

Appendix 2 Climate Change – Transport – recommended amendments to proposed provisions

Table 1A: Climate change objectives and titles of policies and methods to achieve the objectives



Objectives	Policy titles	Page	Method titles	Implementation (* lead authority)	Page
			<u>and consider –</u>		
	<u>Policy 57: Integrating land use and transportation – consideration</u>		<u>Method 1: District plan implementation</u>	<u>City and district councils</u>	
			<u>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</u>	<u>Wellington Regional Council and city and district councils</u>	
			<u>Method UD.2: Future Development Strategy</u>	<u>Wellington Regional Council, city and district councils</u>	
			<u>Also see – and consider –</u>		
	<u>Policy FW.8: Land use adaptation – non-regulatory</u>		<u>Method 14: Information about on natural hazards and climate change</u>	<u>Wellington Regional Council* and city and district councils</u>	
			<u>Method 22: Integrated hazard risk management and climate change adaptation planning</u>	<u>Wellington Regional Council* and city and district councils</u>	
			<u>Method CC.8: Programme to support low- emissions and climate-resilient</u>	<u>Wellington Regional Council</u>	

			agriculture-non-regulatory methods		
			Method 48: Water allocation policy review	Wellington Regional Council	
			Also see – and consider –		
Objective CC.2	All CC policies and methods apply to this objective.				
The costs and benefits of transitioning to a low-	Policy EIW.1: Promoting affordable high quality active mode and public transport		Method CC.1: Climate change education and behaviour change programme	Wellington Regional Council	

Objectives	Policy titles	Page	Method titles	Implementation (* lead authority)	Page
emission and climate-resilient region are shared fairly to achieve social, cultural, and economic well-being across our communities.	services – Regional Land Transport Plan		Method CC.10: Establish incentives to shift to active low and zero-carbon multi modal transport and public transport	Wellington Regional Council	
			Also see – and consider –		
	Policy IM.2: Equity and inclusiveness – consideration				
			Also see – and consider –		
	Policy CC.16: Climate change adaptation strategies, plans and implementation programmes – non-		Method UD.2: Future Development Strategy	Wellington Regional Council and city and district councils	
			Also see – and consider –		

	<u>regulatory</u>				
	<u>Policy CC.17: Iwi climate change adaptation plans – non- regulatory</u>		Also see – and consider –		
<p>Objective CC.3 To support the global goal of limiting warming to 1.5 degrees Celsius, net greenhouse gas emissions from transport, agriculture, stationary energy, waste, and industry in the Wellington Region are reduced:</p> <p>(a) <u>By 2030, to contribute to a 50 percent reduction in</u></p>	<p><u>Policy CC.1: Reducing greenhouse gas emissions associated with transport demand and infrastructure – district and regional plans</u></p>		<u>Method CC.2: Develop carbon emissions offsetting guidance</u>	<u>Wellington Regional Council</u>	
			<u>Method CC.7: Advocating for the use of transport pricing tools</u>	<u>Wellington Regional Council</u>	
			<u>Method CC.10: Establish incentives to shift to active low and zero-carbon modal transport and public transport</u>	<u>Wellington Regional Council</u>	
			Also see – and consider –		
			<u>Method CC.3: Travel demand management plans</u>	<u>Wellington Regional Council</u>	

Objectives	Policy titles	Page	Method titles	Implementation (* lead authority)	Page
<p>net greenhouse gas emissions from 2019 levels, including a:</p> <p>(i) 35 percent reduction from 2018 levels in land transport-generated greenhouse gas emissions, and</p> <p>(ii) 40 percent increase in active travel and public transport mode share from 2018 levels, and</p>	<p>Policy CC.2: Travel choice assessment demand management plans</p> <p>– district plans</p>		<p>Also see –</p> <p>and consider –</p>		
	<p>Policy CC.3: Enabling a shift to low and zero-carbon emission transport – district plans</p>		<p>Method CC.1: Climate change education and behaviour change programme</p>	<p>Wellington Regional Council</p>	
			<p>Method CC.10: Establish incentives to shift to active low and zero-carbon multi modal transport and public transport – non regulatory method</p>	<p>Wellington Regional Council</p>	
				<p>Also see –</p> <p>and consider –</p>	
	<p>Policy 2: Reducing adverse effects of</p>		<p>Method 2: Regional plan implementation</p>	<p>Wellington Regional Council</p>	

