

Resilience by Design: Protecting our Future Transport Networks

Transportation Conference 2026

March 2026

Te Tupu Ngātahi Supporting Growth Alliance

Our Purpose:

Identify and protect the preferred transport network in Auckland's future growth areas.



Working in partnership

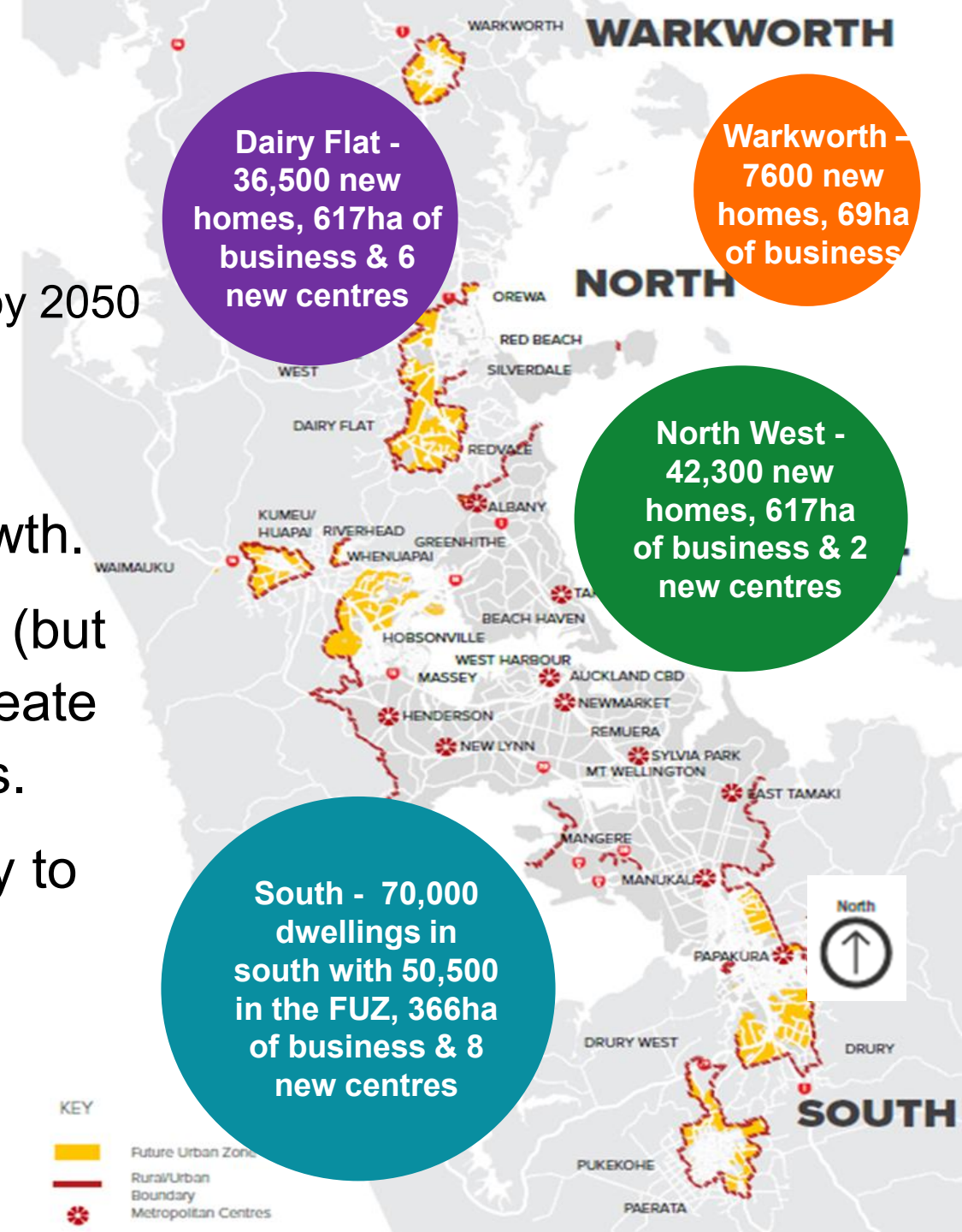


Engaging with mana whenua
Te Whakapā atu ki ngā mana whenua



The Challenge

- Scale of growth in Auckland is significant.
 - Population increase to 2.4m, 400,000 new homes by 2050
 - **1/3 new growth areas**, 2/3 existing urban areas
 - **130,000+ new homes and 70,000 jobs**
- Historically, planning has been reactive to growth.
- We have developed a strategic plan to protect (but not build) future transport networks **now**, to create high quality, more compact future communities.
- Planning for this growth now provides flexibility to deliver the right transport solution, in the right location, at the right time



Why we plan ahead?

- Enable land to be ready/protected for public work so **opportunities** are not lost
- Lock in climate, resilience, mode shift and land **transport outcomes**
