

Future Connect

Summary Report

March 2021



Our new approach to integrated network planning

Aucklanders travel around the region in increasingly diverse ways. They walk, cycle, scoot, take public transport, drive their cars, or move around goods in trucks. This means our road space is in demand, and a lot could be happening in a limited space.

With Auckland expected to grow by another 260,000 people over the next decade, this situation will become even more complicated in the future.

We therefore need to ensure that all travel choices are available and work together, so people can make safe and easy journeys; no matter how they choose to travel.

Future Connect is Auckland Transport's network plan to make this happen. Developed in partnership with Auckland Council and Waka Kotahi NZ Transport Agency, it provides strategic direction for how we plan, fund, deliver and operate our network.

What is the purpose of Future Connect?

Future Connect is a 10-year system planning tool (building towards a 30-year outlook) for Auckland's transport network. It brings all travel choices, called transport modes, together into an integrated system. Planning for all

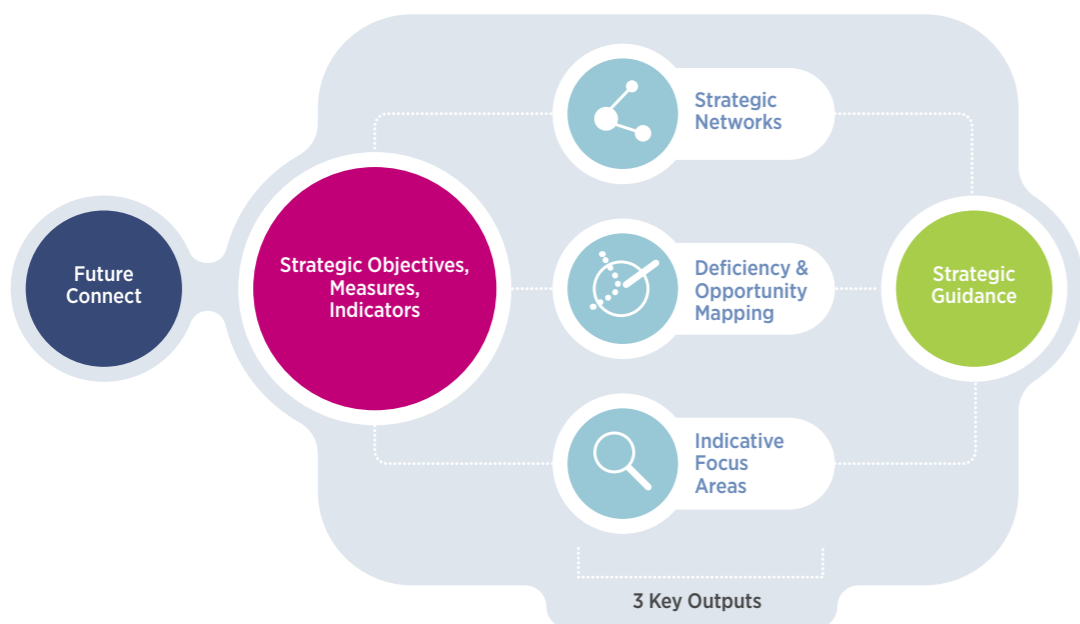
modes allows us to make better use of existing infrastructure, plan integrated solutions and ensure we take a 'dig-once' approach.

What does Future Connect include?

Future Connect maps the most important links for all transport modes: our Strategic Networks. These are the network links that are essential to the movement of people, goods and services in the region. The Strategic Networks include two time periods (Current and First Decade) and provide a core planning reference for everyone working to improve Auckland's transport network.

Future Connect uses a data-driven approach to identify deficiencies and opportunities expected on our Strategic Networks in the next decade. The most critical locations, where multiple deficiencies and opportunities overlap, have become our Indicative Focus Areas. These are the highest priority areas for further investigation as future projects.

These key outputs provide strategic guidance for the development of the Regional Land Transport Plan (RLTP), and form a shared evidence base for programmes and projects developed and delivered by Auckland Transport, our partners and stakeholders.



The three key outputs can be accessed through the **Future Connect Mapping Portal**.