(iii) <u>60 percent reduction in public transport emissions, from 2018 levels, and</u> (b) <u>By 2050, to achieve net-zero emissions.</u>	<u>the discharge of odour, smoke, dust, and fine particulate matter, and reducing greenhouse gas emissions – regional plans</u>	<u>Method 6: Information about reducing air pollution</u>	<u>Wellington Regional Council and city and district councils</u>	
		<u>Method 26: Prepare airshed action plans</u>	<u>Wellington Regional Council</u>	
		<u>Method 31: Protocols for management of earthworks and air quality between local authorities</u>	<u>Wellington Regional Council and city and district councils</u>	
		<u>Also see –</u> <u>and consider –</u>		
	<u>Policy 11: Promoting and enabling energy efficient design and small scale renewable energy generation – district</u>	<u>Method 1: District plan implementation</u>	<u>City and district councils</u>	
	<u>Method 10: Information about energy efficient subdivision, design and building development</u>	<u>Wellington Regional Council* and city and district councils</u>		

Objectives	Policy titles	Page	Method titles	Implementation (* lead authority)	Page
			<u>Also see –</u> <u>and consider –</u>		
	<u>Policy CC.9: Reducing greenhouse gas emissions associated with subdivision, use or</u>		<u>Method CC.1: Climate change education and behaviour change programme</u>	<u>Wellington Regional Council</u>	
			<u>Method CC.2: Develop carbon</u>	<u>Wellington Regional Council</u>	

<u>development transport infrastructure – consideration</u>	<u>emissions offsetting guidance</u>		
	<u>Method CC.7: Advocating for the use of transport pricing tools – non regulatory method</u>	<u>Wellington Regional Council</u>	
	<u>Method CC.10: Establish incentives to shift to active low and zero-carbon multi modal transport and public transport – non regulatory method</u>	<u>Wellington Regional Council</u>	
	<u>Method CC.3: Travel choice assessment demand management plans</u>	<u>Wellington Regional Council</u>	
	Also see – and consider –		
<u>Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions – consideration</u>			
	Also see – and consider –		
<u>Policy CC.11: Encouraging whole of life carbon emissions assessment for transport infrastructure – consideration</u>	<u>Method CC.3A: Whole of life carbon emissions assessment</u>	<u>Wellington Regional Council</u>	
	Also see – and consider –		
<u>Policy CC.8: Prioritising greenhouse gas reduction over</u>	<u>Method CC.2: Develop carbon emissions offsetting guidance</u>	<u>Wellington Regional Council</u>	

offsetting – district
and regional plans

Objectives	Policy titles	Page	Method titles	Implementation (* lead authority)	Page
			Also see – and consider –		
	<u>Policy EIW.1: Promoting affordable high quality active mode and public transport services – Regional Land Transport Plan</u>		<u>Method CC.1: Climate change education and behaviour change programme</u>	<u>Wellington Regional Council</u>	
			<u>Method CC.10: Establish incentives to shift to active low and zero-carbon multi modal transport and public transport – non regulatory method</u>	<u>Wellington Regional Council</u>	
			Also see – and consider –		
	<u>Policy 33: Supporting well- functioning urban environments and a reduction in transport related greenhouse gas emissions – Regional Land Transport Plan</u>		<u>Method 3: Wellington Regional Land Transport Plan Strategy implementation</u>	<u>Wellington Regional Council</u>	
			<u>Method UD.1: Development manuals and design guides</u>	<u>Wellington Regional Council, city and district councils</u>	
			Also see – and consider –		
Objective CC.4 	<u>Policy CC.15: Improve rural resilience to</u>		<u>Method CC.8: Programme to support low-emissions and</u>	<u>Wellington Regional Council</u>	

