I hereby give notice that an ordinary meeting of the Seniors Advisory Panel will be held on:

Date: Monday, 15 July 2019
Time: 10.30am
Meeting Room: Boardroom, Ground Floor
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Te Rōpū Kaitohutohu Take Kaumātua / Seniors Advisory Panel

OPEN AGENDA

MEMBERSHIP
Chairperson
Janet Clews, CNZM, QSO, JP
Deputy Chairperson
David Wong Hop, MNZM, JP
Members
Dr Judy Blakey, MNZM
Roger Fowler, QSM
Joan Lardner-Rivlin, MNZM, QSM
Sonny Niha
Mihi Te Huia
Mere Tunks, QSM

Liaison Councillor
Daniel Newman
Chief Liaison Councillor
Dr Cathy Casey

(Quorum 5 members)

Sandra Gordon
Senior Governance Advisor

9 July 2019

Contact Telephone: (09) 890 8150
Email: sandra.gordon@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
The terms of reference set out the purpose, role and protocols of the Panel. Panel members abide by the Code of Conduct for members of Auckland Council advisory panels.

**Purpose**
As one of council’s engagement mechanisms with diverse communities, the demographic advisory panels provide advice to the governing body and council staff within the remit of the Auckland Plan on the following areas:
- Auckland Council’s regional policies, plans and strategies
- Regional and strategic matters including those that Council-Controlled Organisations deal with any matter of particular interest or concern to diverse communities.

**Outcomes**
The panel’s advice will contribute to improving the outcomes of diverse communities and social cohesion as set out in the Auckland Plan. The panel will advise through their agreed strategic agenda and detailed work programme.

**Strategic agenda and work programme**
The panel must develop a work programme and set a strategic agenda for the term. The agendas should be focused and integrated across the panels for collaborative input into shared agendas, particularly on the Auckland Plan, the Long-term Plan and annual plans. The panel should advise on council’s organisational strategies relevant to diverse communities. The governing body and council staff should work with the panel for the development of their strategic agendas and work programme. An appropriate committee will approve the panel’s work programme and any subsequent major changes to it.

**Submissions**
The panel must not make formal submissions to Auckland Council on council strategies, policies and plans, for example, the annual plan. In its advisory role to the council, the panel may have input to submissions made by the council to external organisations but do not make independent submissions, except as agreed with the council. This does not prevent individual members being party to submissions outside their role as panel members.

**Review**
The form and functioning of the panels may be reviewed prior to or after, the end of the panel’s term in September 2019.
## Opening Karakia and Welcome

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## Closing Karakia
1 Apologies

At the close of the agenda no apologies had been received.

2 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3 Confirmation of Minutes

That the Seniors Advisory Panel:

a) confirm the ordinary minutes of its meeting, held on Monday, 18 March 2019 as a true and correct record.

4 Additional Items

At the close of the agenda no additional items had been notified.
Te take mō te pūrongo

Purpose of the report

1. To allow public input to be received at the open-to-the-public meeting.

Whakarāpopototanga matua

Executive summary

2. At the close of the agenda no requests for public had been received.

Ngā tūtohunga

Recommendation/s

That the Seniors Advisory Panel:

a) receive any items of public input presented at the meeting.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sandra Gordon - Senior Governance Advisor</th>
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<tr>
<td>Authoriser</td>
<td>John Nash – Lead Officer Support</td>
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Te take mō te pūrongo
Purpose of the report
1. To receive an update from the Liaison Councillor(s) to the Seniors Advisory Panel.

Whakarāpopototanga matua
Executive summary
2. Liaison Councillor(s) will provide an update of recent Council business to the Seniors Advisory Panel.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:
   a) note the update from the Liaison Councillor(s).

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
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Te take mō te pūrongo
Purpose of the report

1. To update the Seniors Advisory Panel (the Panel) on:
   - approval by Planning Committee of the consultation and engagement plan for refreshing the Auckland City Centre Masterplan (CCMP).
   - the proposed consultation material to be issued via Have Your Say for public engagement from July 2019.

2. To provide an opportunity for the Panel to provide feedback in July and August before the start of public engagement.

Whakarāpopototanga matua
Executive summary

3. Previous presentations have informed the Seniors Panel on the approach taken to the Auckland CCMP refresh. At our last workshop with the Panel in February, we provided an update on the new digital masterplan structure and the emerging concepts: Māori Outcomes, Grafton Gully Boulevard and Access for Everyone (A4E).

4. Feedback from this workshop and engagement with other organisations has shaped the Auckland Design Office’s (ADO) approach to the CCMP refresh. This informed our subsequent submission to Planning Committee. At a meeting on 2 July 2019, Planning Committee approved the ADO’s approach to consulting on the CCMP refresh. (PLA/2019/62)

5. The first stage of consultation is targeted engagement with stakeholders, partners and subject matter experts. As part of this, the ADO is offering the Panel an opportunity to review and provide feedback on CCMP content and consultation material prior to wider public consultation.

6. Following this phase of targeted engagement, public engagement will take place between mid-August and late September 2019. Float time is allocated for further engagement between October and December 2019.

7. Draft consultation material is attached to this memo to inform feedback.

Context: CCMP Refresh Consultation

8. The Auckland Plan provides the statutory vision for the city. It is structured around six Outcomes. Each of these contain further details via Directions and Focus Areas.

9. The CCMP will apply its own Outcomes to Auckland city centre. A policy mapping exercise has linked the Auckland Plan Outcomes closely to the CCMP Outcomes.

10. The Waterfront Plan will become an area plan; it will be consistent with CCMP and Auckland Plan goals, applying them specifically to the development of the waterfront, at a greater level of detail.
11. On 2 July 2019, the Planning Committee approved the consultation plan for the CCMP refresh, as set out in the resolution below:

Resolution number PLA/2019/62
MOVED by Chairperson C Darby, seconded by Mayor P Goff:

That the Planning Committee:

a) approve for public consultation the refresh of City Centre Masterplan content set out in paragraphs 36-61 of this report, starting in mid-August 2019.

b) delegate to the Chair and Deputy Chair of the Planning Committee and an Independent Māori Statutory Board member the power to correct any identified errors or minor edits, and to give effect to changes requested by the Committee at this meeting.

c) approve the proposed approach to public consultation from mid-August to late September 2019 on the City Centre Masterplan refreshed as outlined in Attachment A of the agenda report.

d) note that a refreshed City Centre Masterplan which will reflect public consultation, will be reported to the relevant committee for adoption in early 2020.

12. The 2 July 2019 Planning Committee report and minutes may be viewed via Infocouncil: http://infocouncil.aucklandcouncil.govt.nz/

13. Throughout 2018 and 2019, ADO has engaged with elected members, subject matter experts, partners and stakeholders to shape the structure, direction and content of the refreshed CCMP. The intention is now to seek public input on the high-level outcomes, transformational moves and content of the CCMP, incorporating the Waterfront Plan.

14. The consultation will allow the general public to have their say on the high-level content: between mid-August and late September 2019. All relevant information and documentation will be available online at https://www.aucklandcouncil.govt.nz/have-your-say.

15. Before this, we would like to engage with parties who have shaped the content to-date. This includes the Seniors Panel. This is an opportunity for the Panel to shape the consultation material and ensure that it reflects existing feedback.

16. The draft content for consultation is attached for review by Panel members. This can be used:
   • To inform discussions with ADO during the targeted engagement period
   • To inform a submission on the CCMP via Have Your Say
   • To inform discussions with interested parties so they can feed into public consultation via Have Your Say

17. If there are relevant items that the Panel wishes to discuss that are not covered here, please contact George Weeks or Philip Le Quesne using the following address: CityCentreMasterplan@aucklandcouncil.govt.nz
Ngā tūtohunga
Recommendation/s

That the Seniors Advisory Panel:

a) note the proposed approach to the City Centre Master Plan refresh engagement

b) scrutinise the attached draft consultation material:
   i) Transformational Moves brochure
   ii) City Centre Master Plan Transformational Moves text
   iii) City Centre Master Plan Outcomes text
   iv) A4E Overview for Consultation
   v) Consultation and Engagement timetable

c) provide feedback (written or verbal) to Auckland Design Office at the panel’s meeting or before the end of July.

Ngā tāpirihanga
Attachments

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Ngā kaihaina
Signatories

Author: George Weeks - Principal Urban Design

Authorisers: Ludo Campbell-Reid – General Manager - Auckland Design Office
             John Nash – Lead Officer Support
Auckland City Centre Masterplan Refresh

Outcomes

June 2019
CCMP Outcomes

Introduction

The City Centre Masterplan (CCMP) 2020 Edition provides a vision for the future transformation of Auckland city centre.

Ten CCMP outcomes will shape the overall strategic direction for the city centre and waterfront and critically underpin the eight Transformational Moves and associated projects. They have been developed by the Auckland Council family, key stakeholders and partners with reference to the Auckland Plan. They will deliver the Auckland Plan outcomes and directions in the heart of the city.

The CCMP outcomes represent a development of the 2012 CCMP factors. Each of these (with one exception) has a 2020 Outcome equivalent. The changes set out in the table below:
OUTCOME 1: Tamaki Makaurau: Our place in the world

THE MASTERPLAN ENVISAGES:

- Māori life and culture and Mana Whenua having a prominent, authentic and active presence in the city centre with widespread use of Te reo Māori, the delivery of a range of Māori focussed facilities and cultural tourism offerings and regular cultural festivals and events.
- Advancement of Māori enterprise, innovation and investment including high value speciality businesses and transformative development schemes.
- Enhanced environmental design outcomes harnessing mātauranga Māori with a focus on the recognition of water as taonga.
- A Tamaki Makaurau design approach founded on Māori design delivering unique architectural and spatial design responses.

Introduction

Tamaki Makaurau, one of the traditional Māori names for Auckland, has many translations including Tamaki, the place desired by many. Another traditional name Tamaki Herenga Waka, Tamaki Herenga Tangata can be interpreted as Tamaki, the tethering place of canoes and people. Still another name Tamaki kaingā ika me wheua katoa describes Tamaki as being a place where the fish are so succulent that they are eaten bones and all.

These names all highlight the desirability of Tamaki Makaurau as a place of beauty and abundance, a place to live, to work and to flourish. This is proudly reflected in the histories, traditions and statements of place by Māori tribal groups that have occupied the contemporary city centre and waterfront area across the millennia. The landscape and seascape of the city centre and waterfront is richly imbued with association and belonging for Mana Whenua.

From earliest settlement, the city centre and waterfront area has been a place of bounty and exchange, a place of peoples and cultures coming together. Māori, the Tangata whenua of Tamaki Makaurau, have openly extended their manaakitanga and welcome to the many cultures that have subsequently arrived. This has delivered the multiculturalism that defines Auckland today. It is the world’s largest Māori city; it also has the largest Polynesian population. Almost 40 per cent of Aucklanders were born outside New Zealand.

Landscape and history

Finding their sources below the ridgeline upon which Māori ancestors stood and issued their calls of welcome to people arriving here, the Waitakura, Tamatea, Waikarori, Waiparuru and Waipapa streams have flowed to meet the waters of Te Waihekeatū and in doing so define the physical landscape occupied by the city centre and waterfront.

The development of the modern urban and coastal form has seriously impacted upon the presence and visibility of Mana Whenua and their long and rich histories of belonging in this area. This absence has limited the ability of Mana Whenua to maintain their traditional kaitaki role over natural and cultural features, and to enact their responsibilities to other people as tangata whenua.

The Mana Whenua experience of the city centre and waterfront provides the bedrock upon which all other subsequent experiences of this area are overlain. This provides the basis for our collective multicultural identity.

Strategic context

The Auckland Plan Māori identity and Wellbeing outcome identifies that:

"A thriving Māori identity is Auckland’s point of difference in the world – it advances prosperity for Māori and benefits all Aucklanders."
This Outcome has been prepared with the direct involvement of the Mana Whenua Kaitiaki Forum and will include aspirations and specific initiatives that the Forum have identified as core components of an authentic and thriving Māori identity and culture within this area. Transformational Move 1: Māori Outcomes provides further detail on how the outcome intent could be delivered.

The Forum have further indicated through development of this work that their interests span five key foci within this area, and that future development should be cognisant of Mana Whenua aspirations and expectations within these foci areas:

- Culture and Identity
- Economic Development
- Environment
- Wellbeing
- Leadership and Influence

Te Aranga Māori Design principles

The Te Aranga Māori design principles (see Auckland Design Manual) are an accepted Māori design tool that is utilised, understood and supported by Auckland Council whānau, Mana Whenua and the Tāmaki Makaurau design industry. The principles provide an established starting point for design engagement for all development with the area premised on Mana Whenua involvement, that seek to provide design that celebrates the unique Mana Whenua culture of Tāmaki Makaurau.

Conclusion

Through working closely with Mana Whenua, a range of unique initiatives and developments will provide all Aucklanders and visitors with a deeper understanding of Mana Whenua histories, associations and aspirations within the city centre and waterfront. Collaboration, innovation, creativity and the direct involvement of Mana Whenua will develop and deliver a thriving Māori culture and identity for the area, from which Aucklanders and visitors will benefit.

Tāmaki Makaurau - our place in the world, firmly grounded here in Aotearoa, looking confidently across Te Moana-Nui-a-Kiwa out into the world.
Outcome 2: Accessible City Centre

THE MASTERPLAN ENVISAGENS:

- Modal shift with increased choice in, and accessibility to, public transportation (bus, train and LRT)
- A new traffic circulation system – Access for Everyone - whereby cars access city centre ‘zones’ from its edge and cannot pass through the city centre, giving increased priority to pedestrians, cyclists, and public transport users.
- Improved walking and cycling amenity and options.
- Improved kerb-side management to in support of city centre public life.
- Streets free of crashes causing death or serious injury in line with Vision Zero principles.
- Reduced impact of heavy freight vehicles on the city centre.

Modal shift towards public transport

The number of people arriving in the city centre at peak times by private vehicle has remained nearly constant for the last 15 years. Over the same time period, the number of people arriving in the city centre by public transport (buses, ferries and trains) has almost doubled. In March 2018, more people commuted to the city centre by public transport than by private vehicle for the first time since the early 1970s. This mode shift has followed Auckland’s investments in high quality public transport to the city centre.

Meanwhile, the city centre is rapidly growing as a people attractor and is intensifying. The number of people living, visiting, studying, and doing business in the city centre continues to exceed projections. The number of residents has more than doubled over the last ten years from 22,000 in 2009 to nearly 55,000. City centre employment growth has continued to surge and has been de-coupled from increases in inbound car traffic since 2001. There are currently 118,000 jobs in the city centre. If it simply holds its share of regional employment, it will add 20,000 new jobs over the next 20 years.

Residential and job growth is driving ever increasing travel demand to and within the city centre that cannot be accommodated by private vehicles or the existing public transport network. Auckland is consequently planning and building a step change in public transport access alongside the promotion of walking and cycling.

City Rail Link (CRL), included in the 2012 CCMP but not at the time approved, is now well under construction ahead of the original timeline. Opening in 2024, it will add two new undergrounds city centre railway stations, doubling city centre rail capacity with an additional 12,000 people travelling per hour. This increase is equivalent to the current capacity of all motorway ramps into the city centre. With further investments to the rail network’s fleet and signalling system over time, the total capacity of CRL stations could surpass 54,000 passengers per hour.

CRL will lead to considerable reductions in train travel times to the city centre. Because of the shorter journey times, twice as many people will be within 30 minutes’ travel of Aotea and Karangahape Road stations. This major improvement in accessibility will heighten the attractiveness of CRL station precincts for new employment, retail and educational opportunities. It will also increase the size of the city centre’s labour market catchment.

Bus congestion, even with the new fleet of double-decker buses, remains an issue as the roads simply cannot handle the volume of people trying to get into the city and home during morning and evening peaks. This has led to the government proposing earlier development of a light rapid transit (LRT) system linking the suburbs to the city centre and to the airport, in large part to relieve the pressure on the road network. The city centre to Māngere LRT (MLRT), along with a future LRT connection to the northwest, will together move up to 10,000 people per hour along a mostly pedestrianised Queen Street.
CRL and LRT will structurally transform city centre access by more than doubling public transport capacity. Meanwhile, buses will remain critical to city centre access. Bus circulation in the city centre is focused on key corridors including Fanshawe Street, Symonds Street, Albert Street, and the planned Wellesley Street bus corridor. Bus lanes on busy bus corridors have been successful in providing reliable and frequent services and enabling high growth rates of ridership. For comparison, moving the same number of people along Fanshawe Street in private vehicles would need the road to be 20 lanes wide.

Recent planning efforts have identified bus capacity constraints along corridors and at terminals in the Downtown area, Wynyard Quarter, and in the University Quarter. More work is required to make bus operations more efficient, reliable, legible, and fit for the urban environment. This requires upgrading infrastructure on bus corridors, and at stops and interchanges. The busiest bus corridor street segments will be strategically transitioned to public transport-only streets, shortening travel times and freeing space for pedestrians.

**Access for Everyone (A4E)**
The modal shift towards more efficient public transport will in time enable the reallocation of street space to dramatically improve the public realm for people working, living, studying and visiting the city centre. Access for Everyone (A4E) sets out a strategic, transformational approach to city centre transportation in which private vehicle traffic would be able to go to, but not through the city centre. The Waitemata Queen Street Valley would become a largely traffic free zone with controls in place to allow for essential traffic. People driving to the city centre would be directed onto specific traffic routes and zones. The 2020 CCMP Edition sets out a target to lower general vehicle volumes entering the city centre during the morning peak period by 20% from about 36,000 people in cars to 30,000.

**Walking, cycling and micro-mobility**
Walking is the dominant mode share in the city centre, with an estimated 500,000 walking trips per day. The current street infrastructure does not reflect this reality. The introduction of new shared spaces and public spaces has improved walking in pockets of the city centre. The overall pedestrian network remains fragmented. Key barriers to pedestrian movement include multi-lane streets devoted to vehicle movement, excessively long waits to cross at traffic signals, cluttered and narrow footpaths, and topographic challenges. More work is required to elevate the important role of walking as a transport mode in the city centre. Through the MLRT and Access for Everyone projects, an expansive network of pedestrian-friendly streets is planned for the city centre, including a pedestrian priority zone across the Waitemata Queen Street Valley.

As the city centre cycle network expands, cycling is experiencing strong growth. Recent cycleway projects like Te Ara Whiti (Light Path) and Quay Street are reshaping both how the city centre functions and looks. Planned investment in cycling including SkyPath to the North Shore (Cycling (programme business case (PBC)) is expected to contribute an additional 15,000 cycle commuters per day.

Little of the cycleway network proposed in CCMP 2012 has been built. The new A4E traffic concept envisaged provides a framework to reprioritise city centre street space for more efficient modes. This concept enables delivery of the cycling network.

The arrival of small electric vehicles such as electric scooters is also changing how people make shorter trips and how goods and services are provided. There is an increasing demand for space on city centre streets where people on bicycle, scooters and compact electric vehicles can get to their destination safely without affecting pedestrian safety, and (where these are shared vehicles) park these without creating additional street clutter.

**Parking and kerbside management**
There are an estimated 50,000 off-street carparks in the city centre. This includes Council-owned buildings, publicly available privately-owned carparks, and private carparks. The pricing and availability of these spaces influences traffic volumes within the city centre. Parking is priced to ensure optimal use of kerbside space and

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reduce vehicles circling to find a spot. In very busy places in the city centre, Auckland Council is investigating revised kerbside management strategies to more efficiently use street space. Car parking in the city centre is not encouraged under the Unitary Plan, due to availability of public transport.

With the growth in direct to customer deliveries, and taxi - ride hail trips, there is an increasing demand for kerbside space. The reallocation and improved management of kerbside space will be a key solution to deliver streets that work better for a range of users.

There needs to be greater understanding and provision for the vital servicing and loading activities that support a thriving city centre. This may be in terms of the volume, location and types of vehicles provided for, as well as the time-management of these spaces.

**Road safety**
Many city centre streets are unsafe, particularly for pedestrians and cyclists, as shown by crash statistics. Streets with high traffic volumes and high traffic speeds are incompatible with dense concentrations of people. There is an urgent focus on traffic safety in Auckland including the city centre. A city centre-wide speed limit of 30 km/hr has recently been approved (some streets such as shared spaces already have 10km/hr). The systematic approach to road safety called Vision Zero is being considered in Auckland.

**Freight traffic**
The Port is a key destination for high volumes of large trucks, and although this traffic should use the State Highway network, sometimes arterial streets within the city centre are used. As the city centre residential population grows, these large trucks become increasingly incompatible with city life. AT will continue to work with the Port, NZTA and the freight industry on ways to streamline Port truck movements, such as by providing dedicated freight lanes along SH16 (see Transformational Move 2: East and West Stitch). It should be noted that some large truck movements are still to be expected within the city centre as part of construction works, moving large items or exceptionally large deliveries. There are also over-weight and over-dimension truck routes within the city centre which must be kept available, and this may limit some street design options.

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**ATAP AND NZTA INVESTMENT**
The Auckland Transport Alignment Project (ATAP) is an investment agreement between Auckland Council, Auckland Transport and New Zealand Transport Agency. ATAP confirms funding for the following city centre projects:

- CRL;
- MURT;
- bus improvement priorities including corridors and terminals;
- Walking improvements; and
- Cycling improvements.

AT and NZTA are jointly investigating future cross-harbour travel demand and this will include how any solutions affect the city centre. It is intended that any future plans should support fewer private vehicles and greater use of public transport accessing the city centre.
Outcome 3: Inclusive, Engaging and Child Friendly City Centre

THE MASTERPLAN ENVISAGES:

- A culturally rich and creative public arts and events offer.
- Improved access and provision of public amenities (toilets, changing rooms, lockers etc) catering for people of all abilities.
- Streets, buildings and public transport designed and managed according to universal design principles.
- New play parks, incidental play opportunities and child activity centres.

Introduction

Tamaki Makaurau is home to a diverse population in terms of:

- ethnicity and national origin
- culture, religion and lived experience
- socio-economic status
- gender
- gender identity
- sexual orientation
- disability
- age
- rural, island or urban location.

The city centre should be relevant, engaging and accessible to all who call Tamaki Makaurau home as well as the many hundreds of thousands that visit from elsewhere every year. It needs to be a place where all can potentially live, work and play (i.e. as a cultural, entertainment, recreational, shopping destination for Tamaki Makaurau) irrespective of age, ethnicity, gender or ability. Auckland’s diversity is one of its greatest strengths. We need to support this and enable full participation in the city centre applying principles of universal design that safeguard access for all.

Engaging city centre

Council and its partners need to actively maintain an open invitation to residents and visitors to engage with the city centre – its services and rich experiences. One powerful way of achieving this is through an expansive programme of free public events and art projects that help us collectively understand and celebrate the richness of our cultural diversity and creativity.

Some significant public art works grace the city centre currently, such as Chris Booth’s Gateway in Albert Park, Michio Ibara’s Wind Tree in the Wynyard Quarter and Michael Parekowhai’s State House on Queens Wharf - there are 80 existing public art works in the city centre. Nevertheless, a greater presence of public art should be expected and consequently the City Centre Public Art Plan was developed in 2018 to guide strategic, transformative investment of city centre targeted rate funds ($3 million of funding to 2026) into public art with additional funding from regional public art and other development budgets for public art over ten years.

The plan has been formed in the context of the CCMP, Public Art Policy and existing and scheduled public art provision in the City Rail Link and Wynyard Quarter. It also considers the public artwork bonus floor area scheme (a tool by which developers can provide some public benefit from otherwise private developments, in return for increasing a building’s floor area).

There are 11 public artworks currently being developed, most of which are of scale and significance, including:

- two major commissions as part of the exterior design of the New Zealand International Convention Centre
a proposed work in the Mayoral Drive underpass in Myers Park
a proposed work in Lower Queen Street outside the Britomart Station
several threshold commissions involving mana whenua in the Commercial Bay development
proposed integrated and standalone work within the City Rail Link
three major planned works for Wynyard Quarter.

The city centre features heavily in the calendar of Council-led public events and festivals ranging from movie nights at Silo Park to Anniversary Weekend celebrations. In recent years the number and nature of events has grown considerably. Activations like pop up public spaces, performers and art installations intended to help bring vibrancy and life to areas of the city centre undergoing significant transformation are now commonplace e.g. Lower Queen Street activation ahead of CRL and Commercial Bay works and the temporary Griffiths Garden on Wellesley Street. These activations will continue to grow and ensure the city centre is engaging to all. Heart of the City are helping to deliver many of these events and provide a full calendar of upcoming events (https://www.heartofthecity.co.nz/auckland-events).

While the whole city centre has a part to play in creating an engaging offer the Aotea Quarter will remain a point of focus as the civic, arts, and cultural heart for the people of Tamaki Makaurau (a role held for well over 100 years). The Aotea Quarter Framework 2016 (https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Pages/aotea-quarter-framework.aspx) provides strategic direction on how to take the already impressive array of performing arts venues and cultural institutions to the next level as a people focused living, breathing, arts precinct, with vibrancy, creativity and design excellence. The future of the quarter core lies in the hands of a number of stakeholders, with Regional Facilities Auckland (RFA) taking the lead as managers of many of the key venues that attract over a million people a year. RFA’s emerging masterplan for their Aotea Quarter venues can be found here.

The city centre’s public realm – its streets, parks, squares and waterfront promenades – is another important aspect of creating an attractive and engaging offer for residents and visitors alike. Its public realm should be designed and managed to create the right conditions for public life to unfold throughout the day.

Inclusive city centre
Inclusiveness covers a broad span of considerations in the city centre such as delivering high-quality and affordable housing for families and key workers, providing sufficient public amenities (toilets, showers, changing rooms and lockers) and enabling ease of movement for people of all abilities along the centre’s streets.

Key to securing an inclusive city centre is the application of universal design principles to ensure the built environment is designed for inclusivity and independence. Fundamentally, this means considering the needs of all users right at the start of the design process. A universal design approach recognises human diversity and designs for life scenarios, such as pregnancy, childhood, injury, disability, old age and non-English speakers. The intended outcome is a city centre that boasts a public transport network, buildings, spaces and places that reflect Auckland’s diversity and can be used and enjoyed by everyone. (Universal Design Tool: http://www.aucklanddesignmanual.co.nz/design-subjects/universal_design)

Child friendly city centre
2,000 children live in Auckland city centre and that number is increasing as more parents choose to raise their families here. Since CCMP 2012 the Waitāmatā Local Board has supported projects that delivered the Myers Park Playground and the Freyberg Square upgrade incorporating incidental play opportunities; these were informed by design workshops with children. Child friendliness remains a high priority for the city centre. Future public realm improvements are needed to improve children’s access to schools outside the city centre (see Transformational Move 7: City to the Villages).

Auckland Council is also striving for Auckland to become Age Friendly (residents who are 65 years and over). An Age Friendly Action Plan is in development (https://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/age-friendly-auckland/Pages/default.aspx). This will complement Auckland Council’s Disability Operational Action Plan and Auckland Transport’s Accessibility Action Plan to enable a more inclusive and friendly Tamaki Makaurau.
Outcome 4: A green city centre

THE MASTERPLAN ENVISAGES:

- Improved connectivity between new and enhanced green open spaces.
- Growing our urban Ngahere with native urban trees and vegetation.
- Maori Tu – investing in a healthy and happy city centre with ecological systems restored

Value of green space in our city centre

Access to green space – both green open spaces such as parks, waterfronts and reserves and the urban greening of streets and public spaces – is highly valued by Aucklanders. As the city centre continues to grow, we must ensure that we continue to grow and enhance access to high quality green spaces right across the city centre. Green space must take account of this growth and meet the changing needs of Aucklanders and all those who visit the city centre.

Only a small proportion of Auckland city centre is formally designated open space (about 35 hectares or less than 10% of the total 433-hectare city centre area). The largest green spaces within the city centre are the long-established and very well used city parks of Victoria Park, Albert Park and Myers Park. These provide space for sport, recreation and relaxation. Symonds Street cemetery has lower levels of public access and use but provides important environmental and ecological functions.

The opportunities for creating additional large green spaces within the city centre are generally very limited. The proposed headland park on Wynyard Point is the one exception to this and represents a significant opportunity to add a new signature green space to the city’s waterfront that, at approximately 4.3 hectares in size, will function as a regional park for the city centre.

Additionally, there are several other large green parks that sit just beyond the boundary of the city centre. These could play a greater role in access to green space from within the city. Efforts can be made to improve access and integration between these city fringe parks and the nearest parts of the city centre that are typically heavily severed by the motorway ring.

The Auckland Domain is a very large urban park at more than 75 hectares in size (more than the area of all the five major green parks in the city centre combined). Due to its size and significance it is a major natural and cultural asset and a taonga – being the extinct volcanic cone of Pukka of major cultural significance to mana whenua.

The Domain is also the home of the Auckland War Memorial Museum Tamaki Paenga Hira which imbues it with the status of the city’s primary war memorial. The Domain supports major civic and ceremonial gatherings as well as major outdoor events such as Christmas in the Park and the Auckland Lantern Festival – often of a size and nature that cannot be readily accommodated within the city centre itself.

The Auckland Domain has its own 2016 Auckland Domain Masterplan that sets out priorities for future enhancement within the park. The Domain has the potential to offer a lot more access to green space for people in the city centre were stronger linkages between the city centre and Domain to be created in future. This would also support the Auckland Domain Committee and key stakeholders in advancing the goals of the 2016 Auckland Domain Masterplan to make access changes to reduce the impact of vehicular traffic within the park.

The CCMP recognises that the Domain is the largest urban green space within immediate proximity to the city centre and that enhanced linkages to it through Transformational Moves 2 and 7 (East and West Stitch and City to Villages) can greatly enhance the value and contribution that both make to each other.
Similarly, there are several other large and significant green spaces within the immediate city fringe within close proximity to the city centre, in particular Western Park and the Parnell Rose Gardens / Judges Bay, which could offer more to the city centre if connections were improved. These linkages have the potential to be addressed through current and potential future projects furthering the goals of the City to Villages transformational move as well as opening up and enhancing access to a greater amount of diversity of green space for people within the city centre.

The value of green spaces is not limited to large parks. Right across the city centre, the urban street network and associated series of smaller squares, plazas and pocket parks, as well as the growing network of waterfront promenades and associated harbour’s edge public spaces all contribute to the greening of the city centre.

Completed projects such as Waitamata Plaza and St Patrick’s, Takutai and Froycberg Squares as part of the laneway circuit, all demonstrate how city centre public spaces can be redesigned to provide more green space, trees and planting within even the smallest and most intensively used of urban spaces in the middle of the city. These moves have been well supported through public engagement demonstrating that Aucklanders understand the links between greening of our public spaces and health and happiness. Future projects like Wynyard Common, the Downtown Public Space and St Matthew’s-in-the-City will continue to add new and enhanced local green spaces across the city centre.

Growing our urban Ngāhere

Above and beyond the provision of green parks and public spaces, much of the opportunity for increasing the amount of green space in our city centre requires greater incorporation of street trees and (where space allows) surface greening of lower level planting within city centre streets.

The Victoria Street Linear Park, the signature project of The Green Link transformational move, is the most significant street greening project identified by the CCMP and is seeking to permanently reallocate a large part of the street for this purpose. Symbolically and physically linking Victoria and Albert Parks together, in doing so the linear park will contribute significantly to the greening of the dense and heavily used midtown area that is one of the parts of the city centre least well served by the city’s major green spaces.

Similarly, the Daldy Street Linear Park once complete will create a continuous green link between Victoria Park and the fast-developing Wynyard Quarter, including the future Headland Park. Other major streetscape projects, including Quay Street, Queen Street and Wellesley Street, have opportunity to increase the amount of green space, trees and planting within some of the major movement corridors of the city, improving their environmental health and making them more liveable for people.

These benefits of urban trees and vegetation are recognised in Auckland’s Urban Ngāhere Forest Strategy, which identifies street trees and road corridors as important parts of the urban forest for Auckland. This is doubly so in the City Centre, where the dense and heavily built up environs limit the opportunity for further parks and open spaces.

Urban trees deliver a wide range of social, environmental, economic and cultural benefits as identified in the urban ngāhere strategy. The projects envisaged by the CCMP are seen as central to increasing the provision and quality of green public spaces and urban tree cover within the city centre.

Mauri Tu - investing in a healthy and happy city centre

Investing in new and enhanced green spaces for the city centre has multiple benefits – economic as well as environmental, social and cultural. Improving access to and quality of green space in the city centre makes a major contribution to the health of our environment – the central tenet of mauri tu that is a key outcome for mana whenua - and to the health and wellbeing of people. Increasing our green spaces and urban forest by planting
more trees can:

- improve stormwater quality
- increase carbon sequestration
- reduce the urban heat island effect
- deliver enhanced air quality
- enhance people’s mental and physical wellbeing

In these ways, the greening of the city centre should be a major part of the city centre strategy to respond to climate change.

These environmental benefits extend to people also, by improving our health and wellbeing through improved air quality, by providing shade and comfort that encourages us to walk, cycle and recreate more outdoors, and just through the presence of green natural vegetation within our urban spaces.

There is a lot of evidence that green spaces and urban trees make us happier – improving our health and wellbeing – they need to be accessible to all. Green spaces enhance visual amenity and urban trees provide shade and increase comfort, shelter and a sense of human scale on city centre streets.

Physiologically we are conditioned to respond positively to seeing green as a calming influence that makes us feel better. Greenery offers respite from the busyness and heavily built environment of much of the city centre. Trees and vegetation must be closely woven within our urban streets and spaces. Access to city centre parks and open spaces will only become more important in future.

In these ways green spaces and street trees add considerable value to the city centre. Increasing the greening of the city centre is seen as an important part of improving the liveability of the city centre for its fast-growing residential population and for everyone that spends time in the city centre.
Outcome 5: Public life

The masterplan envisages:

- Continued growth in the level and diversity of public life with more road corridor space allocated for pedestrian movement and recreation.
- Dramatically improved pedestrian experiences through the development of an extensive, continuous, safe and accessible pedestrian network.

Public space or realm is the glue that holds the city centre together, the canvas for public life.

Importance of public space

Public space provides the canvas for public life; day-to-day interactions, events, protests and celebrations. The design of Auckland’s public realm shapes its identity.

The Centre for Public Space Research in Copenhagen has defined attributes that make for quality public space that is people-centric and supports public life:

- People need to feel safe from traffic and crime and protected from adverse environmental conditions
- Public spaces need to be comfortable for passive and active uses including walking, standing and sitting, listening and talking, play and exercise
- People need to be able to enjoy the spaces, which should be well designed, aesthetically pleasing and allow for activity to spill out from buildings.

In Auckland’s city centre the primary public spaces are its streets and lanes supported by other spaces such as parks, squares and the waterfront. Traditionally they functioned as meeting places, marketplaces and movement spaces. However, the twentieth century saw a profound and sustained shift towards reprioritising streets for vehicular traffic flow and capacity and for building redevelopment to accommodate car parking; forces that have changed the public space experience in Auckland and in cities across the world. Vehicles and their parking and servicing requirements have come to dominate the public realm across much of the city centre. Today however, the Unitary Plan includes transport policies reducing the requirement for long and short-term car parking. This frees up public space for other functions.

In recent decades this trend has started to be reversed with renewed investment in streetscape and public space enhancements, starting with the upgrades to Queen Street, Lorne Street, Khartoum Place and St Patrick’s Square circa 2006-2009, and the first parts of the shared space programme from 2011/2012. These early projects have been a great success and public life has returned to these streets in a way not seen for decades; they have become more vibrant and vital with improved business viability.

The 2012 CCMP greatly strengthened the importance of investing in public space to support more public life. These objectives now underpin the goals of many current projects being advanced in the city centre including the transformation of many of the major movement corridors where public life has not been given a high priority historically. A better-quality, connected public realm supports walking, cycling and public transport as the priority movement modes for the city centre.
Growing demands for quality public realm

Since the 2012 CCMP the growth curve of change in the City Centre has accelerated with growth and change occurring faster and in more profound ways than anticipated. In addition to the rapid growth in residential population that has far exceeded projections, the demographic profile is diversifying. Auckland is one of the world’s most multicultural cities, particularly in the centre. More families and children living in the city centre, as well as an increase in the 40-64 age group. This reflects the city centre becoming a more attractive place to live for working professionals. It also highlights the need to create safe, inclusive city centre streets.

Open space use is changing and intensifying due to these shifting demographics, with a greater emphasis on more informal recreation use occurring in response to the rapid growth in apartment living. As more children become city-centre dwellers, play becomes an essential part of the public space mix.

The Waitamata Local Board has reviewed the open space provision within the city centre and has identified a specific need for more play spaces for both children and adults within the city centre. This should be understood to include informal play as well as formal play areas with opportunities to be found in streets and smaller public spaces not just in formally designated open space. Development bonuses can provide an incentive for delivery of new public spaces such as pocket parks.

Public Life Survey

Gehl Architects from Copenhagen – the recognised international experts in public life – took stock of the city’s progress in its 2015 public life survey, where it identified a number of major achievements to date and major challenges still to be addressed. Major achievements included:

- Clarity of the single integrated vision and strategic planning now taking place
- Growth in public transport access
- Increase in diversity of people and activities in the city centre
- Extended network of pedestrian space
- More diverse and connected waterfront
- Much higher levels of city life when compared to the benchmark 2010 survey.

Major challenges still to be addressed included:

- The continued domination by private vehicles of the layout and function of most of the major streets
- Quay, Customs and Fanshawe street as barriers between the city and waterfront
- Limited distribution of pedestrian activity
- Low numbers of children and elderly present in the city centre.

Since the CCMP 2012, and in advancing the next generation of planning and design delivery of integrated transport and public realm projects, Auckland is now demonstrating a broader appreciation of, and evidence base behind, the value and benefits of increased investment in public life in the city, including:

- The economic benefits of walking and public life and the role of the walking economy in supporting city centre employment, agglomeration and economic productivity, as identified in the Council’s Business Case for Walking research programme.
- The importance of public life on the street in promoting social as well as economic exchange to create a more equitable and inclusive city centre. Successful public realm encourages social mixing, creating a common ground for people of all cultures, from all parts of the city, at all ages, abilities and genders, to feel safe and comfortable to pass through and spend time in the streets and public spaces of the city centre.
- In doing so, support the economic, social and cultural life of all Aucklanders and visitors that will continue to grow as public transport capacity increases ease of access from across the city, and employment, education, residential and visitor economies continue to grow
- The role of placemaking, tactical urbanism, and people-powered approaches to activating spaces and breathing new life into areas of low activity and / or in transition.
- Te Aranga Māori design principles provide a way to instil Māori cultural identity in the built landscape, bringing mana whenua to the centre of Auckland’s design.
- Building on the above qualities, a growing understanding of the links between investing in quality public space and the health and well-being of people as individuals and as communities. This includes the benefits of increased social interaction on individuals, social cohesion within communities and the ways in which streets and public spaces can enable more physical activity, benefiting physical and mental health.