For more information visit: **[AT.govt.nz/futureconnect](https://at.govt.nz/futureconnect)**

Auckland's integrated transport plan

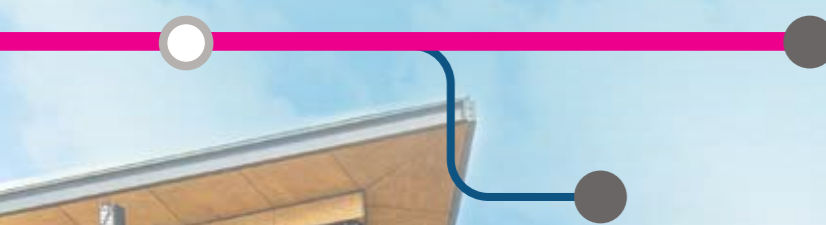
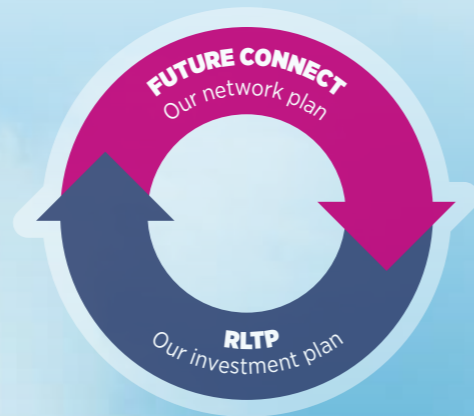
Future Connect and the RLTP guide each other and work together as one plan.

Future Connect is the network plan, which provides the vision for Auckland's future integrated transport network. It identifies the system needs through the deficiency and opportunity analysis. The RLTP is our 10-year

investment plan. It takes the system needs surfaced by Future Connect, and seeks to address those issues where funding allows.

Future Connect does not prioritise projects or allocate funding. This is the role of the RLTP. Future Connect also does not propose solutions.

These will be identified through investigations. Future Connect informs and supports these planning and investment decisions, and provides evidence to support those decisions.



Where does Future Connect fit in?

Strategic alignment

Future Connect builds on and adds more detail to the Auckland Plan and the Auckland Transport Alignment Project (ATAP).

The Auckland Plan is the Auckland Council document that provides the united vision for Auckland. It seeks integrated outcomes for the region over the long term, including strategic directions for transport. These directions guide Future Connect, including the Strategic Objectives, which have been designed to align with the Auckland Plan.

ATAP is an agreement between Auckland Council and Central Government about the transport priorities for Auckland. In this document, different investment solutions have been assessed to address Auckland's transport problems. The RLTP outlines and expands on the preferred

ATAP package, which will be the agreed investment programme for transport in Auckland over the next 10 years.

AT's plans and strategies

AT is responsible for the planning, integration, funding, delivery, and operation of the transport system for the Auckland Region. Multiple plans and strategies are in place to manage these processes. Future Connect works hand in hand with a number of these plans and strategies, most notably the Roads and Streets Framework (RSF) and Network Operating Plan (NOP).

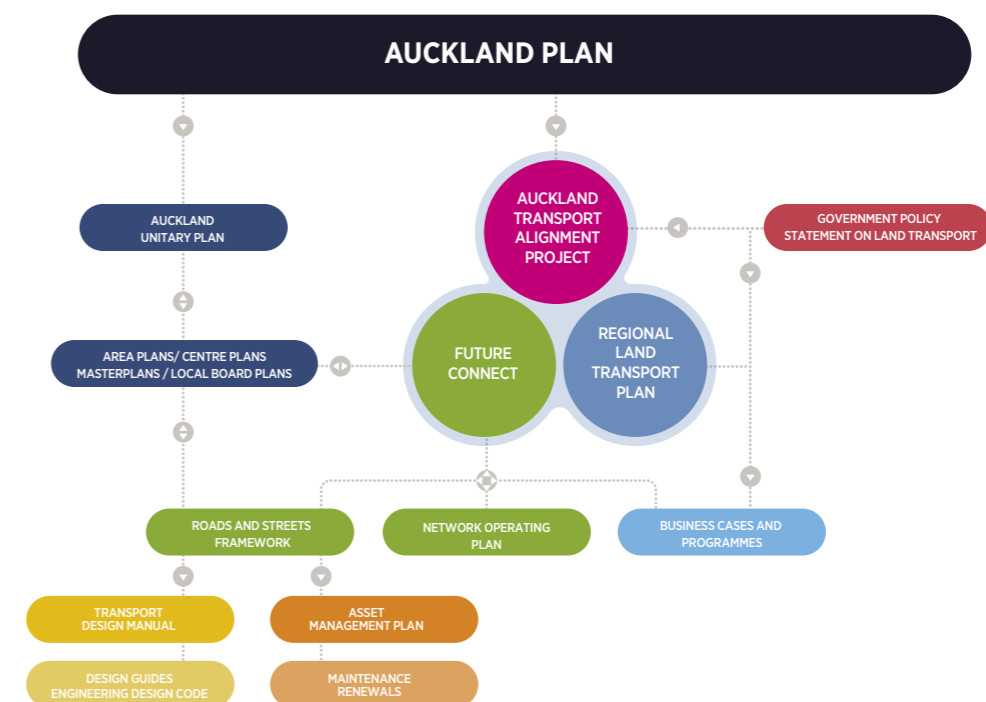
Future Connect and the RASF are AT's two system planning tools. Both of these tools guide each other. The RASF provides bottom-up guidance for the development of individual roads and streets. It also ensures the importance of place is incorporated into

Future Connect's Strategic Network planning.

