

## Content Outline

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<b>Outcome: Belonging and Participation</b>				
<b>Direction 1</b>		<b>Direction 2</b>		
Foster an inclusive Auckland where everyone belongs		Improve health and well-being for all Aucklanders by reducing disparities in opportunities		
<b>Focus Area 1</b>	<b>Focus Area 2</b>	<b>Focus Area 3</b>	<b>Focus Area 4</b>	<b>Focus Area 5</b>
Create safe opportunities for people to meet, connect, participate in, and enjoy community and civic life	Provide, accessible services and social infrastructure that are responsive in meeting peoples' evolving needs	Support and work with communities to develop local leadership and the resilience to thrive in a changing world	Recognise, value and celebrate Aucklanders' differences as a strength	Focus investment to address disparities and serve communities of greatest need

All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential.

### **Outcome story**

Auckland is experiencing rapid growth and social change – and this will continue.

We have a diverse population in terms of:

- ethnicity and national origin
- culture, religion and lived experience
- socio-economic status
- gender and sexuality, including rainbow communities
- disability
- age
- rural or urban location.

This diversity brings with it many differences in values and lifestyles, demands for goods and services, and expectations of civic engagement and democracy.

To ensure positive life experiences for all Aucklanders, we need to be open to learning about and valuing differences, and to understand our shared and different histories.

This will lead to living together with greater acceptance, trust and mutual respect, and people working together to create a shared future.

Auckland will not be successful unless all Aucklanders feel they belong and can participate in society.

We can achieve this through in a number of ways:

### **Celebrate Auckland's Māori identity**

Te Tiriti o Waitangi / the Treaty of Waitangi is the foundation of a multi-cultural Auckland and recognises the special place of Māori.

Continuing to build on and celebrate Auckland's Māori identity recognises our history and underpins how we welcome people from diverse backgrounds and cultures.

Providing opportunities for mana whenua to develop and express Auckland's Māori identity and to share this with the people of Auckland promotes wider understanding and strengthens our sense of belonging.

As tangata whenua, Māori culture and history is an important part of what it means to belong in Auckland.



### Recognise social and cultural differences

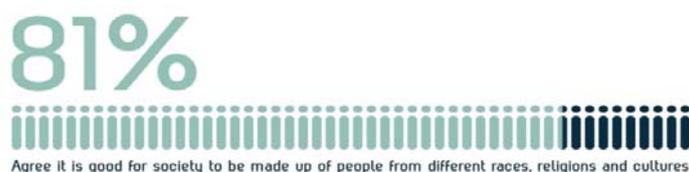
New Zealand has long-standing cultural, economic and political ties with South Pacific nations.

Auckland's Pasifika population, Pacific languages and cultural practices and customs also contribute to making Auckland distinctive, and many other population groups make valuable contributions to life in the region

It is important that people are supported to maintain their own cultural identities and are provided with opportunities for cultural expressions in all their forms. Auckland's identity continues to evolve.

Rapidly growing populations can strengthen social cohesion or undermine it, simply because of the pace of change.

Most New Zealanders (81 per cent) agree it is good for society to be made up of people from different races, religions, and cultures. The majority recognise that migrants make an important contribution to New Zealand's culture, society, and the economy.



Social and cultural differences can:

- pose challenges around understanding and social cohesion
- cause individuals or groups to feel isolated and excluded from participating in society mean some people are unable to achieve their aspirations, resulting in increasing economic disparity.

Participation in social and community activities and civic life can help Aucklanders recognise common interests and to belong in many different ways such as:

- families
- sport or arts
- interest or cultural groups
- events
- workplaces
- geographical communities
- faith groups.

### **Community building initiatives**

Festivals, Auckland-wide and local events, community programmes, and arts and cultural initiatives build local pride, develop and maintain community cohesion, retain cultural knowledge, attract visitors, and stimulate the economy.

These initiatives can provide opportunities for people from different social, ethnic, and cultural backgrounds to meet, connect, participate in, and enjoy community life.

However, to really foster social cohesion, we need to take steps to pro-actively foster relationships between different communities in Auckland.

### **Decision-making and leadership**

Local leadership and volunteering are ways people can be actively involved in their communities. It creates a sense of purpose and achievement and it also helps make communities resilient.

A society in which most people participate in civic and community life is one where people have a high degree of confidence in their governmental institutions.

This confidence partly comes from participation in decision-making and in democratic processes.

### **Summary**

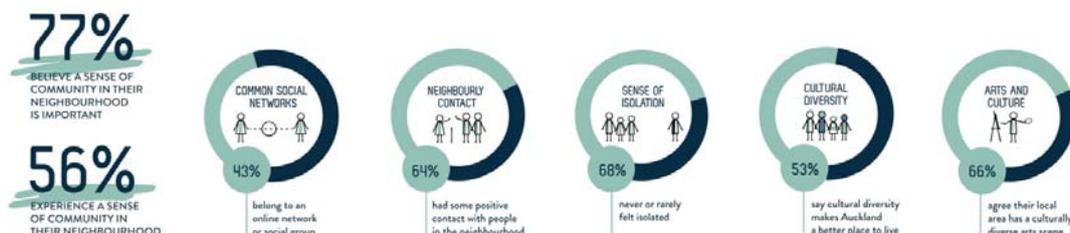
For Auckland to be a place where people continue to want to live and work, all of its people must have the opportunity to succeed.

This means we need to be on a path that will lead to everyone being able to belong and to participate in society.

