



Future-proofing Auckland: is building a sustainable city really possible?

- Your contribution to tonight. As many hear the words Your response is 'Kay, so we're going to practise it so you know it.

- Okay, that sounds pretty So we want to up and revive So we'll try it again.

- Yes, alive and well. Your next response after you heard the words is So practise that.

- Tamaki!

- Very good, okay, let's start on And so, yep, got something like this.

- Tamaki!

- Greetings to you all who have come this evening to this place. Tamaki, Tamaki, the place that people long to be, Tamaki the place where the waka gathered, the canoes gathered, Tamaki, the place, Tamaki, the place where people gather. And, again, we are gathered here to have some more conversation about our city. So without further ado, I will hand it over to the mayor of our city Phil Goff.

- And welcome everybody to Auckland Conversations where tonight we're looking at how we can future-proof our city and that means really sustainability, what we need to be doing in sustainability. Are we doing enough? Are we doing the right things? Are we focused in the right area. We've got a star-studded panel in front of us tonight. So my comments will last about seven minutes. But I would like to acknowledge Dr. Michelle Dickinson. I couldn't think of a better person to emcee this. Michelle, I always hate it when you follow speaking, 'cause you are so good at it. Could I also acknowledge Davina Rooney? Welcome, Davina, good to have you here. John Mauro who's our Chief of Sustainability, Jacqueline Paul and Ludo Campbell-Reid who is our design champion. You've just got to look across our city anywhere and what will you see? Well, I haven't actually counted them, but I'm reliably informed that there are 98 cranes across our city's horizon. We've got something like \$73 billion worth of commercial construction underway and our city is growing.

Within the next decade, we're going to hit two million people and, you know, we need to look at both sides of what those things mean. Growth means, in a positive sense, that New Zealand gets the globally competitive and international city that it needs. It means that we're being enriched by the diversity that we have in our city. And I want to celebrate that, particularly given

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the events of nearly four weeks ago. We're also of a scale now where we offer choice and opportunity to people and how they learn, how they love, how they enjoy their leisure. We have the ability and we are creating an exciting and a vibrant city.

Now there's the downside. If you grow rapidly, but you don't provide the infrastructure for the city, you end up with traffic congestion, you end up with a housing shortage and an unaffordability problem. And you end up putting huge pressure on your environment. We're trying to tackle all of those challenges. But tonight the discussion is going to focus on what we're doing for our environment, how we are sustaining it, how we can enhance and protect it and whether we're doing enough. Yesterday a survey came out from a Singapore-based website. It's the called The Value Champions Survey. And it rated New Zealand, rather than specifically Auckland, against 13 other Asia-Pacific countries. Guess what? We topped the poll in air quality. We topped the poll in terms of green, open space. And we topped the poll in terms of renewable energy. But look where we didn't do well. We absolutely bombed on transportation. And we bombed in the area of waste. Those are two areas where we are not doing enough and need to do a whole lot more if we are to be regarded as an environmentally friendly city. I just want to touch, and it's really a bullet point comment from me here tonight, on five areas where we need to future-proof. The first, and it has to be first, is climate change, because that actually threatens our survival, economic and environmental.

I want to look at waste. We have a big problem in that area. I want to look at water quality, greening Auckland and predator control, all in the space of about two minutes. The first one, in terms of climate change, where do we begin? I think we have to begin with transport. That's 40% of our carbon emissions. And what we need in our city is a change of culture. And that's pretty fundamental in two areas. One, in how we move around our city and, two, how we live, because we have to do both things. How we live is about a more compact city, greater intensification, not building more and more suburbs further and further out from the city and bigger and bigger motorways to service it. We've got to change from the culture of the private car. I live in the country, so I know, I confess. And that's the only way I can get to work. But when I drive down the motorway, every car I see, almost every car in the morning, commuter traffic, single occupant car. We need a better public transport system. We all know about City Rail Link. You'll hear more about that next week and what it's costing. But what we've got to know is what it's delivering and what it will deliver is doubling our rail capacity, a more effective and efficient and environmentally friendly way of travelling, it's electric. We've got a bus fleet that's doing really well. Bus numbers are sky rocketing, but it's diesel. I signed the Fossil Fuel Free Streets declaration in Paris at the C40 Conference about 18 months ago. And we're committed to converting our bus fleet. We also need to focus on walk and cycleways. And, guess what? As we intensify the way we live, we've got 57,000 people now living here in the city centre. Two decades ago it was about 3,000. But what we've got to do in making the adjustment to that is pedestrianise. Queen Street should be pedestrianised, High Street, Federal Street. Let's turn Victoria Street into our Lydia Parkway, which is something dear to the heart of Ludo Campbell-Reid. We need to ensure that people can cycle around our city. And I should acknowledge Pippa Coom who's here somewhere that cycles everywhere, the Chair of the

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Whatawhata local board. We need to look at active forms of transportation. I hope I led the way on that. I got rid of the SUV that was provided to the former mayor, that was chauffeur driven, and replaced it with a self-drive, 100% electric car. But guess what? For every electric car we're importing into New Zealand at the moment, we're importing 65 diesel SUVs. They will be on our roads for 20 years. And my message to government if you've got to actually incentive the importation of electric cars now, because in 20 years time, we can't afford to have those vehicles still on the street.

Secondly, I wanted to talk about waste. You probably heard of the China's National Sword Policy, where they suddenly decided they wouldn't accept all of the waste that we were sending to them. And they created a crisis in our ability to deal with our waste and to get recycling done. We currently send to Indonesia and Malaysia, they'll close, too. We don't have the ability to recycle our waste on-shore, particularly paper and cardboard and plastics. And we need that. That's a discussion that we are having at the moment with the government. We need to reduce the actual supply of waste. Our packaging industry is a disgrace. We create more plastic than almost any other developed country and we have to change our ways there. We need to substitute with biodegradable products. We need product stewardship and a container deposit scheme so we create the incentive for people to recycle. And we're having those discussions with government as well. Third is water quality. You know, we introduced about 18 months ago a programme called Safeswim. And it gives for the first time ever in New Zealand real life data in the quality of our water. And when you look at the app on your phone, after it's rained, you'll be appalled to know that there are 60 popular beaches around Auckland that aren't safe to swim in. We've made the decision to bring forth the plans to stop our stormwater going into our waste water and clean up our beaches and our waterways. And we will reduce waste water by 90%, waste water overflows by 90%, within a decade. And thank you Aucklanders, 'cause you voted for the water quality targeted right. And when we asked Aucklanders, "Are you prepared to pay to clean up your beaches?" By three to one, they said yes. And I congratulate you on that. That gave us the green light. Fourthly, greening Auckland. There's a programme that I initiated called the Million Trees Programme. Not quite as ambitious as the government's Billion Trees Programme, but the difference is I'll achieve my target. My apologies to my former colleagues. We will achieve that within two months. We will have planted our million trees. But what's more, we actually do need to do more to protect our trees. I think it's appalling that 400-year-old Kauri tree has been cleared by the environment court to be felled in Titirangi. We don't have the protection because they changed the Resource Management Act to take it away. And I'm in correspondence with the Minister for the Environment to bring back a scheme for better protection of our heritage and our spectacular trees. The only other thing I'd mention about trees is Kauri dieback. I was appalled and you would've been appalled to see that the growth in Kauri dieback disease was from about 9% to 18% over a five-year period. And Kauri trees risk extinction. We have increased the budget to combat that from three million over the long-term plan to 100 million. We're showing our commitment there. And the final thing I want to mention is predator control. I don't know how many of you've been out to the Matangi. But if you want to see what Auckland once looked like and the bird life, go out there and it's amazing. It's been

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replanted and the native bird life there is prolific. We are doing that now with all of our gulf islands, including Waiheke, the first urban island in the world that we will predator-free. And out where I live in the Hunuas, back 20 years, we had one last remaining breeding pair of kokako. We have now increased that to 106. And I know not everybody in the audience will be in favour of 1080, but I got to tell you this, after the poison drop last year, before, we were catching 75 rats for every 100 traps. Now we are catching none. They have been eliminated. They will gradually come back. We've eliminated the stoats and we've wiped out the opossums. And I think that's great for Auckland. And part of future-proofing and sustainability is that hopefully in our lifetime or if not in our lifetime, for our kids and our grandkids, we will see the sort of thing that forebears saw 80, 90, 100 years ago, in terms of our bird life and the resumption of the growth of our native forest. So good news, challenges. Tonight you have the chance to hear four great speakers on that topic. I hope the evening for you is informative and enjoyable. Thank you very much.

- Welcome, everybody, to this amazing space. Thank you, Phil, that is exactly what we needed to get us started here. Five amazing points to get us thinking. , everybody. My name is Dr. Michelle Dickinson. And I'm going to be your guide this evening as we go through our Auckland Conversations. Tonight, we're going to have a great keynote address and then a fun set of panellists who hopefully are going to get some confrontation going, 'cause I think we need to have some big discussions in Auckland. And thank you so much for coming. This is an amazing turnout. Turn around, look, this place is packed. And do you know why I love it when it's packed? It's 'cause we actually care about our city. You didn't all go home after work to sit and watch TV. You came here because you're passionate about the city. And I am passionate about our city. And I'm really excited to talk to you all today. Also, hello to everybody who's on our livestream, for those of you who aren't in the room, you're sitting at home, you're those guys watching this. We're excited to have you here today. For those of you who want to join us. Tweet to your friends, we're on Auckland Conversation's website. You can livestream in if you couldn't make it tonight. For those of you who are here in the room, a couple of housekeeping rules. In the unlikely event of an emergency, the alarm will sound and very calm people will point you in the direction we're supposed to go. Follow those people. Bathrooms, if you need them, are located just outside the ballroom entrance. And if I could ask you to all kindly put your phones to silence. Don't worry about turning them off. Take some photos, tweet away. If you would like to tweet tonight we are on the hashtag, AKLConversations. So let all your friends know what you are missing by tweeting up a storm. We would really like to thank New Zealand Green Building Council who have partnered with us for this event tonight. And also thanks to our Auckland partner who are Southbase Construction and our design partner who are Resene. Also, a huge thanks to our programme supporters. So we're going to do two things today, a little bit of high tech and a little bit of low tech in our format for our panellists. This is all about you. So we will have panel members being able to answer all of your questions. The high tech version is to use something called Slido, S-L-I-D-O. If you go to Slido.com, if you have a smart device here, if you're at home and you want to log on, slido.com and enter the event code #future. That is how you get into asking questions online. So if you're too afraid to put your hand up or if

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you're far away, do that, it will go to my iPad here. And I will be able to ask questions to the panellists for you. If you like old school, we have the old fashion method of putting your hand up. That's going to work, too. So if you put your hand up, and I will try and see you. There will be roving microphones around so I'll try and get to as many questions as possible. We also always try to ensure that Auckland Conversation events are inclusive and accessible. So our on-demand viewing of the event, plus a full transcript with captioning of the event and presentation will be available on the Auckland Conversations website in the next couple of days. So why are we all here? Let's just set the scene. We know that Auckland's population right now is around 1.6 million. Now some people say it may grow to two million by as early as 2029, but actually some people are predicting that we may double our population over the next 20 to 30 years. And with that growing demand, we know there's going to be growing demands on housing, on infrastructure. We know that the climate is changing. And that's going to expose our city to lots of impending disasters, perhaps, natural disasters. What on earth is going to happen to our city in the event of a natural disaster. So future-proofing our city has become more important than ever. The way that we plan our city, design, construct and govern our city will determine our future viability. And the world cities are under threat for many different things. But the question is, is building a sustainable city actually an integral part of Auckland's future? And if so, can we actually do it? What will it look like? Is it possible? Tonight Auckland Conversation is to engage that question with you, our panellists and our speakers. And I'm so excited to have this conversation with you today. But, first, I would like to invite to the stage, our keynote speaker for tonight, Davina Rooney, and is a General Manager of Sustainability and Corporate Procurement and Stockland. She's a property professional with a broad range of sustainability experience, from environmental profit, eh, sorry, from environmental projects, not-for-profit boards, and overseas community development work. She's about to commence as the Chief Executive Officer of the Green Building Council of Australia. And she has built a reputation as a deeply insightful and collaborative leader. She's also a fellow engineer, so I would like to invite Davina to the stage.

- Woo-woo-woo!

- Thank you so much for having me. It's such a privilege to be here today and to join with Auckland as they have their conversation. I've had the key opportunity of being involved through my company, and I'll give you a little bit of context of our journey in this space. And I come here to give you some of the information, some of the lessons, we've had along the way, so we need interpret those and discuss how they may be useful for yourself. So to give a little context, Stockland is the property group I work for. They're one of Australia's largest diversified property groups. What's fascinating about this is we build most of the key elements that make up a city. Residential, retirement living, office developments, retail, industrial. And we've actually been considering the space that we're discussing tonight of how it impacts our cities. Our largest community that we're developing is a small city, 50,000 dwellings. And when we actually start considering things of that scale, how we plan for the future, and climate resilience is pretty fundamental to us. So one of the questions when people talk to me about this is they sort of say,

"What's your perspective in this space? "And who exactly is Stockland "on the global sustainability scene?" So to give you a little bit of context, we're currently on the Dow Jones Sustainability Index, the global property lead. On the global real estate and environmental sustainability benchmark in our asset category, we are the global lead and we're currently on Australia's, on the A-list for CDP, the Climate Disclosure Project. What does that mean? We've been spending a lot of time and work in this space for a decade and there's a number of lessons in our journey that may be useful for consideration as Auckland takes on this very important conversation. Now, I think, one of the things when we think about is how do you take on long-term journeys? I think it's very fundamental that we put sustainability at the heart of that journey. So if you actually, I'll only touch on this briefly, but if you look at my organization's business strategy up there, the white parts are our enduring business strategy of grow asset return and customer base, operational excellence and capital strength. Now, the thing that I note is all of that strategy's enabled by sustainability progress. How do we actually work better with our customers? Well, that's always enabled by how we shape thriving communities. In every asset class, we have to fundamentally engage differently and work with our customers. So whenever we do residential developments, we actually do a long-term livability survey, where we actually measure people's satisfaction with the key design elements, the community programming, and use that to inform our strategies in those areas. We're going to spend quite a lot of time tonight talking about how we optimise and innovate, which is really how we engage in making meaningful environmental change and considerations in the carbon space. Now I think one of the things that business and government have to talk about well in this space is when we actually drive energy efficiency programmes. They make fundamental business sense.

