

Entered by Board Secretary

AGENDA ITEM 17 BOARD DECISION PAPER	
To:	Board
From:	Scott Campbell, Acting Director Strategy and Governance
Reviewed:	Dean Kimpton, Chief Executive Officer
Date:	22 May 2024
Title:	Auckland Transport Equity Framework

Aronga / Purpose

1. To seek approval for the Auckland Transport (AT) Equity Framework (Framework).

Tuku mana / Delegation

2. Board approval is sought as this will be a new, structured guidance to AT staff on factors to consider as part of their work in developing the future transport system for the region.

Te tūhonga / Recommendation

That the Auckland Transport Board (board):

- a) Approve the Auckland Transport Equity Framework, to be a resource for Auckland Transport staff in their work, as part of a wider process for shaping the transport system for the region.

Te whakarāpopototanga matua / Executive summary

3. This Framework has been prepared to help AT better serve its communities, aligned to broader strategic outcomes.

4. It identifies a number of problems which exist in the transport system, which (if ignored) can affect the ability of the community to use the transport system to meet their needs.
5. The intent of this Framework is to raise awareness of these issues, and encourage consideration of equity issues, not to dictate investment decisions. This Framework will help guide further transport planning work and has already proven helpful for existing projects.

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
February 2024 Design and Delivery Committee (committee)	AT Equity Framework	The committee did not endorse the Framework. There were concerns about how it would align with other guidance on investment decisions, and the risk that this could produce adverse outcomes if used instead of existing guidance. The Framework has now been amended to reflect this feedback.
May 2024 Committee	AT Equity Framework	The committee endorsed the Framework for approval by the Board.

Te horopaki / Background

6. The Board requested the development of the Framework as part of the development of the AT Sustainability Strategy in 2022, which the Board has recently supported (March 2024).
7. Transport equity is an emerging area of interest across the globe and is a lens through which we can understand how well we are delivering services for Aucklanders and meeting their needs. The transport system is undergoing significant change in coming decades (through decarbonisation, new technologies, mode shift, changes to transport charges and payment systems,

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an ageing population, and continued population growth), and it is crucial that AT understands how to ensure that all customers' needs are met.

8. The Auckland Plan 2050 has a focus on equity. It identifies shared prosperity as one of the three challenges of the region and says that investment should be focussed to address disparities and serve communities most in need.

Te hononga ki te “Statement of Intent 2023 - 2026”/ Alignment to Statement of Intent 2023 - 2026

9. This document progresses the Statement of Intent by strengthening our commitment to better understand the communities we serve. Development of the Framework involved a comprehensive engagement process that detailed the wicked problem of transport inequity and how its impacts are felt across various segments of the population. This will help ensure future investments take account of equity issues and can spread the positive and negative impacts of the transport system in a more evenly distributed manner.

Me mōhio koe / What you need to know

10. The development of the Framework used global research combined with engagement with groups across the region who were identified as experiencing transport equity issues. The work considered what transport equity looks like in an Auckland context and what system change we will seek in the future.
11. The Framework sets out where issues exist, and what good looks like. It does not prescribe a pathway or timeline to achieve good; instead, providing guidance on how we can move to a more equitable transport system.
12. This Framework is intended not as a sole, or major determinant of investment decisions for the organisation. Instead, it is intended to be one of many factors which are considered as part of investment decisions and broader decisions which form part of non-investment related work.
13. Investment decisions are made in AT using a range of tools. The government has recently released the draft Investment Prioritisation Method, which guides

how investment is prioritised at a national level. One of the criteria used to guide investments is the impact of an investment on access to opportunities and employment. The work from the Framework provides clear guidance on where this is deficient in Auckland and where interventions will have the most significant positive impact.

14. Since being drafted, the Framework has guided other pieces of work:
 - a. The north-west rapid transit team has used the Framework to help build the business case for investment and test the impact of interventions on equity.
 - b. Future Connect (AT's network plan) has mapped transport equity issues spatially and confirmed which parts of Auckland lack access to local services, have poor regional access, and/or bear the brunt of the negative impacts of the transport system.
15. There is potential for more application of the Framework across a range of areas, particularly through transport planning and spatial planning work.
16. The release of the Framework represents a positive contribution for AT's reputation, as it will demonstrate that we deeply understand the people we serve and are considering their needs in the development of changes to the transport system, among other factors, in line with Council's expectations. It does not commit AT to any new action or outcome, instead it demonstrates that we are thinking about this issue and want to contribute positively.
17. The work associated with the Framework's application in Future Connect has already been publicly released and has received positive feedback from stakeholders and local boards where presented. The work is also timely, as other jurisdictions are progressing work on this topic, and AT's view can be an input to other Frameworks of this nature.

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Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

18. There are no financial implications associated with this paper. No additional costs or requirements are committed to as part of this work.

Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

19. There will be significant changes to the transport system in coming years to decarbonise and reduce carbon emissions. Ensuring that these changes do not adversely burden or impact those least able to accommodate that impact will need to be a central part of the design of changes. This Framework is therefore linked to the AT Sustainability Strategy, and its use across the organisation helps deliver on this Strategy.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Mana whenua have been engaged through the development of the Framework and have contributed insights which have shaped the work – identifying the importance of meeting daily needs and highlighting how car dependency is a key aspect of the lived experience of many Māori in the region.
Elected members	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	No elected member engagement has taken place as part of the Framework development.

Council Controlled Organisations	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	We have worked with Auckland Council teams, in particular the Research and Evaluation Unit (RIMU), to refine Framework problem statements, objectives, and measures to best fit Tāmaki Makaurau Auckland context.
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Ā muri ake nei / Next steps

20. Should the board support the Framework, it will be published and socialised within AT to staff for application in their work.

Te whakapiringa / Attachment

Attachment #	Description
1.	AT Equity Framework document

Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
Andrew McGill GM Transport Network Planning and Policy	Scott Campbell Acting Director, Strategy and Governance	Dean Kimpton Chief Executive
		