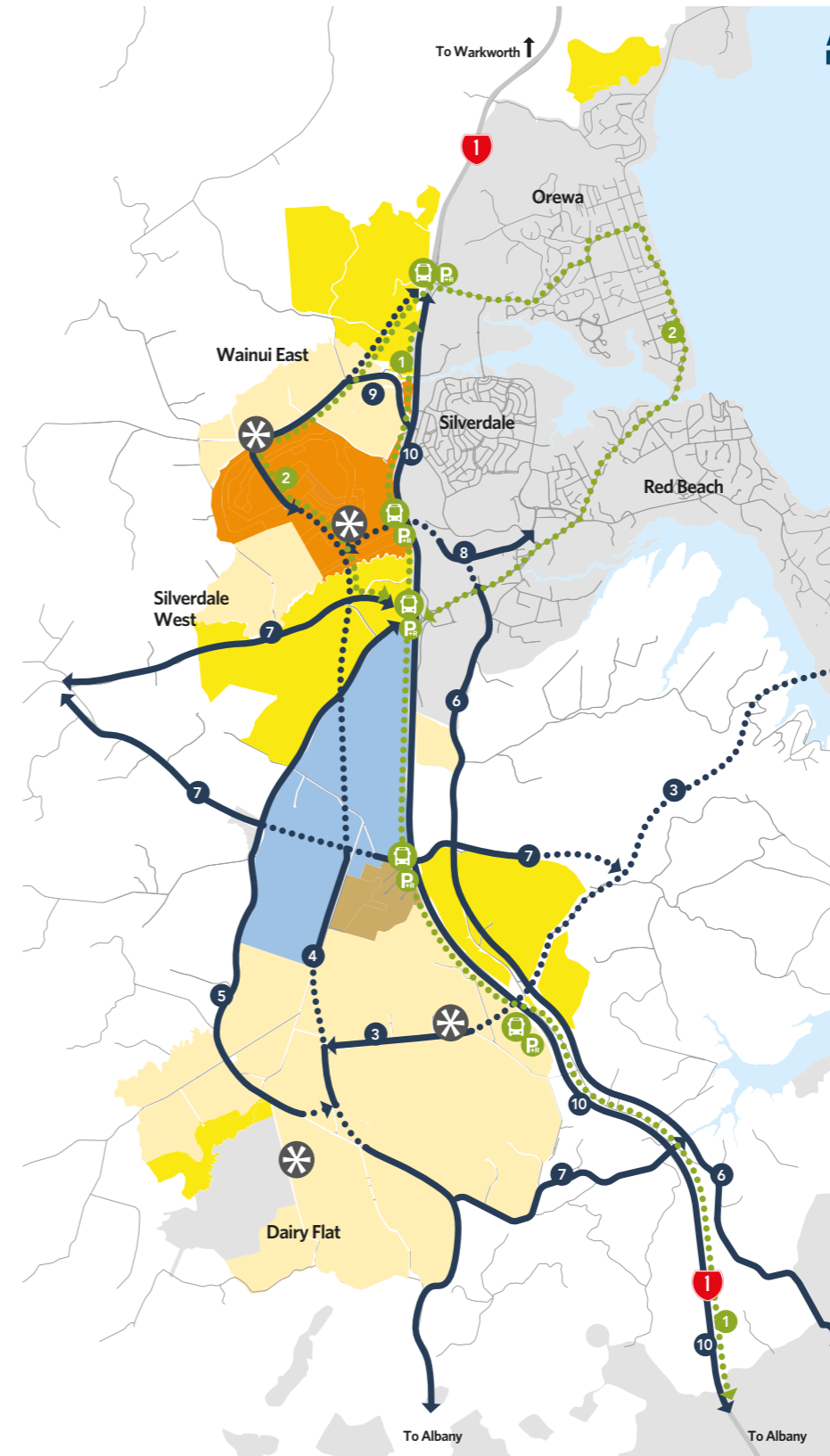


### Transport aspirations

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 thirty 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 SH16, 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.

