AT A GLANCE
The size and scale of Auckland’s growth makes good, well supported planning essential so its benefits are unlocked for the region and the whole of New Zealand. The transport system needs to provide improved travel choices, support economic growth and ensure Auckland remains a great city to live, work and play in.

KEY

Tackle Climate Change
Support Regional Development
Improve Urban Form
Transform Urban Mobility
Significantly Reduce Harms

IMPROVE URBAN FORM
Auckland’s forecast growth is up to one million people over the next 30 years. 60-70% growth is expected in the existing urban area, although pressure is spilling into neighbouring regions.

TRANSFORM URBAN MOBILITY
Public transport is playing an increasing role, particularly to and from the city centre, although travel remains largely reliant on private vehicles. Investment in public transport and walking/cycling infrastructure now offers realistic choices for many travelling to and within the city centre.

SIGNIFICANTLY REDUCE HARMS
The number of deaths and serious injuries on Auckland’s roads nearly doubled between 2013 and 2017. Conflicts between high volumes of different road users, as well as many unsafe rural roads are key contributors to Auckland’s road safety challenge.

TACKLE CLIMATE CHANGE
The risk of increased sea level rise and storm surges will impact low-lying coastal areas, including Tamaki Drive and SH1 immediately north of the Auckland Harbour Bridge. Auckland’s high transport emissions also need to be reduced significantly as help tackle climate change.

SUPPORT REGIONAL DEVELOPMENT
Some communities, particularly those in south Auckland, have high levels of deprivation and unemployment rates, above the national average.

1,571,718
REGIONAL POPULATION
17
11% REGIONAL POPULATION GROWTH 2013-18
33.4% OF NATIONAL POPULATION 2018
32.3% OF NATIONAL DEATHS & SERIOUS INJURIES (DSI)
848 TOTAL DSI 2017/18
27% OF NATIONAL VEHICLE EMISSIONS
37.9% OF NATIONAL GROSS DOMESTIC PRODUCT YEAR END MARCH 2018
4.1% REGIONAL UNEMPLOYMENT RATE
4.1% NATIONAL RATE YEAR END JUNE 2019
There has been substantial investment over the past 10 to 15 years in roads, public transport and more recently cycling infrastructure. However, a long history of predominantly growing outwards and focusing on expanding road networks means that Auckland’s land transport system has under-developed public transport and cycle networks. This means most people are dependent on private vehicles for their travel, with transport and urban form in the city largely car-oriented.

Auckland’s reliance on private vehicles creates a number of challenges. Without a significant shift to public transport and walking or cycling, vehicle travel will increase substantially, leading to more congestion, poorer access to opportunities, more emissions, a less safe and healthy population, and overall a poorer quality city for residents, businesses and visitors.

**PERCENTAGE OF KILOMETRES TRAVELLED**

<table>
<thead>
<tr>
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<th>2016/17</th>
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<tbody>
<tr>
<td>STATE HWYS</td>
<td>38%</td>
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<tr>
<td>LOCAL ROADS</td>
<td>62%</td>
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</tbody>
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**KILOMETRES OF NETWORK IN REGION 2016/17**

- LOCAL ROADS: 7,446 km
- STATE HWYS: 307 km
- RAIL: 212 km

**MODE SHARE (JOURNEY TO WORK) 2018**

- **PRIVATE VEHICLE**: 82%
- **PUBLIC TRANSPORT**: 12%
- **WALKING & CYCLING**: 6%

**POPULATION AGE PROFILE 2018**

- **0-14 YRS**: 23%
- **15-29 YRS**: 45%
- **30-64 YRS**: 20%
- **65+ YRS**: 12%

**TOP 5 EMPLOYMENT SECTORS YEAR END MARCH 2018**

- **MANUFACTURING**: 10.1%
- **GOVERNMENT, ARTS & RECREATION**: 9.1%
- **HEALTHCARE & SOCIAL ASSISTANCE**: 9.1%
- **RETAIL TRADE**: 9.4%
- **PROFESSIONAL, SCIENTIFIC, TECHNICAL ADMINISTRATIVE & SUPPORT SERVICES**: 17.7%

Auckland is the main gateway into and out of New Zealand, for both people and goods. More than 70% of all New Zealand visitors arrive at Auckland Airport, while the Port of Auckland receives the largest value of imports, and inland ports at Wiri and Southdown are nationally significant distribution hubs.
AUCKLAND TOMORROW

Auckland’s population is expected to grow by up to one million people during the next 30 years. Of the total growth in New Zealand over that time, 80% of growth in the working age (15-64 years) is expected to be in Auckland. In the next decade, nearly 55% of New Zealand’s population growth is forecast to be in the Auckland region, an extra 300,000 people.1 The population will continue to be relatively young and more culturally diverse than any other New Zealand city. Manukau to the south was the largest growth area between 2013-18,17 while recent transport improvements have resulted in increased growth in communities north and south of the city. New housing in existing neighbourhoods will need new transport services and increased higher-density living will impact the existing transport network. Both development paths will need to offer customers different transport options.