It also means a path to equity where all people can share in Auckland's prosperity.

## Direction 1: Foster an Auckland where everyone belongs

Many Aucklanders already have a strong sense of belonging. Some, however, experience loneliness and isolation, which impacts on their self-esteem and well-being.



The sense of belonging is different for everyone.

Belonging can be tied to feelings of wellbeing, identity, and attachment to place.

It can be influenced by:

- how safe and secure people feel
- whether people have the opportunity or ability to participate in society
- whether people feel able to express themselves and play an active role in decisions that impact them.

It can also be influenced by how easily people can see themselves reflected in civic and community life, in positions of leadership, decision-making and in public spaces. **[insert spatial diagram: Levels of civic engagement]**

Auckland's significant population growth is an opportunity to increase a sense of belonging among existing Aucklanders and to foster it amongst newcomers.

It is not always easy for people to adjust to and welcome change. Sharing time and activities with other people builds trust, social connection, a sense of belonging, and attachment.

The more Aucklanders trust each other, the more connected, productive, and thriving they are likely to be.

The process of fostering inclusion, however, requires time and commitment. Building an inclusive Auckland is a collaborative endeavour, as it is not within the control of any one person, group or organisation.

Achieving a sense of belonging and supporting the ability to participate requires activity under all the outcomes in the Auckland Plan.

We can all help create a sense of belonging through our own actions.

### **How we track progress**

We will track progress against the following key measures:

- Sense of community – including contact with people, frequency of feeling isolated to understand people's sense of belonging
- Aucklanders' perceived safety– including safety in the home after dark, in the city centre during the day, walking alone in the neighbourhood after dark and in the city centre after dark.

## Direction 2: Improve health and well-being for all Aucklanders by reducing disparities in opportunities

Improving Aucklanders' health and wellbeing means people will be happier, healthier, and more able to participate in activities that they value.

A wide range of central and local government agencies, the private sector, and the community and voluntary sectors all play important roles in promoting well-being and reducing harm to achieve good quality of life outcomes.

Assessing the health and well-being implications of decisions and promoting public health improves Aucklanders' health and wellbeing and helps to achieve equitable health outcomes.

Being able to get around easily and achieve educational or employment goals contribute to a person's ability and motivation to participate in and enjoy community and civic life. [\[insert link: ATAP access map \(or other\)\]](#).

More equal access to opportunities and the ability to take advantage of them can have positive benefits relating to:

- health and life expectancy
- trust and social cohesion
- educational performance
- employment
- crime
- cultural and civic participation.

[\[insert link: Healthy Auckland Together, Auckland Council's Smokefree Policy\]](#)

To improve health and wellbeing, we must address inequity, exclusion and disadvantage experienced by individuals, whānau and communities.

This includes ensuring that children and young people are given the opportunity to reach their potential so that they do not experience disadvantage as adults.

We must also address structural discrimination by encouraging a more diverse range of people in positions of decision-making and influence.

Socio-economic disparity, low social mobility and entrenched inequalities exist across Auckland, often in distinct geographic patterns. [\[insert spatial diagram: Socio-economic disparity\]](#)

Socio-economic disparity and poor living standards have multiple effects, both at the individual and household level and on society and the economy in general. It's not just a matter of putting social systems in place. Individuals and communities need active support to ensure that they can make the most of the opportunities and have the skills and resources to make positive changes.

To improve the health and wellbeing of all Aucklanders, we must work together to remove barriers, eliminate discrimination and disadvantage and provide meaningful opportunities and choices for all.

## How we track progress

We will track progress against the following key measures:

- Aucklanders' perception of overall health – incorporating frequency of physical activity, levels of stress, and available support
- Aucklanders' sense of overall quality of life – incorporating health and wellbeing, relationships, financial wellbeing, factors relating to the local community and city, lifestyle factors, work related factors and housing
- Level of deprivation in Auckland – incorporating 28 measures across 8 domains, including
  - employment
  - income
  - home ownership
  - living space
  - family support
  - qualifications
  - access to a car
  - access to the internet at home.

## **Focus Area 1: Create safe opportunities for people to meet, connect, participate in, and enjoy community and civic life**

A well-connected society provides opportunities for positive experiences and enables access to community resources.

A key way to support this is to provide safe, shared places and spaces where social and cultural life can flourish.

The rise of online communities is also an important way for people to connect with each other and participate in issues important to them, but physical spaces for human contact remain important.

When people connect and interact they learn about other cultures, practices, languages and abilities. This leads to more trust and greater respect for differences. [\[link to graph: Perception of trust\]](#)

### **How this can be done**

Efforts to create community connectedness will focus on:

- providing sufficient safe, shared spaces and places that are flexible in how people can use them and that are easily accessible
- community initiatives and expression of local identity, character or historic or cultural heritage
- festivals and events, including events that are accessible and free, especially at a local level, that create opportunities to interact and learn about each other
- ways to better involve individuals, groups and communities, especially those generally under-represented and not often heard, in civic and democratic processes
- support activities which actively foster relationships between different communities.

## Focus Area 2: Provide accessible services and social infrastructure that are responsive in meeting Aucklanders' evolving needs

Varied and accessible services which support the needs of communities are essential in helping people to participate in society and create a sense of belonging. These services may include:

- pools
- parks
- marae
- hospitals
- schools
- employment and housing services.

