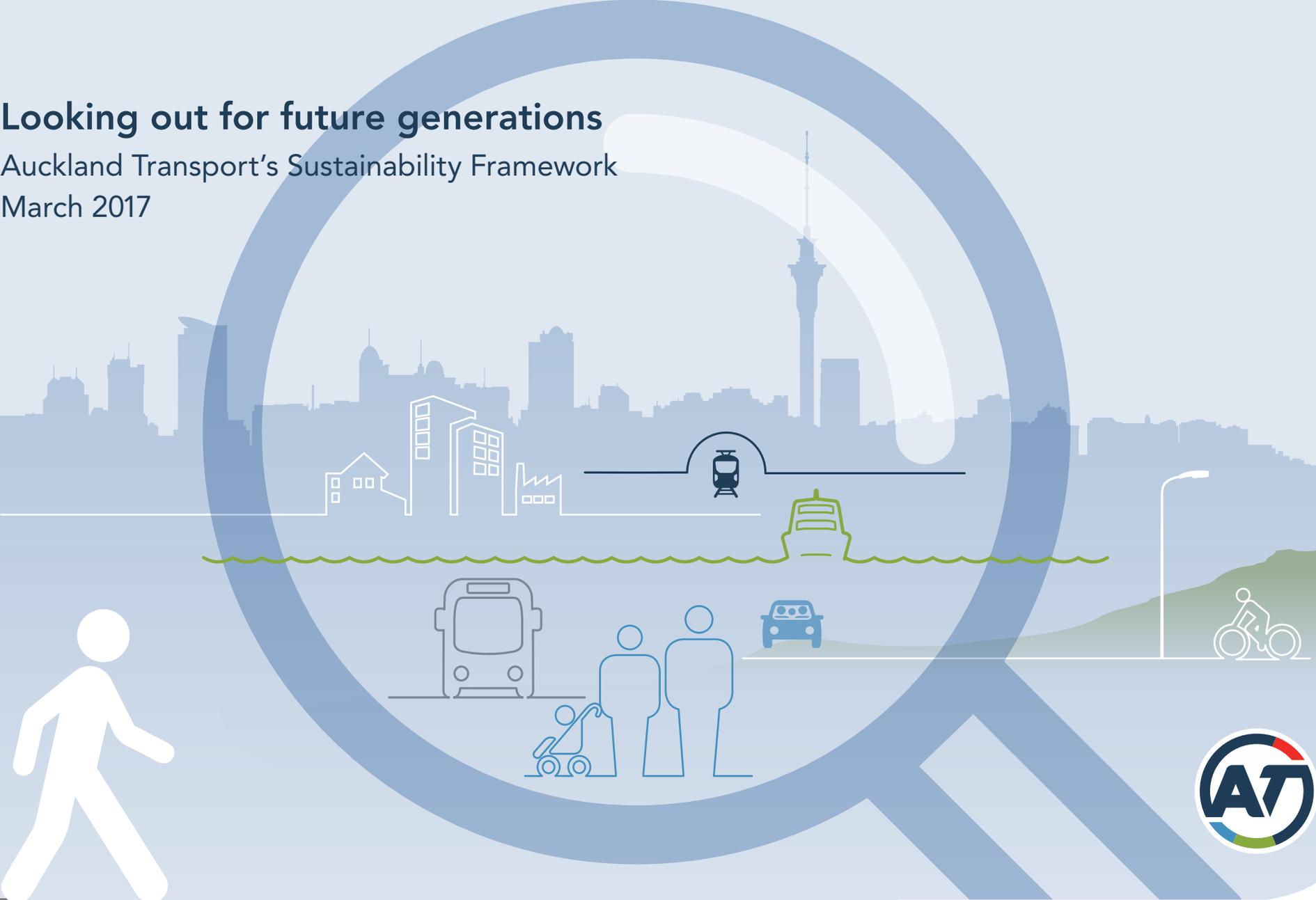


Looking out for future generations

Auckland Transport's Sustainability Framework

March 2017





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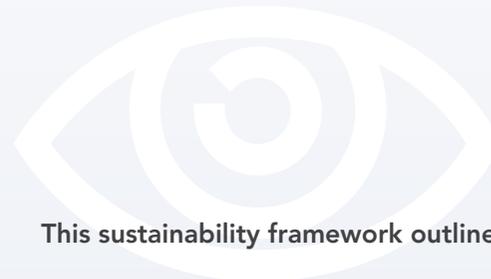
Executive Summary

TRANSPORT SYSTEMS ARE A FUNDAMENTAL COMPONENT AND SHAPER OF CITIES. THEY PROVIDE VITAL ACCESS FOR PEOPLE, GOODS AND SERVICES WHICH ARE THE LIFEBLOOD OF CITIES.

Auckland is currently home to
1.57m people
and this is forecast to
GROW
2 million by 2033

The key sustainability challenge for any growing city is meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Auckland Transport (AT) is the lead agency responsible for the planning, development and management of all of Auckland's transport system (excluding the State highways and railway corridors) including roads and footpaths, cycling and walking infrastructure, parking facilities and public transport.



This sustainability framework outlines how AT seeks to deliver on its vision:

**TRANSPORT CHOICES FOR A GROWING,
VIBRANT AUCKLAND.**



The framework is built around four inter-related goals:

1. Conserve and enhance the environment
2. Meet the health and social needs of Aucklanders
3. Foster jobs, growth and economic productivity
4. Celebrate Auckland's unique cultural identity.

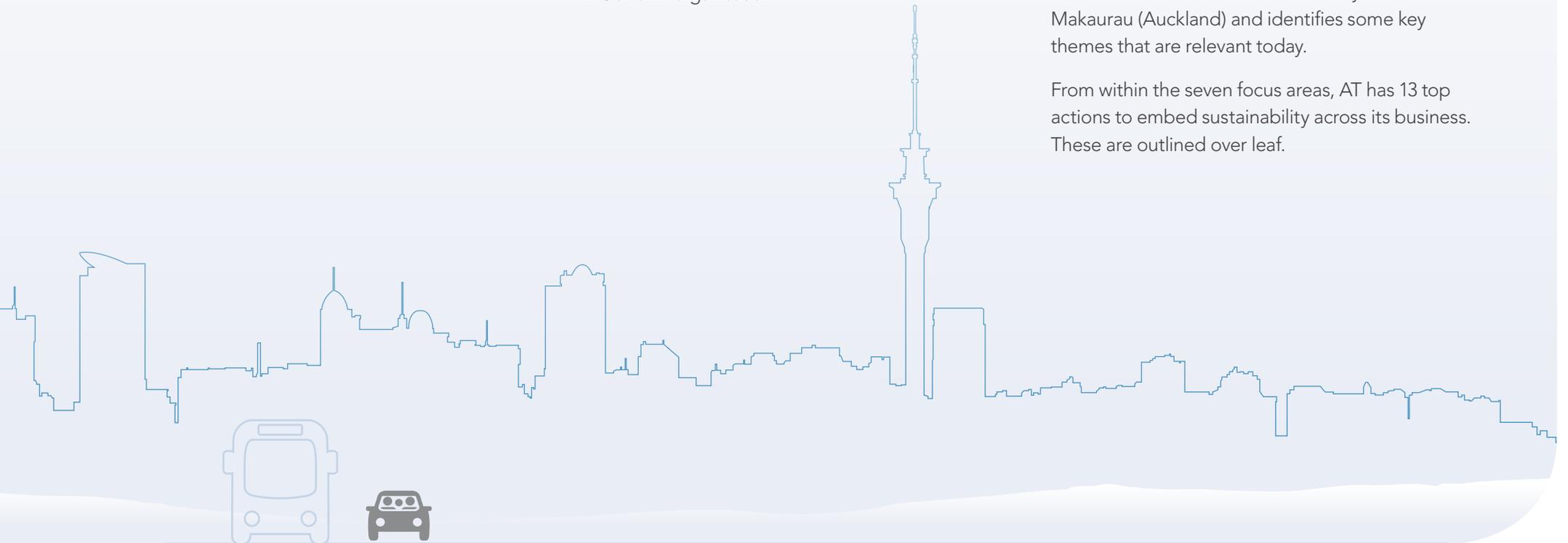
We will pursue actions under seven focus areas where AT has particular control or influence:

1. Land-use and transport
2. The existing network
3. Low emission transport choices
4. Design and construction
5. Financial stewardship
6. Innovation and technology
7. Our own organisation

This framework will inform and guide the development of transport plans, programmes and projects to make transport more sustainable and AT more resilient in the long term. There will be annual reporting on progress.

The framework acknowledges the unique relationship of Mana Whenua to Auckland and the significant role they play in shaping the region. This relationship was articulated by iwi and hapū collectively in 2007 in *Te Kōhao o te Ngira* – a Mana Whenua view of sustainability in Tāmaki Makaurau (Auckland) and identifies some key themes that are relevant today.

From within the seven focus areas, AT has 13 top actions to embed sustainability across its business. These are outlined over leaf.



AT's Top 13 Actions

   	Embed sustainable strategic outcomes within AT's Procurement Framework
 	Develop an Emissions Roadmap to support the uptake of low emissions vehicles for buses
  	Develop an Emissions roadmap for AT's own fleet
   	Increase the proportion of renewals that coordinate or add value to other delivery programmes or objectives
  	Develop best practicable options for AT to contribute to improved outcomes for water
   	Embed sustainability principles in the Transport Design Manual through requirements, standards and service levels
   	Develop a Technology Strategy for AT
   	Develop a programme for continued level of investment in cycling networks across Auckland
   	Develop a 'Make Walking Count' programme for Auckland
  	Appoint an Energy Manager and develop an energy plan to save 2.85 GWh by January 2019 in addition to savings already being achieved with LED streetlights
   	Develop and deliver a Sustainability Champions programme trial
   	Develop AT's Māori Responsiveness Plan
   	Embed Sustainability within Major projects including the City Rail Link



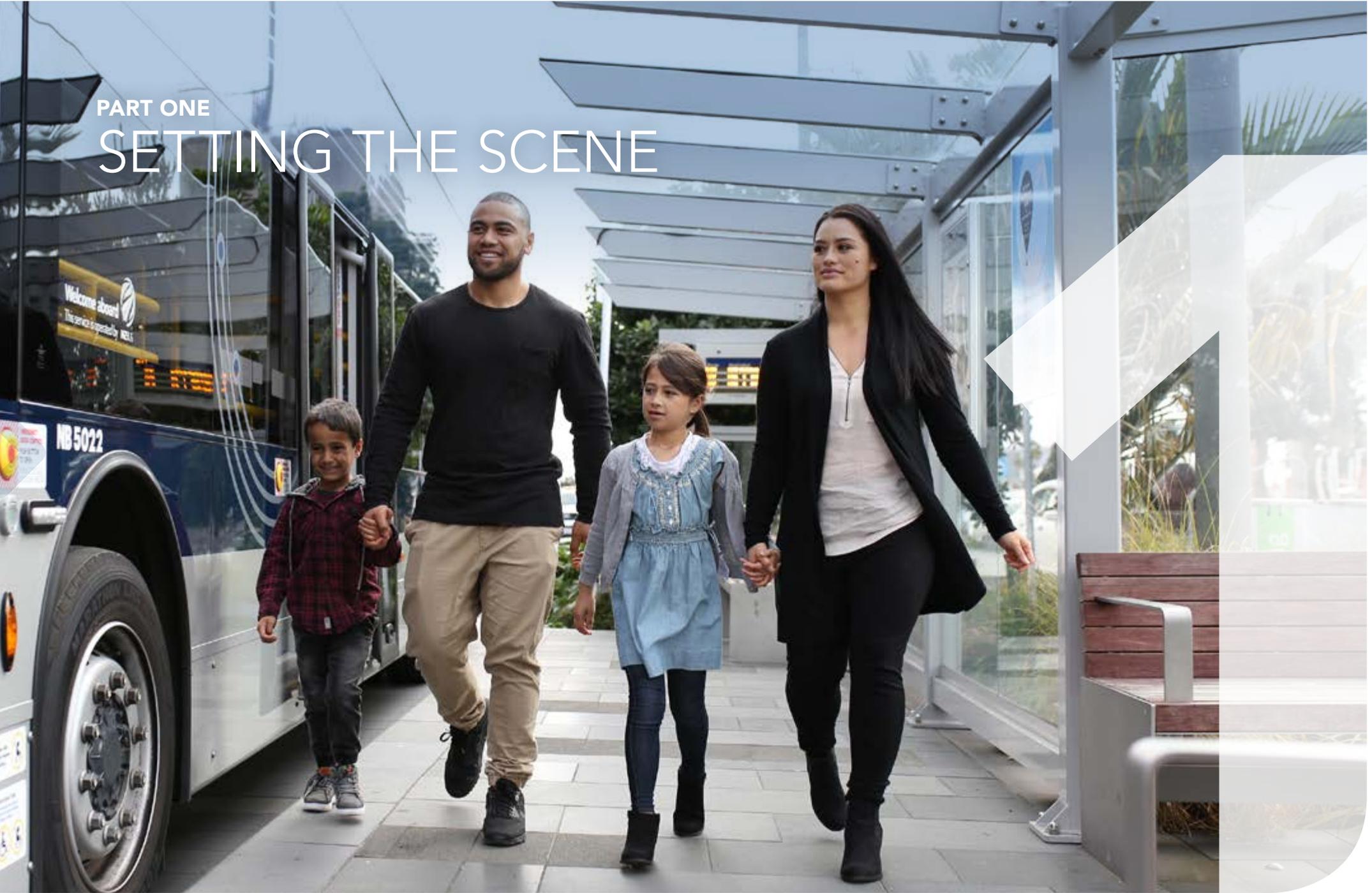
KEY

-  Conserve and enhance the natural environment
-  Foster jobs, growth and economic productivity

-  Meet the health and social needs of Aucklanders
-  Celebrate Auckland's unique cultural identity

PART ONE

SETTING THE SCENE



Purpose and Structure of Framework

WHAT IS THE PURPOSE OF THE SUSTAINABILITY FRAMEWORK AND HOW IS IT STRUCTURED?

This sustainability framework outlines how AT seeks to deliver on its vision that:

**TRANSPORT CHOICES
FOR A GROWING,
VIBRANT AUCKLAND.**

The framework is developed as a hierarchy:

- A series of overarching goals covering the four well-beings and showing what we want to achieve, e.g. conserve and enhance the natural environment.
- A corresponding set of objectives showing how we will achieve the goals, e.g. reduce greenhouse gas emissions from transport.
- Seven focus areas where AT has some degree of control or influence e.g. financial stewardship: realising energy savings across AT assets and the transport network.
- Thirteen top actions AT will deliver over the next year that will make the most material difference to embedding sustainability into AT's delivery.