- Provide **certainty** to communities about future growth and infrastructure
- Identify, cost and implement tools to **share the cost of growth**
- Enable transport projects to be ready for delivery opportunities
- Significant **saving** in long-term

OVERALL INVESTMENT OUTCOMES

By 2050 across Auckland's new growth areas there will be:



Over 420,000
more people



Over 160,000
new houses



Over 95,000
new jobs

ACCESSIBILITY TO JOBS

Increased accessibility to jobs
via active modes

Up to **28%**

Increased accessibility to jobs
via public transport

Up to **43%**



MODE SHARE

Daily Additional Active
Mode Trips

15,706



INTEGRATION

Future Urban Zone within
500m of a separated
cycle facility

24-52%



SAFETY

KM of new separated cycle
facilities

230km

Decrease in number of
deaths and serious injury
accidents per annum

32



CLIMATE CHANGE

Tonnes of carbon
saved per annum



11, 325, 121

A World of Change



2008



2023



What we are working towards



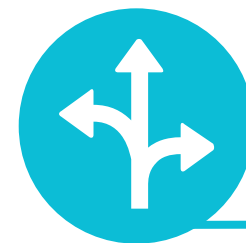
VISION

- Support growth in housing and employment
- Provide people with genuine travel choices
- Achieve transformative mode shift
- Address safety issues



