**TOD Decision Support Tool**

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| In the last decade, transit-oriented development strategies have significantly increased in popularity. Particularly since railway stations are ideal hubs from which sustainable land-use and transport practices and policies can be planned. This integrated sustainable development approach, whether it is Transit Oriented Development’ (TOD) as labelled originally in the North American context or plainly as (re)development of and around railway stations as in Europe and elsewhere offers exciting opportunities to address various transport and land use issues simultaneously.Investment in Transport and land use around stations is not only an opportunity to increase housing supply but also offers wider opportunities to improve placemaking, active travel and the so-called station area “ecosystem” of civic and commercial uses around stations.Despite all the opportunities available and the international consensus about TOD, in practice it is not really experiencing widespread adoption in New Zealand. One reason argued is that the land use legislation in New Zealand limiting and the planning practices are fragmented with a considerate amount of governance and institutional barriers. As a result, this makes station area planning in the rest of New Zealand more challenging than it needs to be. More recently, the National Policy Statement on Urban Development 2020 came into effect, unlocking the potential for a new era, where height and density can reflect the level of accessibility of public transport. This change triggered the need to develop more sophisticated methods for decision making to work together seamlessly despite all our governance and institutional differences.In a North Holland context, a so-called ‘Butterfly Model decision support tool' was developed to streamline integrated decision making and to advance land use and transport planning surrounding transit hubs. Which aims to measure and better understand the relationship between the transport network (movement) and land use (place), their functions within the public realm and how to shape multi-modal transport and planning policy interventions. The paper will describe the dominant factors and players involved in implementing this ‘Butterfly Model decision support tool' in New Zealand, as well as using a case study of Auckland to demonstrate how it could work. |