Specific elements of the outcome featured in CCMP Transformational Moves are:

- A continued growth in the level and diversity of public life within Auckland’s city centre as a major factor driving the future investment in transport, streetscape and public space projects. It is a key tenet of the Waihorotiu Queen Street Valley Transformational Move and upgrades envisaged for Quay Street, the Victoria Street Linear Park, and Karangahape Road and the major public transport (PT) streets such as Wellesley Street, Albert Street, Symonds Street and Customs Street where public transport stops, and stations will drive very high numbers of foot traffic in future. Future change on all these streets can be expected to reallocate more space and priority to pedestrian movement and allow greater opportunities for socialising, recreation and promenading.
- A supporting network of secondary streets and lanes that the CCMP 2012 identified as the Laneway Circuit that have the potential to create a more intimate pedestrian experience through the city centre, supporting diverse retail, hospitality, entertainment and cultural activities. The circuit will take in Federal Street in the west, an east-west axis through Commercial Bay and the Britomart Precinct in the Downtown area, as well as the established Fort Street/High Street/Lorne Street precincts east of Queen Street. Interspersed with public squares and experiences along the route, it has great street layout with the potential to be as good as any comparable circuit in Melbourne or Barcelona. Many of the city’s most-loved public spaces, such as Vulcan Lane, Freyberg Place, Khartoum Place’s Auckland Women’s Suffrage Memorial and St Patrick’s Square, are already on this circuit.
- Public realm will need to reflect a broad range of Māori design outcomes, encompassing te reo Māori, integrated design and public art that informs a unique Tāmaki Makaurau identity and sense of place.
Outcome 6: Liveable City Centre

THE MASTERPLAN ENVISAGES:

- Expansion of city centre social infrastructure including the potential addition of a new ‘urban school’ as the residential child population increases.
- Increased affordable housing options.
- Reduction in actual crime levels and the fear of crime.
- Reduction in rough sleeping.
- Increase in the quality and quantum of new public space amenity supporting the city centres residential neighbourhoods.

A residential city centre

Since CCMP 2012 the city centre has experience unprecedented growth in its resident population with the then 27,000 people who call it home increasing to over 50,000 today (surpassing the 2012-era forecast of 45,000 by 2032). There are now over 80,000 people living in the city centre and fringe areas and the Auckland Plan predicts that this will increase by a further 58,000 people by 2048.

This shift in resident population can be attributed to a range of factors including:

- A growing Auckland population and a general upswing in residential development, particularly apartments. In 2012 66 residential apartments were granted building consent whilst in 2017 there were 1017.
- The opening-up a new residential development land in the Wynyard Quarter.
- Infill development of underutilised sites and repurposing of commercial office buildings (e.g. Hopetoun Ridge).
- The growing appeal of inner-city living supported by CCMP identified public sector projects aimed at improving accessibility, movement and public amenity e.g. City Rail Link, the shared spaces programme and investment in the waterfront and downtown areas.

The city centre is diverse – its residential population has a higher proportion of people born overseas than the rest of Auckland. An increase in resident numbers in the city centre and fringe areas is a measure of success. It delivers multiple benefits in terms of creating a vibrant and diverse 24/7 place and reducing pressure on the transport network. It also poses challenges that need to be addressed:

- **Housing affordability** – city centre residents spend on average 40% of their household income on accommodation costs. Whilst other costs of city centre living (e.g. transport) can be lower, this level of housing unaffordability has an impact on key workers and those in low paid jobs. Certain initiatives are delivering new affordable housing in the city centre such as the Housing New Zealand redevelopment at 139 Greys Avenue which will deliver 200 state apartments and the 92 apartments being delivered by the Ted Manson Foundation, Life Apartments, 40-42, Liverpool Street.

- **Quality of homes** – a lot of new-build apartments and conversions are of exceptional quality; however, there are pockets of older housing stock that is of poor quality, compounded by overcrowding. The Unitary Plan now provides for flexibility of dwellings sizes while setting minimum sizes for studio and one-bedroom apartments, addressing the likelihood of inadequately sized units. It also helps helps manage the levels of noise and vibration created by activities to limit the effects on amenity values and people’s health.
- **Social infrastructure** – the CCMP 2012 identified a general deficit in social infrastructure, that is, the foundational services and structures that support quality of life and make it an appealing place to live. Specific pressure is being placed on school capacity, community facilities and the need for quality public spaces. In the short term, better travel routes to existing schools are needed and it is anticipated that a new city centre primary school will be needed within ten years.

- **Community safety** – perceptions of safety in the city have reduced in recent years. As the resident population grows, calls for action will increase.

- **Homelessness** – One estimate of the number of people experiencing chronic homelessness in the city centre, was 189 individuals made by Life wise and Auckland City Mission in August 2016. Although not a specific topic in previous city centre resident surveys, substantial commentary was captured over the presence of homeless people on the streets and people begging. This indicates that it is a big concern for many residents in the inner city and many feel that it is a growing issue. Relevant agencies are responding; for example, the Auckland City Mission’s HomeGround development in Hobson Street. Due for completion in late 2019, it will include 80 supportive housing units with onsite wrap-around health and support services to address many of the factors which contribute to homelessness. Additionally, HomeGround will also include spaces for local community social needs.

- **Public space amenity** – there is a significant deficit in the quantum and quality public space amenity in parts of the city centre – an issue given the intensive and sometimes cramped living conditions many city centre residents experience. Amenity spaces should be provided in reasonable proximity to concentrations of residents and provide space for sport and recreation.

This need led Auckland Council and the Waitemata Local Support to channel considerable investment into upgrading Myers Park over the past 6 years to great success.

The Aotea Quarter Framework Plan specifically identifies the need for improved amenity space in the Queen Street East (Airedale Street/Liverpool Street area) and CCMP 2012 identified Emily Place as a space to be upgraded for the benefit of local residents. A recent Council study has also considered opportunities for improved public space amenity in the densest residential area of the city centre within the Victoria Quarter focused on the up-town areas of Nelson and Hobson Streets.

Many of these key challenges are evident in what residents have told council in recent surveys (www.ccrg.org.nz)

**Child friendliness**

Although there are over 2,000 child residents in the city centre, fewer than one percent of the activities recorded in the city centre involve children playing. In a 2008 survey carried out by the Auckland University of Technology (AUT), University Local Government Centre (on behalf of the Children’s Commissioner) and Auckland City Council, children said they experienced their homes as warm and safe, but identified the following issues with living in the city:

- The need for more space inside and outside their homes – a quarter did not have their own room
- Noise from people, traffic, construction, music and ships
- Not able to have a pet – 92 percent of the children interviewed mentioned this
- Not close to family – 57 percent had friends nearby, but 68 percent did not have family nearby
- Most felt their neighbours were friendly, but 35 percent did not
- During the holidays only 43 percent had played in a park or the bush in the previous week.
THE MASTERPLAN ENVISAGES:

- Continued development activity in the city centre that reinforces the city centre’s unique cityscape, streetscapes and heritage.
- Planning tools that promote growth and secure quality outcomes i.e. developments that are of exceptional design quality, boast sustainable credentials and enhance public amenity.

Cityscape and Streetscapes
People experience the city centre’s built form at different scales. Tops of buildings shape the skyline, while middle sections influence the neighbourhoods and views through the city. The lowest sections of buildings affect the streetscape and the quality of the pedestrian and open space environment.

From a distance, Auckland has a distinctive skyline with the Sky Tower at its centre, flanked by tall buildings rising up from Waitemata Queen St Valley and the waterfront. The city centre’s built form, harbour and volcanoes form Auckland’s internationally recognisable identity.

Prominent buildings act as landmarks and assist people with orientation when in the city centre. All new developments – particularly those that are prominent because of their location, design or height – need to enhance the cityscape at every scale.

At the street level, the diversity of building form, design and function is evident. It is a unique expression of Auckland’s evolution from a colonial port to an international city centre. The clustering of activities in an area or quarter (see Strengthening the Quarters page 46) such as the corporate towers, civic buildings, and university campuses, strongly influence the scale of this built form and character. New buildings need to be carefully designed to ensure they are well integrated and enhance local distinctiveness and activity.

The relationship of buildings to streets and open spaces influences the way people experience the city centre. A range of planning methods ensure that the streets, squares and parks are attractive, pleasant places for people to walk and sit.

The philosophy that shapes the urban form of our City Centre is the result of investigations into what makes Auckland unique and how other international waterfront cities manage their urban form to create distinctive identities. In Auckland, our tallest buildings are concentrated in the core of the city centre. Towers are encouraged to be tall and slim with a podium at the lower levels to create attractive street frontages at a pedestrian scale.

Planning tools

The Auckland Unitary Plan, the urban design review panel, alongside the five ‘good design attributes’ set out in the Auckland Plan 2050 and the Auckland Design Manual will guide development in the city centre:

1. Auckland Unitary Plan
   The Auckland Unitary Plan is the guidebook and toolbox for what can be built in the city centre and where this development can occur. It manages the built form and its interface with public open spaces and streets.
   The Auckland Unitary Plan envisages the highest building density clustered around the Waitemata Queen St Valley, stepping down toward the edges of the city centre and waterfront.
   A combination of site size, height limits, environmental controls (view and sunlight protection), maximum tower dimensions, set-backs and floor area ratios generally determine building height and scale.
The rules provide for flexibility in development and built form. All new developments in the city centre are reviewed by Council’s Auckland Design Office to ensure high quality outcomes.

2. **Auckland Urban Design Panel (AUDP)**
   Most new development in the city centre is also reviewed by the Auckland Urban Design Panel. The panel provides independent design advice.

3. **Auckland Plan**
   The Auckland Plan states that good design includes the attributes of:
   - functionality
   - attractiveness
   - longevity
   - innovation
   - legibility

   Good design needs to be integrated at all scales of development. It includes the quality of the city structure, the design of public places and spaces as well as building and house design.

   The quality of city design is integral to how it functions, which affects our overall wellbeing. Good design can contribute to making Auckland a sustainable, attractive, equitable and desirable place.

   The quality and characteristics of successful places make them memorable. They result in people going there more often, staying longer, or choosing to live and work there.

4. **Auckland Design Manual**
   The Auckland Design Manual is an online guide to achieving great design. While the Auckland Plan sets the vision for a quality, compact city, the Auckland Design Manual provides the practical design advice needed to achieve this vision.

   Created for designers, developers and planners, it demonstrates how to achieve quality neighbourhoods, streets, parks and buildings. Resources on the Manual include design guides, worked examples and case studies of outstanding developments.

5. **Planning tools and public amenity**
   Sunlight protection areas surrounding our parks and squares prevent shadowing by tall buildings at those times of the day when they are most enjoyed. Keeping building heights low on the northern aspect of our parks and squares guarantee this.

   Another method is the requirement for canopies over footpaths to deflect wind from tall buildings and provide shelter from rain and sun.

   Buildings in some parts of the city centre are kept low to protect views across the city to the Auckland War Memorial Museum and Maungawhau Mt Eden. There are also protected sight lines along streets to the harbour or to landmark buildings such as the Art Gallery.

   It is essential that new development in the city centre continues to provide a high quality of amenity for pedestrians on streets and in public open spaces. The Auckland Climate Action Plan will also need to be reflected in city centre transport and street design.
 Outcome 8: Heritage-defined city centre

THE MASTERPLAN ENVISAGES:

- Increased understanding, protection and conservation of our heritage places, landscapes and stories.
- Active stewardship of our heritage places including improved resilience.
- New development that recognises and enhances our heritage places and their settings.
- Public realm and spaces upgrades that are informed by our heritage including our places, views, and historic features and fabric.

The importance of heritage
Our historic heritage is all around us. It surrounds us in our stories and our places.

The historic heritage of Tamaki Makaurau Auckland is unique to us. It makes our city centre ours. It takes us on a journey. It explains who we are, where we have come from, and celebrates the multi-cultural city that is Auckland.

Our irreplaceable historic heritage and character make Auckland an attractive place to live, work, play, and visit. Our historic heritage gives Auckland its rich texture, its cultural identity, a sense of continuity, and a strong basis from which to develop and grow our city centre. Our historic heritage belongs to all Aucklanders, whatever their background.

Our historic heritage has shaped the landscape and physical fabric of our city centre. Our history can be seen in our streetscapes and layouts, our parks and public spaces, in our buildings and in the continuing uses of many defined areas, such as the Waterfront Quarter, the Learning Quarter centred on our universities, and Aotea as our civic centre.

Protecting important features of historic heritage and special character buildings is a priority for the city. There are incentives for new developments to contribute to the protection of scheduled heritage sites in the city centre. The Unitary Plan also manages effects on historic heritage and special character buildings.

Heritage and place-making
Auckland’s historic heritage is of fundamental importance to iwi. Local Māori have a special relationship with the landscape, established by whakapapa. The landscape is personified as an ancestor and cultural practices still maintained today connect iwi to the land. Many iwi have their own relationships with sites associated with historic occupation or significant events such as battles.

There are many Māori ancestral places in the city centre. However, too few are protected or formally identified. Māori heritage is not always as obvious as European built heritage, and creative policy is needed to protect and celebrate it and bring it to the attention of landowners and the public.

Visible and invisible heritage
Some of our heritage places and stories are less visible but still significant and strongly felt, often lying close to the surface of our city. The original foreshore has changed dramatically by the quarrying of headlands, reclamation works and development, including rail, the harbour bridge and motorways. Wai Ariki, or chiefly waters, a fresh water spring that was essential to life at two pa and their surrounding gardens, that today still bubbles through the ruins of an old factory. Both these places look very different from those sighted by the early residents of our city centre area. We can continue to recognise and understand these, and other, significant but less visible places and landscapes (and their stories), if we know how to look (or listen) for them.

Some of our heritage places are clearly visible. The iconic grand buildings of the Auckland Town Hall, the Civic...
Theatre, the Ferry Building, the West Plaza, the Custom House, the former Chief Post Office, and Railway buildings are all landmarks within our city. Many of these places are a source of pride and are our major tourist destinations, such as the Auckland Art Gallery and the Auckland Museum. Some of our heritage places, such as Symonds Street Cemetery, have immense heritage potential waiting to be unlocked.

Maritime and industrial heritage abounds in the Britomart and Wynyard Quarters, and our treasured green spaces include the historic Albert Park, Symonds Street Cemetery and Victoria Park. Historic arcades, department stores, boutique retail areas such as Vulcan Lane, and bustling streets such as Karangahape Road provide a range of shopping experiences. Heritage and character homes define many of our surrounding historic suburbs in Ponsonby, Newmarket, Parnell and Devonport, making them popular and distinctive places to live.

Auckland’s historic heritage must be valued as an opportunity and encompass all layers of significance including Māori ancestral sites, archaeology, architecture, landscapes, intangible cultural heritage, geology and ecology. Value also comes from heritage that reflects subsequent arrivals from other countries and Auckland’s present-day cultural diversity. This in turn reflects the manaaki extended by Māori, the tangata whenua of Tamaki Makaurau, to other cultures.

Challenges
There have been significant losses in our historic heritage in the city centre. Many of our heritage places are not formally protected and face significant pressure for redevelopment. We will continue to identify and protect our most significant places and landscapes and tell their stories.

Caring for our heritage is the responsibility of all, including owners, developers, iwi, community groups, and government departments and agencies. A proactive approach to the stewardship of our heritage places is vital, to ensure they are better understood, protected, conserved, and available to be enjoyed and celebrated by future Aucklanders.

Opportunities
We will celebrate our heritage through visual interpretation, story-telling, festival events, community activities and the creation of heritage walks.

Twenty percent of our region’s protected historic heritage is found in the city centre. Protection of our heritage places does not however preclude change. In many instances, our heritage places are at their best in such a dynamic and evolving place.

New development must respect the rich character and heritage context of the city centre, and adaptive re-use of heritage places must minimise loss of original fabric. Historic areas must be celebrated, and new buildings, streets and open spaces developed having regard to the existing pattern, scale, and proportion of the local historic heritage. Heritage places must be subject to ongoing maintenance and, when required, appropriate signage and sympathetic modification.
## Outcome 9: Sustainable City Centre

**The Masterplan Envisages:**
Our knowledge and understanding of climate change and its effects on Auckland’s city centre are increasing all the time. The CCMP will support the development of a zero-carbon, resilient city centre; one that is inclusive, fair, productive and sustainable. The following is proposed:

- Zero-emissions areas focused on Waikato River and the Wynyard Quarter supporting the move towards the city centre having the cleanest air of any million-plus city anywhere in the world.
- Progressive moves towards a sustainable building stock with New Zealand Green Building Council 5-star rating or above achieved on all council projects and joint venture schemes and promoted in all private schemes.
- Recognition of water as taonga with improvements to the Waitemata Harbour’s water quality through the application of water sensitive design features in public realm schemes.

### Introduction
The challenges presented by global climate change and city centre growth need to be addressed simultaneously via well thought-out urban design.

Kaitiakitanga is a Māori resource management principle concerning the stewardship of natural resources. The city centre is well placed to give greater depth and authenticity to sustainability principles and the concept of kaitiakitanga, working in partnership with iwi and others. This includes collaboration via fora such as the mana whenua Kaitiaki Forum. Auckland is the world’s largest Māori city. From a Te Ao Māori perspective, the health of people is linked to the health of the environment. This has implications for the manaakitanga of the city centre.

Outcome 5 of the Auckland Plan 2050 specifies 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. This is reflected in the CCMP, which envisages a liveable zero-carbon, resilient city centre that favours public transport, cycling and walking.

**Auckland Climate Action Plan**
The CCMP will support the forthcoming Auckland’s Climate Action Plan (ACAP) which will provide direction for Auckland in achieving net zero greenhouse gas emissions by 2050. This target is consistent with the Government’s greenhouse gas (GHG) emissions reductions targets in the Zero Carbon Bill and The Paris Agreement which seek to limit global warming to 1.5°C above pre-industrial levels. ACAP also will ensure that Auckland is prepared for the impacts of climate change.

**Transport emissions and air quality**
Auckland’s highest air pollution levels are observed in the city centre with transport being the largest source of GHG emissions. Its narrow roads flanked by high buildings create deep street canyons that restrict ventilation of air pollutants such as nitrogen dioxide (NO₂) and fine particulate matter (including black carbon) resulting in levels which sometimes exceed national and international regulatory standards for air quality. Key to reducing air pollution and GHG emissions in city centre is a reduction in general traffic movement and emissions from buses other large heavy goods and construction vehicles.

The CCMP proposed new city centre access concept - Access for Everyone - will remove fossil-fuelled through traffic from the city centre creating a Zero Emission Area in the Waikato River and potentially
the Wynyard Quarter. This concept has co-benefits for accessibility, road safety, business resilience and quality of life. It complements bus improvements (including Auckland Council’s commitment to only procuring zero-emission buses from 2025), new cycleways and the forthcoming City Rail Link which are already changing the ways in which people travel to and through the city centre. Auckland Council is also working with Ports of Auckland who are seeking to deliver:

- Shore power for container ships and cruise ships.
- Hydrogen production and storage, as a zero-carbon fuel source
- Electric logistics, including greater use of rail.

In taking these steps the city centre is well positioned to have the cleanest air of any million-plus city anywhere in the world aided by the fact that Auckland has a favourable geographical location that encourages a reliable airflow with little long-range transportation of pollutants from neighbours.

**Water quality**

Water pollution in the city centre can be addressed by water-sensitive design which ensures that, as far as possible, polluted city centre stormwater runoff is treated before it flows into waterways and the harbour. Components can include permeable paving, rain gardens, roadside swales and other methods of retaining rainwater at source, allowing it to settle and be filtered.

**Green building standards**

The CCMP proposes that all future development in the city centre should demonstrate strong sustainability credentials. There are multiple opportunities for photovoltaic energy generation and green roofs. Following the precedent set in Wynyard Quarter, new buildings will be encouraged to conform to the New Zealand Green Building Council’s Green Star ratings in which energy, water and thermal efficiency and sustainable sources of materials are all considered. In turn this will reduce GHG emissions, enhance biodiversity, reduce waste and support high-quality future-proof design. It is expected that new development on Council owned land will meet a minimum 6 Star rating.

We also have an opportunity to safeguard heritage and character buildings for present and future generations while providing for growth and retaining Auckland’s identity and sense of place. Retention and re-use of heritage buildings is consistent with the principles of the circular economy. It is often more sustainable to adapt a building than to demolish it and dispose of the materials.

**Sustainable streets**

Hotter weather, heavier rainfall and a higher population will impose new demands on Auckland’s streets. An environmentally-sensitive approach to public realm design is needed to address urban heat island effects, reduce carbon emissions and respond to climate change. Sustainable street design should focus on providing more accessible and inclusive public spaces where people can connect and socialise. People-oriented public spaces contribute to building strong and healthy communities and increase social resilience. This masterplan will support sustainable street designs that address these aims and deliver a high quality of life for Aucklanders.
Outcome 10 – Prosperous City Centre

THE MASTERPLAN ENVISAGES:

- Intensified and expanded learning and innovation activity centred on the Learning Quarter and Wynyard Quarter Innovation Precinct.
- A much-enhanced Downtown waterfront area (leveraging off Americas Cup 2021) and Laneway Circuit to support new and existing leisure, retail and business destinations such as the Wynyard Quarter, Viaduct, Britomart and the emerging Commercial Bay.
- Investment and development growth around new CRL and LRT stations.
- Significantly increased development investment and business enterprise by Mana Whenua and Matāwaka.
- An expanded arts and entertainment offering focused on the Aotea Quarter and Wynyard Quarter supported by a rich programme of street entertainment, festivals and markets.
- Continued operation of the Port of Auckland from its current location for at least another 25 to 30 years.

Introduction

The city centre plays a central role in both the regional and national economy. In 2016, it contributed an estimated $16 billion to GDP, accounting for 20 per cent of Auckland’s GDP and 7.4 per cent of New Zealand’s GDP. The prosperity of the city centre is inherent to the economic wellbeing of the whole country.

Almost every major corporate in New Zealand has offices in Auckland, whether homegrown or foreign-owned. Auckland city centre is host to our national airline, numerous banking, finance, and professional firms, as well as the full range of visitor-oriented businesses, and this role is growing. While the city centre only employs about one in four Auckland workers, over the last five years about 20,000 have been added to the area (from 90,000 in 2012 to 110,000 workers today). With more than 10,000 extra workers in high-end professional and technical services roles and thousands more hospitality workers, the city centre and the city has taken on more of a 24-hour feel.

The city centre is undergoing a radical economic transformation at a scale and pace not envisaged at the time of CCMP 2012. In late 2018 Auckland was acknowledged at having more cranes on its skyline than any city in the United States. It is a sign of ongoing confidence in Auckland’s economy and the appeal of the city centre as a place to invest and live.

New employment clusters have emerged in the Wynyard Quarter and Downtown with Albert Street emerging as a potentially important commercial office spine associated with CRL. The anticipated drift of commercial office space from Uptown/Aotea Quarter has occurred as signalled in CCMP 2012. Vacated, older office space has however been converted into residential accommodation leading to this area’s emergence as an important residential neighbourhood.

The desirability of city centre living has spurred a massive amount of apartment development over the past eight years. This period of sustained residential development has led to the city centre resident population jumping from 24,000 in 2012 to almost 55,000 people in 2018 which has in turn stimulated new service sector catering to residents.
A prosperous future

Looking ahead, it can be expected that the city centre will continue to play a disproportionate role in population and business growth. Business and residential space will not continue to grow at the current pace indefinitely and will be subject to the economic cycle as always however it can be expected that development potential within an 800m (10-minute) walk of the city centre City Rail Link stations – flagged in CCMP 2012 – will be a particular point of focus.

A prosperous city centre requires a successful and expanding business services sector and diverse residential communities, complemented by world-class retail, dining and entertainment options. A prosperous city centre also requires that we focus on ensuring equitable access to opportunities to reduce disparities. As the largest Polynesian city in the south Pacific, we need to ensure the city centre provides opportunities for our Māori and Pasifika communities and businesses to thrive as well.

The following provides some commentary by sector:

Residential
The residential profile prior to 2012 was dominated by young apartment dwellers, who tend to be a transient population, however in recent years it has also become popular with ‘empty nesters’, young professionals, key workers and some pioneering families.

The past two years has seen a drop off in residential apartment building consents reflecting the broader softening of the residential market however continued residential development is envisaged throughout the city centre catering to the unmet demand for city living options. Hot spots can be anticipated in the Wynyard Quarter, Victoria Quarter, Aotea Quarter and around the CRt stations.

A challenge for the city centre will be how it caters for the different needs of its cosmopolitan population.

Commercial
The business services sector is very important to the future of the city centre. Almost one in three regional jobs in the business services sector are located in the city centre; they account for 50 percent of all jobs in the city centre.

The employment projections indicate 146,000 workers will be employed in the city centre by 2041, with the City Rail Link being the catalyst for up to 20,000 additional jobs. Access is key to employment, but the city must also remain attractive to business in other ways.

Office and administration building development has seen considerable growth since 2012 when only 6,237 sqm of floorspace was granted building consent. In 2017 consented floorspace rose to 53,166 sqm including 39,000 sqm relating to 39 storey Commercial Bay tower. Since 2018 some of the heat has come out of the commercial office market reflecting the extent of floorspace that has come online recently, however, vacancy rates remain low across many types of commercial property, suggesting unmet demand remains.

Innovation
Over the last 10 years, the innovation sector in Auckland has witnessed 25% growth. ICT and Digital Media accounts for 3.2% employment in Auckland or 1 in 30 jobs. Half (48%) of New Zealand’s ICT companies are based in Auckland, employing 37,000 people.

The city centre is the focus of the sector nurtured by the Universities and ATEED with the latest initiative, GridAKL opening in 2015 as part of the innovation precinct in the Wynyard Quarter. Its role is to assist high-impact, growth-oriented, technology-focused businesses and entrepreneurs to develop and commercialise their innovations. A home for innovation in the heart of Auckland, GridAKL provides the space, support, inspiration and community needed for a strong and vibrant innovation culture.

It is expected that this sector will continue to grow within the Innovation Precinct and through the two universities.
Retail, entertainment and dining

Auckland is one of New Zealand’s largest retail centres, generating over $1 billion of retail expenditure per annum. The city centre has however in recent decades punched below its weight as a retail destination with a relatively shallow and narrow offer further compounded since 2015 with the demolition of the Downtown Shopping Centre.

This picture is changing however with Britomart now an established niche retail precinct, the north end of Queen Street the focus for high-end fashion retailers and Commercial Bay shopping centre soon to open. The mid and up town stretches of Queen Street may experience a level of retail consolidation as a consequence.

Entertainment and dining opportunities have also grown up in recent years with increasing diversity, but there is a lack of coherence, with clusters of activity throughout the city centre e.g. Wynyard Quarter, Commercial Bay, Britomart, Aotea Quarter and Karangahape Road.

Visitor activity

Visitor activity in Auckland is an important contributor to retail, hospitality and accommodation and a catalyst for transport and infrastructure investment. Total tourism (international and domestic), in 2018 contributed $4.3 billion to Auckland region’s GDP. Export education and training (i.e., international students) accounted for approximately $250 million.

Despite these significant figures, the visitor offering in the city centre has until recently been relatively shallow, with little to hold visitors for more than 48 hours. This is however changing as reflected in the massive growth in bed spaces within the city centre. Recent large-scale projects, most notably the New Zealand International Convention Centre and Commercial Bay will further this offer.

The Wynyard Quarter has proven itself to be a significant drawcard for visitors to be further heightened by the hosting of the Americas Cup in 2021 – it is hoped that investment across the Downtown harbour edge will complement this harbour experience. The Aotea Quarter Framework Plan considers how this area as the city’s civic and cultural centre and arts and entertainment hub can deliver further attractions for visitors. This is recognised by the Arts, Civic, and Entertainment Precinct which enables markets and public events.

Maori economic development

The vision for a prosperous city centre sees Maori business and iwi organisations as a significant driver of economic growth.

Innovation and enterprise are two key elements of Maori success and have been a hallmark of Maori development since Maori first arrived in Aotearoa. Marginalisation of Maori and large land losses have had substantial effects on Maori economic progress over the past 170 years. However, Treaty settlements and strategic iwi investments now contribute to an increasingly strong economic base.

Hapu and iwi are enduring and perpetual and have an intergenerational approach to investment outcomes. Their enterprises and activities will advance Maori wellbeing through economic development. This will also benefit the city centre and region’s economy.

<table>
<thead>
<tr>
<th>CURRENT FACTORS WITH IMPLICATIONS FOR THE CITY CENTRE ECONOMY</th>
<th>MASTERPLAN RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic congestion threatening the appeal of the city centre as a business location</td>
<td>City Rail Link will dramatically improve regional rail access and journey times to the city centre. The new bus network has significantly improved travel times and frequency levels. A4E will further improve bus accessibility while maintaining an appropriate level of access for private vehicles.</td>
</tr>
</tbody>
</table>

26
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<thead>
<tr>
<th>Item 7</th>
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</thead>
<tbody>
<tr>
<td><strong>The role of the Ports of Auckland</strong></td>
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<tr>
<td>The Ports of Auckland plays a significant role in the freight system and creates economic value for Auckland, the upper North Island and New Zealand. Balancing the need to support the port’s functions with the aspirations of Aucklanders to reclaim more of their waterfront for commercial, cultural, residential or recreational purposes, will be a key consideration over the next 30 years.</td>
</tr>
<tr>
<td>A major Auckland Council-commissioned study on the long-term options for meeting Auckland’s need for a working port was completed in July 2016. The study concluded that the existing port will not be able to accommodate all of Auckland’s long-term freight and cruise ship demand on its current footprint and in the long-term (50 years) the freight functions should relocate. How and when this transition occurs is yet to be understood – the CCMP will be updated once more is known.</td>
</tr>
<tr>
<td><strong>The impact of the waterfront, Downtown and Midtown on Uptown with substantial economic activity channelled into these areas</strong></td>
</tr>
<tr>
<td>The gravitational pull northwards in the city centre is an accepted success factor. Measures are proposed around the Aotea Quarter to ensure it remains relevant as the civic and cultural heart, counterbalancing economic activity closer to the waterfront. The Aotea CRL Station and associated development opportunities e.g. West Bledisloe site will be critical in this regard.</td>
</tr>
<tr>
<td><strong>The ever-growing role of the Māori economic powerhouse in shaping the city centre.</strong></td>
</tr>
<tr>
<td>Māori are central to achieving a city centre with a uniquely Auckland/New Zealand flavour. Iwi/Māori are key partners in delivering the masterplan. For example, several development opportunities are in Ngāti Whāitu o Orākai ownership, including much of the Quay Park–Te Tangaroa area.</td>
</tr>
<tr>
<td><strong>Role of Commercial Bay as a new shopping and leisure destination in the city.</strong></td>
</tr>
<tr>
<td>Commercial Bay will complement the Britomart precinct and transform Downtown into a significant city centre retail and leisure destination ton capable of counteracting the threat from regional shopping malls.</td>
</tr>
<tr>
<td>Inability to retain international visitors for more than 48 hours</td>
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<tr>
<td>The physical isolation of certain city quarters prevents commercial and creative exchange, with the latent development capacity going unrealised</td>
</tr>
<tr>
<td>Finding and maintaining an appropriate balance between commercial and residential growth to avoid one flourishing at the expense of the other</td>
</tr>
</tbody>
</table>
Transformational Move 1 / Māori Outcomes

The objective is that the city centre reflect the aspiration for a Māori identity that is Tāmaki Makaurau’ point of difference in the world.

Tāmaki Makaurau – Our Place in the World

Through our authentic stories and vibrant culture Mana Whenua are able to contribute significantly to achieving a place we can all call home. Working together Tāmaki Makaurau will be an iconic destination for domestic and international travellers to experience, stop and enjoy.

Te Tai ao – The Environment

“Mēnē ka tau ana te mauri i te tai ao ka tau ana te oranga o te tangata”
Our people and environment are connected both physically and spiritually, the wellbeing of both are dependent on one another. Mana Whenua in partnership are committed to achieving a legacy of a wellbeing for our people and the environment; through our Culture and Identity.

Ngā Tapuwae - Cultural Footprint

“Mai te Moana ki te Whenua, Mai te Whenua ki te Moana”
Tāmaki Makaurau seen, heard and experienced through the eyes of Mana Whenua. Te Reo Māori is normalised, cultural facilities and experiences are prominent and thriving supporting a rich vibrant culture unique to Tāmaki Makaurau.

In support of the goals expressed above, the Mana Whenua Kaitiaki Forum has approved text and mapped preliminary concepts for further development to deliver this vision. The concepts will be refined and further developed over the next 6 months prior to the launch of CCMF 2020. These concepts are broadly described in the table below:

<table>
<thead>
<tr>
<th>Key projects</th>
<th>Preliminary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Papa Kōkiri</td>
<td>A place for mana whenua to host guests and conduct business. An interface with the world. A place to show case taonga and crafts. Architecture of international prominence – showcasing Tāmaki Makaurau’ our point of difference in the world</td>
</tr>
<tr>
<td>2 Tumu Taiao</td>
<td>An environment and science learning and education centre – bringing matauranga Māori and science together – centre of excellence</td>
</tr>
<tr>
<td>3 Whare Waka</td>
<td>A place to host and showcase waka and the Māori and Pacifica heritage of ocean travel, including waka landing, shelter, mooring and housing</td>
</tr>
<tr>
<td>4 Papa Rehia</td>
<td>Green space / play areas (multiple locations), but including at the end of Wynyard Point</td>
</tr>
<tr>
<td>5 Whare Tapere</td>
<td>An entertainment and performance centre showcasing Māori culture, potentially at Aotea Square</td>
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<tr>
<td></td>
<td>Attachment B</td>
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<td>---</td>
<td>----------------------------------------------------------------------------</td>
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<tr>
<td>6</td>
<td>Korowai Korero A thematic overlay across the city centre and waterfront and up to Karangahape Road, bringing a strong Māori presence through multiple projects, interwoven / laying a theme across the area, including via te reo (spoken, heard, seen and electronic)</td>
</tr>
</tbody>
</table>
| 7 | Place-based interventions Including places where people connect:  
  - Waiipapa, an iconic marker of Māori participation in trade and the industrial revolution. Ships’ logs records will show records of the vessels that left.  
  - Place interventions first identified in the Waterfront Plan 2012 that show Māori presence and heritage along the historic waterfront and elsewhere. Including ecological restoration, opening up of streams and creation of new green spaces. |
| 8 | Papa Hakinakina National / Regional sports stadium to be investigated |
| 9 | Koranga Kāinga Vertical housing |
Transformational Move 2 / East and West Stitch

OUR VISION:

Better connecting the eastern and western edges of the city centre to the central Waihorotiu Queens Street Valley area through improved pedestrian amenity and connectivity across the big north-south running streets (Hobson, Nelson and Symonds Street/The Strand) and the repurposing of critical east-west connecting streets (Victoria and Wellesley Streets and Mayoral Drive). This will reinforce movement to and through the eastern and western edges promoting greater levels of public life and further heightening their appeal and development potential.

The west

Broadly defined as the Victoria Quarter, the western edge of the city centre centred on Victoria Park is a natural basin facing the harbour and the Wynyard Quarter to the north. On its eastern boundary is the Nelson and Hobson Street ridge, the densest residential area in the city centre, while the western extent is defined by State Highway 1 and the inner suburbs of Freemans Bay, St Mary’s Bay and beyond.

The area was the industrial hub of early Auckland, with timber mills, brick kilns and boat builders’ yards dotted along the Freemans Bay foreshore. As a result, the area has a rich built and cultural heritage including the Rob Roy and Drake taverns, the Logan Campbell Free Kindergarten, and Victoria Park Market – all have had recent conservation work.

In the past few years since CCMP 2012 there has been considerable development activity in the area, with many of its buildings and sites coming to the end of their manufacturing and warehousing lives. For example, almost the entire southern side of Sale Street has redeveloped, and the Union Street / Cook Street / Nelson Street block has been further intensified with the Sugar Tree and Union Street developments. These developments have reinforced the area’s role as the densest neighbourhood in New Zealand.

Despite this significant developer interest, the area faces ongoing challenges, with an impermeable urban block structure (a by-product of its industrial past) and a degraded public realm compounding the challenges around pedestrian movement resulting from the steep topography. Perhaps most critically it is edged and bisected by major traffic corridors. To the north, Fanshawe Street limits walkability between Victoria Park and the Wynyard Quarter. To the east, Nelson and Hobson Streets are one-way streams of traffic to and from the motorway. To the west, Cook Street has become a high-speed exit from the motorway.

It is proposed that Nelson and Hobson Streets be retuned as attractive pedestrian friendly boulevards. This would enhance the local street network, delivering a better public realm vibrant urban community and business address. Opportunities for new pedestrian connections through the large blocks are being actively pursued e.g. Sugartree Lane and through the Union Street development.

The east

The Eastern Transformation represents an opportunity to expand the core city centre and bring this area into more productive and connected uses.

The eastern part of Waihorotiu Queen Street Valley includes some of Auckland’s most vibrant streets, with a growing residential population and one of the highest employment densities in New Zealand. Further east however, at the edge of the city centre, street amenity and built form quality and intensity quickly drops off and issues of poor connectivity prevail. The following features define the area:
20 June 2019

- Grafton Gully, running north-south roughly between Wellesley Street and Beach Road, which forms a natural barrier to the eastern extent of the city centre reinforced by State Highway 16 (SH16) as it runs northwards before stopping abruptly at Stanley Street.
- The Strand, a historic mixed-use street connecting SH16 to Quay Street (and the Port of Auckland) which is now significantly degraded and acts as a major traffic bottleneck for cars accessing the city centre, eastern bays, and the Port.
- Te Toangaroa Quay Park area which is sandwiched between The Strand and Quay Park and is centred on a largely vacant triangle of rail land. It represents the largest development opportunity in terms of footprint in the city centre after Wynyard Quarter but requires the upgrade of the adjoining primary network for its potential to be fully unlocked.

The CCMP proposes a series of linked interventions that would resolve some key barriers and enable the emergence of a highly attractive and productive city centre quarter whilst maintaining the important traffic function of SH16 and The Strand.

Multi-way boulevard

Fundamental to the Transformational Move is a departure from previous transport planning that proposed a motorway extension of SH16 northwards to the port, an expensive solution that would further compound severance issues.

