

**IN THE HIGH COURT OF NEW ZEALAND
AUCKLAND REGISTRY**

**I TE KŌTI MATUA O AOTEAROA
TĀMAKI MAKĀURAU ROHE**

CIV-2021-404-1618

UNDER THE Judicial Review Procedure Act 2016

IN THE MATTER in the matter of an application for judicial review

BETWEEN **ALL ABOARD AOTEAROA INCORPORATED**

Applicant

AND **AUCKLAND TRANSPORT**

First Respondent

AND **THE REGIONAL TRANSPORT COMMITTEE FOR**

AUCKLAND

Second Respondent

AND **AUCKLAND COUNCIL**

Third Respondent

**AFFIDAVIT OF MEGAN KAYE TYLER ON BEHALF OF THE THIRD
RESPONDENT**

Affirmed 24 February 2022



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I, **Megan Kaye Tyler**, manager of Auckland, solemnly and sincerely affirm:

1. QUALIFICATIONS AND EXPERIENCE

1.1 I am the Chief of Strategy at Auckland Council (**Council**), and I lead the Chief Planning Office. I have been in this role since March 2019.

1.2 The Chief Planning Office consists of five departments responsible for delivering a broad range of strategy, policy and planning advice for Tāmaki Makaurau: the Chief Economist Unit, the Auckland Plan, Strategy and Research Department, the Community and Social Policy Department, the Plans and Places Department, and the Chief Sustainability Office. Of most immediate relevance to these proceedings, we are responsible for:

- (a) advising and supporting the Council in its long-term strategic planning, including preparation of documents such as the Auckland Plan 2050, the Auckland Unitary Plan and Te-Tāruke-ā-Tāwhiri: the Auckland Climate Plan;
- (b) advising and supporting the Council in its transport and infrastructure strategy, including: inputting into the Long-Term Plan (**LTP**), Annual Plan and Regional Land Transport Plan (**RLTP**); leading the development of the Auckland Development Strategy and the Future Urban Land Supply Strategy; and leading the Council's ongoing involvement in the Auckland Transport Alignment Project (**ATAP**); and
- (c) advising and supporting the Council to mainstream sustainability in Auckland, including by providing sustainability and resilience advice, leading the implementation of Te-Tāruke-ā-Tāwhiri, and leading in corporate and organisational sustainability.

1.3 I trained as a planner at the University of Auckland, graduating in 1996 with a Bachelor of Planning with Honours.

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1.4 I have had over 20 years' experience working in local government in Auckland, having started at Auckland City Council in August 1998 (this was prior to the amalgamation in 2010 of the region's seven local councils and the regional council into the Auckland Council). My roles at Auckland Council have included:

- (a) Executive Officer to the Chief of Strategy from March 2016 until I was appointed to my current position. In that role I had oversight of strategy, policy and planning programmes for Auckland Council, and provided strategic advice and support to the Chief of Strategy as well as the Mayor's Office, Deputy Mayor's Office and committee chairs;
- (b) Planning Manager (Central and Islands) from June 2012 to March 2016. In this role I led area planning and statutory planning work for the central and islands area of Auckland and was a member of the Unitary Plan Steering Team.

1.5 I am authorised to make this affidavit on behalf of Auckland Council.

1.6 In this affidavit I refer to a paginated bundle of exhibits marked "MT1". I refer to exhibits below by reference to the page number in that volume, for example MT1-0015 is page 15 of the volume.

2. SCOPE OF EVIDENCE

2.1 In this evidence I will explain:

- (a) The Council structure, including the role of council-controlled organisations (**CCOs**), and the various decision-making roles and responsibilities held by the Council and Auckland Transport (**AT**) in relation to transport strategy and planning;
- (b) Auckland Council's understanding of the scope of the climate challenge in Auckland, and various initiatives that we consider will help Aucklanders meet the challenge; and

- (c) The Council's consideration of the RLTP, including the Planning Committee's 24 June 2021 decision to endorse the RLTP prior to it going to the AT Board for approval.

3. OVERVIEW OF COUNCIL

The Council governance structure

- 3.1 Auckland Council was established in 2010 by the Local Government (Auckland Council) Act 2009 (**LGACA**) as a unitary authority.¹ This means it is a territorial authority with the responsibilities, duties and powers of a regional council.
- 3.2 The Council group has a wide variety of functions, many of which are set out in various pieces of legislation. These include transport management, water supply and wastewater services, long term spatial planning (including developing the Auckland Plan 2050), preparing regional policy statements, regional emergency management, regional land transport planning, consenting, and waste management (amongst others).
- 3.3 Council has a shared governance structure comprising:
 - (a) the Governing Body (the Mayor elected by all Aucklanders and 20 councillors elected on a ward basis); and
 - (b) 21 local boards (each with between five and nine members elected by local board area, with a total of 149 members).
- 3.4 The Governing Body and local boards are both "responsible and democratically accountable for the decision making of the Auckland Council" with responsibility sitting with either the Governing Body or local boards depending on the nature of the decision being made.² Generally speaking, the Governing Body focusses on the big picture, and on region-

¹ LGACA s 6.

² LGACA s 14.

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wide strategic decision; while local boards represent communities in their area and make decisions on local issues, activities and facilities.

3.5 The Governing Body is responsible for:³

- (a) the financial management of Council, including preparing and adopting the LTP, annual budget and annual report;
- (b) setting rates;
- (c) the governance of CCOs; and
- (d) consulting with and considering the views of local boards before making a decision which affects the communities in the local board area, or the responsibilities or operations of the local board.

3.6 The Governing Body delegates some of its powers and responsibilities to committees, including the Planning Committee. The Planning Committee is responsible for guiding the physical development and growth of Auckland through a focus on land use, transport and infrastructure strategies and policies relating to planning, growth, housing and the appropriate provision of enabling infrastructure. Among other things, the Planning Committee has delegated responsibility for relevant regional strategy and policy, and transportation.⁴

Council-controlled organisations

3.7 Auckland Council currently has four substantive CCOs which are established to look after specific council assets, services or infrastructure. Aside from AT, these are limited liability companies in which the Council is the sole shareholder.⁵ The Council's substantive CCOs are AT, Watercare, Eke Panuku Development Auckland and Auckland Unlimited.

³ LGACA s 15.

⁴ Auckland Council Governing Body Terms of Reference 2019 -2022.

⁵ Section 38(3) of the LGACA says that for the purposes of the Local Government Act 2002, the Council must be treated as if it were the sole shareholder of AT.

