Auckland Plan 2050 Evidence Report Update September 2022

Transport and Access

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Auckland Council (2022). Auckland Plan 2050 Evidence Report Update: Transport and Access

Auckland Plan, Strategy and Research Department

September 2022

ISBN 978-1-99-106017-4 (PDF)

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Purpose of update

The Auckland Plan 2050 was adopted by the Auckland Council Planning Committee on 5 June 2018. It was accompanied by a set of evidence reports that provide foundational background information.

The purpose of this update is to provide additional information to the Auckland Plan 2050 Evidence Report: Transport and Access (June 2018) covering the period since the Plan's adoption to June 2022.

The Auckland Plan was created as a living plan that is able to reflect emerging or changing issues, as well as provide updated data and evidence.

An update to the digital Auckland Plan was completed in September 2022 on the basis of this evidence report update. This followed a memo to the Auckland Council Planning Committee setting out the key aspects to be updated.

Please refer to the Auckland Plan website www.theaucklandplan.govt.nz for the most up to date version of the full plan.

The following updates have been made to the Transport and Access section to reflect new data and evidence – much of this relates to Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, the Transport Emissions Reduction Pathway, and Vision Zero for Tāmaki Makaurau.

Section	Summary of changes
Outcome statement, directions and focus areas	Updates outcome goal to align with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan
Transport and Access explained	Updates narrative to reflect that transitioning to a low carbon transport system is critical to reducing transport emissions Notes other benefits to a transition, such as reducing congestion References adoption of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Transport Emissions Reduction Pathway (TERP) Includes funding for the Auckland Transport Alignment Project (ATAP), and Auckland Council's Climate Action Targeted Rate
Direction 1 - Better connect people, places, goods and services	Emphasises the need to access opportunities safely, sustainably, and equitably, as well as the importance of land use change in enabling people to access services and amenities
Direction 2: Increase genuine travel choices for a healthy, vibrant and equitable Auckland	Includes statement on modelled data from the TERP, which indicates the need for a significant increase in active modes and public transport, along with a reduction in use of cars

Section	Summary of changes
	Highlights that reducing emissions is also important for reducing congestion, and improving health and wellbeing References Auckland Transport's Roads and Streets Framework and Auckland Transport's Transport Design Manual
Direction 3: Maximise safety and environmental protection	Strengthens narrative and clarity regarding safety and transport emissions References Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, Transport Emissions Reduction Pathway (TERP) and Vision Zero Highlights that addressing the emissions challenge requires transformational change to the transport system, and land use planning system Changes Direction 3 – Maximise safety and environmental performance to Direction 1 and includes 'emissions reduction' in the title
Focus area 1: Make better use of existing transport networks	Reflects the need for reallocation of street spaces and prioritisation of sustainable and efficient modes of transport
Focus area 2: Target new transport investment to the most significant challenges	Includes a statement emphasising the need for investments to prioritise actions that will reduce transport emissions
Focus area 3: Maximise the benefits from transport technology	Notes that new technologies must be used to address our key transport issues, but not create new problems or magnify existing ones
Focus area 4: Make walking, cycling and public transport preferred choices for many more Aucklanders	Changes emphasis on the fundamental role of active modes of travel and public transport in reducing emissions Reflects that safety is crucial in supporting people to shift to more active modes of travel
Focus area 5: Better integrate land-use and transport	Emphasises the role of integrated land-use and transport planning in reducing emissions, through creation of mixed-use and low traffic neighbourhoods
Focus area 6: Move to a safe transport network free from death and serious injury	Strengthens narrative to align with Vision Zero References Auckland Transport's Safe Speeds programme

Section	Summary of changes
Focus area 7: Develop a sustainable and resilient transport system	Includes reducing emissions as a benefit to a resilient transport system Broadens some of the statements relating to a resilient transport system
Implementing the Transport and Access outcome	Reflects narrative provided in the 10-year Budget 2021-2031 References Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, Transport Emissions Reduction Pathway, Vision Zero, and Auckland Transport's Māori Responsiveness Plan.
Related information – Transport and Access, 2050	Changes reflect narrative and directions set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, Transport Emissions Reduction Pathway, Vision Zero
Related information – Rapid Transit network	Minor update to reflect that non-rapid public transport is also important for achieving efficient movement of large numbers of people
Related information – Making Auckland more cycle friendly	Emphasises the role cycling plays in reducing emissions References funding updates for cycling initiatives through Auckland Transport Alignment Project 2021-2031, and the Regional Land Transport Plan 2021-2031 Some infographic updates included
Related information – Passenger rail transport between Auckland, Hamilton and Tauranga	Changes title changed to "inter-regional passenger rail transport" to better reflect the focus on rail travel between regions
Related information – Equitable transport access across Auckland	Strengthens narrative around the importance of the transport system to adequately meets the needs of all Aucklanders – this aligns with the TERP

Key changes since the 2018 adoption of the Auckland Plan

The Directions and Focus Areas for the Transport and Access Outcome remain relevant. There have however been some significant changes relating to climate change and safety.

Climate change:

In June 2019, Auckland Council declared a climate emergency for Auckland[1]. This was a significant development requiring council to commit to:

- incorporating climate change considerations into work programmes and decisions
- providing local government leadership in the face of climate change, including collaborating with local and central government partners to advocate for greater central government leadership and action on climate change
- increasing the visibility of our climate change work
- leading by example in monitoring and reducing our greenhouse gas emissions
- including climate change impact statements on all council committee reports.

Responding to the climate emergency will require rapid and transformational change in how we live, work and travel.

Auckland Council had already been leading on the development of a climate action plan for the region, which was adopted by Auckland Council in June 2020 - Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. The Plan focuses on greenhouse gas emissions reductions – setting a target to halve the region's emissions by 2030 and reaching net zero by 2050 and preparing Auckland for the impacts of climate change.

Auckland's transport system is a major contributor of greenhouse gas emissions, accounting for 44 per cent of the region's total emissions, 86 per cent of which relate to travel by road.

Transport has therefore a critical role to play in reducing emissions. To meet the targets set out in Te Tāruke-ā-Tāwhiri, a 64 per cent reduction in transport related emissions by 2030 is required – eight years from the time of this updated evidence report.

This is a significant challenge which will require unprecedented levels of investment in public and active travel supported by radical and far-reaching policy and institutional reform[2].

In August 2022, Auckland Council adopted the Transport Emissions Reduction Pathway (TERP)[3] which sets out how this challenge can be met. The pathway identifies eleven

[1] https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/aucklands-climate-plan/response/Pages/climate-emergency.aspx
[2] Auckland Council response to consultation on draft national Emissions Reduction Plan, 2021
[3] Environment and Climate Change Committee (ECC/2022/74), 18 August 2022

areas of the transport and land use system needing transformational changes – which will mean reducing the dominance of cars and taking a lot more trips by walking, cycling and public transport, powering our vehicles by renewable electricity or other forms of low emission fuels.

The eleven transformational areas are:

- Supercharge walking and cycling
- Massively increase public transport patronage
- Prioritise and resource sustainable transport
- Reduce travel where possible and appropriate
- Safe, low-traffic neighbourhoods for people
- Build up not out
- Electrify private vehicles
- Enable new transport devices
- Low emissions public transport
- Efficient freight and services
- Empower Aucklanders to make sustainable transport choices.

Refer to the Transport Emissions Reduction Pathway (TERP) for more detail on these eleven areas.

Safety

Safety remains an issue for transport in Auckland. In 2020, Auckland Transport adopted Vision Zero for Tāmaki-Makaurau which sets a vision for no deaths or serious injuries on Auckland's transport system by 2050.

Vision Zero expands on the Safe System approach which says while we all have responsibility to make good choices, we are human, and we make mistakes. This means building a more forgiving transport system that protects people from death and serious injury when they crash. It is an approach that values everyone using the road, not just those in vehicles.

Vision Zero is underpinned by four principles:

1. Ethics: people shouldn't die or be seriously injured in transport journeys
2. Responsibility: System designers are ultimately responsible for the safety level in the entire system - systems, design, maintenance and use. Everyone needs to show respect, good judgement and follow the rules. If injury still occurs because of lack of knowledge, acceptance or ability, then system designers must take further action to prevent people being killed or seriously injured.