This framework will inform staff, public, key stakeholders and interest groups about AT's key areas of attention and focus that will contribute to our vision.

The role transport plays in cities

Transport is a fundamental component and shaper of cities. Transport networks enable people to access goods and services in a way that is efficient and effective. Most major cities around the world began as historical transport hubs, where settlements were established and then continued to develop around natural harbours, waterways or overland routes. Population growth, land use and transport are now intrinsically linked, with each influencing the other, directly or indirectly.

Transport activities, however, can have significant impacts on existing transport systems, surrounding land use and the environment, including impacts from the development of new transport services and infrastructure. The transport sector affects land, air, water quality, the economy, communities and ecosystems and consumes large quantities of non-renewable resources. It also has a significant impact on the role of Mana Whenua as kaitiaki (stewards) of the region.

Auckland’s harbour setting, natural environment, urban form and transport system are key shapers of Auckland’s liveability, and will face challenges with the region’s projected population growth and future development. Transport has contributed significantly to the development of Auckland in terms of movement and place and will be key to Auckland’s future ability to compete on the international stage- as a world-class place that attracts and retains employers, talent, commerce, industry and events.

What do we mean by sustainability in relation to transport?

Sustainability is defined¹ as:

“meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

Sustainable development acknowledges social, cultural, environmental and economic interdependencies (Figure. 1) and the need to work within ecological limits. Transport systems have both negative impacts on these four interrelated areas, and also the ability to positively shape and catalyse improvements for the future of cities.

Auckland is currently home to 1.57 million people² but is forecast to grow to 2 million by 2033³. In the case of Auckland’s transport system, sustainability translates to providing an effective, efficient and enduring transport solution for a growing city whilst maintaining those things about Auckland that we value as Aucklanders e.g. natural beauty, diversity and vibrancy, unique Māori heritage, and a place for people.

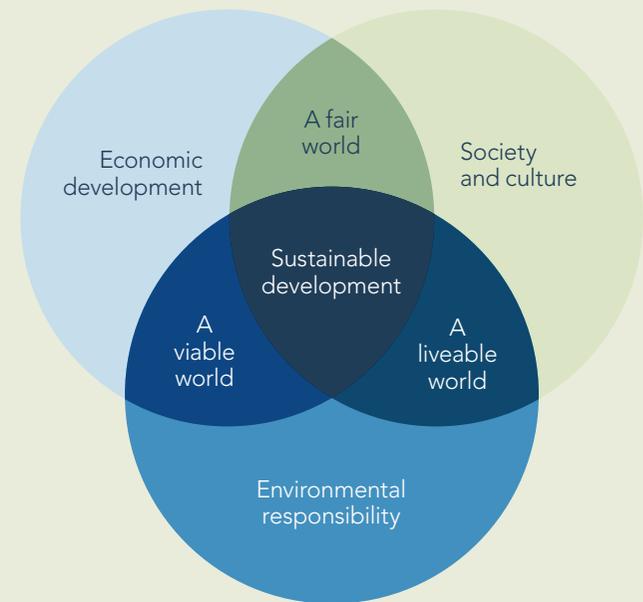


FIGURE 1: THE LINKS BETWEEN THE FOUR GOALS AND SUSTAINABLE DEVELOPMENT

¹ Our Common Future-Brundtland Report, United Nations, 1987
² 2013 Census of Population and Dwellings, Statistics NZ, 2014
³ Assuming the medium growth scenario as outlined by Statistics NZ, available at <http://www.stats.govt.nz/~media/Statistics/browse-categories/maps-and-geography/geographic-areas/mapping-trends-in-auck-reg/population-growth.pdf>

Examples of alignment with AT Strategic Themes

AT STRATEGIC THEMES	CONSERVE & ENHANCE THE NATURAL ENVIRONMENT	MEET THE SOCIAL AND HEALTH NEEDS OF AUCKLANDERS	FOSTER JOBS, GROWTH AND ECONOMIC PRODUCTIVITY	CELEBRATE AUCKLAND'S UNIQUE IDENTITY
PRIORITISE RAPID, HIGH FREQUENCY PUBLIC TRANSPORT	Electrification of the Rail network. Low emission vehicle trials.	City Rail Link. New Network.	City Rail Link. New Network. AMETI (Panmure to Pakuranga).	Event PT services. Design of transport facilities/infrastructure.
CONTINUALLY TRANSFORM AND ELEVATE CUSTOMER EXPERIENCE	Station upgrades. New network. 'Greenways'. LRT on key corridors.	City Rail Link. Cycle and Walking Programme. Road Safety Programme. First & Last leg trip enhancements.	Manukau Interchange. Real time information on transport choice. Simplified fare zones. HOP card.	Maintain partnerships with events organisers to enable easy access.
BUILD NETWORK OPTIMISATION & RESILIENCE	Travel demand initiatives.	New network. Route optimisation. Infrastructure to support future urban growth.	City Rail link. Roads & Streets Strategy. Infrastructure to support. Future urban growth.	
ENABLE QUALITY URBAN GROWTH TO MEET DEMAND	Transport Design guidance.	New network Cycle and Walking programme	Align strategic investment between AT & NZTA to optimise outcomes.	
FAST-TRACK CREATIVE, INNOVATIVE AND EFFICIENT TRANSPORT SERVICES	Pilot Sustainability champions programme. Vegetation Asset management plan.	Develop mobility as a service/ intelligent mobility offer for AT.	Better integration of technology connections to inform customers about AT services.	Design of transport facilities/infrastructure.

What mandate does Auckland Transport have for sustainability?

This Framework supports the vision of the world’s most liveable city and contributes to the outcomes and transformational shifts sought in the Auckland Plan³. It also delivers on AT’s transport commitments in a range of other plans within the council family and with our partners (Figure 2).

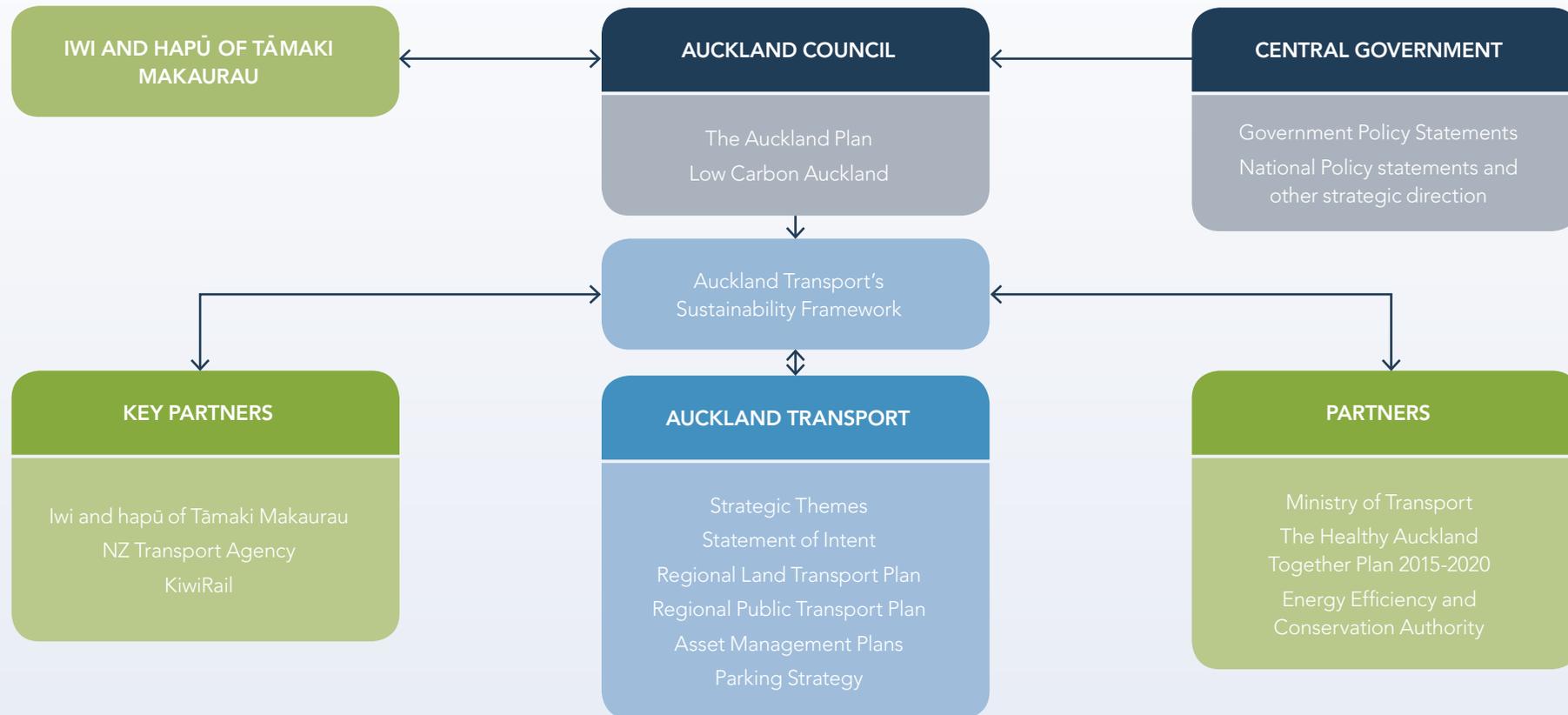


FIGURE 2: THE INTERACTIONS BETWEEN THE SUSTAINABILITY FRAMEWORK AND OTHER KEY PLANS AND PARTNERS

³ Refer Appendix 2 for the full Auckland Council vision and policy commitments

Māori values and Treaty of Waitangi / Te Tiriti o Waitangi

MANA WHENUA ARE RESPONSIBLE FOR PROTECTING THE MANA, MAURI AND TAPU OF THE NATURAL RESOURCES AND TAONGA OF TĀMAKI MAKAUARAU. THIS RESPONSIBILITY IS INTERGENERATIONAL AND CREATES A RELATIONSHIP THAT IS PART OF THE FABRIC OF AUCKLAND’S LANDSCAPE.

The Treaty of Waitangi / Te Tiriti o Waitangi gives rise to an ongoing Crown obligation to enable iwi and hapū to fulfil this kaitiaki responsibility. This obligation is manifested in a number of tangible ways including:

- Redress for Treaty breaches by vesting land or decision-making to iwi
- Statutory provisions requiring iwi or hapū involvement or giving effect to Tikanga Māori;
- Guidance as to how the Treaty partnership can be exercised.

These are important considerations for Auckland Transport when developing the region’s transport programme and enabling Mana Whenua to better influence decisions that affect the kaitiaki responsibility.

The Sustainability Framework will support Auckland Transport to better respond to Mana Whenua.

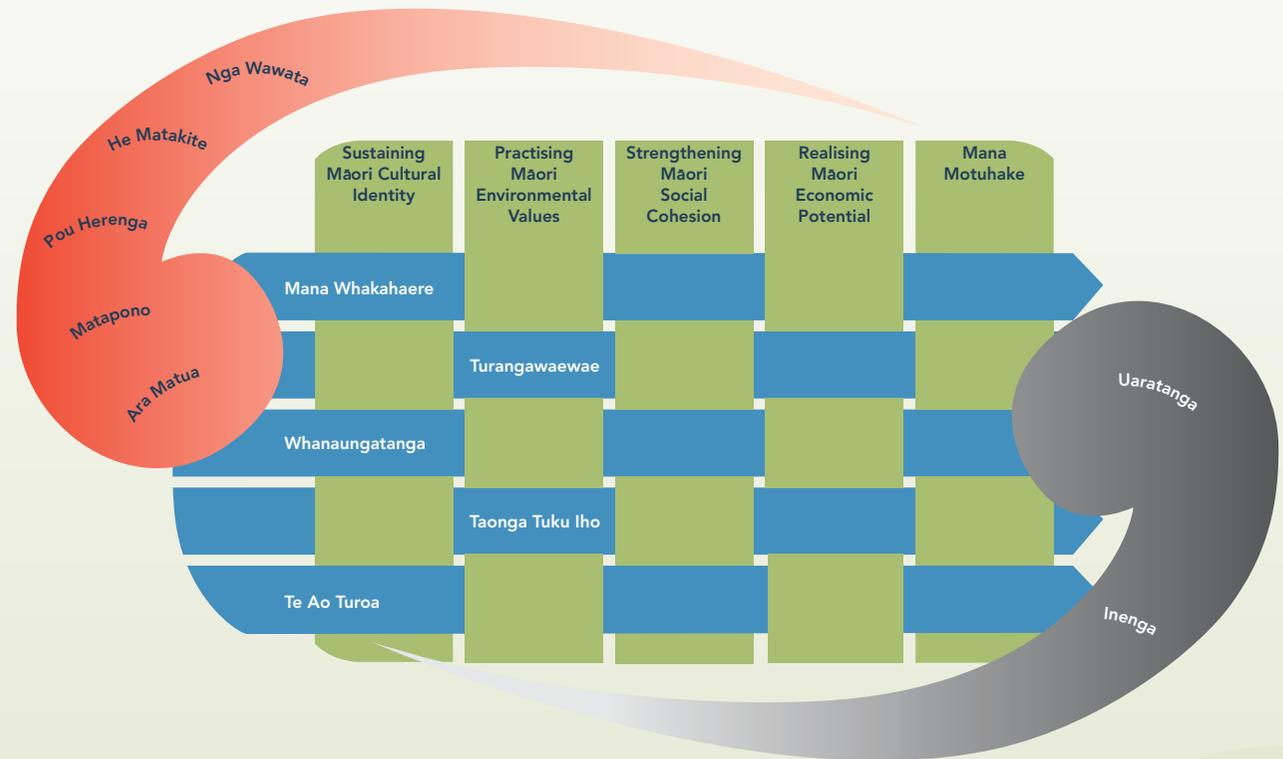


FIGURE 3: TE KŌHAO O TE NGIRA / MANA WHENUA SUSTAINABILITY FRAMEWORK⁴

⁴ Te Kōhao o te Ngira Mana Whenua Sustainability Framework undertaken in response to Auckland Sustainability Framework (2007)

MANA WHENUA WORLD VIEW

Te Kōhao o te Ngira – the Mana Whenua Framework (Figure 3) was developed in 2007 as a common platform for iwi and hapū of the region to collaborate with the public sector on regional matters.

Mana Whenua recommend that this framework is reviewed.