Future Connect follows a top-down approach for the full transport network. The Strategic Networks are also applied when setting modal priorities for a road or street during a RASF assessment.

The NOP is our plan for operating the network at different times of day for different transport modes. It builds on Future Connect and the RASF by using Future Connect's Current Strategic Networks and RASF modal priorities as key inputs. By doing so, the NOP ensures strategy guides how we operate the network today, and short-term optimisation projects.

For more information about AT's plans and strategies, please visit AT.govt.nz.



Strategic Objectives

Future Connect developed five Strategic Objectives, that are now part of Auckland Transport's business objectives.

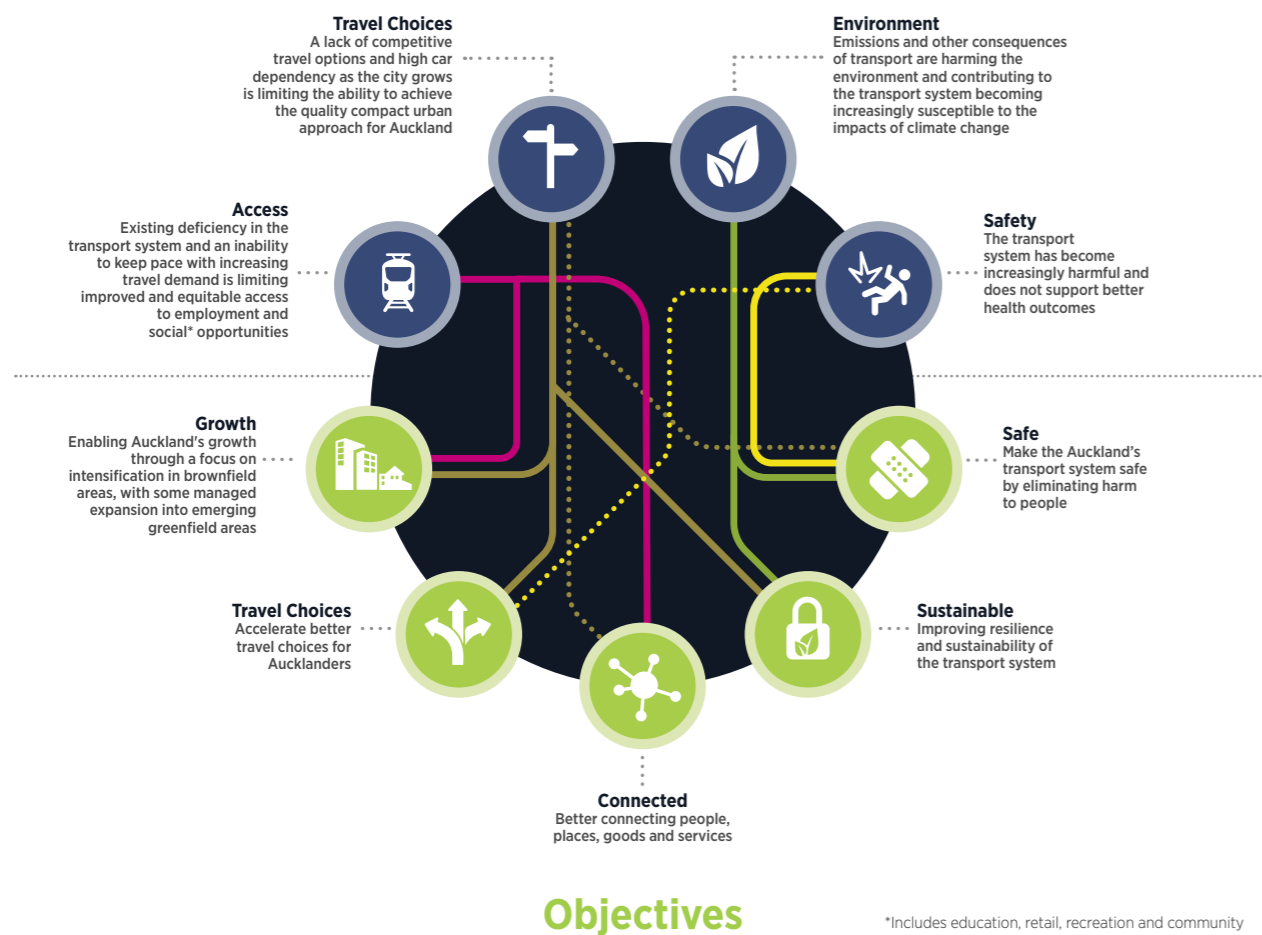
The ATAP and RLTP objectives align with Future Connect's objectives, which are also