The CCMP promotes, as an alternative, a multi-way boulevard that would act as a large vehicle corridor with improved traffic flow whilst also delivering improved amenity, connections and development opportunities.

The concept, which supports the Access for Everyone (A4E) city transport strategy, proposes tree-lined local access streets running parallel to a central heavy vehicle carriageway dedicated to efficient through traffic to the eastern suburbs and the port area. The access streets would provide for local parking, cycle lanes and ample pedestrian amenity whilst unlocking the mixed-use development potential of adjoining residual land owned largely by the Crown. Crossing Stanley Street and The Strand would become simpler and safer, with reduced crossing distances (widths) helping to connect Parnell to the city, the city to the Domain, the Learning Quarter to the Museum and beyond to the new Khyber Pass campus.

The idea requires additional road corridor width, but on balance, frees up developable land (potentially including Churchill St) and provides connection to otherwise inaccessible sites. It could provide space for a new tech precinct, or student accommodation. Early estimates suggest building developments could provide housing for 1,300 residents and commercial space for 1,500 workers (potentially linked to the Learning Quarter Universities given their proximity).

At the southern extent the boulevard could connect to a concept for new bus interchange integrated into the Learning Quarter at Wellesley Street West.

Te Toangaroa Quay Park

The multi-way boulevard would support the development of Te Toangaroa Quay Park as a new mixed-use precinct. Current proposals for the area envisage further enhancements to Beach Road, a green space network tied to the Green Link (via Albert Park and the boulevard), the revealing or reinterpreting awa (the Waiparuru and Waipapa ran nearby) and new pedestrian links to the waterfront in support of quality new development.

As suggested in CCMP 2012, improved public transport facilities and services at Quay Park would dramatically improve its connectivity to the city centre commercial heart. This could include a bus hub at or near Quay Park, bringing north shore passengers to the its doorstep (instead of terminating in downtown as part of a Downtown bus loop). The Quay Park rail station proposed in CCMP 2012 requires further investigation but could have a role as part of metro rail network and is the only potential terminus site for regional Auckland to the Waikato rail service should this be progressed.
Waipapa and the Albert Street Tunnels

Waipārūrū Boulevard may provide the impetus to restore the wairua of Waipapa, located approximately at the Stanley Street/Parnell Rise junction, celebrating this historic site of international trade. Early on, this site fed the growth of the city and for Māori held the promise and aspiration of a great future. A hostel was built in the early 1850s to provide accommodation for Māori visiting for trade. In 1966 the (rebuilt) hostel was demolished with the site set to be the terminus of a motorway extension.

Today the site of the former hostel is a car park, under Māori ownership. It is located at the western entrance to the historic WWII Albert Park air raid shelter tunnels. Although these tunnels have been backfilled, a private development proposition to rebuild these tunnels and provide a walking and cycling access has been presented to Council. The proposition features an even-graded walking connection between Waipapa and Victoria Linear Park. It proposes two CRL rail station entrances in the University of Auckland campus (via Metro-lifts) on Princes St and Symonds Street. The tunnel would allow a person to walk between Quay Park and the Waiorotiu Queen Street Valley in around six minutes, or ride through end to end in two or three minutes. The walk from Victoria St to the Princes Street lift would be 200m, or about two minutes’ walk. Link: http://www.albertparktunnels.co.nz/

Symonds Street

It is possible that following the full implementation of Access for Everyone the central section of Symonds Street running along the ridge line through the middle of the Learning Quarter – comprising the city centre campuses of AUT University and The University of Auckland – could be redesigned as a pedestrian friendly multi-modal corridor. This would enable increased connectivity of the campuses as part of the eastern stitch.

The east-west connector roads

To reinforce these east and west stitches the main east-west streets would be reconfigured – Victoria Street as a Linear Park; Wellesley Street as a Civic Street/Bus Connector and Mayoral Drive as the Inner East-West Traffic Boulevard as identified in the Access for Everyone concept.
Transformational Move 3: Waihorotiu Queen Street Valley

OUR VISION:

The Waihorotiu Queen Street Valley:

- Remains vital to the regional and national economy and the location of choice for national and international head offices, becoming even more accessible at a regional and local scale.
- Accommodates the City Centre to Māngere Light Rapid Transit (LRT) line along Queen Street (subject to final approval) and the route of the City Rail Link under Albert Street (in construction).
- Forms the extent of a wide Low Emissions Zone delivering the goal of the cleanest air quality of any major city in the world.
- Includes an extensive laneway circuit and network of pedestrian-priority streets with High Street and Federal Street the priority, building on projects already completed or in delivery e.g. Federal Street Stage 1 (Sky City), O’Connell Street and the Commercial Bay east-west laneway.

More than many city centres, Auckland has been defined by a single main street. At the heart of a grid of Downtown city blocks and sitting in the centre of the Waihorotiu Valley, Queen Street is our ‘Golden Mile’. As a consequence of this single dominant street, commerce (national and international trade, finance, property, investment and legal services) shares the area with primary retail, creating a distinctly Auckland Downtown.

The success of the Waihorotiu Queen Street Valley, as the area is referred to in totality, is critical to Auckland’s and New Zealand’s economy. Much of the city centres economic activity (approx. $16 million of GDP per annum) is concentrated here and it forms the densest job centre in New Zealand [statsNZ] which is expected to further intensify with transport improvements including City Rail Link (CRL) and public realm upgrades that support continued development activities (commercial and residential).

The concentration of people in the Waihorotiu Queen Street Valley includes residents and visitors alongside workers. The daytime population is expected to double in 20 years, requiring interventions across the area to free up road reserve space for pedestrians.

As the city centre evolves so does the role of Waihorotiu Queen Street Valley – the next stage in its story is expected to include:

- the introduction of Māngere Light Rapid Transit (MLRT) along Queen Street which with general road space reallocation projects across the area will deliver public transport and public realm improvements envisaged under Auckland Council’s proposed Access for Everyone (A4E) concept. A4E will prioritise pedestrians, cyclists and public transport users through a series of intervention, including expanding the pedestrian-priority laneway circuit (Federal Street and High Street being the immediate priority). The concept complements ongoing and planned street improvements across the Valley including on Albert Street, Quay Street, the Victoria Street Green Link, and the Lower Queen Street Civic Space.
- Low Emission Zone across much of the area, enabled through A4E, which will address the city centre’s air pollution problem which is particularly acute in the Waihorotiu Queen Street Valley with elevated concentrations of NO2 and black carbon from transport and port pollution trapped between tall buildings. Air quality concerns and Auckland’s climate change promises have focused attention on fossil fuel vehicles in the city centre. The Low Emissions Zone will be delivered as part of the C40 Global Cities Initiative.
- Emergence of Albert Street as a new, complementary commercial address to Queen Street, supported by CRL and the new station entrances at the Wellesley Street and Victoria Street intersections. It is expected that further large-scale development will be catalysed along this north-south street including on the Council owned Bledisloe West site.
- Ongoing growth of the Downtown area as prominent retail, leisure and commercial destination with the success of the Britomat Precinct bolstered by the new Commercial Bay development.
## Transformational Move 4: Innovation Cradle

**OUR VISION:**

Auckland’s city centre is known as a world-class centre for education, research and development, and as an incubator of ideas, products and services with strong and flourishing links between research institutions, entrepreneurs, businesses and financial institutions. It is a magnet to innovative firms and attracts high-value businesses and skilled workers seeking a dynamic and attractive place.

**Innovation Attributes**

The city centre is a hub for businesses, creating and developing innovative products for the rest of New Zealand and for export overseas. It has several attributes that are driving innovation. The challenge is to leverage them fully. These attributes include:

- The city centre location of the main campuses of The University of Auckland and AUT University. Both universities are considered in the top five percent of international business schools, with their undergraduate and graduate schools including The University of Auckland Business School, the Liggins Institute, UniServices and several centres of research excellence. The universities are arguably two of the city centre’s most important economic assets.
- The universities’ attractiveness and connectivity with the city centre can be increased by creating integrated and welcoming public spaces, improving pedestrian connections, enhancing personal safety and applying universal design.
- The range and diversity of businesses, organisations and people who cross paths in the city centre every day. In February 2018 there were 183,300 people in 24,000 businesses working in the city centre and city fringe areas of Parnell/Newmarket, Grafton, Eden Terrace, Mt. Eden, Ponsonby, and Freemans Bay.
- The variety of affordable locations for start-up businesses in city-fringe locations, including Karangahape Road, Newton, Grafton, Ponsonby and College Hill.
- The location of major cultural venues, including the Auckland Art Gallery, the Central City Library, the National Library of New Zealand, the Auckland War Memorial Museum and the New Zealand Maritime Museum, which provide research and education services.
- The clustering of business services in the Waitematā Queen Street Valley, the marine industry and GridAKL in the Wynyard Quarter, and the creative industries around the Victoria Quarter and Karangahape Road.
- The presence of the Auckland District Health Board and the concentration of medical and clinical research and services in the Park Road area, including the Cancer Society and the Grafton Faculty of Medicine and Health Sciences.

To increase our level of innovation and innovative products, we must harness the city centre attributes and provide opportunities for groups to communicate with each other and cross fertilise ideas. Some valuable initiatives of this nature are already in place and require further nurturing. They include:

- The University of Auckland and Auckland University of Technology’s (AUT) business incubators; The Icehouse and the AUT Business Innovation Centre. The Icehouse has helped about 150 firms to grow in its first eight years and has a strategic ambition to assist 2000 companies by 2020.
- The Learning Quarter Plan, a strategy between the universities and Auckland Council, aims to strengthen the ties between ‘town and gown’.
● The Ministry of Business, Innovation and Employment’s mandate to provide grants and technology transfer vouchers to encourage business research and development through its Commercialisation Partner Network (CPN) programme. It has also recently reviewed and further committed to the Technology Incubator Programme which helps commercialise complex technology, largely the deep intellectual property coming out of public research organisations.

● UniServices which is The University of Auckland’s commercial arm, and the largest of its kind in Australasia, which amongst other support provides early proof of concept and pre-seed investment to support the University’s research discoveries, enabling them to reach a point where commercial usefulness can be demonstrated and the first steps are taken to ensure commercial viability.

● The University of Auckland-hosted Māori research centre, Ngā Pae a te Māori Māramatanga, and Auckland University of Technology's Te ipu kā: The National Māori Language Institute, aim to unleash Māori creative potential relating to their customary knowledge, lands, cultural institutions and people. In addition, the development and growth of rangatahi to drive and contribute to Māori innovation and enterprise is essential for a successful future. Rangatahi leadership, education and employment are therefore key focuses for achieving Māori success and innovation through enterprise.

● The ATEED/Panuku led development of an innovation precinct in the Wynyard Quarter (Wynyard Central), focused on GridAKL which opened its doors in 2017 to maximise innovation by harnessing the power of collaboration. Consisting of three coworking spaces it aims to support innovative individuals, entrepreneurs and businesses to connect, share ideas and access the tools they need to help them grow.

The development of the Wynyard Quarter Innovation Precinct has strengthened the city centre’s role as the core of Auckland’s innovation ecosystem. New co-working spaces such as GridAKL provide space for start-ups, Small to Medium Enterprises (SMEs) and corporates working together in a connected and collaborative environment.

The transformational move seeks to support the continued success of the Innovation Precinct and leverage the value and prominence of the Universities by better integrating their facilities and activities into the wider city centre ecosystem.

Better physical connections between the Learning Quarter and the Waitematā Queen Street Valley as proposed in the East and West Stitches (TM2) will give the Universities a competitive advantage for attracting students and staff seeking a dynamic urban environment. This connection also pumps life into the city centre by adding more people to city centre streets across different times of the day.

As the city centre and universities grow and develop, there is also the opportunity to improve the connections between the universities’ city campus, the Grafton campus, the new campus at Newmarket and the Auckland War Memorial Museum, an important public face of some research and investment.
Transformational Move 5: Rapid Transport Supported Growth

OUR VISION:

To fully leverage off major investment in rapid transport i.e. City Rail Link (in construction) and Mangere Light Rapid Transit (proposed), to deliver growth across the city centre and specifically public realm and development opportunities near to the station / stop locations having regard to the particular character, form and strengths of each location.

Rapid Transport Supported Growth

The insertion and expansion of rapid transit into the city fabric will stimulate development investment. Station areas are ideal places to focus planning efforts to leverage the investment in public transport to create great places to live, work and socialise.

Together, the City Rail Link stations and proposed Mangere Light Rapid Transit stops will concentrate access and activity along the Waitemata Queen Street Valley. CRL and LRT station / stop areas in close proximity at Britomart (downtown), Aotea Quarter (midtown) and Karangahape Road (uptown) will become key redevelopment areas. Further out in the City Fringe the proposed Dominion Road Junction LRT station area appears ripe for redevelopment supported by the new Mt Eden CRL station nearby. Because of the transport access and interchange function, these transport nodes will have high levels of footfall across the day making them viable, 24-hour, mixed-use locations.

Britomart (downtown)
The opening of Britomart station in 2003 was pivotal in the city centre resurgence experienced today. The central waterfront location combined with improved transport access have contributed to widespread redevelopment including the Britomart Precinct and Commercial Bay (opening in 2020). The addition of MLRT will further cement this location as Auckland’s centre of commercial and job activity.

Building on the success of Britomart will involve extending the node of activity across several blocks- into the Viaduct, Quay Park and Fort Street areas. This can be realised through thoughtful street and transport interchange design that allows people to comfortably and safely move around the wider area. A Customs Street public transport street is proposed that will integrate public transport services at the street level while minimising the severance caused by transport infrastructure.

Aotea Quarter (midtown)

Aotea Station is predicted to be Auckland’s busiest station area once it opens in 2024.

The planned Wellesley Street bus boulevard will provide train and LRT users a high frequency shuttle service to east/west destinations like Wynyard and the Learning Quarter. Walking access to and across the station area will be supported by the Linear Park as part of the Green Link on Victoria Street and the idea of the Albert Park Tunnels if delivered through a private investor.

Increasing connectivity across the station area should also include introduction of new through-building links and public laneways.

The Aotea Quarter Framework Plan sets out key outcomes envisaged for the areas including strengthening the area as the city centre’s civic and cultural heart and the key development opportunities on Council owned land.

Karangahape Road (uptown)
With two CRL station entrances and a LRT station, mixed use re-development in the quarter will become supercharged. Comfortable, legible and safe connections between the two stations and bus services on Karangahape Road is critical to getting the most out of the transport investment. The effects of high traffic volumes using Mercury Lane and Karangahape Road as part of a longer journey (through traffic) will need to be resolved in order for these neighbourhood streets to be safe, attractive and vibrant places.

The K Road public realm upgrade will be critically important in ensuring the Quarter is able to fully cope with the change proposed. The K Road Area Plan 2014-44 provide direction on some of the other key public realm and development opportunities that should be pursued in the future.

City Fringe – Dominion Road Junction
As part of the City Centre to Mangere LRT project, a major regeneration project is planned in the location of the redundant Dominion Road Interchange. The proposal would add 8,000 residents and 7,500 workers. Transport access will be a key enabler of redevelopment, with LRT and Heavy Rail stations and bus connections to crosstown destinations like Kingsland and Newmarket built into the urban fabric.

Safe streets will facilitate access to the station area and enable seamless interchange between services. While the stations will provide effortless and fast trips to the city centre, many people will choose to walk or cycle the short journey when New North Road and Upper Symonds Street are improved.
Transformational Move 6: Green Link

OUR VISION:
Our vision is to deliver a connected network of signature green parks and street spaces from the Auckland Domain in the eastern city fringe through to Albert and Victoria Parks, and through the Wynyard Quarter to the future Headland Park that will become an important bookend to the western waterfront. It will involve:

- Completing the development of Daldy Street in the Wynyard Quarter into a linear park, connecting the quarter’s flagship Headland Park with Victoria Park at its southern end
- Transforming Victoria Street into a high-amenity link that will connect Victoria and Albert Parks, the centrepiece of The Green Link transformational move and intended to become one of the most important, visited and celebrated streets and public spaces within the city centre
- Tying in green links with the future access to and through the Albert Park tunnels, opening up new experiences underneath Albert Park and enhanced connections through to Grafton Gully, the Auckland Domain and beyond
- Achieving better links for walking and cycling across Grafton Gully, and achieving better connections to and integration of the Auckland Domain to the city centre.

Background
In 2010 the renowned Danish urban design firm Gehl Architects undertook a public life survey of the city centre. It identified a lack of attractive walking routes between the city centre’s open spaces as our key public realm deficit. Further, the projected residential and employment growth requires a commensurate increase in the distribution of quality public space including more green park space and greener streets.

Several of the larger open spaces (green rooms) are scattered in a loose east-west direction, from the Domain in the east, through to Albert Park, and then west to Victoria Park. Eventually, these parks will be joined by the sizeable addition of Headland Park at the tip of the Wynyard Quarter, blending our green park space into the blue of the Waitemata Harbour.

There are many potential environmental, economic, social, and cultural benefits that will flow from enhanced green links through the city centre. The masterplan envisages uniting some of our most important parks and open spaces through a network of tree-lined linear park spaces along key linking street corridors, giving residents, workers and visitors much more access to open space in a way that is also closely interwoven with city life. The character of our parks and open spaces will be celebrated, where appropriate, through interpretation panels and enhancement schemes.

Daldy Street Linear Park - Connecting Headland Park and Victoria Park
Opportunities for new, sizeable open spaces in the city centre are mostly limited to the waterfront areas, particularly Headland Park in the Wynyard Quarter. Daldy Street becomes vital as a linear park, stitching Headland Park and Victoria Park together across Fanshawe Street; and joining the city centre’s open space network with the Waitemata Harbour.

Victoria Linear Park - Connecting Victoria Park and Albert Park
A high amenity link is envisaged across the city from Victoria Park to Albert Park to the Domain. The centrepiece of this will take the form of a linear park on Victoria Street linking Victoria Park in the west with Albert Park in the east across the other side of the Waihorotiu Queen Street Valley. It will complement the function and people carrying capacity of Wellesley Street as the key public transport corridor one block to the south. The vision is for these two streets to complement each other as ‘two great streets’ redefining the accessibility and amenity of the densely developed and heavily utilised midtown area in the heart of the city.
Victoria Street Linear Park will become the city centre’s urban green link, allowing Victoria and Albert parks to merge. It will act as a ‘breakout space’ for those living, visiting and working in the Queen Street Valley and Victoria Quarter areas and has the potential to become one of the postcard images of Auckland, with a wave of green vegetation down Victoria Street from Albert Park amplifying the already memorable qualities of Albert Park as a dramatic green edge to this side of the Queen Street Valley.

A linear park on Victoria Street will require fewer lanes for vehicles, wider footpaths, more green amenity and slower traffic movement. This will deliver a sequence of attractive, safe and engaging spaces or rooms that strongly integrate with the surrounding built form and land uses and celebrate the public life of the city centre. The street’s traffic function can be maintained for the most part with a reduced number of buses continuing to operate along its length, and an improved cycling environment.

Victoria Street Linear Park also provides the opportunity to develop a green infrastructure network, incorporating ecological and biodiversity corridor principles to enhance environmental sustainability.

This connection of two of the city’s greatest assets with a linear park is subject to a full business case process involving further feasibility studies, design development and public consultation to land on a preferred design and address the integrated transport and access considerations as well as public space outcomes desired. The implementation programme for this green link can be incremental and will likely start with a first phase associated with the opening of the Aotea Station upon completion of the City Rail Link.

Albert Park and the Domain

The steeply undulating topography of Albert Park, the Symonds Street ridge and Grafton Gully, exacerbated by the SH16, limit the connection between the city centre, and the Auckland Domain, as well as connections with city fringe destinations including Auckland Hospital, Grafton and Parnell.

There is a bold proposal from an interest group to reopen the historic WWII Albert Park air raid shelter tunnels (now backfilled) as a visitor destination and walking and cycling connection between Victoria Street East and Beach Road/Parnell Rise and Stanley Street/Grafton Gully via Churchill Street, with lifts providing direct, accessible vertical connections to Princes and Symonds Street.

In addition to the tunnels improvements could be made to the pedestrian and cycle facilities along Wellesley Street and Grafton Road including addressing the missing link for active modes across the motorway on this corridor. The intersections of Grafton Road and Wellesley Street with Stanley Street can become tighter, more attractive, and offer safer pedestrian mobility at modest cost.

Future enhanced green connections to the port are being planned as part of the multi-way boulevard (Stanley Street/The Strand) concept and the masterplan for Te Toangaroa Quay Park which will deliver future links through to Quay Street.
Transformational Move 7: City to the Villages

**OUR VISION:**

- The walking and cycling journeys between the city centre and its inner suburbs will be pleasurable
- Gateways into the city centre, including bridges across the urban motorway system, are celebrated and take advantage of views.
- Support development of under-developed and valued sites on the immediate fringes of the city centre
- Convenient and frequent bus, ferry and possible future light rail services connect the city centre and its inner suburbs
- Native species dominate plantings in streets and gateways.

**BACKGROUND**

The central motorway junction, known as spaghetti junction, signalled the start of a new freedom of movement to the north and south of the city, and then the west and east. When work began in the 1950s, the emphasis was on getting through and past the city. This has been at the expense of the city centre’s connections with the historic urban villages on its edge at the city fringe. These villages, in particular Parnell, Ponsonby and Eden Terrace, are vital to the city centre, as they house a large residential population within easy reach of the city centre by foot or bicycle. Increasing city centre access by active modes will help achieve the transport goals for the city centre of reduced car travel.

For those already inside the city centre, particularly residents and visitors, these connections to the city fringe provide access to multiple destinations that are missing from or complement the offering in the city centre. These include The Domain, Auckland Hospital and a number of inner schools, educational and healthcare providers. They also encompass the full gamut of mixed-use village centres, main streets and inner-city neighbourhoods including the Newmarket metropolitan centre, Parnell and Ponsonby. All contribute a different character and offering to the city centre within easy reach of it.

There are walking routes into the city from city fringe suburbs like Parnell, Freemans Bay, Ponsonby and Grafton. However, these routes are typically narrow strips alongside several lanes of traffic and the walking experience can be unsafe, unpleasant and confusing. Cycling infrastructure is currently piecemeal, with some key routes, such as Upper Queen Street, Lightpath to Nelson Street, Quay Street and Franklin Road benefiting from safe, separated cycleway access, while other key routes for cycling still lack all ages and abilities infrastructure.

The challenge is to make this journey safer and more pleasant to increase active mode travel between the city centre and also capitalise on the motorway network. Beautifying and softening the motorway infrastructure will allow us to see its viaducts, trenches and sweeping bridges as vantage points for viewing our city, volcanic cones and harbour.

Since the 2012 CCMP, considerable investment has gone into extending the off-road pedestrian/cycleway at Grafton Gully through spaghetti junction and connecting it to the city centre at Symonds Street, Wellesley Street and Beach Road which has itself been upgraded. Perhaps the most symbolic project under this transformational move in 2012 now delivered - Te Ara i Whiti, the Lightpath - best captures the ambition to improve connectivity in creative and uplifting ways.

Walkability is just one aspect of the city to village connection. Auckland Transport will continue to work on providing more convenient and frequent bus services, and with the New Zealand Transport Agency will continue to develop proposals for Mangere Light Rapid Transit to and through the city centre. This has the potential to significantly improve connections between the city centre and city fringe locations to the south such as Eden.
Terrace and the city end of Dominion Road. The completion of the City Rail Link will likewise greatly improve rapid transit links between the city centre, Mt Eden, Grafton and Kingsland Stations. The Council and Auckland Transport will continue improving footpaths and providing more dedicated cycle infrastructure, trees, and better street lighting.

As improvements to transport connections to the city fringe are made, we can expect further intensification and development of under-developed and valued sites on the immediate fringes of the city centre and city fringe, particularly adjoining the motorway network, where currently surface car parking, vacant and other low, unproductive uses exacerbate the feeling of passing through traffic-dominated, low activity areas of no-mans-land that sever the centre and the fringe.

The physical extent of the city centre appears to stop at the waterfront. The historic bridgehead to the North Shore communities seems sometimes to be a different world across the harbour however, in reality; it is similar to the urban villages of Parnell and Ponsonby in character, socio-economic profile and distance from the city. It is only two kilometres away, a 15-minute ferry journey, which is no more of a barrier than the motorway system.

The 2012 CCMP saw Devonport as part of the city fringe, and the harbour as being at the heart of the city centre, a blue central park. This perspective supported the improvement of ferry facilities and wharf on the Devonport side over the past few years and the proposed upgrade of the Downtown Ferry facility.

Priorities for future action under this transformational move include an upgrade to:

- Wellington Street – connecting Freemans Bay;
- The Strand – connecting Parnell;
- Upper Symonds Street - connecting Grafton
- College Road – connecting Ponsonby
- Skypath/Harbour Bridge Park – connecting the North Shore and more locally Herne Bay
Transformational Move 8 – Waterfront and Harbour Edge Stitch

OUR VISION:

The waterfront ‘axis’ from Silo Park in the east to Teal Park in the west including Quay Street is fully transformed as a high-quality harbour edge pedestrian friendly promenade space. Street connections north-south across the axis will stitch harbour edge public spaces (including the Wynyard Point park, Downtown Public Space and Queens Wharf) back into the city and specifically several key mixed-use destinations (Wynyard Quarter, Viaduct, Downtown West, Commercial Bay, Britomart and Quay Park). Running parallel with the waterfront axis will be intimate mid-block east-west laneways as part of the Laneway Circuit as well as an upgraded vehicle movement corridor – Fanshawe Street, Custom Street, Beach Road and the Strand.

BACKGROUND

Aucklanders have access to an incredible coastline, from the suburban beaches of Kohimarama and Ōrewa to the wild beauty of Whatipu. New waterfront development is enabling us to re-engage with the water’s edge in the city centre.

Auckland’s city centre has a strong historical relationship with the waterfront. From early Māori settlement, Tamaki Makaurau was renowned for its rich soils, multiple waterways, twin harbours and bountiful wealth bestowed on those who occupied the region. Throughout the leadership of Hua-kai-waka (Hua, the consumer of canoes), a chief of Tamaki Makaurau during the 16th century, all external iwi who came to the area via harbours, waterways and portages had to pay respect to this chief and be governed by his rule. Those who chose not to do so had their waka destroyed, which is how he earned his name.

Over time, the region’s inherent qualities saw it contested and occupied by numerous iwi groupings. Many Tamaki iwi have associations with the waterfront for gathering fish and shellfish, harvesting crops, seasonal occupation, and as a hub for trade 

7. This area increasingly became a centre for trade from the time of early European settlement to the present.

From the mid-1990s the development of the Viaduct Harbour and Princes Wharf provided a new, sought-after location for corporate office space, food and beverage, and a new residential community. The precinct has also hosted events including the America’s Cup, Louis Vuitton Regattas, the Whitbread (now Volvo) Round the World Races, the Auckland International Boat Show and New Zealand Fashion Week.

Rugby World Cup 2011 saw Queens Wharf and Silo Park come alive as exciting new public spaces, and a temporary cruise ship terminal on Queens Wharf.

The Wynyard Quarter covering several city blocks has become a new mixed-use waterfront playground for Aucklanders and Britomart. Commercial Bay is developing as a new destination retail and leisure experience right next the harbour edge.

The challenge people face is getting to these destinations on foot from the rest of the city which has the potential to impact upon their long-term vitality and viability whilst also failing to deliver the engaging and inclusive city centre outcomes.

Progress on this move since 2012 has been impressive:

- a rolling programme of new or improved north-south stitches is underway with Halsey Street completed and Daldy Street, Lower Albert Street and Lower Queen Street schedule to be completed within the next year;

- new waterfront spaces have been delivered including an upgraded Waitemata Plaza and the new Tāmāmamara Way. Over the next year new spaces include the completion of Daldy Street linear park and a new Wynyard neighbourhood park, Madden Plaza, Eastern Viaduct upgrade and the strategically...
important Downtown Public Space in the Ferry Basin;

- works have commenced on turning Quay Street into a people-focused promenade with only a single lane of traffic in either direction as the final section of the waterfront axis with Silo Park, Karanga Plaza, North Wharf, Jellicoe Street delivered earlier in the decade;
- future-proofing the east-west pedestrian and cycle link with an upgraded Wynyard Crossing bridge (to be completed for America’s Cup);
- many development opportunities have been realised or are near completion including across multiple Wynyard Central sites, Commercial Bay on the former Downtown Shopping Centre block and within the Britomart precinct.

The focus for this move is now on:

- the east-west movement corridor of Fanshawe Street, Custom Street, Beach Road and The Strand which, with heavy traffic flows and limited pedestrian amenity and crossing points, form a secondary east-west barrier to pedestrian movement that need to be reconciled having regard to Access for Everyone (LINK);
- advancing the final key north-south stitches i.e. Beaumont Street and Lower Hobson Street;
- unlocking outstanding development opportunities including the Downtown Carpark (downtown west), Central Britomart and Quay Park;
- fully leveraging off the America’s Cup 2021 which will be hosted across the Wynyard waterfront delivering new temporary and permanent public spaces;
- optimising Wynyard Point (tank farm area) to include a new iconic 4.3-hectare regional park, alongside mixed-used development
- reconciling the strategy for the central wharves including Queens Wharf (taking into account future decisions over the Port of Auckland) (LINK TO SPECIFIC PANUKU TEXT).
What Is Access for Everyone?

Access for Everyone is a strategy to manage transport circulation, street design, and street operations across the city centre. It would rethink how space is prioritised and transform the urban environment.

Several interventions are being explored according to the Access for Everyone strategy, but the concept is distinct from any one intervention. Rather, Access for Everyone would guide diverse projects across the city centre according to the following complementary principles:

1. Each transport mode has access to a specific street network, and efficient forms of transport are prioritised over private vehicles.

Private vehicles city centre access

Access for Everyone would consolidate car travel to specific motorway and arterials routes. These routes provide access to the city, not through it. Routes run from the city’s edge to distinct zones within the city centre. The street network would restrict car travel between zones and across the Queen Street Valley, so most drivers would exit the city centre from the same route they entered. Most intra-city car trips would become more circultous and would take longer.

Consolidating traffic patterns to specific motorway and arterial routes would preserve access to key carparks and destinations, while freeing up space for a transformed street environment and more efficient people-movement.

Efficient transport modes

The Access for Everyone strategy establishes that buses, light rail vehicles, pedestrians, and cyclists can travel efficiently across the city centre and between zones.

Walking is the city centre’s dominant transport mode, and Access for Everyone would ensure that pedestrians have safe and direct access throughout it.

Access for Everyone would prioritise that public transport travel quickly and directly throughout the city centre and be insulated from general traffic. This could be accomplished through a network of car-free transit streets, including along Queen Street.

Improved cycling conditions would also be prioritised as part of the Access for Everyone strategy. This could be provided through protected cycleways on core access routes into and across the city centre, and by enabling a network of quiet, low-traffic streets safe for cycling.
2. Access for Everyone elevates the following as core priorities for city centre development: the quality of the public realm, the health of city centre residents and visitors, and the city’s environmental impact.

Access for Everyone proposes a radical rethink about how most city streets look and feel. It would establish that streets be safe, pleasant places for residents and visitors to spend time. Access for Everyone would require traffic be calmer and quieter on most streets, with street design tailored to pedestrian quality of life. Space that is currently used for private vehicle travel and parking could be reallocated to parks, public plazas, or other street uses like food stalls, parklets, art, or café and restaurant seating.

Making city centre streets attractive for pedestrians would require they be safe and healthy environments to spend time. Access for Everyone would prioritise substantially reducing local air pollution and targeting no deaths or serious injuries from crashes. Likewise, it would establish that the city centre leads the region to dramatically reduce our environmental impact toward climate change. Technology change may be required to dramatically reduce emissions, for example by transitioning to electric public transport vehicles and incentivising use of cleaner service and delivery vehicles.
The context for change

The Access for Everyone strategy responds to existing trends in the city centre, including the rapidly growing residential population and public transport access.

The number of people arriving in the city centre at peak times by private vehicle has remained nearly constant for the last 15 years. Over the same period, the number of people arriving in the city centre by public transport has almost doubled. In March 2018, more people commuted to the city centre by public transport than by private vehicle for the first time since the early 1970s. This mode shift has followed Auckland’s investments in high quality public transport to the city centre.

This trend is expected to accelerate. A step change in public transport access is being planned and built. The City Rail Link (opening in 2024) will add two new underground city centre railway stations. With improved capacity and longer trains, the rail network will be able to carry 12,000 people per hour, equivalent to the capacity of the motorway network into the city centre. Additionally, proposed light rail lines from the city centre to Māngere and north west Auckland would move up to 10,000 people per hour along Queen Street.

Meanwhile, the city centre is rapidly growing and densifying. The number of people living, visiting, studying, and doing business in the city centre continues to exceed projections. The number of residents has more than doubled over the last ten years from 22,000 to nearly 55,000 and is predicted to reach 70,000–90,000 in 2038. City centre employment growth has continued to surge and has been de-coupled from inbound car traffic since 2001. The city centre currently accounts for 20 percent of Auckland’s GDP and 7 percent of New Zealand’s GDP.

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1 Auckland Transport annual data, 2019
2 Central area prospects, 1971, Auckland City Council
**Why is a roadmap needed?**

In light of these trends, implementing this city centre-wide strategy would set the framework for more efficient investments to deliver ambitious change. In doing so, **Access for Everyone would support a shift from investing to solve individual problems to investing to cohesively transform the city centre.**

**Incremental → Transformative**

The Access for Everyone strategy would create a holistic and ambitious vision to guide progress. In some cases, it could increase the rate of public investment in the city centre, for example in pedestrian or cycling infrastructure. Perhaps more importantly, however, it would ensure that diverse city centre projects work hand-in-hand under a common strategy to deliver transformational change.

**Siloed → Cohesive**

City centre infrastructure projects tend to focus on solving problems at a street level. Implementing a city centre-wide strategy would guide problem-solving at a wider scale.

Access for Everyone recognises that the transport system has interconnections and dependencies across the city centre. Because it evaluates success at the city centre scale, Access for Everyone would require examining impacts on traffic circulation, logistics, and kerbside infrastructure across a city centre zone rather than along an individual corridor. This facilitates more efficient and impactful investment.

**Redundant → Efficient**

Adopting a guiding vision would also lead to better value for ratepayers’ money by preparing Council to leverage disruptions, events, and other public investments.

The Access for Everyone strategy leverages existing investments, including the City Rail Link. This transformative rail project will eventually deliver tens of thousands more pedestrians across the city centre each day. The Access for Everyone strategy would help ensure the city centre environment is prepared for this increase.

Construction can be disruptive for drivers, public transport, and local businesses. However, they also create the opportunity for longer term changes to traffic patterns. Rather than return streets to their original form, Access for Everyone provides a framework to repurpose streets to a condition that is fit for the next century.

**Reactive → Proactive**

Auckland is growing rapidly. This brings opportunities but also increasing demands for finite city centre space. Without an ambitious roadmap to reallocate space, congestion, access, and the urban realm will suffer. Meanwhile, rapid transit investments along Queen Street will likely limit drivers’ ability to traverse the Queen Street Valley with or without the Access for Everyone strategy. This would create knock-on effects across the city centre. The Access for Everyone strategy addresses these challenges before they become problems and clears the way for rapid transit on Queen Street.
How might the city centre look under Access for Everyone?

Council has begun envisioning how the Access for Everyone strategy could be implemented. Initiatives being studied and progressed include the following:

**Transit streets**

The Access for Everyone concept supports car-free transit streets to facilitate efficient mobility across the city centre. Possible transit streets include Symonds Street, Customs Street, and Albert Street. It is expected that Queen Street will also become a transit street and possibly carry light rail vehicles. Transit streets would improve public transport efficiency to maximise people-movement, while also facilitating improved walking and cycling conditions.

**Ara Tangata network**

By consolidating traffic to main arterials, the Access for Everyone concept would enable an expanded network of Ara Tangata (“path for people”) streets with little or no vehicle traffic. This would build upon the existing network of shared spaces (such as O’Connell Street) and laneways (such as Vulcan Lane). New street operations management could allow for improved service and delivery access to Ara Tangata streets during designated time windows, and taxi and ride-hailing access through nearby pick-up and drop-off points.

Ara Tangata streets have slow and limited traffic. They prioritise pedestrians and are easy and safe for cycle and micromobility use. These streets could facilitate new uses like food stalls, parklets, art, or café and restaurant seating. Traffic would be directed around Ara Tangata streets to arterials and publicly available parking buildings. Access for Everyone may also enable existing Ara Tangata shared spaces to be further restricted to vehicle traffic.

New Ara Tangata streets may include High Street, Lorne Street, Commerce Street, Gore Street, Galway Street, Tyler Street, Kingston Street, Durham Street, Durham Lane, Mills Lane, Swanson Street, Wolfe Street, and portions of Shortland Street, Wakefield Street, and Rutland Streets, Wyndham Street, as well as additional portions of Federal Street.

**Public spaces**

By restricting traffic across the city centre, Access for Everyone would allow for new public plazas where streets intersect with Queen Street, for example at the western end of Shortland Street. The Access for Everyone concept would also support existing plans to add a linear park on Victoria Street across the Queen Street Valley.

**Low Emission Zone (LEZ)**

Access for Everyone would enable the Queen Street Valley to become a Low Emissions Zone. Complementary policies may include restricting delivery and service vehicles across the Zone by vehicle size and type, incentivising use of e-bikes for delivery, and introducing common carrier delivery drop boxes. These interventions would address the acute air pollution problem along Queen Street.

**Improved access for individuals with limited mobility**

Access for individuals with limited mobility would be provided through expansion of Ara Tangata streets, strategically located mobility parking nearby, and improved transit stops and station areas. Total Mobility users would be allowed pick-up/drop-off on Ara Tangata streets, on which they would compete less for space with general traffic.
(Update graphic with city centre-wide impacts enabled by A4E)

Queen Street Valley

Pedestrian-priority streets have limited or no vehicle traffic, service and delivery management, and improved access for mobility impaired users.

What is the timeline?

As an overarching strategy, Access for Everyone would guide city centre interventions over the short-, medium-, and long-term. Interventions would occur through in-depth collaboration, consultation, and stakeholder engagement.

Some interventions could be implemented through low cost trials. Trials would allow Council to monitor behaviour, refine intervention planning, and demonstrate potential impacts through temporary means.

In other cases, the Access for Everyone strategy could immediately be incorporated into existing projects. For example, City Rail Link disruption plans provide an opportunity to trial permanent traffic restrictions. Access for Everyone would also inform planning to repurpose disrupted streets following construction.
What are the expected benefits?