In the absence of an updated collective Mana Whenua view, Te Kōhao provides an insight into this unique and important view:

- Mana Whakahaere - the right to organise and speak for collective iwi and hapū interests.
- Turangawaewae – the domain of the iwi and hapū where kaitiaki is exercised.
- Whanaungatanga – whakapapa (genealogy) that defines turangawaewae and relationships with people and places of the past, today and the future.
- Taonga tuku iho – passing on taonga and kaitiaki responsibility to successive generations.
- Te Ao Turoa – the living relationship between people and the world around us, both tangible and intangible values.

AT's response

To support Mana Whenua to update Te Kōhao as part of a wider regional initiative and develop the Māori Responsiveness Plan with points of interface and divergence for inclusion in an AT work programme that:

- Recognises the unique relationship of Mana Whenua to Tāmaki Makaurau in a tangible way
- Actively considers and mitigates the impact of transport on the kaitiaki responsibility of Mana Whenua
- Gives effect to Treaty redress and relationships
- Enables Mana Whenua involvement at all stages of a project.



AT's Customers:

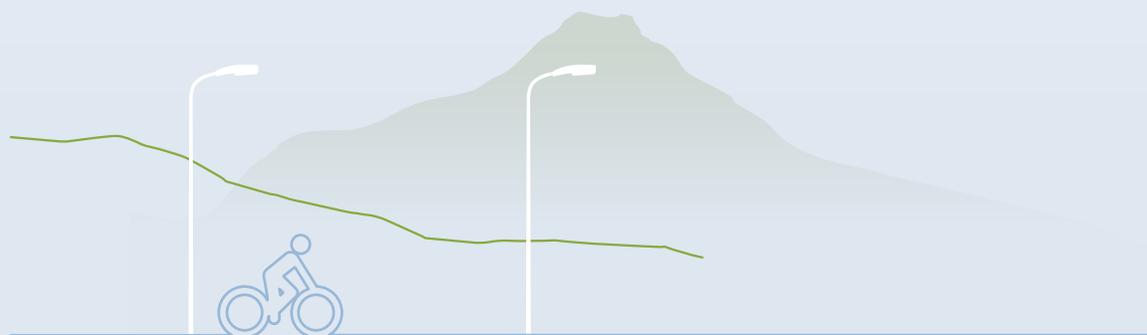
AUCKLAND TRANSPORT SERVES THE PEOPLE OF AUCKLAND BOTH NOW AND INTO THE FUTURE.

This includes those who live in or travel to and through Auckland, or who rely on or provide transport for other people, goods and services. Their children, grandchildren, and future visitors and residents are also our customers. They will experience the legacy of decisions we are making today.



What transport activities are AT responsible for?

AT IS THE LEAD AGENCY RESPONSIBLE FOR THE PLANNING, DEVELOPMENT AND MANAGEMENT OF ALL OF AUCKLAND'S TRANSPORT SYSTEM (EXCLUDING THE STATE HIGHWAYS AND RAILWAY CORRIDORS) INCLUDING ROADS AND FOOTPATHS, CYCLING AND WALKING INFRASTRUCTURE, PARKING FACILITIES AND PUBLIC TRANSPORT.



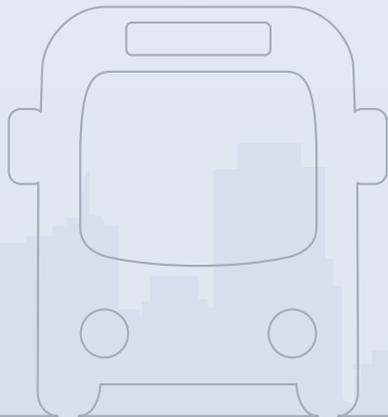
⁵ Asset Management Plan 2015-2018, Auckland transport, 2015

Among its main tasks are:

- designing, building, operating and maintaining Auckland's roads, ferry wharves, rail and bus stations, cycleways and footpaths
- co-ordinating road safety, community transport and travel plan initiatives such as travel plans and journey planning
- planning and funding bus, train and ferry services across Auckland.

As at June 2015, AT was responsible for managing⁵:

- 7,302 km of local and arterial roads
 - 12,000 km of stormwater channel and 75,481 catch pits
 - 1,020 bridges and major culverts
 - 3,735 sea walls and retaining walls
 - 6,959 km of footpaths and 321 km of cycleway
 - 105,347 street lights
 - 2,342 bus shelters, 6 busway stations, 21 wharves and ferry facilities
 - 41 active rail stations, associated stabling and depot
 - 57 electric trains, 10 diesel multiple units
 - 13 multi-storey car park buildings
- as well as contracting the services of 1,240 buses in the Auckland bus fleet.



AT's sphere of influence

AT will focus most effort on those transport activities where it has the most control or influence, or has the most impact in terms of improving the sustainability performance of our region. We will ensure that AT's actions complement and work alongside other actions undertaken at the global, national and local levels.

AT is responsible for designing and delivering significant transport infrastructure and services within Auckland. Infrastructure such as roads and footpaths, and services such as public transport, road safety, walking, cycling, and travel plan initiatives, help shape Auckland's travel choices. Travel choices in turn affect personal mobility, shared mobility, and household transport costs, and access to goods and services, as well as having other impacts on the four goal areas.

Figure 4 shows the activities where AT has control or influence. They are split as follows so that those with the greatest degree of control are placed at the centre of the diagram:

- **Corporate, maintenance and operations:**
Operating and maintaining AT buildings and activities, including vehicle fleet and procurement of services to run AT as an organisation
- **Transport infrastructure and services:**
Delivering, maintaining and upgrading existing transport infrastructure and services; designing and constructing capital projects (e.g. roads, rail stations, busways, cycleways, footpaths).
- **Customer travel behaviour:**
Undertaking activities where AT can only influence travel behaviour such as extending the public transport network and implementing travel demand initiatives.

Every Aucklander and visitor to the region also has personal accountability for the impacts of his or her travel behaviour and choices. Together, we can seek continual improvement in the sustainability performance of our transport activities, travel behaviour and choices.

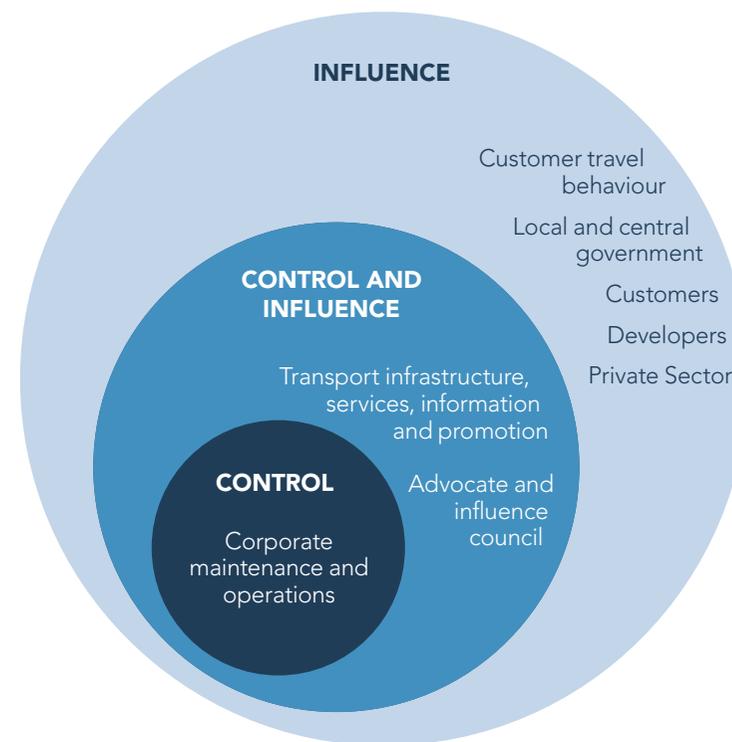
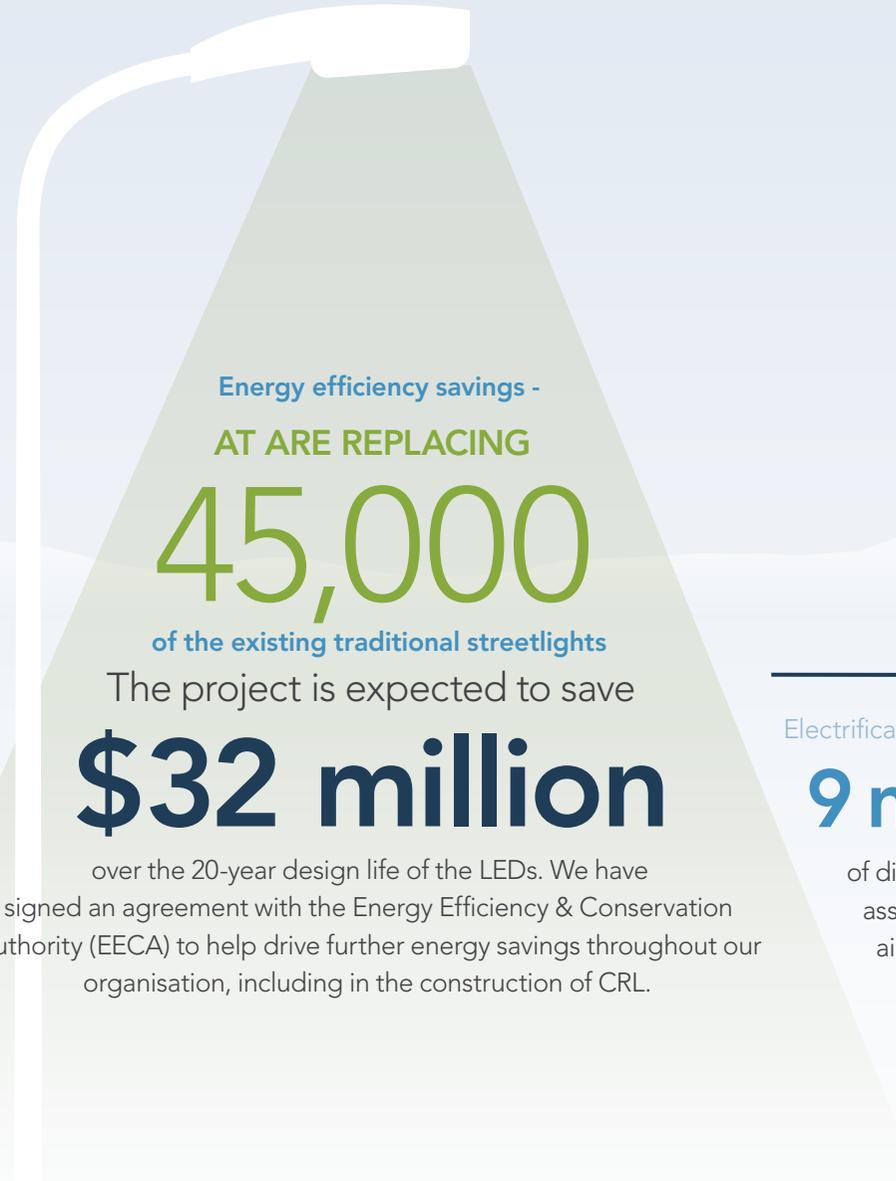
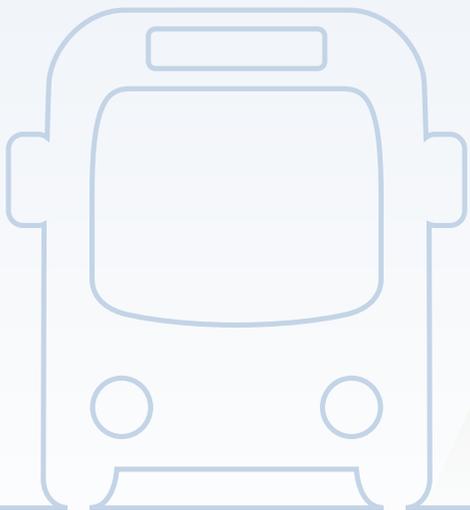


FIGURE 4:
AUCKLAND TRANSPORT'S SPHERE OF INFLUENCE

Some examples of what AT has already achieved

Growth in Rapid transit – Rail and Northern Busway patronage growth rates have increased by 20% each year for last 10 years providing congestion free alternatives to car travel. Patronage is forecast to continue to grow.

The rollout of the new bus network and integrated ticketing is making public transport a more accessible and affordable travel option for Aucklanders. It is easing congestion delays, reducing air pollution and energy use, and improving safety per passenger compared to equivalent car travel.



Energy efficiency savings -

AT ARE REPLACING

45,000

of the existing traditional streetlights

The project is expected to save

\$32 million

over the 20-year design life of the LEDs. We have signed an agreement with the Energy Efficiency & Conservation Authority (EECA) to help drive further energy savings throughout our organisation, including in the construction of CRL.



Electrification of the rail network is saving up to

9 million litres

of diesel each year and is reducing the associated harmful effects particularly of air and noise pollution from diesel trains.

Some examples of what AT has already achieved

Enhanced expenditure on urban cycleways in partnership with the NZ Transport Agency (NZTA) and Auckland Council, AT is making cycling a more attractive and realistic commuter option, lessening environmental impacts and encouraging more active lifestyles. The openings of the separated Beach Rd and Nelson St cycleways have increased the numbers of people cycling to the City Centre.



Design and construction of the City Rail Link project - On 13th September 2016, City Rail Link received a 'Leading' Infrastructure Sustainability (IS) Design rating from the Infrastructure Sustainability Council of Australia for Contract Two – the Albert Street tunnels and stormwater diversion. This recognises the work undertaken with mana whenua, as well as achievements across the six themes of the rating tool, including significantly reducing projected resource use and impacts on the environment. The process CRL undertook to engage with Mana Whenua to embed cultural values into an industry recognised sustainability framework was acknowledged as a 'world first' innovation.

Sustainability Plans are now embedded within our Road Maintenance contracts. These include reporting on greenhouse gas emissions, energy use and materials use, and encouraging less impactful ways of maintaining our roads.

AUCKLANDERS HAVE EMBRACED CHANGE FOLLOWING THE IMPROVEMENTS WE HAVE MADE. PATRONAGE ON BUSES, RAIL AND FERRIES HAS INCREASED. PEOPLE ARE GETTING ON THEIR BIKES AND USING THEIR FEET.

