

3 Enabling economic well-being - Te whakatupu oranga whānau

Hei whakatupu oranga whānau

Growing family well-being

3.1 Commercial and industrial growth

Introduction

This chapter sets out the objectives and policies for managing and developing Auckland's economy. Commercial and industrial activities are key drivers providing employment and business opportunities, and for meeting demands for economic and social well-being associated with population growth.

The distribution and management of these activities have an important role in determining the shape of the urban environment. The policy approach seeks to ensure:

- that sufficient land for differing business activities is available to provide for social and economic well-being
- an efficient urban form is achieved and productivity is maximised
- new development and commercial intensification and expansion is managed to achieve high amenity, efficiency and compact urban form.

Objectives

1. Employment and business opportunities meet the current and future needs of Aucklanders.
2. Commercial growth is focussed within a hierarchy of centres and identified growth corridors that support the compact urban form.
3. Industrial growth occurs in appropriate locations that:
 - a. promote sustainable and ongoing economic development
 - b. provide for the efficient use of buildings, land and infrastructure in business areas
 - c. avoid conflicts between incompatible activities.

Policies

1. Encourage commercial intensification to occur in the city centre, metropolitan and town centres, and enabled on identified growth corridors, to provide the primary focus for Auckland's commercial growth.
2. Encourage the growth of commercial activities that serve the function, role and amenity of the city centre, and metropolitan and town centres (including new centres).
3. Sustain and enhance the role and function of centres as focal points for community interaction, by ensuring development within centres positively contributes to:
 - a. an attractive, functional and efficient urban environment with a distinctive sense of place, and a quality public realm
 - b. a diversity of activities including retail, with the greatest mix and concentration of activities in the City Centre, and a distribution of compact centres that provide for the needs of Auckland and its communities
 - c. increased employment opportunities with compatible residential development
 - d. a character and form that supports or serves compact mixed use environments
 - e. the efficient use of land, buildings and infrastructure and the redevelopment of sites

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- f. economic development and business activity
 - g. high quality street environments including pedestrian and cycle networks and facilities.
4. Require development within identified growth corridors to primarily be of a character and form that supports or serves compact mixed use environments.
5. Provide for the outward expansion of metropolitan and town centres having regard to whether it:
- a. will provide for compact mixed-use environments on the periphery of the centre
 - b. will provide for a greater level of access by a community to a wide range of facilities, goods and services in a convenient and efficient manner
 - c. facilitates the efficient and sustainable distribution of centres, in relation to the existing distribution of commercial activity and population growth
 - d. retains or enhances the existing centre's role and function
 - e. adversely impacts the role, function and viability of other centres in the hierarchy
 - f. manages the effects of commercial activity at the interface with adjoining land uses
 - g. substantially reduces the opportunity for medium to high density residential development
 - h. maintains the safety and efficiency of the road network in a way that promotes integrated transport, by providing strong connections to a range of transport modes including walking and cycling, and enabling efficient connections to the existing public transport network to link with adjoining centres and identified growth corridors.
6. Provide for new town and local centres within the RUB where they:
- a. are in proximity to existing or planned medium to high density residential development
 - b. will be appropriately located in relation to the existing network of centres and population growth to achieve a sustainable distribution of centres
 - c. will provide a diverse function and role complementing the established network of centres
 - d. will avoid adverse effects, both individually and cumulatively with other centres, on the distribution, function, viability and amenity of other centres, and on existing and planned infrastructure including the road network, public transport networks and utilities infrastructure
 - e. are of a form and function which is consistent with Policy 3 above
 - f. improve transport choices and reduce trip generation by providing strong connections to a range of transport modes including walking and cycling, and enabling efficient connections to the existing public transport network to link with adjoining centres and identified growth corridors.
7. New commercial activities are, where appropriate, to be enabled on identified growth corridors:
- a. in business and mixed use zones, having regard to:
 - i. any strategic or significant adverse effects, including cumulative effects, of non-centre commercial activities on the functions and roles of the city centre, metropolitan and town centres
 - ii. community social and economic well-being and accessibility
 - iii. the efficient use and provision of land and infrastructure so that the effects of commercial development do not undermine the infrastructural capacity for other development provided for in the area
 - iv. impacts on transport efficiency, including public transport and the road network
 - v. the impacts of the development on the efficient use of any scarce industrial land, in particular