You know, the company that I've had the privilege to work with has saved over \$90 million in deferred bills and actually whilst turning off the equivalent of sort of half of our portfolio in office. And if we actually look at that, this combination of efficiency and efficacy is really what we're going to actually need to drive over a longer term journey. We also have to look at how this builds to capital strength. And just to briefly touch on that, how we deliver these elements in partnership together is of the most fundamental importance. And, you know, so if we look at green financing instruments, like the green bond, how we actually engage different parts of the sector in meaningful ways, that's very important. But when I talk about partners, when I look at my partners within Australia, I actually look at the key government partners that we work with. And one of the panellists before this was asking me, "How do you work with your council area? "What's your home council?" And it was a great question, because our home council is the city of Sydney, of which we were one of the founding members of the Better Buildings partnership. And that city has a partnership where we all commit to hitting 70% by 2030 in our buildings and actually move together on that trajectory of measuring. We were part of their Resilience partnership. And I think of the key messages, when we talk about the complex difficult conversations we're working through tonight is how do you do it? Together is the answer. So I was asked a little to give some of my reflections on a long journey in this space to see if any of those lessons as we discuss them in the panel can help Auckland as they consider their journey. So for us, we've been on this journey for over a decade. And I think it all started exactly

where the Auckland Conversations are really evolving at the moment. How do you establish meaningful frameworks? How do you set out ways of measuring? So for us, it was really set in our early day, it was about setting up the governance frameworks and the accountability metrics. As we moved a couple of years into our journey, it was all about how we set bigger targets and then held ourselves to account to achieving them, and then how we actually moved across deeply into everything we do. And I think that's really the phase that Auckland's in when they describe, you know, the climate mapping work that you've been doing, and sort of new climate symposiums that you've been having over the last month. And I guess, for us, as we sort of move through the different phases of our journey, it's been about trying to actually take some of those small ideas and make them bigger. So for us, we started with the smallest solar system you've ever seen. You know, we did that in 2011. We took that to a degree of scale and we're currently running Australia's largest property solar rollout from one property group at this stage. Now, how you actually do that is exactly the same strategies that have been discussed here about take a meaningful piece that works, embedded in your governance, take it to scale and discuss it with your communities and then evolve these over time. But the subject of the conversation that we're focusing on tonight is really about how we start to make meaningful impacts about climate and then how do we actually consider the key variables that need to be discussed in these conversations. Now, whenever I actually think of starting these journeys, I think drawing down from some key international examples is really important. Sometimes people get confused when we talk about climate, because they talk about metrics and targets. What are we actually going to do so that we stay within the Paris agreement? And then how do we work on climate adaptation? Or what's the strategy in the governance? And I think we're really fortunate that there's some amazing global frameworks that's being called the Task Force on Climate-Related Financial Disclosures that effectively sets out a framework for implementation across these measures. And we're actually starting to see that encompassed around the global scale.

Now, fascinatingly, this framework didn't come from the environmental movement, it actually came from the Financial Stability Board, a board that was set up globally to have global financial security after, you know, the financial events that we had about 10 years ago. And so I think the thing is the dialogue has changed where when we actually speak about climate resilience and there's a fundamental global understanding that if we're going to be future-focused, you know, exactly as the reflections tonight, this is where we need to start. If we're going to have any prosperity we need to be understanding this. And just to give you a little bit of context of where I come from, we're at the point where if you don't have strategies in this space, there's a national report on investing in the dark, Australian companies still failing to disclose climate risks. And what this is fundamentally saying is if you're going to build prosperous cities and a prosperous economy, you need to have long-term planning in place to actually manage these issues. Now, I've talked a lot about frameworks. But now I'm going to talk to you a little bit about our story. Now that is, and we're going to talk a little bit about this tonight, Auckland's just gone through a journey of mapping how much at risk your assets are. That's a map of ours from 2011 where we looked at how much at risk our assets were. And so tonight we're going to talk a little bit about

how you actually start there and then move your assets along a different journey. Now, how did we start? As it often is the case, we started with a crisis. We had one of our final Queensland assets has a cyclone and very quickly one of our shopping centres became a disaster recovery facility with very limited notice and access. Now, for us, that was sort of the start of we really need to do more work with universities. We need to fundamentally understand how we keep what we do to make sure that these assets are in the best shape possible, because when you have a disaster, the entire community becomes involved and public buildings become very engaged. We started to develop all of our disaster resilience planning, all of our key relationships across our cities to do an engagement. But one thing that was clear to us was we couldn't actually do this in one location. So we took a map of our country of our portfolio, looked at the latest climate research and then mapped how vulnerable our assets were. And then we did our first stage of setting a three-year plan of where our assets are. I don't want them to be that vulnerable in three years. And started doing physical mapping of each location of what would it take to start to make change, and then deployed that through long-term discussions with our insurers. Now, the thing I can tell you is when we discuss this across our economy and with our insurers, our buildings are actually easier to insure and we get a lot of engagement. This form of planning that you're talking about, the thing that I would say to you is it's difficult but it's absolutely possible. And, you know, we achieved our target of moving those building's resilience to a lower point of vulnerability. Now the next point that I'll make is everyone loves talking about climate resilience. But the reality is when we have a big disaster, it's actually about the community. So we, a few years later, after we've been doing some of this framework work, we had Cyclone Marcia at a place called Stockland Rockhampton. And we'd been doing quite a lot of work. We kept having, we had a creek below the entrance to our asset, it kept getting washed away to current design standards. We designed to file high standards and then we actually had no issues at our asset, but we were the only asset functioning in the region. So we were the only ones with power. And so all of a sudden we had field hospitals in our shopping centre car park. We were the local telecommunications area. And so our focus shifted from just being about climate resilience to community resilience, because the reality is when these transformational events happen, it's actually the community that is most impacted. And so going back to some work with my home council, the city of Sydney, they've been involved in the C40 climate resilient cities. But what's been really interesting about their approach is they've started mapping not just climate vulnerabilities, but they've actually been mapping their entire community's vulnerability, because they're saying the points of climate resilience will actually be at some of the points of the highest community resilience. Now I'm just very briefly going, now, what does that mean? That means we actually have to start looking at, yes, the physical assets of an individual asset, but what does that fundamentally mean across our economy and what does that mean to our supply chain? And actually start mapping those things, because if we're going to have this scale of change that we're describing, we have to be able to help all the parts of our society move. It's going to be different education programmes, different support, different transport systems. And so the thing that we can't forget, and I think were sort of eloquently described earlier, is that there's opportunities in this. When we actually look at the large-scale transport planning that was referenced, and we look at electrification of your transport systems,

that's only going to work if we decarbonize the building sectors and made them a lot more efficient. Otherwise, where's the power going to come from without fundamental structural shifts? Or where are the key opportunities in the renewable sector? We've got to work through these complex issues while selling a message of hope to our communities. And the thing that I would sort of, that gives me the most hope, is when I look at the complexity in these challenges, for all the challenges we have, there's these beacons of light on the horizon. When I have the privilege to work with the New Zealand Green Building Council and I get to see some of the amazing programmes that they're doing in the home space, which is sorely needed, or the fact that there's frameworks that are being launched that cities are signing up to where they commit to net zero by 2030, and you can sign off property portfolios, the thing is we can't become so challenged by the things we're describing that we don't do today the things that we know need to happen. And so my final challenge point, as we go into this discussion is we're starting to see around the world rallies of children asking what action we, the grownups in the room, are taking on climate resilience. On the climate, there is no planet B. Now, at the moment, we know that we don't have a lot of children in this audience, we haven't had them demanding more renewables and better buildings. And so we know that when we do these conversations, we actually have to take all the frameworks and the great concepts and plans that we're deciding and that Auckland's deciding and make that far more of a community conversation. So I'm absolutely thrilled to be here today to be the first panelist to start to discuss this community conversation. And I really comment Auckland for not just going to technical frameworks with boring engineers like me, but actually to turn this into a community conversation where you reimagine how you design your cities for the future. Thank you, I look forward to having a discussion with you on this fabulous subject.

- Thank you, Davina, so climate resilience. Now I'm going to invite our next panellists up to the stage, please. So please can I welcome John Mauro who's a Chief Sustainability Officer at Auckland Council, Jacqueline Paul who is a lecturer at the School of Architecture at Unitec Institute of Technology. And Ludo Campbell-Reid, General Manager of Auckland Council's Auckland Design Office. So here are our panellists. For those of you at home who are asking, Slido.com, the hashtag is #future, and those of you in the room who'd like that, too, that goes straight to this iPad here. So I will start taking some questions. Please be ready. Before we do, I know there are three strange people on the stage you haven't really got anything, any knowledge about yet. So what I'm going to do is kindly ask if our panellists can sort of sum up who they are and what they do in very, very short sentence. Ludo, if I can start with you, please.

- My, oh, here we go. , everybody. Michelle, thank you. Look, my name is Ludo Campbell-Reid. I'm the council's design champion. I'm responsible for the Auckland Design Office, which is a team of 64 of Auckland Council's finest looking to drive up and design into the heart of our decision-making at the council. I've been here 13 years. And it's probably the best job in the world.

- Jacqueline.

- Oh, So, I'm Jackie. Yeah, as mentioned, I lecture at the School of Architecture at Unitec and then over at AUT working with the National Science Challenge, on building better homes, towns and cities. And currently on the Auckland Youth Advisory Panel for Auckland Council.

- , oh, man, no. Hey, here, look at that. Help with a friend. Chief Sustainability Officer I run the Chief Sustainability Office of Auckland Council, which I will point out is sitting somewhere in the back there. There are some fabulous members of my team who would be happy to answer your questions, because most of what I will talk about is about their collective brilliance.

- Perfect, all right, that's a summary. And we're getting some questions coming in. I've got lots of questions. But I'd like to actually start, perhaps start with Jacqueline, if that's okay. Look, I'm really passionate about our young people and we don't have, no offence, but we don't have that many young people in the room today. And by young people, I'm talking about our next generation of children. Don't be offended by that. I'm not saying you're all old. I'm just saying that I work a lot with high school and primary school children who are passionate about the climate, who are passionate about their homes and their communities. And we don't often get to hear their voice. So, Jacqueline, can I ask you how do you think our young people contribute to our cities? And what impact do you think they should have in these conversations.

- Cool, So hands up if you're under 25. No, hands up if you're really under 25.

- Nice.

- Okay, so, you know, in Auckland we have such a high population of young people and yet we're not really involved in these types of conversations. But like Davina's already said, they're out there, activists on their own in terms of school strike for climate, Those Tamaraki and Rangatahi or Ihumatao. So they're out there. They're contributing to, you know, real grassroots , but it's still grassroots level. How do we kind of think about how we connect those, our community, so that we're developing more of a partnership and they're having a voice at the decision-making table. I'm really lucky 'cause I sit on one of the Auckland Advisory panels. And so there, there's 21 of us on that board. And we're able to have a say and act as, I guess, a robust system of accountability. To really understand what council is doing to, I guess you know, empower Rangatahi and invest in things that really affect their future. But there's still a huge disconnect because people are still making decisions that are influencing our futures for our young people but we're not included. So how do we start shifting those conversations?

- I love that. Thank you so much. John, I have a question for you. Yes, John, look I've just come back from travelling. I've just been three weeks in China and a week in Europe. And it's fascinating to just be in another city and sort of see what's going on. I love Auckland, it's my home. I'm passionate about Auckland. But we have some challenges here. So, I mean, talking about people is one factor. But, actually, we have a range of organisations and invested parties

who sometimes challenge what we want to do and slow things down a little bit. How do you see us working together for big topics like climate change when there are so many different invested parties who maybe have different opinions?

- I mean, that's an interesting question, 'cause I think everything's on track and nothing's wrong. So it would be, no, just kidding. So, look, that's important because I would also challenge everybody in this room that we're all part of the problem and all part of the solution, depending on where you sit. And, I think, Michelle said it really well. You're here tonight, engaging with us to figure out how we future-proof our city. And that's a really big step forward. So from my perspective, at least I could talk from what my team and I were doing around climate change, with probably a lot of you in the audience as well. I think there's, you know, there's something, we might hear a bit about some ingredients from my colleague, Ludo. And I'm very curious, 'cause he has unveiled only that they're ingredients. And I don't know what they are yet so I'm nervous. But maybe I'll talk about the recipe. And I'll talk about that getting that right in collaboration and doing things quite dramatically differently is really required. I think there's nothing like climate change to generate a need to do something quite radical and changing how we do things. So just a couple quick examples. As we're currently with some of you in the room, and hopefully all of you by the time you leave, developing an integrated, inclusive and intergenerational climate plan for the region, how are we going to address these issues? We're doing that right now. And in doing so, we're doing things differently. You know, of course we're a council, we don't always go completely radical. But we're thinking of new partnerships. How do we engage, really engage in partnership with? I will say we don't have that perfectly right, but, boy, we are trying really hard. How do we engage with the private sector? As a member of the Climate Leaders Coalition and actually as a large business in Auckland? We're doing things differently. We've signed up to some pretty ambitious goals and targets of how we're going to do that. How do we use our platforms in, you know, engagements like this, but also online platforms like Climate AKL to actually generate a discussion around these issues and pull that feedback into the design of the plan? And then, like you mentioned earlier on, Davina, thank you, about the climate symposium we held, also in partnership with some of my colleagues on the panel, how do we actually think, and when we're having a climate symposium, it's not just about perhaps people like Ludo and I and what we represent, it's actually about a diversity of opinion and it's about engaging in a different way about issues that are climate related, but they're actually also related to intergenerational equity, a just transition, Rangatahi, Maori, and Pacifica, and starting a whole new integrated set of conversations that, frankly, they're challenging. They really challenge us to integrate some stuff that's really difficult for us to do so. So I guess what I'm trying to say is the how is probably almost as important as a what. We kind of know what. We could look around the world. We could look to mighty Sydney and know what we need to do, but the how is actually where we win.

- Thank you, John, and I like that you set us up for And there are going to be microphones around. So if you do have a question, get ready to put your hand up. While you're preparing to put your hand up, I'll take one from Slido right now. This is from Nic, Nic with a C. Nic wants to

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know, "How do we stop the building roads "and start building transport systems?" Who would like that one?

- Mm.

- Start small, hey. Ludo,

- Shall I give it a go? Look, I think it's a great question. And it goes to the heart of the whole conversation today. You know, Thornburg and the team, you know, the young people who've been pushing the agenda. You know, the house is on fire is really what they're talking about. And the biggest emitter is the transportation. So hitting that conversation is really important. And so it's really understanding that these impacts that we're making today. And I understand, I guess looking at other cities around the world, if you think about cities that have been pushing the agenda, you know, Vancouver back in the 70s decided, made a decision, that they weren't going to build anymore freeways in their city. You know, London built its underground when its population was only one million people. I mean, you know, Michelle, you've just come back from China, I mean, yesterday, or, in fact, last year, Shenzhen have now made their entire public transport system all EV, electric. So there are cities around the world that are doing this, have been doing this for 20 years. And Auckland is somewhat a late adopter in this story. And we need to get our show on the road. There's a sense of urgency. And I suppose that's the issue here. So it's about integrated planning, long-term planning, but I guess perhaps it'd be challenging. Let's stop writing plans for 50 years ahead, because we may not actually get there. So how about we start writing two-year plans, one-year plans and drive it through that way?