PLACEMAKING

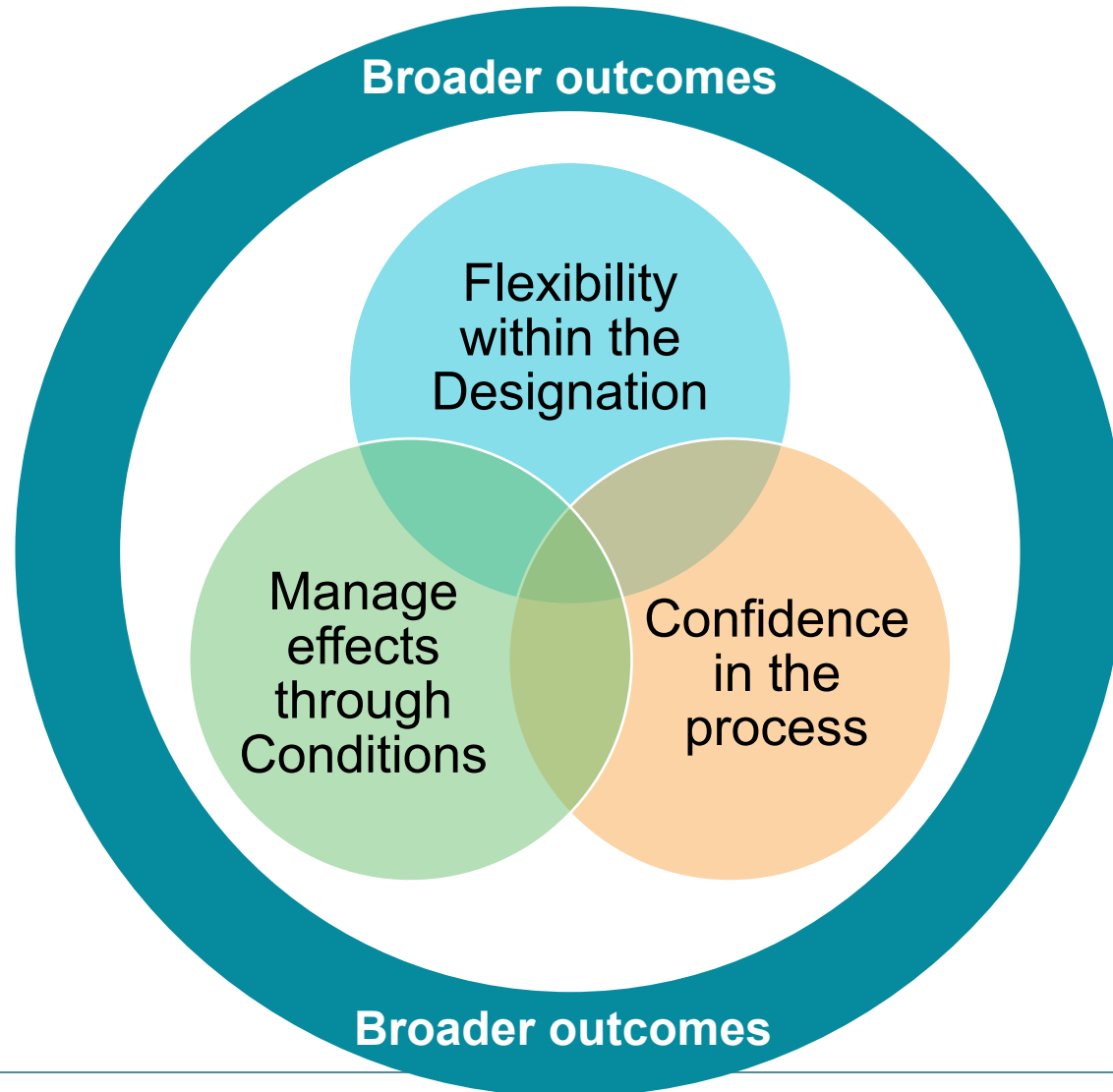
- Land use – transport integration
- Urban form that supports mode shift
- Integration of other infrastructure (water, schools etc)



ROUTE PROTECTION

- A planning process that enables **land to be protected** for future construction of necessary infrastructure such as transport

Key planks to future resilience



Right sizing corridor - “Design by Designation”

- Focus on engineering design elements that have a direct influence on the designation footprint, such as: geometric design, stormwater treatment/retention, embankment slope, and bridge design (skew angle and spans).
- Use of standard cross sections across all projects (agreed with owners at the outset). Amend where constrained.
- Consider impacts on properties:
 - Proximity to residential dwellings.
 - Land use – existing vs. likely future.
 - Access.
- Only amend design where there will be a subsequent effect or change in the designation boundary. No other design work is required at the NoR stage.



