Attach 5 - Key outcomes of recommended network (2048+)

Access	Employment accessibility (bus) — 10 mins ↑ **143%**, 15 mins ↑ **43%**, 45 mins ↑ **14%**		Employment accessibility (cycling & walking) — 5 mins ↑ **47%**, 10 mins ↑ **28%**
Reliability	Reduction of vehicle kilometres travelled in peak congestion (AM Period) ↓ **61%**		Southern Interchange on Ara Tūhono — ↓ **20 mins** For public transport from South west growth area to Albany; ↓ **8 mins** For freight from Industrial area in South West Growth area to Albany
Travel choice	↑ **34%** Increase in public transport trips in the Recommended option compared to Do Min. ↑ **43%** Proportion of Warkworth within 500m of high frequency bus route	↑ **50%** Increase in active mode trips in Recommended option compared to Do Min. ↑ **47%** Proportion of Warkworth within 400m of high quality, dedicated facility.	↓ **6%** Mode shift from single occupancy private vehicle
Safety	↑ **19km** New and improved corridors with safe and separated cycle facilities.		Conflict between cyclists and future increased traffic reduced due to implementation of safe separated cycle network.
Integration	**12%** Land use and transport integration results in ~12% of Warkworth growth areas within 500m of the North or South Public Transport Interchange		**19km** Connected, legible cycling network connecting high density residential
Climate Change	CO_2 ↓ 1,296 tonnes reduction of CO^2 per year	↓ 9% reduction in annual VKT in 2048 (compared to do min)	100% of new corridors and stream crossings designed to accommodate 1 in 100 year flooding