The Access for Everyone strategy reimagines Auckland’s city centre. Prioritising efficient mobility unlocks city centre space, creating an attractive city for residents, businesses, and visitors.

**Magnet: Making the city centre attractive to people and businesses**

Under Access for Everyone, roads for cars would become streets for people to gather, linger, and explore.

**A transformed street environment:** Streets would bustle with people, not cars. Most would become quieter, calmer, and more attractive places to spend time. Instead of prioritising traffic access, most streets would be tailored to quality of life for the growing residential population and visitors from across the region and world. Reallocated space would allow for new public uses.

**New and improved public spaces:** Streets intersecting with Queen Street would be closed to vehicles and transformed into pedestrian plazas. The city centre’s network of Ara Tangata (“paths for people”) streets would also be expanded, with more traffic-restricted and car-light streets.

**A hub for business:** The city centre would be increasingly viewed as the country’s premiere location to attract workers and do business.

**Efficient: Making the most of city centre space**

Access for Everyone would improve the movement of people and goods into and around the city centre. It would enable a thriving economy and create a strategic, coordinated approach to minimise disruption and leverage public investments.

**Moving more people more efficiently:** Access for Everyone would facilitate new transit streets that move public transport vehicles more quickly. With reduced traffic, slower speeds, and more space on most streets, the city centre would also support safe cycling and micromobility use. Walking – the city centre’s dominant mode – would become easier and quicker as well.

**Improving service and delivery access:** With reduced general traffic and more allocated kerbside space, businesses and residents would more easily receive the goods and services they need.

**Delivering value for ratepayers’ money:** Access for Everyone would create a strategic framework to coordinate city centre projects. This would mean projects are implemented in tandem to minimise disruption and plans address long-term challenges before they become problems.

**Powering the city’s economy:** Improving public transport access means less space would be needed for general traffic and parking, leaving more room for businesses to locate in the city centre where they can be most productive.

**Healthy: Making the city centre healthy for people and the environment**

Access for Everyone would ensure the city centre promotes all users’ physical and mental health while furthering Auckland’s climate change objectives.

**Eliminating severe air quality problems:** Access for Everyone would facilitate a Low Emissions Zone across the Queen Street valley, addressing the existing acute air pollution problem.

**Reducing emissions:** Implementing a Low Emissions Zone would require a shift toward cleaner public transport vehicles in the city centre and catalyse this shift region-wide.

**Safer city streets:** Reduced and calmed traffic would save lives, with the target to eliminate deaths and serious injuries from transport.
Consultation Material
City Centre Masterplan 2020

Transformational Moves
01  MAORI OUTCOMES
  advancing the mana whenua presence in the city centre

02  THE EAST WEST STITCH
  connecting the western and eastern edge of the city to the centre

03  THE QUEEN STREET VALLEY
  a pedestrian friendly spine for the city centre

04  INNOVATION CRADLE
  nurturing the innovation and learning cradle

05  RAPID TRANSIT ORIENTED DEVELOPMENT
  development opportunities around new CRL and LRT stations

06  THE GREEN LINK
  connecting Headland Park, Victoria Park, Albert Park and Auckland Domain with the waterfront as part of a blue-green network

07  CITY TO THE VILLAGES
  connecting the city and the fringe

08  HARBOUR EDGE STITCH
  uniting the waterfront with the city centre
Māori Outcomes
Introduction

The Auckland Plan states that Māori culture and identity is Tāmaki Makaurau’s point of difference in the world. The objective is to reflect this in the city centre.

The Mana Whenua Kātiaki Forum has proposed interventions to deliver this vision, to be further developed prior to the CCMP 2020 launch.

A Māori identity that is Tāmaki Makaurau
“Our point of difference in the world”

“Tāmaki Herenga Waka”
“Tāmaki Herenga Tangata”

Tāmaki Makaurau – Our Place in the World

Through our authentic stories and vibrant culture Mana Whenua are able to contribute significantly to achieving a place we can all call home. Working together Tāmaki Makaurau will be an iconic destination for domestic and international travellers to experience, stop and enjoy.

Te Taiaro – The Environment

“Mēnā ka tau ana te mauri i te taiaro ka tau ana te oranga o te tangata”

Our people and environment are connected both physically and spiritually, the wellbeing of both are dependent on one another. Mana Whenua in partnership are committed to achieving a legacy of a wellbeing for our people and the environment; through our Culture and Identity.

Nga Tapuwae - Cultural Footprint

“Mai te Moana ki te Whenua, Mai te Whenua ki te Moana”

Tāmaki Makaurau seen, heard and experienced through the eyes of Mana Whenua. Te Reo Māori is normalised, cultural facilities and experiences are prominent and thriving supporting a rich vibrant culture unique to Tāmaki Makaurau.

Vision:

• Give physical reality to Auckland’s Māori identity
• Provide cultural and economic bases to advance the wellbeing of Māori
• Develop concepts identified by Mana Whenua Kātiaki Forum into the city centre vision
• Reflect the values of the MWF in the transition from Auckland to Tāmaki.

Key Project Ideas:

1. Papa Kōkiri
2. Tumu Taiaro
3. Whare Waka
4. Papa Rehia
5. Whare Tapere
6. Korowai Korero
7. Place-based interventions [x12]
8. Papa Hakinakina
9. Koranga Kāinga
02

The East West Stitch
Introduction

High-density, high-value land uses in Auckland city centre are concentrated in the Waitematā Queen Street valley Valley. Land at both the east and west edges of the city centre is under-used and under-valued, cut off by major roads. This move proposes to stitch the city centre together.

Vision:

The West: Victoria Quarter

- Retune Nelson and Hobson Streets to address their impact on pedestrian severance, changing them to boulevards that improve pedestrian amenity and connectivity.

- Enhance density and connectivity of the street network in the western portion of the city centre.

- Deliver continuous urban fabric linking city centre to Victoria Park and Freeman's Bay.

The East: Eastern Transformation

- Investigate designs to compelte SH16 to Tamaki Drive as a multi-way surface-level boulevard, replacing existing motorway plan.

- Enable extensive mixed-use frontage development along the boulevard.

- Improving connectivity between the city centre, Parnell and eastern suburbs, including the potential Albert Park Tunnels (private sector proposal).

- Investigate rail station (metro and regional) and bus interchange near Quay Park to integrate public transport and connect the eastern side of the city centre to the centre.

East-West Streets

To reinforce the East and West Stitches, major east-west streets would be reconfigured:

- Victoria Street and Wellesley Street as two ‘great streets’ for pedestrian and bus movement with the public realm enhanced between public transport interchanges.

- Mayoral Drive becomes a strategic intra-city east-west traffic ring road/boulevard, supporting Access for Everyone.
Item 7

A multi-way boulevard comprising three 'united' local streets with a central through route lane connecting to the Port and Eastern suburbs in support of the A4E transport concept and future mixed-use development. Recognises the former awa and coastline & provides connection between Parnell, the city centre and the Domain.
A Concept for Grafton Gully Boulevard

2019

Future

Image Credit: Jasmax.

This conceptual design requires feasibility and delivery investigations, and an application in the next funding round.
Waihorotiu Queen Street Valley
03 Waihorotiu Queen Street Valley

Introduction

Waihorotiu Queen Street Valley is the cultural, commercial, professional and retail heart of Auckland and is critical to New Zealand’s economy.

This move proposes to make the area more accessible, more attractive and more prosperous, with better connections to the rest of the city centre.

Vision:

The Waihorotiu Queens Street Valley:

- Remains vital to the regional and national economy and the location of choice for national and international head offices, becoming even more accessible at a regional and local scale.

- Accommodates the City Centre to Māngere Light Rapid Transit (LRT) line along Queen Street (subject to final approval) and the route of the City Rail Link under Albert Street (in construction).

- Forms the extent of a wide Low Emissions Zone delivering the goal of the cleanest air quality of any major city in the world.

- Includes an extensive laneway circuit and network of pedestrian-priority streets with High Street and Federal Street the priority for improvement.

- Albert Street to be supported as the city centres second commercial spine.
Concept Rendering - Queen Street/Shortland Street Intersection
Item 7

Attachment E

Innovation Cradle

04
Introduction

With its concentration of higher education, research institutes, specialised businesses, professional bodies and sources of finance, Auckland city centre is a cradle for innovation. This move will strengthen these attributes.

Vision:

- Strengthen the city centre’s role as the core of Auckland’s innovation ecosystem with further development of the Wynyard Quarter Innovation Precinct and leveraging the value and prominence of the two universities within the Learning Quarter.

- Better physical connections between the Learning Quarter and the Waitemata Queen Street Valley supporting the universities’ multi-million dollar investments in their city centre campuses.

- Delivering Māori creative and innovation potential including via the Universities.

- Supporting an update of the 2009 Learning Quarter Plan.
Rapid Transport Orientated Development
05 Rapid Transit Orientated Development

Introduction

Access to the city centre is being transformed by public transport investment, including City Rail Link, the new bus network and light rail (proposed). In a few years, thousands more Aucklanders will have easy access to the city centre and city fringe via public transport.

This move will shape planning and development in the best-connected areas of Auckland.

Vision:

- Development of bustling urban destinations centred on transport nodes (CRL/LRT) at:
  - Britomart
  - Aotea Quarter
  - Karangahape Road
  - Dominion Road Road Junction/Mt Eden Station

- High-quality public realm connecting public transport passengers with city centre streets.
Dominion Road Junction

Existing  Conceptual Development Opportunities  Artist Impression
The Green Link
Introduction

A growing city centre needs to maintain and enhance access to green spaces. This move delivers a connected network of green parks and street spaces from the Auckland Domain through to Albert Park, Victoria Park, Wynyard Quarter and the future headland park.

Vision

- Transforming Victoria Street into a high-amenity green link that will connect Victoria and Albert Parks.
- Completing the development of Dalby Street in the Wynyard Quarter as a linear park connection between Victoria Park and a new regional park at Wynyard Point.
- Connecting new green links with the potential reopening of the Albert Park tunnels (private sector proposal).
- Achieving better links for walking and cycling across Grafton Gully and better connections to Auckland Domain.
- More tree cover, planting and access to open space in city centre.
Victoria Linear Park - Central Section

Proposed CRL entrance
Victoria Street

Artist impression of future
Queen Street

Idea for entrance to Albert Park
tunnel proposition
07

City to the Villages
07 City to the Villages

Introduction

Natural and artificial barriers restrict movement between the city centre and the city fringe. This move will improve the links to areas surrounding the city centre.

Vision

- The walking and cycling journeys between the city centre and its inner suburbs will be pleasurable.
- Gateways into the city centre, including bridges across the urban motorway system, are celebrated and take advantage of views.
- Development of under-developed and valued sites on the immediate fringes of the city centre is supported.
- Convenient and frequent bus, ferry and possible future light rail services connect the city centre and its inner suburbs.
- Native species dominate plantings in streets and gateways.
Concept for a Wellington Street Connection
08
Harbour Edge Stitch
Introduction
The city centre is shaped by its relationship with the Waitematā Harbour. This move will unite the city centre with the waterfront through public realm improvements and the development of new mixed-use destinations.

Vision
- The waterfront ‘axis’ from Silo Park in the east to Teal Park in the west including Quay Street is fully transformed as a high-quality harbour edge pedestrian friendly space.
- Delivery of new harbour edge public spaces, including Wynyard Point Park and Downtown Public Space.
- Better north-south connections to the harbour edge including improvements to Lower Hobson Street and the Fanshaw Street-Customs Street-Beach Road Corridor.
- Development of destinations along the harbour edge.
Concept for Headland Park
Te Tāruke-ā-Tāwhiri: Auckland’s Climate Action Framework

File No.: CP2019/12971

Te take mō te pūrongo
Purpose of the report
1. To provide an overview of the draft Te Tāruke-ā-Tāwhiri: Auckland’s Climate Action Framework for feedback and seek input from the Seniors Advisory Panel on the consultation approach with senior representative networks.

Whakarāpopototanga matua
Executive summary
2. In February 2018, the Environment and Community Committee approved the development of an integrated climate change action plan, addressing both the rising emissions in the region and the impacts of our changing climate (ENV/2018/11). The new plan will replace the Low Carbon Auckland plan from 2014.

3. In November 2018, the Environment and Community Committee endorsed Auckland’s reapplication for membership to the C40 Cities Climate Leadership Group, including the requirement to develop a climate plan consistent with the Paris Agreement aspiration of 1.5°C maximum temperature rise (ENV/2018/148).

4. Since February 2018, Auckland Council has led the development of Te Tāruke-ā-Tāwhiri: Auckland’s Climate Action Framework, with extensive cross-sector collaboration. This framework addresses emissions reduction for the region and impacts of our changing climate. The consultation summary is Attachment A and the full framework is Attachment B.

5. The draft framework was developed through strong collaboration with Mana Whenua, and with extensive consultation and evidence building including Climate Change Risk Assessments (CCRAs), emissions modelling and analysis of other leading cities’ climate action plans. The draft climate action framework has 11 key moves which speak to Auckland’s needs and address the future challenges it will face.

6. The framework relies on collaboration between key stakeholders such as businesses, institutions, industry and community groups to work together to take action to reach our climate targets.

Consideration
7. Climate change impacts, such as increased flooding, sea level rise, drought and temperature rise, will impact different communities to varying degrees, and it is critical that everyone is adequately supported and preparing for future climate change challenges. Socio-economic inequality is interwoven with cultural difference and diversity in Auckland, and it is likely climate change will exacerbate many of the socio-economic differences in communities. Certain risks, such as heat waves, are more significant to the senior demographic. This highlights the urgent need to address the future challenges of climate change and ensure communities and individuals are resilient.

8. The severity of impacts in the future is directly influenced by on-going emissions and so the framework also sets a path towards net zero emissions by 2050.

9. The 11 key moves in the framework address both climate mitigation and adaptation with an aim to deliver the benefits fairly, focussing on protecting vulnerable communities. The key moves address a range of areas, from a resilient and healthy food supply to equitable mobility options. It is also critical that the transition to a net zero future is just and equitable. This involves strong collaboration with communities and sectors, ensuring that jobs, safe transport options, affordable healthy food and clean energy supplies are maintained and accessible to all. It is important that the framework enables and supports all communities.
Next Steps

11. After public consultation, the feedback will be compiled and presented back to the governing body.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:

a) provide feedback on the Auckland Climate Action Framework
b) provide recommendations on how we can best reach out to the Senior representative networks during public consultation.

Ngā tāpirihanga
Attachments

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Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sarah Anderson - Principal Specialist Sustainability and Climate Resilience</th>
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<tbody>
<tr>
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<td>Jacques Victor - GM Auckland Plan Strategy and Research</td>
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<td>John Nash – Lead Officer Support</td>
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Mihi

Tuia ki te rangi
Tuia ki te whenua
Tuia ki te moana
Tuia te here tangata
E rongo te pō, e rongo te ao

E whēkite ana, e whēkaro ana i ngā uihaitai a Wainuiātea
Tupuna o ngā moana kiriwaiwai mō Papatūānuku
Ngākau tonu ana a Tātua rāua ko Taiaro
E haehae tonu ana i te uma o Nuku

Pipi tonu mai ana ngā wai o Roi i ngā kamo
Tangi ana mō Moana-tū-ki-te-repo
I kekena kia rete tōna waiora
ki a Tangaroa-whakamau-tai
Ngaro atu, kāhore he hokinga mai

Kei hea rā he kāinga mō Matuku
He manu o te repo?
Ka ngaro i te aro tirohanga
Kua korokio ki ngā rākau te tēti o te wao nui
Waiho ake a Poroka te tangi mōkenoke

Ngaoki tonu mai ana te oati a Tangaroa ki a Tāne
Ngaki ana ki uta
Tāpohutu mai ana ngā uri a Tāne
Ki te whakatutuki i te oati i Te Paarangi

Waiho ake ngā uihaitai he roimata
Whakamākākū i ngā pāpāringa
Kia tū kau ake ki te wharehukahuka a Tangaroa
Ki te patatai e tau ai, e tau ai, kua tau
Bird the tapestry of life which affirms humanity's connection to the natural world. To the celestial realm, to the earthly realm, to water - the sustenance for all life forms, and, to remember to keep everything in 'balance'.

The mists of Wainuiātea, the mother of all oceans and waterways, rise like tears above the waterways that provide the fluid skin to clothe Papatūānuku. The ancient waterways of Taitua and Talaro forever eroding and tearing at the breast of Papatūānuku.

The tears (Roimata) continuously flow from the eyes
 Mourning the death of Moana-tū-ki-te-repo (swamplands, the youngest child of Wainuiātea)
 Killed and drained of her life-giving purpose, to cleanse the waters of Tangaroa Whakamautai.
 Lost forever and never to return.

Where is home for Mātuku now?
The bird of the marshlands and swamps?
He is no longer seen.

His spirit floating on the highest branches of Te Wao Nui a Tāne.
Leaving Poroka to his lonely cry.

The promise Tangaroa made to Tāne is yet to be satisfied
He continuously digs and scrapes at the ramparts of the domain of Tāne.
Fulfilling the promise to take the life of the children of Tāne.
The promise he made to Tāne at Te Paerangi.

May the seaspray be evidence of those tears
That continually moisten the cheeks of Papatūānuku
They flow to the foamy domain of Tangaroa
Where in their own time they leave the turbulence of the oceans to come ashore to find peace and rest.
Te Tāruke-ā-Tāwhiri

Tamaki Makaurau – Tamaki loved by many,
Tamaki herenga waka - Tamaki the converging place of many canoes.
Tamaki herenga tangata - Tamaki the converging place of many peoples
Te pai me te whai rawa o Tamaki - The abundance and prosperity of Auckland

Te Tāruke-ā-Tāwhiri takes a deeply cultural narrative that is embedded in this place - Tamaki Makaurau.

The narrative speaks to the struggles of Tāwhirimāteā, the primal ancestor associated with climate and weather. Tied to the Māori creation narratives of the universe and the world, Tāwhirimāteā is seen to be influencing our climate and accelerating the change in our climate in response to human induced climate change.

The central theme of the narrative calls for a change in our response to climate change, and a shift from a human-centred approach to an ecological-centred approach given our symbiotic relationships with the natural environment.
The call to action is now.

It’s time for climate action

2019 saw millions of young people around the world take strike action, calling for a safe climate future. People across Aotearoa New Zealand have called for decisions and action to protect our regions – and our planet – from the impacts of climate change.

In June 2019, Auckland Council responded to this call and the irrefutable evidence of climate change by declaring that a climate emergency is facing our region.

Climate change is one of the most significant issues facing Aucklanders. Implications and impacts are broad and varied. It affects us all, but our most vulnerable people and communities are most at risk. The impacts are expected to get worse over time and will persist for decades and beyond.

Auckland has already felt some effects of climate change such as sea level rise and flooding. Even slight changes to temperature, rainfall, and sea level now have serious consequences. Heat stress, severe flooding, and new pests and diseases will have direct impacts here in Auckland and will only get worse unless we take action to adapt and mitigate the effects of climate change.

Having declared a climate emergency, we as Aucklanders need to respond and take the necessary actions to protect our future. We need to reach a target of no more than 1.5 degrees warming. This draft Climate Action Framework outlines ways in which Auckland Council and wider Auckland community can shape how we respond.

The Climate Action Framework will inform detailed costed actions for Auckland Council and our council-controlled organisations. This will feed into the council’s next ten-year budget, which will be finalised in 2021.

We also rely on key stakeholders such as businesses, institutions, industry and community groups to use the framework to work together to take action. Auckland Council can act as a broker and facilitator, but – given that a wide range of stakeholders must act – many changes need to be made without our direct influence or input.

Please work with us and submit on the draft framework. We want to test whether we are heading in the right direction to bring about the change that is needed. Have we got it right? Are there areas we need to change, or give more or less focus to? We are genuinely committed to listening and responding to the feedback we receive.

Councillor Penny Hulse
Chair of Environment & Community Committee
A call to every Aucklander

The science is clear: what we are currently doing won’t get us to net zero emissions by 2050. We need to take climate action right now, and we need to do it faster.

In June 2019, Auckland Council declared a climate emergency. We join cities around the world who have recognised the need for urgent action on the climate crisis.

We all know the climate change threats facing Auckland, but new research shows even more change and threat.

- our mean annual temperature is rising.
- rainfall patterns are changing.
- our coastlines are being increasingly damaged by ongoing rises in the sea level.

How do we tackle these problems?

We’re starting with a Climate Action Framework to:

- reduce emissions that cause climate change.
- reduce the negative impacts of that change.

Working with various partners and stakeholders, new research and using evidence and testing ideas and options, we’ve identified 11 changes — called key moves — and some actions within them.

While Auckland Council facilitated development of the framework, we’re also working alongside central government, other councils, Māori as karahia, the private sector and you. A viable plan needs your input because we’ll be asking every Aucklander and their community to make changes.

Keep in mind that we can only plan on what we know now. As we learn more about climate change and its effects, as we gather new knowledge and technology, we’ll refine the plan.

The best advice we’ve been given is this: we have 10 years to make major changes before climate change takes hold with catastrophic consequences.

We call on every Aucklander — from residents to businesses — to be involved in reducing the negative impacts of climate change. This is how we start that process.
We want your feedback
This plan suggests a number of areas to focus on: What do you think of them?
Please give us your feedback through:
• Have Your Say events
• Written feedback at: akhaveyoursay.nz

Making a submission
Submissions close at 8pm on Friday 6 September. Your name and submission may be included in materials available to the media and the public. All other personal details will remain private.

Getting copies of this document
• online at akhaveyoursay.nz
• libraries, service centres and local board offices.
The full draft framework with more detail is available online at: akhaveyoursay.nz
Climate change and Māori

Ko te hau o te whenua, ko te hau o te tangata – the essence of the land, the vitality of people.

Māori are inherently connected to the broader natural environment through whakapapa. The impacts of climate change will significantly affect the essence and vitality of these whakapapa relationships.

Mana whenua have specific whakapapa relationships to Tāmaki Makaurau. Collective knowledge or mātauranga, of the land, sky and sea has been developed over the last 1000 years within Tāmaki Makaurau.

We have an opportunity to draw on these knowledge systems, practices and experiences to help navigate our way forward, and to guide our collective response to climate change.

We are driven to reduce the impact of natural and human induced climate chaos on our environment, including the barriers that enable intergenerational resilience of communities across Tāmaki Makaurau.

Mana whenua will continue to support the contribution of Māori to the framework.

The Māori drivers for this framework for action are underpinned by mana whenua and anchored within the specific Māori context of Tāmaki Makaurau. These elements include, but are not limited to:

- whakapapa
- kaitiakitanga
- manaakitanga
- tonuitanga
- mātauranga Māori.
The 11 Key Moves Auckland Needs to Make

Phased delivery

Some will be delivered more quickly and easily, others will require more time and effort. All actions are set within three time periods:

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<tr>
<td>Actions partially underway indicated by 🔄</td>
<td>Roll out of actions at scale and pace</td>
<td>System change for a zero-emissions, climate resilient region</td>
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<td>Pilot actions that test new ideas that show promise if scaled up</td>
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<tr>
<td>Actions essential to unlocking system change, better evidence, additional resourcing</td>
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Actions with the 🔄 are partially underway, have been discussed initially with delivery partners or have been through some degree of refinement and development. It does not indicate whether or not funding, deliverables or outcomes have been achieved.
KEY MOVE 1:
Lay the foundation

We make decisions based on sound evidence. We have the capacity, resources and leadership to deliver by working together.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future
All Aucklanders have a voice in our climate future and can make their communities more resilient and emissions-free. Leadership at all levels and from all sectors is cemented, sustained and flourishing. Each decision considers climate change and Te Tiriti o Waitangi/Treaty of Waitangi. Information is continuously updated and embedded into decision-making processes. Auckland’s local and regional approach is aligned with a supportive and enabling national approach. Conflicts between projects, policies and strategies have dissolved.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>2022</th>
<th>2030</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uphold Te Tiriti o Waitangi/Treaty of Waitangi and treaty partnerships in decision-making</td>
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<tr>
<td>Secure long-term commitment and leadership from across mana whenua and public, private and voluntary sectors</td>
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<tr>
<td>Engage in a way that enables and empowers Aucklanders to have a say in climate decisions and to act</td>
<td></td>
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</tr>
<tr>
<td>Ensure that the custodianship of mātauranga Māori knowledge systems, practices and the teachings inform and underpin climate response, actions and decisions</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Embed climate change assessments into decision-making processes and reporting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regularly review and update climate change evidence to inform decisions</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Be transparent and provide data and information to enable citizen science, innovation and research</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Actively develop supportive policy and legislation with central government</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ensure regional policies and strategies do not conflict with delivery of climate compatible development and infrastructure</td>
<td></td>
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</tr>
</tbody>
</table>

What do you think of these ideas?
Please give us your feedback through

- Have Your Say events
- Written feedback at: akhaveyoursay.nz
KEY MOVE 2:
Enhance, restore and connect our natural environments

Oranga taiao, orange tāngata: a healthy and connected natural environment that restores the māuri (life essence) of Tāmaki Makaurau and benefits every Aucklander.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future

Our natural environment is celebrated, protected and enhanced - and its māuri is flourishing. The physical area and connection between blue (water) and green (land) spaces has increased, and these healthy ecosystems store carbon. Healthy, connected ecosystems also provide climate resilience. We are managing flood risk and reducing urban heat leading to better air and water quality and a more pleasant urban environment. Aucklanders feel a strong connection to, and are kaitiakitanga for, their local natural environment. They value and respect the mental and physical wellbeing benefits it provides. Indigenous biodiversity has access to a seamless network of habitat space and is protected from invasive species. Our taonga species are resilient to a changing climate.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use a blue-green network approach in growth and regeneration areas</td>
<td></td>
</tr>
<tr>
<td>Crow and protect our urban and rural rāgahere/forest to capture</td>
<td></td>
</tr>
<tr>
<td>emissions and build resilience</td>
<td></td>
</tr>
<tr>
<td>Protect indigenous biodiversity and ecosystems vulnerable to</td>
<td></td>
</tr>
<tr>
<td>climate change</td>
<td></td>
</tr>
<tr>
<td>Establish a voluntary ecosystem marketplace to generate</td>
<td></td>
</tr>
<tr>
<td>funding for natural climate solutions</td>
<td></td>
</tr>
<tr>
<td>Apply circular economic principles to land use and land use changes.</td>
<td></td>
</tr>
<tr>
<td>Change to a land management approach that creates, preserves</td>
<td></td>
</tr>
<tr>
<td>and enhances healthy, viable soils</td>
<td></td>
</tr>
<tr>
<td>Protect and enhance coastal and marine ecosystems to</td>
<td></td>
</tr>
<tr>
<td>maximise carbon capture and resilience</td>
<td></td>
</tr>
</tbody>
</table>

What do you think of these ideas?

Please give us your feedback through

• Have Your Say events
• Written feedback at: akhaveyoursay.nz
KEY MOVE 3:
Make development and infrastructure climate-compatible

All new development and infrastructure complies with our climate goals and encourages low impact lifestyles.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future
The planning, location and delivery of development and infrastructure helps minimise and reduce emissions and the impacts of climate change.

Aucklanders live low-carbon lifestyles, with healthy and accessible transport choices and energy efficient homes. We use dramatically fewer resources like water and energy without compromising our quality of life.

Aucklanders feel more connected to their communities. They have more time to spend with families and friends due to shorter and easier travel.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accelerate the uptake of sustainable design and construction</td>
<td>★</td>
</tr>
<tr>
<td>Build climate resilience and health benefits into all transport projects, delivering more than just emissions reductions</td>
<td>★</td>
</tr>
<tr>
<td>Ensure new infrastructure is climate-proof and resilient</td>
<td>★</td>
</tr>
<tr>
<td>Make climate compatibility assessments standard for all new developments and infrastructure</td>
<td>★</td>
</tr>
<tr>
<td>Plan for a quality compact urban form that supports low carbon, resilient development</td>
<td>★</td>
</tr>
<tr>
<td>Find and deliver alternative water supply options to address climate change and population growth</td>
<td>★</td>
</tr>
<tr>
<td>Establish an integrated, circular water management framework to improve efficiency and reduce waste</td>
<td>★</td>
</tr>
<tr>
<td>Ensure planning controls reflect climate risk and policy interventions are in place to mitigate them</td>
<td>★</td>
</tr>
</tbody>
</table>

What do you think of these ideas?
Please give us your feedback through

• Have Your Say events
• Written feedback at: akhaveyoursay.nz
**KEY MOVE 4:**

**Transform existing buildings and places**

Existing buildings and spaces are revitalised to be healthy, low impact and multi-functional.

There is more detail in the full draft framework at akhaveyoursay.nz

**What we want for the future**

Auckland’s buildings and places are healthy, comfortable and efficient. Diseases like rheumatic fever rapidly decline and we no longer see a difference in related health outcomes across Auckland’s communities. Aucklanders spend less of their income on heating and cooling their homes.

The places in our built environment provide multiple functions, such as energy and food production, flood resilience and opportunities for social and cultural interaction. People spend more time together in quality places and feel better about themselves and about Auckland.

**What we need to do**

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2022</td>
</tr>
<tr>
<td>Deliver targeted commercial, industrial and residential building retrofit schemes across Auckland</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Increase the productive potential of new/existing roofs and walls</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Make public spaces multi-functional with broader benefits</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Establish and rapidly scale low carbon, resilient precincts across Auckland</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Ensure existing infrastructure is as climate-proof and resilient as possible</td>
<td>![Icon]</td>
</tr>
</tbody>
</table>

**What do you think of these ideas?**

Please give us your feedback through

- Have Your Say events
- Written feedback at: akhaveyoursay.nz
KEY MOVE 5:

Deliver clean, safe and equitable transport options

Aucklanders have more options for getting around.
There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future
An integrated and resilient transport network works together with climate-compatible development.
The network prioritises, and is built for, active and public transport. This reduces trip distances and the need for travel and provides zero carbon choices.

Our transport options are safe, affordable and healthy. They are powered by resilient and sustainable energy sources, including the widespread use of electric vehicles, bikes, buses and trains. Public transport is fast, clean, safe and accessible for all. The transport system easily connects residents to areas of greatest demand and enables efficient distribution of freight. Zero emission cars outnumber their petrol counterparts. Cars no longer dominate the urban landscape and public spaces are put to better use.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage large-scale uptake of zero and low emissions vehicles</td>
<td>2022</td>
</tr>
<tr>
<td>Rapidly increase the frequency, affordability and availability of</td>
<td>2030</td>
</tr>
<tr>
<td>public transport</td>
<td>2050</td>
</tr>
<tr>
<td>Rapidly increase safe, high-quality cycling and walking</td>
<td></td>
</tr>
<tr>
<td>infrastructure</td>
<td></td>
</tr>
<tr>
<td>Assess road pricing schemes to reduce car travel and vehicle</td>
<td></td>
</tr>
<tr>
<td>emissions</td>
<td></td>
</tr>
<tr>
<td>Make freight systems more efficient to reduce emissions</td>
<td></td>
</tr>
</tbody>
</table>

What do you think of these ideas?
Please give us your feedback through

• Have Your Say events
• Written feedback at: akhaveyoursay.nz
KEY MOVE 6:
Move to a zero carbon, climate - resilient economy

Auckland leads climate-smart innovation and a fair and just transition to a zero carbon, climate-resilient economy.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future

Auckland’s economy transitions quickly to be clean, prosperous and zero carbon. Our businesses have far greater resilience and agility to a range of infrastructure, workforce and supply chain climate risks and impacts. We are climate-ready and our people thrive in a stabilised climate. New opportunities, collaborations, business models and innovations power a more circular and hyper-efficient economy. This provides a diversity of stable and meaningful career opportunities for our growing population.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a climate innovation system</td>
<td>![2022]</td>
</tr>
<tr>
<td>Accelerate business transition to zero carbon and build resilience</td>
<td>![2022]</td>
</tr>
<tr>
<td>Establish sector-based programmes to grow low carbon and climate resilience skills</td>
<td>![2022]</td>
</tr>
<tr>
<td>Leverage public sector and large business supply chains to deliver on climate outcomes</td>
<td>![2022]</td>
</tr>
<tr>
<td>Accelerate the transition from waste management to resource recovery and reuse</td>
<td>![2022]</td>
</tr>
<tr>
<td>Embed circular principles into Auckland’s economy</td>
<td>![2022]</td>
</tr>
<tr>
<td>Collaborate with central government to reduce process heat emissions</td>
<td>![2022]</td>
</tr>
</tbody>
</table>

What do you think of these ideas?

Please give us your feedback through

- Have Your Say events
- Written feedback at akhaveyoursay.nz
KEY MOVE 7:
Help Aucklanders become more resilient and reduce their carbon footprint

We are all more resilient to climate change and lead Auckland’s transition to net zero emissions.

There is more detail in the full draft framework at aklhaveyoursay.nz

What we want for the future
Aucklanders understand what climate change means for them, their families and their communities – now and into the future. They know how to build climate resilience and reduce emissions. Aucklanders are actively engaged, resourced and informed to act independently, but also empowered to unite through kotahitanga, to act as a collective.

Stronger partnerships develop between communities, and the public and private sector. All Aucklanders are supported to make their own decisions that recognise the values held by the community.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work together to strengthen the resilience of our communities,</td>
<td>2022</td>
</tr>
<tr>
<td>people and places</td>
<td>2030</td>
</tr>
<tr>
<td>Address the implications of climate change on our coastline</td>
<td>2050</td>
</tr>
<tr>
<td>Unlock barriers and support community-based initiatives that</td>
<td></td>
</tr>
<tr>
<td>reduce emissions and build resilience in a fair way</td>
<td></td>
</tr>
<tr>
<td>Plan for potential climate-related migration</td>
<td></td>
</tr>
</tbody>
</table>

What do you think of these ideas?
Please give us your feedback through

• Have Your Say events
• Written feedback at: aklhaveyoursay.nz
KEY MOVE 8:
Te puawaitanga o te tangata

Self-sustaining Māori communities and a lift in the well-being of Māori whānau across Tāmaki Makaurau.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future

Our tūpuna (ancestors) have provided rich legacies of knowledge and practices that nurture whakapapa (genealogy) and reaffirm Māori ways of collective action. These can guide our responses today. Learning from these inter-generational relationships and practices allows us to plan for what our unique places and communities will face over the next few generations and beyond, not just what they need today.

Mana Whenua, as the indigenous people of Tāmaki Makaurau, play a significant role in sustaining the region and the region’s identity. The responsibilities and obligations as inherent kaitiaki (caretakers) to manaaki (show generosity to) those communities that reside within their tribal domains must be upheld.

Mataawaka make a significant contribution to the wellbeing of the region and add to the economic, cultural and social richness.

The actions below provide guidance and direction to think in generations, not years; to embrace our responsibilities both to tūpuna (past ancestors) and to generations to come.

Actions

<table>
<thead>
<tr>
<th>Whakapapa</th>
<th>Restore, maintain and protect mana whenua whakapapa relationships to tangata (people), whenua (place), and atua (primordial ancestors). This includes whakapapa-centred relationships across Te Moana-nui-a-Kiwa and our tangata pasifika whanaunga (Pasifika relatives).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mātauranga</td>
<td>Develop a mātauranga Māori framework to safeguard taonga knowledge and achieve a balance between western science and indigenous narratives of our changing climate.</td>
</tr>
<tr>
<td>Manaakitanga</td>
<td>Actively manaaki (care for) and protect whānau and communities in a way that raises their mana, especially during periods of change or stress.</td>
</tr>
<tr>
<td>Kaitakitanga</td>
<td>Enable the active guardianship of whakapapa in current management and planning practices, but also future innovations and processes of change. Develop and sustain marae, kainga and waahi tapu as the supporting infrastructure for mana whenua.</td>
</tr>
<tr>
<td>Toruitanga</td>
<td>Enable sustainable circular Māori economic development and grow and Māori business ecosystems. Lift Māori whānau from poverty.</td>
</tr>
<tr>
<td>Rangatahi</td>
<td>Empower rangatahi to be facilitators of whakairo (ideas) from ao Māori (Māori world) perspectives.</td>
</tr>
</tbody>
</table>

What do you think of these ideas?

Please give us your feedback through

- Have Your Say events
- Written feedback at: akhaveyoursay.nz
KEY MOVE 9:
Youth and intergenerational equity

As rangatahi, we bring our unique perspective on climate change. We are living in uncertain times with responsibilities to te taliao (the environment), our tūpuna (ancestors) and those who will follow.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future

Education and kōrero (discussions) connect, and, systems value and awhi (embrace) the mana of rangatahi as a collective. We are engaged with kaupapa (issues) that matter to us. Therefore, the unique visions, approaches, perspectives and voices from rangatahi are recognised in decision-making.

We embrace opportunities for action to address the need to drive change.

The steps that need to be taken sit within an innovative waka guided by the four pou of kai, wai, whenua and whare. These four pou create a framework in which these actions must be delivered.

Our framework to achieve this

Build whanaungatanga - grow and connect rangatahi networks, voice, behaviour change and action across Tamaki Makaurau, Aotearoa and globally

Establish a rangatahi governance rōpū (group) to audit the Auckland Climate Action Framework’s progress towards:
- actions and outcomes impacting rangatahi
- making recommendations to ensure rangatahi needs and aspirations are fulfilled

Co-design and implement transformative educational programmes which foster inter-generational knowledge-sharing and kōtahitanga (unity)

Encourage and enable leadership and capability-building opportunities for rangatahi to be confident in decision-making processes

Enable rangatahi to create innovative pathways for meaningful and sustainable behaviour change

Empower rangatahi to be facilitators of whakaaro (ideas) from ao Māori (Māori world) perspectives

What do you think of these ideas?

Please give us your feedback through
- Have Your Say events
- Written feedback at akhaveyoursay.nz
KEY MOVE 10: Shift to decentralised renewable energy

Energy supply is clean and secure with benefits for every Aucklander.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future

Fossil fuel energy sources have been phased out. They are replaced with feasible and localised renewable energy options, such as hydrogen, wind and solar power.

Uptake of new energy is accelerated by smarter, more efficient and integrated energy generation, storage and management. The transition to renewables supports and enables the electrification of transport, better efficiency and increased productivity through the supply chain. It also supports greater resilience and security of the energy system, and better affordability for both energy generators and energy customers.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
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</thead>
<tbody>
<tr>
<td>Develop and deliver local and regional decentralised renewable energy</td>
<td>2022</td>
</tr>
<tr>
<td>solutions</td>
<td>2030</td>
</tr>
<tr>
<td>Use public property to drive innovation in renewable energy development</td>
<td>2025</td>
</tr>
<tr>
<td>Use opportunities from the Ports of Auckland hydrogen project to diversify and scale up</td>
<td>2025</td>
</tr>
<tr>
<td>Establish shore power at Ports of Auckland to reduce emissions from ships at berth</td>
<td>2025</td>
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</tbody>
</table>

What do you think of these ideas?