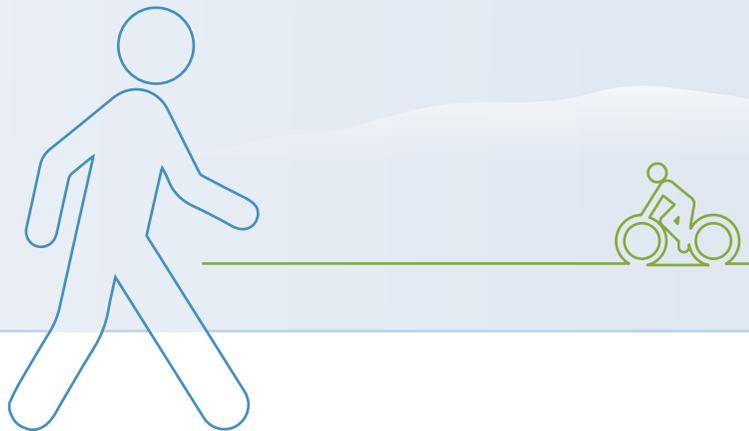




Bus Myth Campaign

Campaigns

Auckland Transport has run a number of campaigns to encouraging Aucklanders to take public transport, ride a bike, walk and travel outside of peak times.



Where are we now?

Transforming Auckland into the world's most liveable city and making progress towards the four well-being goals is an exciting and complex challenge. Before looking ahead, it is important to understand how transport currently shapes these four well-beings for Auckland.

This section addresses each of the four well-beings in terms of:

- **Definition** of what is meant and covered by each well-being
- **Current state and trends** associated with transport activities
- **Challenges** – obstacles that will need to be overcome to achieve the well-being goal
- **Opportunities** – factors that could help achieve the well-being goal.

Environmental well-being

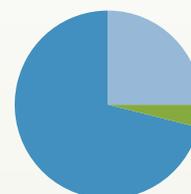
Environmental well-being is the state of the surrounding natural environment in terms of air, land, water, habitats and natural heritage.

What is the current state and trends?

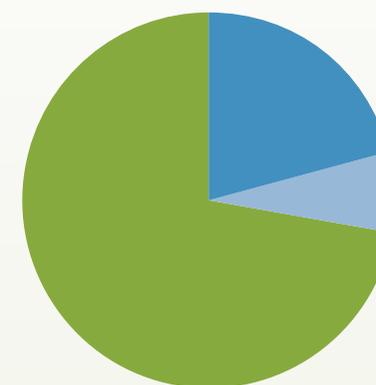
Transport impacts the Auckland environment in the following ways:

- Transport is a contributor to air pollution (PM₁₀, PM_{2.5}, NO_x) harmful to human health and wider ecosystems (Figure 5).
- Greenhouse gas (GHG) emissions from transport are 40% of Auckland total (Figure 6) and are relatively static since 2006.
- 99% of current transport fuels come from non-renewable energy such as petrol and diesel (Figure 7).
- Stormwater run-off is contributing to the pollution of Auckland's harbours and waterways. Contaminants include copper from brake pads, zinc from tyres and fuel from combustion⁶.
- Biodiversity is in danger of further decline as transport networks expand into natural habitat or rural areas⁷, or due to poor management of ecological weeds and pests within road corridors.
- The land area required for transport is already significant and increasing. For example, the urban area of Auckland increased in size by 11% between 1996 and 2012, but transport infrastructure occupies 13% of land within the Rural Urban Boundary (RUB) and 25% of land within the City Centre⁸.

SUMMER WEEKDAY PM₁₀
(TOTAL = 4.4 T/DAY)



WINTER WEEKDAY PM₁₀
(TOTAL = 4.4 T/DAY)



● Transport
● Industry
● Domestic

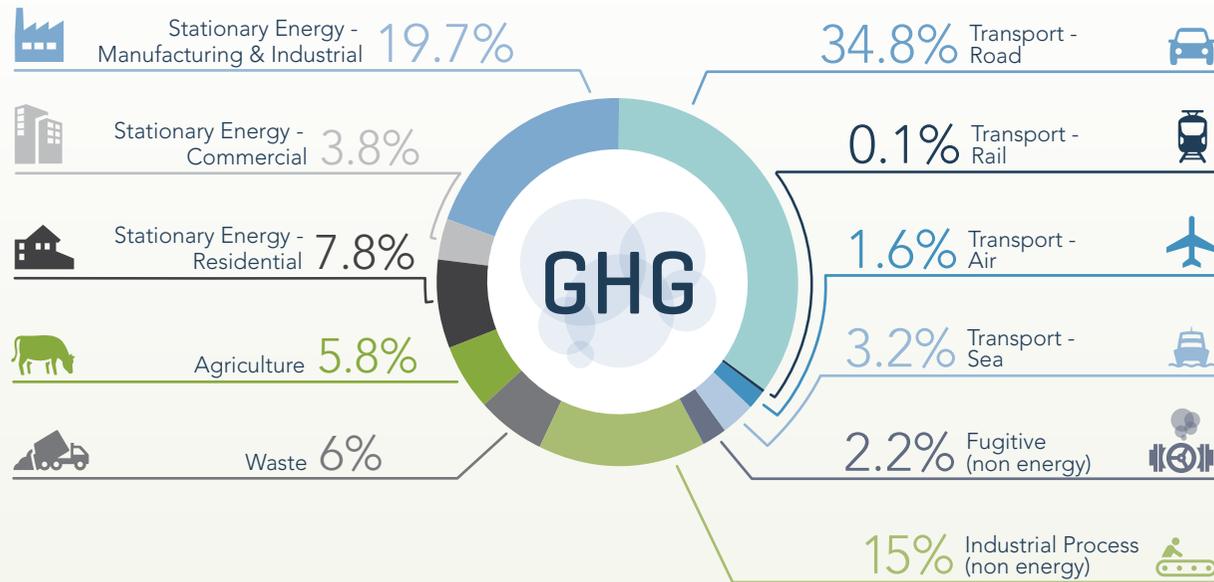
FIGURE 5:
CONTRIBUTION OF TRANSPORT TO PM₁₀ POLLUTION IN AUCKLAND

Source: The Health of Auckland's Natural Environment in 2015

⁶ The Health of Auckland's Natural Environment in 2015, Auckland Council, 2015

⁷ Q&A: Dr Marie Brown on Auckland's environmental issues, NZ Herald, 13 August 2015

⁸ The Health of Auckland's Natural Environment in 2015, Auckland Council, 2015



What are the key challenges?

- Vehicle technology has reduced emissions per vehicle (Figure 8). However, Auckland's population is increasing at a faster rate than the improvements in real world air, noise and water emissions.
- Meeting international obligations on climate change will require local action to reduce GHG emissions. The World Economic Forum has identified the failure to mitigate or adapt to climate change impacts as one of the most serious global risks⁹.
- Increasing urbanisation to accommodate future growth in Auckland will put further pressure on surrounding communities, on biodiversity, and on water quality.

FIGURE 6: GREENHOUSE GAS (GHG) EMISSIONS FROM AUCKLAND PLAN

Source: Low Carbon Auckland – A Year in Action, 2015

⁹ <http://reports.weforum.org/global-risks-2015/#frame/20ad6>

Environmental well-being CONT.

What are the key opportunities?

Current projects, learning from the experience of other cities, new technologies, increased use of low emission vehicles and other developments provide opportunities to meet the challenges presented by the environmental impacts of transport.

- **Landuse planning that supports compact city design can reduce per capita greenhouse gas emissions.** This is because compact living near town centre services and amenities reduces the need for long distance travel.
- **Sustainable alternatives** (e.g. public transport, walking, cycling, car / bike share, carpooling, ride share) can replace many car trips
- **Intelligent Transport Systems** which share and link information between people, vehicles and transport infrastructure can increase the effectiveness, environmental performance, safety, resilience and efficiency of the transport system.
- **To help increase demand and supply of electric vehicles and renewable fuels.** The number of vehicles using renewable fuels is currently a very small fraction of the vehicle fleet but is increasing rapidly. Demand for electric and plug-in hybrid vehicles has increased significantly and a new biodiesel plant is being built for Auckland.
- **Learnings from other cities can be applied or adapted here.** Auckland is part of the C40 (Cities Climate Leadership Group), a network of the world's cities taking action to reduce greenhouse gas emissions and increase their resilience to climate change impacts.
- **Ensuring our designs, services and projects add environmental value** over their life and minimise their impact during construction infrastructure.

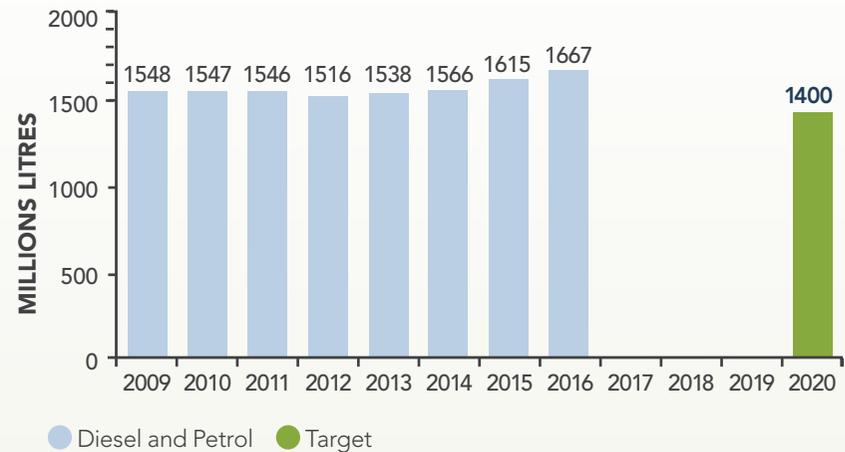


FIGURE 7: REGIONAL FUEL USE 2009-2016

Source: Update source: The Health of Auckland's Natural Environment in 2015, Low Carbon Auckland updates

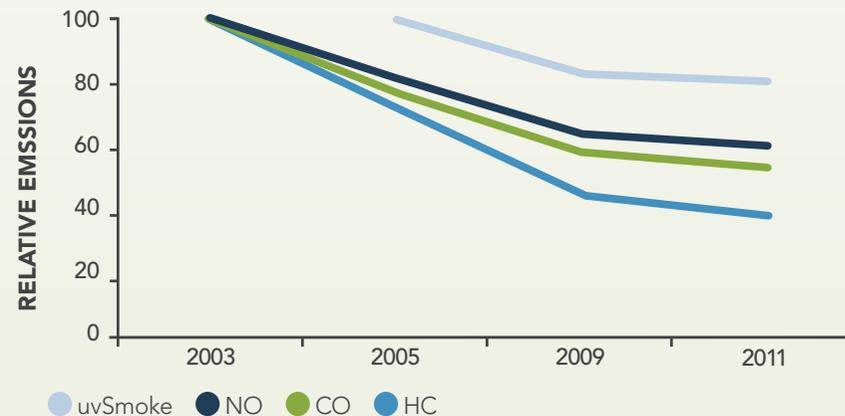


FIGURE 8: TRENDS IN LIGHT DUTY VEHICLE EMISSIONS

Source: The Health of Auckland's Natural Environment in 2015

Social well-being

Social well-being is the state of the community in terms of health, safety, accessibility, equity, affordability and liveability.

What is the current state and trends?

Transport impacts Auckland’s social well-being in the following ways:

- Overall, Auckland’s air quality is generally good at measuring sites with pollutant levels within guidelines, standards and targets. However, from time to time standards are breached¹⁰ (Figure 9). Analysis shows the social cost from air pollution is \$465M per year. High traffic volumes on key transport corridors create emissions and noise, which can degrade the quality of life, especially for people living close to motorways.¹¹ (Figure 10).
- Active modes (cycling and walking) are not yet the norm. There is an increasing trend of physical inactivity across the population, which increases the risk of diseases such as diabetes, cardiovascular disease, various cancers and osteoarthritis. The social cost of physical inactivity in Auckland is estimated at \$402 million per year.¹²

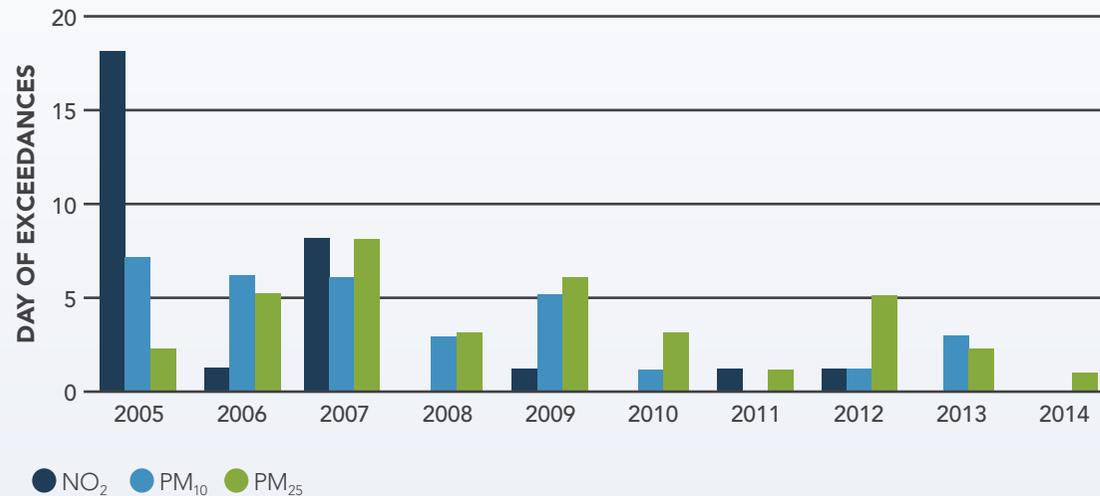


FIGURE 9: EXCEEDANCES OF AIR QUALITY TARGETS AND STANDARDS IN AUCKLAND

Source: Monitoring Report 2015. Auckland Council technical report, TR2015/030 .

¹⁰ Auckland Council State of the Environment report, 2015

¹¹ Road traffic noise and health-related quality of life: A cross-sectional study, in Noise Health 2013;15:224-30, Welch, Shepherd et al, 2013

¹² The costs of physical inactivity : Toward a regional full-cost accounting perspective, Market Economics et al, 2013

Social well-being CONT.

- Runoff from roads and transport infrastructure negatively impacts our streams and harbours which are important food gathering and recreation areas for Aucklanders.
- Road crashes and resulting fatalities and injuries (Figure 11) have high societal costs¹³. There is an increasing trend of vulnerable road user (pedestrians, cyclists, motorcyclists) deaths and serious injuries exposing safety gaps on our network. Safety impacts are not evenly spread; there are ethnic and socio-economic differences¹⁴ in the risk of road traffic injury.
- For transport disadvantaged groups (such as the young, elderly, people with disabilities, and people on low incomes) the quality and availability of affordable transport options vary significantly.

