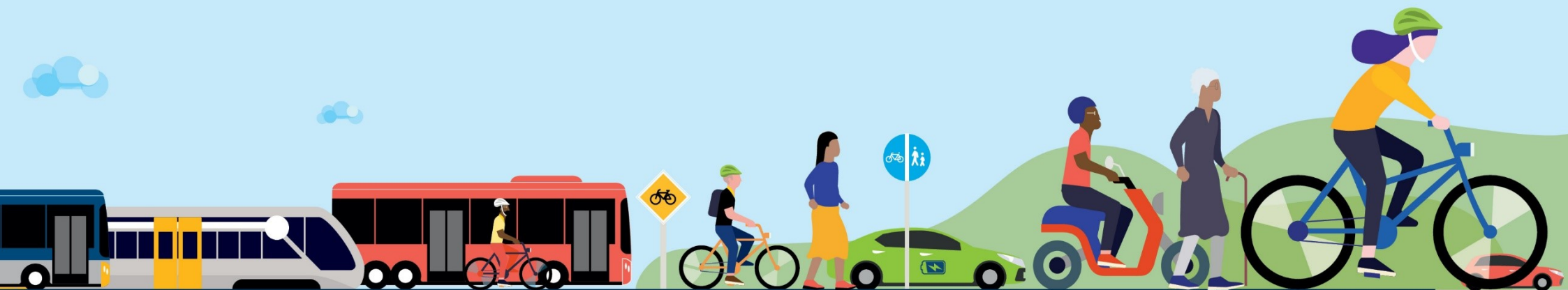


SUMMARY DOCUMENT

Sustainable Access for a Thriving Future

Auckland's transport emissions reduction pathway



How transport in Auckland can give effect to
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan



We're on a journey to make Auckland Accessible for All

Auckland is changing as we all move to more sustainable forms of transport – options that create less congestion and a cleaner, more connected city. The options are exciting. We're on our way to a safer transport network that easily enables more people to connect with more of the places they want to go. More and better walking, cycling and public transport options will unlock a safer, more affordable, and more accessible Auckland for everyone.

Right now, transport isn't working for everyone in Auckland. It works best for those with access to a car. But around 25% of Aucklanders don't have a license. Some parts of our region don't have enough public transport, or don't have the infrastructure that supports more environmentally friendly options of getting around – like a connected cycle network or a frequent bus service. This often leaves people with little option other than to drive. Instead of having plentiful choices, people have to choose cars. Where they don't have access to a car, Aucklanders can find it hard to fully participate in their communities. That's not right.

The transport system is unfortunately also costing us: it's costing us financially, it's costing us time, and it's costing us our health because of the pollution it creates and the traffic accidents that happen. Aucklanders are spending around \$230 on transport costs per week on average which is almost as much as food. And, Aucklanders spend more time on average stuck in congestion than we do on annual leave!

With a little effort and being open to changing how we travel, we can make Auckland safer, fairer, and more productive, while protecting the things we value and the people we love. By valuing te ao Māori, we can infuse the changes we make with a unique, Tāmaki response to climate change that is reflective of where and who we are.

This document summarises Auckland's Transport Emissions Reduction Pathway. See the full document for more detail about the system-change the council and Auckland Transport are committed to.

Together, we can create a more livable Auckland, where:

- more of us have more, and more affordable travel choices to better suit our needs
- we all, including disabled and older people, feel safe and comfortable moving around our communities
- the things we want to travel to are closer to where we live
- walking and cycling to school safely are easy and much more common
- children are safe from pollution and traffic accidents
- getting around Auckland isn't dependent on owning a car or having a licence
- travelling to or for work is less stressful because we can opt out of traffic
- there's less pollution and more fresh air
- those that need to can and do drive
- our town centres and neighbourhoods are places to travel to, not travel through

Together, we can choose a future with more freedom and more control:

Our over-reliance on light vehicles means that many people can't make the travel choices they would like to, and it's having negative effects on our health, the environment and our climate.

Forced reliance on cars leaves us vulnerable to more time spent in traffic and a higher risk of road traffic accidents. Plus, we're at the mercy of outside influences such as rising fuel prices. When they go up, many Aucklanders have no other option than to pay more at the pump. It doesn't have to be this way. We can choose a future where we have more control:

- with more options for how we get around, we can choose the travel that best suits what we need to do e.g., cycling to a catch up with a friend rather than wasting time trying to find somewhere to park
- with more frequent and reliable public transport, we can turn up to a bus stop or a train station knowing that we won't have to wait long for the next service without needing to check the schedule
- with more travel options that are congestion-free, we can have more control of our day because we're less likely to get caught up in traffic
- we can opt-out of sitting in traffic and remove the financial pressure of rising fuel prices by using other ways of getting from A to B.