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- opportunities for employment for land extensive industrial activities
- vi. avoiding conflicts between incompatible activities
- vii. the effects on residential activity.
- b. in residential zones, having regard to:
 - i. those matters listed in (a)
 - ii. the need to be of a form and scale compatible with residential character.
- 8. Where appropriate, commercial activities are to be enabled in Business and Mixed Use zones in locations other than the city centre, metropolitan and town centres and identified growth corridors, in particular in neighbourhood and local centres and those major transport corridors not identified as growth corridors, having regard to:
 - a. the matters listed in Policy 7 above
 - b. the extent to which activities would compromise the achievement of Policy 1 and 2 above
 - c. the extent to which the hierarchy of locations identified in Policies 1-7 above may be compromised.
- 9. Enable sufficient supply of land for industrial activities, particularly land-extensive industrial activities, where the scale and intensity of effects anticipated in those zones can be accommodated and managed.
- 10. Locate industrial land where it is relatively flat, and there is quick and efficient access to freight routes, rail or freight hubs, ports and airports.
- 11. Provide for the efficient use of scarce industrial land and avoid incompatible activities by:
 - a. limiting the scale and type of non-industrial activities on land zoned for light industry
 - b. preventing non-industrial activities establishing on land zoned for heavy industry.

Methods

Regulatory

Unitary Plan:

- Auckland-wide objectives, policies and rules for: Air quality, General, Parking, Loading and Access, and Subdivision
- Zone objectives, policies and rules for: City Centre, Metropolitan Centre, Town Centre, Local Centre, Neighbourhood Centre, Mixed Use, General Business, and Business Park.
- Overlay objectives, policies and rules for: Additional Zone Height Controls, City Fringe Office and Identified Growth Corridor
- Precinct objectives, policies and rules for: Business and Comprehensive Precincts

Bylaws

- Local Alcohol Plans
- Commercial Sex Industry, Food Safety, Health and Hygiene, Signs, Solid Waste, Street Trading

Non-Regulatory

Non-statutory plans and strategies

- Centre plans

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- Precinct plans

Advocacy and education

- Reference documents e.g. National Guidelines for Crime Prevention through Environmental Design in New Zealand.

Monitoring and information gathering

The council will seek to identify:

- a) the amount and location of greenfield land for the future growth of Land Extensive Industrial Activities
- b) changes to the existing patterns of distribution and levels of use of commercial centres;
- c) business supply and capacity changes, and whether these are sufficient to meet anticipated household growth.

Funding and Assistance

- Align Long Term Plan processes including infrastructure funding processes with the development of City Centre, Metropolitan and Town Centres and Identified Growth Corridors.

Explanation and reasons

The distribution and location of business activity plays a key role in the form and growth of urban Auckland. Business activity is vital to social and economic well-being.

The Unitary Plan seeks to enable business activity whilst achieving high environmental standards through avoidance, remediation or mitigation of any adverse effects. Intervention with regard to the distribution, scale and function of business activity is critical to promote sustainable resource management and a compact urban form.

This intervention is for two main reasons:

1. To achieve a distribution of business activity that integrates with:
 - a. strategic servicing and transport infrastructure;
 - b. existing centre locations; and
 - c. higher density residential living.
2. There is strong demand for business and commercial activities in Auckland and if these are left unplanned there is an increased cost to the community.

In terms of the distribution of commercial activity, a compact urban form encourages more trips to be made by sustainable modes like walking and cycling, and provides for efficiencies in terms of public transport. At the same time, for some trips (such as accessing larger format retail activities) private transport will remain the primary mode for the foreseeable future, even with significant increases in public transport patronage.

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3.2 Significant infrastructure and energy

Introduction

Auckland's network of significant infrastructure plays key roles locally, regionally and nationally. Infrastructure services and facilities are critical to enable people and communities and future generations to provide for their economic and social well-being and contribute to economic growth. Significant infrastructure includes transport networks (land, sea and air), water, wastewater and stormwater reticulation, energy transmission (electricity and liquid fuels), electricity generation, telecommunication and radio communication, defence facilities and public institutions.

Managing the effects of more sensitive land uses (reverse sensitivity) on the operation and capacity of infrastructure is required as Auckland grows. Conflicts or incompatibilities between adjoining land uses need to be avoided, or mitigated where possible, in order to ensure that the operation of significant infrastructure is not compromised.

National policy statements such as Renewable Electricity Generation 2011 also assist council to balance competing national benefits and local costs. Some of the adverse effects from network utilities and electricity generation facilities' are also addressed by other documents, such as national environmental standards, New Zealand standards and codes of practice.