Please give us your feedback through

- Have Your Say events
- Written feedback at akhaveyoursay.nz
KEY MOVE 11:
Grow a low-carbon, resilient food system

A strong and resilient food economy provides all Aucklanders with access to low carbon, fresh and healthy food.

There is more detail in the full draft framework at akhaveyoursay.nz

What we want for the future

All Aucklanders have access to low carbon, fresh and healthy food. Auckland’s important and strategic food-producing areas are protected from development. These areas have adapted to a changing climate and sustain production indefinitely. Soils and soil carbon are maintained, helping to offset any residual emissions.

Food waste is minimised – even eliminated. Communities grow closer and healthier in their association with food production, including urban areas. Auckland’s food-producing economy is a model for regenerative, sustainable and affordable food production.

What we need to do

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>TIMELINE</th>
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</thead>
<tbody>
<tr>
<td>Support primary industries and small businesses to increase</td>
<td>2022</td>
</tr>
<tr>
<td>food security and build economic and climate resilience</td>
<td>2030</td>
</tr>
<tr>
<td>Protect our productive soils and use regenerative management</td>
<td>2050</td>
</tr>
<tr>
<td>to increase food security and carbon sequestration</td>
<td>2040</td>
</tr>
<tr>
<td>Reduce wastage, starting with prevention, and maximise the</td>
<td>2050</td>
</tr>
<tr>
<td>value of surplus food</td>
<td></td>
</tr>
<tr>
<td>Increase demand for local, seasonal, and low carbon food</td>
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<tr>
<td>Establish a cross-sector sustainable food policy council to</td>
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<tr>
<td>advise policy makers on food policy development</td>
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<tr>
<td>Implement kerbside food scraps collection service across urban</td>
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<tr>
<td>Auckland</td>
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</table>

What do you think of these ideas?

Please give us your feedback through:

- Have Your Say events
- Written feedback at: akhaveyoursay.nz
How does this translate into action?

We’re seeking your feedback on this framework. Once submissions close in September, we’ll review what you’ve told us. The necessary changes will be agreed by the council. This will become Auckland’s Climate Action Framework.

Different people and organisations will play different roles to turn this framework into action. Auckland Council will develop detailed costed actions for those things under its direct control. Council will also play a facilitating role where it does not have direct control and where others don’t take the lead. Resourcing will be considered in the council’s next 10-year budget.

Central Government is essential as it has the necessary levers and resources to support climate action. Many of the actions in the framework require Central Government’s support.

Every Aucklander can make daily decisions to reduce emissions and build their resilience to climate change impacts. You can also help change the structures and systems that underpin our economy and society.

Communities are at the forefront of dealing with climate change and acting. To succeed, communities need to add their local knowledge, diversity and ingenuity.

It is critical for private industry and businesses to commit to climate action, particularly reducing emissions. Many already have. They are also vital in developing and delivering the innovations required to meet our goals.

We must work together to avert this climate crisis – we have limited time to make the major changes we need.
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Takutaku

He huarahi ki te ao tūroa
In the beginning there was The Void
I te timatanga, ko Te Kore
Within The Void was The Night
Ko Te Pō
From within The Night, seeds were cultivated
Nā Te Pō
It was here that movement began – The Stretching
Ka puta ko Te Kukune
There The Shoots enlarged and swelled
Ko Te Pupuke
Then there was Pure Energy
Ko Te Hihihi
Then there was The Sub-conscious
Ko Te Mahara
Then The Desire to know
Ko Te Manako
Movement from Darkness to Light, from conception to birth
Ka puta ki Te Whei Ao
Ki Te Ao Mārama
From the learning comes Knowing
Tihewa mauri ora
I sneeze and there is life

Traditional Māori ways of knowing the world and the genealogy of creation begin with Io Taketake (The Originator) and evolve through different spheres of development until the present day. The recital above is an example of these spheres.
Mihi

Tuia ki te rangi
Tuia ki te whenua
Tuia ki te moana
Tuia te here tangata
E rongo te pō, e rongo te ao

E whēkite ana, e whēkaro ana i ngā uhitai a Wainuiātea
Tupuna o ngā moana kiriwaiwai mō Papatūānuku
Ngak tohu ana a Taitua rāua ko Taiaro
E haehae tonu ana i te uma o Nuku

Pipi tonu mai ana ngā wai o Roi i ngā kamo
Tangi ana mō Moana-tū-ki-te-repo
I kekeria kia rere tōna waiora
ki a Tangaroa-whakamau-tai
Ngaro atu, kāhore he hokinga mai

Kei hea rā he kāinga mō Matuku
He manu o te repo?
Ka ngaro i te aro tirohanga

Kua korokī ki ngā rākau teitei o te wao nui
Waiho ake a Poroka te tangi mokemoke

Ngaoki tonu mai ana te oati a Tangaroa ki a Tâne
Ngaki ana ki uta
Tāpohutu mai ana ngā uri a Tâne
Ki te whakatutuki i te oati i Te Paerangi

Waiho ake ngā uhitai hei roimata
Whakamākūkū i ngā pāparinga
Kia tū kau ake ki te wharehukahuka a Tangaroa
Ki te patatai e tau ai, e tau ai, kua tau
Bind the tapestry of life which affirms humanity’s connection to the natural world. To the celestial realm, to the earthly realm, to water - the sustenance for all life forms, and, to remember to keep everything in ‘balance’.

The mists of Wainuiātea, the mother of all oceans and waterways, rise like tears above the waterways that provide the fluid skin to clothe Papatūānuku.
The ancient waterways of Taitua and Taiaro forever eroding and tearing at the breast of Papatūānuku.

The tears (Rōimata) continuously flow from the eyes
Mourning the death of Moana-tū-ki-te-repo (swamplands, the youngest child of Wainuiātea)
Killed and drained of her life-giving purpose, to cleanse the waters of Tangaroa Whakamautai.

Lost forever and never to return

Where is home for Matuku now?
The bird of the marshlands and swamps?
He is no longer seen.

His spirit floating on the highest branches of Te Wao Nui a Tāne.
Leaving Poroka to his lonely cry.

The promise Tangaroa made to Tāne is yet to be satisfied.
He continuously digs and scrapes at the ramparts of the domain of Tāne. Fulfilling the promise to take the life of the children of Tāne.
The promise he made to Tāne at Te Paerangi

May the seaspray be evidence of those tears
That continually moisten the cheeks of Papatūānuku
They flow to the foamy domain of Tangaroa
Where in their own time they leave the turbulence of the oceans to come ashore to find peace and rest.
Te Tāruke-ā-Tāwhiri

Te Tāruke-ā-Tāwhiri takes a deeply cultural narrative that is embedded in this place - Tāmaki Makaurau / Auckland.

The narrative speaks to the struggles of Tāwhiri-mātea, the primal ancestor associated with climate and weather. Tied to the Māori creation narratives of the universe and the world, Tāwhiri-mātea is seen to be influencing our climate and accelerating the change in our climate in response to human induced climate change.

The central theme of the narrative, calls for a change in our response to climate change, and a shift from a human-centred approach to an ecological-centred approach given our symbiotic relationships with the natural environment.

The call to action is now.

Tāmaki Makaurau - story of place
Tāmaki Makaurau – Tāmaki loved by many
Tāmaki herenga waka - Tāmaki the converging place of many canoes
Tāmaki herenga tangata - Tāmaki the converging place of many peoples
Te pai me te whai rawa o Tāmaki - The abundance and prosperity of Auckland

Blessed with a temperate climate, natural resources and a distinctive coastal isthmus, Tāmaki Makaurau / Auckland has attracted human settlement and commerce for about 1000 years. It is a coastal region, bordered by the Waitemata, Manukau and Kaipara harbours and it is formed by a volcanic landscape, bush clad ranges and fertile plains. Today the number of people that have been attracted to the region has grown exponentially, and with the growth come benefits and issues.
It's time for climate action

2019 saw millions of young people around the world take strike action, calling for a safe climate future. People across Aotearoa New Zealand have called for decisions and action to protect our regions – and our planet – from the impacts of climate change.

In June 2019, Auckland Council responded to this call and the irrefutable evidence of climate change by declaring that a climate emergency is facing our region.

Climate change is one of the most significant issues facing Aucklanders. Implications and impacts are broad and varied. It affects us all, but our most vulnerable people and communities are most at risk. The impacts are expected to get worse over time and will persist for decades and beyond.

Auckland has already felt some effects of climate change such as sea level rise and flooding. Even slight changes to temperature, rainfall, and sea level now have serious consequences. Heat stress, severe flooding, and new pests and diseases will have direct impacts here in Auckland and will only get worse unless we take action to adapt and mitigate the effects of climate change.

Having declared a climate emergency, we as Aucklanders need to respond and take the necessary actions to protect our future. We need to reach a target of no more than 1.5 degrees warming. This draft Climate Action Framework outlines ways in which Auckland Council and wider Auckland community can shape how we respond.

The Climate Action Framework will inform detailed costed actions for Auckland Council and our council-controlled organisations. This will feed into the council’s next ten-year budget, which will be finalised in 2021.

We also rely on key stakeholders such as businesses, institutions, industry and community groups to use the Framework to work together to take action. Auckland Council can act as a broker and facilitator, but – given that a wide range of stakeholders must act –many changes need to be made without our direct influence or input.

Please work with us and submit on the draft Framework. We want to test whether we are heading in the right direction to bring about the change that is needed. Have we got it right? Are there areas we need to change, or give more or less focus to? We are genuinely committed to listening and responding to the feedback we receive.

Councillor Penny Hulse
Chair of Environment & Community Committee
Executive summary

Auckland has 10 years to make major changes before climate change takes hold with catastrophic consequences.

As no single group can deliver the change needed alone, we have collaborated with stakeholders across Auckland to develop this framework to reduce emissions that cause climate change, like those from transportation and energy generation, and reduce climate impacts like flooding and sea level rise.

The purpose of the framework is to:

- Increase Auckland’s resilience to the impact of climate change
- Reduce emissions that cause climate change

To achieve this we need to:

- Keep temperature rise within 1.5 degrees Celsius and get Auckland to net zero emissions by 2050.

We’ve come up with 11 changes – called key moves – to achieve those goals.

We can only plan on what we know now. As we learn more about climate change and its effects, as we gather new knowledge and technology, we’ll refine the framework.

We need every Aucklander – from residents to businesses – to be involved in reducing the negative impacts of climate change. This is how we start that process.

What do you think?

We want to hear what you think about the draft framework, so that we can improve and finalise it. Give us your feedback through:

- Have Your Say events
- feedback at: akhaveyoursay.nz

This document is available:

- online at akhaveyoursay.nz
- libraries, service centres and local board offices
Making a submission

Submissions close at 8pm on Friday 6 September

Your name and submission may be included in papers made available to the media and the public. All other personal details will remain private.
Climate change and Māori

Ko te hau o te whenua, ko te hau o te tangata

The essence of the land, the vitality of people

Māori are inherently connected to the natural environment through whakapapa. The impacts of climate change will significantly affect the essence and vitality of those whakapapa relationships.

Mana Whenua have specific whakapapa relationships to Tāmaki Makaurau. Mātauranga (knowledge) around the land, sky and sea in the region has been developed over the last 1000 years.

We have an opportunity to draw on those knowledge systems, practices and experiences to help navigate our way forward, and to guide our collective response to climate change.

We are driven to reduce the impact of natural and human induced climate chaos on our environment, including the barriers that enable inter-generational resilience of communities across Tāmaki Makaurau.

Through the Mana Whenua Kaitiaki Forum, Mana Whenua have partnered with the council to develop this Framework and support the contribution of Māori subject matter experts and in particular, the role of rangatahi to further contribute to the Framework.

The Māori drivers for this Framework for action are underpinned by Mana Whenua and anchored within the specific Māori context of Tāmaki Makaurau. These elements include, but are not limited to:

- whakapapa
- kaitiakitanga
- manaakitanga
- tōnuitanga
- mātauranga Māori

Find out more about Climate change and Māori in the supporting information section.
Te mana rangatahi

We are the rangatahi (youth) of Tāmaki Makaurau and we have mana (power) both now and in the future.

Let us awaken your senses to help you navigate this kaupapa (issue).

Close your eyes.

Take yourself to a place you feel connected to.

Do you feel the winds of Tāwhiri-māteā on your face when you are on your maunga (mountain)?

Can you hear the waves of Hine-moana?

Do you feel the vibration of your ngahere (forest)?

Will your mokopuna (descendants) feel this in the future?

Do they deserve the future we are giving them?

Open your eyes.

Our whakaaro (ideas), our way of living is in the time of darkness, Te Āhuru Mōwai. We are standing here today to help navigate through that time of darkness. Bē Tāne-mahuta and push that darkness away.

We are teina (junior) to te taiao (the environment).

Ka noho teina te tangata. Ka noho tuakana ko te taiao.

The environment is the mentor to people. We as people are learners to the environment.

In days past, we listened to the trees, we noticed tohu (signs) and we respected those messages because we are te taiao, we are the environment. We cannot continue talking about te taiao, rather, we talk with te taiao, because we are one.

As rangatahi, we are teina to you. You have knowledge and have lived experiences that we will never know.
But you are teina to us because you don’t know what it is like to be rangatahi, right now. We are here, and we are suffering the effects of a system that does not value the voice of future generations or te tāiao.

Our mātauranga (knowledge) tells us of Māui-pōtiki, the youngest hautū (trickster) who was bold, creative with change, he was innovative, he was experimental and he got on with it.

As indigenous rangatahi voices we know where we stand. We ask you to trust, tautoko (support) and awhi (embrace) us in the healing of our whenua (land) on behalf of our mokopuna.

We ask you to recognise us in the plan for our future. We are Generation Now. Our voices will be heard.

Whakarongo pikari (listen attentively).

Manaaki whenua
Manaaki tangata
Haere whakamua
Care for the land
Care for people
And go forward
Our commitments and our progress

A global movement

New Zealand is part of the global movement to reduce emissions and prepare for the catastrophic impacts of climate change.

This means keeping the global temperature rise this century well below 2 degrees Celsius above pre-industrial levels, and to pursue efforts to limit warming to 1.5 degrees Celsius. Although it sounds small, half a degree makes a big difference. Take sea level rise: new evidence¹ suggests that half a degree would mean at least 10 million fewer people exposed to risks like flooding and infrastructure damage².

Find out more about the global movement in the supporting information section.

Lining up targets

Confronted with this kind of evidence, the global conversation has shifted to 1.5 degrees Celsius and so has New Zealand. The Government’s Climate Change Response (Zero Carbon Bill)³ aims to deliver on the 1.5 degrees Celsius target and we have adopted the same target for Auckland. We’re also part of the C40 Cities group of 94 major cities working together to take bold climate action. Most of these cities are pursuing targets in line with the 1.5 degrees Celsius target.

Find out more about C40 Cities in the supporting information section.

Our track record for climate action will help here. Businesses and organisations are reducing energy use in their facilities and offices, testing out new low-emissions technologies and

¹ https://www.ipcc.ch/sr15/
³ https://msm.govt.nz/have-your-say-zero-carbon
designing out waste from their supply chains. Auckland iwi are showcasing new technologies, climate-smart building design and approaches to food and food waste. The council is investing in public transport and active modes like walking and cycling. We’re committed to ensure the safety of people and infrastructure in the face of sea level rise and more severe flooding.

Find out more about Auckland’s track record in the supporting information section.
Auckland’s pathway to net zero emissions

Our regional emissions are rising. Between 2009 and 2016 Auckland’s overall emissions increased by 5.6 per cent. If we continue this trend, Auckland’s emissions will increase by 27 per cent by 2050.

Our current pathway won’t get us to our commitment of dramatically reducing emissions to net zero by 2050.

Our most significant sources of emissions are related to transport, energy use in industry and buildings, and industrial processes. Collectively, they contribute to more than 60 per cent of total emissions in Auckland.

Working backward from the goal of net zero, Auckland’s carbon budget is 164 mega-tonnes of carbon dioxide equivalent (MtCO₂) over the next 33 years.

We need to rethink how we travel, grow and develop Auckland, how we power our homes and businesses, and how we transition our industry and economy. All of this is in the context of rapid population growth and change, which adds another set of challenges.

Other cities and nations have shown that they can grow in population and Gross Domestic Product (GDP) while dramatically shrinking overall emissions. That challenge is now ours.

To get there, our emissions must decrease rapidly in the next decade. The sooner they decline, the better we can manage the challenges, impacts and costs, and the sooner we will see the benefits like cleaner air and better transport choice.

The next few years are critical. Major changes take time to implement and many of the decisions made many years ago have locked us into high emissions.

Actions in this framework are designed to reduce emissions across these major sources and collectively stay within our overall carbon budget.

Find out more about emissions modelling in the supporting information section.
The impacts of climate change for Auckland

A report from the National Institute of Water and Atmospheric Research* looks at what Auckland might look like in 2120.

This work is a basis for a Climate Change Risk Assessment (CCRA) for Auckland. The CCRA looks at risks to our people, our environment and our infrastructure, should global emissions continue to rise at the current rate. It has been used to help develop the actions of this draft framework.

Find out more about the Climate Change Risk Assessment in the supporting information section.

This new information and research on how Auckland’s climate will likely change, and the related impacts helps us prepare for those changes and impacts – and to ensure we prioritise our more vulnerable people and communities.

Temperature

Over the past century, Auckland’s mean annual temperature has increased by about 1.6 degrees Celsius. It is projected to increase by between 1.5 and 3.75 degrees Celsius, depending on the pace of global emissions reductions.

This means we’re likely to have four times as many hot days per year. That’s 80 days above 25 degrees, equivalent to a whole season. This could be a minor inconvenience to some. To many others it could lead to poorer health, particular in the very young, the elderly, those working outdoors and people with pre-existing illnesses. We however know that glaciers and ice sheet melting is accelerating so the change could be even greater.

Marine and coastal change

Sea levels are already rising. If global emissions remain unchecked, they’re projected to rise by up to one metre by the end of this century.

In a region with 3,200 kilometres of coastline, this means serious threats of coastal erosion, storm surges and flooding. Over this century, approximately 1.5 to 2.5 per cent of Auckland’s land area could be exposed to sea level rise. This covers 0.3 per cent of buildings, 80 per cent of coastal ecosystems and six per cent of dairy land.

Marine ecosystems are highly susceptible to climate change, with things like ocean acidification threatening the condition and very survival of some marine species. This will affect both the economy and recreational activities.

Rainfall

Seasonal rainfall patterns and extremes are expected to change, with wetter autumns and drier springs. Drier periods could mean water shortage for urban, agricultural and industrial use. Extreme rainfalls could mean more intense flooding, affecting private and public property, health and safety, and local economies.

* https://www.niwa.co.nz/
The other factors and combined effects

Climate change doesn’t happen separately from other changes like population growth, 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.

Our climate change effects aren’t isolated from other regions and countries. Migration related to climate is already happening across the world. Auckland will need to be part of the solution to support these displaced people.

Impacts of climate change for Māori

Indigenous peoples constitute less than five per cent of the world’s population, but they safeguard 80 per cent of the world’s biodiversity. The global response to climate change requires applying all the best knowledge available, including the perspectives of indigenous peoples. They are not only among the most vulnerable to the impacts of climate change, they also hold many of the solutions to adapting to it.

Te ao Māori (the Māori world) calls for the protection and preservation of all that is culturally significant, to protect and preserve our taonga (resources). The legacy of our ancestors that we in turn leave for future generations, lies in the balance.

Climate change has significant implications for Māori.

- Being predominantly coastal people, mana whenua relationships to ancestral taonga, cultural knowledge and practices are at risk. Sea rise is compromising wāhi tapu (sacred sites), Māori land holdings, marae and other significant sites.
- There will also be potential socio-economic impacts on whānau (families). Proposed responses to climate may present a further disadvantage for Māori.
- Whānau Māori (Māori families) who are already in a precarious financial position, have less access to resources to respond to rapidly worsening conditions.
- Marae, urupā (burial grounds) and wāhi tapu (sacred sites) will be exposed to inundation and flooding.
- The indigenous flora and fauna are under threat from a changing environment, particularly where those changes are so fast or significant that species cannot adapt or are overrun by exotic invasive species that can.

Those climate refugees within Tāmaki Makaurau and our Pacific island whānau will require additional support.
How we developed this framework

Auckland Council took the lead in coordinating and developing this framework with others. Private sector organisations, climate change experts, Central Government, young people and community members all helped to get the framework to this point.

Mana whenua partnered with us and contributed Māori subject matter experts. In particular, they support the role of rangatahi Māori to further contribute to the framework.

These groups have had an opportunity to influence the direction and development of this draft framework. It is now time for all Aucklanders to share their thoughts and ideas.

Prioritising
We spent a year collaborating to identify our priorities.

We designed and trialled a new pilot web platform, ClimateAll.nz, to crowdsource climate action ideas from all Aucklanders and give people an opportunity to engage with the draft framework. We also reviewed previous work and worked with partner cities from the C40 Cities group to gather data, ideas and world best practice. Cross industry experts and communities also informed and prioritised actions.
Testing
We tested our ideas with a cross-sector group of experts. A group of seven experts also assessed and challenged the work. They brought technical expertise ranging from climate adaptation and energy systems, to climate finance, to how climate change affects Māori. All 170 elected members from Auckland Council have been involved in developing the framework. We also used new research to inform and test actions modelling what net zero emissions means for the region and improve our understanding of key climate risks.

Refining
We continued to collaborate with stakeholders and partners as we refined actions. We developed a set 11 key moves to deliver on emissions reduction, resilience and other outcomes. We developed five scenarios to showcase what collaborative and near-term climate action looks like.

These were refined over three days at the Auckland Climate Symposium in March 2019, with participation from over 600 delegates from all sectors. A month later, the rangatahi/youth-led Conscious Climates event led to the development of actions and themes that are integrated into this framework.

Find out more about the Auckland Climate Symposium in the supporting information section.
Find out more about Capturing views on priorities in the supporting information section.
Roles in delivery

Auckland Council Group
We’ve taken a leadership role in developing this framework. We’ll continue that by ensuring other strategies, plans and actions support – and do not undermine – delivery of climate actions. The Group will lead many of the actions in the framework and will have an advocacy, partnership, support, delivery or facilitation role in others.

Find out more about the roles of Auckland Council in delivery of the framework in the supporting information section.

Central government
Partnership with the government is essential to delivering the framework, with clear national direction providing the necessary levers and resources to support climate action. Government and Auckland will need to work closely to deliver the aspirations of both the Zero Carbon Bill and this framework. Many of the actions in this framework require central government’s support.

Find out more about the roles of central Government in delivery of the framework in the supporting information section.

Private industry
Businesses are increasingly committed to climate action, particularly in delivering emissions reductions. Beyond this, they will be vital in developing and delivering the innovations required to meet our climate goals. We must work together to ensure Auckland’s ongoing prosperity.

Aucklanders
Everyone can make decisions in daily life to reduce emissions and build resilience to the impacts of climate change. These decisions range from how we get around to what we eat. To deliver real change, we want to harness Aucklanders’ ingenuity and diversity of thought to help change the structures and systems that underpin our economy and society.

Community groups
These group are at the forefront of dealing with climate change and taking action to address it. Much of our success will come from those who know their local areas the best and what is needed to make change.

Research and academia
We don’t have all the answers. Ongoing research and innovation will be key to delivery. Building capacity and new knowledge will be vital to a just and fair transition.

Rangatahi
Ngā rangatahi - as all young people - will hold to account those in power as decision makers for the choices made today will impact on their futures. This requires active participation of rangatahi in decision making in the delivery and monitoring of actions.
The 11 key moves

This draft framework identifies 11 key moves to deliver the zero carbon, climate-resilient future we want.

The 11 key moves have been identified through rigorous research and engagement from across sectors and the region. They will deliver seven climate action outcomes with a range of important benefits like healthier people, cleaner air and water, and stronger communities and economies.

KEY MOVE 1: Lay the foundation
We make decisions based on sound evidence. We have the capacity, resources and leadership to deliver by working together.

KEY MOVE 2: Enhance, restore and connect our natural environments
Oranga tāiao, oranga tāngata: a healthy and connected natural environment that restores the mauri (life essence) of Tāmaki Makaurau and benefits every Aucklander.

KEY MOVE 3: Make development and infrastructure climate-compatible
All new development and infrastructure complies with our climate goals and encourage low impact lifestyles.

KEY MOVE 4: Transform existing buildings and places
Existing buildings and spaces are revitalised to be healthy, low impact and multi-functional.

KEY MOVE 5: Deliver clean, safe and equitable transport options
Aucklanders have more options for getting around.

KEY MOVE 6: Move to a zero carbon, climate-resilient economy
Auckland leads climate-smart innovation and a fair and just transition to a zero carbon, climate-resilient economy.

KEY MOVE 7: Help Aucklanders become more resilient and reduce their carbon footprint
We are all more resilient to climate change and lead Auckland’s transition to net zero emissions.

KEY MOVE 8: Te puawaitanga o te tangata
Self-sustaining Māori communities and a lift in the well-being of Māori whānau (families) across Tāmaki Makaurau.
KEY MOVE 9: Youth and inter-generational equity

As rangatahi, we bring our unique perspective on climate change. We are living in uncertain times with responsibilities to te taiao (the environment), our tūpuna (ancestors) and those who will follow.

KEY MOVE 10: Shift to decentralised renewable energy

Energy supply is clean and secure with benefits for every Aucklander.

KEY MOVE 11: Grow a low-carbon, resilient food system

A strong and resilient food economy provides all Aucklanders with access to low carbon, fresh and healthy food.
Seven climate action outcomes

Our framework will deliver seven climate action outcomes for Aucklanders.

Keeping within 1.5 degrees
Reducing Auckland’s emissions.

Climate resilience
Guarding Auckland against future climate impacts.

A healthy environment
Protecting and enhancing the natural environment.

Healthy, happy people
Improving air quality, mental health and physical wellbeing.

Diversity of response
Drawing on, reflecting and celebrating the unique cultural heritage and diversity of Tāmaki Makaurau.

Equity and a just transition
Ensuring fair and affordable access to opportunities and guarding against inequitable impacts.

Economic prosperity
Building and sustaining a strong and resilient economy that generates quality jobs.
Phased delivery

Each key move contains proposed actions. Some will be delivered more quickly and easily; others will require more time and effort. All actions are set within three time periods:

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<tr>
<td>Actions partially in delivery are indicated by 🌟</td>
<td>Roll out of actions at scale and pace</td>
<td>System change for a zero-emissions, climate resilient region</td>
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<tr>
<td>Pilot actions that test new ideas that show promise if scaled up</td>
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<tr>
<td>Actions essential to unlocking system change, better evidence, additional resourcing</td>
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Actions with the 🌟 are partially underway, have been discussed initially with delivery partners, or have been through some degree of refinement and development. It does not indicate whether or not funding, deliverables or outcomes have been achieved.
KEY MOVE 1: Lay the foundation

We make decisions based on sound evidence. We have the capacity, resources and leadership to deliver by working together.

The success of this framework and each key move outlined in the following pages requires 4 key elements:

- Actions. To unlock barriers, embed climate change into our decision-making and galvanise support and leadership.
- Voice. To help give a voice to more Aucklanders
- Māori. To uphold Treaty partnerships to better deliver for Māori.
- Research. To generate data and research to have strong and consistent policies and to inform major decisions.

What we want for the future

All Aucklanders have a voice in our climate future and can make their communities more resilient and emissions-free. Leadership at all levels and from all sectors is cemented, sustained and flourishing. Each decision considers climate change and te Tiriti o Waitangi/Treaty of Waitangi. Information is continuously updated and embedded into the decision-making process. Auckland’s local and regional approach is aligned with a supportive and enabling national approach. Conflicts between projects, policies and strategic directions have dissolved.
What we need to do

Our actions to deliver this key move include:

1. Uphold Te Tiriti o Waitangi/Treaty of Waitangi and treaty partnerships in decision-making
2. Secure long-term commitment and leadership from across mana whenua and public, private and voluntary sectors
3. Engage in a way that enables and empowers Aucklanders to have a say in climate decisions and to act
4. Ensure that the custodianship of mātauranga Māori knowledge systems, practices and the teachings inform and underpin climate response, actions and decisions
5. Embed climate change assessments into decision-making processes and reporting
6. Regularly review and update climate change evidence to inform decisions
7. Be transparent and provide data and information to enable citizen science, innovation and research
8. Actively develop supportive policy and legislation with central government
9. Ensure regional policies and strategies do not conflict with delivery of climate compatible development and infrastructure.

Find out more about the actions in the supporting information section.
KEY MOVE 2: Enhance, restore and connect our natural environments

Oranga taiaro, oranga tángata: a healthy and connected natural environment that restores the mauri (life essence) of Tāmaki Makaurau and benefits every Aucklander.

Auckland contains about 20 per cent of the New Zealand threatened birds, reptiles and plants⁴. Rapid urbanisation, invasive pests and diseases, pollution and on-going loss of habitat have affected these species. They undermine the natural environment’s ability to ensure our resilience and capture emissions.

Climate change will intensify these problems and affect the way species move and adapt, leading to further threats.

Access to green space is not equal across the region, as shown by tree canopy cover. In the southern suburbs, tree cover dips as low as eight per cent, but in the northern and western suburbs it increases to 30 per cent. This affects air and water quality, safety and mental health.

What we want for the future

Our natural environment is celebrated, protected and enhanced - and its mauri is flourishing. The physical area and connection between blue (water) and green (land) spaces has increased, and these healthy ecosystems store carbon. Healthy, connected ecosystems also provide climate resilience. We are managing flood risk and reducing urban heat to have better air and water quality and a more pleasant urban environment. Aucklanders feel a strong connection to, and are kaitiakitanga for, their local natural environment. They value and respect the mental and physical wellbeing benefits it provides. Indigenous biodiversity has access to a seamless network of habitat space and is protected from invasive species. Our taonga species are resilient to a changing climate.

⁴ (Auckland Council 2015)
What we need to do

Our actions to deliver this key move include:

1. Use a blue-green network approach in growth and regeneration areas
2. Grow and protect our urban and rural ngahere/forest to capture emissions and build resilience
3. Protect indigenous biodiversity and ecosystems vulnerable to climate change
4. Establish a voluntary ecosystem marketplace to generate funding for natural climate solutions
5. Apply circular economic principles to land use and land use changes.
6. Change to a land management approach that creates, preserves and enhances healthy, viable soils
7. Protect and enhance coastal and marine ecosystems to maximise carbon capture and resilience.

Find out more about the actions in the supporting information section.
Flagship action

Regenerate Manukau’s blue (water) and green (land) networks by restoring the Puhinui Stream.

A healthy Puhinui Stream connects ecosystems and neighbourhoods from the Botanic Gardens to the Manukau Harbour. The mauri of the stream is flourishing, and it provides connectivity and climate resilience for local communities and biodiversity.

Manukau is an area of relatively high climate risk. The Puhinui Stream is the last remaining natural asset in the area and an important link to Manukau’s cultural and ecological heritage. A pilot project to restore the stream and connect the green spaces and neighbourhoods along its banks could be the model for ecological, social, cultural and economic transformation.

Building on the existing restoration project, a group including HLC, the University of Auckland, and the Auckland Council Group, are collaborating to develop other climate-ready solutions that can be introduced across Auckland’s growth and regeneration areas.

This project has been developed to:

- Use growth as a lever to deliver improved climate resilience, with better environmental, social and cultural outcomes.
- Understand and overcome the barriers to implementing blue-green networks in Auckland.
- Move away from a capital cost-based analysis for assessing development options, to measuring whole-of-life costs and benefits across environmental, social, economic, and Te Ao Māori value systems.
- Improve Aucklanders’ connection to, and kaitiakitanga over, their local natural environment.
KEY MOVE 3: Make development and infrastructure climate-compatible

All new development and infrastructure complies with our climate goals and encourages low impact lifestyles.

Land use and planning decisions – particularly those around development and infrastructure – are fundamental to climate action. They influence and lock in our emissions trajectory and our ability to deal with the risks and impacts of a changing climate for decades to come.

For instance, greenfield development often results in more car-dependent and carbon-intensive travel patterns, increased social isolation and disconnection. It also affects the ability of natural systems to provide climate resilience. Conversely, quality compact urban development has many benefits. These include better and lower-carbon transport choices, reduced travel times and costs, and fewer impacts on air and water quality.

These decisions are important given Auckland’s rapid growth. In the next few decades, Auckland could grow from a city of 1.66 million to a city of 2.4 million, requiring another 313,000 dwellings and 263,000 jobs\(^6\). Buildings and infrastructure can last for 50 to 100 years – communities, far longer. Therefore, decisions made today determine which direction we move and what future we lock in. We can move toward emissions reduction and climate-readiness – or to greater emissions and climate risk.

\(^6\) [https://www.aucklandcouncil.gov.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/about-the-auckland-plan/Pages/aucklands-key-challenges.aspx]
What we want for the future
The planning, location and delivery of development and infrastructure helps minimise and reduce emissions and the impacts of climate change.

Aucklanders live low-carbon lifestyles, with healthy and accessible transport choices and energy efficient homes.

We use dramatically fewer resources like water and energy without compromising our quality of life.

Aucklanders feel more connected to their communities. They have more time to spend with families and friends due to shorter and easier travel.

What we need to do
Our actions to deliver this key move include:

1. Accelerate the uptake of sustainable design and construction
2. Build climate resilience and health benefits into all transport projects, delivering more than just emissions reductions
3. Ensure new infrastructure is climate-proof and resilient
4. Make climate compatibility assessments standard for all new developments and infrastructure
5. Plan for a quality compact urban form that supports low carbon, resilient development
6. Find and deliver alternative water supply options to address climate change and population growth
7. Establish an integrated, circular water management framework to improve efficiency and reduce waste
8. Ensure planning controls reflect climate risk and policy interventions are in place to mitigate them.

Find out more about the actions in the supporting information section.
Flagship action

Create a circular construction and demolition sector

The construction and demolition sector is characterised by inefficient operations, wasted materials, embedded carbon, and a high proportion of waste to landfill all with negative impacts to climate and society. The delivery process, from regulation to policy through to contracting and construction, is strongly compartmentalised.

We need to change this by moving from a linear system to a more circular, regenerative one in collaboration with the sector

We’re proposing three approaches:

- Create an education framework to build capacity across the sector, from designers and engineers to installers, to identify market-leading methods to design out waste, optimise material reuse and ensure efficient use of resources.
- Drive policy changes for innovation in sustainable alternatives, such as certifying recycled materials to meet industry engineering standards.
- Incentivise alternatives to demolition in the market by using public and private sector procurement contracts.
KEY MOVE 4: Transform existing buildings and places

Existing buildings and spaces are revitalised to be healthy, low impact and multi-functional.

Buildings can play a big role in reducing emissions and preparing for a changing climate.

However, New Zealand buildings are generally poor-performing, inefficient and unhealthy. The majority of existing buildings are built to the minimum insulation standard required by law, resulting in significant heat loss and higher energy costs, often for homeowners or renters who can least afford it.

Poor-quality housing has a direct impact on health. Cold and damp houses are linked to higher incidences of asthma, rheumatic fever, cardiovascular disease and respiratory illnesses and infections. The poor design of our houses also increases the risks of overheated living spaces during hotter weather. By 2030, warming temperatures from climate change will increase the overheating problem by an estimated 61 per cent.

The places around buildings are often stark, car-dominated, unsafe and unhealthy. They are often missed opportunities for green space or pedestrianised areas that provide better opportunities for social interaction and economic activity.

Most of the buildings and places that exist today will still be a part of Auckland’s built environment in 2050. Major retrofits are necessary, but the construction industry is currently not geared up to deliver this, and generally lacks the required skills and awareness of technologies.

Retrofitting our existing buildings and places now is essential to make them more resilient to climate change, to reduce their emissions and to deliver better health outcomes. This also opens up an economic opportunity for the industry with the potential development of new skills and new jobs.

What we want for the future

Auckland’s buildings and places are healthy, comfortable and efficient. Diseases like rheumatic fever rapidly decline and we no longer see a difference in related health outcomes across Auckland’s communities. Aucklanders spend less of their income on heating and cooling their homes. The places in our built environment provide multiple functions, such as energy and food production, flood resilience and opportunities for social and cultural interaction. People spend more time together in quality places and feel better about themselves and about Auckland.

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What we need to do
Our actions to deliver this key move include:
1. Deliver targeted commercial, industrial and residential building retrofit schemes across Auckland
2. Increase the productive potential of new/existing roofs and walls
3. Make public spaces multi-functional with broader benefits
4. Establish and rapidly scale low carbon, resilient precincts across Auckland
5. Ensure existing infrastructure is as climate-proof and resilient as possible.
Find out more about the actions in the supporting information section.
Flagship action

Establish a zero carbon, resilient city centre.

A city centre that prioritises active and public modes of transport, clean freight and delivery systems and equitable access for everyone.

The revitalisation of the city centre provides an opportunity to address transport-related emissions and deliver on Auckland’s existing commitment to the C40 Fossil Fuel Free Streets Declaration. We will:

- Create a zero-emissions zone in the city centre, favouring public transport, walking, cycling and zero-emissions vehicles.
- Use clean energy and low emission initiatives in the ports of Auckland and Wynyard Quarter areas including hydrogen production, solar power generation, shore power connections at cruise and freight shipping terminals, electrified port logistics, and low emissions zones.
- Improve health outcomes for residents and visitors by providing the cleanest air of any city in the world of a million-plus people.
**KEY MOVE 5: Deliver clean, safe and equitable transport options**

Aucklanders have more options for getting around.

Transport-related emissions account for around 40 per cent of Auckland’s total emissions – and 90 per cent of these are related to travel by road.

Traffic congestion affects our economy, environment and quality of life. Past land-use planning has also led to longer trip distances and travel times between home, work and leisure. People are also concerned about the rising cost of travel and access to frequent and affordable transport choices. It costs around $12,000 a year to own and operate a car and too many Aucklanders spend a high percentage of household income on travel. While the price of electric cars continues to drop, not everyone can afford them.

The safety of our networks is a key concern. Our rate of serious and fatal crashes is the highest in New Zealand for a decade.

Transport-related emissions beyond greenhouse gases also affect our health. Across key arterial routes, air quality currently exceeds the annual safe limit for human health due to the large amount of heavy traffic. This includes freight and shipping.

