

## Appendix B

### **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 land 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) Supporting 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) Supporting 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) Where Pproviding 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, or activities undertaken at Wellington Airport which support aircraft activities e.g. aircraft parking stands at the Airport.

#### **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 transport infrastructure and 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 identified defined by territorial authorities 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 as required by Policy

~~CC.2A 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.~~

**Policy CC.2A: Travel choice assessment local thresholds – district plans**

~~By 30 June 2025, district plans shall include local thresholds for travel choice assessments as required by Policy CC.2. 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.2A 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 walkable catchment.</u>
<u>Commercial development of 2,500m<sup>2</sup> 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.~~

**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 its 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. This policy does not apply to aircraft, or activities undertaken at Wellington Airport which support aircraft activities. e.g. aircraft parking stands at the airport.~~

**Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions – consideration**

When considering an application for a resource consent, notice of requirement, or a change, variation or review of a regional or district plan for freight distribution centres and new industrial areas or similar activities with significant freight servicing requirements, particular regard shall be given to the proximity of efficient transport networks and locations that will contribute to efficient freight movements and minimising associated greenhouse gas emissions.

Explanation

This policy requires decisions for freight land use or servicing to consider transport efficiency to contribute to minimising greenhouse gas emissions. This policy does not apply to aircraft, or activities undertaken at Wellington Airport which support aircraft activities. e.g. aircraft parking stands at the airport.

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

Encourage 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 assessments* is to be provided with resource consent applications to Wellington Regional Council and city and district councils for all new or upgraded ~~altered~~ land 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 upgraded ~~altered~~ land 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, or activities undertaken at Wellington Airport which support aircraft activities. e.g. aircraft parking stands at the airport.

**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. [This policy does not apply to aircraft, or activities undertaken at Wellington Airport which support aircraft activities. e.g. aircraft parking stands at the airport.](#)

~~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 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, to encourage a reduction in the dependency and use of private vehicles for everyday living. ~~for people to live in urban areas without the need to have access to a private vehicle, 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.