As the transport system is both an infrastructure network and an integrated system, the objectives and policies in section 3.3 Transport must also be considered when addressing transport related matters.

Objectives

1. Resilient infrastructure and a high quality service.
2. The benefits of significant infrastructure which service the wider community, Auckland or New Zealand are recognised, including:
 - a. the essential services provided by infrastructure networks, which provide for the functioning of communities, businesses and industry
 - b. enabling economic growth
 - c. providing for public health, safety and the well-being of people and communities
 - d. contributing to a well functioning and liveable Auckland
 - e. protecting the quality of the natural environment
 - f. enabling interaction and communication.
3. Development, operation, maintenance, and upgrading of significant infrastructure is provided for and enabled, while managing any adverse effects it may have on:
 - a. areas with significant landscape, cultural and historic heritage, and natural ecological and biodiversity values
 - b. the health, safety and amenity of communities.
4. Renewable electricity generation is enabled, and energy efficiency and conservation promoted.
5. Infrastructure planning and development is integrated and co-ordinated at an early stage with land use and development to support residential and business growth.
6. Auckland's significant infrastructure is protected from reverse sensitivity effects and incompatible subdivision, use and development.
7. The locational or function-based requirements of significant infrastructure are recognised.

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Policies

Provision of significant infrastructure

1. Provide for the efficient development, use, operation, maintenance and upgrading of secure and reliable infrastructure.
2. Increase the resilience and security of infrastructure through work that:
 - a. enhances the reliability of networks and services
 - b. improves Auckland's ability to respond and recover from unexpected and adverse events
 - c. manages the risks associated with natural hazards and the effects of climate change.
3. Integrate significant infrastructure with land use development by ensuring it is:
 - a. planned and funded at an early stage with land use provisions to provide for growth
 - b. provided to service land use development within the RUB
 - c. located in a way that does not fragment or limit planned land development within the RUB
 - d. timed to avoid the inefficiencies and costs associated with servicing unplanned development or development that has occurred out of sequence.
4. Recognise and provide for the operational and technical requirements of significant infrastructure.
5. Provide for the locational requirements of significant infrastructure by recognising that it often has a functional need to be located in certain places.
6. Require integration and co-ordination between the council, transport agencies and infrastructure providers on the maintenance, upgrade, and future development, of significant infrastructure.

Reverse sensitivity

7. Avoid reverse sensitivity effects by requiring subdivision, use and development to not occur in a location or form that constrains the use, operation, maintenance and upgrading of existing and planned significant infrastructure.

Managing adverse effects

8. Where new or major upgrades to significant infrastructure are proposed within those overlays identified to protect landscapes, natural and historic heritage, ecological, biodiversity values, and scheduled sites and places of significance to Mana Whenua, the following matters must be considered when balancing the development against the protection of these places:
 - a. the economic and social benefits derived from significant infrastructure
 - b. whether the significant infrastructure has a functional need to be located in the proposed location
 - c. the need for utility connections across or through such areas to enable an effective and sustainable network
 - d. whether there are any reasonably practicable alternative locations, routes or designs, which would reduce any adverse effects
 - e. the extent of existing adverse effects
 - f. the type, scale and extent of adverse effects on the values of the area, taking into account:
 - i. scheduled sites and places of significance to Mana Whenua
 - ii. significant public open space areas, including harbours
 - iii. hilltops and high points that are publicly accessible scenic lookouts, particularly where the infrastructure involves tall structures, such as towers and poles
 - iv. high-use recreation areas

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- v. natural ecosystems and habitats
 - vi. the extent to which the adverse effects can be avoided, remedied or mitigated.
9. Manage the adverse effects on the health and safety of communities and amenity values from new and/or major upgrades to significant infrastructure.
10. Encourage the co-location and co-siting of infrastructure in existing and new urban areas, and the use of existing infrastructure corridors, subject to operational and technical feasibility.

Renewable electricity generation, energy efficiency and energy conservation

11. Provide for renewable electricity generation activities to occur at different scales and from different sources, including small and community-scale renewable generation activities.
12. Promote energy efficiency and conservation measures by:
- a. creating a compact and efficient urban form that is integrated with a multi-modal transport system and supports more energy efficient transport modes such as public transport, walking and cycling
 - b. incorporating energy efficiency and conservation initiatives into site and building design.