Our research shows that parts of our transport network will be affected by climate change such as sea level rise and increased flooding.
What we want for the future
An integrated and resilient transport network works together with climate-compatible development.

The network prioritises, and is built for active and public transport. This reduces trip distances and the need for travel, and provides zero carbon choices.

Our transport options are safe, affordable and healthy. They are powered by resilient and sustainable energy sources, including the widespread use of electric vehicles, bikes, buses and trains. Public transport is fast, clean, safe and accessible for all. The transport system easily connects residents to areas of greatest demand and enables efficient distribution of freight. Zero emission cars outnumber their petrol counterparts. Cars no longer dominate the urban landscape and public spaces are put to better use.

What we need to do
Our actions to deliver this key move include:
1. Encourage large-scale uptake of zero and low emissions vehicles
2. Rapidly increase the frequency, affordability and availability of public transport
3. Rapidly increase safe, high-quality cycling and walking infrastructure
4. Assess road pricing schemes to reduce car travel and vehicle emissions
5. Make freight systems more efficient to reduce emissions.

Find out more about the actions in the supporting information section.
KEY MOVE 6: Move to a zero carbon, climate-resilient economy

Auckland leads climate-smart innovation and a fair and just transition to a zero carbon, climate-resilient economy

Our business community is made up of large businesses and many small and medium-sized businesses (SMEs). Many large businesses measure their emissions and may have reduction targets. All businesses are integral to reducing emissions and climate risks.

However, most still need to identify the impacts, risks and opportunities of climate change to their businesses and business models. How large businesses perform will flow through to small and medium-sized businesses. They may need more transition support to ease the impacts and risks – but also to seize opportunities.

Businesses like manufacturing and retail will be affected by changes to consumer behaviour, and disruption to supply of products and services. There will also be greater demand for low carbon goods and services and possible damage to commercial assets.

But climate change can also present new opportunities. For example, some regions may grow crops not possible before. New technologies and materials for energy distribution, mobility or food production may be discovered.

It is important for businesses to understand and prepare for a fair and just transition, including changes in their workforce, as some skills will become irrelevant and others will be reinvented for the zero-carbon economy. Businesses and governments would be well-served by co-investing in and retraining their workforces, with likely benefits beyond those preparing for climate change. Broader social impacts, like the effect of rising temperatures on health, will also affect workforce productivity. Transiting the economy needs to be done in a fair way, we call this Just Transition.

Find out more about the Just Transition in the supporting information section.

What we want for the future

Auckland’s economy transitions quickly to be clean, prosperous and zero carbon. Our businesses have far greater resilience and agility to a range of infrastructure, workforce and supply chain climate risks and impacts. We are climate-ready and our people thrive in a stabilised climate. New opportunities, collaborations, business models and innovations power a more circular and hyper-efficient economy. This provides a diversity of stable and meaningful career opportunities for our growing population.

Find out more about the Circular Economy the supporting information section.

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What we need to do
Our actions to deliver this key move include:
1. Establish a climate innovation system
2. Accelerate business transition to zero carbon and build resilience
3. Establish sector-based programmes to grow low carbon and climate resilience skills
4. Leverage public sector and large business supply chains to deliver on climate outcomes
5. Change our waste management to a circular system, prioritising efficient use, recovery and reuse
6. Embed circular principles into Auckland’s economy
7. Collaborate with central government to reduce process heat emissions.

Find out more about the actions in the supporting information section.
Flagship action

Establish a climate innovation system

An Auckland-led innovation system fostering world-class climate solutions from within New Zealand.

This will establish a climate innovation ecosystem that focuses on solutions unique to Auckland’s challenges in both urban and rural areas. It will connect and use funding, expertise and technology to foster world-class climate solutions across Tamaki Makaurau and wider New Zealand.

This project has been developed to:

- Provide a flexible system model that can grow and evolve.
- Enable opportunities for start-ups to scale-up through support networks, identification of long-term income streams, advocacy for policy changes and enabling access to technology.
- Provide a platform to support, enable and foster Māori initiatives, and remove current barriers to indigenous start-ups.
- Support the development of targeted proposals to solve specific climate-related challenges to Auckland and New Zealand.
KEY MOVE 7: Help Aucklanders become more resilient and reduce their carbon footprint

We are all more resilient to climate change and lead Auckland’s transition to net zero emissions.

Preparing for climate change and reducing emissions to net zero requires major, structural changes. Yet without individual and community action and leadership, our targets will not be reached.

The carbon footprint of the average Aucklander must reduce to meet our emission targets. This means rethinking how each of us lives and the choices we all make, including how we travel, what we buy and how we eat.

We also need to use local skills, knowledge and energy to build community resilience to climate change. Then we need to work together to craft solutions tailored for each community and place. Climate change will affect everyone differently and the ability to adapt depends on their circumstances.

Every Aucklander’s choices and behaviours have wider impacts – and those impacts can be positive. Your decisions can influence those around you and resonate more widely in society. However, there are significant barriers to individual and coordinated climate action. Many people are unaware of the key issues and their opportunities to develop skills, access funding and influence decision makers and wider structural change.
What we want for the future
Aucklanders understand what climate change means for them, their families and their communities – now and into the future. They know how to build climate resilience and reduce emissions. Aucklanders are actively engaged, resourced and informed to act independently, but also empowered to unite through kotahi tanga, to act as a collective. Stronger partnerships develop between communities, and the public and private sector. All Aucklanders are supported to make their own decisions that recognise the values held by the community.

Find out more about the Climate resilience in the supporting information section.

What we need to do
Our actions to deliver this key move include:

1. Work together to strengthen the resilience of our communities, people and places
2. Address the implications of climate change on our coastline
3. Unlock barriers and support community-based initiatives that reduce emissions and build resilience in a fair way
4. Plan for potential climate-related migration.

Find out more about the actions in the supporting information section.
KEY MOVE 8: Te puawaitanga o te tangata

Self-sustaining Māori communities and a lift in the well-being of Māori whānau across Tāmaki Makaurau.

What we want for the future

Our tūpuna (ancestors) have provided rich legacies of knowledge and practices that nurture whakapapa (genealogy) and reaffirm Māori ways of collective action. These can guide our responses today. Learning from these inter-generational relationships and practices allows us to plan for what our unique places and communities will face over the next few generations and beyond, not just what they need today.

Mana Whenua, as the indigenous people of Tāmaki Makaurau, play a significant role in sustaining the region and the region’s identity. The responsibilities and obligations as inherent kaitiaki (caretakers) to manaaki (show generosity to) those communities that reside within their tribal domains must be upheld.

Mataawaka make a significant contribution to the wellbeing of the region and add to the economic, cultural and social richness.

The actions below provide guidance and direction to think in generations, not years; to embrace our responsibilities both to tūpuna (past ancestors) and to generations to come.

Actions

<table>
<thead>
<tr>
<th>Whakapapa</th>
<th>Restore, maintain and protect mana whenua whakapapa relationships to tangata (people), whenua (place), and atua (primal ancestors). This includes whakapapa-centred relationships across Te Moana-nui-a-Kiwa and our tangata pasifika whenaunga (Pasifika relatives).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mātauranga</td>
<td>Develop a mātauranga Māori framework to safeguard taonga knowledge and achieve a balance between western science and indigenous narratives of our changing climate.</td>
</tr>
<tr>
<td>Manaakitanga</td>
<td>Actively manaaki (care for) and protect whānau and communities in a way that raises their mana, especially during periods of change or stress.</td>
</tr>
<tr>
<td>Kaitiakitanga</td>
<td>Enable the active guardianship of whakapapa in current management and planning practices, but also future innovations and processes of change. Develop and sustain marae, kāinga (settlements) and wāhi tapu (sacred sites) as the supporting infrastructure for mana whenua.</td>
</tr>
<tr>
<td>Tōnuitanga</td>
<td>Enable sustainable circular Māori economic development and grow and Māori business ecosystems. Lift Māori whānau from poverty.</td>
</tr>
<tr>
<td>Rangatahi</td>
<td>Empower rangatahi to be facilitators of whakaaro (ideas) from ao Māori (Māori world) perspectives.</td>
</tr>
</tbody>
</table>
KEY MOVE 9: Youth and inter-generational equity

As rangatahi, we bring our unique perspective on climate change. We are living in uncertain times with responsibilities to te taiao (the environment), our tūpuna (ancestors) and those who will follow.

What we want for the future
Education and kōrero (discussions) connect, and, systems value and awhi (embrace) the mana of rangatahi as a collective. We are engaged with kaupapa (issues) that matter to us. Therefore, the unique visions, approaches, perspectives and voices from rangatahi are recognised in decision-making.

We embrace opportunities for action to address the need to drive change.

What we experience today as rangatahi:

- Lack of seats at the decision-making table
- Lack of cultural support and tautoko for rangatahi when arriving at the decision-making table
- Lack of platforms that tautoko and awhi the mana of rangatahi
- No unified network for connecting rangatahi
- Lack of resources
- Apathy and lack of engagement
- Uncertain future
- Disproportionately disadvantaged and structurally disadvantaged

With these challenges come opportunities for action to address the need to drive change.

Our framework to achieve this
The steps that need to be taken sit within an innovative waka guided by the four pou of kai, wai, whenua and whare. These four pou create a framework in which these actions must be delivered.

Build whanaungatanga - grow and connect rangatahi networks, voice, behaviour change and action across Tāmaki Makaurau, Aotearoa and globally

Establish a rangatahi governance rōpū (group) to audit the Auckland Climate Action Framework’s progress towards:

- actions and outcomes impacting rangatahi
- making recommendations to ensure rangatahi needs and aspirations are fulfilled

Co-design and implement transformative educational programmes which foster inter-generational knowledge-sharing and kotahitanga (unity)
Encourage and enable leadership and capability-building opportunities for rangatahi to be confident in decision-making processes

Enable rangatahi to create innovative pathways for meaningful and sustainable behaviour change

Empower rangatahi to be facilitators of whakaaro (ideas) from ao Māori (Māori world) perspectives

We will know we’re on the right track when:

- Rangatahi are leaders in decision-making around kaupapa (issues) that matter to them
- Rangatahi have safe and supportive spaces which awhi (embrace) their voice and mana
- Rangatahi are connected and support kotahitanga (unity)
- Rangatahi support each other in upholding their tuakana and teina roles
- To have whakawhanaungatanga as an overarching way of connecting with rangatahi Māori and Pasifika
- The resources that are essential for rangatahi-determined and rangatahi-led action programmes are provided
- Rangatahi are informed, care about, demand and drive bold action for the change they feel is necessary
- To benefit from an understanding of how rangatahi are connected with te taiao in order to become kaitiaki
- Rangatahi co-create inclusive and adaptable pathways for a just transition
- Rangatahi are safeguarded against disadvantages that are amplified by climate change.
KEY MOVE 10: Shift to decentralised renewable energy

Energy supply is clean and secure with benefits for every Aucklander.

New Zealand has a head-start on its zero-carbon journey due to an abundance of renewable electricity in the national grid – around 80 per cent. Most of this comes from hydropower from the South Island. Geothermal and wind also play a role.

However, about 25 per cent of electricity generation comes from fossil fuel sources like coal, oil and gas in the North Island. This means that while Auckland does have some degree of installed renewable solar capacity, grid electricity in Auckland currently has a relatively lower level of renewables than the overall national grid. From an emissions standpoint, it’s considered ‘dirtier’.

The Government set a national target to transition to 100 per cent renewable electricity by 2035. As electricity demand increases, Auckland will need to play a major role in delivering this transition.

There is also the issue of the growing impacts of climate change on electricity sources and supply. To build better climate resilience, other cities and countries have been decentralising supply and distribution. This includes solar and wind generation on buildings and using microgrids.

This becomes more important when thinking beyond a particular building’s electricity requirements to decarbonising other energy needs. For instance, many current uses of energy like petrol for cars, diesel for buses and natural gas for industry are likely to transition to electricity.

This is likely to increase our overall electricity demand on top of the increasing energy requirements from our growing population. Add to that Auckland’s lower level of renewables and increasing climate risks, and it is even more critical for Auckland to drive the solutions to decarbonise and decentralise our energy system.

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8 Largely due to population growth and electrification.
What we want for the future

Fossil fuel energy sources have been phased out. They are replaced with feasible and localised renewable energy options, such as hydrogen, wind and solar power. Uptake of new energy is accelerated by smarter, more efficient and integrated energy generation, storage and management. The transition to renewables supports and enables the electrification of transport, better efficiency and increased productivity through the supply chain. It also supports greater resilience and security of the energy system, and better affordability for both energy generators and energy customers.

What we need to do

Our actions to deliver this key move include:

1. Develop and deliver local and regional decentralised renewable energy solutions
2. Use public property to drive innovation in renewable energy development
3. Use opportunities from the Ports of Auckland hydrogen project to diversify and scale up
4. Establish shore power at Ports of Auckland to reduce emissions from ships at berth.

Find out more about the actions in the supporting information section.
Flagship Action:

Accelerate the uptake of decentralised renewable energy solutions

*Delivering ultra-low carbon and resilient energy solutions at scale in Auckland*

This is about a new model for decentralised renewable energy that delivers cheaper, cleaner and smarter energy.

It focuses on the planned development of 10,000 homes in Māngere. It’s a collaborative project between key industry stakeholders including Vector, HLC, Housing New Zealand, Ministry of Business Innovation and Employment, solarcity, Vodafone and Trustpower. The idea is to challenge current assumptions and business models and deliver decentralised renewable energy for the site and its future residents.

This project will also:

- establish a collaborative partnership model to support the uptake of localised renewable energy solutions
- deliver low/zero carbon community energy solutions that can be scaled up across Auckland.

Find out more about the Circular economy in the supporting information section.
KEY MOVE 11: Grow a low-carbon, resilient food system

A strong and resilient food economy provides all Aucklanders with access to low carbon, fresh and healthy food.

The food system is responsible for 32 per cent of emissions in New Zealand, in line with a global estimate of 30 per cent. Food makes up 18 per cent of our emissions, primarily from production, transport, processing and disposal to landfill.

Climate change will affect food production with longer periods of drought, more intense storms and flooding, and more favourable conditions for pests and disease. This global trend has already affected the availability and affordability of imports.

Local production is not only important for security of our food supply, but also contributes to reducing emissions by lowering transport requirements and increasing more sustainable farming practices.

However, our ability to meet future demand locally faces many pressures. These include rapid population growth, a changing climate, and loss of productive soils to unsustainable farming methods and land development.

Only one per cent of Auckland’s soils are considered Class 1 (elite) and suitable for vegetable production. This land is under pressure from urban development. The more soil we lose, the less chance we have of meeting our emissions targets, as carbon is stored in soils.

Find out more about the Preserving the Pukekohe Hub in the supporting information section.

Wasted food accounts for 45 per cent of household kerbside collection. While some food waste is prevented, redistributed or composted, much of it still ends up in landfill which contributes to emissions.

What we want for the future

All Aucklanders have access to low carbon, fresh and healthy food. Auckland’s important and strategic food-producing areas are protected from development. These areas have adapted to a changing climate and sustain production indefinitely. Soils and soil carbon are maintained, helping to offset any residual emissions. Food waste is minimised – even eliminated. Communities grow closer and healthier in their association with food production, including urban areas. Auckland’s food-producing economy is a model for regenerative, sustainable and affordable food production.
**What we need to do**

Our actions to deliver this key move include:

1. Support primary industries and small businesses to increase food security and build economic and climate resilience
2. Protect our productive soils and use regenerative management to increase food security and carbon sequestration
3. Reduce wastage, starting with prevention, and maximise the value of surplus food
4. Increase demand for local, seasonal and low carbon food
5. Establish a cross-sector sustainable food policy council to advise policy makers on food policy development
6. Implement kerbside food scraps collection service across urban Auckland.

Find out more about the actions in the supporting information section.
Measuring progress and indicators

We have identified a set of indicators to monitor the impact of the framework and its delivery against outcomes. Some indicators already exist, and some will be developed. Together, they’ll ensure we track progress and can change course where needed to deliver a net zero emissions, climate resilient Auckland.

Over the coming weeks we will also set detailed targets and indicators against each of the 11 key moves, informed by the consultation feedback.

<table>
<thead>
<tr>
<th>What are we measuring</th>
<th>Indicator</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>Emissions reduction</td>
<td>Emissions by sector</td>
<td>GHG inventory</td>
</tr>
<tr>
<td></td>
<td>Net emissions per capita</td>
<td>GHG inventory</td>
</tr>
<tr>
<td></td>
<td>Gross emissions per capita</td>
<td>GHG inventory</td>
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<td></td>
<td>Consumption based emissions</td>
<td>Not currently measured, proposed future indicator</td>
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<tr>
<td>Climate resilience</td>
<td>Impact Index (exposure and sensitivity)</td>
<td>Auckland’s Climate Change Risk Assessment (CCRA)</td>
</tr>
<tr>
<td></td>
<td>Adaptive Capacity Index</td>
<td>Auckland’s CCRA</td>
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<tr>
<td></td>
<td>Auckland Heat Vulnerability Index</td>
<td>Auckland’s CCRA</td>
</tr>
<tr>
<td></td>
<td>Impacts and costs of severe weather events</td>
<td>New system needed</td>
</tr>
<tr>
<td>Healthy, connected environment</td>
<td>Climate parameters (e.g. precipitation, heat)</td>
<td>Met Service, NIWA</td>
</tr>
<tr>
<td>What are we measuring</td>
<td>Indicator</td>
<td>Source</td>
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<tr>
<td></td>
<td>Various across terrestrial, freshwater, coastal and marine ecosystems</td>
<td>State of the Environment Report</td>
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<tr>
<td></td>
<td>Land cover change</td>
<td>Statistics NZ</td>
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<td></td>
<td>Concentration of particulate matter ($PM_{2.5}$, $PM_{10}$)</td>
<td>State of the Environment Report</td>
</tr>
<tr>
<td>Healthy, happy people</td>
<td>The New Zealand Health Survey (NZHS): Auckland data</td>
<td>Ministry of Health</td>
</tr>
<tr>
<td></td>
<td>Index of Multiple Deprivation (IMD)</td>
<td>University of Auckland</td>
</tr>
<tr>
<td></td>
<td>National wellbeing indicators (in development)</td>
<td>Statistics NZ</td>
</tr>
<tr>
<td>Diversity of responsiveness</td>
<td>In development</td>
<td></td>
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<tr>
<td>Economic prosperity</td>
<td>Regional GDP</td>
<td>Statistics NZ</td>
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<tr>
<td></td>
<td>tCO$_2$ per million $$NZ GDP</td>
<td>GHG Inventory</td>
</tr>
<tr>
<td></td>
<td>Employment in low carbon and climate innovation as a share of employment and GDP in Auckland’s economy</td>
<td>New measure needed</td>
</tr>
<tr>
<td></td>
<td>Loss of GDP per year associated with climate related extreme events</td>
<td>New measure needed</td>
</tr>
</tbody>
</table>
Supporting information

The following information supports what is referenced in the framework, above.

- Climate ready
- Climate change risk assessment
- Whakapapa
- Kaitiakitanga
- Manaakitanga
- Tonuitanga
- Mātauranga Māori
- C40 Cities
- The global movement
- Track record
- The challenge of reducing emissions
- Emissions modelling
- Capturing views on priorities
- Auckland Council’s roles in delivery
- Central government’s roles in delivery
- Auckland Climate Symposium
- What is climate resilience?
- What is a Just Transition and how do we achieve it?
- What is the circular economy?
- Preserving the Pukekohe Hub
- Full actions list
Climate ready

Being climate ready means anticipating, absorbing, accommodating or recovering from the impacts of climate change. Done well, it means more than “bouncing back” – it means “bouncing forward.”

The ability of people and households to prepare, adapt and respond to the effects of climate change depends on where people live, their health and income, and their support networks.

New information and research on how Auckland’s climate will likely change, and the related impacts helps us prepare for those changes and impacts – and to make sure we prioritise our more vulnerable people and communities.

This information was specifically prepared to ensure the actions in this draft framework make Auckland and its communities more resilient. It also serves as a baseline for future research that may increase our ability to effectively prepare and respond to climate change.

Climate change risk assessment

As part of developing the evidence-base for this framework, Auckland Council produced a Climate Change Risk Assessment technical report series. This assessment provides information about the climate risks we may face and their impacts on people, society and the environment. This research is underpinned by the Auckland Region climate change projections and impacts research undertaken by the National Institute of Water and Atmospheric Research (Pearce et al., 2018).

The Climate Change Risk Assessment technical report series used the Intergovernmental Panel on Climate Change methodology (IPCC, 2014) to assess impacts on people, the environment and infrastructure. It identifies the parts of Auckland most susceptible to impacts of climate change and also the social and environmental vulnerability. This is understood by evaluating the adaptive capacity of areas to impacts of climate change.

This document summarises risks identified within the technical report series to understand how Auckland will be affected by climate change. The research specifically covers:

- health effects of extreme heat
- climate change, air quality and health impacts
- creating conditions for disease vectors
- social vulnerability
- flooding risk in the built environment
- climate change impacts and risks for terrestrial ecosystems
- climate change impacts and risks for marine and freshwater ecosystems
- effects of sea level rise on Auckland.

To both mitigate and adapt to climate change and to inform planning and decision-making, we must understand the climate change risks and impacts on vulnerability. This research will help Aucklanders understand the impacts of climate change on their health, the health of our ecosystems and the impact on the natural and built environment. The technical report series will be expanded and built on as new data and other resources become available.
Whakapapa

Mai i te rangi, ki te whenua, ko tātou,
te ira tangata kei waenga

From the heavens, to the earth, and then, there we are,
the human element in the middle

We, the human element, te tangata inhabit the space between Rangi-nui (Sky Father, father of all things) and Papatūānuku (Earth Mother, mother of all things). Our space was created by their children. They form the natural realms and the life-forms that inhabit them. These elements are connected by whakapapa (genealogical lineage) that weaves through their wairua (spirit). These connections and whakapapa surround, extend and give rise to tangata whenua, the human element, and our individual experience in the world.

Ira is the word representing these connections that link toward an element and the identity that comes into existence through this whakapapa. Ira tangata is the life principle of the human element, our genetic code, our genes and the spiritual flow of energy and matter from which our individual consciousness emerges. Each of these connections and patterns are unique, they are the products of the place from which they emerge and remain closely connected. They become the people of the place and the connections that ground them to the whenua. These individuals act in a social, political, economic and spiritual environment, behaving in predictable ways. They have a personality and their character is known to others. However, individuals can also make decisions. They have space for free-will, to develop their own preferences and act upon them. These decisions and actions are not always consistent with the whakapapa from which they are born, or their kaitiaki (guardian).

As kaitiaki, the human element in the world is an active guardian. It is our obligation and whakapapa that we should nurture and protect the physical and spiritual wellbeing of the natural systems that gave birth to us and supports us. We are charged with this responsibility until future generations can carry it forward. To care, nurture, connect and safeguard the natural world, the human element must understand our lineage from the natural world, our position within the natural world, and the relationships that weave us into it.

This is a deliberate positioning of the human element as being interrelated with everything within the cosmos. It recognises that the human element has a role within the cosmos, but it is not beyond reproach. The human element has a role as kaitiaki, but if we do not perform that role, the mauri (life essence) of the spiritual and physical relationships they were born to will dissipate along with its mana (authority). We are subject to the mauri and mana of our kaitiakianga in the cosmos, and we are mortal. If our kaitiaki has insufficient mauri and mana, our role in the cosmos will fade and vanish. Our whakapapa will be broken and lost. The cosmos will continue and the relationships amongst the natural realms will adjust in our absence.

Whakapapa connects all of us, tying us all together. It reminds us of our mortal position in the natural world and how its relationships constitute and sustain us. This reminder needs to be acted upon if we are to continue to have our ātoruangaewa (place to stand) and for humanity to thrive. Our environmental and sustainability challenges in our ever-changing world, specifically climate change, tell how our behaviour is inconsistent with our kaitiaki responsibilities. The whakapapa and mauri that hold us and our shared ecology together is
being degraded. This risks our existence as we have known it. We must remember what is important and we must change our behaviour, or we and the world we know will be lost.

The tools to help us change our behaviour are where we left them. They are in our pūrākau (stories) and whakataukī (proverbs). The stories and legends about the relationships that bind us to the natural world, of our dependencies and vulnerabilities, our position and role as caretakers and kaitiaki. The language we use and what we tell ourselves and others is important. The stories and narratives we share with each other and the values and meanings they carry weigh on us and shape us. They shape who we are, what we value, and the choices we make. This behaviour then influences the behaviour of those near to us, and those near to them. These values ricochet about people, evolving and creating a culture and humanity that individuals identify with and feel they belong to. These are paradigms and epistemologies become mātauranga and become the whakapapa of a people. They are taonga.

Importantly, how this ancestral knowledge becomes interpreted in each valley, coastline and community is specific to the whakapapa of that place. Mana whenua share high-level whakapapa, but how this relates and connects to their own identity and place is unique and shared through their own pūrākau (stories) and whakataukī (proverb). This grounding is important as the connections and whakapapa that weave each community and whānau into the natural world are unique, and so must be their pūrākau.

Ira tangata offers modern humanity a paradigm through which it might rediscover itself, its position, its role and the relationships that weave it into the natural world. Ira tangata is ancient mātauranga and wisdom. It complements modern philosophies and evidence-based forms of knowing that have dominated the last few centuries of humanity’s industrialisation and its subsequent discovery of environmental disaster and the emergency of our rapidly changing global and local climates.

Ira tangata is an important part of our change, but it needs governing support. Our tikanga and whakataunganga, our rules, regulations and legislation needs to support the framework. They need to facilitate its proliferation while consolidating the progress our people and culture make within it. As our kaitiaki strengthens, our rules need to ensure that this strength is the new normal and the benchmark from which further mauri is fostered. There will be times when our leaders need to decide and act to protect and enhance mauri before everybody is ready. Actions to keep climate change below 1.5°C of warming and to adapt to its impacts may be one of these times.

**Kaitiakitanga**

Kaitiakitanga for mana whenua is centred on the symbiotic whakapapa relationship with the natural environment. As tāngata (people) our responsibilities to tupuna, atua and mokopuna as kaitiaki in the ira tangata context, we become the human voice to the atua through the tohu (signs).

Kaitiakitanga is the ethics and practice of protection and conservation of the natural environment and the resources within it, on which people depend. It is considered an obligation of mana whenua to care for their lands and waters to which they whakapapa (have a genealogical relationship). For this reason, kaitiakitanga is concerned with maintaining a natural and appropriate balance.
We need to understand the role of people in the world within the balanced frame of both ira atua (immortal element) and ira tangata (mankind) and the significance of the practice of kaitiakitanga for everyone.

Stories, traditions, philosophies and values passed down from generation to generation underpin this aotearoa Māori view. Māori do not see themselves as separate from the natural world, rather that they are related through whakapapa, whereby all elements, living or otherwise descend from Papatūānuku (Earth Mother), Rangi-nui (Sky Father) and their children. Accordingly, the Māori worldview is distinct from a Western one, in which mankind has dominion over the world. For Māori, the use of natural resources is subject to kinship obligations and thus a symbiotic and reciprocal relationship exists.

**Manaakitanga**

Reciprocal relationships include mana whenua, mataawaka and all people in the context of Tāmaki Makaurau. Whakapapa relations of ira atua, whakapapa rights of mana whenua, and customary rights to Māori. The point of difference is the mana whenua relationship to the natural environment that gives mana whenua the obligation.

The Mana Whenua Kaitiaki Forum takes the view that our rapidly changing climate and its impacts tell us that we need to approach the issues in a fundamentally different way. The Forum calls for the acknowledgement of a worldview that places the environment before people, to coalesce in harmony, in and of service to one another.

The Forum recognises the danger and challenges of climate change and is committed to working with iwi, hapū and marae, central and local government, and other agencies and stakeholders to keep warming below 1.5 degrees. In particular, the Forum is concerned for:

- The responsibility of mana whenua to care for the large and growing population of Tāmaki Makaurau
- The specific policy focus that such a large population requires
- Rapid population growth
- The vulnerability of human and ecological systems as climate change impacts increase.

Alongside these concerns the Forum sees the opportunity for Māori to participate in the move to a blue-green economy and will actively pursue these opportunities.

**Tōnuitanga**

Māori have had to bear the negative impacts of colonisation, westernisation and urbanisation for over 160 years within Tāmaki Makaurau. Any response to climate change needs to consider the impacts on Māori and, in particular, mana whenua.

Our collective response to climate change needs to enable sustainable circular Māori economic development and growth and encourage innovation across Māori business ecosystems. A key outcome is to focus on lifting whānau Māori (Māori populations) from poverty and transform the conditions of well-being with whānau.
Mātauranga Māori

Mātauranga Māori – Māori knowledge systems and practices hold a key to climate change response.

Mātauranga Māori is community-based and collective knowledge that offers valuable insights that complement western scientific data with chronological and landscape specific precision and detail. This is critical to verifying climate models and evaluating change scenarios.

Māori knowledge systems and practice provide a strong foundation for community-based adaption and mitigation actions. Mana whenua have been able to observe and interpret change through the environment within Tāmaki Makaurau over many generations.

C40 Cities

The C40 Cities Climate Leadership Group represents over 700 million people and 25 per cent of the global economy. Member cities like Tokyo, New York, Paris, Mexico City and Rio have committed to ambitious actions to reduce emissions and prepare for the impacts of climate change. Auckland earned C40 Innovator City status for its ambitious targets and leadership in tackling climate change. Learn more on the C40 Cities website. https://www.c40.org/

The global movement

Under the 2015 Paris Agreement, New Zealand has agreed to reduce its emissions by 30 per cent below 2005 levels by 2030.

Paris Agreement

The Paris Agreement brings all nations to a common cause to combat climate change and adapt to its effects. It charts a new course in the global climate effort.

The Agreement’s aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise below 2 degrees Celsius. It also further aspires to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the Agreement aims to strengthen the ability of countries to deal with the impacts of climate change. Its framework makes global effort and action more transparent.

Nationally determined contributions

The Agreement requires all signatory nations (Parties) to put forward their best emissions-reduction efforts through nationally determined contributions (NDCs) and to strengthen these efforts in the years ahead. This includes requirements to report regularly on emissions and implementation efforts.

In 2018, Parties reviewed their collective efforts and progress towards the goal set in the Paris Agreement. This review was used to inform the preparation of NDCs.

There will be a global stocktake every 5 years to assess progress and to inform further individual actions by Parties.
**Status of ratification**
As of July 2018, 195 Parties have signed the Agreement and 179 have ratified. Ratification is a formal step that countries must take to become full participants and to ensure the deal takes effect.

**Track record**
**REGIONAL CASE STUDIES UNDER DEVELOPMENT**

**Auckland Council’s track record**

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
<th>Details</th>
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<tbody>
<tr>
<td>2012</td>
<td>Auckland commits to 40 by 40</td>
<td>Our first emissions reduction target is set in the Auckland Plan at 40 per cent reduction by 2040. Auckland's vision is established for a prosperous city with a thriving green economy, powered by efficient, affordable and clean energy, using sustainable resources.</td>
</tr>
<tr>
<td>2014</td>
<td>Launch of low carbon Auckland</td>
<td>The action plan outlines five key transformation areas required for Auckland to achieve the 40 by 40 target and sets an interim goal of 10-20 per cent reduction by 2020. It provides a 30-year pathway and a 10-year plan to guide Auckland's transformation.</td>
</tr>
<tr>
<td>2015</td>
<td>Membership to the global covenant of mayors for climate action</td>
<td>Auckland’s Mayor commits to the Global Covenant of Mayors, and pledges to reduce Auckland’s greenhouse gas emissions, track progress and prepare for the impacts of climate through a climate change adaptation action plan. Auckland joins the global network of over 90 cities committed to tackling climate change while at COP21, where the Paris Agreement was negotiated. C40 membership enhances and resources Auckland’s ability to work with and learn from leading global cities facing similar climate challenges.</td>
</tr>
<tr>
<td>2016</td>
<td>Global Paris agreement comes into force</td>
<td>The Paris Agreement between 196 countries signals a concerted global effort to limit global temperature increase by reducing emissions. The aim is to keep global temperature rise well below 2 degrees Celsius, whilst pursuing efforts to limit the rise to 1.5 degrees Celsius.</td>
</tr>
</tbody>
</table>

**Attachment B**

Item 8
### Auckland signs C40

**Paris pledge for action**

Auckland signs the C40 Paris Pledge for Action in support of the objectives in the Paris Agreement to limit global temperature rise to less than 2 degrees Celsius and raise ambition before the agreement takes effect in 2020.

**Unitary Plan becomes operative in part**

The Unitary Plan sets policy for a quality compact urban form which can enable low carbon growth. It also sets the objective to ensure communities are more resilient to natural hazards and the effects of climate change.

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>2017</td>
<td>Council commissions research to understand climate change effects in Auckland.</td>
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<tr>
<td>2018</td>
<td>Prepare for an integrated approach to climate change.</td>
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</tbody>
</table>

### The challenge of reducing emissions

Between 2009 and 2016, Auckland’s overall emissions increased by 5.6 per cent. If we continue this trend, Auckland’s emissions will increase by 27 per cent by 2050.

We have worked with C40 Cities and others to assess carbon budgets and trajectories for groups of actions. To reach net zero by 2050, Auckland needs to sharply decrease emissions over the next 10 years.

Transport is the largest source of emissions. But, we can significantly reduce this if we switch to:

- electric and zero emissions vehicles (passenger, commercial and freight) would have a major benefit in reducing emissions. A shift to

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[10] https://www.c40.org/other/deadline_2020
• public and active transport
• increased fuel efficiency
• transit-oriented development.

The industrial sector – including both process emissions and energy used in industry – is another significant source of emissions. Reducing these emissions through efficiencies and switching fuel sources requires the adoption of new technologies.

Emissions reductions from the building sector appears limited, largely due to a relatively high reliance on electricity for energy and the relatively low emissions factor of grid electricity. However, reducing emissions from buildings often provides a range of other desired benefits set out in this framework.

There is more reduction potential from residential than commercial buildings. New home can meet zero carbon standards with emissions reductions possible through retrofitting existing inefficient homes.

Agriculture, forestry and land use emissions are relatively small in our current emissions profile but we believe future opportunities will be far greater.

**Emissions modelling**

Emissions modelling predicts the impact that climate actions can have on future emissions. Modelling can be used to test actions and targets across different timescales to realise a future scenario, such as net zero emissions.

In developing this framework, we appointed independent consultants to model different actions and emissions reduction scenarios. This showed how this framework could reduce Auckland’s emissions to net zero by 2050 compared to a business-as-usual scenario. The modelling helped us understand what actions need to be taken across which sectors and the emissions reduction potential of individual actions.

Transport is the largest source of emissions. The switch to electric and zero emissions vehicles (passenger, commercial and freight) would have a major effect in reducing emissions. A shift to public and active transport, increased fuel efficiency and transit-oriented development would also have major impacts – and would likely deliver other benefits like greater health and equity.
Industry – including both process emissions and energy used in industry – is another significant source of emissions. Reducing industrial emissions through efficiencies and switching fuel sources requires the adoption of new technologies. This would contribute substantially to reducing emissions.

Emissions reductions from the building sector appears limited, largely due to a relatively high reliance on electricity for energy and the relatively low emissions factor of grid electricity. However, reducing emissions from buildings often provides a range of other desired benefits set out in this framework.

The modelling identifies more reduction potential from residential than commercial buildings. This is likely due to strong population growth and the resulting need for new homes that meet zero carbon standards, as well as emissions reductions through retrofitting existing inefficient homes.

Agriculture, forestry and land use emissions are relatively small in our current emissions profile, but the opportunities to reduce emissions into the future will be far greater. Like the building sector, actions need to be considered alongside the range of other desired benefits.

Capturing views on priorities
We captured views through six activities.

1. Seeking views on current activities and priorities relating to climate change and past experience in climate action planning.
2. Gathering insights on climate impacts and other issues already affecting Aucklanders.
3. Recording the outcomes requested by various groups and stakeholders.
4. Establishing an internal working group to provide expert input, guaranteeing ongoing collaboration and engagement across the council and CCOs. We also included representatives from the district health board and the Ministry for the Environment.
5. Initial discussions with the Mana Whenua Kaitiaki Forum, the Independent Maori Statutory Board, a range of advisory panels, youth groups and subject matter experts across sectors.

6. Engaging with all 21 local boards through workshops.
We continued building our evidence base, including detailed emissions modelling and a suite of Climate Change Risk Assessment reports.

The draft framework has also been discussed at a range of public events, such as Auckland Conversations.

Testing initial actions and priorities

Key representatives from business, central government, mana whenua and communities assessed the actions and identified priorities and considered implementation pathways. We also tested ideas in workshops with the Independent Advisory Group, our internal cross-council working group and with executive leaders. A set of priority actions and areas of focus began to emerge.

Refining actions and scoping implementation

A set of 11 changes began to take shape, each with actions that would deliver emissions reduction, resilience and a range of other desired outcomes.

Ideas, actions and themes were informed by and refined over three days at the Auckland Climate Symposium in March 2019 with participation from over 600 delegates from all sectors.

The symposium included a community hui, and sessions led by youth and the Ministry for the Environment. We also launched Auckland’s Climate Change Risk Assessment report series.

During the symposium, the delegates helped develop five flagship actions to demonstrate what collaborative climate action looks like.

A month later, the rangatahi/youth-led Conscious Climates event led to the development of actions and themes that inform and are integrated into this action framework.

Auckland Climate Independent Advisory Group

A key part of developing the draft framework process is establishment of an Auckland Climate Independent Advisory Group (ACIAG) to provide expert insight, and to check and challenge the framework’s development, targets and implementation.