consistent with the Auckland Plan and Government Policy Statement on Land Transport. Problem Statements associated with these objectives have guided the identification of deficiencies and opportunities on the Strategic Networks. These objectives,

and the associated problem statements, don't just underpin Future Connect.

Every project and programme AT works on will build on the foundation set out by these objectives.

Problem statements



Dealing with an uncertain future

Future Connect is a living plan, and will be continuously updated to adapt and cope with a changing transport landscape. The recent COVID-19 pandemic, increasing threat of climate change, technology advances, and the rapid emergence of new travel choices and behaviours, requires us to be agile in the way that we plan for the future.

Who is it for and how will it affect me?

Future Connect is a core planning resource for people working on, or interested in, Auckland's transport network. Future Connect will be used extensively within AT, but the Mapping Portal and supporting documentation is also available to the public.

Its use is encouraged for all those involved in the development of Auckland, including the wider Auckland Council family, Central Government agencies, private developers, and industry.

Future Connect will not affect Aucklanders immediately, as it is a tool to guide planning and investment. It sets a long-term vision for Auckland's integrated transport system. However, no new projects are proposed as part of Future Connect.

The plan is owned by the Integrated Network Planning Team (Auckland Transport), and will be updated on an ongoing basis.

More Information about Future Connect, including access to the Mapping Portal, can be found at [AT.govt.nz/FutureConnect](https://at.govt.nz/FutureConnect)

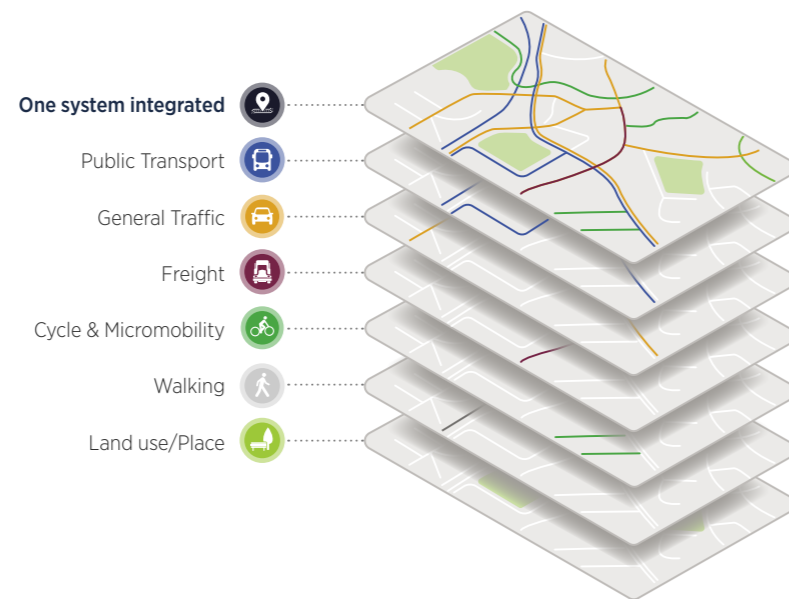


Auckland's Strategic Networks



All modes have a role to play in the movement of people, goods and services around Auckland. In order to unlock their full potential, it is essential that each modal network does not just work on its own, but is integrated with the other networks to develop a coherent system.

Future Connect is the tool that allows us to plan that system. It identifies the most important links for each mode. We call these our Strategic Networks.



The Strategic Networks are:

- The **most critical links** for movement of people, goods and services, to be managed as part of an integrated multi-modal network
- Key connections with **important regional activity** and a **high volume of users** linking sub regions and key centres with other parts of New Zealand
- The **backbone** of the transport system, providing safe, efficient and reliable movement of people, goods and services across the region
- Providing easy **whole-of-trip** journeys for customers.