Methods

Regulatory

Unitary Plan:

- Auckland-wide objectives, policies and rules for: network utilities and electricity generation facilities and subdivision
- Zone objectives, policies and rules for the Airport zone and application of zones to minimise reverse sensitivity effects on significant infrastructure
- Overlay objectives, policies and rules for the: Electricity Transmission Corridor overlay, Aircraft Noise overlay, Approach Path overlay
- Precinct objectives, policies and rules for the Airport precincts and Rodney Thermal Energy precinct
- Designations by Network Utility Operators.

Other

- National Environmental Standards for Electricity Transmission Activities and Telecommunications Facilities.
- The NZECP 34:2001
- National Code of Practice for Utility Operators' Access to Transport Corridors

Non-Regulatory

Non-statutory plans and strategies

- Preparation of plans and strategies on infrastructure e.g. Digital Enablement Strategy

Advocacy and education

- Advocacy to central government on the undergrounding of transmission lines in the urban area
- Education of communities around noise associated with ports and airports

Council coordination

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- Council led forums and working groups on infrastructure
- Liaison with Road Controlling Authorities and infrastructure providers to manage competing pressures for use of the road corridor.

Explanation and reasons

The objectives and policies and methods recognise Aucklanders need high quality service from their infrastructure providers to support their daily lives. While it is the provider's responsibility to deliver this service, the Unitary Plan seeks to ensure delivery is integrated and co-ordinated.

Significant infrastructure is critical to how Auckland functions, making it regionally and, in some instances, nationally important. This means subdivision, use and development must not adversely impact on the functioning or future development of this infrastructure. Conversely, new significant infrastructure must not unduly constrain planned growth within the RUB.

The objectives and policies also recognise that the development of significant infrastructure can have significant adverse effects on natural, landscape, cultural, and amenity values. Policy 8 provides guidance on how to balance the provision of significant infrastructure with the protection of these values. Policy 10 encourages co-location and co-siting as one means of reducing or avoiding adverse effects.

The objectives and policies give effect to the National Policy Statement for Renewable Electricity Generation 2011 and the National Policy Statement on Electricity Transmission 2010. These policy statements require the council to include provisions within the plan to support electricity transmission and renewable electricity generation infrastructure; in addition to managing their effects.

The demand for energy is a significant driver of demand for infrastructure. Amendments introduced to the Resource Management Act in 2004 now require the council to address the efficient end use of energy and the use and development of energy generation from renewable resources. The policies above support Auckland moving away from high energy use and dependence on fossil fuels. Energy conservation and efficiency is promoted through a compact urban form, integration of land use and transport, and approaches to building design.

3.3 Transport

Introduction

Auckland's transport system comprises:

- state highways, all other roads, rail, ports, airports and airfields, public transport (land and sea), parking spaces and structures, accessways, cycle and pedestrian routes, and all of their related facilities.
- broader elements including transport users and their behaviours, and the interaction between land use activities and transport networks.

Safeguarding the operation and management of the transport system as a physical resource requires consideration of multiple assets, activities, forms and functions. The establishment of transport infrastructure has had a fundamental role in shaping the form and 'structure' of urban development in Auckland. Some transport infrastructure requires significant investment in physical structures of a permanent nature.

Operating the transport network as part of a single transport system requires a combined and co-ordinated approach across many parties, including Auckland Council, Auckland Transport, New Zealand Transport Agency, Ports of Auckland Limited, Auckland International Airport Limited, KiwiRail and public transport operators. In addition, transport corridors may also contribute to the locational needs of other infrastructure networks.

Auckland's transport system contributes to Aucklanders' social, economic and cultural well-being and their health and safety, and the enabling of growth and shaping of Auckland's urban form. The effective, efficient, safe development, ongoing maintenance and operational improvements to the transport system are fundamental to the regional and national economies.

As the transport system is both an integrated system and an infrastructure network, the objectives and policies of section 3.2 Significant Infrastructure and Energy must also be considered when addressing transport related matters.

Objectives

1. An effective, efficient and safe transport system that supports the integrated movement of people, goods and services throughout Auckland and to other regions and nations.
2. An effective, efficient and safe integrated transport system that is integrated with, and supports, a quality, compact form of urban growth and associated land use.
3. A well developed, operated and maintained transport system that manages potential adverse effects on the natural environment and the health, safety and amenity of people and communities.
4. A transport system that facilitates transport choices and enables accessibility and mobility for all sections of the community.

