

# Hei Awarua ki te Oranga

Corridor for Wellbeing

NOT GOVERNMENT  
POLICY OR THE VIEW  
OF ANY ONE  
ORGANISATION

12 February 2019

## A summary of **shared** spatial intent for the **Hamilton- Auckland [H2A] Corridor**

Encompassing the  
settlements along the  
transport corridor between  
Cambridge-Te Awamutu  
and Papakura



*This summary statement reflects the work undertaken by a joint officials group between July and December 2018. This group was drawn from local and central government agencies with an interest in the corridor. It does not represent the views of all officials who assisted in various stages with the project, nor the agencies which they represented.*

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# Summary

## CRITICAL AREAS TO PROTECT

### KEY FINDING

**THE CORRIDOR HAS ENDURING SPATIAL LIMITS TO FURTHER URBAN GROWTH**

### THE MAJOR SPATIAL LIMITS

- Flood prone areas
- Significant ecological sites
- Protected areas (including sites of significance to mana whenua)
- Steep slopes, land subsidence
- Highly productive prime soils

### SHARED SPATIAL INTENT

Protect **wāhi toitū** (places with enduring presence) from development in perpetuity, and only allow development on **wāhi toiora** (places sensitive to development) with greatest care.

### NEW INITIATIVES

- Designing and developing a cross-regional blue-green open space and recreational network
- Piloting a new collective biodiversity off-setting tool

## TRANSPORT CORRIDORS

### KEY FINDING

**THE ROAD NETWORK HAS BECOME THE DOMINANT LAND USE SHAPER - A MORE BALANCED APPROACH IS NEEDED**

### THE CORE NETWORKS

- Southern Motorway-Waikato Expressway
- North Island Main Trunk Line and East Coast Main Trunk Line

### SHARED SPATIAL INTENT

Use mass transit **awarua** (corridors) to shape and guide future urban growth towards more sustainable, resilient and affordable settlement patterns, supported by well-connected arterial road and active mode networks

### NEW OR ONGOING INITIATIVES

- Rapid intercity rail, in stages - starting with an interim service
- Extending Auckland metro services to Pukekohe and Pokeno
- A new Hamilton-Waikato mass transit network, possibly including metro rail
- Public transport that connects all settlements along the corridor
- Completing the respective metro arterial roading networks

## PRIORITY DEVELOPMENT AREAS

### KEY FINDING

**THERE IS SIGNIFICANT BUT SPECIFIC DEVELOPMENT POTENTIAL**

### URBAN GROWTH CLUSTERS

Papakura (longer term), Ōpaheke-Drury, Paerata-Pukekohe-Tuakau, Pokeno-Mercer-Meremere-Hampton Downs, Te Kauwhata-Rangiriri, Ohinewai-Huntly, Hamilton–Waikato metro area: Northern, Eastern and Southern growth nodes, Hamilton Central, Cambridge and Te Awamutu

### SHARED SPATIAL INTENT

*Support and unlock the significant residential and employment development potential in the southern Auckland-northern Waikato and Hamilton-Waikato metropolitan areas, and support community and mana whenua-led revitalisation and targeted growth in the river communities that connect them.*

### PARTNERSHIP FOCUS AREAS

- Drury (also part of Council-Crown Auckland development programme)
- Pokeno
- Meremere
- Huntly
- Ngaruawahia- Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node
- Hamilton Central growth node
- Ruakura and further east growth node
- Hautapu- Cambridge West-Peacocke-airport precinct growth node

## ENABLING INFRASTRUCTURE

### KEY FINDING

**ONGOING DEVELOPMENT WILL REQUIRE SIGNIFICANT INVESTMENT**

### THE MAJOR ENABLERS

- Rail, motorway, arterial, active mode and public transport network and services improvements
- Three waters improvements
- Employment creation initiatives
- Social, housing and utility infrastructure and services improvements

### SHARED SPATIAL INTENT

*Support the realisation of full development potential of priority development areas through utilising new and existing housing, social and network infrastructure planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.*

### NEW TRANSFORMATIVE TOOLS

- New growth management partnerships
- New funding and financing tools
- Increased Crown involvement to support pace and scale e.g. KiwiBuild, HUDA
- Using Crown investment in social housing, health and education facilities to shape and guide urban development
- Attracting investment from new sources e.g. Provincial Growth Fund
- Potential new approaches to planning and three waters

## Background: The Brief

In June 2018 a group of Ministers, Mayors and Chairs requested joint officials to undertake an enquiry into the Hamilton-Auckland corridor, and to report back by December 2018 with:

1. A summary of 100+ year shared spatial intent for future urban growth and development along this cross-boundary transport corridor, and
2. A draft programme of possible key transformative projects.

The purpose of the project is to develop an integrated spatial plan and establish an ongoing growth management partnership for the transport corridor which:

1. Accelerates identified transformational opportunities
2. Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs
3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take in the short term for implementation of a long term vision.

This spatial planning exercise is a key pillar of the government's *Urban Growth Agenda* (UGA) to improve housing affordability, underpinned by affordable urban land. This will be supported by wider objectives to:

- improve choices for the location and type of housing
- improve access to employment, education and services
- assist emission reductions and build climate resilience, and
- enable quality built environments, while avoiding unnecessary urban sprawl.

The UGA's long-term strategy is to provide competitively-priced supply of land and development capacity. This is by providing planning, funding and financing tools for infrastructure investors and developers, and replacing prescriptive regulations with improved management of social costs and improved transport pricing. This Hamilton to Auckland spatial planning is required to support the wider objectives when development is more market-led and uncertain.

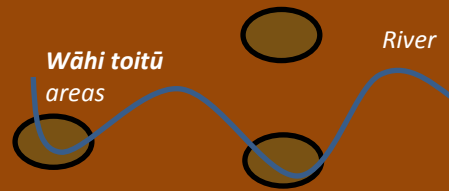
## Background: The growth management objectives applied to this document of shared spatial intent

Aspect	Growth management objectives
<p><b>Wāhi toitū, wāhi toiora</b> Places with enduring presence Places to grow only with great care</p>	<p>To manage growth in a manner that...</p> <ul style="list-style-type: none"> <li>• protects and enhances the quality of the natural environments and cultural heritage,</li> <li>• anticipates the transition to a low-carbon future and builds climate resilience, and</li> <li>• avoids increasing the impacts and residual risks of natural hazards.</li> </ul>
<p><b>Awarua</b> Key corridors</p>	<p>To strengthen corridor connections that...</p> <ul style="list-style-type: none"> <li>• shape and guide future urban growth towards sustainable, resilient and affordable settlement patterns, and</li> <li>• improve access to housing, employment, public services and amenities through, along and within the corridor.</li> </ul>
<p><b>Wāhi mahi, wāhi noho</b> Places to work and live</p>	<p>To grow urban settlements and places that:</p> <ul style="list-style-type: none"> <li>• make efficient use of existing infrastructure and resources,</li> <li>• are transit-oriented and connected</li> <li>• provide affordable housing choices that respond to demand, including quality intensification, and</li> <li>• provide high quality live-work-play settlements.</li> </ul>
<p><b>Whakamana</b> Enablers</p>	<p>To support and underpin urban growth through investments and initiatives that are:</p> <ul style="list-style-type: none"> <li>• responsive and timely, so that growth and development does not result in a reduction of services, and</li> <li>• delivered at the required pace and scale to fully realise development opportunities.</li> </ul>

# Background: The spatial planning framework applied to this document of shared spatial intent

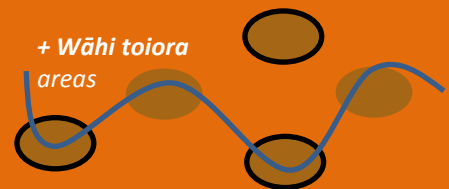
## Layer 1: Wāhi toitū

The places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua, conservation estate



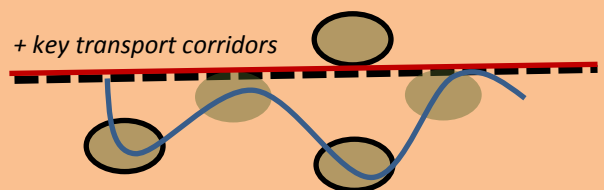
## Layer 2: Wāhi toiora

The places where change or development should only occur with greatest care e.g. places subject to floods and hazards