Local and Auckland-wide facilities such as museums and art galleries, libraries, community centres, sports fields and playgrounds, and public places all play their part in helping people learn, socialise and connect with each other. They provide venues for recreation, arts, sports, and cultural events and community-led activities.

Not only do these social infrastructure and services provide opportunities for social interaction, many also encourage physical activity with its associated health and well-being benefits.

[insert link: One Voice]

[insert link: Healthy Auckland Together]

[insert link: Physical activity case study]

Others stimulate the mind and encourage learning. Local people and groups must be involved in planning and development to ensure services and facilities are responsive to local needs.

There are many barriers that prevent people from accessing services and facilities, such as affordability or social and cultural barriers.

Barriers to physical access (e.g. from transport difficulties, disability or frailty, or hours of operation) must be addressed through [insert link to universal design principles].

The under provision of services needs to be addressed, alongside investment in new development areas and in existing areas that have significant population growth.

We need to better utilise existing facilities and develop new flexible and multi-purpose facilities. [insert link: Community facilities network plan]

### How this can be done

Efforts to maximise the investment in social services and infrastructure will focus on:

- areas where there is current under-investment and areas where there is significant population growth and redevelopment
- creating quality public places
- ensuring our urban landscape has high amenity value as it forms part of people's social space
- being innovative in how we develop and deliver social services and facilities, ensuring they are flexible to allow for different uses during their lifetime
- recognising and meeting local needs.

### **Focus Area 3: Work with communities to develop local leadership and the resilience to thrive in a changing world**

A community can be a community of place, interest or identity. A community that is empowered is one that has the ability to influence decisions, take action and bring about change.

Many people increasingly expect to have a more active role in decision-making when decisions affect their well-being, their home, community or area of interest.

This involvement in decisions is an integral part of creating strong, sustainable and cohesive communities. Skills-based volunteering also plays a vital role in enabling participation in local action and decision making.

Local leadership requires a more locally-centric approach, increasing the range and quality of relationships and developing a better understanding of local aspirations and needs.

Organisations have a social responsibility and need to think differently about how they work at the local level and how current and future challenges for Auckland's communities can best be met.

Supporting people to work with and lead their own community can enable many positive results. Building strong relationships and a shared sense of purpose brings diverse communities together, builds a sense of belonging, and creates resilience. This means communities and individuals are more able to adapt as circumstances change.

Some Aucklanders are already effective at working in and shaping their own community. Others need assistance and support to increase their knowledge, skills and human and financial resources to act.

#### **How this can be done**

Efforts and investment to support local leadership and community resilience can:

- provide support to and share decision-making with local people and organisations so they can actively shape, influence, lead and be part of what happens in their communities and how it happens
- support a strong and well-networked community sector that delivers services to those in need, especially vulnerable communities and those experiencing significant change and growth.

## Focus Area 4: Recognise, value and celebrate our differences as a strength

Auckland is becoming increasingly diverse. Diversity is a resource and adopting a positive approach is the first step in realising its benefits. Acknowledging, respecting and embracing differences are part of treating diversity as strength.

As our population grows and changes, it is important that we continue to nurture and support our diverse community identities. We must also tap into the skills and talents of all our citizens and create the conditions for them to fully participate in society.

Increasing social and cultural differences pose both challenges and opportunities.

To be the Auckland that New Zealand needs it to be, it is essential that we support all our people to achieve their social, economic and cultural potential and fully capture the benefits of diversity. One such benefit is when new skills and talent help the economy to prosper.

All types of organisations have an important role to play in supporting diversity. People need to see themselves reflected in the organisations they come into contact with. In organisations, particularly at senior levels, diversity enhances creativity, innovation and financial performance.

Auckland is a gateway to New Zealand. There is more we can do to welcome and include new people from other places and cultures. Successful settlement involves empowering people to participate in the social, economic and political life of Auckland.

### How this can be done

Our rich diversity provides an opportunity to model a cohesive and inclusive society in which all groups can thrive. Ways by which we can achieve this are:

- actively building trust between communities by promoting interaction, inclusion and shared values
- providing opportunities for communities to express and celebrate their language and culture and share it with all Aucklanders
- supporting organisations that provide settlement services and programmes that assist with migrant settlement
- adapting governance structures, institutions and services to the needs of a diverse population.
- providing opportunities for our diverse communities to participate in decision-making
- supporting initiatives by organisations to better reflect our diversity
- proactively addressing discrimination and prejudice against minorities.

## Focus Area 5: Focus investment to address disparities and serve communities of greatest need

Growing socio-economic inequity in Auckland means that many people cannot achieve their potential.

As the population grows and successive generations of families experience inequity, the impact will be more visible and harder to change.

People-based initiatives put the needs of vulnerable individuals and families at the centre of decision-making and support those most at risk of poor outcomes.

Supporting all parts of our community to succeed will benefit individuals and families now and will produce wider socio-economic benefits across generations and for all of society.

When people feel disadvantaged in relation to other individuals or communities, it reduces social cohesion and affects the development of a sense of belonging, which in turn reduces the likelihood of community and civic participation.

[insert internal link to Auckland Libraries' homelessness programme case study]

The reasons for socio-economic inequity are many and they often have to be addressed at the same time to make any real, long-lasting impact.

For example, we may increase school attendance, but if children go to school hungry they are not likely to succeed, and if they do not have waterproof clothing they may be unwell and unable to go to school.

