



# Auckland's Rapid Transit Pathway

Making progress in the face of change and uncertainty

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2026 Transportation Group conference

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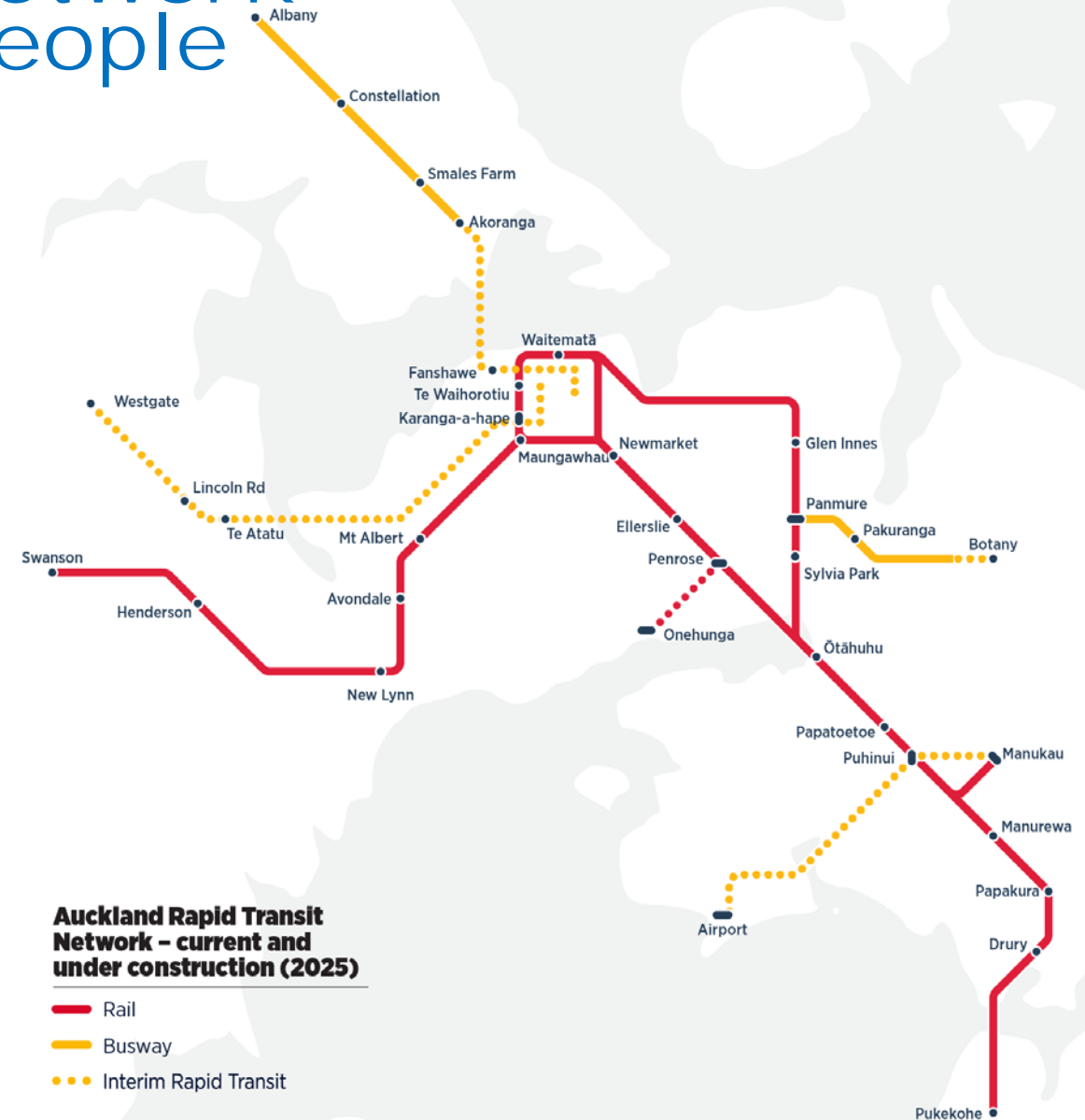
# Auckland's Rapid Transit Network carries a huge amount of people

Our current rapid transit network is made up of bus and railways, including some interim services.

In the last 12 months, we moved ~22 million people on this network.

These 8 services carry ~25 percent of all PT passengers

Failure to expand this network will have severe impacts on Auckland's economy and quality of life.