<u>Nature-based solutions are an integral part of climate change mitigation and adaptation, improving the health and resilience of people, biodiversity, and the natural environment.</u>	<u>climate change – non-regulatory</u>		<u>climate-resilient agriculture-non-regulatory methods</u>		
	<u>Policy CC.6: Increasing regional forest cover and avoiding plantation forestry on highly erodible land – regional plans</u>		<u>Method CC.4: Prepare a regional forest spatial plan</u>	<u>Wellington Regional Council, city and district councils</u>	
		<u>Also see – and consider –</u>			

Policy EIW.1: Promoting affordable high quality active mode and public transport services – Regional Land Transport Plan

The Wellington Regional Land Transport Plan shall include objectives, policies and methods that promote equitable and accessible high quality active mode infrastructure, and affordable public transport services with sufficient frequency and connectedness, including between modes, for people to live in urban areas without the need to have access to a private vehicle. ~~by contributing to reducing greenhouse emissions.~~

Explanation

This policy provides direction to the Regional Land Transport Plan, acknowledging the role of the objectives and policies in that plan, to promote mode shift from private vehicles to public transport and active modes by providing connected, accessible, affordable and extensive multi modal infrastructure and services.

Method CC.10: Establish incentives to shift to ~~active low and zero-carbon multi modal transport~~ and public transport

Establish, support and promote a range of incentives for uptake of ~~low and zero-carbon zero and low carbon~~ multi modal transport, ~~including public transport~~, to reduce ~~greenhouse gas emissions~~, and to support an equitable and inclusive transition.

Implementation: Wellington Regional Council

Policy CC.1: Reducing greenhouse gas emissions associated with transport ~~demand and~~ infrastructure – district and regional plans

District and regional plans shall include objectives, policies, rules and/or methods ~~that~~ ~~optimise transport demand by~~ requiring all new and altered transport infrastructure ~~to be~~ ~~is~~ designed, constructed, and operated in a way that ~~contributes~~ ~~to an efficient transport network, maximises mode shift, and reduces~~ ~~greenhouse gas emissions~~ by ~~giving~~ effect to a hierarchical approach (in order of priority), by:

~~(a) Optimising overall transport demand;~~

~~(b) Maximising mode shift from private vehicles to public transport or active modes; and~~

(c) Supporting the move towards low and zero carbon modes.

- (a) Providing for, and concentrating, development in locations to minimise travel distances between residential, employment and the location of other essential services in combination with the delivery of multi-modal transport networks and infrastructure to serve developments; then
- (b) Providing for and concentrating development within walkable catchments of public transport routes where practicable, and utilising existing space to remove barriers for access to walking, cycling and public transport; then
- (c) Providing new infrastructure or capacity upgrades on the transport network to prioritise walking, cycling and public transport, such as improved or new bus and cycle lanes and measures to prioritise the need of pedestrians, cyclists and public transport above the car.

Explanation

This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing *greenhouse gas emissions*. by applying a hierarchy to all new or altered transport infrastructure that supports an efficient transport network, influences travel demand through ensuring development occurs in locations that can be best served by public transport and other low and zero-carbon transport modes. The hierarchy supports behaviour change through mode shift from private vehicles to public transport or active modes. This policy does not apply to aircraft.

Insert New Definition – Optimise transport demand

Optimise transport demand means:

- (a) Influencing demand spatially and reducing trip length; then
- (b) Creating choices to travel via sustainable modes and reduce emissions; then
- (c) Design and deliver development in a way that supports sustainable modes and an efficient transport network.