Housing availability and costs are major contributing factors to the rise of inequity in Auckland. [insert internal link to Homes and Places] Many people, particularly the elderly, young people, and people on low incomes are being priced out of their current community or cannot afford to hold on to their property. This can break social connections and support networks and add to the difficulty of finding employment or achieving educational success. This in turn limits the opportunities for social mobility and contributes to inter-generational disadvantage.

Place-based initiatives represent a targeted and integrated approach to addressing entrenched issue within a specific geographical area. Institutions and organisations can play their part in addressing disparities through place-based work such as The Southern Initiative. [insert link: Social and community innovation in South Auckland]

Others can make a significant impact through the redevelopment of housing or assistance for warm and dry homes. Integrated approaches in targeted locations can achieve transformational change for Auckland's communities.

### How this can be done

Focusing our efforts in communities of greatest need and areas where there are entrenched disparities in outcomes will create the greatest benefit to individuals, communities and Auckland as a whole.

Early action in areas of growth and significant change also provides the opportunity to focus activity on addressing disparities before they become embedded.

We will need to act in this way in achieving all the outcomes in the Auckland Plan.

We are focusing on achieving change, and that means doing more in areas and communities where change is most needed.

## Supporting information: Creating a community-led physical activity space in Grey Lynn



The Grey Lynn pump track is a great illustration of how local communities can lead the development of exciting new spaces for fun and exercise. The track encourages kids of all ages to be physically active and burn off energy while having fun and adventure with their friends.

What's now the pump track was previously a patch of grass in an inner city park. Then local residents, led by parents Scott Kuegler and Paul Wacker, formed the Grey Lynn Pump Track Association.

Once the initial concept was developed, the Association worked with a number of partners to turn the dream into reality. Sport Auckland was a very helpful partner. They played an important advocacy and influencing role and gave practical assistance in sourcing funds.

The Waitemata Local Board strongly supported the proposal. They saw how it could link to the local Greenways plan and how it fitted into their approach of working with the community. Other funders and partners were encouraged to join in, providing donations of materials and time that led to the track being built.

This has been a truly collaborative process, with the local community, Sport Auckland, Auckland Council and others coming together to provide a great, well-used asset for the community.

One parent thanked everyone for making this a reality as their children and friends absolutely love it."

## Outcome: Transport and Access

Direction 1 Create an integrated transport system for people, places, goods and services		Direction 2 Increase genuine travel choices			Direction 3 Maximise safety and environmental protection	
Focus Area 1	Focus Area 2	Focus Area 3	Focus Area 4	Focus Area 5	Focus Area 6	Focus Area 7
Make better use of existing transport networks, including a greater focus on influencing travel demand.	Target new transport investment to target the most significant challenges	Maximised the benefits from transport technology	Make walking, cycling and public transport preferred choices for many more Aucklanders	Better integrate land-use and transport decisions.	Move to a safe transport network, free from death and serious injury	Develop a sustainable and resilient transport system.

Aucklanders will be able to get to where they want to go, and will have choices about how they get around.

### Why transport and access is important

Good access and connecting to the things that matter most to people, like work, school, family and friends, are vital for us to lead successful and enjoyable lives.

To achieve this we need efficient ways for people, goods and services to move within and across Auckland, throughout New Zealand and across the world. This is what connectivity is about.

Access is about making sure that the way we go about our daily lives, such as going to work, seeing the doctor, visiting a library or going shopping, is easy to do, affordable and fit for purpose.

Access is also about making sure people of all ages and abilities, including people with reduced mobility, are able to get from one place to another easily and safely. This means applying universal design standards [[link to Universal Design Standards: http://www.aucklanddesignmanual.co.nz/design-thinking/universal\\_design](http://www.aucklanddesignmanual.co.nz/design-thinking/universal_design)] to all aspects of our transport infrastructure. [[link to NZ Disability Strategy: https://www.odi.govt.nz/nz-disability-strategy/](https://www.odi.govt.nz/nz-disability-strategy/)]

### Transport and Access in the past

Auckland's transport system is the key to delivering access and connectivity. While great improvements have been made over the past 20 years, historic under-investment, combined with rapid population growth, means we still face big challenges.

Auckland has developed into a relatively low-density city. At the same time, limited investment in walking, cycling and public transport meant private vehicles were the only viable option for almost all trips.

Auckland's continued strong growth, combined with a shift in the economy from dispersed manufacturing to concentrated service sector employment, means our car-focused transport system is under significant strain. There is now widespread recognition that making progress requires:

- additional investment

- rebalancing effort to other forms of mobility
- focusing more on changing our travel behaviour.

A big increase in transport investment over the last two decades has mostly completed the motorway network and started to develop a quality public transport system, based on rail and bus services, that makes it possible for people to avoid congestion. [\[insert link to Northern Busway\]](#) Over the last few years there has also been more investment in cycle ways. [\[insert link to case study: Cycling investment\]](#) .

In some areas there have been improvements for pedestrians as well, such as the Future Street Te Ara Mua project in Mangere, ranging from how traffic is managed, to better paving, lighting and safety.

However, the legacy of past decisions is still felt today. Many projects that were first planned decades ago, such as the City Rail Link [\[Link to CRL Website\]](#), are only now being built.

As a consequence, people living in large parts of Auckland still don't have affordable travel choices such as fast and frequent public transport, and Auckland's geography means there are major chokepoints and bottlenecks on main roads.

### **How we can improve access and connectivity**

To tackle these challenges, overall funding needs to be urgently increased. Changes are also required to more fairly and consistently source funds from central and local government and the private sector, as well as how to spread costs across transport users and non-users.