Policies

Provision of an integrated transport system

1. Enable the effective, efficient and safe development, operation and maintenance of an integrated intra-regional and inter-regional transport system including:
 - a. state highways and all other roads, including the rural road network
 - b. the rail network
 - c. Auckland Airport and Auckland and Onehunga ports, including their local, national and international trade, freight and visitor connections
 - d. smaller airports, airfields and port facilities

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- e. the public transport network, including the development and operation of bus and train stations and stops, bus way, park and rides, ferry wharves and terminals
 - f. pedestrian and cycle networks.
2. Support the management of Auckland's transport system to optimise, in an effective, efficient and safe manner, the people and/or goods carrying capacity of transport routes recognising the full range of trips being undertaken throughout Auckland by all sections of the community.
 3. Require activities sensitive to noise to be located or designed to avoid, remedy or mitigate potential adverse effects arising from the use and operation of strategic transport infrastructure.
 4. Identify and protect areas and routes critical for developing Auckland's future transport infrastructure including:
 - a. high quality transport corridors that improve connections between:
 - i. Auckland and Northland
 - ii. Auckland and the Waikato
 - iii. east Auckland to west Auckland
 - iv. The city centre, the Auckland International Airport and Manukau Metropolitan centre (including State Highway 1)
 - v. The North Shore and the city centre, and the city centre to the Auckland Isthmus
 - b. improvements to the rapid and frequent service network
 - c. regional and inter-regional walking and cycling connections.

Transport infrastructure and growth

5. Recognise the arterial road network needs to be managed to provide priority to public transport and freight movements.
6. Protect existing and future rail and shipping corridors and air flight paths so they can meet future passenger and/or freight and trade demand.
7. Manage the increase in transport movements associated with development which is in accordance with the quality compact form of urban growth provided for in the Unitary Plan while recognising that there may be increased delays in some locations and during some periods of the day.
8. Provide for the development of additional road capacity along those corridors where:
 - a. the management of travel demand alone is not able to provide for increased movement
 - b. the effective, efficient and safe movement of public transport services and/or freight is required
 - c. there is a need to provide priority to cyclists and pedestrians.
9. Improve the integration of land use with transport by:
 - a. the delivery of a transport system that is planned, funded, staged to enable the delivery of quality urban growth as outlined in section 2 - Enabling quality urban growth.
 - b. ensuring activities likely to generate significant trip numbers support, and can be serviced by the rapid and frequent service network
 - c. managing activities along freight routes, other heavily trafficked roads, rail lines, or adjacent to ports and airports so that they do not compromise the effective, efficient and safe operation of these routes or give rise to reverse sensitivity effects
 - d. requiring proposals for high trip generating developments, located outside of centres and/or not

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provided for in the Unitary Plan, to demonstrate integration with the transport network and mitigate adverse effects on that network.

Managing the adverse effects of transport infrastructure on communities

10. Avoid, remedy or mitigate the potential adverse effects associated with the use or operation of transport infrastructure on community health by:
 - a. developing an urban form which supports more energy efficient and active modes of transport, such as buses, walking and cycling, and provides opportunities to reduce both the number and length of vehicle trips
 - b. requiring new roads to incorporate noise mitigation to protect sensitive activities from adverse noise effects.
11. Avoid, remedy or mitigate potential adverse effects from the transport system on community safety by:
 - a. ensuring all transport infrastructure (including new vehicle access) is designed to facilitate the safe movement of people and goods by managing potential conflicts between pedestrians, cyclists and vehicles
 - b. ensuring safe and secure environments for transport projects
 - c. providing for the transport needs of people with special mobility requirements, including the young, aged and those with disabilities
 - d. providing for maintenance and construction works to be undertaken in a manner that reduces conflict with the movement of pedestrians, cyclists and vehicles.
12. Avoid, remedy or mitigate the potential adverse effects of transport infrastructure on amenity values and ensure that transport infrastructure is designed, located and managed to:
 - a. integrate with adjoining land uses taking into account their planned use, intensity, scale, character and amenity
 - b. effectively provide pedestrian and cycle connections.

Managing travel demand and travel choices

13. Support land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods.
14. Improve the attractiveness and efficiency of more sustainable transport options, such as buses, trains, ferries, cycling and walking, by:
 - a. enabling an integrated public transport network to service all urban areas
 - b. limiting parking supply in locations served by the rapid and frequent service network
 - c. incorporating pedestrian and cycle networks and facilities in public and private developments
 - d. providing for improved integration between public transport and the pedestrian and cycle networks.
15. Recognise that where access to activities cannot be made effectively, efficiently or safely by public transport, walking or cycling, trips will continue to be made by private vehicle.