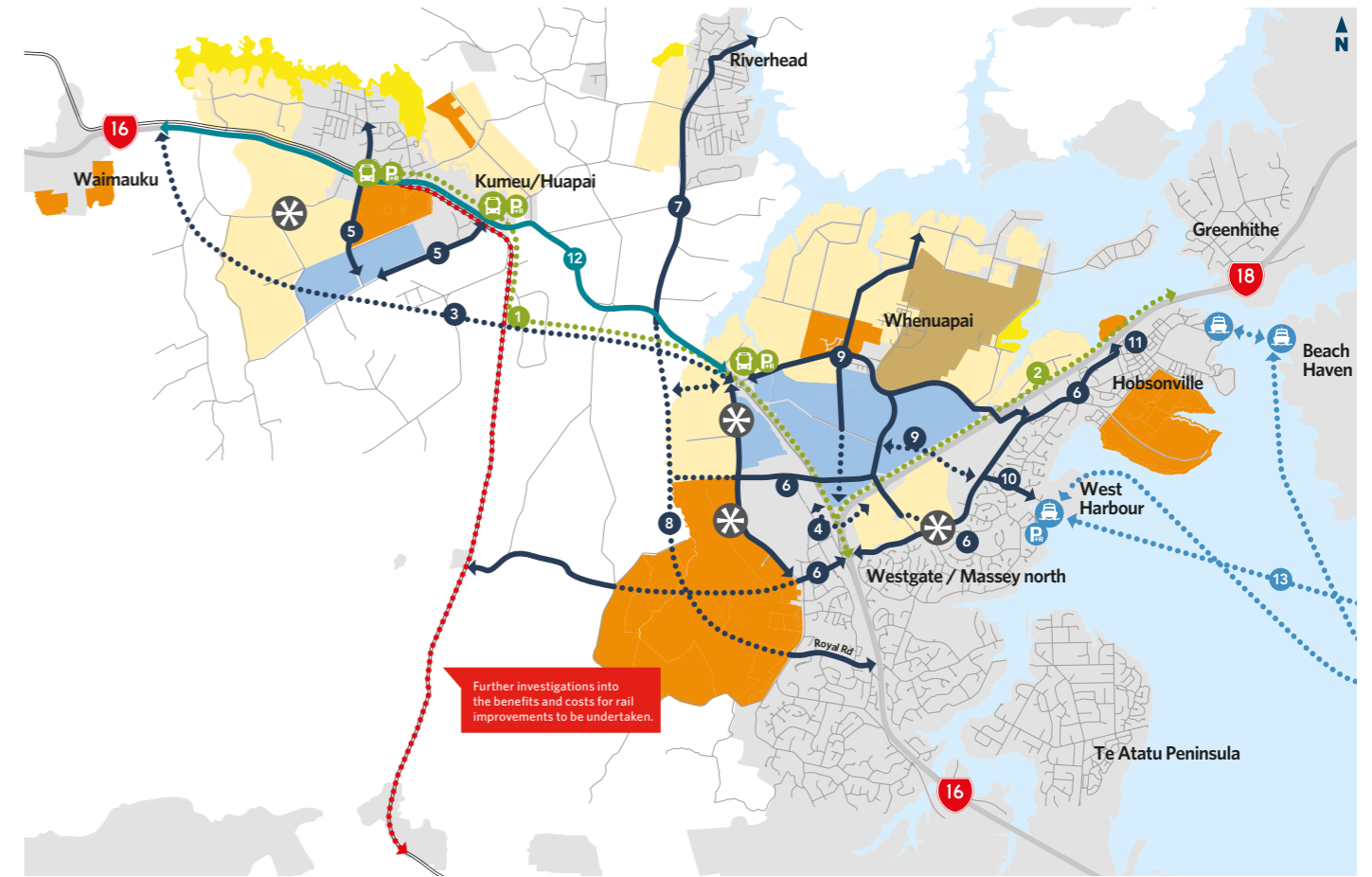


## Transport aspirations

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.