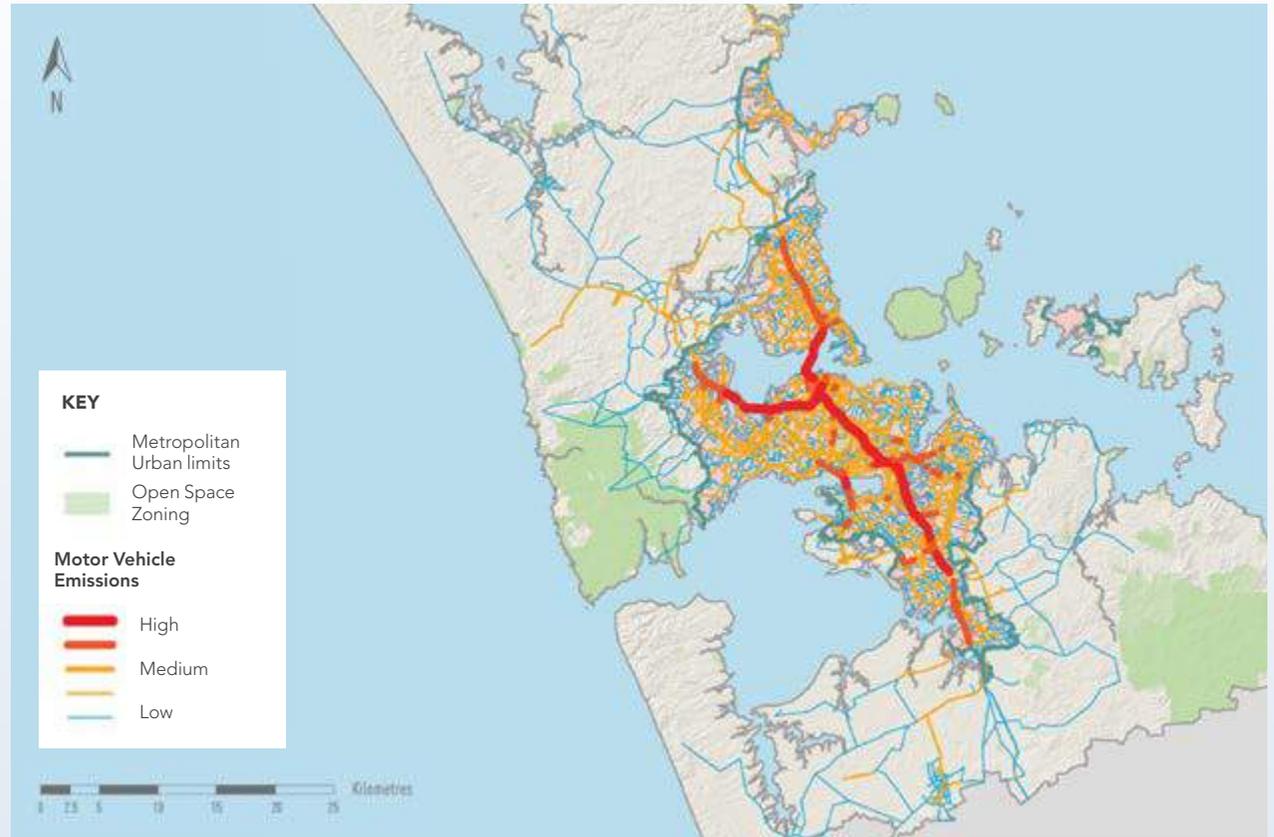


FIGURE 10: DENSITY OF VEHICLE EMISSIONS ACROSS AUCKLAND

Source: Auckland Council: State of the Environment Report 2010

¹³ Social costs of road crashes and injuries 2014 update, Ministry of Transport December 2014.

¹⁴ Social and geographical differences in road traffic injury in the Auckland region, Jamie Hosking et al, University of Auckland, 2013



Transport is one of the major perceived factors that impact people's quality of life.

50% OF RESPONDENTS TO THE AUCKLAND QUALITY OF LIFE SURVEY STATED THAT ISSUES WITH THE TRANSPORT SYSTEM DETRACT FROM THEIR SENSE OF LOCAL PRIDE. THIS WAS THE HIGHEST ISSUE, AHEAD OF CRIME & SAFETY (Figure 12).

What are the key challenges?

- Air pollution is currently monitored at a limited number of monitoring sites providing an incomplete picture. The level of air pollution exposure will increase as the transport network expands, and especially around key road corridors.
- Low density, dispersed land development patterns and fragmented cycle and walking connections will make it harder for Aucklanders to adopt sustainable travel alternatives.
- Motor vehicles, especially those using diesel, are the main sources of NO_x. Although diesel engine technology is improving, the number of diesel vehicles in Auckland is increasing¹⁵.
- Auckland's population is increasing in size and diversity. Current safety messaging will need to be revised to ensure that every group in Auckland's diverse community has equal access to improved safety outcomes.
- An aging population will require more accessible travel options and infrastructure, and better wayfinding.
- Higher rates of unemployment, lower than average incomes and the highest levels of deprivation are concentrated in particular geographical areas of Auckland.
- Increasing demands on roads and streets are making it more difficult to balance the needs of through movement against the quality and enjoyment of local places.



Social well-being CONT.

What are the key opportunities?

- Expansion of the PT network, targeted safety programmes, speed management, and the recognition of the needs of people who are transport disadvantaged are among transport initiatives that provide opportunities to meet the challenges and improve social well-being.
- Various urban renewal projects in Auckland offer the chance to re-design and re-prioritise the street environment for better social interaction and pedestrian accessibility to improve Auckland's liveability and social cohesion.
- Awareness of the risk of increased exposure to air pollution due to population growth can enable matching cleaner transport options (i.e. electric or very low emission buses) with the denser transport routes.
- Encouraging opportunities for training and apprenticeships for local people through the delivery and procurement of AT projects and services.
- Redesigning and reprioritising the street environment for better social interaction and pedestrian accessibility to improve Auckland's livability and social cohesion.

YEAR	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
AUCKLAND	692	532	549	570	512	454	421	485	483	618
AUCKLAND VULNERABLE ROAD USERS (VRU)	245	191	208	217	188	210	165	207	228	290
VRU % OF AUCKLAND	35	36	38	38	37	46	39	43	47	47
NEW ZEALAND	3085	3136	2954	2850	2693	2372	2411	2273	2368	2477
AUCKLAND % OF NZ	22	17	19	20	19	19	17	22	20	25

FIGURE 11: FATAL AND SERIOUS ROAD INJURIES IN AUCKLAND NEW ZEALAND

Source: NZTA Crash Analysis System

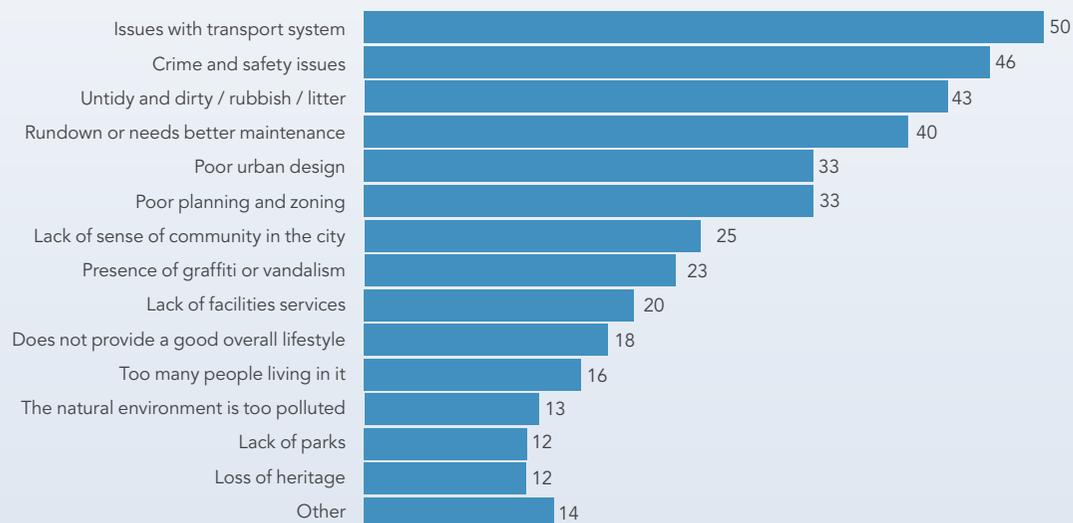


FIGURE 12: IMPACT OF TRANSPORT ISSUES ON SENSE OF LOCAL PRIDE

Source: Auckland Quality of Life Survey 2016

Economic well-being

Economic well-being is the state of the economy in terms of employment, efficiency, productivity and transport costs and benefits. This also includes resilience to impacts of change, including climate change.

What is the current state and trends?

- There has been over 15-20% annual growth on our rapid transit network (rail & northern busway) as part of a wider public transport patronage increase (Figure 13). This provides a good foundation from which to continue investment in these areas.
- While total vehicle travel has been increasing with population growth, vehicle travel per capita has been declining over the last few years (Figure 14).

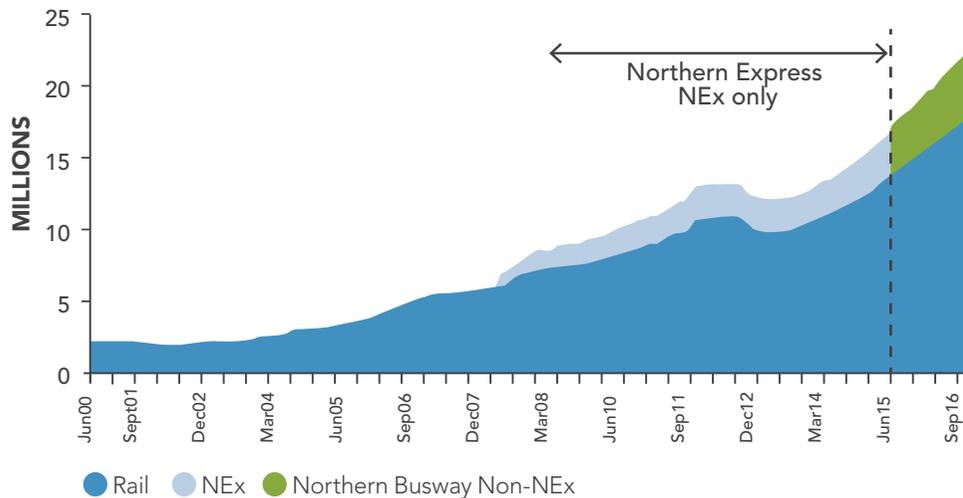


FIGURE 13: AUCKLAND RAPID TRANSIT NETWORK PATRONAGE

Source: AT Monthly Report

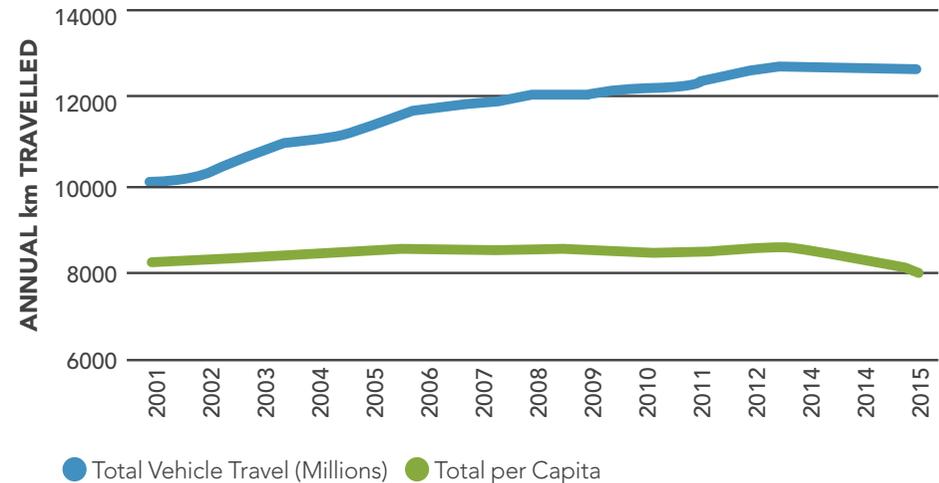


FIGURE 14: AUCKLAND TRAVEL DEMAND 2001-2015

Source: NZTA Traffic data, ATAP Foundation Report

¹⁶ The costs of congestion reappraised, NZTA Research Report 489, Ian Wallis Associates Ltd, February 2013

¹⁷ Auckland Council Auckland Plan, 2012

Economic well-being CONT.

What are the key challenges?

- Suburban development beyond the edge of metropolitan Auckland and together with widespread low density housing is reinforcing dependence on the car for most trips¹⁸.
- Increasing urbanisation to accommodate future growth in Auckland will put further pressure on the capacity and affordability of transport infrastructure. National and regional views on investment priorities need to be aligned to develop a more sustainable funding model.
- There is a low level of understanding in the wider community of the real costs of transport balanced against housing costs. This skews decisions people make about where they choose to live.
- Getting the balance right between investment in new transport infrastructure and maintaining Auckland's existing network.
- Many parts of the Auckland transport network are located near sea level and may be at long term risk of flooding (Figure 16).

What are the key opportunities?

Opportunities to meet the challenges and enhance economic well-being include planning and providing new services and infrastructure that improve individual access to employment and education as well as adopting processes to ensure that projects are delivered to time and to budget.

- **Mixed use, denser developments** can support a more multi-modal and sustainable transport investment response. Drivers who switch to public transport, walking and cycling, even for some trips, can reduce their expenditure on fuel and vehicle maintenance while helping to reduce traffic congestion.
- **Making transport cost implications more transparent** in decisions on land released for future development will allow Aucklanders to make better decisions on the trade-off between cheaper housing further out of Auckland and the cost of longer commuting distances.