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- 3.8 AT was established by section 38 of LGACA, and is responsible for managing the Auckland transport system. It has a range of statutory functions and powers of a local authority, as set out in sections 45 and 46 of LGACA, and in the Land Transport Management Act 2003 (LTMA).
- 3.9 CCOs operate separately from the Council but are accountable to it. Council sets their direction and monitors their performance. There are a range of tools and processes for the Council to ensure that CCO activities align with its plans and policies. These include:
- (a) Council is required by section 90 of LGACA to have an accountability policy for substantive CCOs, which among other things is required to include a statement of the Council's expectations of each CCO's contributions to, and alignment with, the Council's (and any relevant central government) objectives and priorities.
 - (b) Council controls the appointments to the substantive CCO Boards of Directors, and the Council may appoint up to two councillors onto the Board of AT (although a councillor cannot be appointed as Chair or Deputy Chair).⁶
 - (c) CCOs are required to prepare and adopt a statement of intent, which must: state the activities and intentions of the CCO for the year and the objectives to which those activities will contribute, provide an opportunity for shareholders to influence the direction of the company, and provide a basis for the accountability of the directors to their shareholders for the performance of the organisation.⁷
 - (d) The Council prepares a letter or statement of expectations for a CCO which specifies how the organisation is to conduct its

⁶ LGACA s 43.

⁷ Local Government Act 2002 s 64, and schedule 8. Note that prior to CCOs writing their statements of intent, the Council will usually provide it with a Letter of Expectations. CCOs are also required to provide the Council with a draft Statement of Intent by 1 March each financial year. The Council provides feedback as shareholder in April, which may include requests for further information. CCO boards must consider any Council comments and deliver their final Statement of Intent by 30 June.

relationships with local authorities, communities, iwi/ hapū and other Māori organisations. It also requires the CCO to act consistently with other expectations.

- (e) Council imposes various reporting requirements on each CCO. CCOs are required to report against performance measures set out in the Statement of Intent, and each CCO Chair and Chief Executive will appear before the relevant Council Committee when it meets to explain its performance reporting and answer questions.
- (f) CCOs are required to give effect to Auckland Council's LTP and to act consistently with relevant aspects of Council's plans and strategies, to the extent specified in writing by the Council's governing body.⁸

Transport strategy and planning decision-making responsibilities

3.10 The Auckland local government context is unique in terms of its division of decision-making roles and responsibilities in relation to transport strategy and planning. At a high level, legislation addresses the relative roles and responsibilities of Council on one hand and its CCO, AT, on the other. Elsewhere in New Zealand, legislation confers transport functions only on councils and not directly on CCOs, which in practice means the council decides whether it wishes to have a transport CCO and if so, what particular functions and powers it wishes the CCO to have.

3.11 Under section 13 of the LTMA, it is AT (not the Council) which is responsible for preparing, consulting on and approving the RLTP. Preparation of the RLTP is also one of the statutory functions of AT under section 45 of LGACA. AT cannot delegate its power to approve or adopt the RLTP.⁹

3.12 Auckland Council does not have a formal or legal role under the LTMA in relation to the preparation, consultation or approval of the RLTP.

⁸ LGACA s 92.

⁹ LGACA s 54(1)(ab).

3.13 That said, the Council is responsible for a range of strategic planning documents which AT considers when developing the RLTP. Specifically:

- (a) Section 79 of LGACA requires the Council to prepare and adopt a spatial plan for Auckland, with the purpose of contributing to Auckland's social, economic, environmental, and cultural well-being through a comprehensive and effective long-term (20- to 30- year) strategy for Auckland's growth and development. The spatial plan must set a strategic direction for Auckland and its communities that integrates social, economic, environmental and cultural objectives; and outline a high-level development strategy that will achieve that direction and those objectives. Amongst other things, the spatial plan must identify the existing and future location and mix of activities within specific geographic areas and critical infrastructure, services and investment within Auckland (including transport). The spatial plan must also identify policies, priorities, land allocations, and programmes and investments to implement the strategic direction and specify how resources will be provided to implement the strategic direction.
- (b) Through ATAP, the Council, AT and central government partner to develop a strategic approach to transport. Since 2015, ATAP has delivered a series of strategic reports and develops an indicative package of transport investments for Auckland every three years. It reflects agreement at a political level on what projects and activities each party expects to be funded and delivered over a 10-year period. To that end, the ATAP Package informs the National Land Transport Programme (**NLTP**) and Auckland's RLTP, and the RLTP is aligned to its objectives, funding assumptions and investment programme.
- (c) Section 93 of the Local Government Act 2002 (**LGA**) requires the Council to have an LTP. The LTP is a 10-year budget for Auckland and, as explained earlier, CCOs are required to give effect to the LTP. Notably, the LTP is the tool by which the Council can accept financial responsibility for projects that are

included in the RLTP. This is important, as the RLTP must contain a list of activities proposed by Council and Waka Kotahi that the regional transport committee decides to include (to seek payment from the National Land Transport Fund). AT cannot include projects in the RLTP without Council or another organisation accepting financial responsibility for a project. Accordingly, if the RLTP included projects that Council did not agree to provide funding for, the RLTP would need to identify an alternative source of funding for such projects. Practically speaking, this usually means that the RLTP cannot provide for a bigger transport programme than that budgeted for in the LTP.

- (d) Under the LTMA, the Council is also responsible for preparing, consulting on, and submitting the proposal to establish, vary or replace the Regional Fuel Tax scheme for Auckland. The proposal can only be established at the complete discretion of the Minister of Finance and Minister of Transport. The Regional Fuel Tax scheme for Auckland came into force on 1 July 2018 in the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Order 2018, and provides funding support for a programme of 14 capital projects that are delivered by AT.

3.14 So, while the Council does not have a statutory role in relation to the RLTP, on a practical level there is a need for alignment between the RLTP and Council's planning documents. This is important both to ensure that the RLTP is consistent with the Council's land use planning and central government legislation and policy; and to ensure that there is adequate funding for the projects included in the RLTP.

3.15 This alignment is achieved by providing that the Council has oversight of the development and adoption of the RLTP, which following the CCO Review findings which I describe below, occurs by way of an endorsement process.

3.16 In 2019, Council commissioned an independent review panel to undertake a review of how the CCOs were functioning (and what could be done to improve the CCO model). The panel published its findings

in July 2020 (**CCO Review**), a copy of which is **attached** and marked MT1-0001.