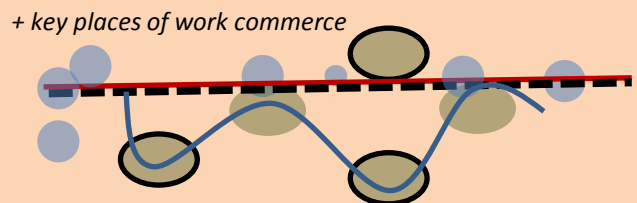
## Layer 3: Awarua

The movement corridors that bind places together e.g. railways and motorways



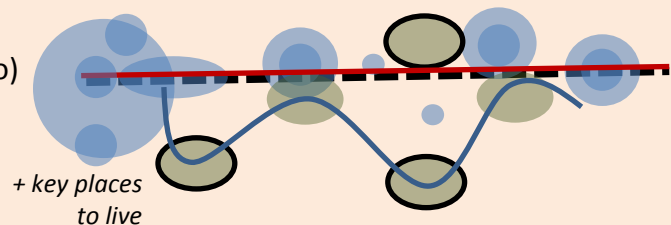
## Layer 4: Wāhi mahi

The places where we work and transact (and often live too)



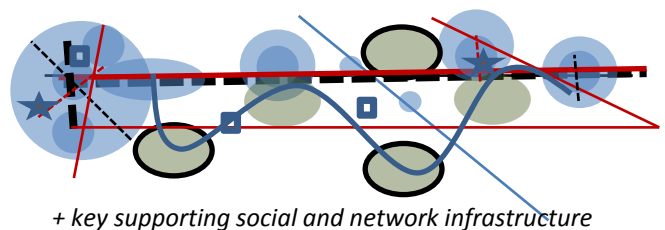
## Layer 5: Wāhi noho.

The places where we live (and often work too)



## Layer 6: Whakamana

The elements that enable and support development e.g. schools, health facilities, social housing, marae, potable water, wastewater...





## OPENING STATEMENT

# THIS IS A NATIONALLY SIGNIFICANT CORRIDOR TO PROTECT AND GROW

The corridor is a very special collection of green spaces, towns, marae and settlements that are connected by New Zealand-Aotearoa's most significant river and the parallel inter-city road and rail connections; no other corridor contains such a valuable flow of water, people and goods.

**It's significant and unique:** In terms of size, volume and value, this is New Zealand's most significant water, road and rail corridor.

**It's dynamic:** The corridor connects two of New Zealand's largest and fastest growing urban areas along a corridor with high natural and cultural importance and value. In one low-growth scenario the population living along the corridor may increase by 100-130,000 over the next 25 years, whereas in a high-growth scenario the increase doubles to more than 250,000.

**It has significant potential:** There is significant housing and employment growth potential in the Drury-Paerata-Pukekohe-Tuakau-Pokeno cluster in the north, and in the greater Hamilton area that stretches from Ngaruawahia in the north to Cambridge, Te Awamutu and Hamilton airport in the south.

**... but also challenges:** Existing corridor management issues - such as congestion on the Southern motorway and water discharge quality - have wide-reaching impacts across the Upper North Island and limit current and future potential unless addressed.

**It has the right leadership culture:** Councils and mana whenua along the corridor have a history of being willing to collaborate on land use and infrastructure planning.

**It cuts across territorial, iwi and government administrative boundaries,** providing an opportunity to create new shared insights, strategic thinking and frameworks to test current approaches build new alliances and partnerships.

**SPATIAL LAYER:  
CRITICAL AREAS TO  
PROTECT**

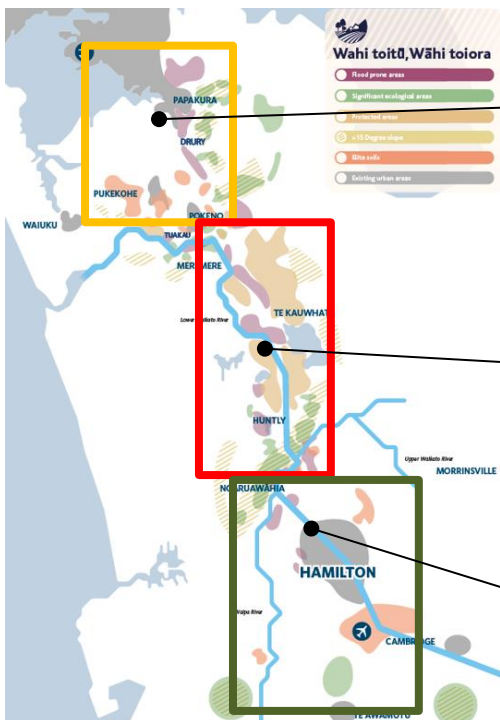
**THE CORRIDOR  
HAS SOME  
ENDURING  
SPATIAL LIMITS  
TO URBAN  
GROWTH**

A shared objective for the corridor is to manage growth in a manner that protects and enhances the quality of the natural environments.

From a spatial perspective, **wāhi toitū** are the places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua and the conservation estate.

**Wāhi toiora** are places where change or development should only occur with greatest care e.g. places subject to floods and hazards.

The implications of the need to protect and nurture these places is that the central ‘river communities’ section of the corridor has more limited urban growth potential than the northern and southern ends.

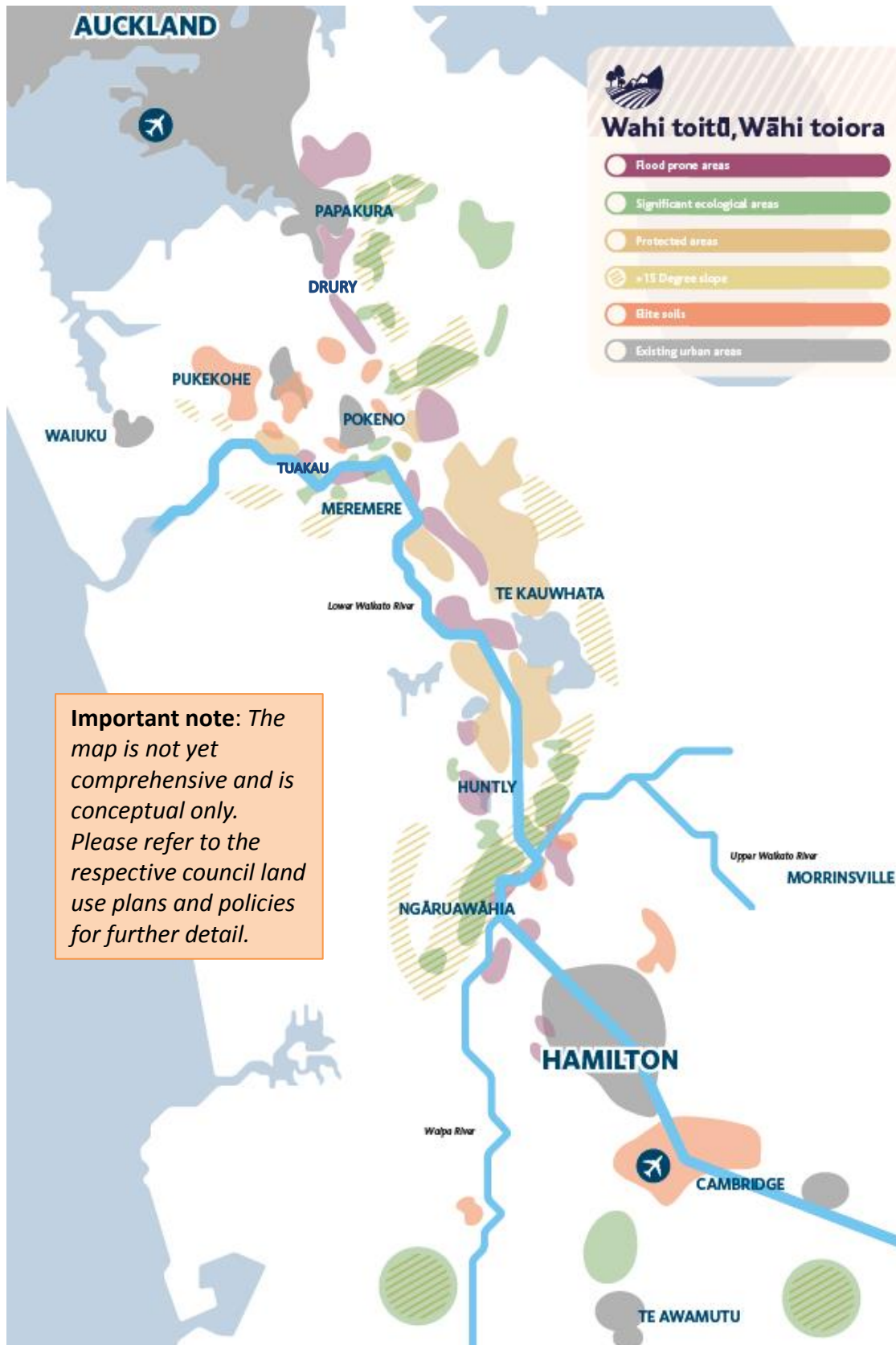


**PAPAKURA-POKENO:** Outstanding natural features and landscapes, sensitive marine environments, flood prone areas, protected areas and highly productive soils are some of the enduring environmental constraints that determine suitable areas for quality future growth.