Transport and Climate

Aucklanders can make a big difference by making and supporting changes to the way we travel.

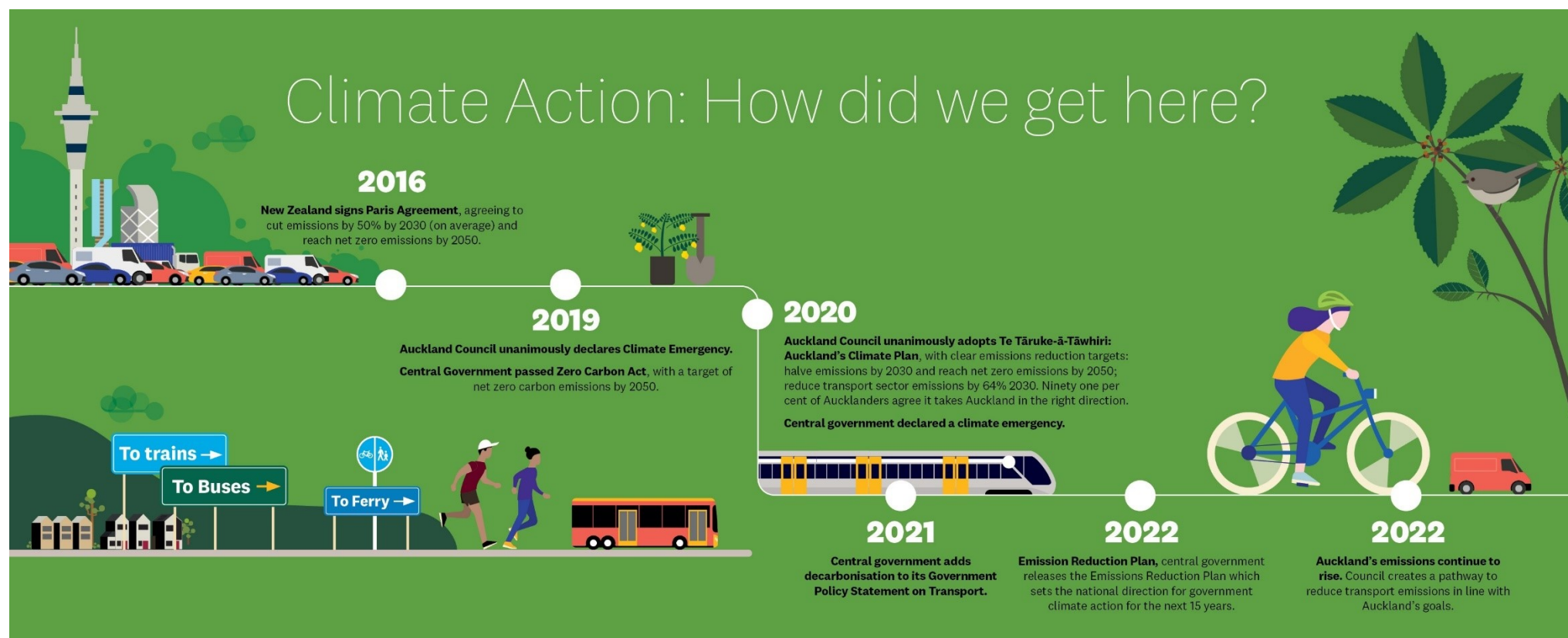
The climate is changing. The world is getting warmer because of rising greenhouse gas emissions. Rising temperatures will affect crops, speed up sea level rise, and cause more frequent and more severe flood events, both here and overseas. We can already see this happening and it is because of our actions and their impact on our climate. To lessen these global risks, we need to reduce our emissions as fast as possible.

Transport is Auckland's biggest source of climate-changing pollution and accounts for over 40% of Auckland's emissions. Most transport emissions come from road transport (86%). Reducing transport emissions is a big part of what Auckland must do to take action on climate change. Auckland's goal is to reduce them by 64% by 2030.

In the 1950s we started building a motorway network (but without the rail upgrade that was also proposed to complement it). Since then, the city has grown further out enabled by these motorways, with many more people living further and further away. This has led to people becoming dependent on private cars to get to the places they want to go. As a result, we now have one of the highest car ownership rates in the world.

Collectively, Aucklanders travel more than 10 billion kms each year - but more than half of these trips are 6km or less. If we make it easier, safer, and more convenient for people to make these trips using ways other than driving, we will not only be a lot closer to achieving our climate action goals, but will also be living healthier, happier lives.

Right now, only 17% of trips are made by walking, cycling or public transport; if we are to reduce our transport emissions by 64% by 2030, this needs to increase to at least 62%.