3.17 Consistent with the practical need for alignment between the Council and AT that I have identified above, one of the key issues identified by the review panel in respect of AT was 'Transport Strategy'. The panel found that:

- (a) AT is unique in holding statutory transport powers usually held by councils.
- (b) The amendment of the LTMA in 2013 meant that two planning documents (the Council's regional transport strategy and AT's investment programme) were amalgamated into a single document: the RLTP, which AT was given statutory responsibility for approving. This left Council in a unique position among local authorities of having no statutory role in developing the transport strategy in its jurisdiction.
- (c) The panel considered this amendment to be "wrong in principle and at odds with the intent of Auckland's local government reforms, which was to give the CCO responsibility for preparing a regional transport plan and the council responsibility for approving it to ensure consistency with its own land use planning as well as central government legislation and policy."

3.18 The recommendation of the panel (which it considered could avoid the need for legislative reform), was that Council and AT should jointly prepare the RLTP, the draft of which should be endorsed by the Governing Body before going to Auckland Transport's Board for approval.¹⁰

3.19 The approval of the RLTP remained with the Regional Transport Committee (**RTC**) as per section 13 of the LTMA.

¹⁰ CCO Review, pages 4 (recommendation 4) and 35.

4. CLIMATE CHANGE INITIATIVES

The climate change challenge in Auckland

- 4.1 Auckland Council has undertaken a range of work to understand the climate change challenge in Auckland, as one of the many complex and interrelated risks and challenges that Auckland faces. In this section of my evidence, I will briefly summarise Council's understanding of the scope of the climate change challenge in Auckland, as set out in a range of reports and documents produced by the Council.
- 4.2 Auckland's temperature is projected to increase by between 1.5 and 3.75 degrees Celsius by the end of the century, depending on the pace and scale of change in global emissions. The current global emissions pathway is likely to result in a 3.5 degrees Celsius rise for the region (and indeed the world), by the end of the century.¹¹
- 4.3 There is strong scientific consensus that greenhouse gas (GHG) emissions, particularly from the use of fossil fuels, are causing the climate to change at unprecedented rates. And, in Auckland, our emissions are continuing to rise. In 2018, Auckland's gross emissions were 11,396 kilotonnes of carbon dioxide equivalent: a 2.5% increase from 2016 levels. This continues a gradual upward trend in gross emissions since 2009. Transport and stationary energy are the dominant sectors, accounting for 43.4% and 26.7% respectively of gross emissions.¹²
- 4.4 As our temperatures rise, we are seeing more extreme impacts and events regionally and around the world. For example, over the last decade, Auckland has felt the impacts of heavy rain events, storm surges and coastal inundation, extreme heat events, and droughts. We are also seeing sea level rise. These climate change impacts are expected to increase in frequency and severity.¹³
- 4.5 We also know that climate change is a complex problem that interacts with, and exists alongside, other challenges like population growth,

¹¹ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 54.

¹² Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan – Progress Report (November 2021) at 9.

¹³ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 7.

changes in land use, changes to food and energy security, and rising inequality. In fact, climate change may make many of these challenges even more difficult to solve or may make related impacts on people and communities even more severe.¹⁴

4.6 Taken together, it is clear that the impacts of climate change present significant challenges for Auckland, such as:¹⁵

- (a) damage to ecosystems and infrastructure due to changing climate conditions leading to issues such as sea level rise, and/or more frequent extreme weather events;
- (b) direct impacts on economic productivity, and changes in market demand for some goods and services; and
- (c) unequal distribution of impacts on Aucklanders, with those such as the elderly, the very young, those living in poverty or with chronic health issues more likely to be negatively affected.

4.7 It is within that context that the Council, Mayor, CCOs and others have made a range of declarations, and developed initiatives, which recognise the challenge and attempt to support our communities and businesses in building resilience to the changes we face. I will provide an overview of these **below**. However, difficult decisions will need to be made, and it is important to emphasise that no one organisation can meet the challenge alone, and nor does Council have the mandate, legal obligation, or all the levers, to do so – instead, it requires a collective effort from government, businesses, mana whenua, communities and individuals.

Local Government Leaders' Climate Change Declaration

4.8 The Local Government Leaders' Climate Change Declaration (**Declaration**) was signed by the Mayor of Auckland, Phil Goff, on or about 12 July 2017. A copy of the Declaration is **attached** and marked MT1-0105.

¹⁴ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 55.

¹⁵ Auckland Plan (full print version) at 14.

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4.9 As the name of the Declaration indicates, it was a document signed by local government political leaders (mayors of city and district councils and chairs of regional councils); it was not signed by or on behalf of Auckland Council. The Mayor does not have delegated authority to commit the Council to such positions, and nor was there a committee resolution authorising the Mayor to sign the declaration on behalf of the Council.

4.10 Therefore, the Declaration was essentially a statement of position and intent. Under the Declaration, the mayors and chairs committed to:

(a) Develop and implement ambitious action plans that reduce GHG emissions and support resilience without our own councils and for our local communities. These plans will:

(i) Promote walking, cycling, public transport and other low carbon transport options;

(ii) Work to improve the resource efficiency and health of homes, businesses and infrastructure in our district; and

(iii) Support the use of renewable energy and uptake of electric vehicles.

(b) Work with our communities to understand, prepare for and respond to the physical impacts of climate change.

(c) Work with central government to deliver on national emission reduction targets and support resilience in our communities.

Auckland Plan 2050

4.11 The Auckland Plan 2050 was adopted by the Council in 2018 and is our long-term spatial plan, required by section 79 of LGACA, to ensure that Auckland grows in a way that will meet the opportunities and challenges of the future. A copy of the Auckland Plan 2050 (full print version) is **attached** and marked MT1-0113.

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4.12 Within the Auckland Plan 2050, climate change is identified as one of three key challenges for Auckland. The other challenges being population growth and its implications, and sharing prosperity with all Aucklanders.¹⁶

4.13 The Auckland Plan 2050 identifies six key “outcomes” that Aucklanders want to achieve:

- (a) Belonging and participation: ensuring that Aucklanders can be part of, and contribute to, society, can access opportunities, and have the chance to develop to their full potential.
- (b) Māori identity and well-being: seeks to advance prosperity for Māori, recognising that a thriving Māori identity is Auckland’s point of difference in the world and benefits all Aucklanders.
- (c) Homes and places: Aucklanders need secure, healthy and affordable homes and to have access to a range of inclusive public spaces.
- (d) Transport and access: enabling Aucklanders to get where they want to go easily, safely and sustainably.
- (e) Environment and cultural heritage: ensuring that Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage, for its intrinsic value and for the benefit of present and future generations.
- (f) Opportunity and prosperity: ensuring that Auckland is prosperous with many opportunities and delivers a better standard of living for everyone.