Relying on traditional funding sources (rates, fuel excise duty and road-user charges) is not enough to meet the needs of such a fast growing city. Improving Auckland's transport system requires a partnership between Auckland Council and central government. The Auckland Transport Alignment Project [\[Insert Link\]](#) developed a long-term strategic approach to address Auckland's transport challenges.

We can predict some changes to the transport system, but the further into the future we look, the more unknowns there are.

What we can confidently expect is that physical travel will be very different. The things we travel in or on may be very different, and the networks or infrastructure that supports this way of travelling may also be very different.

This change may be gradual, but is highly likely. The transport infrastructure we build must therefore be as adaptable to the future as is possible.

## Direction 1: Create an integrated transport system for people, places, goods, and services

Auckland's size and scale supports many economic, cultural, educational and recreational opportunities, and these will increase as Auckland grows.

These opportunities can only be realised if everyone can easily get to them when they need to.

To provide efficient and effective connectivity the entire transport system must be managed and developed as an integrated whole, across the different networks (arterial roads, light and heavy rail, motorways, local streets, ferries) and different modes (private vehicle, public transport, walking and cycling) [\[Link to strategic network map & text\]](#).

The system must also cater for the different places where people live and work, from high density urban centres to local suburbs and rural areas.

Making it easier and more affordable for people to get to work, school or training is particularly important for increasing economic productivity and everyone's prosperity.

It's more likely that the skills and preferences of potential employees can match an employer's needs when people live within a reasonable commuting time of a wide range of jobs. This boosts job satisfaction and business productivity and reduces the vulnerability of workers to long term unemployment in the event of employment change or job loss.

The efficient movement of goods and services is also essential to prosperity. The Ports of Auckland and Auckland Airport are New Zealand's main international gateways, so Auckland has a significant role in the distribution of freight within Auckland, to neighbouring regions as well as to the rest of New Zealand.

While major upgrades to State Highway 1 to the north and south of Auckland are planned or underway, these improvements may have to be complemented by future upgrades to the rail network to better connect the upper north island. [\[link to PDF on rail\]](#).

The vast bulk of freight and commercial travel in Auckland is by medium to small vehicles distributing goods to retailers or to homes, and by service workers such as plumbers or electricians. Travel delays and uncertainty about trip times create real and substantial costs to businesses. This increases costs for everyone.

An integrated approach will improve our ability to ensure consistent service provision, an effective network and affordable travel choices.

### How we track progress

We will track progress against the following key measures:

- Number of jobs accessible during morning peak (30 min by car/45 min by public transport).
- Per capita annual delay from congestion.

## Direction 2: Increase genuine travel choices

Many of us lack reliable, safe and affordable choices about how we travel, and we often depend on using private vehicles for most of our trips.

This is often a particular problem in more socio-economically deprived neighbourhoods and rural areas where people have fewer public transport options. Transport costs can therefore be a large and unaffordable part of the household budget, making their financial pressures worse.

Giving people more travel choices enables them to travel in a way that best suits their particular needs.

In addition, travel times are inherently long and unreliable in congested areas whether travelling by car or public transport. When public transport is separated from general traffic there is more certainty about how long a trip will take [[Link to Northern Busway](#)], giving people more reliable travel options.

As Auckland grows it is essential that more people travel by public transport, as well as walk and cycle over short and medium distances. This will result in less pressure on our roads and free up room for freight and commercial travel. More walking and cycling will also have significant health benefits through increased physical activity [[link to Healthy Auckland Together](#)].

We must also transform how we develop the transport network, so it's about people and places, not just transport infrastructure.

While our roads and streets are essential for getting around, they also make up a large part of our public space and play an important role in shaping Auckland's character and the way we live. Allocating space for vehicles, cyclists, pedestrians, and amenities such as street furniture and trees, is a challenge. This challenge will increase as our population grows.

We need to change the way we design, manage and operate our streets and transport networks.

Our streets are used for a number of purposes and therefore need to be attractive, suitable and enjoyable for residents and pedestrians.

At the same time it's important to acknowledge that moving a large number of vehicles in a short time is of greater importance on some routes than on others, meaning a good balance must be struck between transport and place functions.

Quality, people-oriented street design is fundamental to the quality of experiences people have in the city.

### How we track progress

We will track progress against the following key measures:

- Proportion of trips made by public transport, walking and cycling.
- Proportion of household expenditure on transport for low income households

### **Direction 3: Maximise safety and environmental protection**

Our transport system creates unacceptable levels of harm to people and the environment.

Major progress has been made in some areas, particularly through cleaner and safer vehicle technology, but much more needs to be done.

There has been a noticeable annual increase in traffic-related deaths and serious injuries since 2012. In taking new approaches to safety we should increasingly be guided by the 'Vision Zero' movement, which aims to eliminate transport-related deaths and serious injuries.

In addition, our approach to road safety needs to be in line with health and safety legislation, and the approaches taken in other sectors, and give people the highest level of protection against harm. For example, the safety of road crossings and railway level crossings are long standing problems.

Overall, we need to give safety a higher priority in our decision making than it has at the moment.

We must also do more to minimise the harmful environmental and health impacts of our transport system.

We need to reduce the use of fossil fuels and prevent harmful pollutants from entering our waterways.

Pollutants and particulate emissions from vehicles and road dust reduce air quality and harm people's health, particularly those who have more fragile respiratory systems or who live close to busy roads.