- Okay, question from the audience. And where are the, can I see the microphones? Okay, there are microphones. Can I get this man in the middle here who has his hand very high and seems very passionate? So we'll go with him to start with.

- Seems

- That's kind of the role, that passionate, hold your hand high, I can see you. The lights are very blinding. It's this man in the centre here. Thank you, sir. If you just want to introduce who you are. Can you turn that mic on for him?

- Yes.

- Nope, hold up. Give me a mic. Let's just solve this problem. All right, so come over here. We're going to do this manually. Hello, how are you? There you go.

- Yes, my name is Jamie Walton. And, first of all, I want to thank you for the presentations and the great work that you're doing. It's telling to me that the two gentlemen in the Auckland Council don't exactly know what each other are doing. I'm just wondering how these, and even before

we go talking about the private sector and central government, how do we turn these vertical silos horizontal and connect them up into a pipeline that delivers results quickly, because we've got lots of alliances. The most we've had alliances in the past about building motorways. The new alliances with the new government seem to be, I've just read them this afternoon, they seem to be about more roads and more sprawl. How do we reverse that? We've got companies, and was just up at Auckland University there who've developed contact list induction, charging of electrical vehicles, and they're having to go overseas. We've got just over the hill in Tamaki River, there's a company that wants to build e-ferries and have some e-ferry quickly and to make people proud. How can we get some results coming and bridge the silos and get them connected up?

- Thank you so much. I like that. Do you actually what each other are doing? 'Cause I think that's a good question.

- Yeah, yeah. We can spend the entire rest of this time talking about the answer to that question, 'cause there is sort of no clear true answer. Let me just be clear, though. Ludo and I actually do know what each other does. I was being a little bit tongue-in-cheek. You know, urban design, sustainability and climate change are kind of the same thing. And I would predict that throughout this conversation, we both might say things like, you know, with the transport and land use situation and government, we're given a bit of a leash to say things like, you know, why are we kind of condemning people to a life in a prison really in saying you get years of hard labour and solitary confinement in enclosed communities because you have to travel in from so far? And it doesn't make sense from a sustainability point-of-view, from a health point-of-view, from a climate point-of-view, from any point-of-view. I don't think we're off to that song sheet. That's kind of what we're constantly talking about as thought leaders for council as bureaucrats. How to do that goes back to how I answered the previous question, though. I mean, admittedly there are silos. And we need to work with central government, with Iwi, with the corporate community, with community groups, on doing that better. And for me to stand here and say we're doing that so well would be stretching the truth. We need to constantly do this better. We welcome your feedback. But on the climate work, you know, we have signed a formal agreement with government and how we're doing this together and the large span of the Zero Carbon bill. So, you know, clearly there's a nesting that happens about us as an organisation, us as a region and us as a country that we can do together. And it makes common sense. The devil's sort of in the details. That's my quick one.

- Yeah, can we take another question? Do you want to quick answer?

- Look, I mean, cities all over the world have made decisions because of the silos that run them. There's an issue when, it's wonderful having Jacqueline here tonight, there was something called elite projection, which is a new concept which is emerging around the world. It's people in charge tend to be elite, middle-class and wealthy. And so we've got to get that diversity at the decision-making table more. Women, more diversity of ages, ethnicities, and different views,

because solving this is really complex. And so people like John and I, we work horizontally across the organisation. You know, that is our mantra. It's about building connected conversations around this stuff. So there are many examples, if you think about Wynyard Quarter in Auckland, that did not happen because of one silo. That happened because of the whole range of multidisciplinary public, private, partnerships with central government, with the private industry, with not-for-profits. That's how we do the things well. And the best projects are always done together, but the worst ones, building motorways are usually done in silos. And that has to stop. But it's about leadership from the top all the way through the organisation. It's difficult stuff, but it requires leadership and key decision-making.

- Questions from the audience. I like you 'cause you're here. So this lady here.

- Hi, my name is Lorraine. My name is My name is Lorraine Knight.

- Can you hear her?

- No.

- No, we're going to, that's all right, we're getting there.

- Hi, my name is Lorraine Knight. And I live in Onehunga. And Onehunga has been turned back into the heap it was before. I understand, I found out the other night that the East West Link has been fought for again in the Supreme Court. And the, you know, I think you got to look at the vehicles going through it. My street has been turned into basically a motorway in the last few months. And with high pollution, great big trucks, very dangerous, feeding into what will be East West Link if the National Party have their way. Now, overseas, a lot of the places are saying, "Okay, they only have e-cars "and you know, at least hybrids going into the city." And also a lot of cities are actually looking at how to manage trucks. So they haven't got all these pollution trucks everywhere. And they're not designing for trucks and things that are polluting. You know, those e-trucks and things like that. When are we going to get that?

- Yeah, that's a good, let's start with that. When are we going to get e-trucks? Go, seems like a good start.

- Gosh, I don't want to be the person to answer all these questions, but I think, look, I'd love to talk to you afterwards as well and let's have a conversations, because, you know, I'm not a big fan of the East West Link. You know, it's time that we stop building more roads and build more PT. Auckland's investing in 28 billion dollars over the next 10 years as a part of a programme called eTAP. And that was a partnership between central government and ourselves. Most of that, 80% is going into public transport. We're building some roads. But the majority is in active travel, which is exciting. So we are changing and the last 50 years we've been building roads. As the mayor actually mentioned early on tonight, it's about a culture change. And that's really

what Shane Henderson and his team have been charged with by his board and by government and by us. So could we catch up afterwards, because I'm with you on a lot of that. So I don't want to take over the conversation.

- No, that's good. And that sort of ties into some questions that we're getting online. So let's talk about Onehunga, let's talk about when we talk about Auckland City, what do we mean by Auckland City? 'Cause sometimes I think when we talk about the city we talk about central city and Auckland is very broad. But also this great question here from Anonymous, so I don't know who you are. "To what degree is the short government term "of three years a handicap "to building a sustainable Auckland?" and I think it goes to your question there, Madam, around what do are we doing as projects from a government ` and then suddenly government changes and projects don't take a priority. So how much is that a handicap? There you go, big questions.

- We've got Chris Darby here. One of our senior counsellors-

- Chris Darby.

- For this.

- Jonah, come up and be fifth panelist.

- No, that's fine. I do have an answer for that

- Come on, Chris. Everybody, this is Chris Darby here. We now have five panellists.

- Hi, thank you. I don't want to--

- Please.

- Crash the party, folks.

- Introduce yourself.

- Look, this probably came up. Jackie's referring to this question that came up at the conference recently. And I'm a fan. I think we've got to find some fans at central government and maybe the opposition who really want to have a crack at locking at a four-year term, because at the moment, you recover from election, you find you're in office and you know, you peddle around a little bit. And the second year you govern, and the next, third year, you're getting for an election. So there's one year of true government, governance set of three years. And, look, the answer is local government and central government, I think we've got to extend out four years, at the moment we're not cracking it.

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- There you go. It is affecting us, then, yes?

- Yes.

- And I just acknowledged that another part, I think of some of the solutions with that, is some of the work you're doing at the moment, your climate resilience work, is far extending beyond the term of the government. So it's a combination of how you look at terms but also having long-term strategies that are bipartisan and enduring. You know, so trying to find consensus noting there might be a change and then trying to find a long-term trajectory, which is often the easiest part to agree on. Often the most challenging aspect is how you get there in the short term.

- Thank you. Questions from the audience. Hands up high, let's see if anybody's on this side. No, that lady over there, she is waving. I like waving people. Hello.

- Hello, is it working? No, we try again, a-ha! I am Professor Krumdieck from Canterbury University. And I just heard--

- Wait, wait, did you also apply, professor.

- Yes.

- Are you going to ask the, I'm just saying.

- Asking my question.

- You're like double medium, no, it's good. I'm just going to delete your question now, that's good.

- Well, here's my question because I had to put my hand up because you just said, "Vision for change away from the roads and that." So vision, good, good, away from the roads. And you're going to build a giant parking lot to import more cars into your city on your waterfront? Just stop, just say no, just done. That's all.

- Drop the mic.

- I like that.

- Yes, no? Say yes.

- You can have two questions.

- Say yes.

- Very good.

- Up until 1945, Auckland had the highest patronage of public transport in the whole world. You were the number one in the whole world for PT patronage use and more recently, you're one of the worst in the world and we are rebuilding at a faster rate than many other cities in the world. So our journey is a journey back from the edge of really civilization where we built motorways for 60 years. It's a long time to be addicted to a certain type of mobility. And so what we've got to do is we got to start thinking about simple things which start to wean us off the motor car. And it's about behaviour changes, not just about projects and it's about incentives, fiscal incentives to change we design our city. And so the port is part of a challenging programme. The city council, the new super city is not perfect. And there are lots of silos within this organisation. It's six-years-old as a new company. You know, we've got to start to build those bridges. So we're working with the ports at the moment to see how we can incorporate those car park buildings as residential buildings into the future, because in time they may not be needed. But we're still importing cars. And they still need to do the business. So it's really tricky. And everything's a system. As Michelle said earlier, it's all linked. So understanding and treating it as a symptom of part of a whole system of things is really important.

- Could I just quickly chime in and say, Professor Krumdieck, it's good to see you again. And excellent question. Can I just encapsulate what you said and just say you're saying go ahead and walk the talk. And I guess adding to what Ludo just said, it's also about guts and decision-making. And, look, I mean, I don't get to make a tonne of decisions. I'm not sitting around the council table. I'm not an executive lead team member. But I do play a role in helping to shape up good decisions. And so if we take the responsibility for saying that doesn't quite look like the climate resilient low-carbon, zero-carbon, future that we are trying to deliver, we need to actually take a pretty strong and direct radar to see those massive inconsistencies. And we've got some. Just like as individuals we all have those inconsistencies between our values and actually how we act every day. We need to do a bit of cleaning of the closet there. And that's a great example, but the pattern of development is probably the biggest examples. You know, if walk the talk on climate change, we can't be sprawling. We kind of need to do a bit of a stock take. So thank you.

- Next question from the audience. Where are my microphones? Look, there's the lady over there. She's is as far away as possible, let's go with her, because we want to see you run, go. She's not playing. Yes, Madam, could you just introduce yourself, please?

- Hello, I'm Alex and I'm London has just introduce the pollution fine centre. Is there a way that can be introduced here some of those funds go to poor people in lower income areas to get self-driving electric vehicles?

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- I didn't really hear the full story, though. Do you mind just repeat it?

- So London has introduced a, what was the--

- London has introduced a pollution fine.

- A pollution fine. I like that.

- If we introduced it here going towards subsidising electric vehicles for communities who are further out and cannot

- That is a great question. I'm just going to repeat it for everybody on the live stream at home.

- Yes, yes, why not?

- Well, let's do it. Okay, so let's talk about the, let's talk about, so London has introduced their pollution fine apparently. And so can we do that here in Auckland and use the money from it to help subsidise electric vehicles, which we know are pretty much a privilege for many to some of our lower income areas where they are having to commute because they're having to live in cheaper housing.

- I think that kind of contradicts itself here, because public transport's already expensive and not affordable. We've had huge regional fuel tax for those low socioeconomic families and like single moms who rely on cars. So how are we going to kind of manage this within in this context, 'cause yeah, we can't go one or the other and it's too expensive to afford an electric vehicle. So we're going to walk everywhere? So what's the kind of transition? How do we get to that ideal where we're incentivizing. 'Cause that's so far out of reach. Like, we're still trying to get on the bus. You know, like baby steps. But this is the reality. You know?

- So Seoul have just recently have introduced free public transport during rush hour. So I think there are lots of things that this organisation, this council, the government, could do to help that process, absolutely. And it's all linked, again.

- Yeah, and with what Gen Zero are trying to push for around Freeze the Fares, like there could be, I guess, technical approach around what they might look like. And again, what you're doing within the weekends for under 15s, you know? So all these steps trying to get to that idea also. Yeah, what's that look like?

- So let's talk about that. Public transport, why is nobody getting on a bus, number one it is--

- No incentive.

- No incentive, right? It's expensive and it's usually cheaper for me to drive my car and than to take a bus. And I have flexibility. So how do we make it more incentivized for people to get on public transport?

- You, you ask Winton to get everybody a gold card.

- Winston, all right. We're onto Winston now.

- Yeah. I look forward to that.

- Winston Peters, please, can everybody have a gold card? I like this lady.

- Can I just say, it's irrefutable that costs plays a major role in determining what mode someone's going to take, which is why I brought my bike here, because it's the cheapest way of getting around. There's also a range of other things that are really, really fiercely important here and elsewhere in the world. And part of those are things like convenience or safety or frequency. And frequency is often at the top of the list of really, I mean, I'm not going to dispute cost is huge. We've looked into road pricing. London's doing amazing stuff. We've continued to talk about road pricing. We should continue to talk about road pricing and thinking about those who are going to feel the pain of a policy like that the most and using the money to offset that pain. So I'm totally with you. We also need to think about public transport infrequency and if we don't, even if it's cheap, people won't get on a bus that comes every hour. You should not have to think about when you need to go catch the bus. You should just instinctively go there.

- John's points are absolutely right. The trouble with, I don't want to sound defensive, okay? And I hope I'm not. There are things that this organisation does and the council does and Auckland does which I fight and I'm anti, but one of the things we've done best is the new bus rollout of the new bus network. It is fantastic. It was a nightmare before. It is the fastest growing element of our transport system today. It is much more easy, much more convenient. And all those things that John said absolutely need to be in place. The issue is getting people to try it and to start to. Once you've tried, once you start to buy, but two weeks free public transport for those that don't currently use buses, and let them start to see how that feels, because the system's brilliant and it's only just beginning. So I don't want to champion the good stuff just because. It is really good, it was awful before, and we're going through this rebuilding process. So I don't want to criticise when it's not due.

- No, I like that. And, John, though, I thought I liked you. But don't give me your cyclist thing. Like it's great that you cycled here and that is a privilege position to be in. Number one, you can afford a bicycle. And number two, you live close enough that you can cycle.

- That's right. That's right.

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- And we're talking about people, Auckland is a big place, and I don't think cycling is always--

-Brave enough.

- I'm brave enough, brave enough, yes, that lady there.

- I'm not brave.

- And so it's great that can go on your bike. But I'm not sure it's the solution for all people unless you can get all your kids and your family and your cat.

- Rider reply? Rider reply, can I just jump in a little bit

- You can totally come back. Yeah, this is why we're here.

- I take your point. It's a very good point. ' It's a very good point. And, in fact, yes, I will agree with you. I am in a privileged position where I live very close and I could just ride my bike in.

- And you're able-bodied.

- You're able-bodied.

- Yeah, I'm able-bodied.

- Exactly.

