

30 November 2021

Finn Jackson
fyi-request-17545-7c5d980a@requests.fyi.org.nz

REF: OIA-9056

Dear Finn

Request made under the Official Information Act 1982

Thank you for your email of 12 November 2021 requesting the following information under the Official Information Act 1982 (the Act):

What consideration has been given to climate change issues in relation to the Brougham St/State Highway 76 upgrade?

In particular, have any decisions been reviewed or reconsidered in light of the International Governmental Panel on Climate Change's 2021 Sixth Assessment Report, the New Zealand Government's Climate Change— Declaration of Emergency 2020, or New Zealand's new Nationally Determined Contribution under the Paris Agreement 2015 of reducing greenhouse gas emissions by 50% on 2005 gross emission levels by 2030?

In managing the SH76 Brougham Street upgrade project, Waka Kotahi NZ Transport Agency has taken into consideration the climate change strategic priority within the Government Policy Statement on Land Transport 2021 (GPS). The climate change strategic priority supports the rapid transition to a low carbon transport system and as a result supports emissions reductions while improving safety and accessibility. You can read more about the GPS 2021 in the Ministry of Transport's website: <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>.

The climate emergency declared by the Government means that all public agencies, including Waka Kotahi, must focus on achieving a net carbon zero in New Zealand by 2050. This is reflected in both operation and investment decisions made by Waka Kotahi, which also apply to this project.

In relation to your second question, no decisions on the project have been reconsidered or reviewed in light of the reports referenced in your email. However, the SH76 Brougham Street upgrade project is intended to give effect to *Toitu Te Taio | The Waka Kotahi Sustainability Action Plan*, which sets out our vision for a low carbon, safe and healthy land transport system. The implementation of this action plan is part of how Waka Kotahi will deliver on the outcomes of the GPS.

Toitu Te Taio also gives effect to other wider climate change policies and agendas, including:

- Climate Change Response (Zero Carbon) Amendment Act 2019 – contribute to the global effort under the Paris Agreement
- He Pou a Rangi Climate Change Commission draft advice - recommendations for an integrated national transport network
- The IPCC Working Group I sixth assessment report findings and recommended actions for emissions cuts.

You can read the full report here: <https://www.nzta.govt.nz/assets/About-us/docs/sustainability-action-plan-april-2020.pdf>.

A multimodal transport plan is recommended for Brougham Street to enhance the operation and performance of the corridor, making it more efficient, reliable and safe for all users. The Brougham Street project is expected to contribute to reducing greenhouse gas emissions and adverse effects on the local environment and public health by:

- using existing infrastructure rather than constructing new infrastructure
- increasing transport choices and encouraging the use of alternative modes including new pedestrian and cyclist crossing, bus infrastructure improvements, and priority lanes for buses and high occupancy vehicles
- improving traffic management and reducing congestion including bus priority measures, managed lanes, carpooling, traffic signal optimisation and parking management
- improving freight travel efficiency
- setting measures to improve the safety for pedestrians, cyclists and other modes.

If you would like to discuss this reply with Waka Kotahi, please contact Haroun Turay, Principal Transport Planner, Transport Services - System Design, by email at haroun.turay@nzta.govt.nz.

Yours sincerely



Robyn Elston
National Manager System Design