Some critical road and rail lines in the region are at risk of storms and sea level rise, including SH1 immediately north of the Auckland Harbour Bridge and Tamaki Drive. There is a need for Auckland to assess network resilience to confirm priorities and to reduce its high carbon emissions from vehicles, particularly in urban areas.

Employment in service industries continues to grow but manufacturing is still important. The majority of new jobs are expected to be located in existing centres. As the city grows, some residents, particularly in the south and west, face barriers to accessing employment because of increasing distance from employment centres and a lack of alternatives to travel other than by private car.

Technological changes expected during the next decade will offer new travel choices that may reduce carbon emissions, the reliance on private transport and improve network management. These include the increase of alternative fuels, shared transport, on demand travel options, micro-mobility such as electric scooters and intelligent transport systems.

Demand for walking and cycling will increase with greater numbers living and working in the inner city and other centres. There will also be increasing demand to plan, book and pay digitally for journeys. The growing popularity of online purchasing and home delivery will impact on-demand travel, including the movement of freight.

While more investment than ever is going into improving Auckland’s transport system, much of this funding is simply required to keep pace with growth. To deliver the outcomes sought in the Auckland Plan for quality of life, new funding and financing mechanisms are likely to be required.

ATAP AND BEYOND

Between 2015 and 2018 the government and Auckland Council worked together to develop an aligned future transport plan for Auckland, known as the Auckland Transport Alignment Project (ATAP). This work confirmed that the transport challenge for Auckland is not just one of congestion, but also:

- poor travel choice beyond private vehicles, especially in lower income areas
- a near doubling of deaths and serious injuries on roads since 2013
- the need to reduce the transport system’s environmental impact
- enabling and supporting a rapid acceleration in the rate of housing construction and building strong and healthy communities
- the need for streets to play a growing role in creating vibrant and inclusive places.

While ATAP predominantly focuses on responding to the transport challenges of the Auckland region itself, there is also a need to recognise Auckland’s place in the wider upper North Island. This includes enabling improved outcomes in the Hamilton to Auckland corridor, supported by high quality inter-regional road and rail connections, and getting more benefit from the current transport system, through optimising existing networks and services, and demand management. Further work is also needed to understand the risks and potential impacts of climate change on transport networks as well as supporting any potential future port relocations.

KEY INSIGHTS

- The scale of Auckland’s growth requires significant ongoing investment in infrastructure and services, as well as a greater focus on optimising what we have. However, on its own this will not be sufficient to address the step changes needed.
- Auckland’s reliance on private vehicles creates a number of critical challenges. Without a significant shift to public transport, walking and cycling, vehicle travel will increase substantially, leading to greater congestion, reduced access to opportunities, higher emissions, impacting on health, and overall a poorer quality city for residents, businesses and visitors.
- Auckland’s growth provides the opportunity for new development to improve the standard of living of existing communities and reduce reliance on private vehicles, as well as support higher density development along the rapid transit corridors.
- The region has a need to focus effort on reducing crashes at intersections and involving vulnerable road users, inappropriate speed limits on high-risk roads, high risk motorcycle routes and increasing risks at rail crossings.
FOCUS OF EFFORT: 2018–21
DELIVERING ATAP WITH OUR PARTNERS

ATAP details a $28 billion transport programme for Auckland from 2018 to 2028. It contains a mix of specific large-scale projects and direction about the amount of investment in areas like walking and cycling, network development and bus priority programmes. Delivering ATAP has been the focus since it was finalised and by 2021 many key initiatives will be underway.

ATAP supports several step-change areas, especially transforming how we move around the city, improving city layout and significantly reducing harm. The direction established in ATAP for Auckland is consistent across the Government Policy Statement, the Auckland Plan, the Auckland Regional Land Transport Plan and the recently developed Auckland Mode Shift Plan.

By 2021, Auckland’s motorway network will be essentially complete within the existing urban area as current projects are finished. Several major public transport projects will be well progressed, including City Rail Link, the Auckland Manukau Eastern Transport Initiative (AMETI), Eastern Busway and light rail. ATAP bus priority, cycling and growth programmes will also be well underway.

Other important initiatives detailed in ATAP are also progressing, including investigations into road pricing, updates to street design guidelines, speed limit reductions on high-risk roads, and planning work to protect future transport networks in existing neighbourhoods where more growth is expected.

Overall, ATAP is well aligned with the step change areas guiding Arataki. Decisions made since ATAP’s approval, such as Auckland Council declaring a ‘climate emergency’, the government introducing the Zero Carbon Act, progression of the Urban Growth Agenda and joint development of the Auckland Mode Shift Plan are all broadly consistent with the direction of ATAP, while also highlighting further opportunities.

In January 2020 the government’s NZ Upgrade Programme was announced which included funding for several projects in Auckland to support Auckland’s transport system to manage growth.