**RIVER COMMUNITIES:** Overlapping constraints result in limited general potential for further urban development, however there are available opportunities (and strong social and economic imperatives) for targeted development in or around existing towns or some specific sites.

**HAMILTON-WAIKATO METRO AREA:** There are fewer absolute limits on urban growth, but as in rest of corridor most development would require specific environmental and hazard mitigation.

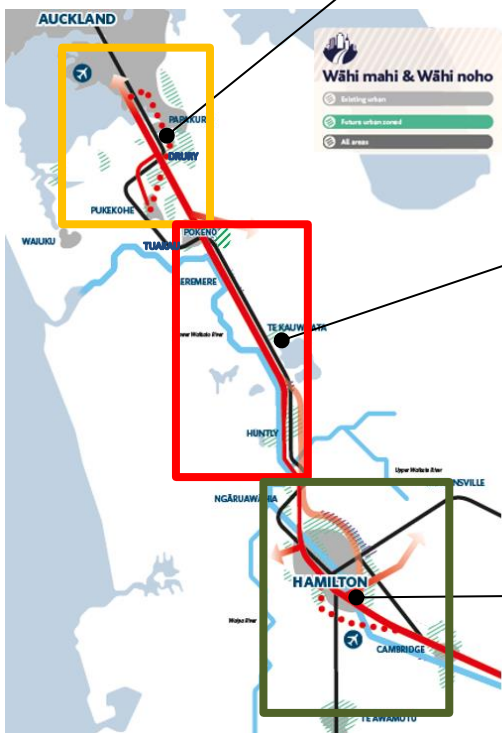
# Spatial intent: Wāhi toitū and wāhi toiora



## SPATIAL INTENT : TRANSPORT CORRIDORS

# THE ROAD NETWORK HAS BECOME THE DOMINANT INFLUENCE ON LAND USE PATTERNS

There is a lack of transport choice within the corridor. Significant investment in additional roading capacity in the Southern Motorway-Waikato Expressway has brought short term benefits such as temporarily faster travel times. However, in the absence of mass transit along the corridor (or even basic public transport, in sections) this will further shift travel and land use patterns towards road-based travel options – unless there is a bold (re)introduction of public transport.

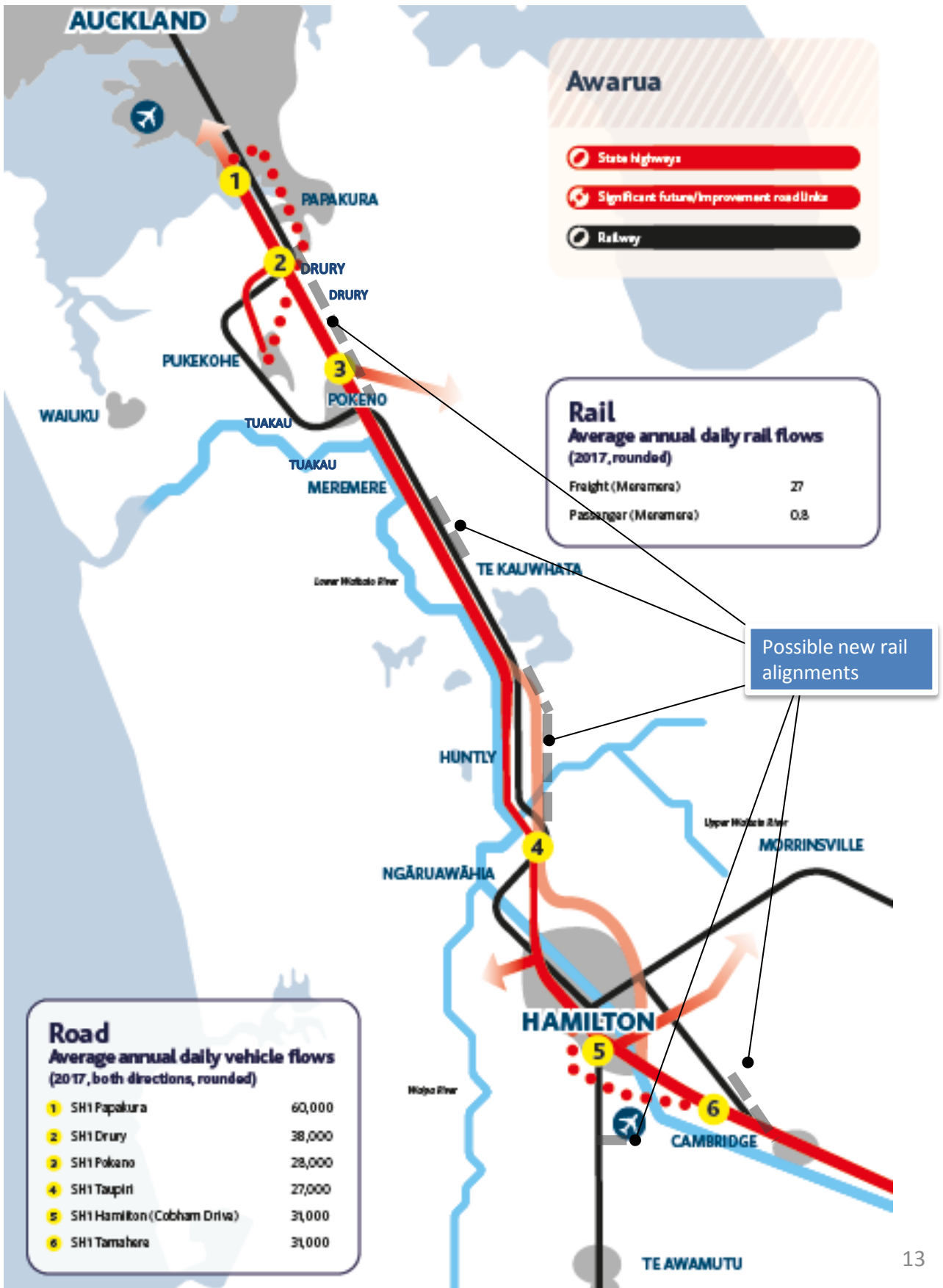


**PAPAKURA-POKENO:** The Southern Motorway (4-5 lanes from Papakura to Pokeno), the Main Trunk Line (double tracked), SH22 Drury-Pukekohe and Great South Road are the key transport corridors. All these experience capacity issues at peak and will require investment (e.g. Drury interchange) as highlighted in the Auckland Transport Alignment Project. High frequency rail services currently stop at Papakura with plans to extend rail electrification to Pukekohe in the next few years. Considerable work is being undertaken to develop transport networks in line with growth in this area.

**RIVER COMMUNITIES:** When completed the 4-lane Waikato Expressway will extend from Pokeno to Cambridge, offering a high level of service to all settlements along the way. River communities are heavily reliant on the expressway (and private mobility) for most travel as there is very limited public transport between Pokeno-Huntly, and no cycling tracks. The Main Trunk Line is mainly double-track apart from short sections around Meremere and Taupiri.

**HAMILTON-WAIKATO METRO AREA:** The area has extensive roading and cycling networks, and an extensive regional and urban public transport network that however has a low mode share. The Main Trunk and Eastern Trunk Lines cross each other in central Hamilton and service key inland freight hubs. Hamilton airport is just to the south.

