EXTENDING RAPID TRANSIT TO THE NORTH OPTION 1

The key strategic investment proposed for the north Auckland growth areas is an extension of the current Rapid Transit Network (RTN) from Albany. Building on the successful uptake of the current RTN is vital to support the large population numbers projected to live in the new growth areas. The RTN provides fast, frequent, high capacity public transport services along corridors that are separated from general traffic and therefore unaffected by road congestion.

There are two main options being considered for an extension of the current rapid transit Option 1 – alignment network from Albany. along the Northern Read this Motorway poster alongside **'Extending** This option generally follows the **Rapid Transit OREWA** existing motorway alignment from to the North the existing Albany Bus Station. Option 2' This option: WAINUI EAST Has the potential to access a future centre in High frequency bus Dairy Flat that is near SH1 Red Beach route supporting the Rapid Transit Network Provides more direct access to existing urban areas and the areas of early future urban growth in Wainui East and Silverdale West (compared to Option 2) SILVERDALE Provides access to options for high frequency SILVERDALE WEST bus routes to support the Rapid Transit Network (pink lines) Has fewer opportunities to serve future planned development and the shape of urban form in Dairy Flat (compared to Option 2). **Options at Silverdale** In this section, the rapid transit connection has 米 two options: **Continues along SH1** • Extends to Grand Drive in Orewa **DAIRY FLAT Shifts to Hibiscus Coast Highway** Terminates at the existing Hibiscus Coast Busway Station. Please see information on: ALBANY 'What these connections could look like' New growth area **_ _ _** Structure Plan area Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals to view potential cross sections **= =** Existing projects Residential area Special purpose area and will be subject to the Resource Management Act, and Land Transport School Management Act. All projects will be subject to further investigation to confirm Town centre area Outside urban area land requirements, this will include further consultation on these options. Airport State Highway Employment area Bus route Indicative potential