Integration with Development

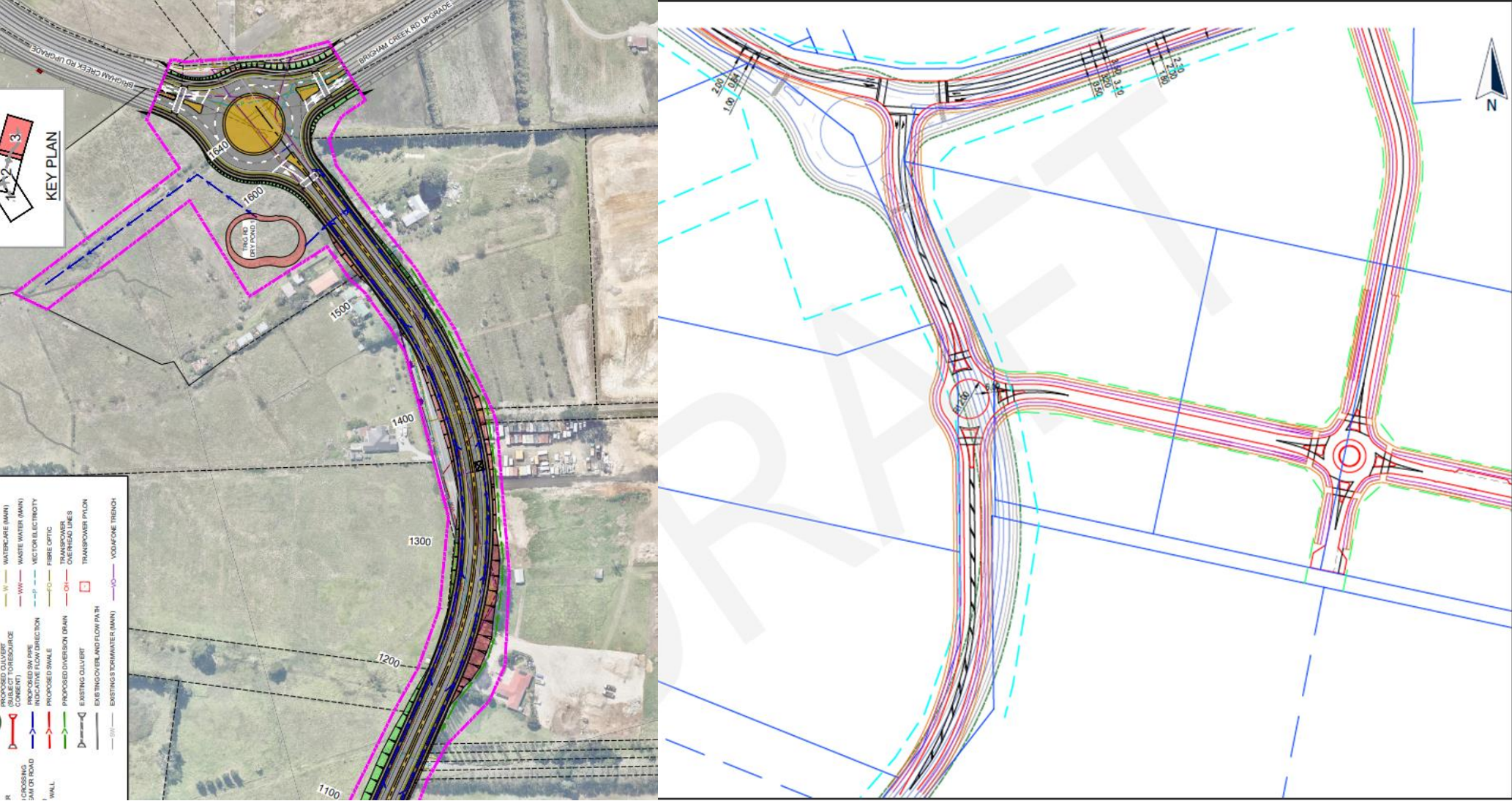
A Planning Approach to Engineering

Oyster Properties Development - Drury



Bridge future proofed
for 4-lanes

Trig Road, Neil Development



Drury acceleration

SGA Bremnar Road Arterial IFA - Delivered



SH1, Drury Interchange, Bremnar Bridge upgrades



SGA SH22 & Jesmond Road upgrade



SGA KiwiRail Drury West Station and access – under construction



Electrification of the North Island Main Trunk Line – delivered



SGA North South Arterial – under construction



OYSTER CAPITAL



SGA Waihoehoe Road & Great South Road Arterial upgrades