# Rapid Transit sits at the core of our public transport network

Good rapid transit networks have a few things in common. They are:

- **Frequent** – Turn up and go
- **Reliable** – Dedicated corridors, so people are not stuck in traffic
- **High capacity** – It moves many people using little space
- **Connected** – meaning it integrates with all the other modes and land use
- **Easy to use** – So people will want to use it!



Sydney Metro



Transperth suburban rail network



Auckland's Northern Busway

# It's about more than moving people

## Rapid transit builds successful cities

- It provides supercharged access to opportunities, making cities more prosperous
- Good rapid transit supports transit oriented developments: high density mixed land use that reduces the need for trips altogether
- Reducing reliance on car trips improves road safety, air and noise pollution, greenhouse gas emissions, and equitable access

We are laser-focused on Rapid Transit delivery to ensure Auckland's success



The planned mixed use 'Symphony centre' above Te Waihorotiu Station in Auckland City Centre



Mixed use development above Paramatta's transit hub

Auckland has a Rapid Transit  
Pathway to coordinate the  
expansion of this network





# Auckland's Regional Public Transport Plan 2023-2031

Variation Document  
June 2025



# Te Ara Whakawhiti Tere o Tāmaki Makaurau Auckland Rapid Transit Pathway

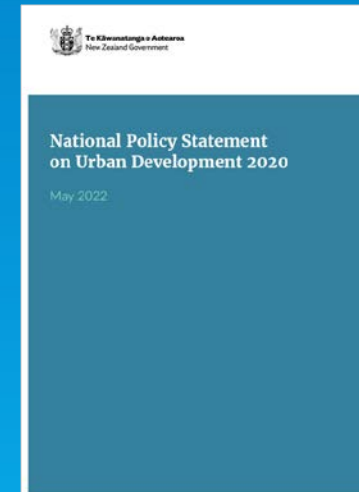
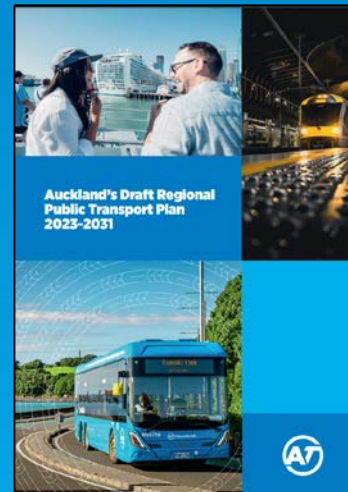
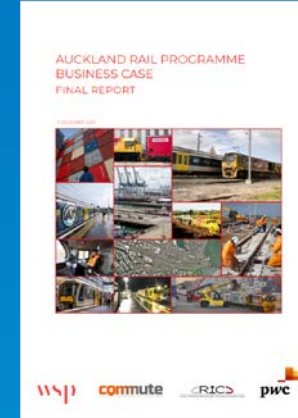
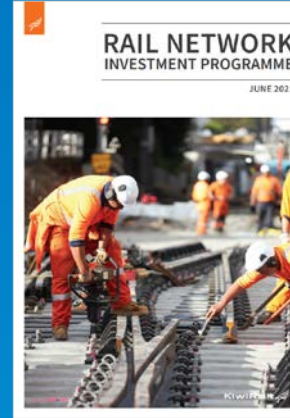
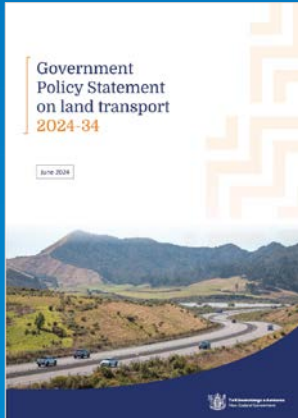
Version 2 | March 2025

ARTP (Long-Term Focus)  
Rapid Transit Network

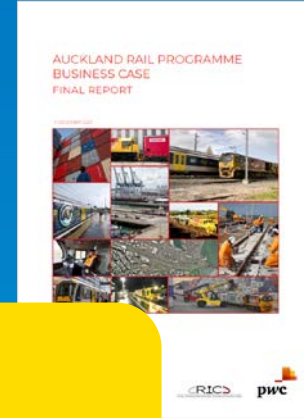
RPTP (10 Year Focus)  
All Public Transport Services



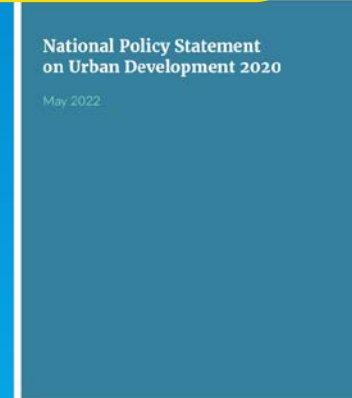
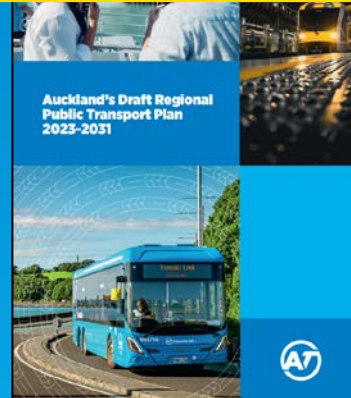
# Delivering Rapid Transit is challenging, expensive, and filled with uncertainty.