# Spatial Intent: Awarua/Transport Corridors



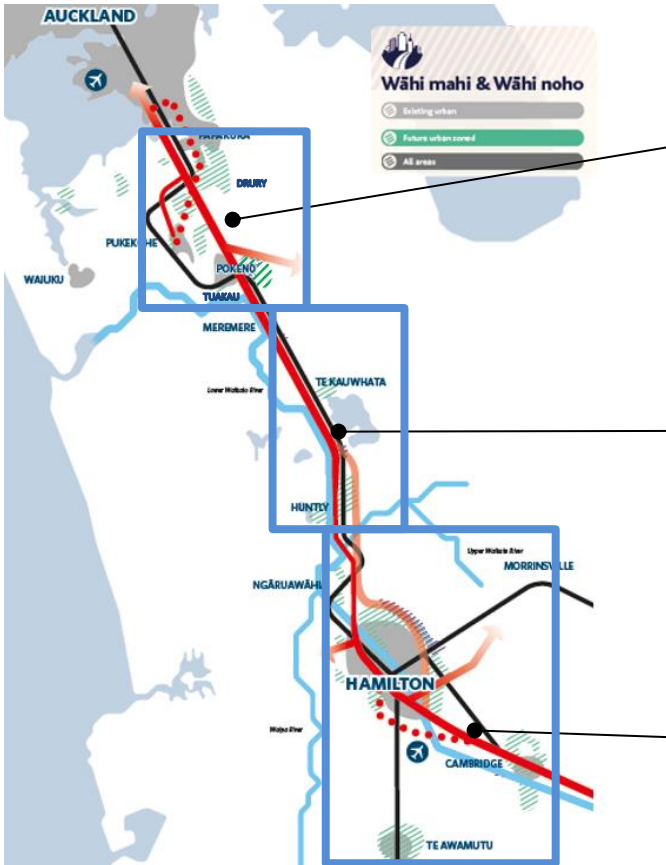
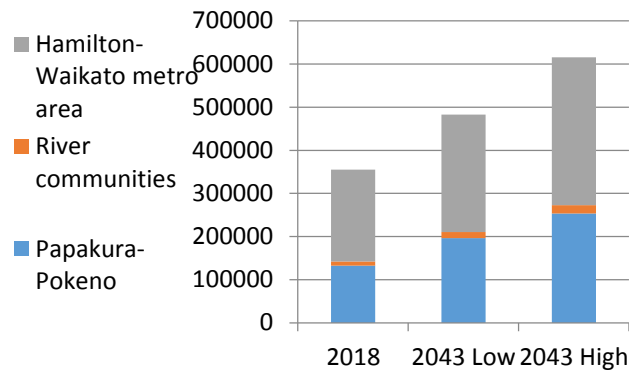


**SPATIAL INTENT:  
PRIORITY DEVELOPMENT  
AREAS**

**THE CORRIDOR HAS  
SIGNIFICANT BUT  
SPECIFIC  
DEVELOPMENT  
POTENTIAL**

Within the frame presented by **wāhi toitū and wāhi toiora** – and underpinned by the significant transport networks – the corridor could accommodate significant housing and employment growth (in the short, medium and long term) at its northern and southern ends.

**Population growth scenarios (2018-54)  
(Statistics NZ)**

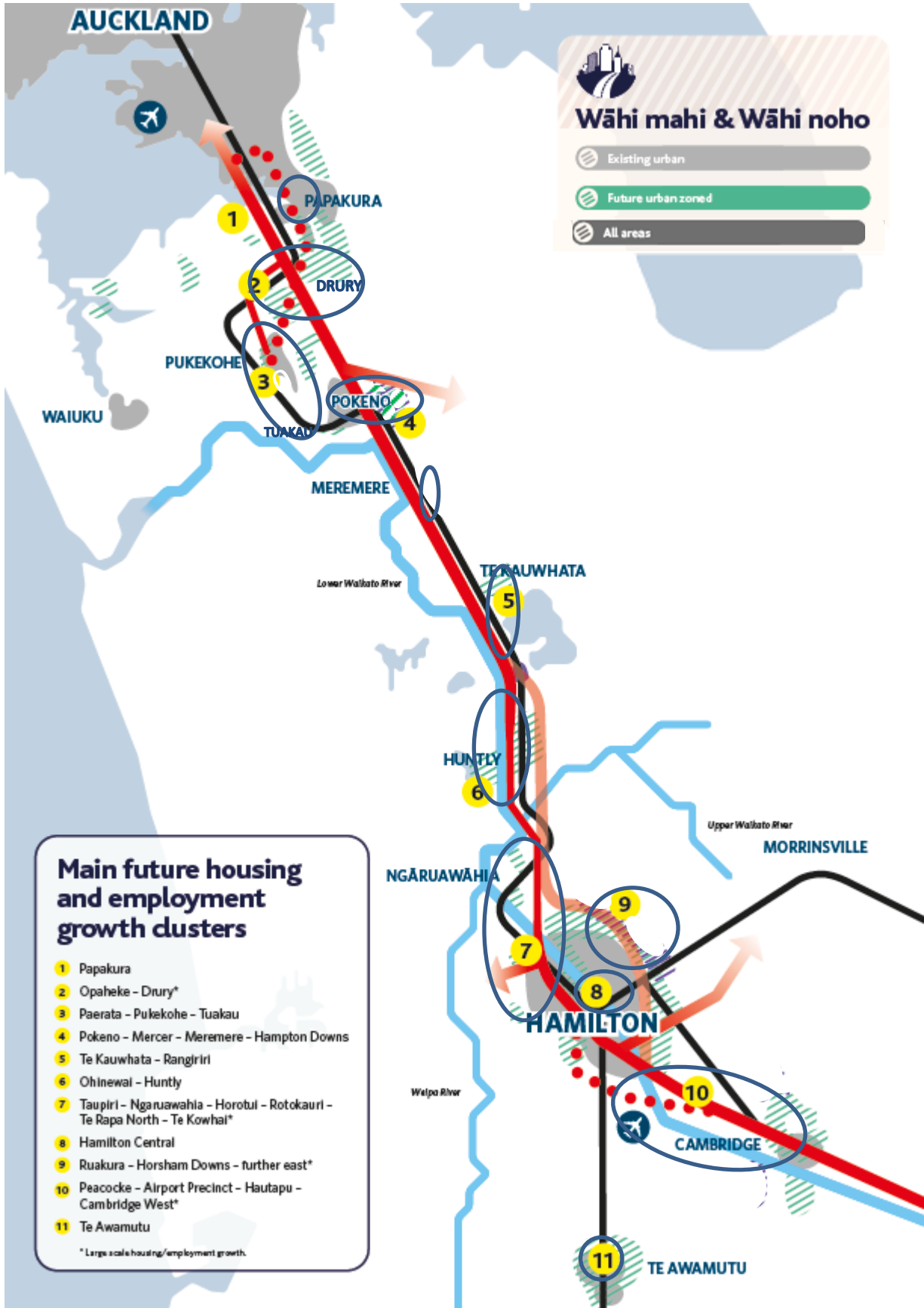


**PAPAKURA-POKENO:** This string of well-defined, rail-linked settlements has land zoned for future urban development around all existing settlements.

**RIVER COMMUNITIES:** This string of settlements has more limited population growth potential due to enduring natural constraints; however, all have potential and imperatives for revitalisation and more limited targeted development.

**HAMILTON-WAIKATO METRO AREA:** This emerging metropolitan area (which spans across three territorial authorities) has significant employment and population growth potential both in its core and periphery.

# Spatial Intent: Priority development areas



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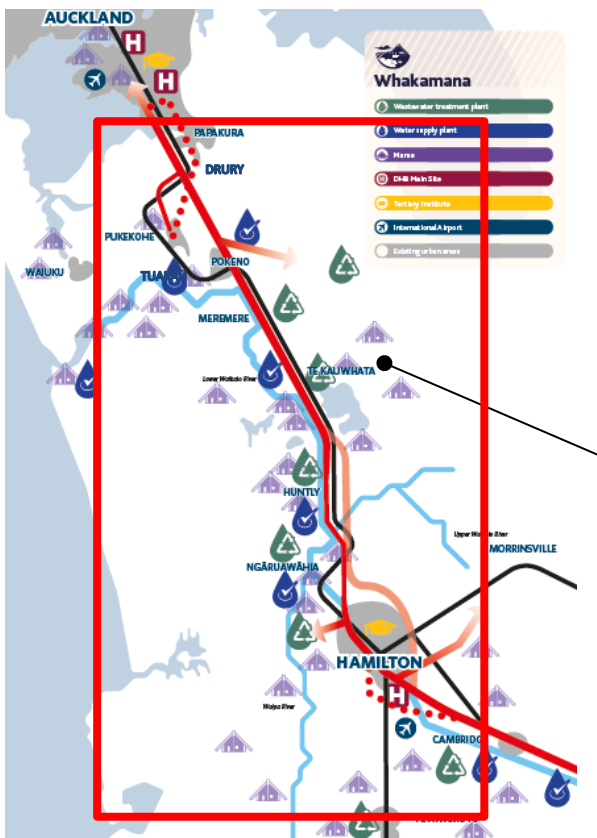
## SPATIAL INTENT: ENABLING INFRASTRUCTURE

# ONGOING DEVELOPMENT IN EACH SECTION OF THE CORRIDOR WILL REQUIRE SIGNIFICANT INVESTMENT

The full realisation of development potential will require **whakamana** or enabling investments in social and network infrastructure and services.