SGA Waihoehoe Road Arterial upgrades



SGA KiwiRail Drury Central Station – under construction



SH1 Off Ramp - Planned



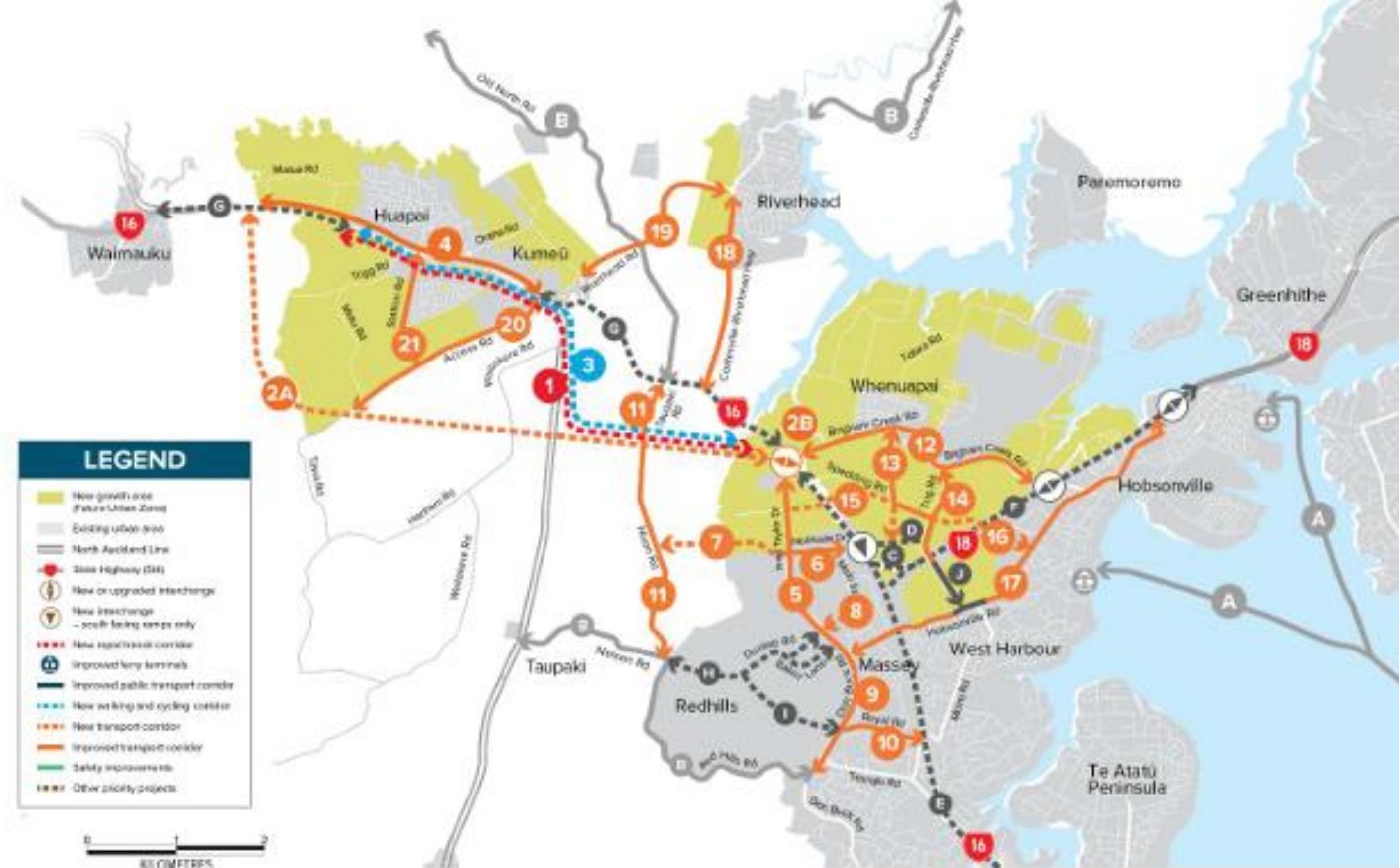
Maketu Road Arterial IFA - Delivered



Next steps

- 70 transport corridors over 350km have been route protected including:

- Rapid transit
- Rail and bus stations
- Arterials
- Frequent bus networks
- Active modes



- Projects will be prioritised via the Longterm Plan/RLTP process.
- Continue to investigate funding, financing and partnership opportunities.
- Ongoing communication with impacted landowners.

Thank you.

Alastair Lovell - Auckland Transport

Rob Mason - Beca