4.14 In respect of the environment and cultural heritage outcome, the Auckland Plan 2050 identifies four directions (such as “ensure Auckland’s natural environment and cultural heritage is valued and cared

¹⁶ Auckland Plan (full print version) at 13 and 14.

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for)", and six focus areas (such as encouraging all Aucklanders to be stewards of the natural environment and to make sustainable choices).¹⁷

- 4.15** The supporting information to the environment and cultural heritage outcome acknowledges that the implications of climate change will affect Auckland and Aucklanders for decades to come and so Aucklanders must tackle climate change by making significant reductions in GHG emissions and move to a low carbon economy; and develop ways to protect and increase our ability to withstand and recover from the adverse effects of a changing climate.¹⁸
- 4.16** In respect of the transport and access outcome, the Auckland Plan 2050 identifies three directions. These are to better connect people, places, goods and services; increase genuine travel choices for a healthy, vibrant and equitable Auckland; and maximise safety and environmental protection. There are also seven focus areas: making better use of existing transport networks; targeting new transport investment to the most significant challenges; maximising the benefits from transport technology; making walking, cycling and public transport preferred choices for many more Aucklanders; better integrating land-use and transport; moving to a safe transport network free from death and serious injury; and developing a sustainable and resilient transport system.¹⁹
- 4.17** There is no internal hierarchy or prioritisation as between the directions and focus areas within the Auckland Plan 2050. Further, none of the directions or focus areas in the Auckland Plan 2050 specifically require Auckland Council or its CCOs to meet an emissions reduction target.

Auckland Plan 2050 Development Strategy

- 4.18** The Auckland Plan 2050 also includes the Development Strategy, which brings together the directions and focus areas in the Auckland Plan: it sets out how, where and when Auckland is expected to change and grow over the next 30 years and provides clarity as to where and when

¹⁷ Auckland Plan (full print version) at 141.

¹⁸ Auckland Plan (full print version) at 165.

¹⁹ Auckland Plan (full print version) at 114. The directions and focus areas identified in the transport and access outcome, together with the four strategic directions contained in the Government Policy Statement on Land Transport 2021, informed the development of ATAP and ultimately the RLTP.

investment in infrastructure will be required. In addition to meeting the requirements of LGACA, the Development Strategy is also adopted as Auckland Council's Future Development Strategy (as required by the National Policy Statement on Urban Development Capacity).

- 4.19** The Development Strategy adopts a quality compact approach to accommodating growth.²⁰ This means that future development will be focused in existing and new urban areas within Auckland's urban footprint (and so limiting expansion to the rural hinterland). For Auckland, this means that by 2050, most growth will occur around the urban footprint with a particular focus in and around the city centre, the Albany node, the Westgate node, the Manukau node, identified development areas and future urban areas. This brings a range of benefits, including improved transport outcomes and enhanced environmental outcomes.
- 4.20** Monitoring of the Development Strategy is undertaken on an annual basis, which is intended to help us understand the location and scale of growth over time and how this aligns with what the Development Strategy anticipates. Three monitoring reports have been produced to date, and together these show that progress is being made towards intensification of Auckland's existing urban area.
- 4.21** Our most recent monitoring for the 2020/ 2021 financial year is set out in the Development Strategy Monitoring Report (December 2021), a copy of which is **attached** and marked MT1-0434. In summary, this report shows that while growth has been widespread across Auckland's urban areas, development activity has increased mostly in nodes and development areas. Growth in rural areas has been limited, and across the region there has also been a steady change in the types of houses being built to more intensive typologies (i.e. apartments and

²⁰ The quality compact urban approach was developed as part of the 1999 Auckland Regional Growth Strategy and subsequently confirmed through the 2012 Auckland Plan and the current Development Strategy. This has provided a consistent, long-term pathway on which to move to a more intense urban form.

townhouses). More specifically we identified that for the 2020/2021 financial year:

- (a) 82 percent of dwellings were consented in the existing urban area (with 12 percent of dwellings consented in future urban areas, and 6 percent of dwellings consented in rural areas);
- (b) 79 percent of growth in the existing urban area occurred through intensification;
- (c) more intensive typologies (i.e. apartments and townhouses) accounted for 62 percent of all dwellings consented, as compared to 52 percent for the previous financial year;
- (d) 4,793 dwellings were concentrated within 1,500 metre catchments of train stations and the Northern Busway stations (which is 25 percent of total dwellings consented); and
- (e) Just under 600,000 m2 of business floor space was consented, most of which was in light industry zoned areas (with the Manukau node having the greatest amount of business floor space consented).

4.22 The quality compact approach to urban Auckland is the principle upon which Auckland Council approaches its planning and investment processes involving central government, CCOs and other organisations. For example, it is a key objective in the Auckland Unitary Plan and gives direction to our Future Urban Land Supply Strategy. However, it is important to note that Council is not the only organisation involved in influencing the development of urban Auckland, and nor is it the only decision-maker in relation to these documents. Other organisations were and are also involved such as the Environment Court and Independent Hearings Panel in relation to the Auckland Unitary Plan, and central Government in relation to ATAP.

4.23 Auckland Council's support for a quality compact approach to urban development, in the context of its discussions with central Government to finalise the ATAP 2021 package, meant seeking priority for projects

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that would support urban development and intensification. While much of the package was dedicated towards committed projects, maintaining and operating the transport system, and on critical programmes like safety, the Council pushed, within discretionary funding available, for money to be allocated to supporting spatial priority areas. This contributed to the \$442 million investment in the Auckland Housing Programme areas of Tāmaki, Mount Roskill, Oranga and Māngere.

Climate Emergency Declaration

4.24 On 11 June 2019, the Environment and Community Committee (a committee of the whole of the Governing Body) unanimously resolved to declare a climate emergency. In declaring a climate emergency, Auckland Council committed to:

- (a) Continue to robustly and visibly incorporate climate change considerations, in practical terms, into council work programmes and decisions;
- (b) Continue to provide strong local government leadership in the face of climate change, including working with local and central government partners to ensure a collaborative response;
- (c) Continue to advocate strongly for greater central government leadership and action on climate change;
- (d) Continue to increase the visibility of our climate change work;
- (e) Continue to lead by example in monitoring and reducing council's GHG emissions;
- (f) Include climate change impact statements on all committee reports; and
- (g) Request staff of CCOs to include climate change impact statements in their committee reports.