A Pathway to a Liveable Auckland

The sooner we implement the necessary changes, the better things will be for everyone. Here's how we can get there by 2030:

To reach Auckland's goals, we need a pathway; a roadmap from where we are now to a healthier, more inclusive and more sustainable region.

We need change across Auckland's 500,000+ households, 200,000+ businesses and 1,700,000+ people. Please be patient and support your community, family and friends while these changes are made. Be willing to give new things a go and help us create a great end result by getting involved and being prepared to embrace the changes we'll see in Auckland. Together we can do this.

The transformation itself will be a challenge but the good news is we already have the tools we need to get started right away. The necessary changes to reduce emissions to reach our 2030 goal can save us all money and they come with important safety, equity and air quality benefits.

Making the most of this opportunity is about three things:

1. We need to use cars a lot less and walk, cycle and take public transport more.

Driving is a great way to get around, but it doesn't serve us well when everybody needs to drive, and we all get stuck in traffic. We know that there will always be a need for cars, we'll just be using them a lot less. By making it easy and attractive for people to choose other ways of getting around, we can reduce the number of cars on the road - which works well for people who still need to drive. We also need more neighbourhoods where Aucklanders don't need to travel far to get to the things they need.

2. The vehicles we use need to be powered by electricity.

When we do need to use a vehicle, it's best if that vehicle is powered by renewable electricity. New Zealand has a plan to produce 100% of our electricity from zero-emissions sources by 2030.

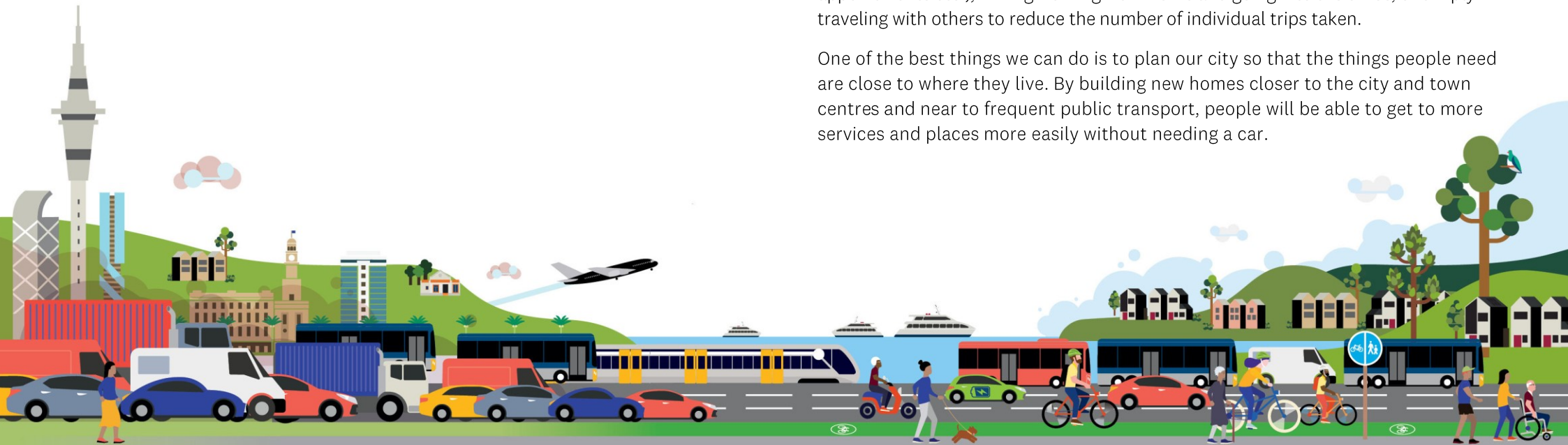
We won't be able to get enough electric cars for everybody who drives to own one by 2030 however, so, it's important that we invest in electric buses, e-bikes and shared cars wherever possible, too.

For those vehicles that aren't electric, we need to make the fuel cleaner and be more efficient when we travel and with the way we move goods around.

3. We need to avoid and shorten trips that create emissions wherever possible.

This can be done a few ways, for example, going online for services (banking, GP appointments etc.), mixing working from home and going into the office, or simply traveling with others to reduce the number of individual trips taken.

One of the best things we can do is to plan our city so that the things people need are close to where they live. By building new homes closer to the city and town centres and near to frequent public transport, people will be able to get to more services and places more easily without needing a car.



The Challenge We Face is Massive.

We've under-invested in efficient and sustainable transport options for decades 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 seriously behind global cities when it comes to how people choose to travel.

Reaching our goals will take bold action from our infrastructure and service providers so that Aucklanders can make big changes in how they choose to travel. This requires local and central government to act with urgency to implement the systems and infrastructure needed.

