

One Plan strategy

One Plan comes at an important time. There is a clear appetite among central government, local government, mana whenua, key stakeholders and the wider community for a single, all-encompassing regional plan that brings together existing strategies and investment. Achieving this in its entirety will require collaboration and committed action by many partner organisations over a number of years. Between July and September 2008, we will work on the final details of this first draft version with those partner organisations. The wider public has been consulted on many elements of One Plan previously, and will have the opportunity to comment further in mid-2009, through the councils Long Term Council Community Plan (LTCCP) feedback processes.

Key messages

This is a new approach for us all, but we are confident that with your continued support, innovation and enthusiasm, we will move rapidly to make things happen on the ground. Thank you to all who have been involved in the development of One Plan; for example, infrastructure providers and wider central government agencies such as Department of Labour, Housing New Zealand and Te Puni Kōkiri. We look forward to your continued interest.

Let's get on with it!  
Working together

Supporting organisations:

- Auckland Regional Council
- Auckland City Council
- Franklin District Council
- Manukau City Council
- North Shore City Council
- Papakura District Council
- Rodney District Council
- Waikare City Council
- Department of Internal Affairs
- Ministry of Economic Development
- Ministry of Social Development
- Ministry for the Environment
- Ministry of Transport
- Department of Prime Minister and Cabinet
- Mana Whenua (to be finalised soon)
- Environment Waikato
- Northland Regional Council

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# One Plan — vitatilis

One Plan is a single strategic framework and plan of action for the Auckland region.

In the short term, it is about delivering better on existing decisions and commitments and setting a clear direction for how the region plans to achieve its aspirations for sustainable development.

Longer-term, it is about making and implementing better decisions. Those decisions will be guided by the Auckland Sustainability Framework's vision of a resilient region that can adapt to change.

The Auckland Sustainability Framework and other existing strategies which have shaped One Plan have given rise to the following three objectives and seven programmes of action.

## Three objectives

1 Implement seven programmes of action to drive the region forward in the short term.

2 Develop an infrastructure plan (by August 2009), based on an inventory of currently identified priorities.

3 Identify other priority areas that address important challenges and opportunities for inclusion in future versions of One Plan.

## Seven Programmes of Action

The seven programmes of action will contribute to the goals and shifts described in the Auckland Sustainability Framework, support central government policy platforms to make a significant difference, be transformational and be both regionally and nationally significant in scale and impact.

To be included in this first version of One Plan the programmes must also pass the following tests:

- achievability,
- timeliness and,
- leverage opportunity.

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# ... and why we are doing it

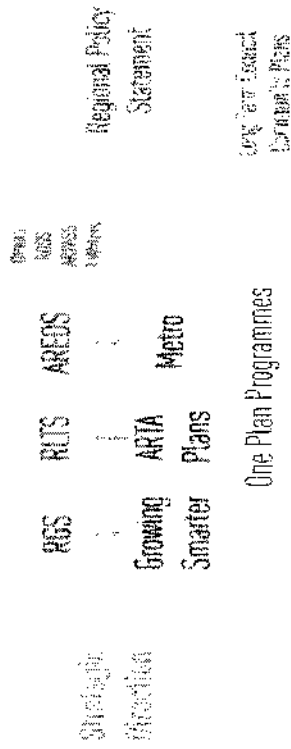
## The ambition of One Plan is to

- ensure a sustainability focus to decision making by implementing the Auckland Sustainability Framework;
- shift from a business as usual approach;
- increase the certainty and speed of action;
- implement selected significant projects and programmes and maximise the leverage off them;
- align, integrate and prioritise strategic decisions; and
- assist in developing existing central government strategy focussed on Auckland.

By pursuing these objectives, here and in future versions of One Plan, we will refocus our regional priorities on the significant economic, environmental, social and cultural challenges that lie ahead. In the next section we look at the regional context for One Plan.