- I've been to a bunch of cities, as many of us have. A lot of 'em tend to be in Scandinavia that we talk about. But when you look at the average age on a bike or the average gender, in some of these cities, it's actually kind of remarkable that you will find people almost into 100 years actually on a bike because it's safe, it's convenient, people also aren't going far. So I think the point we were trying to make earlier is actually the design of our city, if you fast forward 50, 60, 70 years, if we set up a city where you don't have to bike in 20 kilometres, you could actually just take your bike to across like a kilometre. Or you could actually just go down the street. That's the kind of city that I have in my mind that is actually accessible to many more people and people across the age, gender background spectrum. So, yes, I agree. Right now, it doesn't work for everybody. And it can't the way it works. So let's change it.

- Thank you. I'm still your friend there, thank you. Can we ask this lady there? She's got some blonde hair, she has her hand held high. And she looks very happy. And I'm hoping she's going to ask us a big question with a working microphone. Yes!

- Hello, my name's Hannah. Hi, Ludo. I'm studying geography UOA, I'm in my final semester. And my question today is how do we solve the disconnect in our city? I think one of the big issues, I used to live in London, I think one of the biggest issues in Auckland is how suburbs are so difficult to get between. Yes, like it's great. I live just off Dominion Road and it's so easy to get in and out of the city. But it's so difficult to get to other parts of the city. And as I don't own a car, I usually have to rely on other people to get me to other places, or Ubers, which is very expensive sometimes just to get home safe or just to get to another part of the city. Like how is that going to be solved? I shouldn't have to travel into city for half an hour to then go out again to another part. What I think should happen is Auckland needs more hubs. It can't just be focused in the CBD anymore.

- Great question. How do we connect our suburbs to each other, not just the city centre? Anybody want to take that on? Anybody.

- I want to, but, again, it's about the rest of the team here. There's so many answers around these questions that there's a programme in place. It's not perfect. It's been under-invested for 50 years. So that's my first point. The second point is City Rail Link is not about the city centre or the CBD, as we used to call it. So Michelle's absolutely right. The City Rail Link will double the efficiency of the entire rail network. You'll be able to get in from Manukau, which currently takes over an hour, within 20 minutes. It changes the way we think and where we think about our city. Light rail is in the next pass of the layer of the transport system, which again, Michelle mentioned earlier. We don't have it, we used to have it, and we're now about to build the first line, which is the first time in 50 years. It was ripped up by the government in '56. So we're a long way back from where we need to be. And that all costs money. And so it's really thinking about how this whole thing links. Panuku are working across the region, Manukau, Onehunga, Northcote, building these regional, sub-regional centres, putting these parts of the foundations in place for a city, which starts to be more sustainable. And I guess, maybe my question, maybe back to Davina here is, perhaps to bring her into this, is what is the role of the private sector in making this happen? Because at the end of the day, the government doesn't have enough money. You guys have money. You've got investors, you've got people. We need to work in partnership with you. And what's your role in that? Do you mind if I sort of, yeah?

- Where we've seen this done well internationally, there's a concept of what you call value capture.

- Yeah.

- Where there's higher investment from government or council, whichever form of government it is. And that's matched by higher development fees, in whatever form, as a form of value capture, because those properties will have higher value, because people want to live in livable, walkable, locations that are connected to transport. So if we look at some of the international examples, we see that's being done really well in Hong Kong.

- Yeah.

- And there's some connected links in Singapore. I don't claim to have the answer in its entirety, but nothing that, you know, often the most successful elements of this have become in tripartite partnerships where there's been an investment from another source to boost the kind of radical change that you need to see. And there's a number of international models. And, you know, whilst Auckland's on its journey, it's good to see that you're looking at how you can accelerate those with different kinds of partnerships.

- Great, so that's exactly the way in which we're going to pay for these things, because we're not a wealthy country and we need the private sector. We need their intelligence, their innovation and their money to partner with us. So the light rail project, that's a perfect public-private partnership worth a lot to the people along the corridor, worth a lot to the investor who invests in your company.

- Yes.

- Could I, a very short phrase, and just say I said this before in forums like this. So apologies for repeat customers. Let's stop doing the dumb things, you know? Because they cost money, too. And if we stop doing the dumb things, we have money to do the better things.

- I like that. Can you write me a dumb things list and then we could just call people out? That'll be great. Okay, question, we haven't gone over that side of the room. That lady there, she is waving. She knows the rules now. Let's go there.

- Hi there. Just talking about doing the dumb things and public-private partnerships. So I'm the Design Strategist at Spark Arena. And since last year, we've, well, we have to serve drinks to people. They come to concerts, they like a beer. Because of the health and safety, we can't give you a glass. So we serve you a disposable single-use cup. And since last year all of our cups have been made of corn starch. And they are composted. And we make sure that they go to the correct place and are composted. That represented a million cups a year. And we've saved, from our projections, over 55 tonnes going to landfill in the last six months. We did this because we think it's the right thing to do, because we live in this city. We're humans and we think we should turn the tap off and not just mop the overflowing bath. We've taken a lead very publicly. We've had a lot of people come to the building since we've done it. And we haven't had any buy-in from any public organisation. I've tried to be in touch with the Ministry of the Environment, who fobbed me off, telling me I could sign up to some stupid thing that would give me a logo. Nobody's interested in what we're physically doing on the ground. And this is, you're talking grand schemes, 10 years, 20 years, and Ludo nailed it when he said, you know, we should be finding results in two years. We've had results within weeks of what we've done. And I went

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down to the Auckland Arts Festival. And I was given a polystyrene cup. Shame on you, Auckland Council.

- Yes, that lady. I don't think we need a comeback from that. I think she's made her point. I don't want to hear from the panellists. They have nothing better to say than that lady there. Okay, next question. This young man here.

- Hello, everyone. Is that working?

- Yeah.

- Yep. My name is Fred. I'm from Melbourne, originally.

- Hi, Fred.

- And I'm studying here in Auckland, studying urban planning. I was very privileged to be part of John's team recently. My question is about, I live in Onehunga now. And Panuku is doing some redevelopment there. And when I go to the shops in the evening, I see a lot of diverse range of people in Onehunga. And I love that about Onehunga, and that's great. But how do we bring these people along in terms of the plans for Onehunga? And how do engage with a broad spectrum of people outside of the bubble? And I think everyone knows what I mean when I say the bubble.

- Cool.

- Jacqueline?

- Yeah, Did the Onehunga like community roundup and all come together? No, that's a great question, because you know, you guys have the 312 Hub, you know, focused around young people there. And I know the team from Panuku are here as well. And so they're doing some awesome stuff around changing, I guess, some of these social procurement investment in terms of young people, how they're employing them, and doing some really place-making based stuff. It's just, I guess, tapping into those existing networks that are there and ensuring that you're changing the way we communicate in terms of council and those in the community. Well, I think they're doing some great stuff out there. But that's coming from the community there. So maybe you need to, yeah. Have you been involved in the 312?

- No.

- Oh, there you go. We'll send you a invite, get you there. Because, you know, that's a great community. And, yeah, it'd be awesome for you to connect with our team back over there, Nico from Panuku so

- No, one last question.

- Shut down.

- This lady here who has been patiently waiting. And I'm afraid that is going to be our last question of the evening. So we have run out of time.

- Oh, I'm a grandmother very concerned about my grandchildren's future. I've spent a reasonable amount of time in Holland. And the public transport was free for all students, university students. I went with a young friend who was at university some years ago. I got a 40% discount just because I was travelling with her. Now, I'm not saying that okay, but I thought--

- I like this. Bring a friend on the bus and you get a discount.

- By the time those kids get to the age where they have to start paying, and that's once they've finished their university degrees or their training, they have already got a very well-established habit of using public transport.

- Yeah, I like that. So basically, I'm with you and I guess this goes back to affordability, right? Is that what it is? It's a money discussion?

- Could I just put out an idea that might get me fired? What if everybody who makes decisions about public transport use or council level actually committed to taking public transport at least once a week.

- Yes.

- To actually see what constraints there are, how difficult it is. I mean, look, we're all trying to move the ball in the same direction here. But I think actual lived experience of what the challenges are would really dramatically change how you make those decisions. And, better yet, if those people making decisions right back to democracy, if they represented Auckland a bit better, with due respect to Chris Darby who is an absolute champion in this space, Pippa Coom, who is as well, But they need a little bit of backup from the rest of the community with age diversity, gender diversity, ethnicity diversity. And if those people are taking public transport, too, we'll be making much better decisions. We'll get to Holland.

- I like that, John. John, look, I'm a doer, not a talker. So what I need from you is a list of people that we can stalk, that would be great. And we can see how they get to work if they're making public transport decisions. And then we can have some bigger conversations with them. Do you like that? Shall we do that? That would be great fun, hey. I'm afraid we are out of time, 'cause I

think we could have this conversation all day. Ladies and gentlemen, please, will you thank Davina Rooney, John Mauro, Jacqueline Paul and Ludo Campbell-Reid, for us. Thank you so much. To close our conversation tonight, I would like introduce Andrew Eagle, CEO of NZGBC to the stage to say our farewells and close the ceremony. And I am out of here. Thank you so much for coming out. Andrew, where are you? There he is.

- Well, thanks a lot, you know, that's a hard act to follow. Some really great speakers. And I have to say thank you to them and thank you to the great emceeing. But also thanks to you guys for some really great points in engaging and pushing them a bit. You know, we like to keep them busy and on their toes. But also a really big thank you to Auckland Council for having the forethought to create this dialogue and discussion, because the more we shout about it, the more change we're going to get. And people are watching and people listen to this. And people are taking away a lot from today. So I'm just going to touch on some of the things that I heard. And I'm appreciating anybody chipping in and responding to that also. I thought there were some really powerful messages there from Davina about how businesses stand to benefit from making change, energy efficiency and climate resilience. So resilient building mean lower insurance costs. But, more importantly, perhaps, resilient buildings and other structures like that, infrastructure, means a more resilient community. And isn't that so important for New Zealand? I really love the term elite projection. And I love the fact that we got immediately a response from Jacqueline about how we can get young people involved immediately and a connection there with Frank in the audience. I love Ludo's term about the house being on fire. If you don't follow Ludo and listen to him, he really sense that, right? And he's driving that change. So, you know, I know there's more change to be had, but the foresight to be talking about Queen Street being pedestrianised. That's a major step. People are going to see that, it's going to happen and it's going to lead to other change. I liked Jamie's point from the audience, right? Are you two talking to each other? I quite like that. You know, I'm going to come back to this point because people who we heard today, you know, they're being brave and they're putting ideas out there that do actually challenge. But it is true that not all the time the people in those senior positions in Auckland Council are going to listen to them. So there's a challenge to you. When you see exciting things that John Mauro's doing like his sustainability action plan, which is looking at low carbon future, better public transport, these sorts of actions that you get in line and you support that and you drive for change and you put senior people to support that, because he needs that energy and support as well, even if he does, you know, cycle short distances as an able-bodied person. Probably while smiling. Gee,so annoying. So I think we do need to keep challenging, right? I really like the point about the car yard that we're going to have on our beautiful foreshore.

- You know, isn't that ridiculous? Isn't--

- Stop doing dumb things.

- Stop doing dumb things. There's a catch phrase here for tonight. So I really like that. So there was really clear message from tonight. And that is that we need to get transport right here. And that's going to lead to people feeling more connected. It's going to lead to people getting around more easily, for people feeling more safe. And I really like some of the key messages here from the geography student about just wanting to make it easier to get around. And I think that is key. We heard about more hubs. We know that Panuku Development in Auckland is doing some great work here. But really heard that people want change. I like Ludo's points that we are working away at 50 or 60 years of poor investment, poor infrastructure around us. I do believe change is coming. Here's the rub, here's the rub. In this whole thing, we need to celebrate the small steps forward we're making, Chris Darby's here and others, because that's the thing that gives us energy to go ahead and do more change. And it doesn't take away from the fact that we still need to get angry about the pace of change. So we can say it's tremendous that Auckland council has doubled use of public transport in a very short space of time, the electrification of the trains, more stops, more frequency. I agree, more buses. But at the same time, we can say, bloody hell, let's do this four-fold faster and four-fold more, I agree. And, you know, a really great point from Davina, a great collaborator from Australia who I'm just really honoured to have over here. So there we are. We take development contributions from people for new developments. And I kind of question what we're talking about, could we not be saying those developments, where those developers put in more public transport, where they have better resilience to climate change, why can't we dramatically reduce the development contributions or make a difference between those that are more impactful and less. You know, think about how we're engaging more with Iwi and reward that, have more resilient communities that are being developed. So that's some of what I heard. I know it's not everything. I do think that a really big collaborator and potentially a group of people who help drive that change, 'cause you need our support for this, is the Climate Leaders Coalition. Some of New Zealand's biggest brands have signed up to get into measuring and reducing their carbon emissions. And they're going to be on board with this. They equate to over 50% of all of our carbon emissions in New Zealand. Help, let's get them involved. I just thought I'd finish with a story which is about Auckland Council and something I think is kind of uplifting and positive. So six years ago, you know, we were asked to create a tool to look at resilient low carbon homes that deliver savings and are healthier for New Zealanders. And it's worth nothing that our building code is absolutely woeful by international standards. And we created that and an organisation stepped forward about two-and-a-half years ago and said, "We believe in this." And that was Panuku Development Auckland. And I'm telling it partly to celebrate that. They also took up Green Star Communities, a great tool that Davina was involved in in Australia. That drive forwards livable, resilient communities. And it focuses on engagement from local stakeholders, like Iwi, to get communities we all deserve. So they're leading in New Zealand on these things. And we should be proud of that. But here's the really interesting thing. So they're doing 9,000 homes to Homestar. Some other organisations are doing that as well, because they led. And as a result, as a result, we're now working with central government to change the building code. And that's going to mean more insulation. There's going to be warmer homes. About 80% less construction waste to landfill and other change, because they were willing to step up and deliver for

Aucklanders. So I think there's just a little note there about some action taking place and some people out there who are brave enough to step forward. And I wanted to reflect on that. Right, so I'm going to ask you to do something now, your key action. I'd like you to stand up. So we've got a hell of a way to go to get to zero carbon, you know? But New Zealand can do that. We were the first nation in the world to give women the vote, one of the first to enable gay marriage. And we can lead. And I firmly believe that. But to do that, we need you. And we need you to keep giving John and Ludo some stick, but we also need you to give them energy and give your colleagues energy, give your neighbours energy when they're taking the right steps. So what I'm going to ask you to do is raise your right hand. Okay, I'm going to ask you to repeat after me. I believe in a better future.

- I believe in a better future.

- I believe in zero carbon.

- I believe in zero carbon.

- I believe we could do this.

- I believe we could do this.

- Awesome, now, I want you to turn to your neighbour, turn to your neighbour, keep your hands up. Not all one person. Do a high five. Wait for me, wait for me. Do a high five, let's say, "Let's get this shit done."