3. People centered: System designers must accept that people make mistakes and people are vulnerable
4. System response: We need to look at the whole system and develop combinations of solutions and all work together to ensure safe outcomes.

COVID-19

During the various levels of restrictions in 2020 and 2021, Aucklanders rapidly altered their travel behaviour for many weeks at a time. Travel by car and public transport during these times reduced dramatically and increases in walking and cycling were observed. It is unclear what the longer-term impact of these restriction periods, and potentially others, will be over the coming decade.

There are ongoing changes to people's travel choices, particularly with an increase in remote working. It is still unclear if or when pre-covid travel behaviours will return, which creates ongoing uncertainties for the transport system, for example future trends of public transport patronage.

Relevant policies, strategies, plans and legislation updates

Auckland updates

Following adoption of the Auckland Plan in 2018 there has been some significant changes in transport priorities for Auckland. Relevant updates of strategies, plans and initiatives are given in Table 1. These changes will have a bearing on priorities and direction for the transport system in Auckland so are relevant for the Auckland Plan and Transport and Access Outcome.

Table 1 showing relevant Auckland regional updates to policy, strategies, plans and legislation

Strategy and plans	Key points
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan	This is Auckland's roadmap to net zero-emissions and a resilient and healthier region that is better connected to our environment and able to thrive in the face of ongoing change and disruption. The plan identifies transport as one of eight priority action areas critical to achieving net zero by 2050. This because transport is the largest source of carbon emissions, emitting over 40 per cent of Auckland's total emissions. It stated that Auckland's transport sector emissions must reduce by 64 per cent by 2030 to meet our net-zero target. Areas of significant change include travel behaviour and getting around more by walking, cycling and public transport; changing the vehicles we use for low emission versions; and more efficient freight. The 'next level of detail' for achieving this goal is provided by the Transport Emissions Reduction Pathway (TERP).

Strategy and plans	Key points
Transport Emissions Reduction Pathway (TERP)	In 2022, the Transport Emissions Reduction Pathway (TERP) was adopted to provide directions about how to achieve the 64 per cent goal set out in Te Tāruke-ā-Tāwhiri. Eleven critical transformations across the whole transport system are identified – from the way we all use transport through to how we plan for land use.
Climate Action Targeted Rate (CATR)	In 2022, Auckland Council implemented the Climate Action Targeted Rate (CATR), which provides $574 million for climate action over ten years. This will facilitate significant bus network enhancements, faster electrification of the public transport fleet, as well as walking and cycling improvements across the city
Vision Zero for Tāmaki-Makaurau	In 2020, Auckland Transport adopted Vision Zero for Tāmaki-Makaurau which sets a vision for no deaths or serious injuries on Auckland's transport system by 2050. The strategy follows a Safe System approach that acknowledges that as people we all make mistakes but that should not mean someone dies or is seriously injured on our roads. It is an approach that values everyone using the road, not just those in vehicles.
Auckland Transport's Safe Speeds Programme	This is an important component to create a road network that ensures speed limits are safe for everyone who is using our roads.
Innovating Streets for People Programme	The aim of this programme is to make it faster and easier to transition streets to safer and more liveable spaces. By piloting innovations in streets with communities before committing to major investment, road controlling authorities can have more assurance that they are getting the direction of change right. The programme includes Auckland Transport, Auckland Council, Eke Panuku Development Auckland, Kāinga Ora and local boards working together.
Roads and Streets Framework (RSAF)	Mandates the assignment of a Movement and Place function to each street, as well as modal priorities for all modes and activities. These mandates form a bridge between strategic/functional planning and design, to ensure designs help support AT's wider objectives
Auckland Transport Māori Responsiveness Plan	The plan outlines Auckland Transport's (AT) commitment to meeting its legal and relationship commitments-and how we can be more responsive to Māori. The Plan provides operational level action.

Strategy and plans	Key points
Future Connect – Auckland Transport's Network Plan	This has been introduced as a 10-year system planning tool for Auckland's transport network, developed in partnership between Auckland Transport, Auckland Council, and Waka Kotahi. It provides strategic direction for how Auckland plans, funds, delivers and operates the transport network. Future Connect builds on and adds more detail to the Auckland Plan and ATAP to identify system needs, problem statements which are then prioritised and addressed through the RLTP 10-year investment plan.
Auckland Transport Alignment Programme (ATAP)	ATAP has been through two iterations since the adoption of the Auckland Plan, one in 2018 and one in 2021. The ATAP 2021-2031 (ATAP 2021) was developed to reflect: 1. the impacts of Covid-19 on council and government revenue 2. The New Zealand Upgrade Programme (NZUP) of transport investment in Auckland 3. climate change and mode shift as policy considerations; Provide direction to the RLTP, Auckland Council Long Term Plan (LTP), the GPS on Land Transport and NLTP; and 4. emerging priorities of urban development (such as housing) in Auckland. ATAP 2021 invests $31.4 billion into critical transport infrastructure services across Auckland. It focuses on encouraging the shift from private cars to PT, walking, and cycling, and addressing Auckland's longer-term challenges of climate change and housing development. The need to appropriately maintain and renew rail and road infrastructure has become increasingly apparent and ATAP 2021 includes a significant increase in investment for this as compared to the previous programme. More investment in operating expenditure is also required to run the PT transport system. Enabling and supporting Auckland's growth and increased housing supply is also a key focus of ATAP 2021. ATAP and RLTP objectives should align with Future Connect's objectives, which should also be consistent with the Auckland Plan and GPS on Land Transport.

Strategy and plans	Key points
Auckland's Regional Land Transport Plan 2021-2031 (RLTP)	The latest RLTP has been finalised taking direction from Future Connect, ATAP, the Auckland Plan and GPS on Land Transport 2020. The 2021 RLTP builds on the 2018 RLTP but seeks to speed up progress. It has greater emphasis on looking after the region's assets, safety, and climate change.

National updates

Following adoption of the Auckland Plan in 2018 there has been some significant changes in government transport policy. Those listed in Table 2 are important for Auckland as they guide development of the Regional Land Transport Plan (RLTP), which also takes direction from regional plans and strategies including Auckland Transport Alignment Project (ATAP) and the Auckland Plan 2050. These changes will have bearing on priorities and direction for the transport system in Auckland so are relevant for the Auckland Plan and Transport and Access Outcome.

The most significant changes at a national level are a focus on climate and the role of the transport system in reducing emissions, and recognition of the increasingly important role rail and other forms of public transport can play in national and regional economic growth, reduction in emissions and congestion, and provision of a wide range of social benefits. There is also a greater focus on safety on the transport network, specifically roads.

Waka Kotahi – New Zealand Transport Agency, has put together a plan of what it considers is needed over the next decade and beyond to deliver on the government's land transport system and the step changes at national and regional levels. The Plan, called Arataki, provides useful summaries of key challenges and opportunities, the activities Waka Kotahi are focusing on in 2018-2021, and a description of potential interventions for the next decade to deliver step changes and maintain a base level of service. They also consider the impacts of Covid-19. Targeted implementation plans for those interventions are in development.

Focus areas for national and regional transport systems are:

- Improve urban form (through integrating planning of land use, transport infrastructure and services)
- Transform urban mobility (addressing the causes of car dependency and growing the share of travel by PT, walking, and cycling)
- Significantly reduce harm (building a land transport system that protects everyone from land transport trauma)
- Tackle climate change (adaptation of land transport for impacts of climate change), and mitigate emissions
- Support regional development (supporting socio-economic outcomes in all parts of the country). Waka Kotahi indicate all five to be high priority in its summary for Auckland.