Methods

Regulatory

Unitary Plan:

- General provisions information requirements for Integrated Transport Assessments refer to General Provisions - section 2.7.9.

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- Auckland-wide objectives, policies and rules for: transport, including parking, loading and access; network utilities; subdivision
- Zone objectives, policies and rules for the: Strategic Transport Corridor, Minor Port, Ferry Terminal, Airport
- Overlay objectives, policies and rules for: High Land Transport Noise; Airport (approach paths and noise notification areas); City Centre Port Noise; Indicative Roads and Open Space
- Precinct objectives, policies and rules for the Airport, and the Port
- Designations by Auckland Transport and other transport agencies

Bylaws

- Transport related bylaws by Auckland Transport and Auckland Council

Other

- Transport programmes, plans and strategies by Auckland Transport undertaken under other statutes (non-RMA)
- Management and operation of Auckland's transport system by Auckland Transport as Road Controlling Authority.

Non-Regulatory

Non-statutory plans and strategies

- Transport Codes of Practice
- Comprehensive parking management plans, transport plans, corridor management plans, and network plans by Auckland Transport.

Advocacy and education

- Coordination with NZTA and KiwiRail to deliver a single transport system
- Advocacy to central government, NZTA and KiwiRail about route protection and funding of priority transport projects.

Monitoring and information gathering

Funding and assistance

- Developing, maintaining and operating the transport network and transport services, including parking facilities, by Auckland Transport and Auckland Council.

Explanation and reasons

Providing a range of transport options enables transport users to make considered choices to meet their transport needs. This includes choosing to travel by private vehicle, public transport, cycle, walk – or not to travel at all. To make these choices viable, improvements to the transport system will continue to be required. The regulatory framework must therefore enable the on-going development, operation and management of an effective, efficient and safe transport system as a significant physical resource to support Auckland's population and economic growth.

The Unitary Plan seeks to achieve a quality, compact form of urban growth and the policies set out above outline the framework by which transport infrastructure should be provided to support this. Integrating transport

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infrastructure with land use development is an essential component. This includes supporting high density development around transport centres or interchanges served by the rapid and frequent service network. A key step in providing an integrated transport system is ensuring that all necessary infrastructure and services can be planned, funded, developed and then operated, maintained and upgraded to better support planned urban growth.

Some elements of the transport system are essential for the wider regional and national economy. Providing for the effective and efficient development, operation, maintenance and upgrading of Auckland Airport and the ports of Auckland and Onehunga recognises the essential role these facilities play in serving and facilitating the growth of Auckland, forming part of New Zealand's transport system and in securing local and national economic prosperity.

The provision of effective, efficient and safe transport infrastructure and services are critical to Auckland and to the country. The infrastructure itself and the work required to operate, maintain and when necessary improve its performance should be provided for and protected from reverse sensitivity effects.

The development, operation and use of transport infrastructure can have significant effects on the natural and physical environment. Negative impacts on people and communities, such as, noise, vibration, air emissions and the severance of communities need to be avoided, remedied and mitigated through good planning, construction and maintenance practices and through the appropriate design of sensitive activities close to key parts of Auckland's transport infrastructure.

However, there may also be positive effects if transport infrastructure and services are well-designed, planned and constructed in a timely manner integrated with urban growth, other elements of the environment and adjoining land uses. These positive effects can include personal and economic benefits associated with improved accessibility, leveraging higher land values to support centre growth and promoting improved user safety.

In terms of safety, pedestrians and cyclists are the most vulnerable users. The safe management of cycle and pedestrian networks includes separation from general traffic and slowing traffic speeds, which are expected to directly contribute to increasing pedestrian and cycle mode share and reducing community severance.

Private vehicle travel is the most predominant mode of transportation for many people and destinations in Auckland and is likely to remain so into the foreseeable future. However, effective demand management is required to reduce the need to travel by private vehicle,(including the frequency and length of trips), as is the effective management of parking, particularly long term parking in centres and mixed use zones served by the rapid and frequent service network. Demand management will assist in managing increases in road congestion (along with its associated effects) and encourage the use of other modes. It will also assist in improving the travel time for freight and commercial traffic, essential to economic productivity and competitiveness.

To meet urban growth, economic and environmental objectives, users of Auckland's transport system require effective alternatives for many private vehicle trips. The continual improvement to Auckland's public transport system is key to achieving this.

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