Focusing on the transport system is where Auckland can make the biggest difference in reducing greenhouse gas emissions and the effects of global climate change.

Petrol and diesel vehicles are the largest contributors to Auckland's emissions. Making substantial progress on reducing Auckland's greenhouse gas emissions from transport will require a major reduction in the use of fossil fuels.

Paved and sealed surfaces that form part of the transport system, including roads, streets and parking lots, also have negative environmental impacts. Copper, zinc and sediment runoff pollutes waterways.

Impermeable surfaces prevent rainwater recharging groundwater reserves, add to local flooding, increase the amount of water to be treated as stormwater, and contribute to urban heat island effects.

#### **How we track progress**

We will track progress against the following key measures:

- Number of deaths and serious injuries on Auckland's transport network
- Annual fuel consumption in Auckland
- Proportion of network with stormwater treatment

## Focus Area 1: Make better use of existing transport networks, including a greater focus on influencing travel demand

Adding new roads to Auckland's transport network or widening existing ones is increasingly expensive and difficult. While investment in new infrastructure is required, existing transport corridors will need to accommodate much of the increase in travel as Auckland's population grows.

Making the best use of our existing roads, rail, footpaths, cycle ways, ferries, ports and airports is therefore essential.

To ensure we can easily and quickly get to where we want to go, we need to change the demand we put on the transport system.

This means we need to balance our need to travel with the capacity of the transport system. It is likely there will always be some level of congestion at times of peak demand, however to limit the increase in congestion we need to encourage:

- use of public transport
- walking and cycling
- an increase in the number of people travelling in each vehicle
- taking non-essential trips outside peak times.

To truly make progress we need to move away from the current 'flat-rate' way of charging people to use the transport system – through fuel taxes, road user chargers etc.- to a system that varies the charge according to the time and location of each journey.

Before implementing this change, central government and Auckland Council will need to fully understand what effect this will have on people's travel costs so that issues of equity and affordability are understood and addressed.

### How this can be done

We will make better use of existing networks by:

- identifying key routes [\[insert link within the Auckland Plan\]](#) for the movement of people, goods and services around Auckland and ensuring they operate as efficiently as possible
- progressively shifting to smarter transport pricing to make more efficient use of existing roads
- continuing to improve the way Auckland's existing transport assets are maintained, and renewed, including better co-ordinating planned maintenance with improvements.

## Focus Area 2: Target new transport investment to the most significant challenges

While it's not possible to solely build our way out of our transport challenges, population growth means we need to continue to expand and upgrade our transport networks. An increase in funding from current levels is needed to address the challenges.

The very large scale of investment required across the whole network, means funding needs to be well targeted, strategic and effective.

Joint strategic planning and integrated priority setting are essential for deciding when and in what order Auckland should invest in new infrastructure.

Working together, regionally and nationally, will help to ensure that new investments deliver best value for money, focus on the most appropriate travel mode and are made at the right time and the right scale.

The future is uncertain, so it's important to trial small-scale interventions and test decisions against a variety of futures.

The Development Strategy [\[insert link\]](#) has detail on the order in which key transport investments will be needed to support development across Auckland.

### How this can be done

Investment in new infrastructure and services must:

- upgrade and expand Auckland's strategic road, rail and other public transport networks to ensure they operate effectively and efficiently as the population grows
- improve Auckland's inter-regional and international road, rail, port and airport connections [\[link to Port & Airport PDF\]](#) which are critical to New Zealand's economic and social success
- ensure the different parts of our transport network operate as an integrated whole
- move to a "scenarios-based" approach to planning and decision-making, where strategies and major investments are assessed against a range of potential futures
- address disparities in access to opportunities, particularly [\[insert link: Equitable access case study\]](#) where this exacerbates existing inequities of travel choice and cost.

### Focus Area 3: Maximise the benefits from transport technology

Transport technology is developing quickly and has the potential to help us with new and better travel options.

In the short-term, technology changes are likely to make real time travel information more readily available. This will help us plan our travel more easily, help avoid the worst impacts of congestion, and help authorities to deliver improved and real time solutions (for example, putting on more bus services in response to unexpected demand).

In the medium to longer-term, developing technologies like connected and autonomous vehicles, especially when combined with ride-sharing, have the potential to fundamentally reshape the way transport is provided and used and blur the boundaries between private and public transport.

These developments could create a number of benefits, including:

- increasing the number of vehicles that can travel on a road at the same time (particularly on motorways), lowering congestion and reducing the need for road widening
- reducing deaths and serious injuries from traffic incidents
- new travel choices for everyone, regardless of age and ability, and to parts of Auckland difficult to efficiently serve with traditional public transport (e.g. rural areas).

While rapid technological progress is anticipated, it's hard to know which developments will be successful or when we will be able to use them. Realising benefits from technology will require us to focus on trials, safety, enabling regulation and supporting infrastructure.

#### How this can be done

Efforts to maximise the benefits of transport technologies must:

- encourage innovation and support a 'fail fast' culture where a wide variety of new transport ideas can be tested, adapted, developed or discarded
- boost the use of big data and open data to improve travel information for Aucklanders, support better network management decisions, and provide more effective demand management tools
- encourage the uptake of new technologies such as more intelligent network management, connected and autonomous vehicles, and vehicle sharing.