Water, wastewater, flood, drainage and a range of new regional, metro and intercity public transport service improvements will be key.

Some enablers would be spatially transformative and market-leading, whereas others are required to support new development as, where and when it occurs.

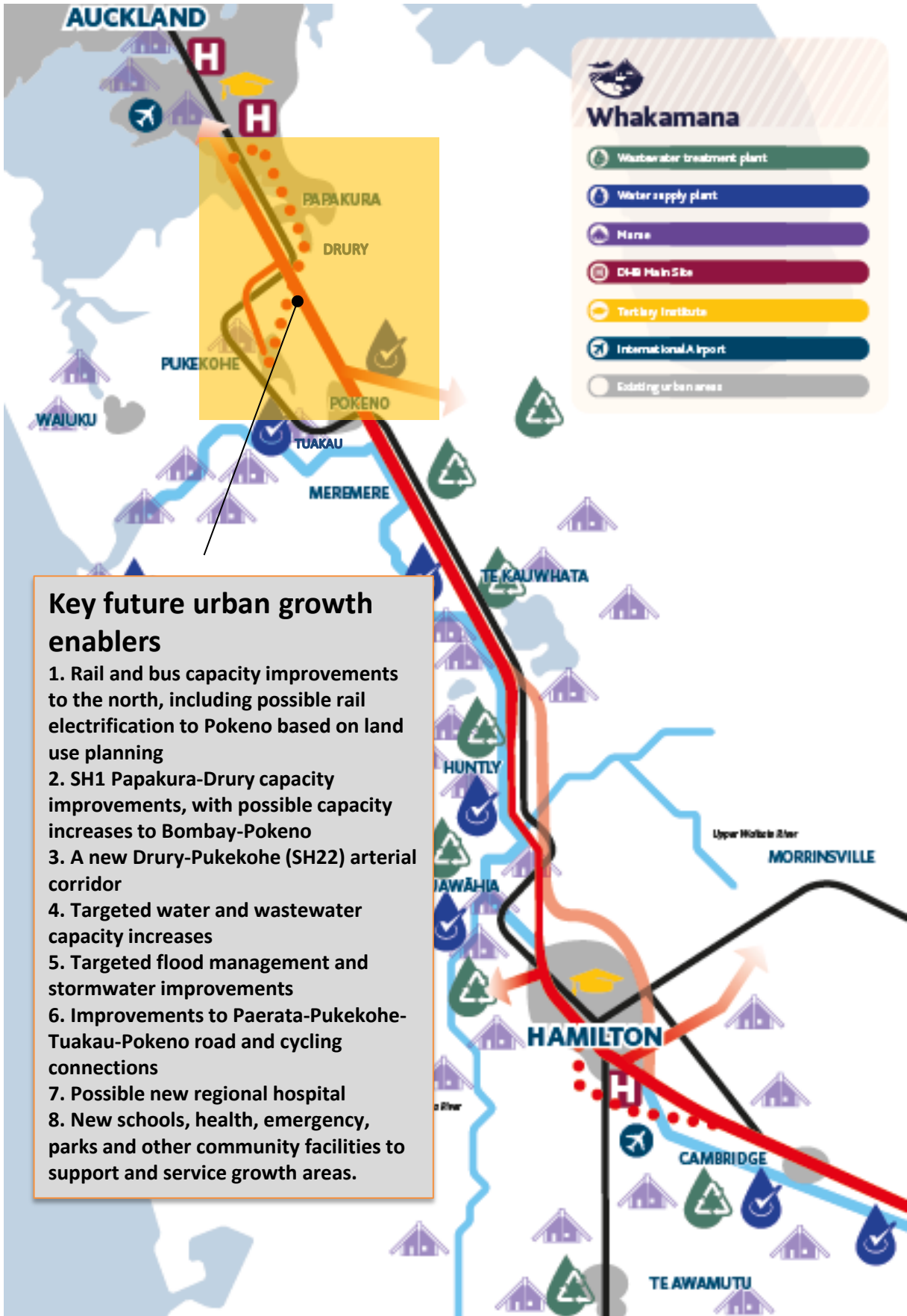


## CORRIDOR-WIDE KEY FUTURE GROWTH ENABLERS

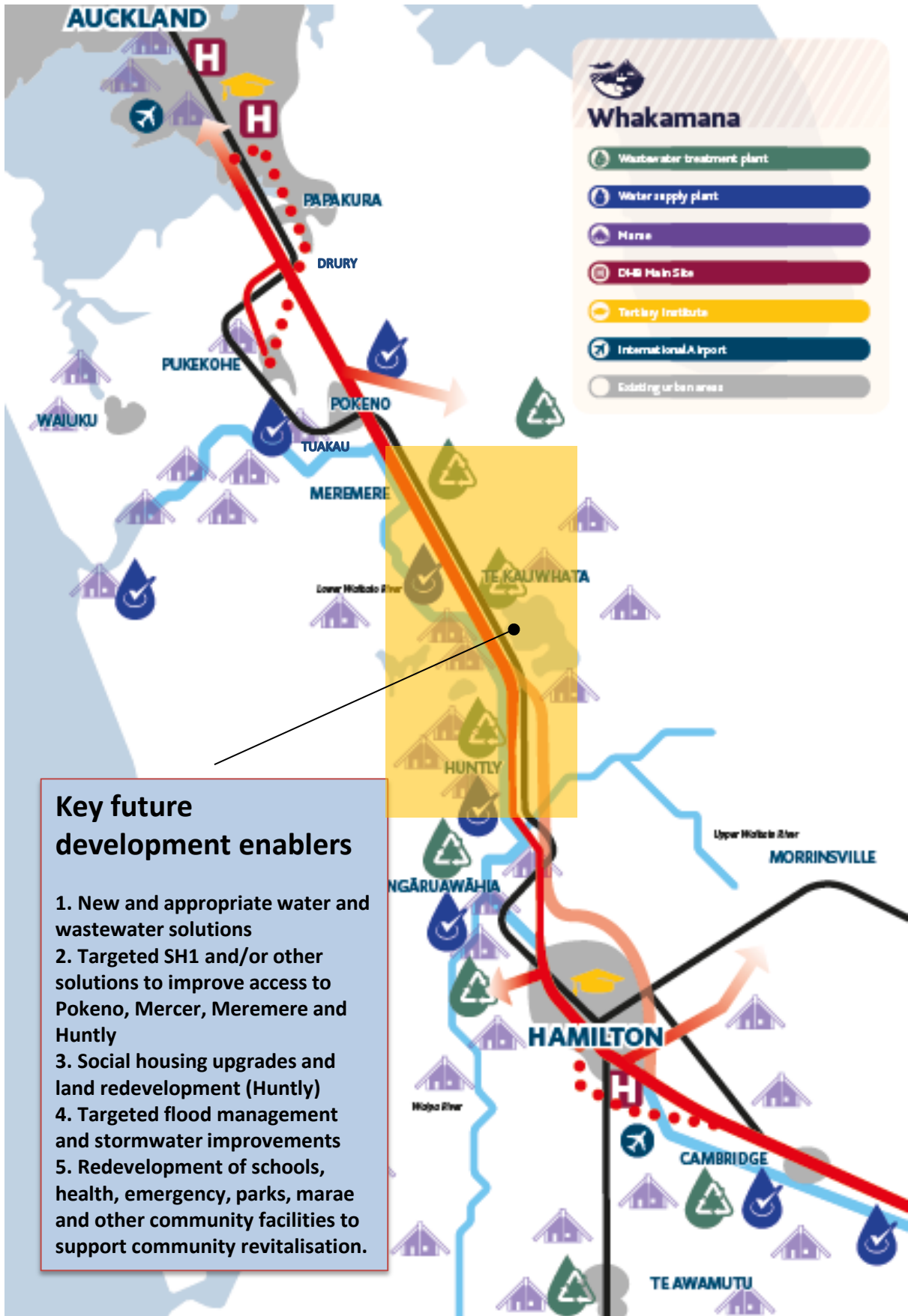
1. New comprehensive and long term water management solutions for Auckland and the Waikato regions – including new allocation tools, efficiency gains and additional treatment capacity
2. Selective rail network capacity improvements to accommodate increased freight and passenger services in specific Auckland, Meremere, Huntly and Hamilton locations
3. New partnerships to facilitate the urgent need for local employment creation in southern Auckland, within the River Communities and selected Hamilton-Waikato sites to balance commuter flows and make the most of the corridor's potential.