- 4.25 The report which supported the Environment and Community Committee's decision-making explained that the Council's statutory responsibilities in relation to climate change were (at that time) set out in the LGA, the Resource Management Act 1991 and supporting regulations, and the LTMA.
- 4.26 In declaring the climate emergency, the Council did not make a commitment to meet any specific emissions reduction target. Further, as the report itself acknowledges, while a declaration would underscore the importance of taking action on climate change, it has no inherent statutory or legal implications.
- 4.27 A copy of the report is attached and marked MT1-0480. A copy of the minutes of the meeting is attached and marked MT1-0496.

Te Tāruke-ā-Tāwhiri

- 4.28 Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan was unanimously adopted by the Environment and Climate Change Committee on 21 July 2020. A copy of the Plan is **attached** and marked MT1-0511.
- 4.29 As I describe earlier, Auckland's temperature is projected to increase by between 1.5 and 3.75 degrees Celsius by the end of the century, depending on the pace and scale of change in global emissions. The current global emissions pathway is likely to result in a 3.5 degrees Celsius rise for the region, by the end of the century. Within that context, the intention of the Plan is to set out an overarching Tāmaki Makaurau response to climate change, setting out principles and values for addressing climate change as a region. It is a roadmap to a zero-emissions, resilient and healthier region that is better connected to our environment and able to thrive in the face of ongoing change and disruption. Our plan takes a precautionary approach to prepare for the potential of a continued increase in GHG emissions: however, this does not mean that we are reacting to a 3.5 degrees Celsius warmer world right now, but that we are planning and building resilience, so we are ready if this happens. To that end, it is important to note that while the overarching objectives and key priorities within Te Tāruke-ā-Tāwhiri have

been developed to set a long-term pathway, flexibility and adaptability is critical to its successful implementation year-to-year.

- 4.30** Te Tāruke-ā-Tāwhiri is a climate plan for Auckland, rather than for the Council or the Council group as such. As the Plan identifies, while Auckland Council took a leadership role in facilitating the development of the Plan and will continue to lead by example, not all actions identified are the responsibility of Auckland Council or its CCOs. Meeting our climate goals will require ambitious action from across sectors and individuals locally, regionally and nationally.
- 4.31** By way of overview, Te Tāruke-ā-Tāwhiri, sets out goals, priority action areas and roles in delivery across the full range of potential activities and actors, both public and private sector, under various topics, including transport. It also contains an implementation plan, as I explain in detail below.
- 4.32** The two core goals established by Te Tāruke-ā-Tāwhiri are:²¹
- (a) To reduce Auckland’s GHG emissions by 50% by 2030 (against a 2016 baseline) and achieve net zero emissions by 2050; and
 - (b) To adapt to the impacts of climate change by ensuring we plan for the changes we face under our current emissions pathway.
- 4.33** Eight priority action areas are identified: the natural environment, built environment, transport, economy, community and coast, food, Te Puāwaitanga o te Tātai, and energy and industry. The priority action areas were selected to focus on the areas where Aucklanders can have the greatest impact to reduce emissions and adapt to climate change.
- 4.34** The Plan explains that Auckland’s emissions need to peak and then rapidly decline to move onto a decarbonisation pathway. To help achieve this, an “illustrative decarbonisation pathway”²² for relevant sectors was modelled using the CURB Tool (with some additional bespoke modelling

²¹ Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan (December 2020) at 7.

²² Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan (December 2020) at 43.

to reflect the Auckland context). CURB has been developed by the World Bank, in partnership with C40 cities and others, to enable cities to model climate action using city specific data.

- 4.35** As the plan noted, CURB uses generic variables and estimation of outcomes rather than projecting the impacts of specific investments or policies, for example construction of rapid transit line or changes to land use policies.²³ This reflects that unlike the RLTP, the purpose of Te Tāruke-ā-Tāwhiri is not to identify, and then prioritize, particular projects or investments (whether in the transport sector or others).
- 4.36** Not all sectors were modelled to deliver the same level of emissions reductions. This was intentional to reflect the different challenges and opportunities facing each sector.
- 4.37** One possible pathway shown in the Plan to achieve the goal of reducing net emissions by 50 per cent by 2030, modelled a 64 percent reduction in transport emissions by 2030. The modelled actions that were used to develop this possible decarbonisation pathway include:
- (a) Remote working and reduced trip lengths – around 10 percent emissions reduction;
 - (b) Shift to public transport, walking and cycling – 14 percent emissions reduction;
 - (c) Switching to electric and zero emissions vehicles (passenger, commercial and freight) – 55 percent emissions reduction;
 - (d) Increase fuel efficiency of vehicles; and
 - (e) Increase transport orientated developments.
- 4.38** Of relevance to these proceedings which relate to the RLTP, this list included both matters over which the RLTP could have some influence, such as reduced trip lengths or shift to public transport, walking and

²³ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 451.

cycling; and others (such as commercial and freight vehicles becoming zero emission, or wider increases in the fuel efficiency of vehicles) that are beyond the ambit of the RLTP.

- 4.39** The Plan then sets out an adaptation approach for Auckland, to assist it to take a precautionary approach and prepare for the potential continued increase in GHG emissions. It provides for areas that Aucklanders need to prioritise to be prepared for the impacts Auckland faces, but it does not mean that every adaptation action will be taken now.²⁴ Nor does it mean those priorities will remain the same: instead, they will continue to be developed as we learn more.
- 4.40** In relation to the transport priority, the goal of Te Tāruke-ā-Tāwhiri's adaptation approach is "a low carbon, safe transport system that delivers social, economic and health benefits for all".
- 4.41** The Plan states that the "highest priority is reducing emissions generated by light passenger vehicles and commercial vehicles, given these generate about 80 per cent of on road emissions". It notes that between 2009 and 2019, the amount and type of private travel undertaken remained relatively stable, but that the city welcomed 220,000 Aucklanders with travel demand of their own. It records the phenomenon of short vehicle trips undertaken by private vehicles, and a decrease over time in the number of persons per vehicle. Further, it notes that the slow update of fuel efficient vehicles had been affected by a lack of regulation influencing decision-making and the high purchase price of electric vehicles.²⁵
- 4.42** Eight action areas are identified to deliver this priority area: change our travel options, improve public transport, use of bicycles and micro mobility devices, improve walking infrastructure, shift to low or zero emissions vehicles, make heavy freight more efficient, manage risks to transport network, and Te Puāwaitanga o te Tātai and transport.²⁶ It also acknowledged that we need to make significant changes to land use and

²⁴ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 53.