## Focus Area 4: Make walking, cycling and public transport preferred choices for many more Aucklanders

More Aucklanders will walk, cycle and use public transport if it is efficient, reliable, safe, and attractive. Substantial progress has been made in recent years. However, many parts of Auckland - particularly outer suburban areas - still lack access to these options.

While most urban Aucklanders can use some form of public transport or could walk or cycle more, these options can be too slow, unreliable, infrequent or simply unsafe.

For many people in rural areas or locations a long distance from main centres, there is little or no public transport. The volume of traffic going to areas where most people want to go, such as the city centre, metropolitan centres and town centres, means these routes are the most crowded.

Increasing the use of public transport along the busiest routes will deliver the greatest benefits. [\[link to Development Strategy\]](#)

The safe cycling network is still in the early stages of its development. There has recently been a significant increase in investment [\[insert link to case study: Cycling investment\]](#) generating unprecedented growth in the number of cyclists where improvements have been made. It is essential that walking and cycling accounts for a greater share of short- and medium-distance trips as Auckland grows to reduce pressure on the road network and for their inherent health benefits. This will require sustained effort and investment.

### How this can be done

Efforts to make walking, cycling and public transport attractive travel choices must:

- implement initiatives such as dedicated bus lanes and cycle ways that enable faster, safer and more reliable travel, particularly where a lot of people live and work and along highly congested routes.
- design and manage streets in a way that prioritise walking, cycling and quality urban spaces, including speed management and safe crossing opportunities
- make public transport more widely available and reliable.
- Implementing the universal design approach [\[link to universal design tool: <http://universaldesigntool.co.nz/>\]](#) to make it easier for people of any age and ability to move around. It will not only improve walking and cycling networks, it will mean more people can more easily use public transport.

## Focus Area 5: Better integrate land-use and transport decisions

Transport infrastructure and services are important for enabling and supporting population and housing growth in new and existing urban areas, while the location of growth affects how well the transport system performs.

Stronger integration between transport and land-use decisions is required so that housing, business and employment growth take place in areas where there are travel options. This will help reduce some of the pressure Auckland's growth places on its transport system.

Integrating land-use and transport is also required at the street level. The planning and design of improvements must support quality, vibrant urban amenity and good living environments.

As Auckland grows, competition for limited street space will increase. Auckland Transport's Roads and Streets Framework [\[link to Roads and Streets Framework once finalised and published by Auckland Transport\]](#) outlines an approach to providing greater priority to pedestrians and place making on high amenity streets in town centres. It does this through:

- the reallocation of road space
- slower speeds
- safer intersections
- reduced crossing times.

[\[link to Transport Design Manual when finalised and published by Auckland Transport\]](#)

### How this can be done

Better integration of land use and transport to support quality urban living will include:

- prioritising transport investment that supports intensification in the existing urban area, supports growth in new urban areas and improves connections between these newly developing areas and the rest of Auckland
- encouraging housing and employment growth in areas with better transport connections. This will enable shorter commutes and reduce pressure on the transport system.
- designing and managing streets in a way that makes it easier for people to get around and enjoy the places in which they live and work, using good design to manage any trade-offs between vehicle movement and placemaking functions.

## Focus Area 6: Move to a safe transport network free from death and serious injury

There have been substantial reductions in road-related deaths and serious injury for most of the past 30 years, despite a growing population and an increase in total travel.

However in recent years, particularly since 2012, these trends have reversed, suggesting previous initiatives are no longer as effective.

To reduce deaths and serious injuries, a new approach to safety and solutions that make a real difference are needed.

While this may be challenging, the starting point must always be that any transport related deaths or serious injuries are unacceptable.

To achieve this will require the trade-off between safety and other transport outcomes to be weighted more heavily toward safety as we consider new investments and make decisions around infrastructure design.

### How this can be done

Efforts to achieve a safer transport network must:

- ensure that safety and accessibility for people of all ages or ability is central to the design of transport infrastructure [\[link to universal design\]](#)
- introduce appropriate speed limits in high-risk locations, particularly residential streets, rural roads and areas with high numbers of pedestrians and cyclists
- upgrade rural roads, especially where urbanisation is likely to result in increased demand.

## Focus Area 7: Develop a sustainable and resilient transport system

To make our transport system more sustainable it needs to:

- be more resilient in the face of increasing change
- minimise negative impacts on the environment.

Increasing the sustainability of our transport system will:

- improve Auckland's air quality
- reduce its vulnerability to future oil shocks
- reduce run-off from the road network into our waterways
- mitigate climate change.

[\[Insert link to the Low Carbon Auckland action plan\]](#)

Improving the resilience of our transport system in response to potential long or short-term disruption is also crucial. We face a number of potential challenges in this regard, including:

- the impacts of weather events
- long-term impacts of climate change
- disruptions arising from accidents, damage or incidents on the network
- fuel shocks
- impacts from new technologies. Decisions must also be made in a way that reduces the risk of investments being "caught out" by rapid change, whether arising from climatic conditions, technological developments or other forms of change.

### How this can be done

Efforts to develop a more resilient and environmentally responsible transport system must:

- improve fuel efficiency and reduce the use of fossil fuels
- improve travel options, particularly public transport, walking and cycling
- identify parts of the transport network where disruption would have significant and widespread impacts, and develop appropriate strategies to improve their resilience
- stop harmful pollutants from entering our waterways
- reduce the impact of non-permeable surfaces on runoff and the creation of urban heat islands.