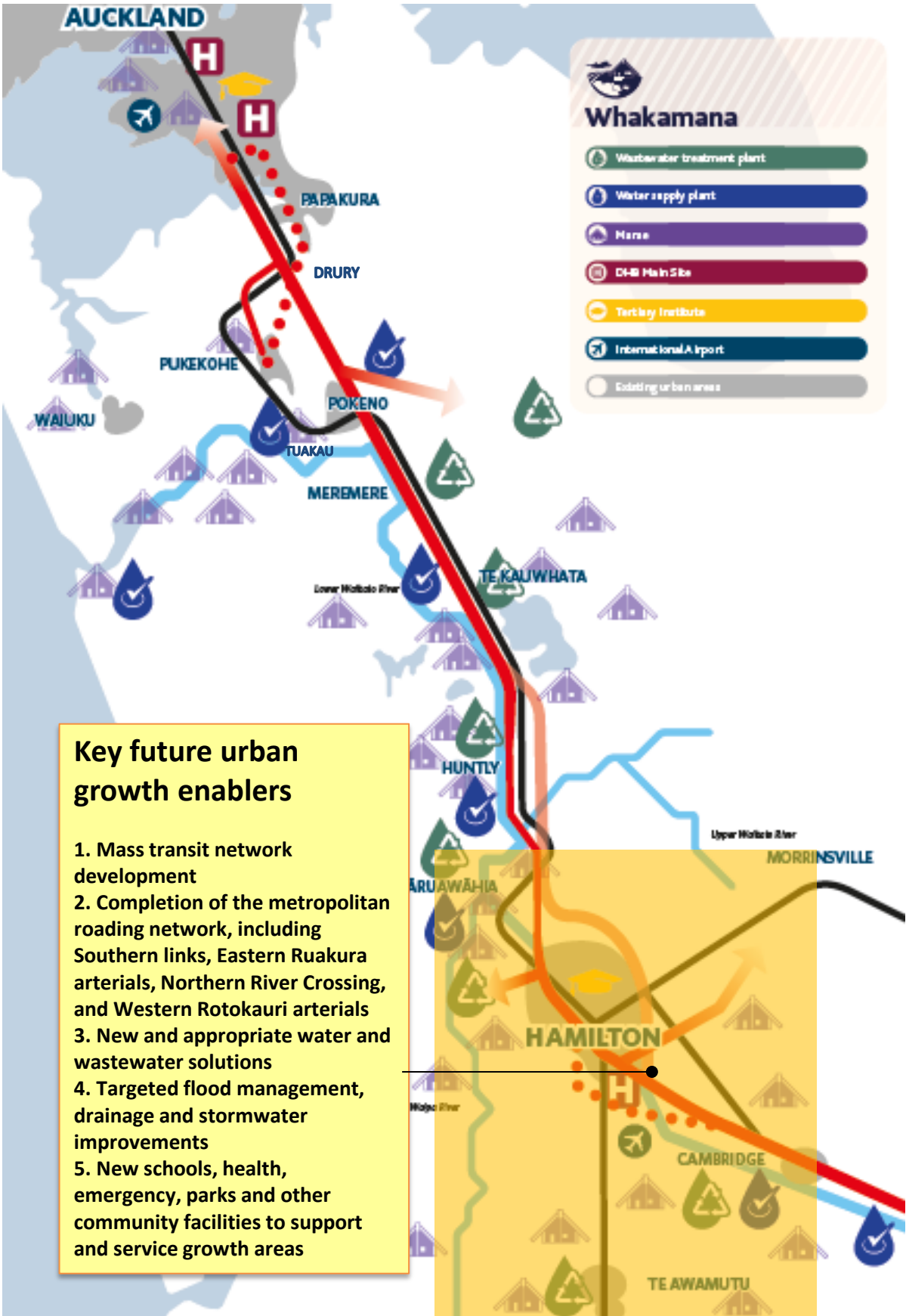
# Spatial Intent: Enabling Infrastructure



# Spatial Intent: Enabling Infrastructure

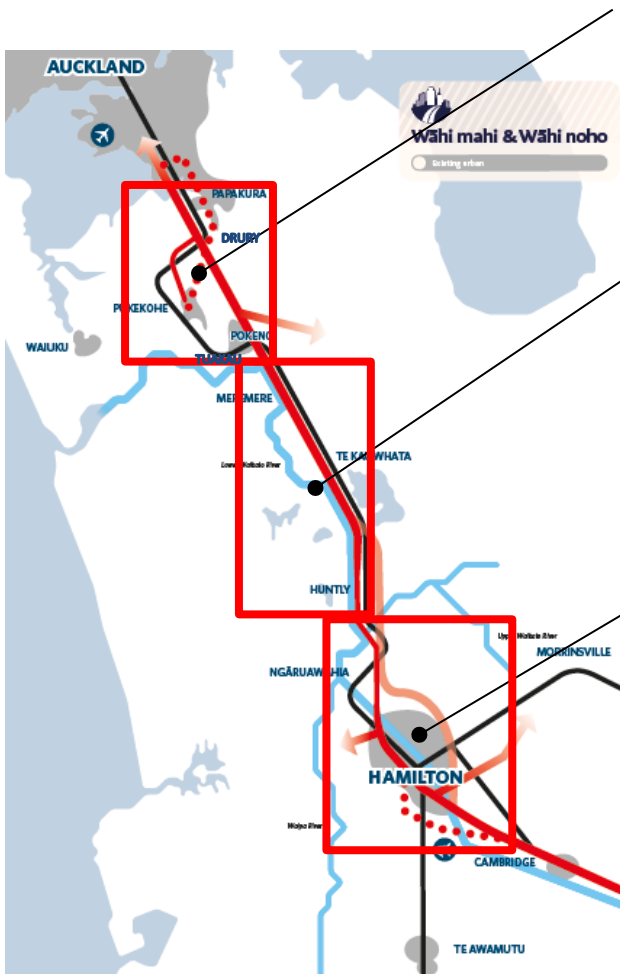


# Spatial Intent: Enabling Infrastructure



# GOING FORWARD

## AN EMERGING FIVE-PART GROWTH MANAGEMENT PROGRAMME



### ONE: STRONGER CORRIDOR CONNECTIONS

*Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.*

### TWO: THE PAPAURA-POKENO CORRIDOR

*Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for this string of well-defined, rail-linked settlements through integrated growth management, funding and financing and key transformational projects.*

### THREE: THE RIVER COMMUNITIES

*Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.*

### FOUR: THE HAMILTON-WAIKATO METROPOLITAN AREA<sup>1</sup>

*Supporting and unlocking the residential and employment development potential and iwi aspirations for this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.*

### FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL

*Supporting the realisation of full development potential in the identified 10 growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.*

## FOCUS AREA ONE: STRONGER CORRIDOR CONNECTIONS

Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.

### KEY INITIATIVES

#### A CROSS-REGIONAL GREEN OPEN SPACE NETWORK

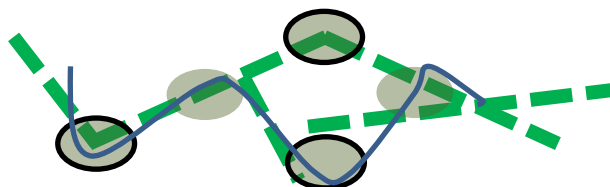
Develop and implement a blue-green open space and recreational networks programme for the corridor that has restorative, protective, cultural and recreational aims. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.

#### PILOTING A NEW COLLECTIVE BIODIVERSITY OFF-SETTING TOOL

Develop and pilot collective biodiversity off-setting as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are concentrated in agreed areas.



#### Spatial planning concept



*Building an overarching, stronger network of green and blue spaces*

## KEY INITIATIVES

### RAPID INTERCITY RAIL

Introduce fast rail services between Auckland and Hamilton to integrate and strengthen the respective labour, housing and business markets of south Auckland and the Hamilton-Waikato metro area.

### EXTENDING AUCKLAND'S METRO SERVICES SOUTH

Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno to fundamentally 'switch' urban development along the corridor towards mass transit.