Insert New Definition - Walkable Catchment

A walkable catchment is an area that an average person could walk from a specific point to get to multiple destinations. A walkable catchment consists of a maximum 20 minute average walk, or as otherwise defined in district plans.

Policy CC.2: ~~Travel choice assessment demand management plans~~ – district plans

By 30 June 2025, district plans shall include objectives, policies and rules that require subdivision, use and development to contribute to the reduction of greenhouse gas emissions by requiring consent applicants to provide a ~~travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for choice assessment~~ that:

- (a) demonstrates how the use of public transport and active modes will be maximised;
- (b) demonstrates how the use of private vehicles will be minimised; and
- (c) includes measures within the design of subdivision, use and development which achieves parts (a) and (b) above.

The requirement for a *travel choice assessment* must apply to all new subdivision, use and development over a specified ~~travel choice development~~ threshold ~~where there is a potential for a more than minor increase in private vehicles and/or freight travel movements and associated increase in greenhouse gas emissions~~. As a minimum, city and district councils must use the regional thresholds set out in Table 1 as the basis for developing their own local thresholds. The regional thresholds in Table 1 will cease to apply when Policy CC.2 is given effect through a district plan. To contribute to reducing *greenhouse gas emissions* city and district councils must develop their own travel choice thresholds that are locally specific.

Table 1: Regional Thresholds

<u>Activity and Threshold per application</u>
<u>100 residential units located within a <i>walkable catchment</i>.</u>
<u>Commercial development of 2,500m² gross floor area</u>
<u>Greenfield subdivision over 100 residential units</u>

Explanation

The regional travel choice thresholds have been developed as a minimum and as guidance to assist city and district councils in developing their local travel choice thresholds. Local travel choice thresholds are important to reflect the differences in connectivity and accessibility between rural and urban areas. In addition, local travel choice thresholds should reflect local issues, challenges and opportunities. Local travel choice thresholds ~~Location suitable~~

~~development thresholds triggering a consent requirement for a travel demand management plan are to be developed by territorial authorities and~~ should apply to residential, education, office, industrial, community, entertainment and other land use activities that could generate private vehicle trips and freight travel. Development thresholds should specify the trigger level (for example, number of dwellings, number of people accommodated or gross floor area) where the ~~requirement for a travel choice assessment demand management plan requirement~~ applies.

Method CC.3: Travel ~~choice assessment demand management plans~~

~~Where requested, t~~The Wellington Regional Council will assist city and district councils with determining land use thresholds for triggering a ~~requirement for a travel choice assessment Travel Demand Management Plan requirement~~, as well as guidelines for a ~~Travel choice assessment Demand Management Plan~~ that city and district councils can provide to developers to assist them with mitigating the travel movements and associated *greenhouse gas emissions* arising from new subdivision, use and development.

Definition - Travel ~~Choice Assessment demand management plan~~

~~A travel choice assessment demand management plan demonstrates how the subdivision, use and development has considered and incorporated accessibility and connectivity to active transport, sustainable transport modes and supports redistribution of demand from private car use to active and sustainable transport modes. sets out interventions and actions to influence travel behaviour, with the aim of minimising travel demand or redistributing demand from traditional car usage to more sustainable transport modes for new subdivision, use and development. A travel demand management plan should include mitigation measures that so that planned subdivision, use and development is designed and implemented to maximise quality of life for people without access to a private vehicle, reducing the demand for vehicle trips and associated externalities like greenhouse gas emissions. For example, a travel demand management plan for a new retail development might promote cycle parking facilities and a delivery service, as an intervention to promote travel with low carbon emissions.~~

Policy CC.3: Enabling a shift to low and zero-carbon emission transport – district plans

By 30 June 2025, district plans shall include objectives, policies, rules and methods for enabling infrastructure that enable infrastructure that supports the uptake of zero and low-carbon multi modal transport that contribute to reducing greenhouse gas emissions.