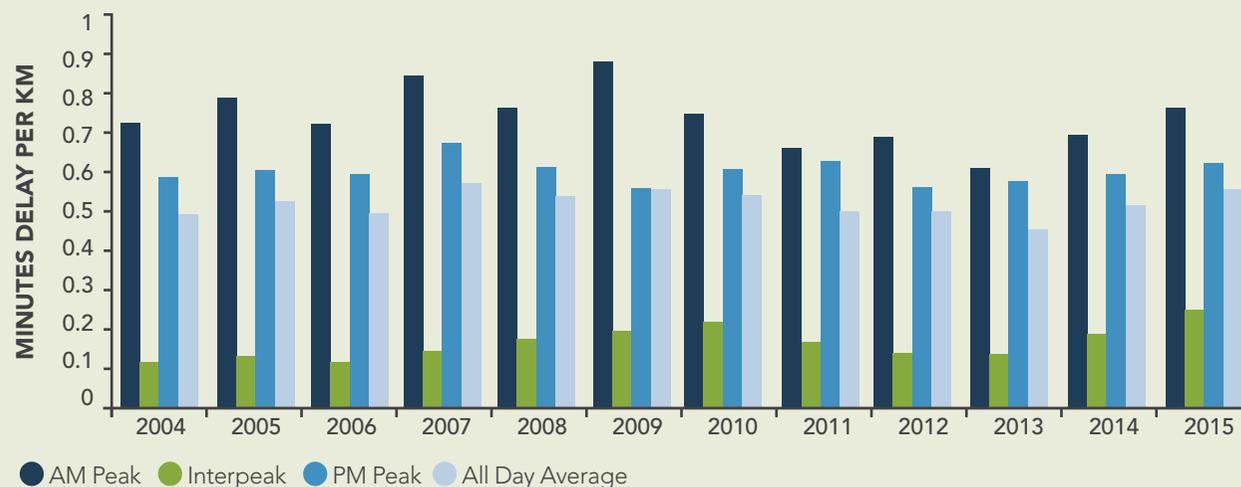


FIGURE 15: CHANGE IN AUCKLAND CONGESTION 2004-2015

Source: Ministry of Transport Network reliability indicator NR002

¹⁸ Housing and transport expenditure: Socio-spatial indicators of affordability in Auckland, in Cities 38 (2014) 69–83, K. Mattingly and J. Morrissey (2014)

- **Technology such as “Big Data” travel demand management**, real time information, and mobility on demand schemes, can help Auckland make a transition to increased public transport, walking and cycling and improved network management (e.g. use of dynamic lanes).
- **The transport network can be optimised** through being managed and operated as a single system, with wider network benefits achieved through smaller investments in existing assets. Examples include completing gaps in the cycle network as part of the road renewal programme.
- **Increasing the visibility of the consequences of under investing** in existing transport infrastructure will enable more informed choices about the balance of investment made between new and existing assets.
- **Businesses, schools and institutions can encourage** large numbers of people to reduce their reliance on single occupancy vehicles by encouraging walking, cycling, public transport use, carpooling and flexible working hours.

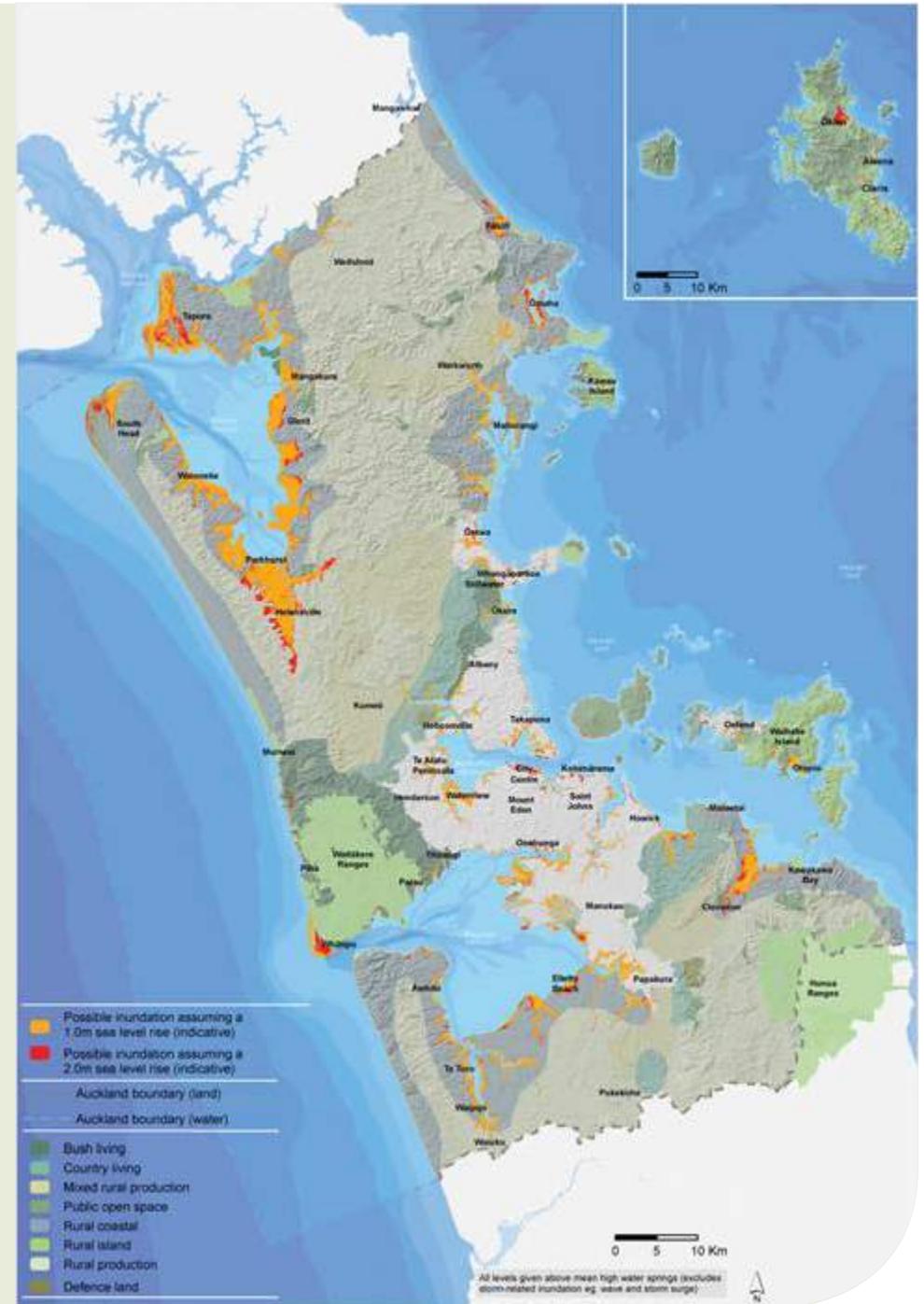


FIGURE 16: POTENTIAL SEA LEVEL RISE SCENARIOS

Source: Auckland Council – Auckland Plan map 7.7

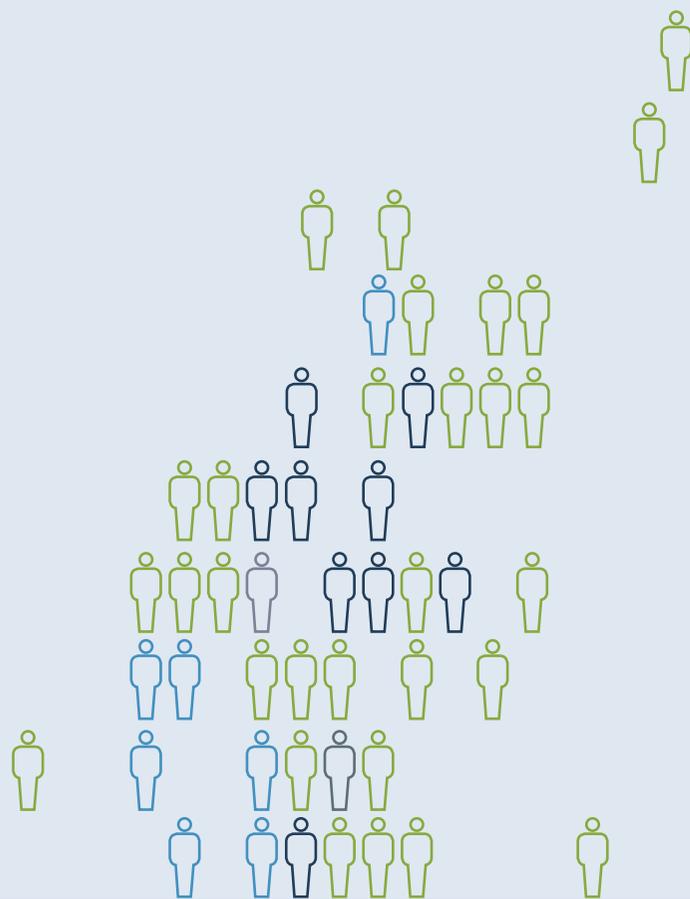
Cultural well-being

Cultural well-being is the vitality that communities and individuals enjoy through: participation in recreation and creative activities; and the freedom to retain, interpret and express arts, history, heritage and traditions.

What is the current state and trends?

Features of Auckland's cultural landscape that may impact on or shape how transport develops:

- Mana Whenua have a unique relationship that is part of the fabric of Auckland and is the key element of Auckland's unique identity.
- The history of the Auckland metropolitan area stretches from early Māori settlement in the 14th century through the first European explorers in the late 18th century. Through settlement, Māori cultural landscapes, sites of value and significance exist across Tāmaki Makaurau. There are also currently more than 16,800 sites of cultural heritage interest in the Auckland region, including over 10,600 archaeological sites¹⁹.
- Auckland is one of the most culturally diverse cities in the world. It is considered more diverse than London or Sydney²⁰, with over 200 ethnicities.
- The 2013 Census results show 59.3% of Aucklanders identify with a European ethnic group, 10.7% Māori, 14.6% Pacific peoples, 23.1% Asian and 1.9% Middle Eastern, Latin American or African.²¹ Pacific and Asian ethnicity groupings are forecast to be in the majority in several local board areas by 2038. (Figure 17)
- Aucklanders like to be outdoors. We have access to many beaches and regional parks and have one of the highest boat ownership per capita rates in the world (1 in 4 households owning a boat)²².
- There are growing numbers of events celebrating the diversity of Auckland, including the Tāmaki Herenga Waka Festival, Diwali, Pasifika and the Lantern Festivals.



¹⁹ Cultural Heritage Inventory, Auckland Council, available at: <https://chi.net.nz/CulturalHeritage.aspx>

²⁰ http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11213317

²¹ http://www.stats.govt.nz/Census/2013-census/profile-and-summary-reports/quickstats-about-a-place.aspx?request_value=13170&reportid=10&tabname=Culturaldiversity

²² Auckland Recreational Boating Study, Beca, 2012

What are the key challenges?

- The transport network is forecast to grow and will need to be sensitive to supporting Mana Whenua in the kaitiaki role including protecting areas of Mana Whenua culture, landscapes and historic heritage.
- The Auckland population is growing in diversity. Our messages will need to be provided in a broader range of languages and disseminated through the right media to ensure that every group in Auckland's diverse community, has equal access to vital information on how the transport system is working for them.
- The number of cultural and recreational events has increased, as has attendance. People expect to be able to get safely and efficiently to and from an event via the transport network. A bad experience at a one-off event can taint the perception of the day-to-day performance of the whole network.



PARTNERING WITH MANA WHENUA ON AT PROJECTS

Cultural well-being CONT.

What are the key opportunities?

Transport's role in meeting the challenge to improve cultural well-being includes providing access to events and venues and also in recognising the values of local communities in its infrastructure provision.

- Transport infrastructure itself can be used as a banner to celebrate our unique cultural identity. New projects or significant renewals can incorporate design that reflects the history and culture of a local area into their design and signage.
- Transport activities can contribute to the protection and conservation of Auckland's cultural heritage.
- Large scale cultural and sporting events offer the opportunity to showcase more sustainable transport options (e.g. public transport during World Cup events at Eden Park) to people who would not normally consider them. If the travel management for these one-off events is executed well then these people may be encouraged to adopt these alternatives for more regular day-to-day travel.
- Focused engagement with new migrants to support safety and travel choice will also help encourage the uptake of public transport and walking and cycling.

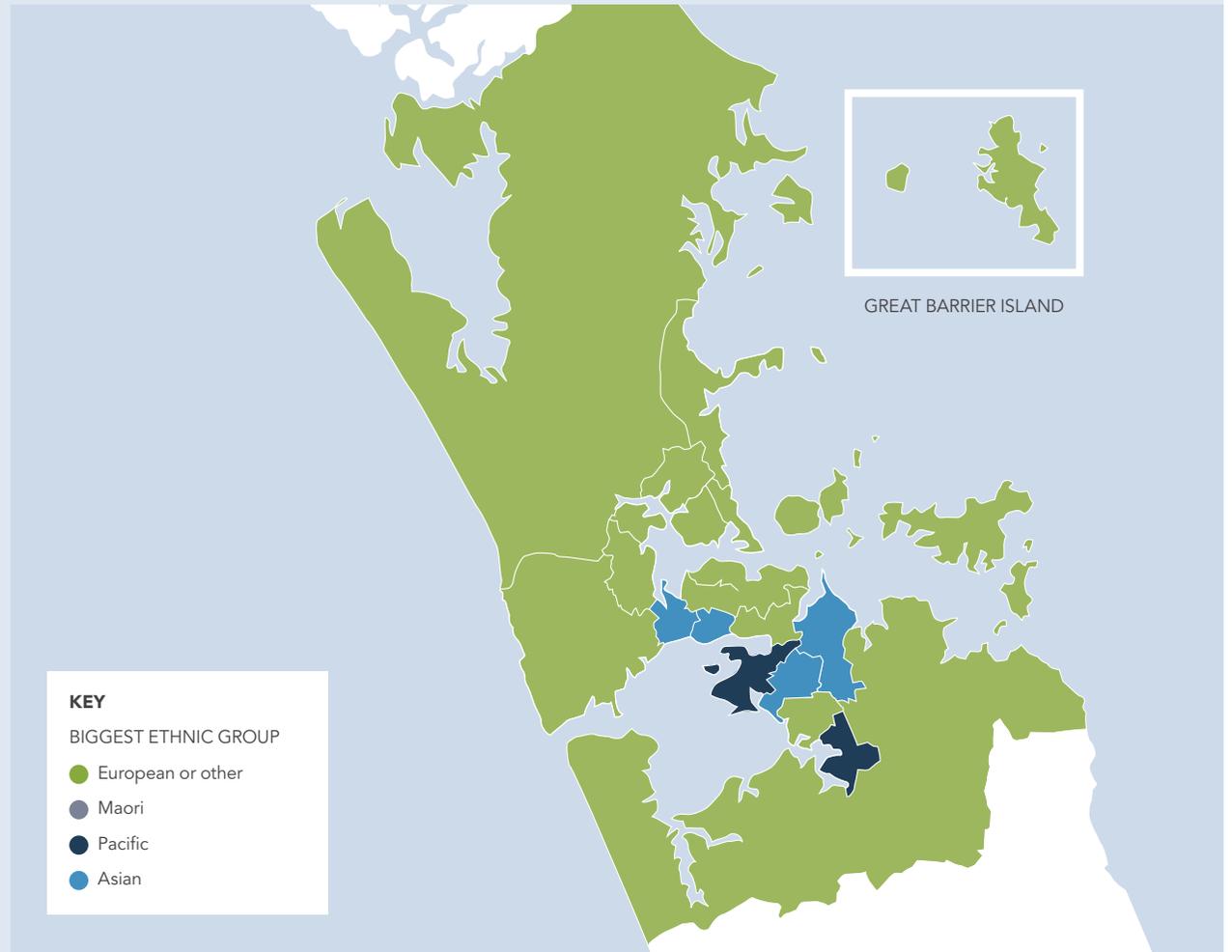


FIGURE 17: AUCKLAND'S PROJECTED ETHNIC DIVERSITY (2038)

Source: Statistics New Zealand

PART TWO

OUR FRAMEWORK



Where do we want to be?