- Let's get this s*** done.

-Let's go. Thank you. tion to tonight. As many hear the words Your response is 'Kay, so we're going to practise it so you know it.

- Okay, that sounds pretty So we want to up and revive So we'll try it again.

- Yes, alive and well. Your next response after you heard the words is So practise that.

- Tamaki!

- Very good, okay, let's start on And so, yep, got something like this.

- Tamaki!

- Greetings to you all who have come this evening to this place. Tamaki, Tamaki, the place that people long to be, Tamaki the place where the waka gathered, the canoes gathered, Tamaki, the

place, Tamaki, the place where people gather. And, again, we are gathered here to have some more conversation about our city. So without further ado, I will hand it over to the mayor of our city Phil Goff.

- And welcome everybody to Auckland Conversations where tonight we're looking at how we can future-proof our city and that means really sustainability, what we need to be doing in sustainability. Are we doing enough? Are we doing the right things? Are we focused in the right area. We've got a star-studded panel in front of us tonight. So my comments will last about seven minutes. But I would like to acknowledge Dr. Michelle Dickinson. I couldn't think of a better person to emcee this. Michelle, I always hate it when you follow speaking, 'cause you are so good at it. Could I also acknowledge from Davina Rooney? Welcome, Davina, good to have you here. John Mauro who's our Chief of Sustainability, Jacqueline Paul and Ludo Campbell-Reid who is our design champion. You just got to look across our city anywhere. And what will you see? Well, I haven't actually counted them, but I'm reliably informed that there are 98 cranes across our city's horizon. We've got something like \$73 billion worth a commercial construction underway. And our city is growing. Within the next decade, we're going to hit two million people and, you know, we need to look at both sides of what those things mean. Growth means, in a positive sense, that New Zealand gets the globally competitive and international city that it needs. It means that we're being enriched by the diversity that we have in our city. And I want to celebrate that, particularly given the events of nearly four weeks ago. We're also of a scale now where we offer choice and opportunity to people and how they learn, how they love, how they enjoy their leisure. We have the ability and we are creating an exciting and a vibrant city. Now there's the downside. If you grow rapidly, but you don't provide the infrastructure for the city, you end up with traffic congestion, you end up with a housing shortage and an unaffordability problem. And you end up putting huge pressure on your environment. We're trying to tackle all of those challenges. But tonight the discussion is going to focus on what we're doing for our environment, how we are sustaining it, how we can enhance and protect it and whether we're doing enough. Yesterday a survey came out from a Singapore-based website. It's the called The Value Champions Survey. And it rated New Zealand, rather than specifically Auckland, against 13 other Asia-Pacific countries. Guess what? We topped the poll in air quality. We topped the poll in terms of green, open space. And we topped the poll in terms of renewable energy. But look where we didn't do well. We absolutely bombed on transportation. And we bombed in the area of waste. Those are two areas where we are not doing enough and need to do a whole lot more if we are to be regarded as an environmentally friendly city. I just want to touch, and it's really a bullet point comment from me here tonight, on five areas where we need to future-proof. The first, and it has to be first, is climate change, because that actually threatens our survival, economic and environmental. I want to look at waste. We have a big problem in that area. I want to look at water quality, greening Auckland and predator control, all in the space of about two minutes. The first one, in terms of climate change, where do we begin? I think we have to begin with transport. That's 40% of our carbon emissions. And what we need in our city is a change of culture. And that's pretty fundamental in two areas. One, in how we move around our city and, two, how we live, because we have to do both things. How

we live is about a more compact city, greater intensification, not building more and more suburbs further and further out from the city and bigger and bigger motorways to service it. We've got to change from the culture of the private car. I live in the country, so I know, I confess. And that's the only way I can get to work. But when I drive down the motorway, every car I see, almost every car in the morning, commuter traffic, single occupant car. We need a better public transport system. We all know about City Rail Link. You'll hear more about that next week and what it's costing. But what we've got to know is what it's delivering and what it will deliver is doubling our rail capacity, a more effective and efficient and environmentally friendly way of travelling, it's electric. We've got a bus fleet that's doing really well. Bus numbers are sky rocketing, but it's diesel. I signed the Fossil Fuel Free Streets declaration in Paris at the C40 Conference about 18 months ago. And we're committed to converting our bus fleet. We also need to focus on walk and cycleways. And, guess what? As we intensify the way we live, we've got 57,000 people now living here in the city centre. Two decades ago it was about 3,000. But what we've got to do in making the adjustment to that is pedestrianise. Queen Street should be pedestrianised, High Street, Federal Street. Let's turn Victoria Street into our Lydia Parkway, which is something dear to the heart of Ludo Campbell-Reid. We need to ensure that people can cycle around our city. And I should acknowledge Pippa Coom who's here somewhere that cycles everywhere, the Chair of the Whatawhata local board. We need to look at active forms of transportation. I hope I led the way on that. I got rid of the SUV that was provided to the former mayor, that was chauffeur driven, and replaced it with a self-drive, 100% electric car. But guess what? For every electric car we're importing into New Zealand at the moment, we're importing 65 diesel SUVs. They will be on our roads for 20 years. And my message to government if you've got to actually incentive the importation of electric cars now, because in 20 years time, we can't afford to have those vehicles still on the street. Secondly, I wanted to talk about waste. You probably heard of the China's National Sword Policy, where they suddenly decided they wouldn't accept all of the waste that we were sending to them. And they created a crisis in our ability to deal with our waste and to get recycling done. We currently send to Indonesia and Malaysia, they'll close, too. We don't have the ability to recycle our waste on-shore, particularly paper and cardboard and plastics. And we need that. That's a discussion that we are having at the moment with the government. We need to reduce the actual supply of waste. Our packaging industry is a disgrace. We create more plastic than almost any other developed country and we have to change our ways there. We need to substitute with biodegradable products. We need product stewardship and a container deposit scheme so we create the incentive for people to recycle. And we're having those discussions with government as well. Third is water quality. You know, we introduced about 18 months ago a programme called Safeswim. And it gives for the first time ever in New Zealand real life data in the quality of our water. And when you look at the app on your phone, after it's rained, you'll be appalled to know that there are 60 popular beaches around Auckland that aren't safe to swim in. We've made the decision to bring forth the plans to stop our stormwater going into our waste water and clean up our beaches and our waterways. And we will reduce waste water by 90%, waste water overflows by 90%, within a decade. And thank you Aucklanders, 'cause you voted for the water quality targeted right. And when we asked Aucklanders, "Are you prepared to pay to clean up your beaches?" By three to

one, they said yes. And I congratulate you on that. That gave us the green light. Fourthly, greening Auckland. There's a programme that I initiated called the Million Trees Programme. Not quite as ambitious as the government's Billion Trees Programme, but the difference is I'll achieve my target. My apologies to my former colleagues. We will achieve that within two months. We will have planted our million trees. But what's more, we actually do need to do more to protect our trees. I think it's appalling that 400-year-old Kauri tree has been cleared by the environment court to be felled in Titirangi. We don't have the protection because they changed the Resource Management Act to take it away. And I'm in correspondence with the Minister for the Environment to bring back a scheme for better protection of our heritage and our spectacular trees. The only other thing I'd mention about trees is Kauri dieback. I was appalled and you would've been appalled to see that the growth in Kauri dieback disease was from about 9% to 18% over a five-year period. And Kauri trees risk extinction. We have increased the budget to combat that from three million over the long-term plan to 100 million. We're showing our commitment there. And the final thing I want to mention is predator control. I don't know how many of you've been out to the Matangi. But if you want to see what Auckland once looked like and the bird life, go out there and it's amazing. It's been replanted and the native bird life there is prolific. We are doing that now with all of our gulf islands, including Waiheke, the first urban island in the world that we will predator-free. And out where I live in the Hunuvas, back 20 years, we had one last remaining breeding pair of kokako. We have now increased that to 106. And I know not everybody in the audience will be in favour of 1080, but I got to tell you this, after the poison drop last year, before, we were catching 75 rats for every 100 traps. Now we are catching none. They have been eliminated. They will gradually come back. We've eliminated the stoats and we've wiped out the opossums. And I think that's great for Auckland. And part of future-proofing and sustainability is that hopefully in our lifetime or if not in our lifetime, for our kids and our grandkids, we will see the sort of thing that forebears saw 80, 90, 100 years ago, in terms of our bird life and the resumption of the growth of our native forest. So good news, challenges. Tonight you have the chance to hear four great speakers on that topic. I hope the evening for you is informative and enjoyable. Thank you very much.

- Welcome, everybody, to this amazing space. Thank you, Phil, that is exactly what we needed to get us started here. Five amazing points to get us thinking. , everybody. My name is Dr. Michelle Dickinson. And I'm going to be your guide this evening as we go through our Auckland Conversations. Tonight, we're going to have a great keynote address and then a fun set of panellists who hopefully are going to get some confrontation going, 'cause I think we need to have some big discussions in Auckland. And thank you so much for coming. This is an amazing turnout. Turn around, look, this place is packed. And do you know why I love it when it's packed? It's 'cause we actually care about our city. You didn't all go home after work to sit and watch TV. You came here because you're passionate about the city. And I am passionate about our city. And I'm really excited to talk to you all today. Also, hello to everybody who's on our livestream, for those of you who aren't in the room, you're sitting at home, you're those guys watching this. We're excited to have you here today. For those of you who want to join us. Tweet to your friends, we're on Auckland Conversation's website. You can livestream in if you

couldn't make it tonight. For those of you who are here in the room, a couple of housekeeping rules. In the unlikely event of an emergency, the alarm will sound and very calm people will point you in the direction we're supposed to go. Follow those people. Bathrooms, if you need them, are located just outside the ballroom entrance. And if I could ask you to all kindly put your phones to silence. Don't worry about turning them off. Take some photos, tweet away. If you would like to tweet tonight we are on the hashtag, AKLConversations. So let all your friends know what you are missing by tweeting up a storm. We would really like to thank New Zealand Green Building Council who have partnered with us for this event tonight. And also thanks to our Auckland partner who are Southbase Construction and our design partner who are Resene. Also, a huge thanks to our programme supporters. So we're going to do two things today, a little bit of high tech and a little bit of low tech in our format for our panellists. This is all about you. So we will have panel members being able to answer all of your questions. The high tech version is to use something called Slido, S-L-I-D-O. If you go to Slido.com, if you have a smart device here, if you're at home and you want to log on, slido.com and enter the event code #future. That is how you get into asking questions online. So if you're too afraid to put your hand up or if you're far away, do that, it will go to my iPad here. And I will be able to ask questions to the panellists for you. If you like old school, we have the old fashion method of putting your hand up. That's going to work, too. So if you put your hand up, and I will try and see you. There will be roving microphones around so I'll try and get to as many questions as possible. We also always try to ensure that Auckland Conversation events are inclusive and accessible. So our on-demand viewing of the event, plus a full transcript with captioning of the event and presentation will be available on the Auckland Conversations website in the next couple of days. So why are we all here? Let's just set the scene. We know that Auckland's population right now is around 1.6 million. Now some people say it may grow to two million by as early as 2029, but actually some people are predicting that we may double our population over the next 20 to 30 years. And with that growing demand, we know there's going to be growing demands on housing, on infrastructure. We know that the climate is changing. And that's going to expose our city to lots of impending disasters, perhaps, natural disasters. What on earth is going to happen to our city in the event of a natural disaster. So future-proofing our city has become more important than ever. The way that we plan our city, design, construct and govern our city will determine our future viability. And the world cities are under threat for many different things. But the question is, is building a sustainable city actually an integral part of Auckland's future? And if so, can we actually do it? What will it look like? Is it possible? Tonight Auckland Conversation is to engage that question with you, our panellists and our speakers. And I'm so excited to have this conversation with you today. But, first, I would like to invite to the stage, our keynote speaker for tonight, Davina Rooney, and is a General Manager of Sustainability and Corporate Procurement and Stockland. She's a property professional with a broad range of sustainability experience, from environmental profit, eh, sorry, from environmental projects, not-for-profit boards, and overseas community development work. She's about to commence as the Chief Executive Officer of the Green Building Council of Australia. And she has built a reputation as a deeply insightful and collaborative leader. She's also a fellow engineer, so I would like to invite Davina to the stage.

- Woo-woo-woo!

- Thank you so much for having me. It's such a privilege to be here today and to join with Auckland as they have their conversation. I've had the key opportunity of being involved through my company, and I'll give you a little bit of context of our journey in this space. And I come here to give you some of the information, some of the lessons, we've had along the way, so we need interpret those and discuss how they may be useful for yourself. So to give a little context, Stockland is the property group I work for. They're one of Australia's largest diversified property groups. What's fascinating about this is we build most of the key elements that make up a city. Residential, retirement living, office developments, retail, industrial. And we've actually been considering the space that we're discussing tonight of how it impacts our cities. Our largest community that we're developing is a small city, 50,000 dwellings. And when we actually start considering things of that scale, how we plan for the future, and climate resilience is pretty fundamental to us. So one of the questions when people talk to me about this is they sort of say, "What's your perspective in this space? "And who exactly is Stockland "on the global sustainability scene?" So to give you a little bit of context, we're currently on the Dow Jones Sustainability Index, the global property lead. On the global real estate and environmental sustainability benchmark in our asset category, we are the global lead and we're currently on Australia's, on the A-list for CDP, the Climate Disclosure Project. What does that mean? We've been spending a lot of time and work in this space for a decade and there's a number of lessons in our journey that may be useful for consideration as Auckland takes on this very important conversation. Now, I think, one of the things when we think about is how do you take on long-term journeys? I think it's very fundamental that we put sustainability at the heart of that journey. So if you actually, I'll only touch on this briefly, but if you look at my organization's business strategy up there, the white parts are our enduring business strategy of grow asset return and customer base, operational excellence and capital strength. Now, the thing that I note is all of that strategy's enabled by sustainability progress. How do we actually work better with our customers? Well, that's always enabled by how we shape thriving communities. In every asset class, we have to fundamentally engage differently and work with our customers. So whenever we do residential developments, we actually do a long-term livability survey, where we actually measure people's satisfaction with the key design elements, the community programming, and use that to inform our strategies in those areas. We're going to spend quite a lot of time tonight talking about how we optimise and innovate, which is really how we engage in making meaningful environmental change and considerations in the carbon space. Now I think one of the things that business and government have to talk about well in this space is when we actually drive energy efficiency programmes. They make fundamental business sense. You know, the company that I've had the privilege to work with has saved over \$90 million in deferred bills and actually whilst turning off the equivalent of sort of half of our portfolio in office. And if we actually look at that, this combination of efficiency and efficacy is really what we're going to actually need to drive over a longer term journey. We also have to look at how this builds to capital strength. And just to briefly touch on that, how we deliver these elements in