# We created the ARTP to connect the dots, and help us progress our long-term network



## Auckland Rapid Transit Pathway



So how do we make progress in  
the face of change and  
uncertainty?

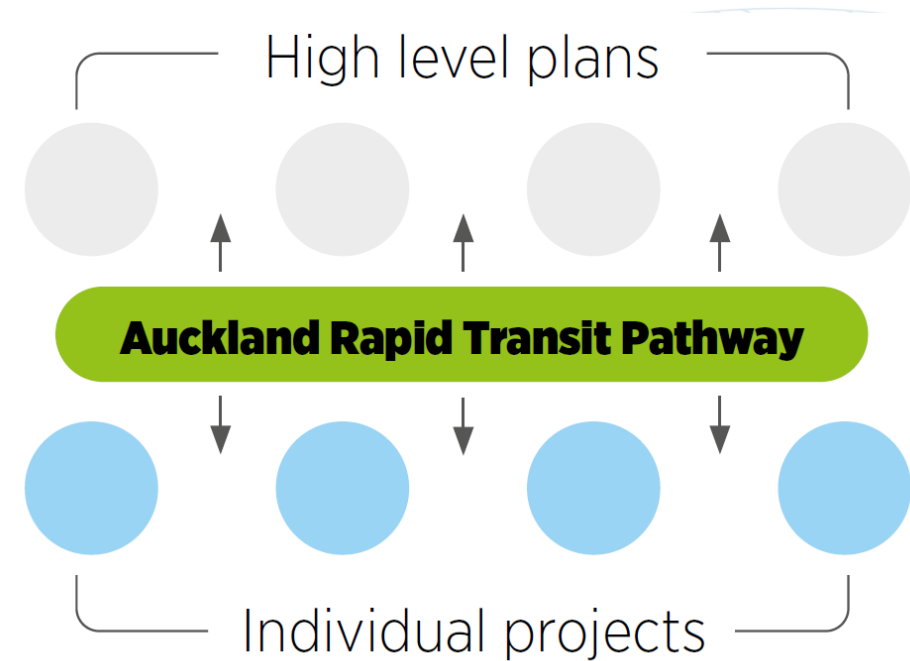


# Getting the right people on board

Finding common ground between the political and technical aspects required framing the document at a right altitude.

**The work represents a consolidated long-term view to ensure coordinated planning across all transport agencies.**

- Reduce the emphasis on specific projects, modes and corridors, and focus on the wider systems
- Consolidate existing approved work and decisions
- Conduit between high-level plans and the individual projects.
- Responsive to new plans and strategies, i.e. 30 year plan.