Table 2 showing relevant national updates to policy, strategies, plans and legislation

Strategy	Key points
The Climate Change Response (Zero Carbon) Amendment Act 2019	This provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for and adapt to the effects of climate change. This has seen climate become a significant focus for the transport system, as it has across other areas of government and local government. In June 2020, Government sought feedback on options to accelerate the transport sector to meeting the draft advice and recommendations of the Climate Change Commission and moving to a net zero carbon transport system by 2050.
National Emissions Reduction Plan	This is New Zealand's first emissions reduction plan and sets the direction for climate action for the next 15 years. It lays out targets and actions to meet those targets. These will be across every part of government and every sector of the economy including transport, energy, building and construction, waste, agriculture and forestry.
National Adaptation Plan	The Plan looks at the impacts of climate change within New Zealand now and into the future and sets out how Aotearoa can adapt to climate impacts.
Ministry of Transport's Outcomes Framework	In June 2018, the Ministry endorsed their Outcomes Framework which sets the purpose of the transport system centred around the wellbeing of New Zealanders and the liveability of places. A set of indicators followed in March 2021. The framework is being used to inform several policy initiatives including safety and rail reviews.
Government Policy Statement on Land Transport	A revised GPS on Land Transport 2021-2031 (GPS 2021) has been developed which sets out the government's National Land Transport Fund (NLTF) expenditure priorities over the next ten years. The GPS 2021 is guided by four strategic priorities: Better Travel Options, Safety, Improving Freight Connections, and Climate Change. Those four priorities largely build on and consolidate those from the GPS 2018
National Land Transport Plan	This is renewed every three years, the NLTP for the period 2021-2024 is currently under development. The 2018-2021 NLTP was developed using priorities from the 2018 GPS for Land Transport which focused on safety, improved access, better environmental outcomes, and value for money.
The Land Transport (Rail) Legislation Bill	This was passed in 2020 with the purpose of amending the Land Transport Management Act

Strategy	Key points
	2003 and the Land Transport Act 1998, to implement a new planning and funding framework for the heavy rail track network owned by KiwiRail. Practically, the amendments enable rail to be eligible for funding from the National Land Transport Fund (NLTF). In accordance with the Land Transport (Rail) Legislation amendments a Rail Network Investment Programme (RNIP) was developed and approved in 2020. The RNIP is a three yearly investment programme and 10-year investment forecast for the national rail network. It has been informed by the GPS 2021 and the New Zealand Rail Plan (NRP). The non-statutory NRP sets out the government's strategic vision for rail over the next ten years and will play a key role in guiding investment decisions taken via the National Land Transport Fund (NLTF). The RNIP includes a separate Auckland Metropolitan Programme which was developed between KiwiRail and Auckland Transport (AT). This was developed to ensure alignment with Auckland's Regional Land Transport Plan (RLTP).
Road to Zero: New Zealand's road safety strategy 2020-2030	This replaces the government's previous road safety strategy Safer Journeys. The new safety strategy sets a vision where no one in New Zealand is killed or seriously injured in road crashes – a 40% reduction by 2040. The strategy has five focus areas – 1. Infrastructure improvements and speed management; 2. Vehicle safety; 3. Work-related road safety; 4. Road user choices, and 5. System management. The strategy is based on Vision Zero, a global approach that works towards zero harm on the road.
Arataki	This is Waka Kotahi New Zealand Transport agency's 10-year view of what is needed to deliver on government's current priorities and long-term objectives for the land transport system

Auckland Plan 2022 evidence updates

Note on the updates

Most updates required relate to Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, the Transport Emissions Reduction Pathway (TERP) and Vision Zero for Tāmaki Makaurau.

This evidence report does not seek to repeat those documents but only to highlight where key changes are needed. For more detailed evidence it is recommended that those documents are referred to separately.

Outcome statement, directions and focus areas

The Transport and Access outcome includes three directions and seven focus areas – see Figure 1. Overall, these remain relevant and valid but need to be updated to align with strategic directions set by Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, the Transport Emissions Reduction Pathway (TERP) and Vision Zero for Tāmaki Makaurau

Aucklanders will be able to get where they want to go, more easily, safely and sustainably.

DIRECTION	FOCUS AREA
Direction 1	**Focus Area 1**
Better connect people, places, goods and services	Make better use of existing transport networks
Direction 2	**Focus Area 2**
Increase genuine travel choices for a healthy, vibrant and equitable Auckland	Target new transport investment to the most significant challenges
Direction 3	**Focus Area 3**
Maximise safety and environmental protection	Maximise the benefits from transport technology
	Focus Area 4
	Make walking, cycling and public transport preferred choices for many more Aucklanders
	Focus Area 5
	Better integrate land-use and transport
	Focus Area 6
	Move to a safe transport network, free from death and serious injury
	Focus Area 7
	Develop a sustainable and resilient transport system

Figure 1 shows the existing outcome objective, directions and focus areas for Transport and Access.

The adoption of Vision Zero for Tāmaki Makaurau, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, and the Transport Emissions Reduction Pathway (TERP), has set clear strategic directions and goals for Auckland's transport system relating to key challenges of safety and climate change.

- Vision Zero sets a vision for no deaths or serious injuries on Auckland's transport system by 2050
- Te Tāruke-ā-Tāwhiri sets a target to halve emissions by 2030 and to be net zero by 2050. This requires the transport sector to reduce emissions by 64 per cent by 2030

- The Transport Emissions Reduction Pathway (TERP) sets out how the challenge of meeting the 64 per cent reduction in emissions can be met over the next eight years.

Te Tāruke-ā-Tāwhiri has established an overall goal for Auckland's transport system which is for a low carbon, safe transport system that delivers social, economic and health benefits for all. The goal prioritises emissions reduction and safety, which when addressed with related issues like equity, can produce wider benefits, as they are closely connected issues.

The main updates to the outcome statement, arrangement of directions and focus areas are:

- Aligning the outcome goal with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan's transport goal
- Changing Direction 3 – Maximise safety and environmental performance to Direction 1.

Transport and Access explained

The transport system continues to play a key role in the lives of all Aucklanders. It determines how easily, safely, and affordably people can access jobs, education, goods, services, and other things that are critical to their wellbeing and daily lives.

However, as indicated in the Transport Emissions Reduction Pathway (TERP), there are persistent challenges.

- Aucklanders have very high car ownership rates compared to other international cities, despite this more than a third of Aucklanders are unable to drive for various reasons. This means that the needs of those people who are unable to drive are not met by when there is only a focus on private vehicles.
- The average distance travelled has increased over time as Auckland's urban area has grown, and this is projected to continue rising.
- The ongoing recovery from the Covid-19 pandemic has been uneven. Car traffic volumes are back to 2019 levels, but public transport patronage is still much lower compared to 2019 levels
- Streets can be dangerous for vulnerable road users, such as cyclists, who do not have access to a connected and safe regional network that provides a real substitute for car ownership.

For decades, Auckland has under-invested in sustainable transport options and as a result Auckland has abnormally high car-use compared to cities of a similar size around the world. Car-dependency and Auckland's projected growth put us on a path to high emissions and widespread congestion and all the problems that come with it. Auckland is behind global cities when it comes to how people choose to travel.

This current state is in part a response to land use and the location of key destinations. It is also a response to the available options and their sustainability for the trips people need to make. Auckland has chosen to invest overwhelmingly in road infrastructure above other modes and people's travel habits reflect the transport system they live with. As a result, light vehicles account for the bulk of trips and, consequently, the bulk of transport emissions.

A significant issue for the transport system is that it is the city's largest source of carbon emissions, emitting over 40 per cent of Auckland's total emissions. The bulk of these emissions comes from road transport (86 per cent).

The main updates to this section are:

- Why transport and access is important
    - Sustainable and resilient has been added to there being a need for efficient ways for people, goods, and services to move around Auckland.
- Transport and access in the past
    - COVID-19 has been included as a continuous challenge to the transport system as well as the growing threat of climate change
    - A statement has been included which highlights the critical role that a low carbon transport system plays in reducing emissions and congestion, along with those already listed such as additional investment and focusing on travel behaviour
    - Innovating Streets for People programme is included as an example of where Auckland Transport are improving the safety and liveability of our streets – this has been included as example
    - The significant challenge of transport emissions has been highlighted.
- Adapting to an uncertain future
    - This section replaces the existing "Adapting to an uncertain future" section and focuses on the urgent need to reduce transport emissions and the direction needed to do that – as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, and the Transport Emissions Reduction Pathway (TERP).
- Increased funding
    - Two significant changes included are:

    1. In 2021, the Auckland Transport Alignment Project (ATAP) was updated and confirms a major increase to transport funding in Auckland and enables a $31 billion ten-year transport programme. This programme will make major improvements to Transport and Access and help to support Auckland's growth

2. In 2022, Auckland Council implemented the Climate Action Targeted Rate (CATR), which provides $574 million, supplemented by central government funding, for climate action over ten years. This will facilitate significant bus network enhancements, faster electrification of the public transport fleet, as well as walking and cycling improvements across the city.

