

21 July 2022

Official Information Request No.8140010224  
(Please quote this in any correspondence)

R Jones  
By email - [fyi-request-19135-bd27c559@requests.fyi.org.nz](mailto:fyi-request-19135-bd27c559@requests.fyi.org.nz)

Tēnā koe R Jones

**Local Government Official Information and Meetings Act 1987 (LGOIMA)**

**Effect of extra buses on GHG emissions**

Thank you for your email which we received on 14 April in which you requested information about the effect on greenhouse gas emissions of extra bus services provided as a result of proposed Climate Action Targeted Rate.

I refer to your email which we received on 18 May 2022, confirming a summary of information to our request for refinement. Thank you for your patience while we have worked on this response.

The specific details of your request and our responses are set out separately below. For ease of reference please see table below which outlines emission reduction-related material responding to Questions 1, 3 and 4.

- 1. What reduction in greenhouse gas emissions (e.g. CO<sub>2</sub>) and car trips is expected as a result of the extra bus services funded by the proposed Climate Action Targeted Rate (CATR)?**
- 2. Please detail what methodology was used to calculate this including any assumptions made.**
- 3. Please also supply details of any increase in CO<sub>2</sub> emissions from the extra buses in service as a result of the CATR.**
- 4. Please include the time period that any numbers supplied relate to.**

| Date   | Emission reduction-related   | File name                           | Related Note   |
|--|--|-------------------------------------|--|
| 13 Oct 2021<br>(F&P) –<br>CATR<br>Workshop 1 | None - Workshop material didn't include any content on estimates   |                                     |  |
| 24 Nov 2021<br>(F&P) –<br>CATR<br>Workshop 2 | <b>Workshop material Slide 23 and slide 24 included assumptions on emission reduction – See attached</b> | Climate Action_24 Nov F&P_Final.pdf | We provided an estimate to illustrate the scale of the challenge and the |

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|   |  |   | possible impacts with different policy settings (which were not part of the current model). We highlighted the limitations in the current model and the complexity in modelling the transport system as a whole. |
| 2 Feb 2022 (F&P Workshop) – Consultation Doc            | <b>Response to Cr Walker’s question in quantifying emissions (See attached)</b>  | Action Responses 2 Feb final.pdf              | We have reiterated the difficulty in estimating the quantity as noted in the 24 Nov 2021 CATR Workshop 2.  |
| Elected Members Handbook to support public consultation | <p><b>FAQ: What is the impact of the CATR on emissions (P.7)</b></p> <p>What is the impact of the CATR on emissions?</p> <p>It is challenging to estimate emissions reductions as a result of transport interventions due to the complex nature of the transport system and behaviour change.</p> <p>The package’s focus on transport has been chosen as this is the area where the council can have the most impact on regional emissions while generating wide regional benefits and addressing existing inequity in the provision of services. Based on current modelling assumptions, it is estimated that the transport components of the package could reduce emissions by 47,000 tonnes of CO2 over 10 years. However, a number of additional transport interventions and policy settings are expected that will increase the emissions reduction resulting from the package. This includes policies and interventions, and changes to the wider transport environment such as congestion pricing, the Parking Strategy, increasing fuel costs and urban intensification, that encourage a shift from private vehicles to public transport, walking and cycling.</p> <p>Because of the complexity and the current uncertainty about broader transport interventions, we can’t be definitive about the emissions reductions at this time and therefore have not included this as a defined target in</p> | Elected Members’ Handbook 2022-2023 Final.pdf | We have referenced the materials presented at the 24 Nov 2021 workshop.  |

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|                                    | <p>consultation material. However, the Consultation Document does describe the relationship between making low emissions transport options available, and the reduction in emissions this will facilitate through replacing private car trips.</p> <p>Regardless of any final emissions reduction number, the Climate Action Targeted Rate proposal is an essential component of the change that needs to occur to transform to a low carbon transport system that provides more accessible transport options for Aucklanders. The emissions reductions from the proposal will be relatively small in the context of Auckland's regional emissions but are part of a bigger picture and are necessary to create a transport system that supports a just transition to a low carbon future.</p> <p><b>FAQ: How does this budget reduce regional emissions (P.7)</b></p> <p>The proposed investments in public transport and active networks seek to reduce transport emissions, by reducing private light vehicle trips. In Auckland, cars are responsible for around 30 per cent of regional emissions. This focus on urban transport options has been chosen as the area where council can have the most impact on regional emissions while generating wide regional benefits and addressing inequity in the provision of services.</p> |  |   |
| 4 May 2022 (F&O) – CATR Workshop 3 | None - Workshop material didn't include any content on estimates   |  |   |
| 29 June 2022 (GB) - Adoption       | <b>Response to Cr Walker's questions in quantifying emissions (see attached)</b>   | 20220628_Follow up from last week's workshop.pdf | We have referenced the materials presented at the 24 Nov 2021 workshop, the 2 Feb 2022 update to elected members as well as the content provided in the Elected Members Handbook. |

**Please detail what methodology was used to calculate this including any assumptions made.**

The emissions reduction was estimated using the Macro Strategic Model operated by the Auckland Forecasting Centre <http://www.aucklandforecastingcentre.org.nz/>

Decisions about this response to your request were made by Matthew Blaikie, Chief Sustainability Office.

You have the right to seek an investigation and review of this response by the Ombudsman. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

If you have any questions please contact me at [elaine.tunai-po@aucklandcouncil.govt.nz](mailto:elaine.tunai-po@aucklandcouncil.govt.nz) or contact me on 09 301 0101, quoting LGOIMA No. 8140010224.

Ngā mihi



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