²⁵ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 82.

²⁶ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan (December 2020) at 82.

growth to achieve the modelled transport emissions reduction pathway. Indicators are then provided to assess progress.

- 4.43** Te Tāruke-ā-Tāwhiri makes clear that to meet our climate goals we all need to act together: through individual action, collective action and partnerships. Roles and partnerships are outlined for the Council group, central government, mana whenua, business, and individuals (among others). The actions various partners are required to take are also specified. For example, the Council group is described as needing to ensure our regional systems support and drive transition, advocate for change, work in partnership across sectors, support communities and civil society in progressing climate action, demonstrate leadership within its own operations and activities and partner with mana whenua. By way of further example, central Government needs to set the national level context and put in place regulatory and policy drivers to shape a just transition to a carbon neutral and climate resilient future, invest in key areas, and provide national guidance to support the regulation and policy requirements.
- 4.44** The scope of the specific roles is then described. For example, the Council is described as having a broad range of roles in the delivery of Te Tāruke-ā-Tāwhiri, some are areas of direct control whereas others require leadership, advocacy and influence.
- 4.45** Finally, Te Tāruke-ā-Tāwhiri includes an implementation plan which provides an overview of the actions within the plan, roles and timeframes. For example, for the transport action “changing the way we travel”, the lead for the sub-action of encouraging the use of public transport, walking and micro-mobility devices is specified as community and business.²⁷ Council’s role is described as lever and influence and a number of partners are identified (AT, central Government, other government sector and Not For Profit Partners). For some action areas, the table sets out indicative targets aligned to the decarbonisation pathway (where modelled).

²⁷ Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan (December 2020) at 142.

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10-year Budget (LTP 2021-2031)

- 4.46** On 29 June 2021, the Governing Body adopted the 10-year Budget 2021-2031: Our Recovery Budget.
- 4.47** The LTP was required to balance rising investment demand (including as a result of rapid growth, changing community needs and transport demand, ageing assets, the need to respond to climate change, and the need to support recovery) against reduced investment capacity (including Covid-19 revenue impacts, existing commitments, keeping borrowing room at responsible levels with enough headroom to deal with future shocks, and considering the overall impact of the Council's proposals on the community).
- 4.48** In that context, climate change was identified as a priority area for investment. As set out in the LTP, many of our existing programmes play a role in reducing our emissions, including for example investment in walking and cycling infrastructure, increased support for public transport, planting in parks, wetlands and on roadsides, and reduction in waste to landfill. However, the LTP also includes a dedicated climate action investment package with \$152 million of funding for climate action over the next 10 years. It delivers funding to enable AT to accelerate the transition of the bus fleet from diesel to electric and hydrogen buses. This means that no new diesel buses will be added to the fleet, and only zero emission buses will be procured from 1 July 2021.
- 4.49** While we are making progress to tackle climate impacts through these investments, we recognise there is much more we need to do to help meet the regional emission goals and build resilience to the climate change impacts on our infrastructure. Council has an important role to play in both of these areas, but we cannot do it alone. Reducing emissions and building resilience are goals that we need to work towards in partnership with government, businesses and communities.

Transport Emissions Reduction Plan (TERP)

- 4.50** The genesis of the TERP was a request by the Planning Committee on 11 March 2021 (during its consideration of the draft RLTP ahead of public

consultation), that AT and Council work with central government to investigate levers (complementary to the RLTP) to reduce transport related emissions. To achieve this AT and the Council proposed developing a TERP, which will be reported to the Environment and Climate Change Committee for adoption around mid-2022. This is a clear recognition that to achieve the ambitious goals in Te Tāruke-ā-Tāwhiri, Auckland cannot rely on a business-as-usual approach or our traditional planning, strategy and funding tools.

4.51 The TERP will deliver a recommended decarbonisation pathway to meet the modelled 64 percent reduction in transport sector emissions by 2030 (against 2016 levels) set out in Te Tāruke-ā-Tāwhiri. As part of delivering the recommended pathway, there will need to be a clear understanding of:

- (a) the wide range of actions that will reduce the region's transport emissions;
- (b) the scale of change required to achieve the 2030 target and an evidenced approach for this change;
- (c) the costs, benefits and equity impacts of delivering the recommended pathway, as well as strategies to minimise adverse impacts and amplify co-benefits;
- (d) the structural, regulatory and other impediments that will need to be addressed; and
- (e) critical next steps to support the recommended pathway.

4.52 To meet the modelled reduction in transport sector emissions, transformational change will be required in how people and goods move around Auckland. Local and central government will also need to transform its business-as-usual planning and investment processes. Planned transport investments and current policy settings are insufficient to meet the scale of transport emissions reductions modelled in Te Tāruke-ā-Tāwhiri.

4.53 As I have touched on earlier, Auckland's urban form is an integral part of achieving transport emissions reductions and therefore it too requires transformational change. The TERP depends on an urban form that is significantly different to the car-dependent form that has characterised Auckland for the past few decades. Work is well underway to achieve this, including through the Development Strategy and the Auckland Unitary Plan. However, just as our current form has developed over many years, significant change to Auckland's urban form will also take many years to achieve. Most importantly, since land use effects necessarily lag behind their implementation, Council and central government need to ensure that decisions made now enable the compact urban form required to deliver emissions reductions in the future.

5. AUCKLAND COUNCIL'S ENDORSEMENT OF THE RLTP 2021

5.1 In accordance with the CCO Review recommendation noted earlier, the Council's Planning Committee endorsed the RLTP, at the end of a series of workshops and meetings which considered the RLTP process, its alignment with ATAP, updates on public consultation, and the final RLTP.²⁸ The Council's finance team also worked with AT to ensure financial alignment between the RLTP and the LTP.

5.2 In addition, both the Council and AT worked closely on the development of ATAP, and the Planning Committee approved the ATAP package on 11 March 2021.