The Strategic Networks are reinforced by the remainder of the transport network (the Supporting Networks).

The Strategic Networks guide interventions, but do not always indicate dedicated infrastructure. If required, dedicated infrastructure is developed using principles set out by the Transport Design Manual (TDM).

Development of the networks

The Strategic Networks were developed by bringing together various mode-specific network plans. Each of these modal networks has a different set of hierarchy levels to indicate the importance of each link.

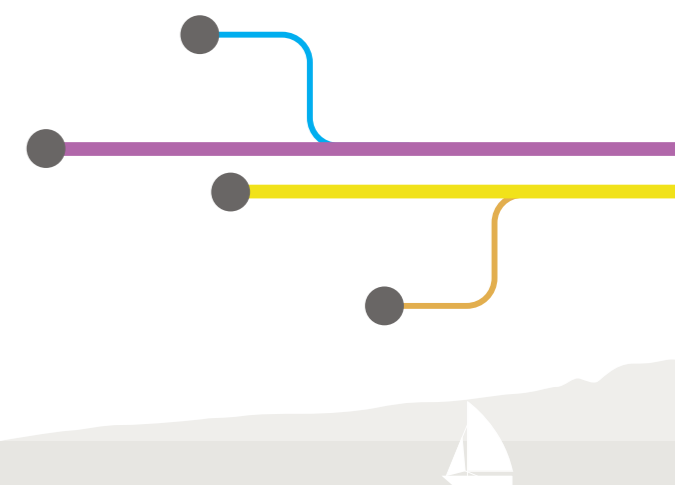
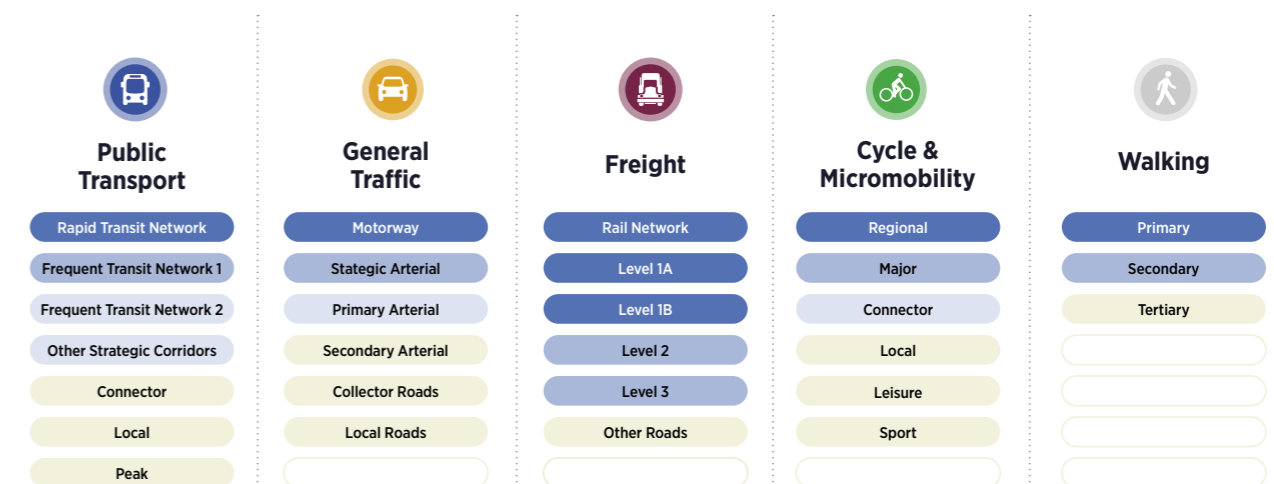
To provide alignment between these modes, Future Connect

developed a three-level hierarchy for each of the Strategic Networks. This makes it easier to make comparisons between the different modal networks, and integrate them as part of the overall system.

Network Principles have also been developed for each modal

network to guide the ongoing development of the Strategic Networks.

The illustration below indicates which parts of each network are Primary, Secondary, or Tertiary Strategic Network links (or Supporting Network links).



The current and future Strategic Networks

The Current Strategic Network describes the network as we would like it to operate today. The First Decade Strategic Network builds on the current network, but adds important connections needed to support Auckland's growth.

The First Decade Strategic Network will better connect

metropolitan centres around the region, as these will play an increasingly important role in the future. Providing these connections unlocks the multi-nodal model aspired by the Auckland Plan.

The First Decade network also takes into account planned land use changes, including

Strategic Network growth in the next decade.