- How we track progress

  A statement has been added which says the measures for this outcome will need to be reviewed in light of some of these changes. The Transport Emissions Reduction Pathway (TERP) will be important to any future review.

Directions

Direction 1: Better connect people, places, goods and services

The transport system is a key enabler for people to access the jobs, goods and services they need. However, urban sprawl, low-density suburbs and car-led planning have increased the distance that people need to travel each day, resulting in less quality time with family, higher transport costs, transport inequity and greater mental stress.

Important to addressing some of these issues whilst also reducing transport emissions and improving safety are reducing journey lengths and prioritising sustainable access that enables everyone - including children, older people and disabled people –to access opportunities and move around easily and independently.

The Transport Emissions Reduction Pathway (TERP) identifies three transformations which are needed to address these issues, see Table 3.

Table 3 highlights the transformations needed to better connect people, places, goods and services which will help achieve reductions in transport emissions

Transformation number and title		How can transformation be achieved
4	Reduce travel where possible and appropriate	• Deprioritise projects and processes that induce light vehicle use • Deliver a congestion pricing scheme, including strategies to mitigate its equity impacts • Implement measures to better facilitate trip-chaining, which is where activities are grouped into one trip instead of returning home or to the office between each one • Provide people with the option to replace certain trips with online alternatives
5	Safe low-traffic neighbourhoods for people	• Deliver a network of low-traffic neighbourhoods across Auckland • Transform single-use suburbs into vibrant mixed-used neighbourhoods • Place universal design and sustainable accessibility at the heart of all decision-making
6	Build up not out	• Minimise further expansion of Auckland's urban footprint • Enable greater intensification in areas with good access to opportunities
10	Efficient freight and services	• Move freight around the transport network as efficiently as possible

Transformation number and title		How can transformation be achieved
		• Improve the efficiency of the road freight fleet • Reduce road and air freight, and move more freight by rail and sea

The main updates for this Direction relate to:

- the need to access opportunities safely, sustainably and equitably has been included – this is to align with Vision Zero for Tāmaki Makaurau, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Transport Emissions Reduction Pathway
- the importance of land use change enabling people to access services and amenities close by more easily to where they live has been included, this helps encourage shorter, cheaper and less emission heavy journeys.

Direction 2: Increase genuine travel choices for a healthy, vibrant and equitable Auckland

This Direction is crucial to the implementation of Te Tāruke-ā-Tawhiri: Auckland's Climate Plan and the Transport Emissions Reduction Pathway (TERP).

To provide genuine travel choices and encourage take up of active modes and micromobility, Auckland's entire street network must be safe and accessible for people of all ages and abilities. This means high levels of funding for cycling investments, land-use changes, stronger political and organisational support for road space allocation, and policies that make it less attractive to drive.

With regards to road space allocation, this means understanding what a street or road's place and transport or movement function is and ensuring this is reflected by the design of the infrastructure – see box below for a description of these terms. In general, if a street's Place significance is greater than its Movement significance, then the attributes which support the key Place functions (and vice versa) should be given higher priority. These concepts and what they mean in practice are detailed in Auckland Transport's Roads and Streets Framework and Auckland Transport Design Manual.

Auckland Transport's Roads and Streets Framework definitions

Place function: Represents the extent to which a road or street (and its adjacent land use) is a destination in its own right i.e., what catchment does the area serve, does it attract many people prepared to travel to reach it?

Movement function: Represents a road's or street's level of strategic importance within the transport network in terms of moving people, goods and/or services efficiently between locations and accessing key destinations

With regards to an uptake up of active modes of transport, this means more trips by walking, cycling, and using public transport, and using cars less. Apart from increasing genuine travel choices, an uptake of active travel and micromobility is fundamental to reaching 64 per cent reduction in travel emissions by 2030

The TERP has modelled how much of an increase in active mode and public transport share is needed to achieve this goal, which includes a need for a 50 per cent reduction in light vehicle kilometres travelled (VKT[4]); see Table 4.

Table 4 shows sustainable mode share by distance travelled in Auckland – actual for 2019 and the modelled need by 2030 if we are to achieve a 64 per cent reduction in transport emissions

Sustainable mode	2019 (actual)	2030 (modelled share needed to achieve 64% reduction)
Walking	1%	3%
Cycling and micromobility	1%	13%
Public transport	4%	29% (12% of which is on-road bus)
Total	**6%**	**45%**

The TERP has identified six transformations to help increase genuine travel choices whilst being fundamental to reducing transport related emissions – see Table 5. There is alignment between some of these and Auckland's Vision Zero, notably a need to adopt lower speeds across parts of Auckland's urban local road network which not only reduces road deaths and serious injuries but can encourage uptake of active modes and micromobility through providing safer routes and neighbourhoods.

Table 5 transformations essential to reducing a reliance on cars, and supporting people to walk, cycle and use public transport

Transformation number and title		How can transformation be achieved
1	Supercharge walking and cycling	• Safe, attractive, and accessible pedestrian environments • An extensive, dense and connected cycle network of quality routes and appropriate destination infrastructure • Safe speeds • Provide anyone who wants to cycle with the opportunity to do so

[4] Vehicle Kilometers Traveled

Transformation number and title		How can transformation be achieved
		• Regulatory changes that support priortisation of walking and cycling
2	Massively increase public transport patronage	• Increase the performance and attractiveness of the public transport network • Implement a “fair fares” strategy • Improve the accessibility of the public transport network
3	Prioritise and resource sustainable transport	• All projects must repair current network imbalance • Swift and strategic action to redefine space • Coordinated approach to parking management and enforcement • Move to a vision-led transport planning
4	Reduce travel where possible and appropriate	• Equitable and impactful pricing of the road network • Restrict expansion that induces light vehicle VKT • Reduce air travel • Equitable digital access to encourage remote activity
5	Make neighbourhoods safer with less traffic	• A network of vibrant, mixed-use neighbourhoods for people across Auckland • A network of low-traffic neighbourhoods • Put sustainable access and universal design at the heart of council group strategies and plans
6	Put things closer to where people live	• Plan for an increase in access via sustainable modes and a reduction in VKT for light vehicles • Reduce the scale of planned urban expansion • More intensive development in areas with good access to opportunities
8	Enable new transport devices	• Further incentivise the uptake of micromobility, including e-bikes

The value of public transport as part of a rapid transport network to provide more travel choices is already discussed in the Auckland Plan. However, based on the Auckland

Transport's Regional Public Transport Plan 2018-2028, the focus of the statement should be on improving the frequency, speed and reliability of the public transport system, rather than separating it from general traffic.

The main updates for this Direction relate to:

- highlighting that the benefits of increased use of active modes and public transport is essential to reducing emissions as well as reducing congestion, improved health, and wellbeing
- highlighting that proportions of mode share will need to be much higher than currently stated in this direction
- included are references to Auckland Transport's Roads and Streets Framework and Auckland Transport's Transport Design Manual that provide further direction and detail on transport and place functions
- updated statement on rapid transport network to include a need to focus on improving frequency, speed and reliability of the public transport system

Direction 3: Maximise safety and environmental protection

The adoption of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, the Transport Emissions Reduction Pathway (TERP) and Tāmaki Makaurau Vision Zero, provide a strong strategic focus for this Direction. The adoption of these plans leads to three distinct issues for this Direction which, as indicated in the TERP, are closely connected:

- Safety
- Reducing emissions
- Broader environmental protection

Safety

The issue

Safety remains a key issue for the transport system. The number of traffic-related deaths and serious injuries decreased from the 1980s until the early 2010's but has risen in the past decade.

As reported in the 2022 Annual Monitoring Report for the Auckland Plan, there has been a significant increase in deaths and serious injuries since 2020. In the 12 months to the end of December 2021, 59 people lost their lives on Tāmaki Makaurau roads compared to 36 for the same period in 2020. See also Figure 2.