5.3 Of relevance, at its meeting on 11 March 2021 the Planning Committee endorsed the general direction of the draft RLTP in advancing agreed Auckland Council and ATAP objectives within the funding envelope available, and agreed that the draft RLTP aligns with the ATAP package agreed between Council and central government, and the Council's draft LTP 2021-31. The Chair and Deputy Chair of the Planning Committee and the Deputy Mayor were approved to represent the Planning Committee at the Regional Transport Committee when it considered the draft RLTP for public consultation. A copy of the 11 March 2021 meeting

²⁸ An overview of the Planning Committee and local board involvement is set out at page 20-21 of the Planning Committee's report of 24 June 2021, at MT1-1132.

minutes and agenda is **attached** and marked MT1-1460 and MT1-0690 respectively.

- 5.4** Of further relevance, at its meeting on 3 June 2021 the Planning Committee was provided an overview of local board feedback on the proposed RLTP, for it to consider when making its recommendations on the RLTP.
- 5.5** The report described the key themes arising from local board feedback on the RLTP as including:
- (a) universal support for the reinstatement of the Local Board Transport Capital Fund;
 - (b) significant support for infrastructure that supports active modes, particularly footpaths and Greenways Plans;
 - (c) significant support for improved public transport, particularly separated bus lanes.
- 5.6** The Planning Committee was advised that local boards broadly supported the key shift from the previous RLTP to respond to climate change and its impacts, but observed that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri. This was summarised by one local board as: “if implemented, the RLTP will result in an increase of 6 per cent of greenhouse gases during a time where the council wants to halve the region’s greenhouse gas output. To do this there has to be a fundamental rethink of priorities.”
- 5.7** The report outlined that feedback from local boards on climate change focussed predominantly on reducing vehicle kilometres travelled and increasing mode shift, by ensuring that investments and renewals are undertaken through a climate change lens. Other key elements of the climate change challenge include mode shifts, urban sprawl, electric vehicles, and the impact that climate change will have on infrastructure. Ten boards supported proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and

reduce the increase in private vehicle travel associated with population growth.

- 5.8 A copy of the 3 June 2021 meeting minutes and agenda is **attached** and marked MT-0858.

24 June 2021 Planning Committee meeting

- 5.9 On 24 June 2021, the Planning Committee formally met to consider whether to endorse the final 2021-31 RLTP recommended by the Regional Transport Committee, before being submitted to the AT Board for final approval. A copy of the agenda and minutes is **attached** and marked MT1-1108.

- 5.10 The agenda included a report entitled "2021-2031 Regional Land Transport Plan", and copies of the final Plan, the public feedback report, key submissions and phasing of the capital programme were included as attachments to the report. The report was authored by Tim Brown and Hamish Bunn of AT. As Chief of Strategy and Lead Officer for the Planning Committee, I authorised the report together with Jacques Victor (General Manager Auckland Plan Strategy & Research) and Jenny Chetwynd (Executive General Manager at AT).

- 5.11 The report recommended that the Planning Committee:
- (a) note that the final Regional Land Transport Plan 2021-2031 has been endorsed by the Regional Transport Committee and recommended it to you for its endorsement;
 - (b) note the changes from the draft Regional Land Transport Plan reflected in the final Regional Land Transport Plan 2021-2031 as outlined in this report;
 - (c) endorse the final 2021-31 Regional Land Transport Plan for submitting to the Auckland Transport Board for final approval;
 - (d) note that, as requested by the Planning Committee on 11 March, council and Auckland Transport staff are jointly

developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri, which includes investigating:

1. the mix of future complementary transport investments that support emissions reduction;
2. vehicle fleet and fuel decarbonisation;
3. land transport pricing reform;
4. urban growth management;
5. road space reallocation;
6. behaviour change; and
7. addressing inequalities inequities arising from the impacts of decarbonisation.

Context

5.12 The report began by setting out the context within which the Planning Committee was being asked to endorse the RLTP. It outlined that the RLTP was the culmination of 15 months' work, combining the development of the ATAP 2021 Refresh and the development of the RLTP. Council and AT had collaborated to jointly develop the ATAP package with central government, and ATAP was the basis for developing the RLTP. Council and AT also worked jointly to align the RLTP with the Council's draft LTP.

5.13 The respective roles of Council and AT were explained, specifically that:

- (a) The RTC and AT Board have the statutory roles of preparing and approving the RLTP; and
- (b) Following the CCO Review, the Council's Planning Committee has a non-statutory role to endorse the RLTP.

5.14 The report noted that on 11 March 2021, the Planning Committee had endorsed the draft RLTP to proceed for consultation and requested that Council and AT work jointly to develop a TERP for Auckland that will

identify pathways to support the required transport emissions reductions reflected in Te Tāruke-ā-Tāwhiri.

- 5.15** In that context, the Planning Committee was advised that the RTC has considered the consultation feedback, other changes made to the draft RLTP, and that it “recommend(s) the Planning Committee endorse the draft final RLTP before it goes to the AT Board for approval.”
- 5.16** This recommendation reflected that under the LTMA (section 13) it is the RTC’s and AT’s responsibility, rather than the Council’s responsibility, to prepare and approve the RLTP. There was no legally available option for the Council to prepare the RLTP itself, or require the RTC to make changes to the draft RLTP prior to it going to the AT Board for approval. To that end, in my opinion the only reasonably practicable options available to the Planning Committee was to either endorse or not endorse the RLTP for submission to the AT Board. Those options were identified in the report.
- 5.17** The report advised the Planning Committee that the RLTP before them was the most efficient transport package to advance the agreed objectives for the transport system, within the funding available and the large portion of the programme that was already committed or essential. It said that there was a significant allocation of funding to support improved access, mode shift, greenhouse gas reductions, investing in the Vision Zero approach to road safety – while ensuring an appropriate level of renewals.
- 5.18** The report made clear that the RLTP advances the Council’s key objectives, including in improving the resilience and sustainability of the transport system and significantly reducing the GHG emissions it generates. However, it also made clear that for Auckland to successfully meet its challenges and realise its full potential, investment in infrastructure and services needed to run alongside significant policy and regulatory changes, including in the area of climate change.

Overview of Consultation and proposed changes to the RLTP in response

- 5.19** The report then provided a detailed description of the extensive consultation process that was undertaken. It then set out several refinements to the RLTP in response to the feedback, and to address more localised issues.