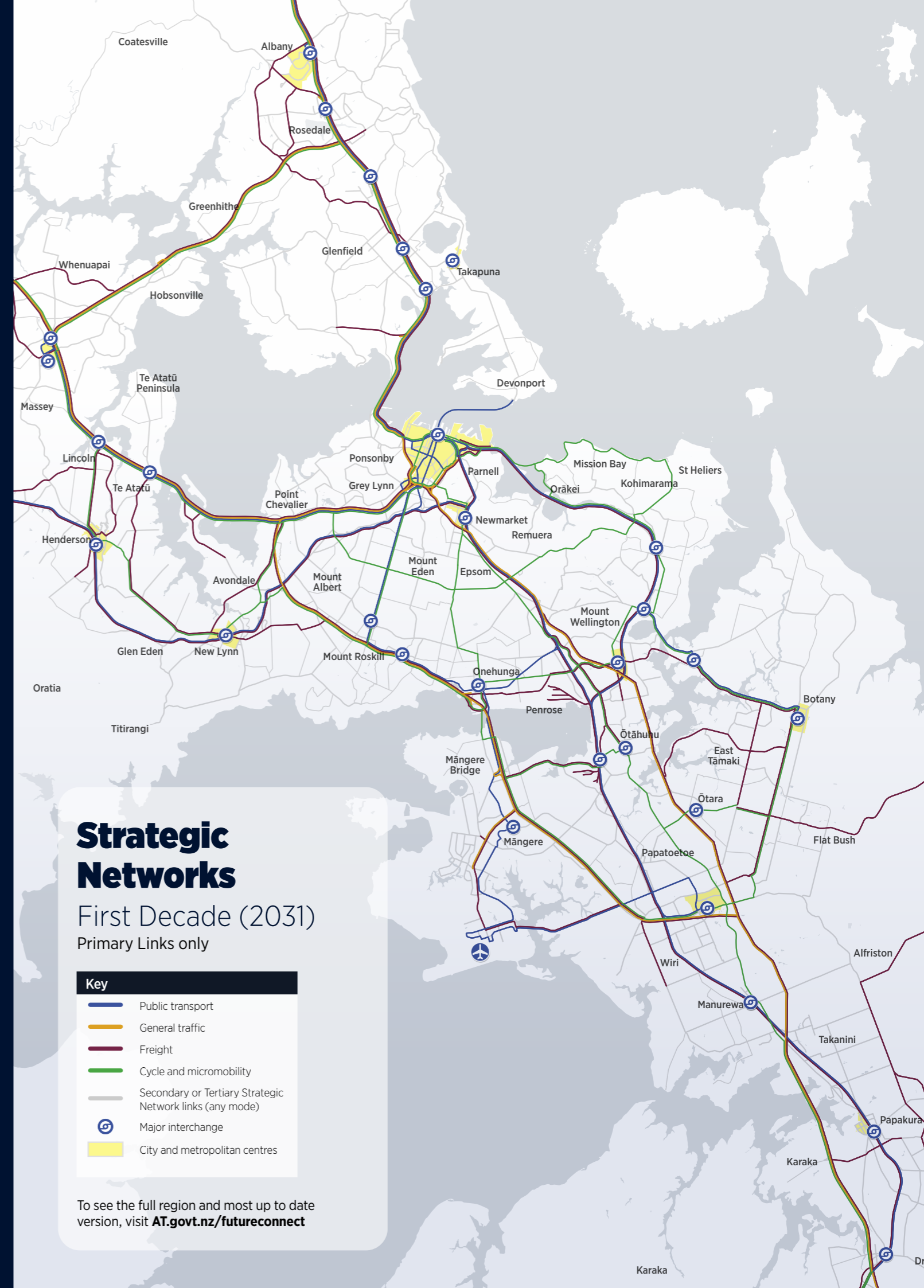
Excluding walking network

+360 km

+12.5%



Future multi-nodal city served by an efficient transport system (based on Auckland Plan 2050)



Strategic Networks

First Decade (2031)
Primary Links only

Key	
—	Public transport
—	General traffic
—	Freight
—	Cycle and micromobility
—	Secondary or Tertiary Strategic Network links (any mode)
	Major interchange
	City and metropolitan centres