Forty-two deaths have been motor-vehicle occupants (23 drivers, 19 passengers) and 17 have been vulnerable road users (VRUs) (7 motorcycle riders, 7 people on foot and 3 people on bikes). Motor-vehicle occupant deaths made up the highest proportion of Auckland deaths in 2021 at 71 per cent where 50 per cent were reported to not have been wearing seatbelts. Whilst motor-vehicle occupants comprise the greatest number of deaths

and serious injuries (DSI) in Auckland, the rate of DSI's (measured by trips, distance, or travel time) is much higher for people walking, cycling, and travelling by motorbike and moped.

In the 12 months to the end of December 2021, 531 people were seriously injured on Tāmaki Makaurau roads compared to 489 for the same period in 2020.

Research commissioned by Auckland Transport[5] indicates that the high increases are likely due to lower police enforcement, alcohol and drug impairment, inappropriate speed, and lack of restraint use.

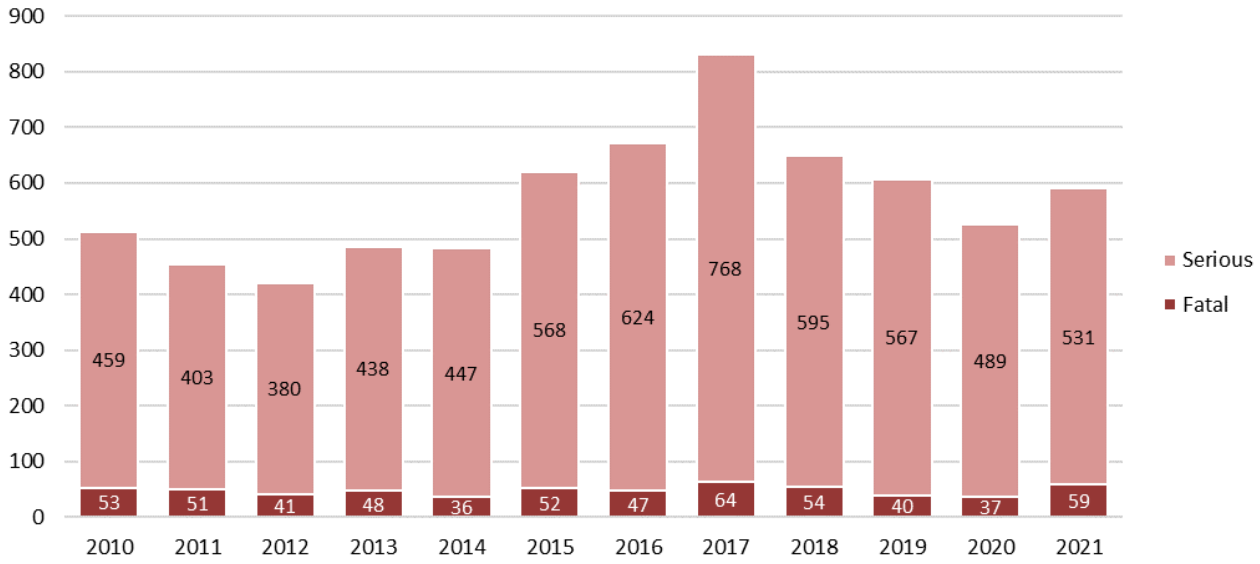

Figure 2 deaths and serious injuries as reported in the Auckland Plan Annual Monitoring Report (2022)

Response - Adoption of Vision Zero for Tāmaki Makaurau

In 2020, Auckland Transport adopted Vision Zero for Tāmaki Makaurau which sets out a vision for no deaths or serious injuries on Auckland's transport system by 2050. The strategy follows a Safe System[6] approach that acknowledges that as people we all make mistakes; a mistake should not mean someone dies or is seriously injured on our roads. It is also an approach that values everyone using the road, not just those in vehicles.

Reducing emissions

The issue

Climate change is one of the most significant challenges facing Auckland. Its impacts on natural systems and human communities are already being felt, and analyses of probable impacts demonstrate that more vulnerable members of Auckland's communities are likely

[5] Insights into the increase in road trauma first half of 2021 (V2), Colin Brodie Consulting – commissioned by Auckland Transport
[6] https://www.nzta.govt.nz/projects/sh16-kaukapakapa-school-speed-zone/safe-system-approach/

to be disproportionately affected[7]. Changing weather patterns with extreme weather, increased rainfall intensity and sea-level rise will impact Auckland's and New Zealand's transport network infrastructure. Sea levels are already rising and may rise by one metre by 2100 depending on the extent of changes to average temperatures and the effects of complex environmental feedback loops. Severe weather will increasingly impact our environment, communities and infrastructure including roads, rail, community facilities and both water supply and management – see for example Arataki – Waka Kotahi's NZ Transport Agency's 10-year view and Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. The degree of change we will face is directly influenced by ongoing emissions.

The transport sector is one of the region's most significant sources of greenhouse gas emissions (GHG) representing nearly 44% (4,939 kt CO2e) of total gross emissions in 2016, with 86% of those emissions related to travel by road, and these have increased steadily over the long-run[8]. See also Figure 3.

The transport system is vital then to addressing climate change, both through reducing emissions (mitigation) and ensuring our networks and infrastructure are fit for purpose into the future (adaptation).

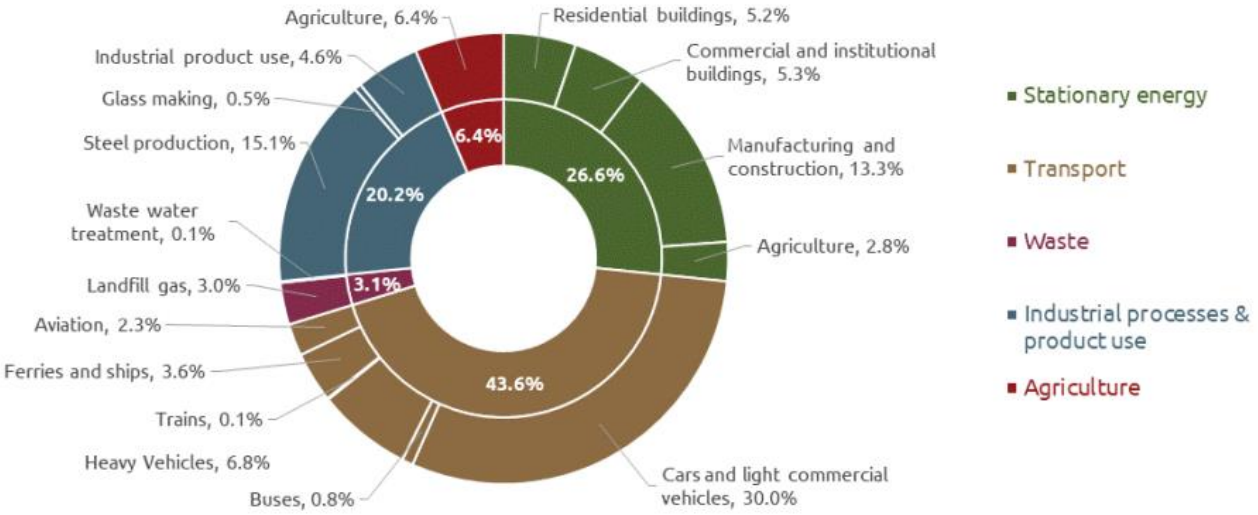

Figure 3 Auckland's greenhouse gas emissions profile – emissions from transport represent near to 44 per cent of total emissions. 86 per cent of those emissions are related to travel by road – cars and light commercial vehicles, buses and heavy vehicles[9]

Response – Adoption of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Transport Emissions Reduction Pathway

Te Tāruke-ā-Tāwhiri identifies transport as one of eight priority action areas critical to achieving net zero by 2050. It states that Auckland's transport sector emissions must reduce by 64 per cent by 2030 to reach this target. Areas of significant change include

[7] Fernandez, M and Golubiewski, N (2019) An assessment of vulnerability to climate change in Auckland. Auckland Council Technical Report 2019/011
[8] Sourced from Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan
[9] Data sourced from Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

travel behaviour and getting around more by walking, cycling and public transport, and changing the vehicles we use for low emission versions; as well as more efficient freight and land-use decisions which support sustainable transport.