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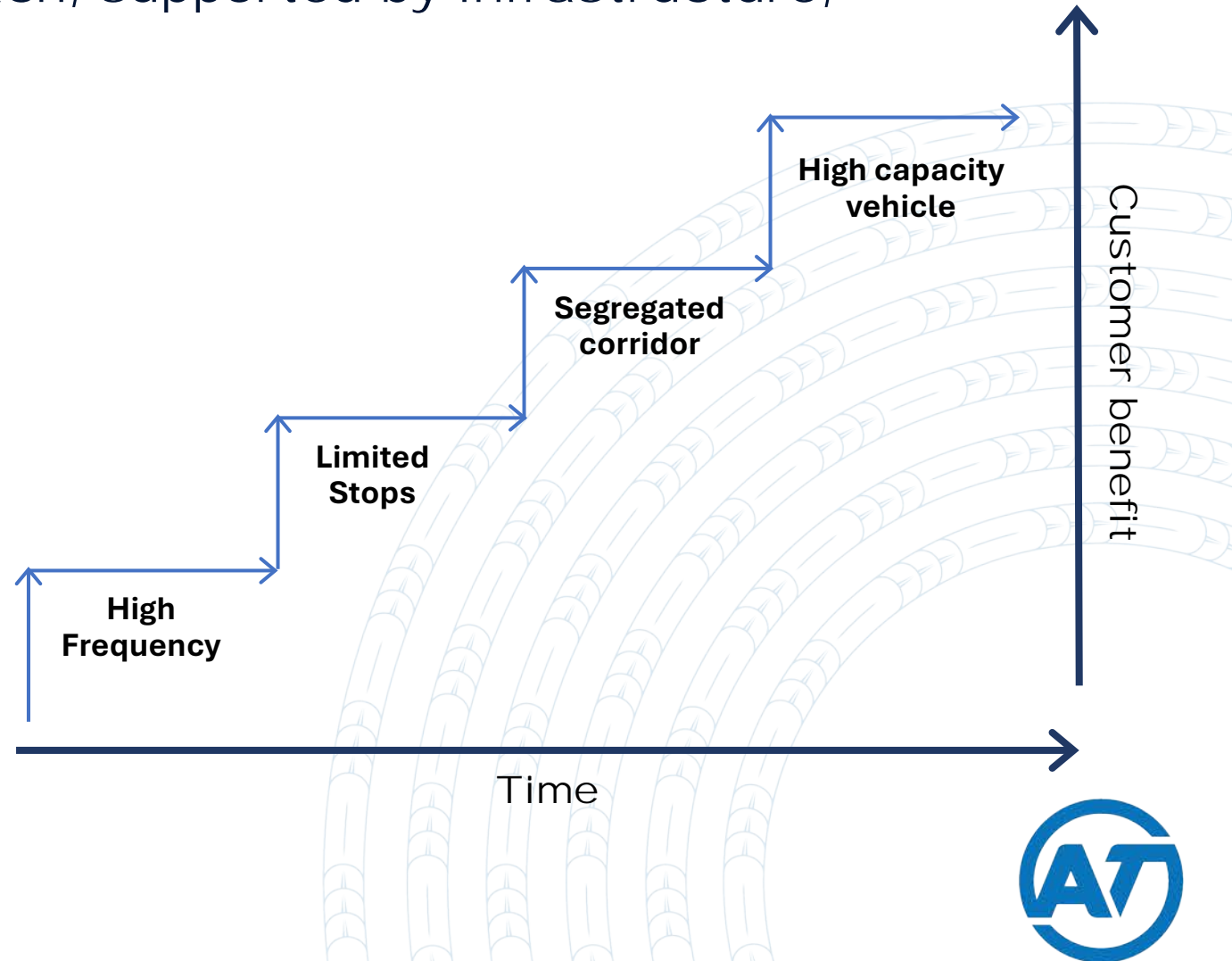
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# Delivering fast using the 'Staircase Method'

Using a 'service planning-led' approach, supported by infrastructure, to deliver benefits early.

- A previous focus on expensive mega-projects has contributed to an 'all or nothing' approach to RTN delivery.
- We have shifted our focus to a **service-led approach** that is supported by existing and new infrastructure.
- This allows us to incrementally build out a system that **delivers timely benefits and builds momentum** for further change.
- This helps build travel patterns and behaviours towards the long term network.



# Staying flexible

A previous version of the pathway struggled to get multi-agency buy-in due to specificity and affordability issues.

This update applies a flexible approach:

- **Uses phases, not decades**, indicating that delivery can be sped up or slowed down depending on funding and need.
- **Detail is focused on the near future (phase 1)**, where there is the highest need and certainty.
- **Not all decisions about later phases need to be made now.** Instead, during phase 1, agencies should do the necessary planning work to inform what comes next.
- **A focus on staged and interim delivery**, shifting the attention array from delivering to ‘complete corridors’ to delivery of the wider RTN system.



This approach helps us to deliver  
benefits for Aucklanders *now*



# Improvements all the time, everywhere

Big projects can take a long time, and we won't wait for these big improvements to come online.

In phase one of the plan, we are:

- Progressing corridors that are funded for delivery
- Continuing to improve the network that we have
- Improving station access and wayfinding
- Making interim improvements, like the recent WX1, to realise benefits for our customers *now*
- Undertaking planning on longer-term corridors, to create certainty and protect routes
- Bringing interim precursor services into our RPTP planning processes



# Our latest milestone

**2023: Launch of the interim Western Express service**

April 2025, we started running Electric double-deckers on the WX1

**2026: New station opens at Westgate**

2027: WX1 travel time and reliability improvements by making enhancements to shoulder lanes on SH16

2028: New station and Park and Ride open at Brigham Creek

2029/30: New station opens at Lincoln Road



# Questions?



# Thank you

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