## Supporting Information: Making Auckland more cycle friendly

Cycling is often not a safe or easy way to travel for many Aucklanders. Not many people use their bikes to travel to work, school, shopping or many other daily activities.

Getting more people to cycle by making it easier and safer will help:

- ease congestion by reducing the number of people in cars, trains and buses - especially for shorter trips in busier areas
- increase peoples' travel choices
- reduce the environmental impact of travel
- improve the health of people who cycle.

### What other cities are doing

Auckland has much to learn from other cities about how to dramatically increase the number of people cycling. In cities like Amsterdam and Copenhagen, up to a third of all travel is by bike, yet only 20-30 years ago these places had much lower levels of cycling. In younger cities, like Vancouver, Portland and Seattle, sustained effort into separated cycle routes, has increased the share of travel by bike five to ten fold.

### What Auckland is doing

Central government and Auckland Council invested around \$200 million in cycling between 2015 and 2018. [\[link to second graphic on next page\]](#) This investment took the first steps to developing complete cycle networks in and around the city centre and included improvements such as separated cycle lanes and painted arrows on quiet residential streets.

This approach:

- improves safety for people who already cycle as their main way of getting around.
- aims to get many more people to take up cycling.

The recent investment has added an additional 27 km of cycleways in central parts of Auckland and is already increasing the number of people cycling [\[link to graphic again\]](#)

### Focusing our efforts

While this recent investment has taken the first steps towards making cycling a safer and more attractive travel option, we need to maintain efforts to join up incomplete networks and extend this across more of Auckland. Efforts need to be targeted to the areas of greatest need and opportunity.

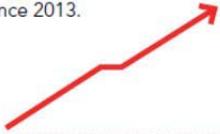
The following factors have influenced where efforts will be focused over the next decade as:

- short to medium average trip length
- high socio-economic deprivation
- concentrations of young people
- locations with poor transport choices
- high employment and education activity
- number of crashes.

The key target areas are shown below:

**248%**

Increase in cycle trips into the city via Upper Queen Street, since 2013.



**45,600**

New cyclists in 2016, enough to fill Mt Smart Stadium.



**BECAUSE WE'VE JUST BUILT 27KM OF NEW CYCLEWAYS:**



**27km** of new cycleways.

New connections in the cycle network has created a

**44%**

increase in people on bikes using the Northwestern Cycleway.

**39%**

of Aucklanders are positive about the state of cycling, compared with 22% in 2015.

## Supporting Information: Access and Connectivity in 2050 Auckland

It is 2050, Auckland's population is around 2.5 million people. The way people, goods and services move around Auckland are very different from what it was 30 years ago.. - The fast pace of technology development was the main factor shaping this change.

While information and communications technology have replaced some of our travel needs, the basic human desire to interact with other people means that more people are travelling around on a transport network that largely existed in 2018.

Sustained investment over the decades allowed us to broadly keep up with growth and provide much better travel choices. However, major gains in access and reducing congestion only happened through technological advances and a much more sophisticated approach to charging for using the transport network.

A much larger proportion of the vehicle fleet is now driverless, but the real impacts of technology have been in blurring the distinction between different ways of travelling, including:

- electric bikes
- driverless mini-buses
- mobility as a service
- taxi bots
- optically guided buses
- local air travel
- light-rail vehicles that carry over 500 people.

Aucklanders now have a wide range of travel options available to meet their needs.



As a wider variety of travel options emerged and investment into public transport and cycleways began to complete these networks, the share of travel by traditional private vehicles declined. A greater proportion of vehicles now move goods and services around, although driverless technology is leading to further major disruption for the transport and logistics industry.

The vehicle fleet is nearly fully electric, which contributes to the much-needed reduction in greenhouse gas emissions and to eliminating other harmful air pollutants.

Improvements in vehicle technology and a continuing commitment to road safety have also substantially reduced the road toll.

Despite these improvements, access challenges remain for Auckland in 2050. One ongoing challenge is about how we appropriately balance the allocation of street space between a greater number of residents, workers, travellers, and visitors.

Another relates to cyber-security and privacy concerns about a transport system that is ever more reliant on technology.

Finally, it has required ongoing effort to ensure all Aucklanders – not just people in more central urban areas – are able to benefit from these improvements.

## Supporting Information: Equitable transport access across Auckland

Auckland's growth is forecast to create major challenges in getting to and from work. For many people, work will be a long distance away from home, meaning a long commute.

Housing growth is likely to spread significantly into new greenfield areas on the periphery of urban Auckland. At the same time, changes in Auckland's economy means job growth is likely to cluster in major centres.

### What this means

This means that despite Auckland's projected overall population and employment growth over the next decade, many Aucklanders, especially in the south and the west, may need to travel further to reach their jobs.

This will put additional pressure on our transport networks and ultimately limit or reduce the number of jobs that can be reached within a reasonable commute time.

Improving access to employment is a key way of improving prosperity and lifting people out of poverty. So it is particularly concerning that the areas facing the greatest challenges in accessing employment are also some of the most economically deprived communities in Auckland.

### What we can do about it

To address this challenge we need to focus on both improving the transport system and shaping the way Auckland grows. This includes:

- encouraging much stronger business growth and employment opportunities around Albany, Westgate and Manukau, so that people have more options to work or study close to where they live
- encouraging substantial housing growth in inner areas and along main transport routes
- making better use of existing transport networks, which includes increasing the share of travel by walking, cycling and public transport
- targeting investment in new transport infrastructure to address access issues.