partnership together is of the most fundamental importance. And, you know, so if we look at green financing instruments, like the green bond, how we actually engage different parts of the sector in meaningful ways, that's very important. But when I talk about partners, when I look at my partners within Australia, I actually look at the key government partners that we work with. And one of the panellists before this was asking me, "How do you work with your council area? "What's your home council?" And it was a great question, because our home council is the city of Sydney, of which we were one of the founding members of the Better Buildings partnership. And that city has a partnership where we all commit to hitting 70% by 2030 in our buildings and actually move together on that trajectory of measuring. We were part of their Resilience partnership. And I think of the key messages, when we talk about the complex difficult conversations we're working through tonight is how do you do it? Together is the answer. So I was asked a little to give some of my reflections on a long journey in this space to see if any of those lessons as we discuss them in the panel can help Auckland as they consider their journey. So for us, we've been on this journey for over a decade. And I think it all started exactly where the Auckland Conversations are really evolving at the moment. How do you establish meaningful frameworks? How do you set out ways of measuring? So for us, it was really set in our early day, it was about setting up the governance frameworks and the accountability metrics. As we moved a couple of years into our journey, it was all about how we set bigger targets and then held ourselves to account to achieving them, and then how we actually moved across deeply into everything we do. And I think that's really the phase that Auckland's in when they describe, you know, the climate mapping work that you've been doing, and sort of new climate symposiums that you've been having over the last month. And I guess, for us, as we sort of move through the different phases of our journey, it's been about trying to actually take some of those small ideas and make them bigger. So for us, we started with the smallest solar system you've ever seen. You know, we did that in 2011. We took that to a degree of scale and we're currently running Australia's largest property solar rollout from one property group at this stage. Now, how you actually do that is exactly the same strategies that have been discussed here about take a meaningful piece that works, embedded in your governance, take it to scale and discuss it with your communities and then evolve these over time. But the subject of the conversation that we're focusing on tonight is really about how we start to make meaningful impacts about climate and then how do we actually consider the key variables that need to be discussed in these conversations. Now, whenever I actually think of starting these journeys, I think drawing down from some key international examples is really important. Sometimes people get confused when we talk about climate, because they talk about metrics and targets. What are we actually going to do so that we stay within the Paris agreement? And then how do we work on climate adaptation? Or what's the strategy in the governance? And I think we're really fortunate that there's some amazing global frameworks that's being called the Task Force on Climate-Related Financial Disclosures that effectively sets out a framework for implementation across these measures. And we're actually starting to see that encompassed around the global scale. Now, fascinatingly, this framework didn't come from the environmental movement, it actually came from the Financial Stability Board, a board that was set up globally to have global financial security after, you know, the financial events that we had about 10 years

ago. And so I think the thing is the dialogue has changed where when we actually speak about climate resilience and there's a fundamental global understanding that if we're going to be future-focused, you know, exactly as the reflections tonight, this is where we need to start. If we're going to have any prosperity we need to be understanding this. And just to give you a little bit of context of where I come from, we're at the point where if you don't have strategies in this space, there's a national report on investing in the dark, Australian companies still failing to disclose climate risks. And what this is fundamentally saying is if you're going to build prosperous cities and a prosperous economy, you need to have long-term planning in place to actually manage these issues. Now, I've talked a lot about frameworks. But now I'm going to talk to you a little bit about our story. Now that is, and we're going to talk a little bit about this tonight, Auckland's just gone through a journey of mapping how much at risk your assets are. That's a map of ours from 2011 where we looked at how much at risk our assets were. And so tonight we're going to talk a little bit about how you actually start there and then move your assets along a different journey. Now, how did we start? As it often is the case, we started with a crisis. We had one of our final Queensland assets has a cyclone and very quickly one of our shopping centres became a disaster recovery facility with very limited notice and access. Now, for us, that was sort of the start of we really need to do more work with universities. We need to fundamentally understand how we keep what we do to make sure that these assets are in the best shape possible, because when you have a disaster, the entire community becomes involved and public buildings become very engaged. We started to develop all of our disaster resilience planning, all of our key relationships across our cities to do an engagement. But one thing that was clear to us was we couldn't actually do this in one location. So we took a map of our country of our portfolio, looked at the latest climate research and then mapped how vulnerable our assets were. And then we did our first stage of setting a three-year plan of where our assets are. I don't want them to be that vulnerable in three years. And started doing physical mapping of each location of what would it take to start to make change, and then deployed that through long-term discussions with our insurers. Now, the thing I can tell you is when we discuss this across our economy and with our insurers, our buildings are actually easier to insure and we get a lot of engagement. This form of planning that you're talking about, the thing that I would say to you is it's difficult but it's absolutely possible. And, you know, we achieved our target of moving those building's resilience to a lower point of vulnerability. Now the next point that I'll make is everyone loves talking about climate resilience. But the reality is when we have a big disaster, it's actually about the community. So we, a few years later, after we've been doing some of this framework work, we had Cyclone Marcia at a place called Stockland Rockhampton. And we'd been doing quite a lot of work. We kept having, we had a creek below the entrance to our asset, it kept getting washed away to current design standards. We designed to file high standards and then we actually had no issues at our asset, but we were the only asset functioning in the region. So we were the only ones with power. And so all of a sudden we had field hospitals in our shopping centre car park. We were the local telecommunications area. And so our focus shifted from just being about climate resilience to community resilience, because the reality is when these transformational events happen, it's actually the community that is most impacted. And so going back to some work with my home

council, the city of Sydney, they've been involved in the C40 climate resilient cities. But what's been really interesting about their approach is they've started mapping not just climate vulnerabilities, but they've actually been mapping their entire community's vulnerability, because they're saying the points of climate resilience will actually be at some of the points of the highest community resilience. Now I'm just very briefly going, now, what does that mean? That means we actually have to start looking at, yes, the physical assets of an individual asset, but what does that fundamentally mean across our economy and what does that mean to our supply chain? And actually start mapping those things, because if we're going to have this scale of change that we're describing, we have to be able to help all the parts of our society move. It's going to be different education programmes, different support, different transport systems. And so the thing that we can't forget, and I think were sort of eloquently described earlier, is that there's opportunities in this. When we actually look at the large-scale transport planning that was referenced, and we look at electrification of your transport systems, that's only going to work if we decarbonize the building sectors and made them a lot more efficient. Otherwise, where's the power going to come from without fundamental structural shifts? Or where are the key opportunities in the renewable sector? We've got to work through these complex issues while selling a message of hope to our communities. And the thing that I would sort of, that gives me the most hope, is when I look at the complexity in these challenges, for all the challenges we have, there's these beacons of light on the horizon. When I have the privilege to work with the New Zealand Green Building Council and I get to see some of the amazing programmes that they're doing in the home space, which is sorely needed, or the fact that there's frameworks that are being launched that cities are signing up to where they commit to net zero by 2030, and you can sign off property portfolios, the thing is we can't become so challenged by the things we're describing that we don't do today the things that we know need to happen. And so my final challenge point, as we go into this discussion is we're starting to see around the world rallies of children asking what action we, the grownups in the room, are taking on climate resilience. On the climate, there is no planet B. Now, at the moment, we know that we don't have a lot of children in this audience, we haven't had them demanding more renewables and better buildings. And so we know that when we do these conversations, we actually have to take all the frameworks and the great concepts and plans that we're deciding and that Auckland's deciding and make that far more of a community conversation. So I'm absolutely thrilled to be here today to be the first panelist to start to discuss this community conversation. And I really comment Auckland for not just going to technical frameworks with boring engineers like me, but actually to turn this into a community conversation where you reimagine how you design your cities for the future. Thank you, I look forward to having a discussion with you on this fabulous subject.

- Thank you, Davina, so climate resilience. Now I'm going to invite our next panellists up to the stage, please. So please can I welcome John Mauro who's a Chief Sustainability Officer at Auckland Council, Jacqueline Paul who is a lecturer at the School of Architecture at Unitec Institute of Technology. And Ludo Campbell-Reid, General Manager of Auckland Council's Auckland Design Office. So here are our panellists. For those of you at home who are asking,

Slido.com, the hashtag is #future, and those of you in the room who'd like that, too, that goes straight to this iPad here. So I will start taking some questions. Please be ready. Before we do, I know there are three strange people on the stage you haven't really got anything, any knowledge about yet. So what I'm going to do is kindly ask if our panellists can sort of sum up who they are and what they do in very, very short sentence. Ludo, if I can start with you, please.

- My, oh, here we go. , everybody. Michelle, thank you. Look, my name is Ludo Campbell-Reid. I'm the council's design champion. I'm responsible for the Auckland Design Office, which is a team of 64 of Auckland Council's finest looking to drive up and design into the heart of our decision-making at the council. I've been here 13 years. And it's probably the best job in the world.

- Jacqueline.

- Oh, So, I'm Jackie. Yeah, as mentioned, I lecture at the School of Architecture at Unitec and then over at AUT working with the National Science Challenge, on building better homes, towns and cities. And currently on the Auckland Youth Advisory Panel for Auckland Council.

-, oh, man, no. Hey, here, look at that. Help with a friend. Chief Sustainability Officer I run the Chief Sustainability Office of Auckland Council, which I will point out is sitting somewhere in the back there. There are some fabulous members of my team who would be happy to answer your questions, because most of what I will talk about is about their collective brilliance.

- Perfect, all right, that's a summary. And we're getting some questions coming in. I've got lots of questions. But I'd like to actually start, perhaps start with Jacqueline, if that's okay. Look, I'm really passionate about our young people and we don't have, no offence, but we don't have that many young people in the room today. And by young people, I'm talking about our next generation of children. Don't be offended by that. I'm not saying you're all old. I'm just saying that I work a lot with high school and primary school children who are passionate about the climate, who are passionate about their homes and their communities. And we don't often get to hear their voice. So, Jacqueline, can I ask you how do you think our young people contribute to our cities? And what impact do you think they should have in these conversations.

- Cool, So hands up if you're under 25. No, hands up if you're really under 25.

- Nice.

- Okay, so, you know, in Auckland we have such a high population of young people and yet we're not really involved in these types of conversations. But like Davina's already said, they're out there, activists on their own in terms of school strike for climate, Those Tamaraki and Rangatahi or Ihumatao. So they're out there. They're contributing to, you know, real grassroots , but it's still grassroots level. How do we kind of think about how we connect those, our

community, so that we're developing more of a partnership and they're having a voice at the decision-making table. I'm really lucky 'cause I sit on one of the Auckland Advisory panels. And so there, there's 21 of us on that board. And we're able to have a say and act as, I guess, a robust system of accountability. To really understand what council is doing to, I guess you know, empower Rangatahi and invest in things that really affect their future. But there's still a huge disconnect because people are still making decisions that are influencing our futures for our young people but we're not included. So how do we start shifting those conversations?

- I love that. Thank you so much. John, I have a question for you. Yes, John, look I've just come back from travelling. I've just been three weeks in China and a week in Europe. And it's fascinating to just be in another city and sort of see what's going on. I love Auckland, it's my home. I'm passionate about Auckland. But we have some challenges here. So, I mean, talking about people is one factor. But, actually, we have a range of organisations and invested parties who sometimes challenge what we want to do and slow things down a little bit. How do you see us working together for big topics like climate change when there are so many different invested parties who maybe have different opinions?

- I mean, that's an interesting question, 'cause I think everything's on track and nothing's wrong. So it would be, no, just kidding. So, look, that's important because I would also challenge everybody in this room that we're all part of the problem and all part of the solution, depending on where you sit. And, I think, Michelle said it really well. You're here tonight, engaging with us to figure out how we future-proof our city. And that's a really big step forward. So from my perspective, at least I could talk from what my team and I were doing around climate change, with probably a lot of you in the audience as well. I think there's, you know, there's something, we might hear a bit about some ingredients from my colleague, Ludo. And I'm very curious, 'cause he has unveiled only that they're ingredients. And I don't know what they are yet so I'm nervous. But maybe I'll talk about the recipe. And I'll talk about that getting that right in collaboration and doing things quite dramatically differently is really required. I think there's nothing like climate change to generate a need to do something quite radical and changing how we do things. So just a couple quick examples. As we're currently with some of you in the room, and hopefully all of you by the time you leave, developing an integrated, inclusive and intergenerational climate plan for the region, how are we going to address these issues? We're doing that right now. And in doing so, we're doing things differently. You know, of course we're a council, we don't always go completely radical. But we're thinking of new partnerships. How do we engage, really engage in partnership with? I will say we don't have that perfectly right, but, boy, we are trying really hard. How do we engage with the private sector? As a member of the Climate Leaders Coalition and actually as a large business in Auckland? We're doing things differently. We've signed up to some pretty ambitious goals and targets of how we're going to do that. How do we use our platforms in, you know, engagements like this, but also online platforms like Climate AKL to actually generate a discussion around these issues and pull that feedback into the design of the plan? And then, like you mentioned earlier on, Davina, thank you, about the climate symposium we held, also in partnership with some of my colleagues on

the panel, how do we actually think, and when we're having a climate symposium, it's not just about perhaps people like Ludo and I and what we represent, it's actually about a diversity of opinion and it's about engaging in a different way about issues that are climate related, but they're actually also related to intergenerational equity, a just transition, Rangatahi, Maori, and Pacifica, and starting a whole new integrated set of conversations that, frankly, they're challenging. They really challenge us to integrate some stuff that's really difficult for us to do so. So I guess what I'm trying to say is the how is probably almost as important as a what. We kind of know what. We could look around the world. We could look to mighty Sydney and know what we need to do, but the how is actually where we win.

- Thank you, John, and I like that you set us up for And there are going to be microphones around. So if you do have a question, get ready to put your hand up. While you're preparing to put your hand up, I'll take one from Slido right now. This is from Nic, Nic with a C. Nic wants to know, "How do we stop the building roads "and start building transport systems?" Who would like that one?

- Mm.

- Start small, hey. Ludo,

- Shall I give it a go? Look, I think it's a great question. And it goes to the heart of the whole conversation today. You know, Thornburg and the team, you know, the young people who've been pushing the agenda. You know, the house is on fire is really what they're talking about. And the biggest emitter is the transportation. So hitting that conversation is really important. And so it's really understanding that these impacts that we're making today. And I understand, I guess looking at other cities around the world, if you think about cities that have been pushing the agenda, you know, Vancouver back in the 70s decided, made a decision, that they weren't going to build anymore freeways in their city. You know, London built its underground when its population was only one million people. I mean, you know, Michelle, you've just come back from China, I mean, yesterday, or, in fact, last year, Shenzhen have now made their entire public transport system all EV, electric. So there are cities around the world that are doing this, have been doing this for 20 years. And Auckland is somewhat a late adopter in this story. And we need to get our show on the road. There's a sense of urgency. And I suppose that's the issue here. So it's about integrated planning, long-term planning, but I guess perhaps it'd be challenging. Let's stop writing plans for 50 years ahead, because we may not actually get there. So how about we start writing two-year plans, one-year plans and drive it through that way?