ACIAG will exist beyond political timescales to provide an ongoing independent review of successes, challenges and barriers to framework development and implementation. An annual fit-for-purpose review will be done, starting with completion of the climate action framework.
### Membership

<table>
<thead>
<tr>
<th>Name</th>
<th>Role</th>
<th>Organisation</th>
<th>Expertise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dr Maria Bargh</td>
<td>Senior Research Fellow</td>
<td>Victoria University of Wellington</td>
<td>Māori engagement on climate change</td>
</tr>
<tr>
<td>Prof Bruce Glavovic</td>
<td>Professor and EQC Chair in Natural Hazards Planning</td>
<td>Massey University</td>
<td>Climate change, natural hazards and governance</td>
</tr>
<tr>
<td>Dr David Hall</td>
<td>Senior Researcher</td>
<td>The Policy Observatory, AUT</td>
<td>Ethics, public and environmental policy, Climate action financing</td>
</tr>
<tr>
<td>(Co-Chair)</td>
<td></td>
<td></td>
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<tr>
<td>Dr Rhys Jones</td>
<td>Co-convener</td>
<td>OraTaiao</td>
<td>Health and Māori</td>
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<tr>
<td>(Co-Chair)</td>
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<tr>
<td>Dr Judy Lawrence</td>
<td>Senior Research Fellow, Climate Change Research Institute, Co-Chair of the Adaptation Technical Working Group</td>
<td>Victoria University of Wellington</td>
<td>Climate change financing and adaptation</td>
</tr>
<tr>
<td>Dr Malcolm Shield</td>
<td>Head, Climate Action Planning, North America &amp; Europe</td>
<td>C40 Cities</td>
<td>Carbon reduction pathways</td>
</tr>
<tr>
<td>Prof Ralph Sims</td>
<td>Professor School of Engineering</td>
<td>Massey University</td>
<td>Mitigation</td>
</tr>
</tbody>
</table>

### Auckland Council’s roles in delivery

#### Advocacy

The Auckland Council group advocates to the New Zealand Government on a range of policies and issues to ensure the most benefit to Aucklanders. Many of these issues deal directly or indirectly with climate change. Council’s advocacy to Government helps ensure that the policy settings, frameworks and funding are aligned and give effect to our needs related to climate change. Without strong alignment, the delivery of this framework and its ambitious targets will be difficult if not impossible.

Council’s advocacy to the New Zealand Government spans across a wide range of issues, even in relation to climate change. Examples include:
Partnership

The complexity of climate change requires action from all sectors. Partnerships are one way to bring sectors and actions together to make greater impact. The Auckland Council group partners with a range of organisations and businesses to achieve beneficial outcomes for Aucklanders. Some of these partnerships deal directly with climate change.

Support

Auckland Council provides targeted resources to support important community outcomes, including climate action. Support from Auckland Council helps build on local talents and expertise to benefit communities across Auckland. Examples include community grants and the Retrofit your Home programme.

Planning and Delivery

Auckland Council and CCOs play a major role in planning for and delivering transport, infrastructure, and urban regeneration.

Regulation

Auckland Council plays a key role in regulation to ensure the health, safety and wellbeing of current and future Aucklanders. Regulation ranges from dog registration to alcohol licensing. Some regulatory functions relate directly or indirectly to climate change, such as coastal management and building control.

Leadership

Auckland Council influences others and affects change beyond its direct roles and responsibilities by leading by example. This is visible in the buildings and facilities we operate, the materials and services we procure and the public spaces that we shape and build.

Facilitation

Auckland Council plays a role in bringing people, communities and organisations together to agree and achieve common outcomes for Aucklanders. This framework is one example, with broad engagement and facilitation along each step of its development.
Central government’s roles in delivery

The government’s main framework for action on climate change is the Climate Change Response (Zero Carbon) Amendment Bill. It aims to set long-term national direction on emissions reduction and climate resilience with direct implications for Auckland and Auckland Council14. Beyond this Bill, there is other supporting and related legislation, policy and investment. Below are examples only and not a comprehensive list of government roles related to climate change.

Legislation and regulation

- The NZ Emissions Trading Scheme (NZETS) is a market-based tool that puts a price on emissions to help incentivise emissions reduction. It has been ineffective at reducing our emissions. In light of new international obligations under the Paris Agreement, improvements have and will continue to be made to make the scheme effective. Ultimately, these will be folded into the Zero Carbon Bill.
- The Resource Management Act 1991 (RMA) helps sustainably manage resource use and environmental impacts of activities into the future15. Climate change is included in the principles of the RMA and it touches upon related issues like renewable energy. The current climate-related focus of the RMA is on adapting to the impacts of climate change instead of emissions reduction. A package of RMA reforms is expected to be considered by the government and this may change, particularly in its consistency with the Zero Carbon Bill.
- The Local Government Act 2002 (LGA) make Auckland Council responsible for actions directly related to climate change, such as flood control, air and water quality, public transport and regional parks.
- The Building Act 2004 sets out rules and guidance for building, altering, maintaining and demolishing buildings16. It focuses on health, safety and wellbeing. All building work must meet performance standards set by the Building Code including more climate change-related elements of energy efficiency, moisture control and access. Many of the code’s provisions aren’t up-to-date with climate change. It has been council’s long-standing position that changes are needed.

Policy

- National Policy Statements (NPS) are instruments of the RMA, setting out broad policy direction on a variety of topics of national significance. Current NPSs in place include17:
  - National Policy Statement on Urban Development Capacity
  - National Policy Statement for Freshwater Management
  - National Policy Statement for Renewable Electricity Generation

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15 https://www.mfe.govt.nz/node/16380
National Policy Statement for Electricity Transmission
New Zealand Coastal Policy Statement

A Government Policy Statement (GPS) on Land Transport\textsuperscript{18} identifies funding priorities under the National Land Transport Fund over 10 years. It includes road safety, highway improvements, local and regional roads and public transport and also notes factors like emissions reductions.

Investment

- The New Zealand Wellbeing Budget is the overarching investment framework for all programmes, services and infrastructure\textsuperscript{19}. The current budget references climate change as a complex problem requiring new ways of thinking more broadly about budgets and integrated outcomes. The budget allocates funding for research on agricultural emissions and development of new energy technologies to support the low emissions transition, among other things.
- The $100 million Green Investment Fund (GIF) was launched as part of Budget 2018\textsuperscript{20}. Independent from Government, it operates as a company in order to be flexible and responsive to the market. The GIF aims to accelerate investment to reduce emissions.
- The National Science Challenges (NSC) were launched in 2014 to tackle significant national issues\textsuperscript{21}. Top scientists across disciplines and cross-sector collaborators compete for over $680 million in funding over the 10-year term of the NSC. Climate change is related to most challenges. Auckland Council has had direct involvement with the following national challenges:
  - Our Land and Water,
  - Resilience to Nature’s Challenges and
  - The Deep South.

What is climate resilience?

Climate resilience is being climate-ready.

It means anticipating, absorbing, accommodating or recovering from the impacts of climate change. It means that our people, infrastructure, places and economy are prepared.

Done well, it means more than “bouncing back” – it means “bouncing forward.”

The ability of people and households to prepare, adapt and respond to the effects of climate change depends on where people live, their health and income, and their support networks and occupations.

\textsuperscript{18} https://www.transport.govt.nz/multi-modal/key-strategies-plans/gps-on-land-transport-funding/
\textsuperscript{19} https://treasury.govt.nz/publications/budgets/budget-2019
New information and research on how Auckland’s climate will likely change, and the related impacts helps us prepare for those changes and impacts – and to make sure we prioritise our more vulnerable people and communities.

This information was specifically prepared to ensure the actions in this draft framework make Auckland and its communities more resilient. It also serves as a baseline for future research that may increase our abilities to effectively prepare and respond to climate change.

What is a just transition and how do we achieve it?
A just transition is one that is fair, equitable and inclusive. It requires local and central government to carefully plan and cooperate with iwi, communities, regions and sectors to manage impacts and maximise opportunities from changes brought about by the transition to a low emissions economy. Businesses also play a key role in ensuring that their staff, supply chains and business models are prepared for the transition to a zero carbon economy and society.

What is the circular economy?
A circular economy designs out waste and inefficiencies. By taking fewer resources, using resources well and regenerating what we use, we close the loop in the lifecycle of products and services. This concept contrasts with the more linear “take-make-dispose” economy, where value is created by maximising the products produced and sold, generating a great deal of waste.

Preserving the Pukekohe Hub
The Pukekohe Hub comprises 4,359 hectares of some of New Zealand’s most fertile and productive soils. Fruit and vegetable production contribute $1.2 billion to Auckland’s economy. The hub generates $327 million, which is 26 per cent of New Zealand’s total domestic value of vegetable production.

From 2002-2016, vegetable-growing land across New Zealand was reduced by 30 per cent. Land like the Pukekohe Hub faces increasing threats like urban sprawl.

The future of the hub is important for Auckland with its temperate climate. Its proximity to essential transport routes makes it well-positioned to supply year-round vegetables to help feed Auckland’s growing demand for fresh food.

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### KEY MOVE 1: Lay the foundation

<table>
<thead>
<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Uphold Te Tiriti o Waitangi/Treaty of Waitangi and treaty partnerships in decision-making</strong></td>
<td>Mana Whenua, Auckland Council, Council Controlled Organisations (CCOs)</td>
<td>2022</td>
</tr>
<tr>
<td><strong>Secure long-term commitment and leadership from across mana whenua and public, private and voluntary sectors</strong></td>
<td>Auckland Council, Local boards, Ministry for the Environment (MFE), Communities</td>
<td>2022</td>
</tr>
<tr>
<td><strong>Engage in a way that enables and empowers Aucklanders to have a say in climate decisions and to act</strong></td>
<td>Climate Leaders Coalition, Rangatahi, Mana Whenua, Community leaders, Advisory panels</td>
<td>2022</td>
</tr>
<tr>
<td><strong>Ensure that the custodianship of mātauranga Māori knowledge systems, practices and the teachings inform and underpin climate response, actions and decisions</strong></td>
<td>Auckland Council, MFE, CCOS, District Health Boards (DHBs), Creative Sector, Ministry of Education</td>
<td>2022</td>
</tr>
<tr>
<td><strong>Embed climate change assessments into decision-making processes and reporting</strong></td>
<td>Auckland Council, Mana Whenua, Matarauka, Te Puni Kokiri, Deep South Science Challenge</td>
<td>2022</td>
</tr>
<tr>
<td><strong>Regularly review and update climate change evidence to inform decisions</strong></td>
<td>Auckland Council, Climate Leaders Coalition</td>
<td>2022</td>
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### Attachment B

#### Item 8

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<th>RESOURCING</th>
<th>BENEFITS</th>
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**RESOURCING**
- $ = LOW
- $$ = MEDIUM
- $$$ = HIGH
### Action 8

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<tbody>
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<td></td>
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<td>2022</td>
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<tr>
<td>Be transparent and provide data and information to enable citizen science, innovation and research</td>
<td>Auckland Council, Academia, Ministry of Business, Innovation and Employment (MBIE), National Science Challenges</td>
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<tr>
<td>Actively develop supportive policy and legislation with central government</td>
<td>Academia, Auckland CCOs, DHBs, Government</td>
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<tr>
<td>Ensure regional policies and strategies do not conflict with delivery of climate compatible development and infrastructure</td>
<td>Auckland Council, CCOs, MIE</td>
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### Key Move 2: Enhance, restore and connect our natural environments

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<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
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<tbody>
<tr>
<td></td>
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<td>2022</td>
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<tr>
<td>Use a blue-green network approach in growth and regeneration areas</td>
<td>Auckland Council, Government, Landowners, Private Developers, CCOs, Non-Governmental Organisations (NGOs)</td>
<td></td>
</tr>
<tr>
<td>Grow and protect our urban and rural ngahere/forest to capture emissions and build resilience</td>
<td>Auckland Council, Local Boards, CCOs, Communities</td>
<td></td>
</tr>
<tr>
<td>Protect indigenous biodiversity and ecosystems vulnerable to climate change</td>
<td>Auckland Council, CCOs, Crown Research Institutes, Ministry for Primary Industries (MPI), Department of Conservation National Science Challenges</td>
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<tr>
<td>Establish a voluntary ecosystem marketplace to generate funding for natural climate solutions</td>
<td>Auckland Council, Academia, Business, NGOs, Government</td>
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<tr>
<td>Apply circular economic principles to land use and land use changes.</td>
<td>Auckland Council, MBIE, Community groups, NGOs, Private Landowners</td>
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</table>
### Attachment B

#### Item 8

**Seniors Advisory Panel**

15 July 2019

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### KEY MOVE 3: Make development and infrastructure climate-compatible

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<thead>
<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accelerate the uptake of sustainable design and construction</td>
<td>Auckland Council, Mana Whenua, MFE, MBIE, New Zealand Green Building Council [NZGBC], Private Developers</td>
<td>2022</td>
</tr>
<tr>
<td>Build climate resilience and health benefits into all transport projects, delivering more than just emissions reductions</td>
<td>New Zealand Transport Agency (NZTA), Auckland Transport (AT), DHBs, Mana Whenua, Auckland Council</td>
<td>2022</td>
</tr>
<tr>
<td>Ensure new infrastructure is climate-proof and resilient</td>
<td>Auckland Council, MFE, CCOs, DHBs, NZTA, Infrastructure Lifelines Group, Mana Whenua, Private Developers</td>
<td>2022</td>
</tr>
<tr>
<td>Make climate compatibility assessments standard for all new developments and infrastructure</td>
<td>Auckland Council, CCOs, Government, Private Developers</td>
<td>2022</td>
</tr>
<tr>
<td>Plan for a quality compact urban form that supports low carbon, resilient development</td>
<td>Auckland Council, Mana Whenua, Government, Private Developers</td>
<td>2022</td>
</tr>
<tr>
<td>Find and deliver alternative water supply options to address climate change and population growth</td>
<td>Auckland Council, Watercare, Mana Whenua</td>
<td>2022</td>
</tr>
<tr>
<td>Establish an integrated, circular water management framework to improve efficiency and reduce waste</td>
<td>Auckland Council, CCOs, Mana Whenua</td>
<td>2022</td>
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CSR: Community, Social, Environmental

Attachment B
### KEY MOVE 4: Transform existing buildings and places

<table>
<thead>
<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliver targeted commercial, industrial and residential building</td>
<td>Energy Efficiency &amp; Conservation Authority (EECA), Ministry of Health, Panuku, Auckland Council, Green Building Working Group, DHFs, Mana Whenua, Housing NZ, Commercial building owners</td>
<td>2022, 2030, 2050</td>
</tr>
<tr>
<td>retrofit schemes across Auckland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase the productive potential of new/existing roofs and walls</td>
<td>BECA, BRANZ, Auckland Council, NZGBC, Commercial building owners, Mana Whenua</td>
<td>2022, 2030, 2050</td>
</tr>
<tr>
<td>Make public spaces multi-functional with broader benefits</td>
<td>Community groups, Mana Whenua, Auckland Council, CCOs, DHFs</td>
<td>2022, 2030</td>
</tr>
<tr>
<td>Establish and rapidly scale low carbon, resilient precincts across</td>
<td>Panuku</td>
<td>2022, 2030</td>
</tr>
<tr>
<td>Auckland</td>
<td></td>
<td></td>
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<tr>
<td>Ensure existing infrastructure is as climate-proof and resilient as</td>
<td>Auckland Council, CCOs, Infrastructure Lifelines Group</td>
<td>2022, 2030</td>
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<td>possible</td>
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### KEY MOVE 5: Deliver clean, safe and equitable transport options

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<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage large-scale uptake of zero and low emissions vehicles</td>
<td>AT, Ministry of Transport (MoT), NZTA, Auckland Council</td>
<td>2022, 2030, 2050</td>
</tr>
<tr>
<td>Rapidly increase the frequency, affordability and availability of</td>
<td>AT, Auckland Council, Mana Whenua</td>
<td>2022, 2030, 2050</td>
</tr>
<tr>
<td>public transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapidly increase safe, high-quality cycling and walking infrastructure</td>
<td>AT, Auckland Council, Mana Whenua</td>
<td>2022, 2030</td>
</tr>
<tr>
<td>Assess road pricing schemes to reduce car travel and vehicle</td>
<td>Auckland Council, Mana Whenua</td>
<td>2022, 2030</td>
</tr>
<tr>
<td>emissions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Make freight systems more efficient to reduce emissions</td>
<td>Sustainable Business Council, Freight Working Group, AT, Auckland Council</td>
<td>2022, 2030</td>
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</tbody>
</table>
## Attachment B

### Item 8

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</table>
## KEY MOVE 6: Move to a zero carbon, climate - resilient economy

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<tr>
<th>ACTION</th>
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<tbody>
<tr>
<td></td>
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<td>2022</td>
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<tr>
<td>Establish a climate innovation system</td>
<td>Auckland Tourism, Events &amp; Economic Development (ATEED), Academia, Scoon, Callaghan Innovation, MBIE</td>
<td>🟠</td>
</tr>
<tr>
<td>Accelerate business transition to zero carbon and build resilience</td>
<td>ATEED, Sustainable Business Council, Sustainable Business Network, Auckland Council, Te Puni Kokiri, Whariki</td>
<td>🟠</td>
</tr>
<tr>
<td>Establish sector-based programmes to grow low carbon and climate resilience skills</td>
<td>ATEED, Auckland Council, Ministry for Education, NZ Council for Trade Unions, Mana Whenua, Mataawaka</td>
<td>🟠</td>
</tr>
<tr>
<td>Leverage public sector and large business supply chains to deliver on climate outcomes</td>
<td>Climate Leaders Coalition, Auckland Council, CCOs</td>
<td>🟠</td>
</tr>
<tr>
<td>Accelerate the transition from waste management to resource recovery and reuse.</td>
<td>Auckland Council</td>
<td>🟠</td>
</tr>
<tr>
<td>Embed circular principles into Auckland’s economy</td>
<td>ATEED, Sustainable Business Network, MBIE, Auckland Council</td>
<td>🟠</td>
</tr>
<tr>
<td>Collaborate with central government to reduce process heat emissions</td>
<td>Government, Private Industry, Auckland Council</td>
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<td>RESOURCING</td>
<td>BENEFITS</td>
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</table>
### KEY MOVE 7: Help Aucklanders become more resilient and reduce their carbon footprint

<table>
<thead>
<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work together to strengthen the resilience of our communities, people and places</td>
<td>Community Groups, Auckland Council, DHBs, Mana Whenua, Local Government New Zealand (LGNZ), Government, Insurers, Private business</td>
<td>2022</td>
</tr>
<tr>
<td>Address the implications of climate change on our coastline</td>
<td>Community Groups, Auckland Council, DHBs, Mana Whenua, LGNZ, Government, Private business</td>
<td>2022</td>
</tr>
<tr>
<td>Unlock barriers and support community-based initiatives that reduce emissions and build resilience in a fair way</td>
<td>Community Groups, Auckland Council, Mana Whenua</td>
<td>2022</td>
</tr>
<tr>
<td>Plan for potential climate-related migration</td>
<td>The Ministry of Foreign Affairs and Trade (MFAT), Immigration New Zealand, Ministry for Pacific Peoples, Auckland Council, The Southern Initiative</td>
<td>2022</td>
</tr>
</tbody>
</table>

### KEY MOVE 10: Shift to decentralised renewable energy/carbon footprint

<table>
<thead>
<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and deliver local and regional decentralised renewable energy solutions</td>
<td>Vector, Transpower, solarcity, Auckland Council, CCOs, MBE, Ministry of Energy and Resources, Mana Whenua</td>
<td>2022</td>
</tr>
<tr>
<td>Use public property to drive innovation in renewable energy development</td>
<td>Auckland Council, CCOs, DHBs, Government</td>
<td>2022</td>
</tr>
<tr>
<td>Use opportunities from the Ports of Auckland hydrogen project to diversify and scale up</td>
<td>Ports of Auckland Limited (POAL), Auckland Council, Commercial businesses, MBE, MBBE</td>
<td>2022</td>
</tr>
<tr>
<td>Establish shore power at Ports of Auckland to reduce emissions from ships at berth</td>
<td>POAL</td>
<td>2022</td>
</tr>
<tr>
<td>RESOURCING</td>
<td>BENEFITS</td>
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*Te Tāruke-ā-Tāwhiri: Auckland’s Climate Action Framework*
KEY MOVE 11: Grow a low-carbon, resilient food system carbon footprint

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<tr>
<th>ACTION</th>
<th>WHO NEEDS TO BE INVOLVED</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support primary industries and small businesses to increase food security and build economic and climate resilience</td>
<td>Auckland Council, Mana Whenua, MBIE, MPI, primary sector representatives, University of Auckland</td>
<td>2022 2030 2050</td>
</tr>
<tr>
<td>Protect our productive soils and use regenerative management to increase food security and carbon sequestration</td>
<td>Auckland Council, Mana Whenua, MPI, primary sector representatives, urban food producers, NGOs</td>
<td>2022 2030 2050</td>
</tr>
<tr>
<td>Reduce wastage, starting with prevention, and maximise the value of surplus food</td>
<td>Auckland Council, Mana Whenua WasteMin, Food rescue organisations, urban food producers, private business</td>
<td>2022 2030 2050</td>
</tr>
<tr>
<td>Increase demand for local, seasonal and low carbon food</td>
<td>Auckland Council, Mana Whenua, The Southern Initiative, Healthy Families, DHBs, private industry, primary sector representatives, NGOs, urban food producers</td>
<td>2022 2030 2050</td>
</tr>
<tr>
<td>Establish a cross-sector sustainable food policy council to advise policymakers on food policy development</td>
<td>Auckland Council</td>
<td>2022 2030 2050</td>
</tr>
<tr>
<td>Implement kerbside food scraps collection service across urban Auckland</td>
<td>Auckland Council</td>
<td>2022 2030 2050</td>
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# Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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<tbody>
<tr>
<td>Active modes</td>
<td>Walking and cycling.</td>
</tr>
<tr>
<td>Active transport</td>
<td>Relates to physical activity undertaken as a means of transport and not purely as a form of recreation.</td>
</tr>
<tr>
<td>Adaptation</td>
<td>Actions taken to help communities and ecosystems cope with changing climate condition (United Nations Framework Convention on Climate Change) OR Adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities (IPCC).</td>
</tr>
<tr>
<td>Asset</td>
<td>An item of value owned by a person or company.</td>
</tr>
<tr>
<td>Awhi</td>
<td>The Māori word for surround or embrace.</td>
</tr>
<tr>
<td>Biodiversity</td>
<td>The natural environment and encompasses native plants and animals (flora and fauna), ecology, natural heritage, ecological restoration and revegetation, landforms, geology.</td>
</tr>
<tr>
<td>Blue-green economy</td>
<td>This concept ensures the maintenance of biodiversity and its values in relation to economic and social development.</td>
</tr>
<tr>
<td>Canopy cover</td>
<td>The percentage of urban land covered by a layer of trees or vegetation (3m or taller) when viewed from above.</td>
</tr>
<tr>
<td>Carbon budgets</td>
<td>A tolerable quantity of greenhouse gas emissions that is emitted in total over a specified time. The budget needs to be in line with what is scientifically required to keep global warming within our target and thus climate change “tolerable.”</td>
</tr>
<tr>
<td>Carbon footprint</td>
<td>The amount of carbon dioxide released into the atmosphere by the activities of a people, organisations and communities.</td>
</tr>
<tr>
<td>Carbon sequestration</td>
<td>A natural or artificial process by which carbon dioxide is removed from the atmosphere and held in solid or liquid form.</td>
</tr>
<tr>
<td>Circular economy</td>
<td>A circular economy is characterised as one which is regenerative by design. It aims to retain as much value as possible of products, parts and materials. This should create a system that allows for the long life, optimal reuse, refurbishment, remanufacturing and recycling of products and materials.</td>
</tr>
<tr>
<td>Circular principles</td>
<td>The three key principles of circular economy are:</td>
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<td>- design out waste and pollution</td>
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<td>- keep products and materials in use</td>
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<tr>
<td>Term</td>
<td>Definition</td>
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<tr>
<td>Climate impacts</td>
<td>A marked effect or influence of climate change.</td>
</tr>
<tr>
<td>Climate refugees</td>
<td>Persons displaced in the context of disasters and climate change.</td>
</tr>
<tr>
<td>Climate resilience</td>
<td>The ability of a system and its component parts to anticipate, absorb,</td>
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<tr>
<td></td>
<td>accommodate, or recover from the effects of a hazardous event in</td>
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<td>timely and efficient manner. This includes ensuring the preservation,</td>
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<td>restoration, or improvement of its essential basic structures and</td>
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<td></td>
<td>functions.</td>
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<tr>
<td>Climate risks</td>
<td>The exposure to climate related danger, harm or loss.</td>
</tr>
<tr>
<td>Climate-compatible development</td>
<td>A form of building that integrates climate risk management, adaptation</td>
</tr>
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<td>and mitigation.</td>
</tr>
<tr>
<td>Climate-proof</td>
<td>The ability of a system and its component parts to anticipate, absorb,</td>
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<td></td>
<td>accommodate, or recover from the effects of a hazardous event in</td>
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<td>timely and efficient manner, including through ensuring the preservation,</td>
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<td>restoration, or improvement of its essential basic structures and</td>
</tr>
<tr>
<td></td>
<td>functions.</td>
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<tr>
<td>Coastal and marine ecosystems</td>
<td>The natural environment, habitats and species located in open ocean</td>
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<tr>
<td></td>
<td>areas, nearshore coastal areas, areas where freshwater and saltwater</td>
</tr>
<tr>
<td></td>
<td>mix, and certain terrestrial ecosystems near the coast, such as sand</td>
</tr>
<tr>
<td></td>
<td>dunes (United Nations Environment Programme).</td>
</tr>
<tr>
<td>Coastal erosion</td>
<td>The loss of coastal lands due to the net removal of sediments or bedrock</td>
</tr>
<tr>
<td></td>
<td>from the shoreline.</td>
</tr>
<tr>
<td>Decarbonise</td>
<td>Reduce the amount of gaseous carbon compounds released in or as a result</td>
</tr>
<tr>
<td></td>
<td>of (an environment or process).</td>
</tr>
<tr>
<td>Decentralised energy</td>
<td>Energy generated off the main grid, including micro-renewables, heating</td>
</tr>
<tr>
<td></td>
<td>and cooling.</td>
</tr>
<tr>
<td>Ecosystem</td>
<td>A community of plants, animals and other organisms that function</td>
</tr>
<tr>
<td></td>
<td>together as a unit along with their environment.</td>
</tr>
<tr>
<td>Electric and zero emissions</td>
<td>Transportation options that do not result in any harmful emissions (have</td>
</tr>
<tr>
<td>vehicles</td>
<td>a negative impact on the environment or human health) during vehicle</td>
</tr>
<tr>
<td></td>
<td>operation.</td>
</tr>
<tr>
<td>Electrification</td>
<td>The process of making something operate using electricity where it did</td>
</tr>
<tr>
<td></td>
<td>not before, e.g. converting the current train tracks so that electric</td>
</tr>
<tr>
<td></td>
<td>trains can operate on them.</td>
</tr>
<tr>
<td>Emissions</td>
<td>The production and discharge of something e.g. the production and</td>
</tr>
<tr>
<td></td>
<td>discharge of greenhouse gases into the atmosphere.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Emissions modelling</td>
<td>An annual estimate of emission for a wide range of important pollutants, including air quality pollutants and greenhouse gases.</td>
</tr>
<tr>
<td>Equitable</td>
<td>Actions and decisions that are fair and just.</td>
</tr>
<tr>
<td>Equity</td>
<td>The quality of being fair.</td>
</tr>
<tr>
<td>Flood risk</td>
<td>Storms were in the past generally modelled as 2, 5 and 100-year events to give an idea of the magnitude of each. These are now called 50 per cent, 20 per cent and 1 per cent respectively. They refer to the likelihood of the storm happening in any one year.</td>
</tr>
<tr>
<td>Food security</td>
<td>A situation that exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life.</td>
</tr>
<tr>
<td>Freight systems</td>
<td>The network of goods transported by truck, train, ship or plane.</td>
</tr>
<tr>
<td>Geothermal energy</td>
<td>Clean and sustainable energy sourced from beneath the earth's surface.</td>
</tr>
<tr>
<td>Green space</td>
<td>An area of undeveloped land, partly or completely covered with grass, trees or vegetation.</td>
</tr>
<tr>
<td>Greenhouse gas emissions (GHG)</td>
<td>Gases emitted to the atmosphere which contribute to the greenhouse gas effect where more than the normal amount of atmospheric heat is retained in the atmosphere. These emissions include water vapour, carbon dioxide, nitrous oxide, methane, ozone, halocarbons and other chlorine and bromine-containing substances.</td>
</tr>
<tr>
<td>Gross Domestic Product (GDP)</td>
<td>The monetary value of all goods and services produced within a nation's geographic borders over a specified period of time.</td>
</tr>
<tr>
<td>Gross emissions</td>
<td>The total discharges of greenhouse gases from human activity into the atmosphere (e.g. from energy, industrial processes, agriculture, and waste activities) and is usually expressed as CO2 equivalence per year.</td>
</tr>
<tr>
<td>Hapū</td>
<td>A number of whānau sharing descent from a common ancestor; kinship group, sub-tribe.</td>
</tr>
<tr>
<td>Hinemoana</td>
<td>The female ancestor with continuing influence over the sea.</td>
</tr>
<tr>
<td>Hui</td>
<td>Social gathering or meeting.</td>
</tr>
<tr>
<td>Inequitable</td>
<td>Unfair or unjust.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>The structures, systems and facilities that support daily life such as water supply, roads and communications, including social infrastructure.</td>
</tr>
<tr>
<td>Intergenerational</td>
<td>Relating to, involving, or affecting several generations.</td>
</tr>
<tr>
<td>Intergenerational equity</td>
<td>Ensuring that future generations are not unfairly disadvantaged (or burdened) with the impacts and costs of previous decision making.</td>
</tr>
<tr>
<td><strong>Invasive species</strong></td>
<td>An introduced species that is believed to spread and cause damage to the environment, human economy or human health.</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Iwi</strong></td>
<td>A number of hapū (section of a tribe) related through a common ancestor.</td>
</tr>
<tr>
<td><strong>Just Transition</strong></td>
<td>Place-based set of principles, processes, and practices used to secure workers’ jobs and livelihoods when economies are shifting to sustainable production.</td>
</tr>
<tr>
<td><strong>Kai</strong></td>
<td>Sustenance such as food or water.</td>
</tr>
<tr>
<td><strong>Kaitiaki</strong></td>
<td>Trustee, custodian, guardian.</td>
</tr>
<tr>
<td><strong>Kaitiakitanga</strong></td>
<td>Guardianship, including stewardship; the processes and practices of looking after the environment.</td>
</tr>
<tr>
<td><strong>Kaupapa</strong></td>
<td>Topic, subject or issue.</td>
</tr>
<tr>
<td><strong>Low carbon food</strong></td>
<td>Low carbon food refers to foods that produce less carbon emissions during production, processing, distribution, preparation and disposal. Includes foods produced using low carbon farming technologies and organic fertilisers, food that is locally produced and therefore has lower food miles, and food with intrinsically lower biological emissions such as plants.</td>
</tr>
<tr>
<td><strong>Low emissions zones</strong></td>
<td>A defined area where access by some polluting vehicles is restricted or deterred with the aim of improving the air quality.</td>
</tr>
<tr>
<td><strong>Low impact lifestyles</strong></td>
<td>Having less impact on the environment and society by reducing an individual’s carbon footprint.</td>
</tr>
<tr>
<td><strong>Mana</strong></td>
<td>Authority, status, prestige.</td>
</tr>
<tr>
<td><strong>Mana Whenua</strong></td>
<td>Hapū and iwi with ancestral relationships to certain areas in Tāmaki Makaurau where they exercise customary authority.</td>
</tr>
<tr>
<td><strong>Manaaki</strong></td>
<td>Generosity; support, provide hospitality and care of others.</td>
</tr>
<tr>
<td><strong>Manaakitanga</strong></td>
<td>The process of showing respect, hospitality, generosity and care for others.</td>
</tr>
<tr>
<td><strong>Marae</strong></td>
<td>The enclosed space in front of a wharenui (meeting house) where people gather.</td>
</tr>
<tr>
<td><strong>Marine ecosystems</strong></td>
<td>Living organisms and non-living structures in the ocean environment, and their complex relationships to each other.</td>
</tr>
<tr>
<td><strong>Mataawaka</strong></td>
<td>Māori who live in Auckland and are not within a Mana Whenua group.</td>
</tr>
<tr>
<td><strong>Mātauranga</strong></td>
<td>Māori knowledge and expertise.</td>
</tr>
<tr>
<td><strong>Mātauranga Māori</strong></td>
<td>Māori knowledge – sciences.</td>
</tr>
</tbody>
</table>
Maunga  Mountain, mount or peak. Also refers to volcanic cones.

Mauri  Life principle, life force, vital essence. The essential quality and vitality of a being or entity.

Mega-tonnes  A million tons.

Mitigation  The action of reducing the severity, harm and seriousness of climate change through emissions reduction.

Natural asset  Things of value in the natural environment including land and water areas with their ecosystems, subsoil assets and air.

Natural carbon assets  Natural features, e.g. wetlands and shrublands, that actively remove carbon dioxide from the atmosphere through photosynthesis, a process called carbon sequestration.

Net emissions  1. Net- The expression ‘net of’ represents the exclusion of something.

   Emissions- The production and discharge of something, especially gas or radiation.

   2. “Net emissions” means gross emissions (including all industrial activities, mostly fossil fuel combustion) minus carbon sinks from forestry activities and agricultural soils. The emissions may include carbon dioxide, methane, nitrous oxide, sulphur hexafluoride, hydrofluorocarbons, and perfluorocarbons.

   3. Net emissions include emissions and removals from land-use change and forestry (LUCF).

Net zero  Net-zero emissions describes a situation whereby the amount of greenhouse gases emitted into the atmosphere is equal to the amount sequestered or offset (e.g. by forestry).

Net zero emissions  The total of a country’s/community’s emissions across all sources, minus offsets from land use, land-use change and forestry.

Ngahere  Forest.

Ocean acidification  The absorption of carbon dioxide by seawater ultimately reducing its pH.

Papatūānuku  Mother Earth.

Pre-industrial levels  The global average CO2 levels before the Industrial Revolution (1750).

Primary industries  A mix of businesses who produce, process and move goods around New Zealand and export to countries around the world. Primary industries of importance to New Zealand include agriculture, forestry, horticulture and seafood.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Process emissions</td>
<td>The greenhouse gas emissions produced from a variety of industrial activities which are not related to energy.</td>
</tr>
<tr>
<td>Process heat emissions</td>
<td>Greenhouse gas emissions from systems to produce thermal energy, in the form of steam, hot water and direct heat systems, that is used in organisations.</td>
</tr>
<tr>
<td>Prosperity</td>
<td>Being successful or thriving, particularly referring to economic and cultural wellbeing.</td>
</tr>
<tr>
<td>Pūrākau</td>
<td>Traditional stories, history and narratives.</td>
</tr>
<tr>
<td>Quality compact urban form</td>
<td>Future development that is focused in existing and new urban areas within Auckland’s urban footprint, limiting expansion into the rural hinterland. This future development maximises efficient use of land and delivers necessary infrastructure.</td>
</tr>
<tr>
<td>Rangatahi</td>
<td>Youth, younger generation.</td>
</tr>
<tr>
<td>Renewable energy</td>
<td>Renewable energy comes from sources that are naturally replenished in a relatively short timeframe. Sunlight, wind, water and geothermal heat are all renewable energy sources.</td>
</tr>
<tr>
<td>Resilience</td>
<td>The ability of a system, community or society exposed to hazards to resist, absorb, accommodate, adapt to, transform and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions through risk management.</td>
</tr>
<tr>
<td>Retrofit</td>
<td>Add components or accessories to something that did not have it when first made.</td>
</tr>
<tr>
<td>Retrofitting</td>
<td>The action of retrofit.</td>
</tr>
<tr>
<td>Road pricing schemes</td>
<td>An arrangement to introduce a price to enter one particular part of the city during the day.</td>
</tr>
<tr>
<td>Sequestration</td>
<td>The net removal and storage of carbon from the atmosphere in ‘carbon sinks’ (e.g. plants, oceans, soils).</td>
</tr>
<tr>
<td>Storm surges</td>
<td>An abnormal rise in seawater level during a storm caused by winds pushing water onshore.</td>
</tr>
<tr>
<td>Supply chains</td>
<td>The sequence of processes involved in the production and distribution of a commodity.</td>
</tr>
<tr>
<td>Sustainable design</td>
<td>Sustainable design seeks to reduce negative impacts on the environment, and the health of communities, thereby improving product performance. The basic objectives of sustainability are to reduce consumption of non-renewable resources, minimize waste, and create healthy, productive environments.</td>
</tr>
<tr>
<td>Taiao</td>
<td>Natural resources.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Tāmaki Makaurau</td>
<td>The Māori name for Auckland. Translates to Tāmaki desired by many.</td>
</tr>
<tr>
<td>Taonga</td>
<td>A treasured item, tangible or intangible.</td>
</tr>
<tr>
<td>Te ao Māori</td>
<td>The Māori world, or the Māori world view.</td>
</tr>
<tr>
<td>Te Tiriti o Waitangi</td>
<td>The Treaty of Waitangi which is the document upon which the British and Māori agreed to found a nation state and build a government.</td>
</tr>
<tr>
<td>Tohu</td>
<td>Sign.</td>
</tr>
<tr>
<td>Transit-oriented development</td>
<td>A type of development that maximises the amount of residential, business and leisure space within walking distance of public transport.</td>
</tr>
<tr>
<td>Tūrangawaewae</td>
<td>Ancestral standing place.</td>
</tr>
<tr>
<td>Urupā</td>
<td>Burial ground, cemetery, graveyard.</td>
</tr>
<tr>
<td>Viable soils</td>
<td>Soils that are fertile.</td>
</tr>
<tr>
<td>Waahi tapu</td>
<td>A place, site or object which is sacred to Māori in the traditional, spiritual, religious, ritual or mythological sense.</td>
</tr>
<tr>
<td>Wai</td>
<td>Water.</td>
</tr>
<tr>
<td>Whakapapa</td>
<td>Genealogy that links Māori to their ancestors.</td>
</tr>
<tr>
<td>Whānau</td>
<td>Extended family, family group, a familiar term of address to a number of people. Also the primary economic unit of traditional Māori society.</td>
</tr>
<tr>
<td>Whanaungatanga</td>
<td>Relationship, kinship, sense of family connection. A relationship through shared experiences and working together which provides people with a sense of belonging.</td>
</tr>
<tr>
<td>Whenua</td>
<td>Land, country, earth or ground.</td>
</tr>
<tr>
<td>Zero and low emissions vehicles</td>
<td>Vehicles that emit no emissions or relatively low emissions. For example, electric vehicles and hydrogen-fuelled vehicles.</td>
</tr>
<tr>
<td>Zero carbon</td>
<td>Not releasing carbon dioxide into the atmosphere or removing the same amount of carbon dioxide from the atmosphere as produced e.g. by an activity, building or organisation.</td>
</tr>
<tr>
<td>Zero emissions vehicles</td>
<td>A vehicle that emits no chemical substances into the atmosphere from the onboard source of power.</td>
</tr>
</tbody>
</table>
© 2019 Auckland Council
June 2019
Auckland Plan, Strategy and Research Department
Auckland Council (2019). Draft Te Tāruke-ā-Tāwhiri: Auckland’s climate action framework for consultation
Draft Te Tāruke-ā-Tāwhiri: Auckland’s climate action framework for consultation was adopted by the Auckland Council Environment and Community Committee on 11 June 2019.
Age Friendly City - Update

File No.: CP2019/12606

Te take mō te pūrongo
Purpose of the report
1. To receive an update on the age-friendly city initiative.