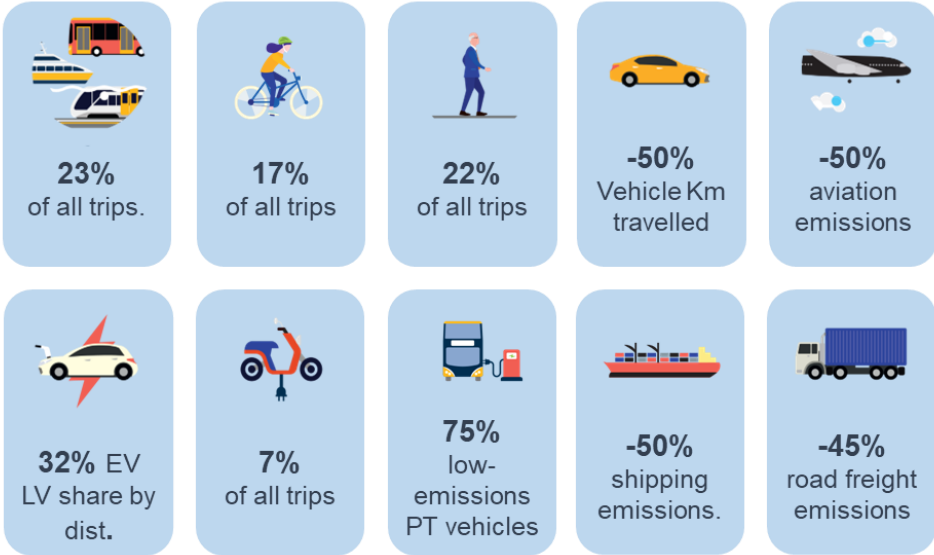
Aucklanders have always changed the way they travel because of transport investment. When Auckland removed its trams and invested in motorways in the 1950s, Aucklanders bought cars; in the 2000s and 2010s when Auckland invested in trains and its bus network, Aucklanders responded by taking public transport. As we make new investments in sustainable travel, we hope to see Aucklanders responding again.

To help paint a picture of just what we need to achieve over the next eight years, we have explored what 2030 could look like and created a pathway to get there. This pathway tells us how much more walking and cycling we'll need to do, and how many more trips on public transport we'll need to take, how much less we will need to drive and how much we will be able to rely on electric vehicles if we are to make the changes needed. It also tells us all the things local and central government need to do to support that.

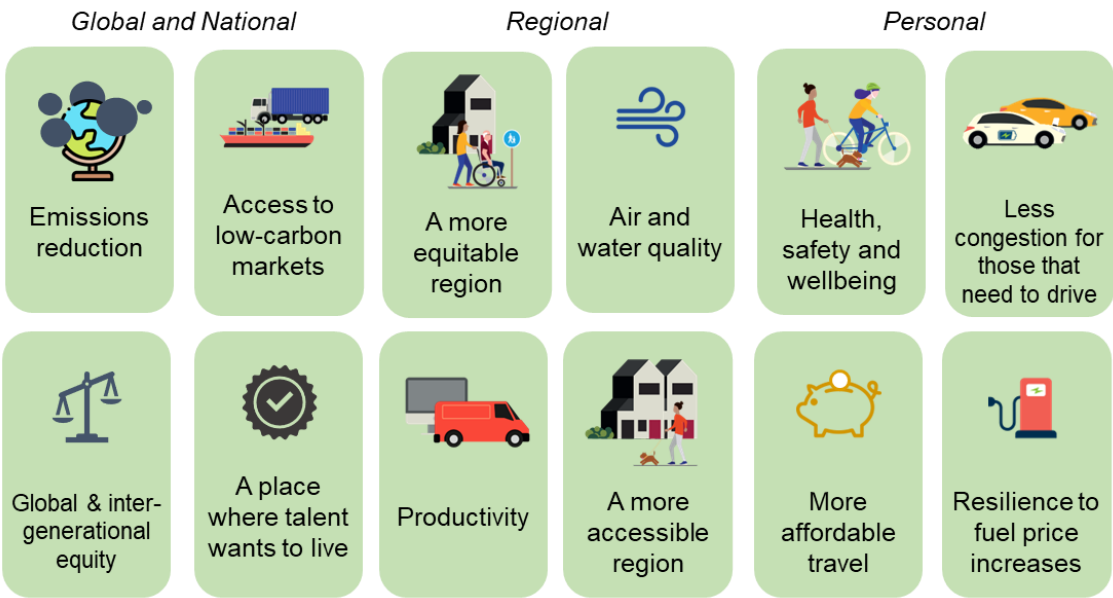


A great thing about the steps we take for climate action is that they have many good outcomes. As we make changes to become a more liveable Auckland, we will reduce emissions, make travelling safer, protect and improve our natural environment, and create a public transport network that is more efficient and productive for everyone.