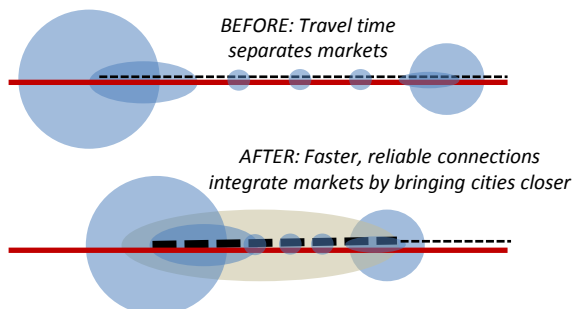
### A NEW HAMILTON METRO RAIL SERVICE

Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area.

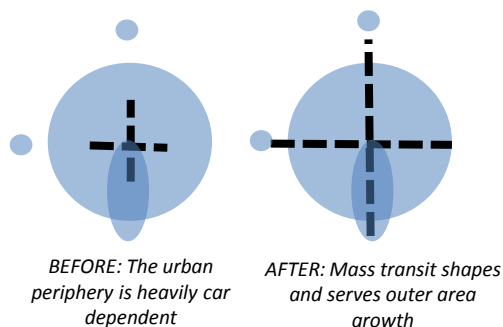
### PUBLIC TRANSPORT FOR AND TO ALL TOWNS

Support inter-regional public transport to connect all towns from Hamilton to Papakura, capitalising on future enhancements to the rail network.

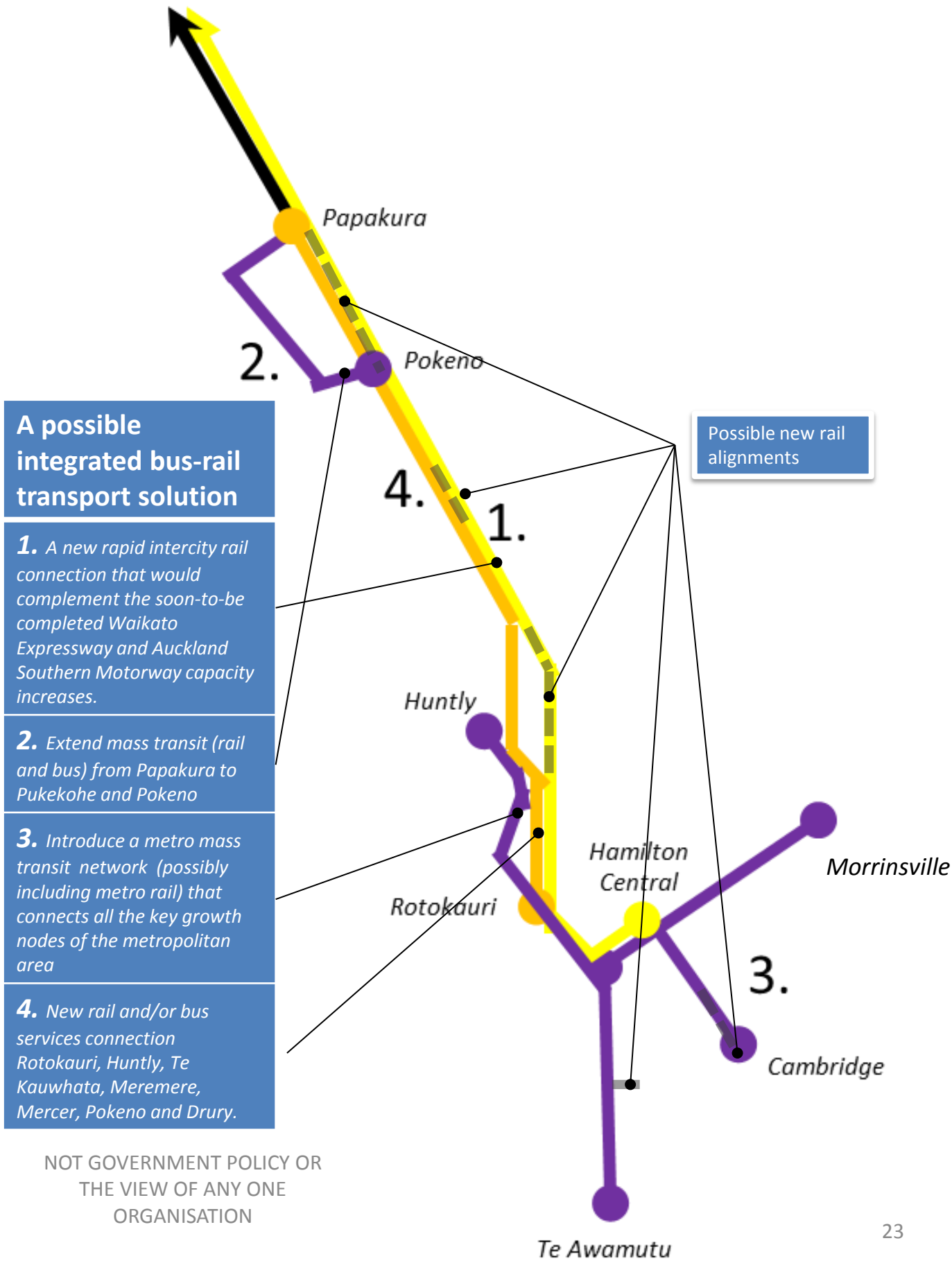
### Spatial planning concept



### Spatial planning concept







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## FOCUS AREA TWO: PAPAKURA-POKENO

Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for this string of well-defined, rail-linked settlements through continued integrated growth management, funding and financing and key transformational projects.

### KEY OPPORTUNITIES TO INCREASE PACE AND SCALE

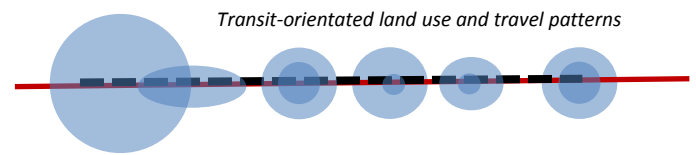
**Drury:** Support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.

**Pokeno:** Maximise and support the long-term growth potential of this strategically located settlement towards a more connected and transit-orientated form.

### RECOMMENDED NEXT STEP IN INTEGRATED SPATIAL PLANNING

Complete the Ōpaheke-Drury and Pukekohe-Paerata structure plans which guide the development of the southern Auckland growth areas. Consider overarching and cross boundary issues such as transport planning, protection of highly productive soils and provision of bulk network and social infrastructure between southern Auckland and northern Waikato.

### Spatial planning concept



### GROWTH-LEADING INFRASTRUCTURE

1. Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno

### OTHER KEY ENABLERS

2. New Drury-Pukekohe (SH22) arterial road corridor

3. High frequency bus corridor from Manukau to Drury integrated with rail capacity improvements, with possible extension to Pokeno

4. SH1 Papakura-Drury capacity improvements, with possible capacity increases to Bombay-Pokeno

5. Targeted water and wastewater capacity increases

6. Targeted flood management and stormwater improvements

8. Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections

9. New schools, health, emergency, parks and other community facilities to support and service growth areas.



## FOCUS AREA THREE: RIVER COMMUNITIES

Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.

### KEY REVITALISATION OPPORTUNITIES

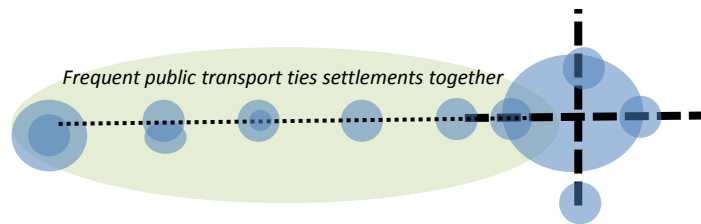
**Meremere:** Partner with Waikato-Tainui around appropriate redevelopment opportunities for land either side of the expressway to generate local employment, services and create wider attractions and amenities.

**Huntly:** Support the revitalisation of the town through a comprehensive social housing upgrade and a possible employment, skills and technology cluster in the north and south.

### RECOMMENDED NEXT STEP IN INTEGRATED SPATIAL PLANNING

Appropriately incorporate key initiatives identified through the Waikato District Council Blueprint project into the corridor planning over time.

### Spatial planning concept



### REVITALISATION-LEADING INFRASTRUCTURE

1. Introduce peak and more frequent off peak bus services. Deliver high-quality interchanges and integration with metro and intercity services (refer above).