- Okay, question from the audience. And where are the, can I see the microphones? Okay, there are microphones. Can I get this man in the middle here who has his hand very high and seems very passionate? So we'll go with him to start with.

- Seems

- That's kind of the role, that passionate, hold your hand high, I can see you. The lights are very blinding. It's this man in the centre here. Thank you, sir. If you just want to introduce who you are. Can you turn that mic on for him?

- Yes.

- Nope, hold up. Give me a mic. Let's just solve this problem. All right, so come over here. We're going to do this manually. Hello, how are you? There you go.

- Yes, my name is Jamie Walton. And, first of all, I want to thank you for the presentations and the great work that you're doing. It's telling to me that the two gentlemen in the Auckland Council don't exactly know what each other are doing. I'm just wondering how these, and even before we go talking about the private sector and central government, how do we turn these vertical silos horizontal and connect them up into a pipeline that delivers results quickly, because we've got lots of alliances. The most we've had alliances in the past about building motorways. The new alliances with the new government seem to be, I've just read them this afternoon, they seem to be about more roads and more sprawl. How do we reverse that? We've got companies, and was just up at Auckland University there who've developed contact list induction, charging of electrical vehicles, and they're having to go overseas. We've got just over the hill in Tamaki River, there's a company that wants to build e-ferrys and have some e-ferry quickly and to make people proud. How can we get some results coming and bridge the silos and get them connected up?

- Thank you so much. I like that. Do you actually what each other are doing? 'Cause I think that's a good question.

- Yeah, yeah. We can spend the entire rest of this time talking about the answer to that question, 'cause there is sort of no clear true answer. Let me just be clear, though. Ludo and I actually do know what each other does. I was being a little bit tongue-in-cheek. You know, urban design, sustainability and climate change are kind of the same thing. And I would predict that throughout this conversation, we both might say things like, you know, with the transport and land use situation and government, we're given a bit of a leash to say things like, you know, why are we kind of condemning people to a life in a prison really in saying you get years of hard labour and solitary confinement in enclosed communities because you have to travel in from so far? And it doesn't make sense from a sustainability point-of-view, from a health point-of-view, from a climate point-of-view, from any point-of-view. I don't think we're off to that song sheet. That's kind of what we're constantly talking about as thought leaders for council as bureaucrats. How to do that goes back to how I answered the previous question, though. I mean, admittedly there are silos. And we need to work with central government, with Iwi, with the corporate community, with community groups, on doing that better. And for me to stand here and say we're doing that so well would be stretching the truth. We need to constantly do this better. We

welcome your feedback. But on the climate work, you know, we have signed a formal agreement with government and how we're doing this together and the large span of the Zero Carbon bill. So, you know, clearly there's a nesting that happens about us as an organisation, us as a region and us as a country that we can do together. And it makes common sense. The devil's sort of in the details. That's my quick one.

- Yeah, can we take another question? Do you want to quick answer?

- Look, I mean, cities all over the world have made decisions because of the silos that run them. There's an issue when, it's wonderful having Jacqueline here tonight, there was something called elite projection, which is a new concept which is emerging around the world. It's people in charge tend to be elite, middle-class and wealthy. And so we've got to get that diversity at the decision-making table more. Women, more diversity of ages, ethnicities, and different views, because solving this is really complex. And so people like John and I, we work horizontally across the organisation. You know, that is our mantra. It's about building connected conversations around this stuff. So there are many examples, if you think about Wynyard Quarter in Auckland, that did not happen because of one silo. That happened because of the whole range of multidisciplinary public, private, partnerships with central government, with the private industry, with not-for-profits. That's how we do the things well. And the best projects are always done together, but the worst ones, building motorways are usually done in silos. And that has to stop. But it's about leadership from the top all the way through the organisation. It's difficult stuff, but it requires leadership and key decision-making.

- Questions from the audience. I like you 'cause you're here. So this lady here.

- Hi, my name is Lorraine. My name is My name is Lorraine Knight.

- Can you hear her?

- No.

- No, we're going to, that's all right, we're getting there.

- Hi, my name is Lorraine Knight. And I live in Onehunga. And Onehunga has been turned back into the heap it was before. I understand, I found out the other night that the East West Link has been fought for again in the Supreme Court. And the, you know, I think you got to look at the vehicles going through it. My street has been turned into basically a motorway in the last few months. And with high pollution, great big trucks, very dangerous, feeding into what will be East West Link if the National Party have their way. Now, overseas, a lot of the places are saying, "Okay, they only have e-cars "and you know, at least hybrids going into the city." And also a lot of cities are actually looking at how to manage trucks. So they haven't got all these pollution

trucks everywhere. And they're not designing for trucks and things that are polluting. You know, those e-trucks and things like that. When are we going to get that?

- Yeah, that's a good, let's start with that. When are we going to get e-trucks? Go, seems like a good start.

- Gosh, I don't want to be the person to answer all these questions, but I think, look, I'd love to talk to you afterwards as well and let's have a conversations, because, you know, I'm not a big fan of the East West Link. You know, it's time that we stop building more roads and build more PT. Auckland's investing in 28 billion dollars over the next 10 years as a part of a programme called eTAP. And that was a partnership between central government and ourselves. Most of that, 80% is going into public transport. We're building some roads. But the majority is in active travel, which is exciting. So we are changing and the last 50 years we've been building roads. As the mayor actually mentioned early on tonight, it's about a culture change. And that's really what Shane Henderson and his team have been charged with by his board and by government and by us. So could we catch up afterwards, because I'm with you on a lot of that. So I don't want to take over the conversation.

- No, that's good. And that sort of ties into some questions that we're getting online. So let's talk about Onehunga, let's talk about when we talk about Auckland City, what do we mean by Auckland City? 'Cause sometimes I think when we talk about the city we talk about central city and Auckland is very broad. But also this great question here from Anonymous, so I don't know who you are. "To what degree is the short government term "of three years a handicap "to building a sustainable Auckland?" and I think it goes to your question there, Madam, around what do are we doing as projects from a government ` and then suddenly government changes and projects don't take a priority. So how much is that a handicap? There you go, big questions.

- We've got Chris Darby here. One of our senior counsellors-

- Chris Darby.

- For this.

- Jonah, come up and be fifth panelist.

- No, that's fine. I do have an answer for that

- Come on, Chris. Everybody, this is Chris Darby here. We now have five panellists.

- Hi, thank you. I don't want to--

- Please.

- Crash the party, folks.

- Introduce yourself.

- Look, this probably came up. Jackie's referring to this question that came up at the conference recently. And I'm a fan. I think we've got to find some fans at central government and maybe the opposition who really want to have a crack at locking at a four-year term, because at the moment, you recover from election, you find you're in office and you know, you peddle around a little bit. And the second year you govern, and the next, third year, you're getting for an election. So there's one year of true government, governance set of three years. And, look, the answer is local government and central government, I think we've got to extend out four years, at the moment we're not cracking it.

- There you go. It is affecting us, then, yes?

- Yes.

- And I just acknowledged that another part, I think of some of the solutions with that, is some of the work you're doing at the moment, your climate resilience work, is far extending beyond the term of the government. So it's a combination of how you look at terms but also having long-term strategies that are bipartisan and enduring. You know, so trying to find consensus noting there might be a change and then trying to find a long-term trajectory, which is often the easiest part to agree on. Often the most challenging aspect is how you get there in the short term.

- Thank you. Questions from the audience. Hands up high, let's see if anybody's on this side. No, that lady over there, she is waving. I like waving people. Hello.

- Hello, is it working? No, we try again, a-ha! I am Professor Krumdieck from Canterbury University. And I just heard--

- Wait, wait, did you also apply, professor.

- Yes.

- Are you going to ask the, I'm just saying.

- Asking my question.

- You're like double medium, no, it's good. I'm just going to delete your question now, that's good.

- Well, here's my question because I had to put my hand up because you just said, "Vision for change away from the roads and that." So vision, good, good, away from the roads. And you're going to build a giant parking lot to import more cars into your city on your waterfront? Just stop, just say no, just done. That's all.

- Drop the mic.

- I like that.

- Yes, no? Say yes.

- You can have two questions.

- Say yes.

- Very good.

- Up until 1945, Auckland had the highest patronage of public transport in the whole world. You were the number one in the whole world for PT patronage use and more recently, you're one of the worst in the world and we are rebuilding at a faster rate than many other cities in the world. So our journey is a journey back from the edge of really civilization where we built motorways for 60 years. It's a long time to be addicted to a certain type of mobility. And so what we've got to do is we got to start thinking about simple things which start to wean us off the motor car. And it's about behaviour changes, not just about projects and it's about incentives, fiscal incentives to change we design our city. And so the port is part of a challenging programme. The city council, the new super city is not perfect. And there are lots of silos within this organisation. It's six-years-old as a new company. You know, we've got to start to build those bridges. So we're working with the ports at the moment to see how we can incorporate those car park buildings as residential buildings into the future, because in time they may not be needed. But we're still importing cars. And they still need to do the business. So it's really tricky. And everything's a system. As Michelle said earlier, it's all linked. So understanding and treating it as a symptom of part of a whole system of things is really important.

- Could I just quickly chime in and say, Professor Krumdieck, it's good to see you again. And excellent question. Can I just encapsulate what you said and just say you're saying go ahead and walk the talk. And I guess adding to what Ludo just said, it's also about guts and decision-making. And, look, I mean, I don't get to make a tonne of decisions. I'm not sitting around the council table. I'm not an executive lead team member. But I do play a role in helping to shape up good decisions. And so if we take the responsibility for saying that doesn't quite look like the climate resilient low-carbon, zero-carbon, future that we are trying to deliver, we need to actually take a pretty strong and direct radar to see those massive inconsistencies. And

we've got some. Just like as individuals we all have those inconsistencies between our values and actually how we act every day. We need to do a bit of cleaning of the closet there. And that's a great example, but the pattern of development is probably the biggest examples. You know, if walk the talk on climate change, we can't be sprawling. We kind of need to do a bit of a stock take. So thank you.

- Next question from the audience. Where are my microphones? Look, there's the lady over there. She's is as far away as possible, let's go with her, because we want to see you run, go. She's not playing. Yes, Madam, could you just introduce yourself, please?

- Hello, I'm Alex and I'm London has just introduce the pollution fine centre. Is there a way that can be introduced here some of those funds go to poor people in lower income areas to get self-driving electric vehicles?

- I didn't really hear the full story, though. Do you mind just repeat it?

- So London has introduced a, what was the--

- London has introduced a pollution fine.

- A pollution fine. I like that.

- If we introduced it here going towards subsidising electric vehicles for communities who are further out and cannot

- That is a great question. I'm just going to repeat it for everybody on the live stream at home.

- Yes, yes, why not?

- Well, let's do it. Okay, so let's talk about the, let's talk about, so London has introduced their pollution fine apparently. And so can we do that here in Auckland and use the money from it to help subsidise electric vehicles, which we know are pretty much a privilege for many to some of our lower income areas where they are having to commute because they're having to live in cheaper housing.

- I think that kind of contradicts itself here, because public transport's already expensive and not affordable. We've had huge regional fuel tax for those low socioeconomic families and like single moms who rely on cars. So how are we going to kind of manage this within in this context, 'cause yeah, we can't go one or the other and it's too expensive to afford an electric vehicle. So we're going to walk everywhere? So what's the kind of transition? How do we get to that ideal where we're incentivizing. 'Cause that's so far out of reach. Like, we're still trying to get on the bus. You know, like baby steps. But this is the reality. You know?

- So Seoul have just recently have introduced free public transport during rush hour. So I think there are lots of things that this organisation, this council, the government, could do to help that process, absolutely. And it's all linked, again.

- Yeah, and with what Gen Zero are trying to push for around Freeze the Fares, like there could be, I guess, technical approach around what they might look like. And again, what you're doing within the weekends for under 15s, you know? So all these steps trying to get to that idea also. Yeah, what's that look like?

- So let's talk about that. Public transport, why is nobody getting on a bus, number one it is--

- No incentive.

- No incentive, right? It's expensive and it's usually cheaper for me to drive my car and than to take a bus. And I have flexibility. So how do we make it more incentivized for people to get on public transport?

- You, you ask Winton to get everybody a gold card.

- Winston, all right. We're onto Winston now.

- Yeah. I look forward to that.

- Winston Peters, please, can everybody have a gold card? I like this lady.

- Can I just say, it's irrefutable that costs plays a major role in determining what mode someone's going to take, which is why I brought my bike here, because it's the cheapest way of getting around. There's also a range of other things that are really, really fiercely important here and elsewhere in the world. And part of those are things like convenience or safety or frequency. And frequency is often at the top of the list of really, I mean, I'm not going to dispute cost is huge. We've looked into road pricing. London's doing amazing stuff. We've continued to talk about road pricing. We should continue to talk about road pricing and thinking about those who are going to feel the pain of a policy like that the most and using the money to offset that pain. So I'm totally with you. We also need to think about public transport infrequency and if we don't, even if it's cheap, people won't get on a bus that comes every hour. You should not have to think about when you need to go catch the bus. You should just instinctively go there.

- John's points are absolutely right. The trouble with, I don't want to sound defensive, okay? And I hope I'm not. There are things that this organisation does and the council does and Auckland does which I fight and I'm anti, but one of the things we've done best is the new bus rollout of the new bus network. It is fantastic. It was a nightmare before. It is the fastest growing element

of our transport system today. It is much more easy, much more convenient. And all those things that John said absolutely need to be in place. The issue is getting people to try it and to start to. Once you've tried, once you start to buy, but two weeks free public transport for those that don't currently use buses, and let them start to see how that feels, because the system's brilliant and it's only just beginning. So I don't want to champion the good stuff just because. It is really good, it was awful before, and we're going through this rebuilding process. So I don't want to criticise when it's not due.

- No, I like that. And, John, though, I thought I liked you. But don't give me your cyclist thing. Like it's great that you cycled here and that is a privilege position to be in. Number one, you can afford a bicycle. And number two, you live close enough that you can cycle.

- That's right. That's right.

- And we're talking about people, Auckland is a big place, and I don't think cycling is always--

- Brave enough.

- I'm brave enough, brave enough, yes, that lady there.

- I'm not brave.

- And so it's great that can go on your bike. But I'm not sure it's the solution for all people unless you can get all your kids and your family and your cat.

- Rider reply? Rider reply, can I just jump in a little bit

- You can totally come back. Yeah, this is why we're here.

- I take your point. It's a very good point. ' It's a very good point. And, in fact, yes, I will agree with you. I am in a privileged position where I live very close and I could just ride my bike in.

- And you're able-bodied.

- You're able-bodied.

- Yeah, I'm able-bodied.

- Exactly.

