

## Attachment 3: Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

Transformations	TERP Targets	Expected Impact of Wellesley Street Bus Improvements Project
Supercharge walking and cycling	3% walking 13% cycling and micro-mobility	Delivers improved pedestrian environment and walking experience, supporting a forecast increase in pedestrians from 84,000 pedestrians/day to 238,000 pedestrians/day by 2026. Delivers a quality 320m of new separated cycle connection between Queen Street and Princes Street, adding up to 179 new cyclists by 2030 at an annual growth rate of 3 per cent.
Massively increase public transport patronage	550m trips on public transport	Delivers 1.1 km of kerbside two-way bus priority lanes, infrastructure and passenger facilities, an increase in bus patronage by 25 per cent from 13,000 passengers per day in 2018 to over 16,000 in 2030. Delivers bus priority measures reducing travel times between 14 – 23 per cent (2028 peak periods), supporting high bus patronage. Delivers new kerb side bus layover facilities on Beaumont Street and bus turnaround at Victoria Park, improving bus service departure times and efficient operations.
Prioritise and resource sustainable transport	Unlocks investment for all emissions reduction	Delivers pavement upgrades accommodating the weight of electric buses so that Wellesley Street is future-proofed to service the bus fleet shifting to heavier electric bus vehicles. Improves sense of place and arrival into the mid-town from Auckland's new CRL Te Waihorotiu station will see pedestrians increase to over 70,000 people per day near the station in 2024.
Reduce travel where possible and appropriate	~8b Vehicle KM travelled	N/A - this project is not anticipated to have an impact on reducing travel.
Safe low-traffic neighbourhoods for people	~5% average trip length	Designs corridors for 30 km/h safer speeds, prioritising vulnerable road users and connecting to low-traffic neighbourhood streets through cycle paths and pedestrian crossings. Reduces vehicle access in high pedestrian volume areas.
Build up, not out	~5% average trip length	Enables and facilitates the increase forecasted for the city centre residential population by the Auckland Plan 2050 from approximately 46,000 to 80,000 residents by 2050.
Electrify private vehicles	32% L V EVs	N/A - this project is not anticipated to impact electric private vehicles.
Enable new transport devices	16% micro-mobility (including E-bikes)	Delivers a new 320m separated bidirectional cycleway/micro-mobility connection between Queen Street and Princess Street.
Low emissions public transport	75% PT low-emissions	Delivers upgraded pavement design accommodating the weight of electric buses so that Wellesley Street is future-proofed as Auckland Transport's bus fleet shifts to heavier electric bus vehicles by 2030.
Efficient freight and services	-50% freight emissions -50% air travel emissions	Delivers loading and servicing requirements along the corridor to align with Auckland Transport's emerging strategies for freight and servicing. Delivers indirect benefits for loading and delivery services by reducing general traffic volumes on Wellesley Street and introducing restrictions on general private vehicles along some corridor sections.
Empower Aucklanders to make sustainable transport choices	Behaviour change essential to all emissions reduction	Delivers kerb side bus priority lanes to service up to 200 buses during peak times by 2028. Delivers genuine transport options because of improving Wellesley Street's walking, cycling and public transport facilities.