## Vision and Long Term Goals

### Auckland Sustainability Framework



## Action Planning and Delivery

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## Existing regional strategies

<p>One Plan has been built on, and will develop further, the series of strategies that already shape our region:</p> <p><i>Auckland Regional Growth Strategy</i> (1994)</p> <p>This strategy focuses the region's future development on compact, integrated communities within the metropolitan areas, linked by passenger transport. Underlying principles of the RGS are:</p> <ul style="list-style-type: none"> <li>Intensified development in parts of the city where public transport and other services can be provided more easily.</li> <li>Preservation of other areas so that they can develop in ways that retain their character and values.</li> <li>Development of identified areas outside the current city limits that will accommodate future growth.</li> </ul>	<p>A recent review of progress (<i>Growing Smarter</i>, 2007) showed an urgent need to move faster and more effectively to implement the RGS. One Plan reflects this need for progress through the Infrastructure Plan, the seven programmes of action and in the outline of future One Plan directions.</p> <p><i>One Plan (2009)</i></p> <p>This strategy details the way forward for the region's transport system for the next ten years. It is driven by a vision of a transport system which enhances the Auckland region as a great place to live, work and play.</p> <p>it outlines what's needed to achieve an integrated, safe, responsive and sustainable land transport system that can cope with the demands of many more people. It does this by setting regional objectives that are realised in the Auckland Transport Plan</p>	<p>One Plan reflects this strategy in its collaborative approach to prioritisation and decision-making, and in the proposal for an infrastructure plan in which transport is integrated with other infrastructure. To respond to more short-term challenges, this version of One Plan also includes two major transport programmes of action.</p> <p><i>One Plan (2009)</i></p> <p>This strategy aims to transform the regional economy through sustainable economic development. It is being implemented through the Metro Action Plan 2006 which focuses on three areas critical to the region's economic transformation: urban development and infrastructure, Auckland as a destination, and skills and innovation. One Plan is reflected in the seven programmes of action, the infrastructure plan and future priorities.</p>
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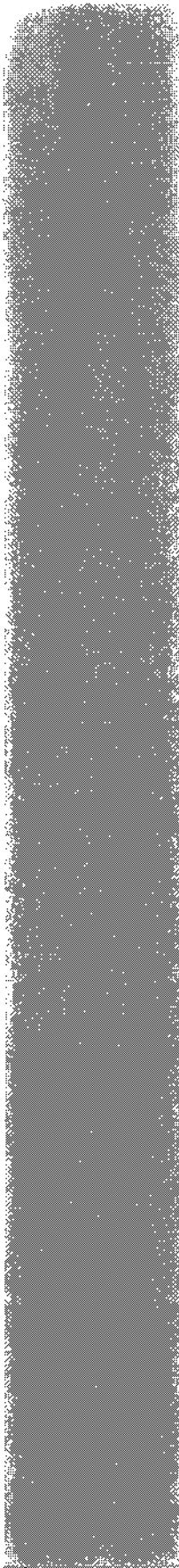
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## Seven programmes of action

<p>1 Improving public transport</p>	<p>A world-class public transport system will help reduce the adverse effects of high car ownership/ use, lessen the impact on residents of high world fuel prices, and provide an attractive choice for travel across the region, in both rural and urban areas. More people will enjoy the benefits of living in high-amenity, accessible urban centres where they can bus, train, cycle or walk to work, shops, education and recreational activities.</p>	<p>2 Completing the motorway</p>	<p>The focus of this programme is to enhance access within and throughout the region. It will make it easier for people and freight to move to and between centres along the Western Ring Route and beyond, and ensure that this movement supports regional growth and transport strategies.</p>	<p>4 Destination Auckland</p>	<p>This programme aims to develop the region as a global destination and major events location. It supports work already planned or underway to ensure that in preparing for and hosting the Rugby World Cup 2011 (RWC) the region captures the full potential of the event. The aim is to create an ongoing legacy across economic, social, cultural and environmental components to equip the Auckland region as a global tourism and events destination.</p>
<p>This programme will leverage off private sector investment to accelerate delivery of high speed open broadband access, thereby invigorating business and enriching people's lives throughout the region.</p>	<p>3 Digital Auckland</p>	<p>This programme will leverage off private sector investment to accelerate delivery of high speed open broadband access, thereby invigorating business and enriching people's lives throughout the region.</p>			

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5 CBD/Waterfront

This programme is about creating a world-class CBD/Waterfront worthy of the Auckland region. The programme will celebrate the region's culture, environment and heritage, and in doing so attract opportunities for investment, business and innovation.

6 Building communities

This programme focuses on improving wellbeing for communities of need where people are supported to realise their full potential. It aims to transform these communities into strong, fair and sustainable neighbourhoods with good access to education, employment, affordable healthy housing, and public transport.

7 Growing through skills

This programme focuses on expanding and improving the regional skill base to drive productivity growth, increase wealth, enhance social equity and provide meaningful, sustainable employment across the region.