Implications of the RLTP not being approved

- 5.20** The Planning Committee was informed of the implications of the RLTP not being approved by the AT Board: specifically, that the 2018-28 RLTP would remain in effect and that this would likely mean:

- (a) \$345 million of new activities not included in the 2018 RLTP would not be available for co-funding from Waka Kotahi. Examples include: City Rail Link (CRL) Day one activities; Northwest bus improvements, Airport to Botany Rapid Transit Route Protection, and Decarbonisation of the Ferry Fleet Stage 1; Minor Cycling and Micromobility (Pop-Up Cycleways); supporting electric vehicles and some safety activities; and
- (b) an impact on the ability to access the increase in funding required to deliver the activities continuing from 2018-28 RLTP into this RLTP, including (but not limited to) EMU (electric multiple unit) Rolling Stock and Stabling Tranche for CRL, Connected Communities; the Urban Cycleways Programme; and Glenvar Road/East Coast Road intersection and corridor improvements.

- 5.21** In summary, the report said that the RLTP makes a significant step forward in advancing the objectives of Council and meeting the community's feedback for greater investment in alternative modes, safety and asset management; and that whilst there is a desire to do more, the direction of this RLTP contributes towards an effective, efficient and safe transport system in the public interest.

Climate impact statement

- 5.22** Following the Council's climate emergency declaration, all Council reports are now required to include a climate impact statement, the purpose of which is to identify and explain how the proposed decision could impact on GHG emissions and the approach to reduce emissions; and to consider what effect climate change could have over the lifetime of the proposed decision and highlight how these effects are being addressed.
- 5.23** The report described the RLTP's key contribution to emissions reduction as being that the investment in infrastructure and services support mode shift away from private vehicles and towards public transport and active modes. It also contributes through the electrification of public transport services, like buses and trains.
- 5.24** The report acknowledged that the mode shift and public transport electrification provided through the RLTP are only two components of a broader set of measures that will be needed to reduce GHG emissions. Other measures which could make a difference are primarily within central government's responsibility.
- 5.25** Together, it calculated that those measures were expected to reduce transport GHG emissions by approximately 1 percent between 2016 and 2031 – despite Auckland's population being expected to grow by 22 percent over the same period. To that end, the report advised that the RLTP contributes to the purpose of the LTMA and is consistent with the GPS priority area of climate change, as demonstrated in the section 14 assessment appended to the RLTP. This RLTP also reflects the LTP requirements for AT to support the implementation of actions identified in Te Tāruke-ā-Tāwhiri.
- 5.26** However, it also acknowledged that the TERP will identify the pathways to support the required emissions reductions in Te Tāruke-ā-Tāwhiri, which is being jointly developed by Council and AT. At that time the scope of the work on the TERP had not yet been fully finalised, but it is clear from the work expected to be included that it is broader than the

RLTP – for example, it requires investigation of matters including urban growth management and system and process barriers.

5.27 Looking longer term, the RLTP takes into account the target of reaching net zero emissions by 2050, through its objective of improving the resilience and sustainability of the transport system. This objective is primarily addressed through the investment in public transport and active modes. The RLTP also considers the 2050 emissions forecast and notes that the accelerated uptake of low emissions vehicles (for example, electric vehicles (**EVs**)) is vital to reduce road transport emissions. This is reinforced by the Minister’s announcement of the Clean Car package on 13 June 2021 which aims to increase the uptake of low emission vehicles by introducing a range of measures that will help meet New Zealand’s 2050 net zero target, including a proposed rebate on the sale of new and used EVs. At this point, a full analysis of the potential benefits resulting from the final Climate Change Commission advice and the Clean Car Package has not been completed. It is anticipated that these could contribute significantly towards the goal of being a net zero transport system by 2050.

5.28 AT will continue to work with Council and central government under the umbrella of ATAP and The Congestion Question project which is still underway, to progress policy changes to take a whole of system approach to reducing greenhouse gas emissions from transport in Auckland.²⁹

Next Steps

5.29 Finally, the report outlined the next steps for the adoption of the RLTP: that it would be submitted to the AT Board for its approval, and if approved, it would become operational and then be submitted to Waka Kotahi for consideration as part of the National Land Transport Plan.

²⁹ To explain: the Congestion Question project was established by the Government and Auckland Council in 2017 to investigate the introduction of pricing for demand management purposes in Auckland. While the project is still ongoing, in 2020 the project reported that congestion pricing could deliver benefits for Auckland in the form of reduced congestion, improvements in local air quality and reduction of GHG emissions.

Planning Committee consideration and resolutions

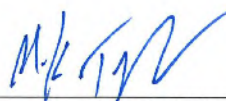
- 5.30** The Chairperson of AT Adrienne Young-Cooper and the Deputy Chairperson Wayne Donnelly spoke to the committee in support of the item. A presentation was provided by AT, and a copy of the slide show is **attached** and marked MT1-1410.
- 5.31** The Planning Committee passed resolutions largely as recommended: subject to it making an additional resolution to note the Council's commitment to Te Tāruke-ā-Tāwhiri to halve emissions by 2030 requires further change to transport and land use policy and the mix of transport investment. It also resolved that the approach to the TERP be reported to the Environment and Climate Change Committee and the AT Board in August 2021 with a progress update by December 2021.

Conclusion

- 5.32** Climate change is undeniably one of the most significant challenges of our time. We do not underestimate the scale and complexity of the challenge, or what needs to be done (and quickly) to respond appropriately to it.
- 5.33** To respond to this critical challenge and its effect on Aucklanders, we all need to work together and ambitious action is required from across sectors, organisations and individuals. This action will require fundamental change. Auckland Council is committed to playing its part, and we intend to lead by example in our response to climate change. We have already taken significant and proactive steps, including by adopting

Te-Tāruke-ā-Tāwhiri. We will continue to take action to meet our climate goals, as demonstrated by our current work developing the TERP.

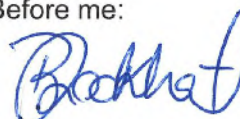
Signature of deponent:



Megan Kaye Tyler

Affirmed at Auckland on 24 February 2022

Before me:



Signature

Bridget Murie Lockhart
Solicitor
Auckland

Name

A Solicitor of the High Court of New Zealand

"MT1"

EXHIBIT NOTE

This is the annexure marked MT1 referred to within the affidavit of **MEGAN KAYE TYLER** affirmed at Auckland this 24th day of February 2022 before me:

Signature 

A Solicitor of the High Court of New Zealand

Bridget Murie Lockhart
Solicitor
Auckland

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