In 2022, the Transport Emissions Pathway (TERP) was adopted to the provide the ‘next level of detail’ for achieving 64% reduction in transport emissions by 2030, as part of the pathway to achieving net zero emissions by 2050. It provides direction on achieving the necessary changes to the transport system, and highlights eleven critical areas of transformation over the next eight years to 2030 - these have been listed in “Key changes since the 2018 revision of the Auckland Plan”.

Broader environmental protection

No additional information or updates to the current content

The main updates to Direction 3 relate to:

- changing Direction 3 to Direction 1 to reflect the priority of strategic directions on safety and reducing emissions
- making clear statements on safety, reducing emissions, and wider environmental protection that set out the issue and the response e.g., safety remains an issue, in response a Vision Zero approach has been adopted
- making it clear that to achieve Direction 3 requires transformational change – most notably for reducing emissions
- aligning priorities for this Direction with those of Vision Zero and the TERP.

Focus Areas

Focus area 1: Make better use of existing transport networks

The main updates to this focus area relate to:

- highlighted that there is a need to reallocate street space to the most appropriate modes – this aligns with Auckland Transport's Roads and Streets Framework and the Transport Emissions Reduction Pathway (TERP)
- highlighted that a better balance between our need to travel and the capacity of the transport system is still important, but it also needs to factor in other important considerations such as reducing transport emissions
- highlighted that where possible and appropriate, trips can be substituted with digital and online technology to reduce a need to travel – specifically this aligns with transformation four in the Transport Emissions Reduction Pathway (TERP)
- included that to make better use of existing transport networks includes prioritising and resourcing more sustainable and efficient modes of transport, including walking, cycling and public transport – this is a key transformation area for achieving the TERP.

Focus area 2: Target new transport investment to the most significant challenges

The main updates to this focus area relate to:

- Providing more private vehicle capacity on Auckland's strategic road networks does not align with the Transport Emissions Reduction Pathway (TERP) where one of the key priorities is to reduce reliance on cars and support people to walk, cycle and use public transport
- included that TERP provides direction on the pathways for reducing emissions through Auckland Council and Auckland Transport activities, including future updates to key transport planning and funding processes such as Auckland Transport Alignment Project and the Regional Land Transport Plan, and land use policy such as the Future Development Strategy and the Auckland Unitary Plan – this means investments will need to prioritise actions to reduce transport emissions.

Focus area 3: Maximise the benefits from transport technology

The main updates to this focus area relate to:

- updated the narrative around digital technologies, which could play an important role in reducing a need to travel (see Focus Area 1) through replacing trips, whilst emerging transport devices could provide new ways to move around Auckland. Enabling new devices is important, but they must be used to address our key

transport issues, such as emissions and inequity, instead of allowing them to create new problems or magnifying existing ones

- highlighted that the Transport Emissions Reduction Pathway (TERP) requires a greater mode share by micromobility in addition to rapidly increasing walking and cycling, which can be included as an innovative transport device.

Focus area 4: Make walking, cycling and public transport preferred choices for many more Aucklanders

As stated under Direction 2, significantly increasing use of public transport, walking, cycling and use of micromobility is fundamental for achieving the Transport Emissions Reduction Pathway (TERP).

The main updates to this focus area relate to:

- included that no progress toward the TERP is possible unless people drive much less than they do now. This is the most single most important contributing factor to achieving a 64 per cent reduction in transport emissions by 2030. Replacing car trips with walking, cycling, micromobility and use of public transport is a highly effective way to cut emissions quickly, as well as reduce congestion
- included a comment that other cities around the world have shown that significant increases in mode share are possible if sufficient investment is made in developing safe and connected networks, supported by a range of complementary measures

  To achieve the targets set out in the TERP, the strategic walking and cycling networks need to be largely delivered by 2030, accompanied by traffic calming measures, safer speed environments and programmes which support people to shift to active modes of transport.

  Rural areas Auckland may require a different approach due to their dispersed development patterns and long trip distances
- highlighted that, and specifically for public transport, the TERP requires increased performance and attractiveness of the public transport network, this means services must be more frequent at all times of the day, be faster and more reliable, and connect to more places, particularly for journeys which are poorly served by the existing network. Fares must be structured so that all Aucklanders can afford to use the public transport network. Finally, by 2030, most of the urban areas will need to have frequent public transport services within walking distance to make public transport a competitive and attractive choice.

Focus area 5: Better integrate land-use and transport

The Transport Emissions Reduction Pathway (TERP) identified integrated transport and land-use planning as important for enabling people to access services and amenities more

easily close by to where they live. This helps encourage shorter, cheaper and less emission heavy journeys.

The main updates to this focus area relate to:

- included that integrated transport and land-use planning is particularly important to achieving the TERP through enabling the creation of mixed-use and low traffic neighbourhoods where people can easily access most of their needs, and with clusters of traffic-calmed local streets that connect the strategic walking and cycling networks (transformational area five: safe, low-traffic neighbourhoods for people)
- highlighted that another area which is important is for most of Auckland's future growth to be accommodated through intensification in the existing urban area, particularly locations with shorter average trip lengths and access to good quality transport options, rather than continued expansion into greenfield and rural areas (transformational area six: building up, not out).

Focus area 6: Move to a safe transport network free from death and serious injury

As detailed under Direction 3 the significant change for safety on the transport network is the adoption of Vision Zero for Tāmaki Makaurau Auckland, a new transport safety vision for no deaths and serious injuries on our transport system by 2050. Safety for all users of the transport system is also an embedded outcome of the TERP.

In response to Vision Zero and the TERP, additional updates to this focus area are:

- included that the safety of vulnerable road users, such as people walking or cycling, is always prioritised when making decisions
- referenced Auckland Transport's Safe Speeds programme, an important component of ensuring speed limits is safe for everyone using our roads.

Focus area 7: Develop a sustainable and resilient transport system

Resilience refers to the transport system's ability to enable communities to withstand and absorb the impacts of unplanned disruptive events, perform effectively during a disruption, and respond and recover quickly[10].

There are many changes which the transport system needs to be resilient to. The breadth of those changes are detailed in national level reports such as Arataki, which is Waka Kotahi NZ Transport Agency's plan for the transport system over the next decade, and more broadly the Taituarā report on Navigating Critical 21st Century Transitions.

Climate change presents a significant challenge, the impacts of which can be described as leading our society and planet to 'era scale' change. Specifics related to climate change can be found in the National Adaption Plan and National Emissions Reduction Plan, Te

[10] Arataki – Waka Kotahi NZ Transport Agency's 10-year view

Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Transport Emissions Reduction Pathway (TERP) for Auckland.

The main updates to this focus area are:

- emphasised that a resilient transport system delivers on a wide range of benefits which also include reducing emissions, and social as well as economic resilience
- included that the transport system needs to be resilient to a broad range of changes, some of which can happen suddenly as has been experienced with the COVID-19 pandemic. Additional updates include:
    - Climate emergency: short and long-term impacts of climate change including changing weather patterns with extreme weather, increased rainfall intensity and extreme heat events, and sea-level rise
    - Biodiversity crises: biodiversity loss is a growing threat and is inextricably linked to climate change. Together with climate change the two present significant sustainability challenges to all aspects of how we work, live and play, including our transport system
    - Trends: these are where there is visible change happening, there are many continuous social, cultural, political, economic, and technological changes to consider
    - Weak signals: these are signs of an emerging change which could be significant such as indicating that a new trend is forming, or could indicate that a shock event is likely, which COVID-19 would be example of, others might include fuel and energy shocks resulting from geopolitical instability disrupting supply chains.

Implementing the Transport and Access outcome

The 10-year Budget 2021-2031 includes a refreshed and more concise summary of the strategic and operating context for transport in Auckland which has been used to amend and update the current text in the Auckland Plan, see below.

Amended text for strategic and operational context for transport in Auckland

Auckland Council and the Ministry of Transport are responsible for setting the strategic direction for transport in Auckland through the Auckland Plan 2050 and the Government Policy Statement on Land Transport.

Auckland Transport together with Waka Kotahi NZ Transport Agency and KiwiRail are the main planning and delivery agencies for Auckland's transport network, with Auckland Council and Waka Kotahi as the primary funding sources.