- I've been to a bunch of cities, as many of us have. A lot of 'em tend to be in Scandinavia that we talk about. But when you look at the average age on a bike or the average gender, in some

of these cities, it's actually kind of remarkable that you will find people almost into 100 years actually on a bike because it's safe, it's convenient, people also aren't going far. So I think the point we were trying to make earlier is actually the design of our city, if you fast forward 50, 60, 70 years, if we set up a city where you don't have to bike in 20 kilometres, you could actually just take your bike to across like a kilometre. Or you could actually just go down the street. That's the kind of city that I have in my mind that is actually accessible to many more people and people across the age, gender background spectrum. So, yes, I agree. Right now, it doesn't work for everybody. And it can't the way it works. So let's change it.

- Thank you. I'm still your friend there, thank you. Can we ask this lady there? She's got some blonde hair, she has her hand held high. And she looks very happy. And I'm hoping she's going to ask us a big question with a working microphone. Yes!

- Hello, my name's Hannah. Hi, Ludo. I'm studying geography UOA, I'm in my final semester. And my question today is how do we solve the disconnect in our city? I think one of the big issues, I used to live in London, I think one of the biggest issues in Auckland is how suburbs are so difficult to get between. Yes, like it's great. I live just off Dominion Road and it's so easy to get in and out of the city. But it's so difficult to get to other parts of the city. And as I don't own a car, I usually have to rely on other people to get me to other places, or Ubers, which is very expensive sometimes just to get home safe or just to get to another part of the city. Like how is that going to be solved? I shouldn't have to travel into city for half an hour to then go out again to another part. What I think should happen is Auckland needs more hubs. It can't just be focused in the CBD anymore.

- Great question. How do we connect our suburbs to each other, not just the city centre? Anybody want to take that on? Anybody.

- I want to, but, again, it's about the rest of the team here. There's so many answers around these questions that there's a programme in place. It's not perfect. It's been under-invested for 50 years. So that's my first point. The second point is City Rail Link is not about the city centre or the CBD, as we used to call it. So Michelle's absolutely right. The City Rail Link will double the efficiency of the entire rail network. You'll be able to get in from Manukau, which currently takes over an hour, within 20 minutes. It changes the way we think and where we think about our city. Light rail is in the next pass of the layer of the transport system, which again, Michelle mentioned earlier. We don't have it, we used to have it, and we're now about to build the first line, which is the first time in 50 years. It was ripped up by the government in '56. So we're a long way back from where we need to be. And that all costs money. And so it's really thinking about how this whole thing links. Panuku are working across the region, Manukau, Onehunga, Northcote, building these regional, sub-regional centres, putting these parts of the foundations in place for a city, which starts to be more sustainable. And I guess, maybe my question, maybe back to Davina here is, perhaps to bring her into this, is what is the role of the private sector in making this happen? Because at the end of the day, the government doesn't have enough

money. You guys have money. You've got investors, you've got people. We need to work in partnership with you. And what's your role in that? Do you mind if I sort of, yeah?

- Where we've seen this done well internationally, there's a concept of what you call value capture.

- Yeah.

- Where there's higher investment from government or council, whichever form of government it is. And that's matched by higher development fees, in whatever form, as a form of value capture, because those properties will have higher value, because people want to live in livable, walkable, locations that are connected to transport. So if we look at the some of the international examples, we see that's being done really well in Hong Kong.

- Yeah.

- And there's some connected links in Singapore. I don't claim to have the answer in its entirety, but nothing that, you know, often the most successful elements of this have become in tripartite partnerships where there's been an investment from another source to boost the kind of radical change that you need to see. And there's a number of international models. And, you know, whilst Auckland's on its journey, it's good to see that you're looking at how you can accelerate those with different kinds of partnerships.

- Great, so that's exactly the way in which we're going to pay for these things, because we're not a wealthy country and we need the private sector. We need their intelligence, their innovation and their money to partner with us. So the light rail project, that's a perfect public-private partnership worth a lot to the people along the corridor, worth a lot to the investor who invests in your company.

- Yes.

- Could I, a very short phrase, and just say I said this before in forums like this. So apologies for repeat customers. Let's stop doing the dumb things, you know? Because they cost money, too. And if we stop doing the dumb things, we have money to do the better things.

- I like that. Can you write me a dumb things list and then we could just call people out? That'll be great. Okay, question, we haven't gone over that side of the room. That lady there, she is waving. She knows the rules now. Let's go there.

- Hi there. Just talking about doing the dumb things and public-private partnerships. So I'm the Design Strategist at Spark Arena. And since last year, we've, well, we have to serve drinks to people. They come to concerts, they like a beer. Because of the health and safety, we can't give

you a glass. So we serve you a disposable single-use cup. And since last year all of our cups have been made of corn starch. And they are composted. And we make sure that they go to the correct place and are composted. That represented a million cups a year. And we've saved, from our projections, over 55 tonnes going to landfill in the last six months. We did this because we think it's the right thing to do, because we live in this city. We're humans and we think we should turn the tap off and not just mop the overflowing bath. We've taken a lead very publicly. We've had a lot of people come to the building since we've done it. And we haven't had any buy-in from any public organisation. I've tried to be in touch with the Ministry of the Environment, who fobbed me off, telling me I could sign up to some stupid thing that would give me a logo. Nobody's interested in what we're physically doing on the ground. And this is, you're talking grand schemes, 10 years, 20 years, and Ludo nailed it when he said, you know, we should be finding results in two years. We've had results within weeks of what we've done. And I went down to the Auckland Arts Festival. And I was given a polystyrene cup. Shame on you, Auckland Council.

- Yes, that lady. I don't think we need a comeback from that. I think she's made her point. I don't want to hear from the panellists. They have nothing better to say than that lady there. Okay, next question. This young man here.

- Hello, everyone. Is that working?

- Yeah.

- Yep. My name is Fred. I'm from Melbourne, originally.

- Hi, Fred.

- And I'm studying here in Auckland, studying urban planning. I was very privileged to be part of John's team recently. My question is about, I live in Onehunga now. And Panuku is doing some redevelopment there. And when I go to the shops in the evening, I see a lot of diverse range of people in Onehunga. And I love that about Onehunga, and that's great. But how do we bring these people along in terms of the plans for Onehunga? And how do engage with a broad spectrum of people outside of the bubble? And I think everyone knows what I mean when I say the bubble.

- Cool.

- Jacqueline?

- Yeah, Did the Onehunga like community roundup and all come together? No, that's a great question, because you know, you guys have the 312 Hub, you know, focused around young people there. And I know the team from Panuku are here as well. And so they're doing some

awesome stuff around changing, I guess, some of these social procurement investment in terms of young people, how they're employing them, and doing some really place-making based stuff. It's just, I guess, tapping into those existing networks that are there and ensuring that you're changing the way we communicate in terms of council and those in the community. Well, I think they're doing some great stuff out there. But that's coming from the community there. So maybe you need to, yeah. Have you been involved in the 312?

- No.

- Oh, there you go. We'll send you a invite, get you there. Because, you know, that's a great community. And, yeah, it'd be awesome for you to connect with our team back over there, Nico from Panuku so

- No, one last question.

- Shut down.

- This lady here who has been patiently waiting. And I'm afraid that is going to be our last question of the evening. So we have run out of time.

- Oh, I'm a grandmother very concerned about my grandchildren's future. I've spent a reasonable amount of time in Holland. And the public transport was free for all students, university students. I went with a young friend who was at university some years ago. I got a 40% discount just because I was travelling with her. Now, I'm not saying that okay, but I thought--

- I like this. Bring a friend on the bus and you get a discount.

- By the time those kids get to the age where they have to start paying, and that's once they've finished their university degrees or their training, they have already got a very well-established habit of using public transport.

- Yeah, I like that. So basically, I'm with you and I guess this goes back to affordability, right? Is that what it is? It's a money discussion?

- Could I just put out an idea that might get me fired? What if everybody who makes decisions about public transport use or council level actually committed to taking public transport at least once a week.

- Yes.

- To actually see what constraints there are, how difficult it is. I mean, look, we're all trying to move the ball in the same direction here. But I think actual lived experience of what the challenges are would really dramatically change how you make those decisions. And, better yet, if those people making decisions right back to democracy, if they represented Auckland a bit better, with due respect to Chris Darby who is an absolute champion in this space, Pippa Coom, who is as well, But they need a little bit of backup from the rest of the community with age diversity, gender diversity, ethnicity diversity. And if those people are taking public transport, too, we'll be making much better decisions. We'll get to Holland.

- I like that, John. John, look, I'm a doer, not a talker. So what I need from you is a list of people that we can stalk, that would be great. And we can see how they get to work if they're making public transport decisions. And then we can have some bigger conversations with them. Do you like that? Shall we do that? That would be great fun, hey. I'm afraid we are out of time, 'cause I think we could have this conversation all day. Ladies and gentlemen, please, will you thank Davina Rooney, John Mauro, Jacqueline Paul and Ludo Campbell-Reid, for us. Thank you so much. To close our conversation tonight, I would like introduce Andrew Eagle, CEO of NZGBC to the stage to say our farewells and close the ceremony. And I am out of here. Thank you so much for coming out. Andrew, where are you? There he is.

- Well, thanks a lot, you know, that's a hard act to follow. Some really great speakers. And I have to say thank you to them and thank you to the great emceeing. But also thanks to you guys for some really great points in engaging and pushing them a bit. You know, we like to keep them busy and on their toes. But also a really big thank you to Auckland Council for having the forethought to create this dialogue and discussion, because the more we shout about it, the more change we're going to get. And people are watching and people listen to this. And people are taking away a lot from today. So I'm just going to touch on some of the things that I heard. And I'm appreciating anybody chipping in and responding to that also. I thought there were some really powerful messages there from Davina about how businesses stand to benefit from making change, energy efficiency and climate resilience. So resilient building mean lower insurance costs. But, more importantly, perhaps, resilient buildings and other structures like that, infrastructure, means a more resilient community. And isn't that so important for New Zealand? I really love the term elite projection. And I love the fact that we got immediately a response from Jacqueline about how we can get young people involved immediately and a connection there with Frank in the audience. I love Ludo's term about the house being on fire. If you don't follow Ludo and listen to him, he really sense that, right? And he's driving that change. So, you know, I know there's more change to be had, but the foresight to be talking about Queen Street being pedestrianised. That's a major step. People are going to see that, it's going to happen and it's going to lead to other change. I liked Jamie's point from the audience, right? Are you two talking to each other? I quite like that. You know, I'm going to come back to this point because people who we heard today, you know, they're being brave and they're putting ideas out there that do actually challenge. But it is true that not all the time the people in those senior positions in Auckland Council are going to listen to them. So there's a challenge to you.

When you see exciting things that John Mauro's doing like his sustainability action plan, which is looking at low carbon future, better public transport, these sorts of actions that you get in line and you support that and you drive for change and you put senior people to support that, because he needs that energy and support as well, even if he does, you know, cycle short distances as an able-bodied person. Probably while smiling. Gee, so annoying. So I think we do need to keep challenging, right? I really like the point about the car yard that we're going to have on our beautiful foreshore.

- You know, isn't that ridiculous? Isn't--

- Stop doing dumb things.

- Stop doing dumb things. There's a catch phrase here for tonight. So I really like that. So there was really clear message from tonight. And that is that we need to get transport right here. And that's going to lead to people feeling more connected. It's going to lead to people getting around more easily, for people feeling more safe. And I really like some of the key messages here from the geography student about just wanting to make it easier to get around. And I think that is key. We heard about more hubs. We know that Panuku Development in Auckland is doing some great work here. But really heard that people want change. I like Ludo's points that we are working away at 50 or 60 years of poor investment, poor infrastructure around us. I do believe change is coming. Here's the rub, here's the rub. In this whole thing, we need to celebrate the small steps forward we're making, Chris Darby's here and others, because that's the thing that gives us energy to go ahead and do more change. And it doesn't take away from the fact that we still need to get angry about the pace of change. So we can say it's tremendous that Auckland council has doubled use of public transport in a very short space of time, the electrification of the trains, more stops, more frequency. I agree, more buses. But at the same time, we can say, bloody hell, let's do this four-fold faster and four-fold more, I agree. And, you know, a really great point from Davina, a great collaborator from Australia who I'm just really honoured to have over here. So there we are. We take development contributions from people for new developments. And I kind of question what we're talking about, could we not be saying those developments, where those developers put in more public transport, where they have better resilience to climate change, why can't we dramatically reduce the development contributions or make a difference between those that are more impactful and less. You know, think about how we're engaging more with Iwi and reward that, have more resilient communities that are being developed. So that's some of what I heard. I know it's not everything. I do think that a really big collaborator and potentially a group of people who help drive that change, 'cause you need our support for this, is the Climate Leaders Coalition. Some of New Zealand's biggest brands have signed up to get into measuring and reducing their carbon emissions. And they're going to be on board with this. They equate to over 50% of all of our carbon emissions in New Zealand. Help, let's get them involved. I just thought I'd finish with a story which is about Auckland Council and something I think is kind of uplifting and positive. So six years ago, you know, we were asked to create a tool to look at resilient low carbon homes that deliver savings

and are healthier for New Zealanders. And it's worth nothing that our building code is absolutely woeful by international standards. And we created that and an organisation stepped forward about two-and-a-half years ago and said, "We believe in this." And that was Panuku Development Auckland. And I'm telling it partly to celebrate that. They also took up Green Star Communities, a great tool that Davina was involved in in Australia. That drive forwards livable, resilient communities. And it focuses on engagement from local stakeholders, like Iwi, to get communities we all deserve. So they're leading in New Zealand on these things. And we should be proud of that. But here's the really interesting thing. So they're doing 9,000 homes to Homestar. Some other organisations are doing that as well, because they led. And as a result, as a result, we're now working with central government to change the building code. And that's going to mean more insulation. There's going to be warmer homes. About 80% less construction waste to landfill and other change, because they were willing to step up and deliver for Aucklanders. So I think there's just a little note there about some action taking place and some people out there who are brave enough to step forward. And I wanted to reflect on that. Right, so I'm going to ask you to do something now, your key action. I'd like you to stand up. So we've got a hell of a way to go to get to zero carbon, you know? But New Zealand can do that. We were the first nation in the world to give women the vote, one of the first to enable gay marriage. And we can lead. And I firmly believe that. But to do that, we need you. And we need you to keep giving John and Ludo some stick, but we also need you to give them energy and give your colleagues energy, give your neighbours energy when they're taking the right steps. So what I'm going to ask you to do is raise your right hand. Okay, I'm going to ask you to repeat after me. I believe in a better future.

- I believe in a better future.

- I believe in zero carbon.

- I believe in zero carbon.

- I believe we could do this.

- I believe we could do this.

- Awesome, now, I want you to turn to your neighbour, turn to your neighbour, keep your hands up. Not all one person. Do a high five. Wait for me, wait for me. Do a high five, let's say, "Let's get this shit done."

- Let's get this s*** done.

-Let's go. Thank you.