We'll need to make some big changes to reach our goal:



Those changes have some big benefits:



We can make Auckland a fairer place for all

Investing in lowering transport emissions can improve equity across Auckland

Transport plays an essential part in the daily life of every Aucklander. The transport system determines how easily, safely and affordably people can access the jobs, education, goods, services and other things that are critical to their wellbeing and daily lives.

When the transport system does not serve particular needs, it can be unfair to some groups. We call these inequities. Inequity arises either because of a lack of transport choices or because of the unaffordability of those options that people have to use. Both limit Aucklanders' opportunities to participate in their community.

Right now, some groups have fewer options, are exposed to higher costs, and even much more danger. For example, people walking and cycling are many times more likely to die on our roads than drivers. Māori, Pasifika and low-income households also experience disproportionately higher rates of road trauma and transport-related pollution in addition to affordability challenges.

The changes in the pathway are designed to improve the transport system for all. Benefits across Auckland's diverse groups include:

Children are the largest group of those who cannot drive and therefore miss out in a car-centric city or put unnecessary demand on their caregivers because they need chauffeuring. We can reduce the dominance of traffic on our streets, make them safer and create strong, independent young people with more opportunities for exploration and play.

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. We can reduce exposure to rising fuel prices by providing more and better options that mean taking alternatives to the car are possible. And, we can reduce the need for vehicle ownership by better and more frequent PT serving the destinations these groups tend to travel to such as industrial workplaces and/or night shift work.



Disabled people, older people and other mobility impaired people regularly face accessibility challenges because of transport environments that poorly suit their needs. Around one in five Aucklanders identify as disabled. We can improve the transport system by designing it to work for the diversity of needs Aucklanders have and the diversity of journeys they need to make – not every trip is to the city centre or to work: trips to a friend's house, medical appointment and shopping are just as important to our people.

Māori, Pasifika, women and LGBTQI+ people face transport barriers such as harassment, violence, and concerns for personal safety in public spaces. They can also have more complex travel patterns not well served by public transport. We can make transport a safer, more useful experience for everyone by investing in region-wide networks that are designed for all.

Remote or rural communities face unique equity and decarbonisation challenges, including infrequent or non-existent PT services, lower availability of nearby goods, services and jobs, and higher road safety risks.

People on bikes are unfairly forced to use sub-standard (or non-existent) infrastructure that puts them at risk. We can make cycling a safe, family-friendly activity that encourages car-lite living by providing separated cycling infrastructure designed for all skill levels.

People on public transport can get caught up in traffic despite doing the right thing by taking the bus. We can provide on-street priority to buses that recognises the people on buses are removing cars from the road, helping us all get to where we're going faster.

The Transformations we need to make together



Use cars less and walk, cycle and use public transport more

1 Supercharge walking and cycling

We need to make it safe and attractive to walk and cycle everywhere locally.

To do that, we'll need upgraded and expanded walking and cycling networks that serve more people.

2 Use public transport much more

We need to make public transport competitive with driving right across the region.

We'll need lots more services available more often and need to make sure Aucklanders can get to their local public transport easily. We'll also need to make sure our fares are fair.

3 Prioritise and resource sustainable transport

We need to look at how we spend our money and effort and align it to our goal of a safer, cleaner future.

We'll need to change some existing processes so we can go faster.

4 Reduce travel where possible and appropriate

Wherever possible we need to reduce the trips we take by for example going online for services (banking, GP appointments etc.) and mixing working from home and commuting into the office. To make the network efficient, we need to use new tools like congestion charging.

5 Make neighbourhoods safer with less traffic

We need to encourage active travel locally with safer speeds where people live and shop. We'll also need to reduce the traffic that can drive through our neighbourhoods, making them safer.

6 Put things closer to where people live

We need to plan the growth of Auckland carefully. If we don't, new development at the edge of the urban area will create the kinds of trips that will make reaching our goals difficult. Instead, we need good quality development around areas with high accessibility.



Help Aucklanders to make sustainable travel choices

11. Help Aucklanders to make sustainable transport choices

Reaching our goals will take big changes in the travel choices we make. We'll work with communities to understand what needs to change, what options are available and together developing new initiatives to help them.



Rapidly adopt low-emissions vehicles

7 Electrify private vehicles

We need more people to swap their car for an electrically powered vehicle, like an e-bike, cargo bike or electric car. The government needs to increase subsidy schemes so that everyone who wants to can make the switch.