Auckland Transport is responsible for managing Auckland's roads, footpaths, cycleways, and public transport. Auckland Transport also manages on-street parking and certain off-street parking facilities and is implementing Vision Zero which is its transport safety strategy and action plan.

Joint planning and prioritisation processes are crucial to provide the best transport solutions to support Auckland's growth. The Auckland Transport Alignment Project (ATAP) process aligns the priorities of Auckland Council and central government and sets out an agreed approach for the development of Auckland's transport system over the next 30 years. ATAP informs the 10-year Budget, Regional Fuel Tax (RFT) and the Regional Land Transport Plan (RLTP). ATAP does not replace the statutory responsibility of Auckland Council or Auckland Transport.

Since the adoption of the Auckland Plan in 2018 there have been revisions to key strategies and plans and introduction of new ones – see Table 6.

Table 6 including implementation plans and strategies developed since adoption of the Auckland Plan

Document	Summary or updates
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan	This is Auckland's roadmap to net zero emissions and a resilient and healthier region that is better connected to our environment and able to thrive in the face of ongoing change and disruption. The plan identifies transport as one of eight priority action areas critical to achieving net zero by 2050. This because transport is the largest source of carbon emissions, emitting over 40 per cent of Auckland's total emissions. Auckland's transport sector emissions must reduce by 64 per cent by 2030 to meet our net-zero target. Areas of significant change include travel behaviour and getting around more by walking, cycling and public transport; changing the

Document	Summary or updates
	vehicles we use for low emission versions; and more efficient freight. The 'next level of detail' for achieving this goal is provided by the Transport Emissions Reduction Pathway (TERP).
Auckland's Transport Emissions Reduction Pathway	The Transport Emissions Reduction Pathway (TERP) provides the 'next level of detail' for achieving 64 per cent reduction in transport emissions by 2030. It provides direction on achieving the necessary changes to the transport system, and highlights eleven critical areas of transformation over the next eight years to 2030: • Supercharge walking and cycling • Massively increase public transport patronage • Prioritise and resource sustainable transport • Reduce travel where possible and appropriate • Safe, low-traffic neighbourhoods for people • Build up not out • Electrify private vehicles • Enable new transport devices • Low emissions public transport • Efficient freight and services • Empower Aucklanders to make sustainable transport choices
Transport safety strategies	In 2019 Auckland Transport adopted Vision Zero for Tāmaki Makaurau which is a new transport safety vision that states that there will be no deaths or serious injuries on our transport system by 2050. Read more about Vision Zero for Tāmaki Makaurau. Auckland Transport has several initiatives to support safer communities, particularly partnerships with national agencies on improving road safety and reducing the number of people killed or injured on Auckland's roads. Read about these initiatives on the Auckland Transport website.
Māori Responsiveness Plan	The Plan outlines Auckland Transport's (AT) commitment to meeting its legal and relationship commitments and how they can be more responsive to Māori.

Related Information

Transport and Access in Auckland, 2050

Since the adoption of the Auckland Plan in 2018 there has been a significant change in strategic prioritisation through the adoption of Vision Zero for Tāmaki-Makaurau, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Transport Emissions Reduction Pathway. These changes need to be reflected in any view of how Auckland's transport system might look and be experienced by Aucklanders over the long-term.

Some of the changes have been highlighted in this evidence report and more details on those can be found by visiting the respective plans and strategies. What this supporting section needs to ensure is that key points have been translated into a future perspective which means envisioning what the transport system will be like and how that state was arrived at.

The main updates to this supporting information are aggregated from updates made to the Directions and Focus Areas within this evidence base:

- highlighted that to meet a 64 per cent reduction in transport emissions requires a complete and rapid transformation of the transport and land-use planning system. This will mean that how people, goods and services move around Auckland will be very different from today
- included that people will not need to use cars much by 2050 because there are other ways to get around which are easy and affordable, so people walk, cycle and take public transport more. When people do need to use a vehicle, they are cleaner and more fuel-efficient than they are today and powered by renewable electricity – see updates to Direction 2 and Focus Area 2
- included that by 2050, some trips will be shorter than today because there will be more options for people to replace trips with digital alternatives. This is possible because people's daily needs are closer to them, more opportunities to access services online, and people mixing working from home and going to their physical workplace – see updates to Direction 1, and Focus Areas 1, 3 and 5
- highlighted that the benefits from the transformation of the transport and land-use planning system are:
    - Safer streets that promote travel for all ages and abilities
    - Better health outcomes through increased levels of physical activity
    - Improved air quality and reduced noise pollution
    - More reliable journeys, especially for freight and public transport
    - More efficient use of limited public funds

- Improved resilience of the transport system to shocks such as severe weather events and fuel price increases.

See updates to Directions 2 and 3, and Focus Areas 1, 3, 4, 6 and 7

- included that transformation was made possible because local government and central government acted with urgency; there was an increased level of investment; strong partnership approach between Auckland Council and mana whenua; bold decisions made by infrastructure and service providers, and Aucklanders were enabled to make sustainable travel choices

  Technology will play an important part in the transformation but will need to focus on addressing critical challenges like emissions reduction and transport inequity.

Rapid Transit Network

The main update was amending the statement that rapid transit is the only way to achieve efficient movement of large numbers of people, provide fast and reliable travel options, and deliver long-lasting improvements to areas near rapid transit stations. Whilst rapid transit has a critical role to play in achieving these outcomes, other modes also play an important part e.g., non-rapid public transport.

The 2021-2031 Regional Land Transport Plan (RLTP) provides a summary of significant rapid transit project in Auckland and allocated investments, see Table 7.

Table 7 lists significant rapid transit projects in Auckland

Project	Summary
Light rail	Seed funding to progress new rapid transit lines from the city centre to Mt Roskill and Māngere (CC2M) and along the northwest corridor. In the near term this project will focus on investigation, design, route protection and other pre-implementation activities. The 2021 RLTP does not include completion of full light rail links from the city centre to Māngere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP). This reflects a revised view of the 'additional funding sources' that were assumed to be available for these projects in 2018.
Eastern Busway	Completion of the Eastern Busway, providing a new rapid transit connection from Panmure to Pakuranga and Botany. This includes the Reeves Road flyover and new bus interchanges at Pakuranga and Botany. This

Project	Summary
	project will improve travel choices by making public transport, walking and cycling realistic and safe options, and improve connections within the area and to the rest of Auckland. The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. This project will make journeys faster and more convenient, reducing travel time between Botany and Britomart. It will also help reduce traffic congestion and vehicle emissions
Northern Busway	(part of Northern Corridor Improvements): The extension of the Northern Busway to Albany has been completed, but construction of Rosedale Station is still ongoing and is due to open in 2024. Northern Busway project will reduce journey times and improve bus reliability, with the Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
Northern Busway enhancements	A further $62 million has been provided to deliver other improvements that enhance the capacity of the Northern Busway to meet current and projected demand (e.g. improvements at stations to increase the throughput and flow of buses).
City Rail Link	The CRL will be transformational, delivering benefits across the region. It allows for significantly improved travel times to the city centre and across the entire rail network, doubling capacity and providing a direct south to west link. It will also benefit road users, as making public transport a better travel choice option will ease pressure on roads for those who need to use them. The completed project provides a connection between Britomart Station and the western line at Mt Eden via a 3.45km twin tunnel underground rail link below the city centre. It will increase the capacity of the Auckland

Project	Summary
	passenger rail network by transforming the downtown Britomart Transport Centre into a two-way through-station and provide significantly enhanced access to the city centre via two new underground stations at Aotea and Karangahape.
Papakura to Pukekohe electrification	Electrification of the rail network will be extended from Papakura to Pukekohe. This will allow the current old diesel fleet to be replaced by electric trains, reducing GHG emissions, enabling faster and more frequent services, and removing the need for customers to change trains at Papakura. Three new, high-quality rail stations will be built at Drury and Paerata to support Auckland's southern growth area. These stations will provide bus interchange, walking and cycling, and park and ride facilities to provide people with a range of choices on how best to access the rail network. An improved park and ride facility at the Papakura Station will improve access to the rail network.
Wiri to Quay Park	This project will ease congestion between freight and passenger rail services on the busiest parts of the network and allow for increased services in the future to meet growing passenger and freight demand from the Ports of Auckland by better separating freight and passenger trains. Improvements will be delivered at Westfield and Wiri junctions, at Quay Park, and via a new third main track to be built between Middlemore and Wiri.