This map shows all projects underway during the period.
DELIVER ATAP WITH OUR PARTNERS

Our proposed focus for Auckland remains on delivering ATAP. Maintaining strong alignment with our ATAP partners is critical to continue progress. It is important that the individual ATAP projects come together in an integrated way. Waka Kotahi needs to continue to work with partners to operationalise ATAP into processes. Priority areas of planning work include:

- a rapid transit plan linking the high-level direction provided in ATAP’s rapid transit network with the operational detail required to inform project-level business cases
- a comprehensive city centre transport plan that integrates all transport initiatives in and around the city centre, aligning these with Auckland Council’s overall strategic direction for the area
- further guidance on corridor priorities across public transport, freight, walking and cycling
- the Connected Communities programme that looks at key corridors to deliver optimised improvements
- joint transport and land-use planning in key areas of growth that are experiencing significant change and redevelopment including the Supporting Growth programme.

An ATAP update is now being processed to reflect a number of considerations since 2018. These include:

- the recent NZ Upgrade Programme of investment
- climate change and mode shift which have emerged as increasingly significant policy considerations for both the government and Auckland Council, and against which the investment package should be assessed
- the upcoming round of statutory planning processes which will require direction from ATAP (for example the Regional Land Transport Programme (RLTP and the Long-Term Plan)
- new information from project investigations.

TRANSFORM URBAN MOBILITY (HIGH)

Projected population growth in Auckland will increase travel demand on the region’s networks and provides opportunities to increase use of public transport, walking and cycling. Our focus will be on:

- delivering the rapid transit, public transport, walking and cycling infrastructure improvements included in ATAP. Continue planning the next priority strategic network improvements
- improving public transport services, working towards the 2028 network identified in the Regional Public Transport Plan and exploring opportunities to accelerate service improvements
- exploring opportunities to use technology to help deliver better shared services at a lower cost
- working with Auckland Council to encourage actively manage car-parking in the city centre, city fringe area and other key centres to increase uptake of public transport, walking and cycling for trips to these locations
- identifying opportunities for smaller projects, including optimising the network, that can improve system outcomes while larger transformational projects are planned and built
- focusing transport network programmes on supporting the safe and efficient movement of people through operational and network changes that can be implemented quickly
- supporting trials of street changes that can be adapted quickly and implemented at low cost.

IMPROVE URBAN FORM (HIGH)

We will support a well-integrated and well-designed land-use and transport system to make Auckland a better place to live, work and play. In particular we will:

- enable and encourage housing and business growth in metropolitan centres and areas with better travel choices, and support increased employment opportunities in existing neighbourhoods
- promote opportunities to influence better urban form through policy, regulation and investment
- advocate for land-use change that reduces car trips, supports public transport, walking and cycling trips and enhances existing communities. Ensure that the layout and design of new urban areas supports a range of transport modes
- continue planning and investment work with partners on key urban growth priorities.

SIGNIFICANTLY REDUCE HARM (HIGH)

Support implementation of the Road to Zero Safety Strategy for New Zealand and associated Action Plan (2020-22), and regional safety strategies, with a particular emphasis on:

- intersection and rail crossing improvements
- infrastructure improvements to provide safe walking and cycling trips
- speed management to provide safe and appropriate speeds at high-risk locations, and in urban areas with high numbers of vulnerable users
- safety treatments on high-risk motorcycle routes.

HEALTH

Our approach to delivering better health outcomes, particularly the reduction of harmful emissions, will primarily be through initiatives that target other step changes, including improved urban form, increasing access to and use of public transport, walking and cycling, and efforts to reduce carbon emissions. We will also continue to work to ensure that the noise impacts of transport are appropriately managed through a mix of land-use planning and mitigation works.
TACKLE CLIMATE CHANGE (HIGH)

We will continue to work to understand the opportunities to support climate change adaptation and mitigation.

ADAPTATION:
We will focus on:

- working with Auckland Council/Transport to develop risk profiles of communities and infrastructure
- continuing work to better understand routes that provide critical connections, their conditions, pressures they will face, and the level of investment needed to address impacts, including assessments to identify priorities for network resilience
- engaging in local planning processes to avoid infrastructure and development in areas at increased risk of natural hazards and effects of climate change
- seeking continuous improvement in network resilience through maintenance and renewals, and ‘low cost/low risk’ investments
- enabling quick recovery following disruption to the land transport system.

MITIGATION:
Auckland needs to reduce its high carbon emissions per capita and minimise growth in gross emissions due to population growth.

We will focus on:

- working collaboratively to help ensure planning for growth supports reduced carbon emissions by reducing travel by private vehicle and average trip length
- identifying low-carbon transport options, infrastructure and services in high-growth urban areas to support the shift from cars to low-emission options
- ensuring network design and operations make the best use of existing transport systems to manage demand and reduce emissions by prioritising the move to public transport and low-emission options, and actively managing speed, urban freight and congestion.

SUPPORT REGIONAL DEVELOPMENT (MEDIUM)

Lower socio-economic communities in South Auckland, Tamaki and parts of West Auckland will continue to face challenges without smartly planned and executed land-use and transport interventions to improve access to education, employment and essential services in their communities.

To support this, we will:

- work with local government to shape planning rules and zoning around major rapid transit
- support and help deliver compact, connected, land-use development with access to transport options
- expand public transport services and urban cycleways, and explore opportunities to improve the affordability of public transport
- explore opportunities to support the mobile delivery of education and essential services.