8 Enable new transport devices

There are exciting new travel devices like e-motos that can be cleaner substitutes for cars. We need to get the right rules in place and encourage their use.



Begin work now to decarbonise heavy transport and freight

9 Make buses, trains and ferries low-emissions

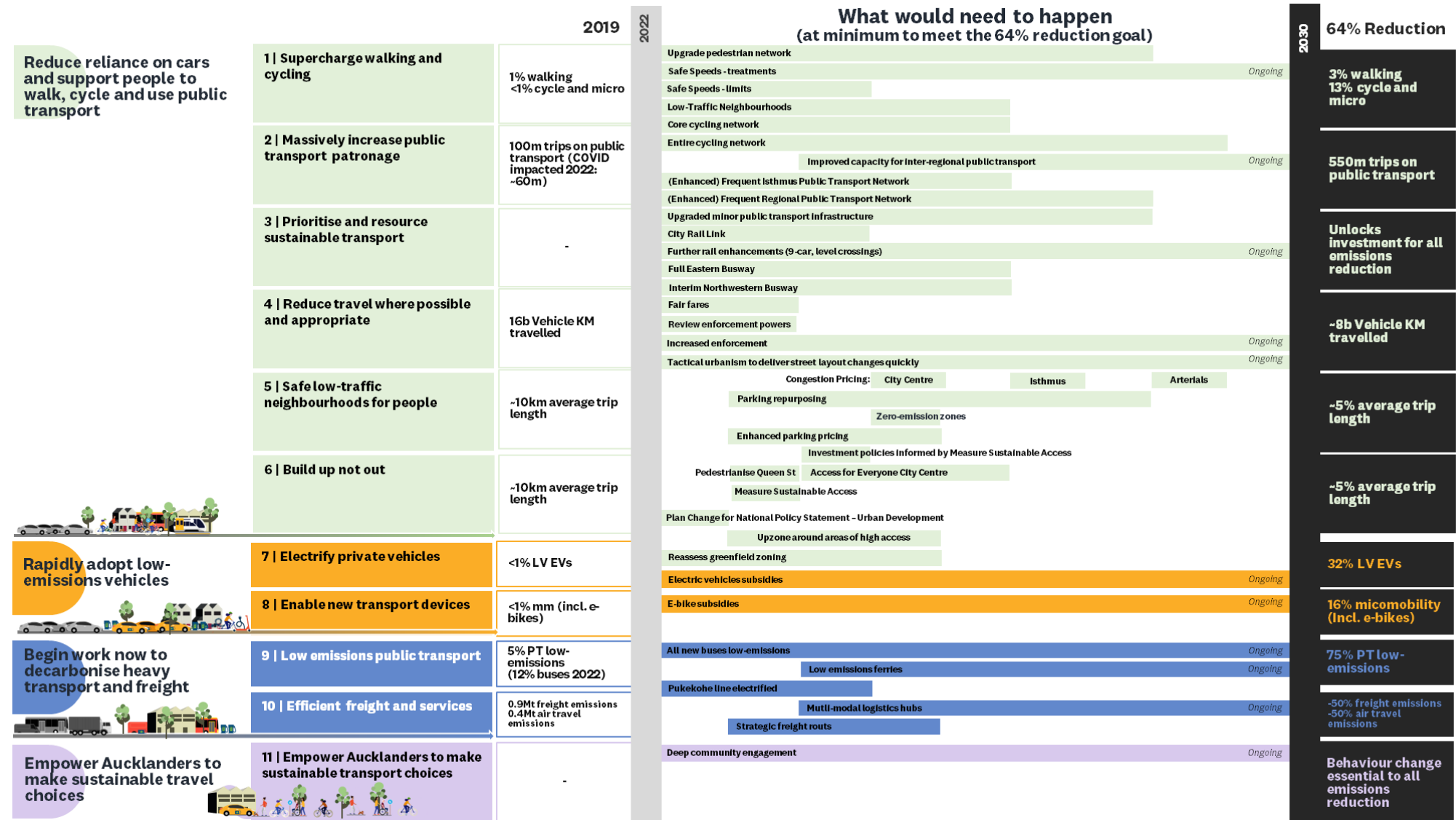
Auckland's trains are already electric, and the last part of the network from Pukekohe to Papakura is being electrified now. Auckland has committed to making all new buses electric and is bringing in electric ferries soon.

10 Make freight and services cleaner and more efficient

Freight and services need cleaner fuels and tools to make their journeys as efficient as they can be. We'll also need low-emissions zones and freight hubs. And we need to cut down on air travel to reach our goals.