Whakarāpopototanga matua
Executive summary
2. Rebecca Kruse, Principal Policy Analyst will be present to update the panel on the age-friendly city initiative.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:
   a) receive and thank Rebecca Kruse for her presentation regarding the age-friendly city initiative.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sandra Gordon - Senior Governance Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Nash – Lead Officer Support</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo
Purpose of the report
1. To provide members of the Seniors Advisory Panel an opportunity to update the meeting with upcoming events and issues impacting senior communities.

Whakarāpopototanga matua
Executive summary
2. Seniors Advisory Panel members will discuss issues impacting senior communities or highlight upcoming events which are of interest.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:
 a) receive the update about upcoming events and issues impacting senior communities.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sandra Gordon - Senior Governance Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Nash – Lead Officer Support</td>
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</tbody>
</table>
End-of-term report 2016-2019 term

File No.: CP2019/12623

Te take mō te pūrongo
Purpose of the report
1. To agree the final content and format of the end-of-term report.

Whakarāpopototanga matua
Executive summary
2. All advisory panels complete an end-of-term report which summarises their key achievements during the term in relation to their work programme and other activities they have been involved in.
3. At the closed-to-the-public meeting of the panel held on 17 June 2019, a draft report was discussed.
4. The report is attached to this report.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:

a) approve the final content of the end-of-term report prior to it being submitted to Auckland Council.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A0</td>
<td>Seniors Advisory Panel - end-of-year report for the 2016-2019 term</td>
<td>233</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
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<th>Sandra Gordon - Senior Governance Advisor</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>
The route to Auckland Council seeking membership of the World Health Organisation’s (WHO’s) Global Network of Age-friendly Cities and Communities

Age-friendly Auckland / Tāmaki Makaurau Project

This project aims to create an Auckland / Tāmaki Makaurau that’s a great place to grow older; where everyone feels they belong and can participate.

The inaugural (2014-16) Panel members were disappointed that their advocacy requesting our city join the World Health Organisation’s (WHO’s) Global Network of Age-friendly Cities and Communities (WHO link) was not approved by the Governing Body. At the September 2016 meeting of the Regional Strategy and Policy Committee, the vote was tied, and the chair used his casting vote to oppose the recommendation. Instead, the council began work on the Investing in Aucklanders’ project.

A key goal of the current panel was to ask council to reconsider their September 2016 decision of declining to progress actions to join the WHO’s Global Network. Panel members highlighted that central government’s Ministry of Social Development (MSD) recognises how the life course perspectives embedded in creating Age-friendly Cities and Communities reflect the vision and
priorities of Aotearoa New Zealand’s Positive Ageing Strategy (MSD Super Seniors link). Moreover, they noted that an Age-friendly Auckland / Tāmaki Makaurau would enable engagement opportunities to co-design safer environments with universal benefits for everyone.

On Friday 16 March 2018 the Seniors Advisory Panel held a community engagement forum in the Mount Eden War Memorial Hall, entitled Focus on the Future. The forum agenda referenced the WHO’s Age-friendly Cities and Communities’ Policy Framework to facilitate engagement with older Aucklanders, and solicited their responses to assist the Panel formulate their feedback on the Auckland Plan and the Long-Term Plan. Attended by over 90 seniors representing more than 50 organisations from across the region, the forum invitations targeted a wide range of ethnicities and included seniors who seldom participate in council’s engagement activities. Head of Digital Solutions and Innovations at Auckland Libraries, Dr Greg Morgan, MC-ed the event, which included a line-up of speakers such as His Worship the Mayor, the Minister for Seniors, kaumātua, the Director of the Office for Seniors and futurist thinkers. Participants were challenged to consider visionary options when offering feedback about urban environments across the region that their children and grandchildren would be inheriting, and potentially also inhabiting.

Feedback from the March 2018 forum clustered around five priorities, which were incorporated into advice given to the joint Finance & Performance / Planning committee:

1. Housing
2. Respect and social inclusion
3. Transport
4. equal Outdoor spaces and buildings; Social participation.
Whilst Housing and Transport were predominant concerns, social isolation and investment in services, facilities, and solutions which enable fairness and equity, social participation and inclusion were also dominant. The message from the forum clearly articulated that the focus should be as much on sustaining the wellbeing of our city’s residents, as on infrastructure.

WHO Age-friendly Policy Framework’s eight domains.

The Panel’s report concluded that given the WHO Age-friendly policy framework facilitates the co-creation of inclusive community contexts which are beneficial for everyone, Auckland Council should become an Age-friendly City.

Looking for appropriate images to advertise the forum, the Panel became aware of the lack of photographs depicting older citizens in the Auckland Council photo stock. As a result, a Council photographer attended the community forum to capture the event, and offered the photos to Auckland Council. Six of those photos were subsequently accepted by The Wire for inclusion in the Council’s photo stock, thus increasing the availability of photo stock reflecting the diversity of Auckland’s older citizens.

The Panel also created a Seniors Community contacts master list, which was offered as a resource to Auckland Council. Auckland Council’s Age-friendly Project Team has used that master list to contact external stakeholders, when inviting them to participate in the Age-friendly community engagement events held around the region between April and July 2019.
The Decision

On the 10 July 2018 the Environment and Community Committee considered a report regarding Age-friendly Cities and resolved as follows:

That the Environment and Community Committee:

a) acknowledge and thank the Seniors Advisory Panel for their presentation regarding Auckland joining the World Health Organisation (WHO) Global Network of Age-friendly Cities and Communities

b) agree Option 2: the council maintains existing approach and invests some resources to seek membership of the WHO Global Network of Age-friendly Cities and Communities. Noting that all future implementation actions requiring financial decisions will be subject to Annual and Long-term Plan processes.

Advancing Auckland / Tāmaki Makaurau’s Age-friendly City Action Plan

Between 6-8 September Seniors Advisory Panel members attended the 2018 New Zealand Association of Gerontology’s (NZAG’s) The Mosaic of Ageing Conference, held at the Ellerslie Event Centre (NZAG link). The Panel also secured sponsored exhibition space in the conference programme and at the venue.

In the light of the July 2018 decision that Auckland Council seek membership of the WHO’s Global Network of Age-friendly Cities and Communities, the Panel undertook a survey of NZAG Conference attendees. Respondents were asked to select the top three policy domains they thought were the most important to make Auckland /Tāmaki Makaurau more age-friendly. The results of 27 respondents’ preferences aligned with the March 2018 Forum feedback, in that transport, housing, and respect and social inclusion emerged as the top priorities. The survey results were shared with Auckland Council staff.

A Seniors Advisory Panel brochure was created to use at the 2018 NZAG conference, to introduce the Panel members and explain the Panel’s role and work programme priorities. This brochure has also been used as a communication tool for members, when attending events or talking to others in the community and has been appended to this report at Appendix A.
On Monday 29 October 2018 the Panel hosted a workshop for Seniors Advisory Panel representatives and Auckland Council staff, to learn from other agencies involved with Age-friendly city initiatives. External agencies attending included representatives from Hamilton City (the first city in Aotearoa NZ and 400th to join the WHO global network of Age-friendly Cities and Communities), the Office for Seniors, and the AUT Centre for Active Ageing Research.

In March 2019 the Seniors Advisory Panel co-hosted a meeting with the Community Development and Safety Committee that considered the theme *A Smart Age-friendly Auckland*. Speakers included: Sir Bob Harvey who referred to the health and wellbeing benefits throughout our lives of ‘forest bathing’ and connecting with our natural environments; whilst University of Auckland Professor Elizabeth Broadbent explored the increasing role of technology in aged care, and brought along Paro, a seal robot used for companionship and/or calming people living with dementia; and Dr Greg Morgan reported how Auckland Library staff are assisting the development of digital literacy, especially amongst older Aucklanders. The committee resolved to thank the Seniors Advisory Panel and presenters for their work in co-designing this session, and assisting the committee develop an understanding of the topic.
Auckland Council’s Age Friendly Project Team (AFPT)

Consulting with older residents to assemble an Age-friendly Action Plan for Auckland / Tāmaki Makaurau is an essential prerequisite to applying to join the WHO global network of Age-friendly Cities and Communities. As a result an engagement strategy was devised by the Council’s AFPT, and nine community engagement events planned, to be held across the region over a period of four months in mid 2019. The first of these events was held on 9 April 2019, in the Fickling Centre, with identified Age-friendly partners and stakeholders. Those attending trialled the devised engagement strategy, which was designed to elicit from attendees what community priorities should be included in Auckland Council’s Age-friendly Action Plan?

In essence, the agenda of that first consultation event included:

- discussing membership of the WHO’s Global Network of Age-friendly Cities and Communities
- considering the AFPT’s proposed engagement approach to developing an Age-friendly action plan for the Auckland / Tāmaki Makaurau region
- discussing key policy domains in the WHO’s Age-friendly policy framework (refer to the diagram on page 2), and possible actions associated with each domain for inclusion in the action plan
- considering how to support the AFPT’s engagement processes to develop a robust and relevant action plan for the Auckland region.
Each community consultation event focused on one of the eight WHO Age-friendly policy domains (refer to the diagram on page 2), in addition to a ninth domain, Diversity and Inclusion, which was added to reflect the ethnic diversity of Tāmaki Makaurau’s population. Panel members attended a number of the events, as champions for these community conversations; and the Panel’s community forum budget was offered to support the costs associated with holding them.

On 13 June 2019 an Auckland Conversations event focussed on Making Auckland an Age-friendly City, which highlighted the need to accommodate and plan for future demographic changes in our region. This event undoubtedly captured the attention of a broader audience, because of the associated live video feed and website with an archival video repository, a WHO Age-friendly Cities and Communities link that provided contextual details, in addition to a link to a Have your Say Age-friendly digital survey that closed on 5 July (refer Auckland Conversations link and Have your Say link). Sir Bob Harvey led an informative panel discussion on the topic that included input from Janet Clews (Seniors Advisory Panel Chairman), Gloria Yaping Gao (Senior Manager, Social Services of the Chinese New Settlers Services Trust Foundation), Dr Elizabeth Broadbent (Professor of Health Psychology at The University of Auckland), Megan Tyler (Chief of Strategy, Auckland Council) and Glenn Wilcox (Deputy Chairman, Independent Māori Statutory Board). Questions directed to the panel from on-line viewers and those at the Crowne Plaza venue mainly focussed on transport issues.

The AFPT have reported back to the Seniors Advisory Panel during the Panel’s regular cycle of meetings, to update and seek advice and guidance from members. A report providing summary details of this engagement process is included in Appendix B.

General

The Panel’s Work Programme was shaped by the members’ shared vision for our city, which were identified in a workshop held at the start of this term.
The Panel has provided advice and feedback throughout its term on over 30 pieces of work that both Auckland Council and outside organisations have sought (refer to the attached work programme in Appendix C for a full list). This advice was often incorporated into discussion documents. The bullet points below list examples which show the scope of advice and feedback the Panel has provided during this term:

- Worked with the Disability Advisory Panel to bring to Auckland Transport’s attention the difficulties some residents would experience using the proposed K Road Mercury Lane entrance due to the steep incline;
- collaborated with the Access Alliance and supported their work with the Minister for Disabilities to draft new accessibility legislation;
- currently collaborating with the Disability Panel to work with Auckland Transport to prioritise overcoming the difficulties with the lift access from the car park to Town Hall;
- provided insights into the prevalence of homelessness for seniors and asked to be involved in the development of the cross-sectoral homelessness strategy;
- advised Water Utility Consumer Assistance Trust to ensure the Citizens Advice Bureau is promoting the fund, and that communities understand it is funded by Watercare;
- assisted Volunteer Auckland with ideas about ways to encourage more people to volunteer;
- offered advice to Auckland Transport about keeping older people safe when using bus connections and transitions;
- supported the possibility of trialing access to free public transport, based on evidence from European cities such as Tallinn (Estonia) and Dunkirk (France), whilst remaining mindful that central government currently requires local government to meet 49% of the associated costs from fares (refer to European Cities link). This was developed by member Roger Fowler, endorsed by the Panel, presented to the Public Transport Accessibility Group (PTAG) and then to senior Auckland Transport staff;
• advised the community venue hire team on how to offer more elder-friendly operations that meet the needs of seniors around venue hire;

• Mere Tunks’s enquiry about the lack of visibility of Te Tiriti o Waitangi in the Council Chambers, resulted in a framed copy of Te Tiriti being installed in the corridor at the entrance to the main chamber in the Town Hall building;

Judy Blakey, Mihi Te Huia and Mere Tunks examined the newly installed Te Tiriti o Waitangi.

• offered advice on pensioner housing to the Haumaru joint venture between Auckland Council and the Selwyn Foundation (Haumaru Housing), and received a presentation on the way the company operates. As a community housing provider Haumaru builds and manages tenancies, and is not a healthservice provider. In light of the recent death of an Haumaru tenant, it is important to remain mindful of the reality that some older people simply do not welcome attention, and that such sad outcomes should never be used for political purposes. The Mayor’s requested inquiry is the correct move;

• were represented on the cross-panel working party to explore digital election possibilities and ways to increase voter turnout, while noting that seniors are more likely to vote;

• worked with a Council Photographer on photo shoots to provide images for use in Council and Auckland Transport’s communications, in order to increase the visibility of older people;

• ensured that vulnerable older people’s needs were included alongside those of children and pets in the Council’s draft Pathways to Preparedness Planning Framework for Recovery;

• accepted invitations to attend Grey Power meetings with Mayor Goff;

• 22-25 May 2019 Dr Judy Blakey attended the International Association of Gerontology and Geriatrics - European Region (2019 IAGG-ER) Congress in Gothenburg (Sweden) in her personal capacity, where she presented a poster that revealed Auckland / Tamaki Makaurau’s emerging Age-friendly narrative within our unique Polynesian context.
The Panel spoke to the joint Finance and Performance, and Planning Committees’ meeting held on 21 March 2018 in support of a targeted rate for clean water and harbours, as well as options to address Kauri dieback and other environmental protection. This supported the Panel’s work programme priority of “protecting our environment for future generations.” (append report?)

**Individual Panel members contributions**

For Panel members to advise what they would like to add here

**Finale**

The Seniors’ Advisory Panel members appreciate the advice received from the Principal Advisor - Panels (Austin Kim, succeeded by Carol Hayward); the Lead Officer, (Allison Dobbie, succeeded by John Nash); and Deputy Lead Officer Cecily Dower, who has monitored the work programme and given practical support, sometimes outside of normal working hours. The Panel’s Democracy Services’ governance advisors Luka Grbavac, Suad Allie and latterly, Sandra Gordon, have been approachable, supportive and patient. The Panel is grateful to all these officers. Thanks also go to liaison councillors Linda Cooper who was succeeded by Daniel Newman; and the chief liason councillor Dr Cathy Casey.

The opportunity afforded to the panels to meet with the Executive Leadership Team and the Governing Body brought a new dimension to the work of the demographic panels, as the interactions allowed for frank but respectful dialogue. This innovation demonstrated that the input from the panels was appreciated by both elected members and senior staff alike.

It is important to recognise the work of the AFP team led by Rebecca Kruse, which has the mandate to progress the Age-friendly City concept, and to thank all those officers for their work to date. But there is still work to be done after the upcoming local body elections. We hope the incoming Council will continue to use the demographic panels as part of their community engagement interactions, and that the Seniors Advisory Panel will be involved in deciding upon the type of governance body to advance and monitor the Age–friendly City work programme.

The Seniors’ Advisory Panel thanks Mayor Goff and the Governing Body for the opportunity to work with all these dedicated people to enhance the decision making process. We look forward to the future with growing confidence that the rising numbers of seniors will be catered for in a sensible, cost-effective and more enlightened way, which is well understood and embedded in Councils principles and processes.

**Appendix A (Seniors Advisory Panel brochure)**

**Appendix B (Rebecca Kruse Summary of Age-friendly engagement)**

**Appendix C (Panel’s Work Programme)**
Te take mō te pūrongo
Purpose of the report
1. To receive an update on the Seniors Advisory Panel work programme for the 2018/19 financial year.

Whakarāpopototanga matua
Executive summary
2. Cecily Dower, Deputy Lead Officer, will provide the panel with an update on the work programme for the 2018/19 financial year.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:

a) receive an update on the work programme from Cecily Dower, Deputy Lead Officer.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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<tbody>
<tr>
<td>A0</td>
<td>Seniors Advisory Panel Work Programme - 15 July 2019</td>
<td>245</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sandra Gordon - Senior Governance Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Nash – Lead Officer Support</td>
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</tbody>
</table>
## SENIORS ADVISORY PANEL WORK PROGRAMME 2018-2019 (as at July 2019)

<table>
<thead>
<tr>
<th>Priority areas for the Seniors Advisory Panel:</th>
<th>The Seniors Advisory Panel:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• better public transport services and more accessible options for senior citizens</td>
<td>• contributes to improving the outcomes for senior citizens and social cohesion as set out in the Auckland Plan</td>
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<tr>
<td>• quality mixed housing and urban design</td>
<td>• advises on council’s effective engagement with senior citizens</td>
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<td>• more culturally diverse programmes</td>
<td>• is focused on regional issues that have a high impact, aligned with the forward work programme of the Environment &amp; Community Committee.</td>
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<tr>
<td>• more engaging recreational and community spaces and activities</td>
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<td>• protecting our environment for the next generations</td>
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<table>
<thead>
<tr>
<th>Council initiative</th>
<th>Description</th>
<th>Panel’s input</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland Plan Refresh</td>
<td>The Auckland Plan Refresh updates the council’s strategic direction for Auckland for the next 30 years. The current Auckland Plan was adopted in 2012. The plan is now being refreshed, and will be clearer and more focused on the key issues.</td>
<td>• Panel members attended the Auckland Plan Refresh integrated panel sessions on 26 April 2017 to advise on Refresh process.</td>
</tr>
<tr>
<td></td>
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<td>• The panel offered additional feedback to the Auckland Plan team in the May workshop. Staff organised community workshops with the stakeholders recommended by the panel. Memo sent to all panels on 22 September updating on targeted engagement and strategic framework.</td>
</tr>
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<td></td>
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<td>• Long Term Plan and Auckland Plan formal consultation processes and documents ran at the same time in February/March 2018.</td>
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<td></td>
<td>• The chairperson attended 3 different sessions held on 3, 10 and 14 May 2018, to receive feedback and analysis from Auckland Plan Refresh consultation and to participate in discussion.</td>
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<td>• Panels presented their feedback to the joint F&amp;P/Planning committee meeting on 21 March 2018.</td>
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<td>• The panels feedback during the early engagement phases provided valuable direction for the draft plan and its formal feedback during consultation, and input during the May 2018 workshops helped shape the final plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The Auckland Plan 2050 was adopted by the Planning Committee on 5 June 2018, setting the direction for how Auckland will grow and develop over the next 30 years. The final plan is the culmination of many months of work and extensive engagement with stakeholders and partners</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Panel members are invited to attend an event on 9 August 2018 to formally launch the Auckland Plan 2050.</td>
</tr>
<tr>
<td>Long-term Plan 2018-2028</td>
<td>The Long-term Plan sets out the priorities and funding for council activities that are planned over a 10-year period. It includes financial and non-financial information for the council and council-controlled organisations.</td>
<td>• To advise on the needs and priorities of senior citizens</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• An integrated panel session was held on 30 October 2017. This feedback was incorporated into a presentation to the Finance and Performance Committee on 15 November.</td>
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<tr>
<td></td>
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<td>• The Mayoral Proposal was released on 29 November 2017. The Long Term Plan and Auckland Plan formal consultation processes and documents ran at the same time in February/March 2018. The panels presented their feedback to F&amp;P/Planning committee on 21 March 2018. Panel chairs received feedback and analysis from LTP consultation on 9 May 2018.</td>
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<td>• The 10-year Long Term Plan was approved at the Governing Body meeting held on 31 May 2018, which included the introduction of a Regional Fuel Tax</td>
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<td>Council initiative</td>
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| Engagement approach              | The council is striving to achieve best community engagement processes and practices for engagement with senior citizens. The panel will assist the development of the council’s comprehensive stakeholder lists for senior citizens. The panel will provide advice related to council’s photo stock and the need to increase the range of images which reflect the diversity of Auckland’s older citizens.                                                                 | • To offer feedback and advice to the Citizens and Engagement unit  
• To advise on the Auckland Council Engagement Guidelines for more effective engagement with senior citizens  
• The panel created a senior community contacts master list used to invite participants to the community forum – this was offered as a resource to Auckland Council.  
• An official photographer was invited to attend the Senior Advisor Panel Community event. 6 photos taken at the Community Forum have been accepted by The Wire for inclusion in the councils photo stock  
• The panel attended and exhibited at The Mosaic of Ageing Conference held on 6-8 September 2018. 27 conference attendees participated in a survey run by the panel regarding Auckland becoming a more Age Friendly City. The results were shared with staff.                                                                                                                                                                                                                                           |
| Community forums                 | The panel is entitled to organise one or more community forum(s) within an operating budget to engage with senior citizens on council’s substantial issues or issues important to the communities.                                                                                                                                           | • To design the panel’s community forum(s) to bring senior citizens to discuss council issues and/or issues important to senior citizens.  
• A successful Community Forum was held on Friday 16 March 2018, themed Focus on the Future – The Journey to (Planning for) Age Friendly Communities. The panel received feedback from the forum participants which was included in the panels feedback to the joint Finance and Performance Committee and Planning Committee held on 21 March 2018.                                                                                                                                                                                                                                           |
| Tākaro – Investing in Play       | The council seeks panel’s input to ensure that council’s investment in play is directed to where it can deliver the greatest value to the most people.                                                                                                                        | • Jacqueline Fa’amatuainu-Pointon presented Investing in Play: Takaro Consultation Project on 21 August 2017, Analysis will take place over the next 2 months  
• The advice from the Seniors Panel was incorporated into the consultation summary report, together with feedback from other demographic advisory panels. The report was presented to the Environment and Community Committee in February 2018.  
• The draft investment plan is currently in development. Indicative timeframes for publication and consultation on the draft is now August-September, with a view to having a final version adopted by December.  
• Mace Ward, Parks, Sports and Recreation, and Garth Dawson, Leisure Operations presented to the 19 November 2019 panel meeting regarding Play for older people/engagement with seniors on active recreation.                                                                                                                                                                                                                                             |
| Investing in Aucklanders         | The Community and Social Policy Unit is starting a qualitative engagement process to elicit Aucklanders’ views on their lived experiences of inclusion and belonging, exclusion and social isolation. This work also focuses on barriers to participation and council’s role. The project will take a holistic approach to inclusion and will engage with a diverse range of population groups. | • To help shape the engagement process, contribute a diverse set of perspectives throughout the process, and provide advice on wider community engagement  
• Further advisory panel engagement will be sought through several co-design phases and a summit in 2018.  
• On 25 September 2017, the panels attended an integrated panel session to advise on Investing in Aucklanders. Teena Abbey, Community Policy has completed a series of public engagement and consultation. Some panel members attended the stakeholder meeting held on 10 April 2018.  
• At the Environment and Community Committee held on 12 June 2018 approval was given to the start of up to five inclusion pilots to help Aucklanders feel an improved sense of belonging and participation.  
• Update  
The Innovation Unit - a social enterprise dedicated to improving social connectedness, last year completed a co-design discovery process called Generations. This work identified insights and opportunities relating to social inclusion and loneliness of older people. The insights gathered provide a solid foundation and pilot/prototyping setting for the next phase of the Investing in Aucklanders project. Council is working with the Innovation Unit to prototype and test possible solutions that make a difference to older people feeling included and socially connected. The innovation unit is taking a collective impact approach to this work involving other organisations such as Age Concern, AUT Centre for Active Ageing, Housing New Zealand Corporation and St John. The findings from this prototyping /pilot phase will be completed by November 2019. The findings, insights and ideas for action will be fed into the age-friendly action plan as well as the wider Investing in Aucklanders pilot programme.                                                                                                                                                                                                 |
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<tr>
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| Housing and urban design   | The council is developing its position and role on affordable housing including homelessness, and will engage with the panel on the development and implementation plan. The panel seeks to understand and contribute to development planning related to mixed housing and urban and universal design guidelines, to help ensure these support strong local neighbourhoods which meet the needs of seniors.                                                                                     | • To advise on council’s policy approach to mixed and affordable housing and homelessness issues, including urban and universal design  
• On 16 October the affordable housing policy team attended the Open Panel meeting. They would like to thank the Seniors panel for providing advice on the homelessness policy project and development of the regional, cross sectoral homelessness strategy. The team have commenced engagement with key stakeholders which includes government departments and service providers, along with advisory panels.  
• This initial phase of engagement is to develop our understanding of where homelessness fits with the strategic priorities of government and other agencies. We are also exploring how these agencies would like to be involved in the development of the strategy, and their ideas about mechanisms for collaboration and oversight. Development of the strategy will commence early in 2018 centred around a methodology based on co-design and collective impact.  
• The affordable housing policy team will continue to update the Seniors Panel on progress and seek further input through this process.  
An integrated panel event on housing will be held with the Executive Leadership Team and Governing Body on Monday 29 July  |
| Inclusive Auckland Framework| The council has developed a diversity and inclusion framework to guide council staff in working more inclusively and effectively with Auckland’s diverse populations.                                                                                                                                                                                                                                                                                                                                                                                      | • To advise on council’s approach to working inclusively with diverse groups  
• Deborah James, Head of Diversity and Inclusion, attended the Senior Advisory Panel meeting on 18 September.  
• On 17 May 2018, the panel chairs and deputy chairs had its first annual meeting with GB and ELT members. There were approx. 40 attendees including ten governing body members and six ELT members.  
• An integrated session was held on 8 November with the theme of Auckland Transport. Shane Ellison, Chief Executive – Auckland Transport gave a presentation. Approximately 33 panel members, 8 Governing Body members, and around 8 members of the Auckland Council Executive Lead Team members attended.  
• A further integrated session was held on 30 November 2018 with the theme of Becoming a smart city and including a year-end celebration |
| Auckland Transport          | Auckland Transport is a Council Controlled Organisation that delivers safe, innovative and sustainable transport for Auckland. The panel’s advice will focus on sustainable and accessible public transport that meets the needs of senior citizens                                                                                                                                                                                                                                           | • On 17 July 2017 the panel met AT staff and advised on overall issues and challenges senior citizens have with the public transport system.  
• AT staff will seek advice on bus network redesign, hop and gold card and cycle/walk ways  
• AT staff attended the 16 October 2017 panel meeting to discuss the Super Gold card.  
• The Panel were concerned about the design of the K-Road station for City Rail Link. At the 18 September 2017 meeting, the Panel provided advice to City Rail Link Ltd staff who were invited to present on the design of the City Rail Link (CRL) K-Road Station Project. The panel were particularly concerned with the Mercury Lane incline from the K-Road station.  
• Auckland Transport presented to the 20 November 2017 meeting on Karangahape Road Streetscape.  
• Auckland Transport attended the June 2018 panel meeting to update on the Central Bus Network changes  
• At the Governing Body meeting on 26 July 2018, an item was considered entitled City Rail Link: approval for change of project scope to provide additional future capacity. Accessibility of the K-Road station design was discussed.  
• On 19 November 2018, AT presented on the Regional Public Transport Plan and the panel provided feedback. |
### Environment and open space

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| Council is responsible for managing many aspects of Auckland’s natural environment, including air and water quality, beaches, forests and open spaces, and waste management. The panel is aware of a generational responsibility to protect and improve the environment and open spaces for future generations, in particular by applying Te Ao Maori values and approaches. The panel contributes to environmental initiatives that improve public open spaces and protect our environment. | • To advise on Council’s approach to environmental and open space protection, including reduction of plastic waste and kauri dieback.  
• The panel provided advice to the joint Finance and Performance, and Planning Committee meeting held on 21 March 2018 which supported a targeted rate for clean water and harbours as well as options to address Kauri dieback and other environmental protection.  
• On 31 May 2018, the Governing Body approved a water quality targeted rate to clean up Auckland’s waterways and beaches and a natural environment targeted rate to fund pest and disease control  
• Restrictions are now in place for many tracks in the Waitākere Ranges and other areas due to the kauri dieback. | 

### Public Safety and Nuisance Bylaw Review

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| The council is reviewing the Public Safety and Nuisance Bylaw. Main areas of the bylaw for panels’ advice include begging, car window washing and fireworks amongst many other issues. | • The panel advised on the Public Safety and Nuisance Bylaw Review in May 2017  
• The engagement period for the bylaw review ended on Friday 30 June 2018. All feedback received and research undertaken during the engagement period were collated and a findings report was presented to the Regulatory Committee.  
• The Bylaw contains 49 issues. Decisions on these issues were undertaken from March to June 2018.  
• The Public Safety and Nuisance Bylaw 2013 statement of proposal was adopted for public consultation at the Governing Body meeting held on 27 September 2018. Advisory Panels were invited to provide input into the Public Safety and Nuisance Bylaw review process last year. The | 

### Auckland to consider becoming an Age Friendly City as part of the World Health Organisation’s Global Network.

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<th>Panel’s input</th>
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| The panel would like to encourage Auckland to become an Age Friendly City. At present the council is working on the Investing in Aucklanders’ project. The panel feels that becoming an Age Friendly City would not detract from this project | • The 10 July 2018 Environment and Community Committee considered a report regarding Age Friendly Cities and resolved as follows: That the Environment and Community Committee:  
  a) acknowledge and thank the Seniors Advisory Panel for their presentation regarding Auckland joining the World Health Organisation Global Network of Age-friendly Cities and Communities  
  b) agree Option 2: the council maintains existing approach and invests some resources to seek membership of the WHO Global Network of Age-friendly Cities and Communities. Noting that all future implementation actions requiring financial decisions will be subject to Annual and Long-term Plan processes.  
  • The panel co-hosted the 21 March 2019 Community Development and Safety Committee meeting with a theme of A Smart Age-friendly Auckland.  
  • A successful Age friendly partners & stakeholder workshop was held on 9 April 2019 | 

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*Seniors Advisory Panel - Work Programme Update, 15 July 2019*
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<td>• An integrated panel workshop was held on 30 April 2019 on Age-friendly – the purpose was to develop a region-wide cross-sector age-friendly action plan</td>
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<td></td>
<td></td>
<td>• An Auckland Conversation age-friendly event will be held in June 2019 – details TBC</td>
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<td></td>
<td></td>
<td>• 9 Age-friendly Auckland Project Community Engagements events were held throughout the region, with each concentrating on one of the 9 domains throughout May and June 2019.</td>
</tr>
<tr>
<td>Draft Strategy for an Ageing Population.</td>
<td>Auckland Council is making a submission to the Office for Seniors - Ministry of Social Development on the draft ageing Strategy Better Later Life – He Oranga Kaumātua 2019 to 2034</td>
<td>Drop-in session on Wednesday 22 May 2019 open to all elected members, Independent Māori Statutory Board members, and Advisory Panel members and is an opportunity to provide feedback directly to staff on the council’s draft submission. Feedback can also be made by email</td>
</tr>
<tr>
<td>Item 12</td>
<td>Advice on council’s effective engagement with senior citizens</td>
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<tr>
<td>Regional Facilities Auckland</td>
<td>17/7/17 – provided feedback on the ways that Regional Facilities Auckland can take account of the senior community.</td>
<td>Paul Brewer, Chief Operating Officer of RFA</td>
</tr>
<tr>
<td>Auckland Council’s Response to Homelessness</td>
<td>16/10/17 – provided insights into the prevalence of homelessness for seniors and asked to be involved in the development of the cross-sectoral homelessness strategy.</td>
<td>Kimberley Howell, Policy Analyst, Affordable Housing</td>
</tr>
<tr>
<td>Voter Participation Initiative</td>
<td>20/11/17 – provided advice regarding their experience and barriers to participation for the 2016 Auckland local body elections</td>
<td>Katie Watson, Senior Advisor, Voter Participation</td>
</tr>
<tr>
<td>Universal Design Tool</td>
<td>19/2/18 – provided advice on the Universal Design Tool and advised Roger and Judy would alternate at the Universal Design Forum meetings</td>
<td>Elise Copeland, Principal Specialist</td>
</tr>
<tr>
<td>Water Utility Consumer Assistance Trust</td>
<td>19/2/18 – provided advice regarding the WUCAT to ensure CAB is promoting it and that communities understand it is funded by Watercare</td>
<td>Heather Nicholson, WUCAT</td>
</tr>
<tr>
<td>Volunteering Auckland</td>
<td>16/4/18 – provided advice to Cheryll on ways to encourage more people to volunteer.</td>
<td>Cheryll Martin, GM Volunteering Auckland</td>
</tr>
<tr>
<td>Harboursport</td>
<td>21/5/18 – provided advice regarding the livestonger website and programme</td>
<td>Kerri Moran, Community Strength and Balance Manager</td>
</tr>
<tr>
<td>Library Mobile Services</td>
<td>21/5/18 – provided advice regarding an expanded regional mobile library and access service</td>
<td>Darryl Soljan, Head of Community Libraries</td>
</tr>
<tr>
<td>Emergency Management – Disaster Recovery (EDMR)</td>
<td>21/5/18 – provided advice regarding disaster recovery</td>
<td>Lucy Benge and Wayne Browne, Auckland Emergency Management</td>
</tr>
<tr>
<td>Central Bus Network</td>
<td>18/6/18 – provided advice around safety regarding transitions and connections (lighting etc)</td>
<td>Sanjana France and Carla Norris, Auckland Transport</td>
</tr>
<tr>
<td>Auckland Climate Action Plan</td>
<td>16/7/18 – provided advice regarding the action plan</td>
<td>Alex Tang and Lauren Simpson, Chief Sustainability Office</td>
</tr>
<tr>
<td>Kia Whai Whare Tatou Katou: Regional, cross sectoral homelessness plan for Auckland</td>
<td>16/7/18 – provided feedback on the plan and agreed to attend the engagement event in August/September</td>
<td>Kimberley Howell and Peter Chaudry, Affordable Housing</td>
</tr>
<tr>
<td>Community Venue Hire</td>
<td>20/8/18 – Panel members requested further information on community venue hire, and provided advice on how council could more meet the needs of seniors in this space</td>
<td>Kevin Marriott, Manager Community Places</td>
</tr>
<tr>
<td>Cemeteries and Crematoria Bylaw</td>
<td>20/8/18 – Council is reviewing the Cemeteries and Crematoria Bylaw and code of practise. Staff consulted with panel members regarding the bylaw</td>
<td>Julie Harker and Bonny Apps, Policy Analysts, Social Policy &amp; Bylaws</td>
</tr>
<tr>
<td>Elections</td>
<td>20/8/18 – Janet Clews and Judy Blakey will be the representatives on the cross panel working group with Joan Lardner-Rivlin as backup, which met on 31/10/18</td>
<td>Katie Watson, Senior Advisor &amp; Jeanette Johnston, Manager Election Planning</td>
</tr>
<tr>
<td>Generations – Insights and opportunities</td>
<td>17/9/18 – provided feedback and offered to utilise their networks for connectiveness</td>
<td>Emily Preston, Senior Project Lead – Innovation Unit</td>
</tr>
<tr>
<td>Haumaru Housing</td>
<td>15/10/18 – the panel asked questions and provided feedback</td>
<td>Gaby Clezy, Chief Executive Officer</td>
</tr>
<tr>
<td>Co-ordinated approach to welfare in emergencies</td>
<td>15/10/18 – Discussion re the assistance provided to Aucklanders following the April 2018 storm and the panel agreed to provide feedback</td>
<td>Kerri Maxwell, Principal Advisor – Strategy &amp; Partnerships, Auckland Council</td>
</tr>
<tr>
<td>Accessibility Legislations</td>
<td>19/11/18 – panel recommended to GB (via Cr Newman) to requested central government to commit to enact national accessibility legislation</td>
<td>Catherine Cooper, Head of Resilience and Welfare</td>
</tr>
<tr>
<td>Review of Auckland’s Signage Bylaw 2015</td>
<td>19/11/18 – provided advice on the bylaw</td>
<td>Catherine Temple, Social Policy and Bylaws</td>
</tr>
<tr>
<td>Auckland Transport - Regional Public Transport Plan</td>
<td>19/11/18 – received a presentation and provided feedback. All feedback received from the public and other interest groups has since been analysed and used to help us inform the plan. The plan was approved by the AT Board at the 12 February Board and is now available at <a href="https://at.govt.nz/rptp">https://at.govt.nz/rptp</a></td>
<td>Andrew McGill, Integrated Network Planning Manger</td>
</tr>
<tr>
<td>Demographic Advisory Panels Review</td>
<td>18/2/19 – provided feedback to RIMU staff regarding the Advisory Panel Review</td>
<td>Jesse Allpress, Senior Researcher Social, Research and Evaluation – RIMU and Dina Dosmukhambetova</td>
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<td>Item</td>
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<td>12</td>
<td>Advice on council’s effective engagement with senior citizens</td>
<td>18/2/19</td>
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<td>12</td>
<td>City Centre Masterplan</td>
<td>18/3/19</td>
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<td>12</td>
<td>Auckland Council – Maori Library Services</td>
<td>18/3/19</td>
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<td>12</td>
<td>Consultation on increasing Aucklander’s participation in sport investment plan</td>
<td>18/3/19</td>
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<td>12</td>
<td>Auckland Emergency Management – current items of work</td>
<td>18/3/19</td>
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<td>Emergency co-ordination Centre</td>
<td>15/4/19</td>
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<td>Diversity and Inclusion – Council Controlled Organisations Board Initiative.</td>
<td>15/4/19</td>
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<td>Elections 2019 – Programme Update</td>
<td>20/5/19</td>
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<td>12</td>
<td>Auckland Safe Communities Accreditation</td>
<td>20/5/19</td>
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Te take mō te pūrongo
Purpose of the report
1. To provide an update on any items of interest, and discuss items of relevant significance to the Seniors Advisory Panel’s work.

Whakarāpopototanga matua
Executive summary
2. The chair will give a verbal update.

Ngā tūtohunga
Recommendation/s
That the Seniors Advisory Panel:
a) note the update from the Chair.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sandra Gordon - Senior Governance Advisor</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>John Nash – Lead Officer Support</td>
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