The Auckland Plan includes a Rapid Transit Network Map for Auckland, which was sourced from the Auckland Transport Alignment Project (ATAP). The 2021-2031 Regional Land Transport Plan includes a revised version of the network map[11] which shows the existing 10-year and future network. See Figure 4.

[11] https://at.govt.nz/media/1986141/final-regional-land-transport-plan-2021-2031-web-version.pdf

Figure 4 an image map showing existing 10-year and future rapid transit network in Auckland. Sourced from the 2021-2031 Regional Land Transport Plan (RLTP). Note original graphic is not available.

Making Auckland more cycle friendly

The main updates to this section have been to emphasise the role cycling plays in reducing emissions. As stated in updates to Focus Area 4, cycling along with walking and public transport use are fundamental to reducing emissions and congestion – these need to be preferred choices for more Aucklanders, and must be accessible, affordable, safe, and reliable.

Revisions to the Auckland Transport Alignment Project (ATAP) and Regional Land Transport Plan (RLTP) both include prioritisation for cycle programmes and infrastructure.

- **Auckland Transport Alignment Project (ATAP 2021-2031)**

  In 2021 ATAP was updated and confirms a major increase to transport funding in Auckland and enables a $31 billion ten-year transport programme. It was intended to provide direction to the subsequent Regional Land Transport Plan (RLTP), and focuses on encouraging a shift from private cars to public transport, walking and cycling, and addressing Auckland's longer-term challenges of climate change and housing development.

- **Regional Land Transport Plan (RLTP 2021-2031)**

  Investment includes around $600 million for Auckland Transport projects focused on improving travel by active modes. This is supported by additional investment in active modes projects led by Auckland Council (such as the Te Whau Pathway) and Waka Kotahi (such as the Glen Innes to Tāmaki Shared Path). Funding for active mode improvements supports the provision of new cycleways, shared paths and safer pedestrian environments.

The supporting information also includes an infographic, updates are available for some of those data[12]:

Table 8 cycling data from the current Auckland Plan and revisions available from Auckland Transport's cycling and micromobility investment strategy

Infographic data from the 2018 Auckland Plan	Available 2022 data updates
248% increase in cycle trips into the city via Upper Queen Street, since 2013	Approximately 15% increase in cycle trips between 2015 and 2019
45,600 new cyclists in 2016, enough to fill Mt Smart Stadium	Not available
27 km of new cycleways	55 km of new cycleways delivered between 2015 and 2021

[12] https://at.govt.nz/media/1989796/cycling-and-micromobility-investment-strategy-summary-document.pdf

Infographic data from the 2018 Auckland Plan	Available 2022 data updates
New connections in the cycle network have created 44% increase in people on bikes using the Northwestern Cycleway	128% increase in people on bikes using the Northwestern Cycleway (Kingsland) between 2015 to 2019
39% of Aucklanders are positive about the state of cycling compared with 22% in 2015	53% of Aucklanders were positive about the state of cycling in 2020 compared to 39% in 2016
Not included in the 2018 Auckland Plan	Overall, 1 in 3 Aucklanders cycle (either frequently, moderately or occasionally)
Not included in the 2018 Auckland Plan	Around 1 in 5 Aucklanders don't currently cycle but would consider cycling in the right conditions (approximately 300,000 people)
Not included in the 2018 Auckland Plan	Regular use of e-bikes and e-scooters has tripled in the last 3 years
Not included in the 2018 Auckland Plan	65% of Aucklanders agree that a connected network of cycleways and shared paths is important for any world class city

Passenger rail transport between Auckland, Hamilton, and Tauranga

The main updates to this section are:

- The title of this section has changed to "Inter-regional passenger rail transport" to better reflect the focus on rail travel between regions
- Updated statistics for the following - As of 2021, Auckland, Waikato and the Bay of Plenty accounted for 50.1 per cent of New Zealand's population[13] and 52% of New Zealand's gross domestic product[14].
- included that 56 per cent of New Zealand's total freight movements occur[15] within the cities of Auckland, Hamilton, and Tauranga, known as New Zealand's 'Golden Triangle'.
- updated information to include that the Waikato Expressway now provides a continuous four-lane expressway between Auckland and Cambridge, improving safety and reliability as well as reducing travel times and congestion for inter-regional journeys. The expressway was built in several stages over the last three

[13] https://nzdotstat.stats.govt.nz/wbos/Index.aspx?DataSetCode=TABLECODE7979&_ga=2.216631254.1945930369.1662434887-1566930698.1658874787

[14] https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2020

[15] https://www.nzta.govt.nz/assets/projects/auckland-northern-corridor/nci-big-picture-map.pdf

decades, with the first sections opening in the mid-1990s and the final section bypassing Hamilton completed in July 2022[16]

- Updated information to include the 2021 launch of Te Huia which is a five-year trial of a passenger rail service between Auckland and Waikato. As of 2022, the service runs twice-daily each way on weekdays as well as one trip each way on Saturdays, serving Auckland (Strand), Puhinui, Papakura, Huntly, Rotokauri and Hamilton (Frankton). There are plans to progressively enhance the service and make it permanent, depending on the outcome of the trial[17]. In September 2022, the government launched an inquiry into the future of inter-regional passenger rail in New Zealand, which will include specific consideration of additional inter-regional rail services, such as between Auckland and Tauranga[18]
- Rail has a role to play in reducing emissions as stated in the Transport Emissions Reduction Pathway (TERP), through providing an affordable, congestion-free and less carbon intensive alternative to road travel.

The Auckland Plan includes a map of future rail connection between Auckland and Hamilton. Auckland Transport's Future Connect includes a revised version of this map.

Equitable transport access across Auckland

When the transport system does not serve particular needs, it creates inequities; either because of a lack of transport choices – limiting options to participate in social, cultural, and economic activities – or because of the unaffordability of the options that are available which people have no choice but to use – such as the high cost of car dependency.

The Transport Emissions Reduction Pathway (TERP) states that Auckland's transport network is currently most useful to those with access to a car. It can be a challenge to navigate for those without. More than a third of the population cannot drive, and are dependent on walking, cycling, public transport, taxis, and lifts from others

- Children are the largest group of those who cannot drive. The rise of traffic dominated streets has reduced their independence increased their risk of being hit by a car and reduced their opportunities to play for physical activity
- Low-income households and people living in areas with high socio-economic deprivation tend to be the most negatively impacted by the car dependent system. They are more likely to be forced to own a vehicle, as destinations they tend to travel to are often not well served by the public transport network. They are also more exposed to fuel price volatility and more likely to forgo important trips, such as medical appointments, due to transport costs
- Disabled people, older people and other mobility impaired people regularly face accessibility challenges because of transport environments that poorly suit their

[16] https://www.nzta.govt.nz/projects/waikato-expressway/
[17] https://www.tehuiatrain.co.nz/
[18] https://www.parliament.nz/en/pb/sc/make-a-submission/document/53SCTI_SCF_INQ_125787/inquiry-into-the-future-of-inter-regional-passenger-rail#

needs. Around one in five Aucklanders identify as disabled. Disability is diverse and requires a transport system that works well for different types of journeys

- Māori, Pasifika, women and LGBTQI+ people face transport barriers such as harassment, violence, and concerns for personal safety in public spaces, more complex travel patterns not well served by public transport, and challenges when using services not designed for universal access.

There is a need to establish a better connection between where people live and work. While centres will remain important to Auckland as focal places for people to access what they need, their role is changing. It is important therefore to encourage business growth and employment across different areas of Auckland.

The main updates to this section are:

- highlighted that a car dependent society is an inequitable society by nature. Low carbon transport policies can also be equity policies. They rebalance the transport system and give everyone more transport choices to meet their specific needs
- highlighted that transport inequities have the potential to create and exacerbate broader inequities in society, so it is important that the transport system adequately meets the needs of all Aucklanders regardless of their age, ability, or financial means.
- included that there is a need to encourage stronger business growth and employment opportunities in more locations across the region.