### OTHER KEY ENABLERS

3. URGENT: New and appropriate water and wastewater solutions
4. Targeted SH1 and/or other transport solutions to improve access to Pokeno, Mercer, Meremere and Huntly
5. Targeted flood management and stormwater improvements
6. Redevelopment of schools, health, emergency, parks, social housing, marae and other community facilities to support community revitalisation

## FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA

Supporting and unlocking the residential and employment development potential and iwi aspirations of this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.

### KEY OPPORTUNITIES TO INCREASE PACE AND SCALE

**Northern growth node:** Focused around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai

**Central:** Focused on more people living in the CBD, an economically productive commercial core and making the CBD a vibrant destination.

**East growth node:** Focused on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass

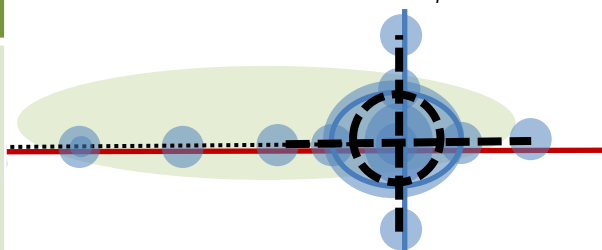
**South:** The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct.

### RECOMMENDED NEXT STEP IN INTEGRATED SPATIAL PLANNING

Develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired urban form and development priorities. The spatial plan will draw on a new Mass Transit Plan and the outcomes of the joint water study for the metropolitan area.

### Spatial planning concept

*Transit-orientated land use and travel patterns*



### GROWTH-LEADING INFRASTRUCTURE

1. Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area
2. Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials

### OTHER KEY ENABLERS

3. New and appropriate water and wastewater solutions
4. Targeted flood management, drainage and stormwater improvements
5. New schools, health, emergency, parks and other community facilities to support and service growth areas

## **FOCUS AREA FIVE:**

### **NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL**

Supporting the realisation of full development potential in the identified growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

### **ENABLERS THAT COULD MAKE A BIG DIFFERENCE**

- 1. New growth management partnerships that strengthen collective ability to deliver successful growth management.**
- 2. Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.**
- 3. Increased Crown involvement to support pace and scale, including KiwiBuild, Housing and Urban Development Agency and the Three Waters review.**
- 4. Using the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in social housing, health and education facilities.**
- 5. Linking the corridor planning and partnership to the plans and initiatives of Te Waka and ATEED and exploring opportunities for attracting investment from the Provincial Growth Fund.**
- 6. Applying new approaches to planning and land use regulation as these become available from the Urban Growth Agenda.**
- 7. Making best use of existing tools.**

# APPENDIX: PROPOSED WORK PROGRAMME

PROPOSED WORK PROGRAMME	Possible scale of cost	Possible timing of start & completion		
		Year 1-3	Year 3-10	Year 10+
<b>FOCUS AREA ONE: STRONGER CORRIDOR CONNECTIONS</b>				
Investigate the implementation of a blue-green open space and recreational networks programme for the corridor. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.	\$\$\$			
Develop and pilot collective biodiversity off-setting as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are concentrated in agreed areas.	\$			
Investigate the introduction of a rapid rail services between Auckland and Hamilton, in stages. Add tracks and improved alignment to achieve higher speeds. Electrify whole corridor; add tracks and new alignment .	\$\$\$\$			
Selective rail network capacity improvements to accommodate increased freight and passenger services (Auckland, Meremere, Huntly, Hamilton)	\$\$\$			
New partnerships to facilitate the urgent need for local employment creation in southern Auckland, within the River Communities and selected Hamilton-Waikato sites.	\$			

## FOCUS AREA TWO: PAPAKURA-POKENO CORRIDOR

Complete the structure plans and consider overarching and cross boundary issues such as transport planning, protection of highly productive soils and provision of bulk network and social infrastructure between southern Auckland and northern Waikato in a more integrated manner.				
Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno to fundamentally 'switch' urban development along the corridor towards mass transit.	\$\$\$			
A high frequency bus corridor from Manukau to Drury integrated with rail capacity improvements, with possible extension to Pokeno	\$\$			
Drury: Support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.				
Pokeno: Maximise and support the long-term growth potential of this strategically located settlement towards a more connected and transit-orientated form.				
SH1 Papakura-Drury capacity improvements, with possible capacity increases to Bombay-Pokeno	\$\$\$			
A new Drury-Pukekohe (SH22) arterial corridor	\$\$\$			
Targeted water and wastewater capacity increases	\$\$\$			
Targeted flood management and stormwater improvements	\$\$\$			
Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections	\$\$			
New schools, health, emergency, parks and other community facilities to support and service growth areas	\$\$\$			

PROPOSED WORK PROGRAMME	Possible scale of cost			
		Year 1-3	Year 3-10	Year 10+
<b>FOCUS AREA THREE: RIVER COMMUNITIES</b>				
Appropriately incorporate key initiatives identified through the Waikato District Council Blueprint project into the corridor planning over time.				
Investigate the introduction of regular bus services that connect all towns between Hamilton and Papakura, with high-quality interchanges and metro and intercity service integration	\$\$			
Meremere: Partner with Waikato-Tainui around appropriate redevelopment opportunities for land either side of the expressway to generate local employment, services and create wider attractions and amenities.				
Huntly: Support the revitalisation of the town through a comprehensive social housing upgrade and a possible employment, skills and technology cluster in the north and south.	\$\$			
URGENT: New and appropriate water and wastewater solutions for Te Kauwhata, Huntly and smaller settlements	\$\$			
Targeted SH1 and/or other solutions to improve access to Pokeno, Mercer, Meremere and Huntly	\$\$			
Targeted flood management and stormwater improvements	\$\$			
Redevelopment of schools, health, emergency, parks, marae and other community facilities to support community revitalisation	\$			

## FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA

Develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired form and development priorities. The spatial plan will draw on a new Mass Transit Plan for the metropolitan area and the outcomes of the joint waters study for the metropolitan area.				
Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area	\$\$\$			
Northern growth node: Focused around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai				
Central: Support the revitalisation and intensification of Hamilton CBD, including possible new station				
North-East node: Focused on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass				
South: The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct				
Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials	\$\$\$			
New and appropriate water and wastewater solutions	\$\$\$			
Targeted flood management, drainage and stormwater improvements	\$\$			
New schools, health, emergency, parks and other community facilities to support and service growth areas	\$\$\$			

PROPOSED WORK PROGRAMME	Possible scale of cost			
		Year 1-3	Year 3-10	Year 10+
<b>FOCUS AREA FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL</b>				
New growth management partnerships that strengthen collective ability to deliver successful growth management.				
Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.				
Increased Crown involvement to support pace and scale, including KiwiBuild, Housing and Urban Development Agency and the Three Waters review.				



## APPENDIX: A POSSIBLE STAGING OF KEY TRANSPORT INITIATIVES (A SCENARIO ONLY)

CONCEPT	Stage 1: A possible shorter term (years 1-3) package	Stage 2: A possible medium term package (years 4-10)	Stage 3: A possible longer term (year 10+) package
<b>Intercity rail services</b>	Introduce non-stop diesel rail service (Frankton) to Papakura via Rotokauri and Huntly with a level of service that matches customer needs and expectations	Add tracks and improved alignment (where needed) to achieve higher speeds. Extend service to new Hamilton CBD station and a stop closer to Britomart	Electrify whole corridor; add tracks and new alignment (where need) to achieve higher speeds
<b>Metro services</b>	AUCKLAND: Extend current Papakura-Pukekohe diesel shuttle service to Tuakau and Pokeno (would need 2 new stations and related tracks etc.)	Electrify Papakura to Pukekohe <u>and</u> Tuakau and Pokeno, – and then run EMU rail service all the way to Pokeno	Electrify to Pukekohe Pokeno, if not done in medium term
	HAMILTON: Introduce a new diesel metro rail service from Huntly-Ngaruawahia-Rotokauri-Frankton-Hamilton CBD-Ruakura-Cambridge as part of a larger mass transit network. Would require new stations, related tracks, signals and possible route protection to the airport etc.		Extend rail to Hamilton airport and electrify the new metro network
<b>Regional/rural services</b>	Introduce peak and more frequent off peak bus services between Huntly, Te Kauwhata, Meremere, Mercer and Pokeno	Upgrade all bus stations and service frequency, and possible extend bus services north from Pokeno to new Drury station (bus runs along SH1)	Add bus lanes on SH1 Pokeno-Drury <u>and/or</u> Replace bus service with all-stop rail service on new electrified track