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# Improving public transport

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## Regional Rail Network

The Auckland Urban Rail Network is planned to be electrified, subject to the passage of funding legislation for a regional fuel tax, and diesel-powered trains operating between Swanson, the Central Business District and Papakura (including the proposed new Manukau Rail Link and Onehunga branch line) replaced. As well as providing increased connectivity, this initiative will support the further development of

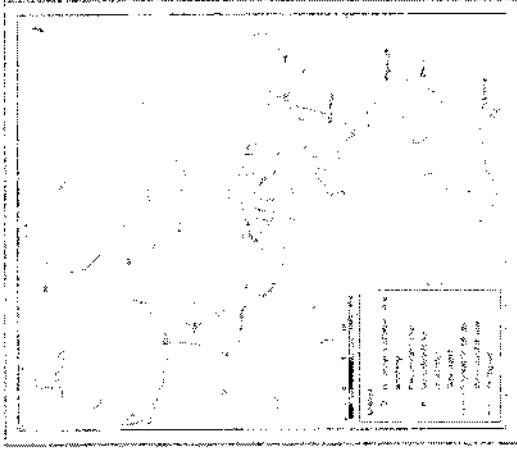
public transport networks and is key for other significant projects to proceed, including the proposed CBD rail loop.

## Connections Initiatives

A major upgrade of the existing rail network, including double-tracking of the western line, a new connection to Manukau, the reopening of the Onehunga line, and new stations at Newmarket and New Lynn, is already underway as part of the Developing Auckland's Rail

## Transport Network project.

Integrating land use activities with a revitalised rail network will maximise the benefits for surrounding communities. An electrified public transport network supports the Regional Growth Strategy as well as the Auckland Sustainability Framework and will reinforce the rejuvenation of town centres along the rail network. Responses are underway to maximise use of this



investment, including new greenfield development in Takanini and regeneration in New Lynn, Henderson and Manukau. Infrastructure and services will be developed to provide a faster, more reliable and convenient public transport system. Improvements will be made to existing rail, bus and ferry networks including through the use of integrated fares and ticketing.

## Funding and timelines

Project	Start	End	Funding Source
1	2018	2020	Government
2	2019	2021	Government
3	2020	2022	Government
4	2021	2023	Government
5	2022	2024	Government
6	2023	2025	Government
7	2024	2026	Government
8	2025	2027	Government
9	2026	2028	Government
10	2027	2029	Government
11	2028	2030	Government
12	2029	2031	Government
13	2030	2032	Government
14	2031	2033	Government
15	2032	2034	Government
16	2033	2035	Government
17	2034	2036	Government
18	2035	2037	Government
19	2036	2038	Government
20	2037	2039	Government
21	2038	2040	Government
22	2039	2041	Government
23	2040	2042	Government
24	2041	2043	Government
25	2042	2044	Government
26	2043	2045	Government
27	2044	2046	Government
28	2045	2047	Government
29	2046	2048	Government
30	2047	2049	Government
31	2048	2050	Government

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Funding provided by:  
Auckland Regional Council/Auckland Regional Transport Authority, ONTRACK, Toll Rail Ltd, Ministry of Transport, Waitakere City Council, Auckland City Council, Papakura District Council, North Shore City Council and Manukau City Council.

## Examples of Improving Public Transport in action — New Lynn ...

### New Lynn exemplar

New Lynn has been identified by Waitakere City Council and the Auckland Regional Council as a major urban growth node and Transit Oriented Development; the second in Auckland after Britomart. To further its development Waitakere is making changes to the District Plan and developed a strategic framework for the regeneration of the town centre, as a residential and employment node.

Within one kilometre of the new rail and bus interchange New Lynn currently has a local population of approximately 2,300 people and 6,000 employees but is projected to accommodate up to 20,000 residents and 12,000 employees by 2021. Achieving the new vision for New Lynn's town centre is dependent on the following most critical interventions:

- Development of an integrated multi-modal transport interchange,
- Rail line separation from roading network, within a trench
- Clark St bypass and bridge,
- Regeneration of the historic merchant quarter between Gt. North Rd, Totara Ave and Memorial Drive,
- Creation of an integrated mix of retail, commercial and intensified residential land uses,
- Public parking buildings,
- Main street upgrades,
- Provision of public open space and civic spaces and
- Helana St extension.

The implementation of the vision for New Lynn is already underway and has involved extensive multi-party commitment and investment of approximately quarter of a billion dollars.

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