Illustrative Pathway to 2030

Reaching Auckland's 2030 emissions goal requires sustained delivery of programmes over time to achieve transformation of the system. The diagram below illustrates the 2022-2030 pathway at a high level. The pathway is not a list of specific projects to be implemented: it is a pathway of systemic change that reflects the enduring transformation that is required. On the left, the performance metrics of the current transport system; on the right, what needs to be achieved by 2030 to meet the 64% goal. Links between programmes are important considerations for how programmes are delivered and in achieving equitable change. For example, a 'fair fares' programme and the City Rail Link should be in place before congestion charging.



How We Live and Travel Is Changing

The time has come to make the next transformation: towards a low-carbon and safe transport system that provides access for all. In the next seven years we must build on recent momentum for public transport, and supercharge walking, cycling and other micro-mobility modes.

Cities around the world are taking climate action and seeing benefits for their residents. There are exciting developments (like electric motorcycles) and tried-and-tested old ones (like bikes) that just need the space to become more popular and give people more choice. **By being open to change, we will take this journey together.**



63% of Aucklanders feel building more cycleways is a long-term strategic priority for Auckland. Bikes have the power to make a big difference for transport costs, safety, and emissions. Studies even show regular cyclists are happier and healthier. People on bikes don't need a license and when kids can use bikes safely, they can free up their caregivers from unnecessary chauffeuring.



London: The proportion of Londoners living within 400m of a safe cycling route grew from 12% in 2019 to 18% by October 2020, showing the massive change that was made possible by adopting a quicker and more resourceful approach to expanding the cycle network.



Government has shown interest in making travel by public transport more affordable and introduced half-price fares in April 2022. Half-price fares have been extended to January 2023. Public transport often offers users congestion free travel as it runs on its own route (trains and ferries) or has priority on the road (bus lanes).



Toronto, a large but not particularly high-density city by global standards, had a public transport mode share of 23% of trips prior to the pandemic, about equal to what the pathway models for Auckland in 2030.



Aucklanders are choosing to live more densely, which can support shorter trips that are more easily taken through active modes, and thereby reduce emissions. Since 2017-18 there has been a consistent and significant increase in consents for multi-unit homes such as townhouses, apartments, and flats, both in absolute terms and as a proportion of all residential consents.



Buenos Aires is closing streets to private vehicles to make space for walking, cycling and recreation in each of the city's 48 neighbourhoods to spread the benefits of the initiative equitably



There is cross-party political commitment to progressively introduce congestion pricing in Auckland (where suitable alternatives are made available). Signalling the real cost of congestion and the resulting mode shift will be important in reducing emissions.



London, Milan and Stockholm implemented city centre cordons and saw traffic reduce between 20% and 30%. Public support for congestion charging increased once the schemes had been implemented and the benefits could be seen.



Auckland: About half of all trips Aucklanders make are under 6km. Right now, the majority are made by car but in the future, with safe cycleways and safer speeds in our neighbourhoods, walking and cycling (especially by e-bike) will be real options for these trips.



London: Support for low-traffic neighbourhoods in South Fulham, London, grew from 6% to 91% within 12 months.



Government is supporting EV adoption. The 'Clean Car Discount' is helping EV and hybrid market share grow - in the year to March 2022 imports of fully electric vehicles tripled. In 2021, 43% of Aucklanders surveyed were considering an electric vehicle for their next vehicle purchase (pre government policy change).

The more cars we replace with EVs, the better for the environment. However, they're not the whole story since we also need to create a safer, more efficient transport system. EVs are expensive which means not everyone can afford one; they use rare-earth materials (so we can't make them forever); and still take up lots of space that could be put to better use.



Have you heard of "car-lite living"? It's a term getting increasing traction as people try to reduce car trips for health reasons, environmental impact and/or because petrol is getting so expensive. 'Car-lite' doesn't mean replacing your car and going everywhere by bus or bike. It's about choosing to take the bus or train to visit friends and family or to hop on your bike to go to the local dairy instead of choosing the car by default. In Auckland we're seeing increased use of shared cars with the likes of MEVO, Zilch and Cityhop that are making car-lite lives easier for more people.



Freight is changing and becoming future-fit. Cleaner fuels, better travel information and last-mile delivery solutions like electric vans and cargo bikes can make how we get our things better for us all. We also need to make areas where there are lots of people, like centres, into low-emissions zones to reduce harmful pollution, noise and heavy traffic. We're experimenting with a zone like this in Queen Street (2022).

What We Can All Do

The Transport Emissions Reduction Pathway focuses on the systemic changes necessary to reduce Auckland's transport emissions and create a more liveable city. Auckland Council and Auckland Transport also support Aucklanders to make changes in their own lives to reduce the emissions they create, and many of the outcomes of the TERP--for example better public transport and more walking and cycling infrastructure--will make this easier.