This section outlines the overall Sustainability Framework, which responds to the current state and trends, challenges and opportunities identified in the previous section. The framework includes the following: AT's vision, goals and objectives, our approach, and seven focus areas in our control and influence.

30 YEAR VISION

**TRANSPORT CHOICES
FOR A GROWING,
VIBRANT AUCKLAND.**



GOALS AND ASSOCIATED OBJECTIVES

- Conserve and enhance the natural environment
- Meet the social and health needs of Aucklanders
- Foster jobs, growth and economic productivity
- Celebrate Auckland's unique cultural identity

FOCUS AREAS

- Land-use and transport
- Financial stewardship
- The existing network
- Low emission transport choices
- Design, construction and maintenance
- Innovation and technology
- Our own organisation

OUR APPROACH

- Use whole of life accounting
- Partner with Mana Whenua
- Deliver integrated infrastructure and services
- Encourage innovation, research and technology
- Focus on the customer
- Foster and grow partnerships
- Manage projects and procurement well
- Plan for resilience
- Measure and report on benefits realised

Goals and associated objectives

To meet our vision, we have developed four over-arching goals, aligned with international best practice, that sustainability frameworks²³ should contribute to environmental, social, economic and cultural outcomes. The objectives have been set to underpin the delivery on and achievement of our goals.

CONSERVE & ENHANCE THE NATURAL ENVIRONMENT	MEET THE SOCIAL AND HEALTH NEEDS OF AUCKLANDERS	FOSTER JOBS, GROWTH AND ECONOMIC PRODUCTIVITY	CELEBRATE AUCKLAND'S UNIQUE IDENTITY
Reduce pollution/emissions (air, noise, land and water)	Reduce exposure to pollution (air, noise and vibration)	Improve efficiency of services	Protect heritage sites and places of cultural significance
Reduce greenhouse gas emissions	Increase uptake of active and sustainable transport modes	Improve connectivity between the places where people live and work	Celebrate local narratives in the design of infrastructure and signage
Reduce energy consumption	Improve accessibility for the transport disadvantaged	Ensure value for money in transport investments and services	Improve access to cultural and recreational opportunities
Mitigate effects on and enhance biodiversity	Improve equity and affordability in household travel costs	Improve travel time reliability for commuters	Improve access to Auckland's special places (regional parks, beaches etc.)
Reduce consumption of water and other resources	Reduce rates of annual traffic crashes, fatalities, and serious injuries	Improve efficiency and reliability of the strategic freight network	Improve engagement with Auckland's diverse communities
Reduce waste generation	Enhance the liveability of Auckland's streets	Improve resilience of transport infrastructure/services to climate change effects	
	Enhance employment opportunities for local people in delivering transport infrastructure and services	Improve effective asset & financial stewardship across existing and newly created infrastructure	
	Improve customer satisfaction/ experience with transport system		

FIGURE 19: AUCKLAND TRANSPORT SUSTAINABILITY FRAMEWORK GOALS AND OBJECTIVES

²³ Well Measured: Developing Indicators for Sustainable and Liveable Transport Planning, Victoria Transport Policy Institute (2015)

Our approach

The following nine principles will guide the delivery of our objectives and goals.

Use whole of life accounting

When comparing investment decisions, AT will consider the potential future costs and benefits of transport activities, such as operational, environmental and social costs and benefits as well as initial capital expenditure in its selection of the best option. At a network level this will bring attention to co-benefits and co-drawbacks of transport decision-making by AT and how these track over time. This will ensure the true cost and benefits of the asset over its life-time are fully considered.

Partner with Mana Whenua

Mana Whenua have a responsibility to protect the mana, tapu and mauri of the land, water and resources. This role is intrinsically linked to the region and passes on for generations. This relationship is vital to the sustainability of the region and AT will work with iwi and hapū to ensure that this relationship is actively considered and provided for at all stages of development.

Deliver integrated infrastructure and services

Across AT and with our partners (e.g. NZTA, KiwiRail, other transport providers), we will develop integrated transport infrastructure and services that meet the existing and future requirements of our customers. This will achieve multiple outcomes as well as better alignment between different infrastructure providers and land use development.

Encourage innovation, research and technology

Innovation is crucial to the continuing success of any sector or organisation to be able to achieve ambitious goals. We will stay informed of key trends in population growth, land use activity, changes in personal mobility, new technology and emerging business models. AT will work with its partners and the private sector to take advantage of technological innovations as they happen.

Focus on the customer

AT considers the needs and expectations of its customers in the planning, design, building and operation of transport services and infrastructure. The customer is at the centre of our decision-making.

Foster and grow partnerships

AT aims to develop strong and trusted relationships with its partners to ensure transport services and infrastructure meet the expectations of stakeholders and customers – which include value for money, network resilience and financial sustainability.

Manage projects and procurement well

AT will incorporate sustainability into our project management framework to ensure projects and programmes deliver sustainable outcomes. When we procure goods and services, we will ensure that sustainable production and outcomes are considered as part of the evaluation process.

Plan for resilience

Resilience refers to the ability of the transport system to handle unpredictable future conditions. These conditions may be natural hazards (exacerbated by a changing climate), economic changes such as recessions and petrol price changes or infrastructure failures. The ongoing resilience of Auckland's transport system will be a priority when we design and construct networks and services.

Measure and report on benefits

A key part of the sustainability framework is to make sure all the benefits from projects and programmes are delivered. To achieve this, AT will measure and report its progress against anticipated benefits.

Focus areas

In looking out across our activities, we identified seven areas to focus on. They are each areas where we have some degree of control or influence to achieve better sustainability outcomes for Auckland. Each area is described below, and in the following pages.

Action plans are developed under the seven focus areas:

FOCUS AREA	LAND-USE AND TRANSPORT	FINANCIAL STEWARDSHIP	THE EXISTING NETWORK	LOW EMISSION TRANSPORT CHOICES	DESIGN, CONSTRUCTION & MAINTENANCE	INNOVATION & TECHNOLOGY	OUR OWN ORGANISATION
DESCRIPTION	Improve accessibility and reduce the need to travel.	Ensure our projects offer good value for money and consider whole of life costs.	Make better use of what we already have. Improve the sustainability outcomes from the existing network.	Integrate walking, cycling and public transport into our daily lives so they become the norm. Encourage the uptake of low emission vehicles and intelligent mobility.	Design our projects for long term benefits. Minimise the impact during construction, maintenance and renewal.	Use innovation, technology and data for improved outcomes.	Lead by example by striving for best practice for our people, our buildings and our fleet.
RELEVANT GOALS	   	   	   	   	   	   	   

FIGURE 20: AUCKLAND TRANSPORT SUSTAINABILITY FRAMEWORK FOCUS AREAS

KEY

-  Conserve and enhance the natural environment
-  Foster jobs, growth and economic productivity

-  Meet the health and social needs of Aucklanders
-  Celebrate Auckland's unique cultural identity



FOCUS AREA 1:

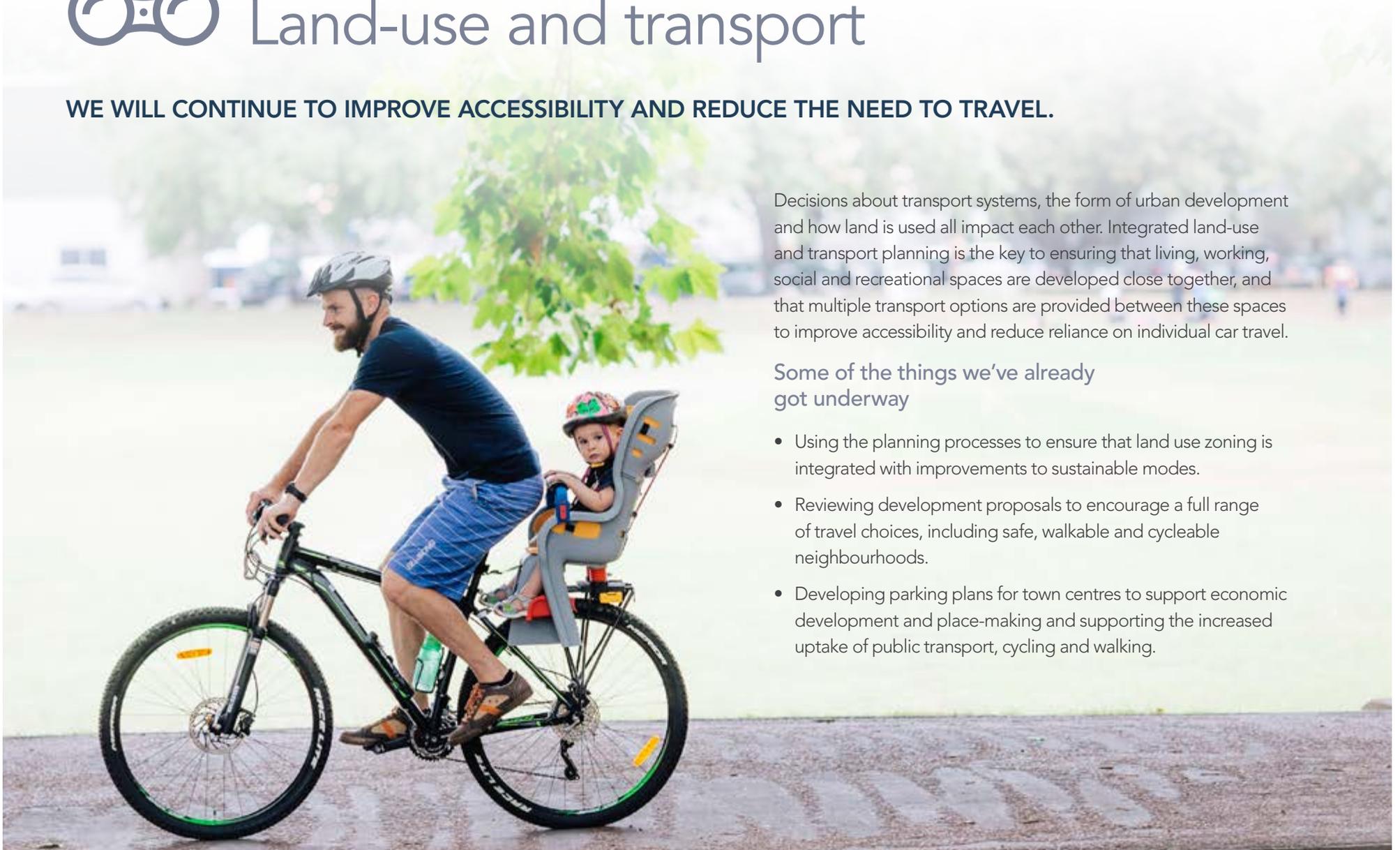
Land-use and transport

WE WILL CONTINUE TO IMPROVE ACCESSIBILITY AND REDUCE THE NEED TO TRAVEL.

Decisions about transport systems, the form of urban development and how land is used all impact each other. Integrated land-use and transport planning is the key to ensuring that living, working, social and recreational spaces are developed close together, and that multiple transport options are provided between these spaces to improve accessibility and reduce reliance on individual car travel.

Some of the things we've already got underway

- Using the planning processes to ensure that land use zoning is integrated with improvements to sustainable modes.
- Reviewing development proposals to encourage a full range of travel choices, including safe, walkable and cycleable neighbourhoods.
- Developing parking plans for town centres to support economic development and place-making and supporting the increased uptake of public transport, cycling and walking.





FOCUS AREA 2:

Financial Stewardship

WE WILL CONTINUE TO ENSURE OUR PROJECTS OFFER GOOD VALUE FOR MONEY AND CONSIDER WHOLE OF LIFE COSTS.

AT is responsible to Auckland residents for financial stewardship in its management of Auckland's transport system and its assets. The expectation is that this responsibility will be carried out with great care, keeping in mind the good of the individual or group being served. This means getting value for money, considering whole of life costs, investing wisely and exploring all funding options, to ensure that money spent now meets the need of the wider community into the future. Careful planning and management will ensure assets are functional and will continue to benefit future generations.

What we've already got underway

- Delivering new bus service contracts for South Auckland thereby saving Aucklanders' \$3.1 million annually. Bus customers will also see a 21% increase in hours of bus operations and a 15% increase in kilometres covered by PT services.
- The change to Simplified Zone Fares in mid-2016 will make it easier and cheaper to connect between different bus, ferry and train services with an AT HOP card.
- Applying the newly developed Integrated Transport Programme prioritisation process to enable a fair assessment of transport projects based on: Strategic fit, effectiveness and efficiency. The process is used to develop a strategically aligned, optimised programme that is deliverable and represents value for money.





FOCUS AREA 3:

The existing network

WE WILL CONTINUE TO IMPROVE THE SUSTAINABILITY OUTCOMES FROM MAINTAINING, OPERATING AND RENEWING THE EXISTING TRANSPORT NETWORK AND ASSETS.

Auckland's current network, infrastructure and services have developed over time, shaped by past decision-making and investment. To develop a more sustainable future we need to get the most out of what we already have.

Implementing actions to optimise the existing transport network whilst recognising the importance of place could greatly contribute to sustainability outcomes.

Some of the things we've already got underway

- Developing an Auckland road and streets framework to balance the needs of place and movement.
- Optimising routes, preparing Network Operating Plans and improving measurement and monitoring of all modes.
- Partnering with major cultural, sporting, and music events to enable easy event access and reduce disruption on the transport network.
- Making our roads and streets safer through the safer communities, speed management, minor safety and regional safety programmes.





FOCUS AREA 4:

Low emission transport choices

WE WILL CONTINUE TO INTEGRATE WALKING, CYCLING AND PUBLIC TRANSPORT AS PART OF THE TRANSPORT NETWORK.

