

Auckland's Opportunities for Changing Direction "False Starts"

- In 2012, the [Auckland Plan 2012](#) aimed to develop “a more balanced transport network with a much greater emphasis on cleaner public transport options and getting around by cycling and walking” and set targets “to reduce the amount of human-induced greenhouse gas emissions” by “10%-20% by 2020” and “40% by 2040” both based on 1990 emissions levels.
- In 2014, Auckland Council's [Low Carbon Strategic Action Plan](#) gave clear strategic direction and specific transport targets. In the eight years since, Auckland Transport have not even determined how they will measure the most important target in the plan (reduction in vehicle travel).
- In 2015, Auckland Transport adopted the [AT Parking Strategy](#), which laid out how parking supply and pricing would “reduce car travel to contribute to reduced energy consumption and climate change mitigation”, “reduce dependence on car travel”, “support the transformation of the public transport system” and “enhance walkability, especially in metropolitan and town centres”.
- In [2016](#), Auckland Transport adopted the [AT Sustainability Framework](#), also called “Looking out for Future Generations,” which aimed to “meet the health and social needs of Aucklanders”, “increase the proportion of renewals that coordinate or add value to other delivery programmes or objectives”, “develop a programme for continued level of investment in cycling networks across Auckland” and many other worthy aims.
- In [2017](#), Auckland Transport adopted the [Roads and Streets Framework](#), which was supposed to unearth all the known considerations, aspirations, and conflicts upfront, allowing decision-making to be transparent and aligned with strategy. This framework was subsequently diluted in a refresh, removing one of its most important, practical elements, [the Healthy Streets Framework](#), which could have marked a turning point itself, if implemented.
- In December 2017, a new CEO was appointed.
- In January 2018, the release of Eric Howard's [Road Safety Business Improvement Review](#) with a set of urgent recommendations for changes to practices throughout the organisation.
- In June 2018, the [Government Policy Statement for Land Transport 2018](#) elevated the strategic priorities of safety and access, and “prioritise[d] reducing greenhouse gas emissions from transport and supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles.”
- In June 2018, the Government also released the [Transport Outcomes Framework](#), which set “a purpose for the transport system centred around the wellbeing of New Zealanders and the liveability of places” with an underpinning principle of mode-neutrality.
- In a [2018 refresh](#) of the AT Sustainability Framework, safety outcomes from renewals was specifically mentioned: “Ensuring Safe System design improvements through Capital, Maintenance and Renewals programmes” remained in place, but all mention of the cycling programme was cynthetically removed.
- The Transport Design Manual was released in sections over a number of years.
- In June 2019, Auckland Council declared a Climate Emergency.
- In September 2019, Auckland Transport [adopted Vision Zero](#).
- In [November 2019](#), the Government adopted the [Road to Zero](#) strategy.
- In [December 2019](#), a new Board Chair was appointed.
- In July 2020, Auckland Council adopted Auckland's Climate Plan [Te Tāruke-ā-Tāwhiri](#)
- In September 2020, the [Government Policy Statement for Land Transport 2021](#) was released, which included a strategic priority of climate change, and called for the rapid transformation of transport.
- In December 2021, Auckland Transport adopted [Hikina te Wero](#), which, amusingly, refers to AT's plans to increase the uptake of active modes as “business as usual.”