Explanation

District plans must provide a supportive planning framework (for example, permitted activity status) for zero and low-carbon multi modal transport infrastructure, such as public transport infrastructure, cycleways, ~~footpaths, walkways~~ and public EV charging network ~~for EV modes of transport.~~

Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels – Regional Land Transport ~~Plan~~ Strategy Reducing the use and consumption of non-renewable transport fuels, and carbon dioxide emissions from transportation

The Wellington Regional Land Transport ~~Plan~~ Strategy shall include objectives and policies that promote ~~a reduction in:~~

- (a) a reduction of the consumption of non-renewable transport fuels; and
- ~~(b) the emission of carbon dioxide from transportation~~
- (b) a reduction of the emission of *greenhouse gases*, and other transport-generated harmful emissions such as nitrogen dioxide; and
- (c) an increase in the uptake of low emission or zero carbon fuels, biofuels and new technologies.; and
- (d) the decarbonisation of the public transport vehicle fleet.

~~including through prioritising public and active transport investment to serve future urban areas, to enable development in a sequential manner which minimises the risk of increasing car journeys in the region~~

Explanation

This policy provides direction to the Regional Land Transport Plan, acknowledging the role of the objectives and policies in that plan, in promoting a reduction in *greenhouse gas emissions* to decarbonise the transport system, promotes the uptake of low-emission or zero carbon fuels and new technologies. Regionally, in 2019, transport was the biggest source of *greenhouse gas emissions*. Transport emissions accounted for 39 percent of total gross emissions.

~~Transportation is a significant and growing contributor to the consumption of nonrenewable fuels and the emission of carbon dioxide. In 2004, 86 per cent of the oil consumed in New Zealand was used by the transport sector. The transport sector also accounts for around~~

~~45 per cent of the country's carbon dioxide emissions. Carbon dioxide is a greenhouse gas that contributes to climate change.~~

Policy CC.9: Reducing greenhouse gas emissions associated with ~~transport infrastructure subdivision, use or development~~ – consideration

~~When considering an application for a resource consent, notice of requirement, or a change, variation or review of a regional or district plan, particular regard shall be given to whether the subdivision, use ~~and or~~ development ~~have has~~ been planned in a way that ~~contributes to reducing greenhouse gas emissions by to optimise~~ ~~optimising~~ overall transport demand ~~by giving effect to the hierarchical approach in order of priority within Policy CC.1 (a)-(c), maximising mode shift from private vehicles to public transport or active modes, and supporting the move towards low and zero-carbon modes in a way that contributes to reducing greenhouse gas emissions.~~~~

Explanation

~~This policy requires regional and district councils to consider whether subdivision, use and development proposals have fully considered all options to reduce *greenhouse gas emissions* as far as practicable. ~~For example, EV charging infrastructure, car share infrastructure, provision for bus stops and a transport network designed to support public transport or active modes.~~~~

Policy CC.11: Encouraging whole of life carbon emissions assessment ~~for transport infrastructure~~ – consideration

~~When considering an application for a resource consent, notice of requirement, or a change, variation or review of a regional or district plan, a whole of life *carbon emissions assessment* is encouraged for all new or altered transport infrastructure as part of the information submitted with the application. This information will assist with evaluating the potential *greenhouse gas emissions*, options for reducing direct and indirect *greenhouse gas emissions* and whether the infrastructure has been designed and will operate in a manner that contributes to the regional target for a reduction to transport-related greenhouse gas emissions.~~

Explanation

This policy encourages a whole of life *carbon emissions assessment* for new or altered transport infrastructure. This assessment will provide information and evidence on predicted emissions to enable assessment of impacts and options in the context of regional targets to reduce *greenhouse gas emissions*. Waka Kotahi has a tool providing accepted assessment methodology. **This policy does not apply to aircraft.**

Insert a new method - Method CC.3A – Whole of life *carbon emissions assessment*

Develop guidance to support the development of whole of life carbon emission assessments, in accordance with Policy CC.11.

Implementation: Wellington Regional Council