Low emission transport choices, such as walking, cycling and the use of public transport improve the city's sustainability and resilience. Low emission transport choices also include bike/car share and carpooling, ride sharing, electric and alternative fuelled vehicles. Providing people with more options for personal travel and improving the connectivity between these modes contributes towards better sustainable mobility in the future.

What we've already got underway

- Implementing the New Network, integrated fares and further rollout of the HOP card for public transport.
- Working with wider council family and partners on the delivery of 'Greenways,' a network of safe, pleasant routes for people to walk or cycle between neighbourhoods.
- Embedding sustainability performance measures in the new PTOM contracts to improve the overall efficiency and sustainability of the public transport fleet (e.g. bus, rail, ferry).
- Undertaking travel demand management initiatives for schools, businesses and institutions to reduce travel demand by single occupant private vehicles and encourage more walking, cycling, public transport and car-pooling.
- Constructing the City Rail Link.
- Investigation of Light Rail Transit on key corridors.





FOCUS AREA 5:

Design, construction and maintenance

We will continue to design our projects for long-term benefits and Minimise their impact during construction, renewals and maintenance.

Sustainable designs add environmental, social, economic and cultural value to the lifespan of an infrastructure project and aim to minimise their impact during construction.

Current infrastructure projects are envisaged to last between 50 to 100 years. These structures therefore must be adaptable to the changing environment and needs of society over this time.

Some of the things we've already got underway

- Utilising an Infrastructure Sustainability rating tool to set targets and monitor sustainability performance during the design and construction phases of the City Rail Link.
- Incorporating sustainability plans within our road maintenance contracts and reporting on materials, energy and carbon.
- Embedding sustainability principles into the Transport Design Manual.





FOCUS AREA 6:

Innovation and technology

WE WILL USE INNOVATION, TECHNOLOGY AND DATA FOR IMPROVED OUTCOMES.

Utilising available data to improve the operation of our transport system, and developing combined mobility approaches which incorporate technological changes will improve transport choices for personal mobility and make Auckland's transport system more efficient and resilient.

Some of the things we've already got underway

- We are continuing to improve the AT HOP Card.
- Installing Tactile markers on AT HOP ticket and top-up machines to help people who are blind or have low vision find their way round the screen.
- Releasing the AT Metro Track My Bus mobile app that lets people track the progress of their bus in real-time. Customers can save their favourite bus routes and stops, and count down the stops until they board.
- Sending AT Train Updates and bus arrival information via text.





FOCUS AREA 7:

Our own organisation

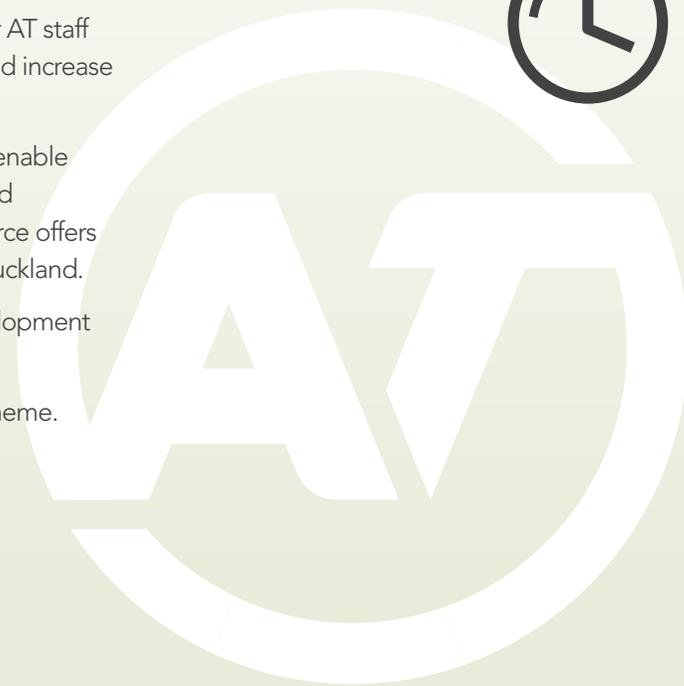
WE WILL LEAD BY EXAMPLE BY STRIVING FOR BEST PRACTICE FOR AUCKLAND TRANSPORT'S PEOPLE, BUILDINGS, FLEET AND PRACTICES. WE WILL SHARE THESE LEARNINGS TO HELP OTHERS.

AT is an organisation of 1,400 people located in a number of sites with a diversity of staff and a wide range of talents and expertise. Our corporate leases, our corporate vehicle fleet, our resource consumption use have an identifiable impact.

We recognise that the bulk of AT impacts are through the procurement and delivery of projects and services and the existing networks we maintain. However, we can lead by example in terms of responsibility, efficiency and innovation within our organisation.

Some of the things we've already got underway

- Continuing improvement in staff health and safety practices.
- Offering flexible working practices for AT staff to provide for family commitments and increase productivity.
- Supporting AT Diversity initiatives to enable AT to capitalise on the skills, talent and opportunities that a diverse labour force offers to better serve the communities of Auckland.
- Providing opportunities for staff development through mentoring.
- Supporting a Graduate Internship scheme.



PART THREE

IMPLEMENTATION & REPORTING



Key actions

Our “success” in moving towards our sustainability goals will be evaluated by our progress and delivery of our key actions over the next year.

These are outlined in the table below in no particular order.

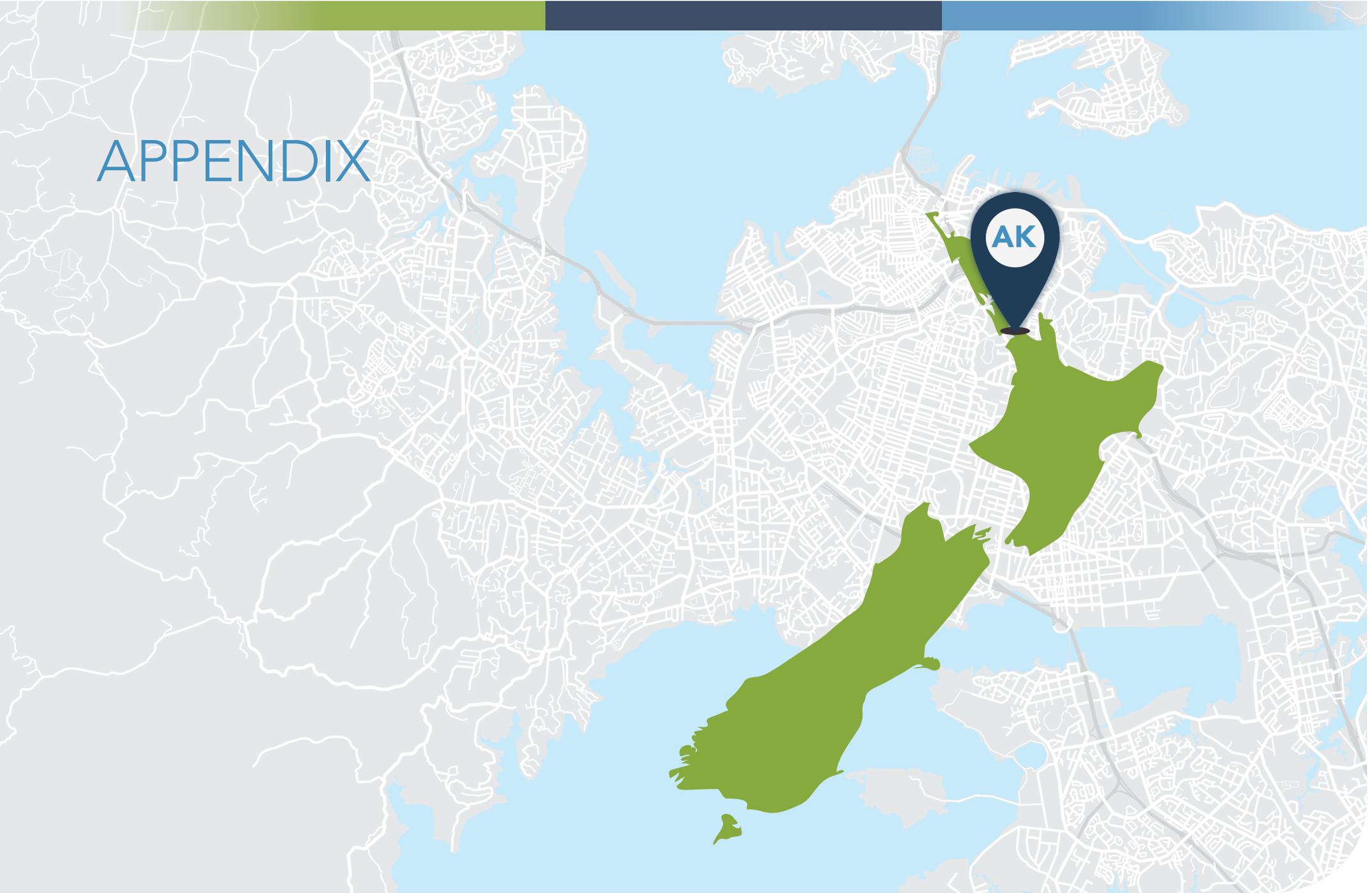
KEY ACTIONS	
1	Updated Procurement Framework, key procurement examples – and the development of key sustainability in procurement targets
2	Transport Emissions Roadmap for buses
3	Transport Emissions Roadmap for AT’s own fleet
4	Increased number of renewals coordinated in 2016-17
5	An action plan outlining AT’s baseline and approach, influence and actions towards improved outcomes for water
6	AT’s Transport Design Manual
7	AT’s Technology Strategy
8	Delivery of our cycle infrastructure programme
9	‘Make Walking Count’ programme
10	An energy plan to build on savings already being achieved in street lights
11	Sustainability Champion programme focused on delivering Procurement, Walking, Energy & Water Action Plans
12	AT’s Māori Responsiveness Plan
13	Summary of key sustainability outcomes embedded within major projects including CRL

Reporting

AT has established a working group and governance group within the organisation to oversee the implementation of the Sustainability Framework, and identify opportunities for improving sustainability.

As part of a transition for the next three years, reporting on progress will occur annually as the Sustainability Framework is updated and integrated within AT’s strategy and operations.

APPENDIX



Policy context

The following shows the breadth of sustainability frameworks, statute and policy settings affecting AT at the global, national and local levels.

International

- United Nations Framework convention on Climate Change (UNFCCC)
- Kyoto Protocol
- C40 Cities Climate Leadership Group
- Global Lead Cities on Sustainable Procurement

National

- Treaty of Waitangi / Te Tiriti o Waitangi
- Land Transport Management Act
- Government Policy Statements
- Resource Management Act
- National Policy Statements
- National Environmental Standards
- Climate Change Response Act
- Preparing New Zealand for rising seas: Certainty & Uncertainty
- Energy Efficiency and Conservation Act
- Human Rights Act

Auckland Council

- Auckland Plan
- Proposed Auckland Unitary Plan
- Low Carbon Auckland
- CCO Governance Manual
- Coastal Approach

Auckland Transport

- Statement of Intent
- Integrated Transport Programme
- Regional Public Transport Plan
- Regional Land Transport Plan
- Asset Management Plan
- Auckland Transport Design Manual
- Māori Engagement Framework
- Disability Policy

Auckland Plan Vision

The Auckland Plan vision, outcomes and transformational shifts are given below.

“THE WORLD’S MOST LIVEABLE CITY” TE PAI ME TE WHAI RAWA Ō TĀMAKI

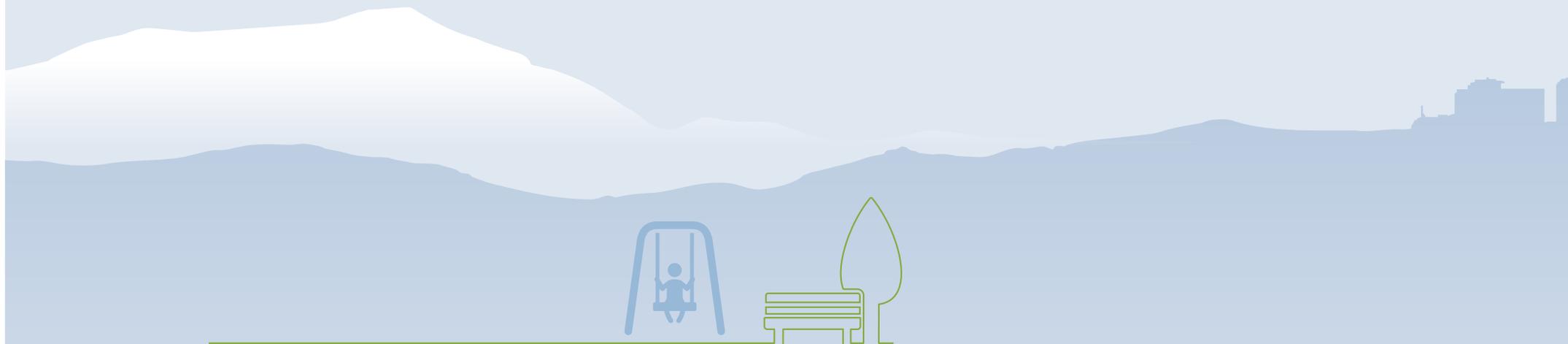
OUTCOMES: WHAT THE VISION MEANS IN 2040

A fair, safe and healthy Auckland	A green Auckland	An Auckland of prosperity and opportunity	A well connected and accessible Auckland	A beautiful Auckland that is loved by its people	A culturally rich and creative Auckland	A Māori identity that is Auckland’s point of difference in the world
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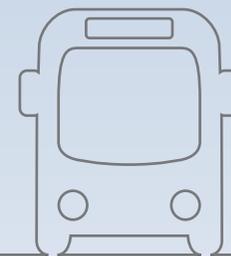
TRANSFORMATIONAL SHIFTS: TO ACHIEVE THE VISION

Dramatically accelerate the prospects of Auckland’s children and young people	Strongly commit to environmental action and green growth	Move to outstanding public transport within on network	Radically improve the quality of urban living	Substantially raise living standards for all Aucklanders and focus on those most in need	Significantly lift Māori social and economic well-being
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Auckland Transport
Private Bag 92250, Auckland 1142, Aotearoa New Zealand
AT.govt.nz

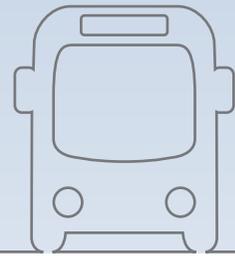


Looking out for future generations

Auckland Transport's Sustainability Framework

March 2017





Auckland Transport
Private Bag 92250, Auckland 1142, Aotearoa New Zealand
AT.govt.nz