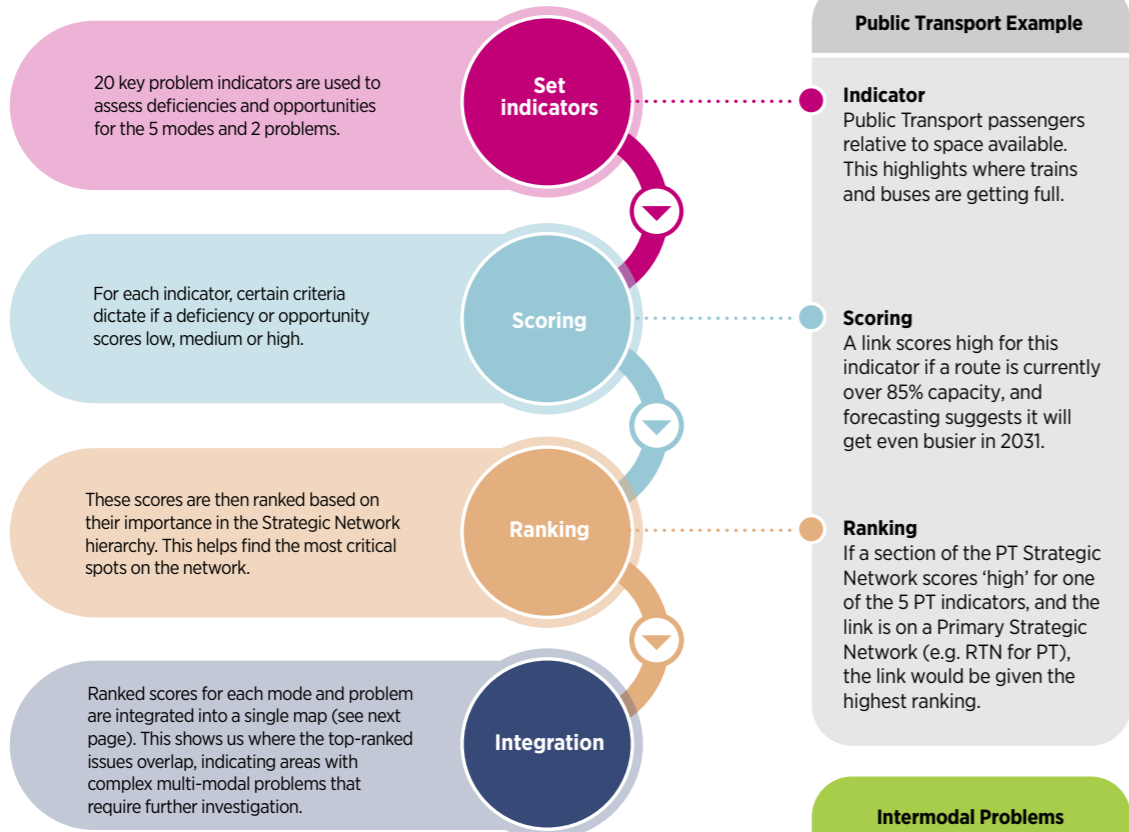
To see the full region and most up to date version, visit [AT.govt.nz/futureconnect](https://www.at.govt.nz/futureconnect)

Surfacing deficiencies and opportunities

To understand the most critical problems and opportunities affecting the regional transport system, Future Connect uses data to identify Indicative Focus Areas on the Strategic Networks.

The methodology used for this investigation is evidence based, makes use of key indicators that build on the problem statements, and follows a repeatable process that allows for future reiterations.

The methodology investigates the First Decade Strategic Networks, looking at each mode as well as two problems affecting all of the networks: **safety** and the **environment**.



Note
1. The forecast indicators used for the Deficiency and Opportunity Mapping do not take into account the full impact of the 2021-2031 RLTP.

2. The Walking Strategic Network and associated indicators are placeholders that have not been integrated and ranked with the other modes, but are included in the outputs for projects to emerge from Future Connect.