When it comes to making positive changes for the climate, transport is one of the most significant ways each of us can play our part. The changes we make now don't have to be massive; if we each take a step individually, it will make a huge difference collectively. Here are some things you can try today:



Download the AT journey planner app so you can try some alternative ways to travel. It's updated with new routes when they launch and gives real-time updates on upcoming services.

Join a local group - there are lots of groups around Auckland supporting people to try active travel and it's a great way to get more involved with your local community.

Push for change in your area - make your voice heard in decision making processes, write to your elected members and submit on changes in your area.

Support friends and family to make small changes - maybe you are the person who knows the most and can point people to the tools and information they need to make a change.

Drive friendly - we all benefit if more of us walk and cycle. Drivers have a real responsibility to create a safer environment. If you see a cyclist on the road or someone waiting to cross when you're driving, slow down and make room for them.

Take time to plan before you take a trip and see if you can bundle trips together to minimise unnecessary travel and save money and time while you're at it. Can you attend your appointments or meetings online, instead of travelling?

Get a low-emissions car if possible - electric vehicles are getting cheaper and the government is helping out with a subsidy scheme.

Take a walk - it's cheap and easy, builds a healthy body and calms the mind. People who regularly walk say they feel happier, healthier, and more balanced.

Get the bike out - check out your local cycle-path - there are more and more opening all the time. Cycling is good for your health, has very consistent travel times, and 'parking is a breeze'. Even better, why not have a go on an e-bike? Their motors make hills flat and get you where you're going faster with less effort.

Leave the car at home when you can - if you travel to work the same way every day, check out local public transport options in your area.

Consider your consumption habits - some recent developments like same-day-delivery are having an out-sized impact on the number of trips made on the transport network, adding to congestion and emissions. Consider opting out of same-day-delivery to reduce unnecessary trips (because companies can bundle trips better).

What's Next for Council and Auckland Transport

(See the full Transport Emissions Reduction Plan for more detail)

Auckland Transport and Auckland Council share a goal to halve Tāmaki Makaurau's emissions by 2030, as set out in **Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan**. The time to act is now - we must start putting climate change at the centre of our planning and decision making. It can no longer be tomorrow's problem. Now we have a pathway, Auckland needs to get and stay on it.

We are not starting from zero. For example, we have a solid foundation for public transport. We have made considerable improvements in the last decade or two. Britomart Transport Centre, the Northern Busway, rail electrification, integrated ticketing across the network, Manukau train and bus stations, New-Lynn, Panmure, Puhinui interchanges, an upgraded Downtown ferry terminal and New Zealand's first underground urban rail route the City Rail Link are just some of the major infrastructure and service changes that are connecting the region and giving Aucklanders more choice.

The **Climate Action Targeted Rate** approved in 2022 unlocks about \$1billion (by accessing government money) to deliver

- faster replacement of diesel buses and ferries with low-carbon versions, many more frequent services
- more walking and cycling routes across Auckland
- planting trees where they can make the most difference.

These changes are the start of the whole-scale change we need to make together to create a liveable Auckland for the future.

Auckland has committed to low-emissions public transport.

Low-emissions public transport is quieter and makes our spaces more pleasant because there are no fumes.

Auckland's trains are already electric, and the last part of the network from Pukekohe to Papakura is being electrified now. Auckland has committed to making any new bus electric and is bringing in its first electric ferries in 2024.



To make progress towards our emissions, safety and accessibility goals we'll need to build on this momentum and accelerate it. We will need to:

- rapidly reallocate resources (space in the network, funding and expertise) towards the changes outlined in the pathway
- fund expanded walking, cycling and public transport programmes across Auckland
- rethink planned programmes where they encourage light vehicle travel that undermines our collective emissions reduction goals.

While we make the transport system fairer, Aucklanders will see changes in their local areas and as they travel around. Auckland Transport and the council are committed to engaging Aucklanders in that change and empowering everyone to shape the travel choices in their area as we make the changes Auckland needs for the future.

The council and Auckland Transport are committed to promoting the pathway to government and working collaboratively to achieve it. The government has recently issued its Emissions Reduction Plan, which has national targets for transport emissions reduction. The national-level targets are different to the numbers in the Auckland pathway but the direction and actions are well aligned.

Auckland is better placed than other regions to contribute to government's transport goals through accelerated mode shift. Auckland can more easily develop housing and jobs around good public transport nodes, crucial to helping people drive less. The Auckland pathway provides the government with Auckland-specific ambition so that close partnership is possible.

The next step is the council and Auckland Transport collaborating to develop an investment programme for the next 10 years that aligns to the pathway (Auckland's Regional Land Transport Plan).

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