Auckland's Indicative Focus Areas

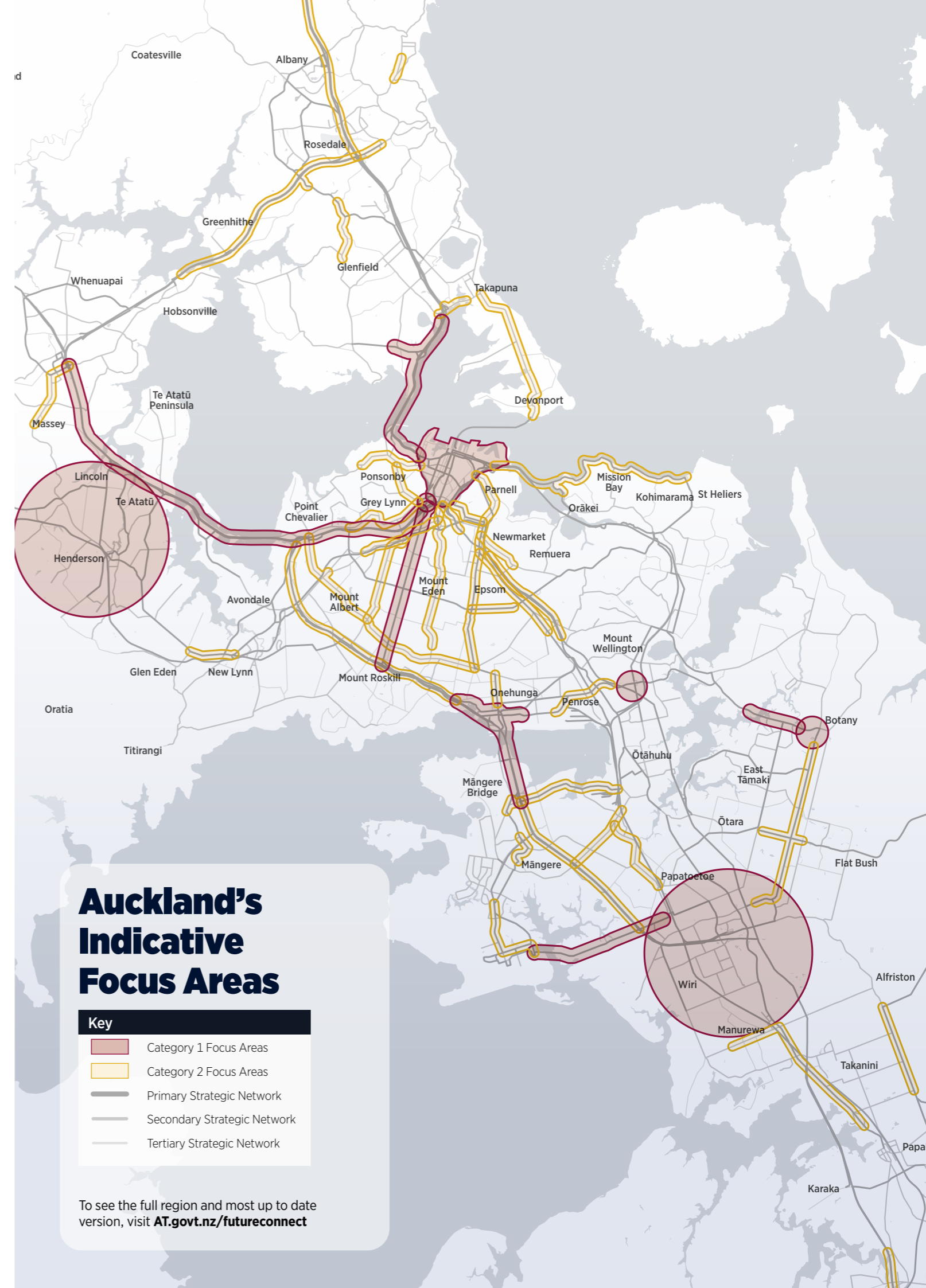
The Deficiency and Opportunity Mapping is a quantitative, data-driven process. It does not replace our thinking, but it does help to objectively surface critical needs throughout the transport system.

Areas or corridors where multiple top ranked links overlap become Indicative Focus Areas that require further investigation.

How the Indicative Focus Areas will be used

We want to ensure that AT's existing projects address any problems or opportunities surfaced by Future Connect.

If an Indicative Focus Area does not currently have a project dedicated to solving these issues, the focus area will provide a starting point for future investigation. Future Connect has gathered a lot of quantitative and qualitative information about these areas. When an Indicative Focus Area gets prioritised for investigation, all of this information will provide a strategic starting point for a potential project or business case.



Next steps

A living plan

Although Future Connect provides a snapshot of the current network, and a desired future state, none of these are ever fixed. The system is always evolving, new infrastructure gets delivered, and future plans can change for a wide range of reasons.

Future Connect is therefore a living plan, and will be updated as these changes occur. Major updates are scheduled every three years, to coincide with our three-yearly RLTP planning cycle. Between these major updates, the Strategic Networks will always be kept up to date in our online Mapping Portal. More Information about Future Connect, including the Mapping Portal, can be found at AT.govt.nz/FutureConnect

Looking further ahead

This version of Future Connect includes the Current and First Decade Strategic Networks. Work will soon start on the addition of the Second and Third Decade Strategic Networks, looking out to the transport system we are planning for 2050.



