



Climate Change Action Plan: *Transport*

Mahere Mahi Huringa Āhuarangi: *Waka*

This is one of six action plans, which support our Climate Change Strategy 2020-23.

To view the other documents, visit whakatane.govt.nz/climate-change



Why this area is important

He aha tēnei e whakahirahira ai?

Greenhouse gas emissions from the transport sector make up about 20% of New Zealand's total emissions and represent over 40% of the country's greenhouse gases from the energy sector. The transport sector, defined by the United Nations Framework Convention on Climate Change, includes transportation of goods and people for agriculture, tourism and household uses etc.

Transportation represents the third largest emissions sector for the district (16.2% of overall emissions). The majority of emissions result from petrol and diesel consumed by road transport.

Transportation makes up 14.2% of the Council's greenhouse gas emissions.



15%
PETROL
AND DIESEL

OF WHAKATĀNE DISTRICT
CARBON FOOTPRINT



14.2%
TRANSPORTATION

OF WHAKATĀNE DISTRICT COUNCIL
CARBON FOOTPRINT

Where we are now

Kei hea tātou ināianei?

In June 2020, Council adopted the Active Whakatāne Strategy, encouraging all active modes of transport, from mobility scooters to cyclists to pedestrians. The project aims at making it both easier and safer for Whakatāne District residents to get where they want to go without needing to use a car. The vision of the Active Whakatāne Strategy is for the Whakatāne District to be 'a District where active travel and recreation improve health, connectedness, our environment and economy.' Our three key investment areas to build toward the vision are:

- Commuter walking, scooting and cycling- shared paths and greenways along streets, paths through parks and reserves and on-road cycleways. This includes kerb ramp upgrades to improve journeys for wheeled-device users in particular and additional median refuges to make crossing busy roads safer and easier.
- Safe Ways to School – wider, sealed shared paths along key streets to and from schools, which will also form part of commuter routes
- Recreational walking and cycling trails – through parks and reserves, stop banks, coastal and harbour reserves.

We have heard very clearly from the community that our role in encouraging active transport, particularly cycling, is very important. You can learn more about how we are implementing the Active Whakatāne Strategy, and see some maps of our proposals, at whakatane.govt.nz/about-council/council-projects/active-whakatane.

In recognition of our transport-related emissions as an organisation, the Council did a fleet audit in 2018/19 and developed a proposal to transition to a low-emission fleet, including a mixture of electric vehicles, hybrids and fuel-efficient vehicles.

What we want this action plan to achieve

Ngā paetae o tēnei mahere mahi

Outcomes

1. Reduce transport-related carbon emissions
2. Improve the resilience of transport infrastructure

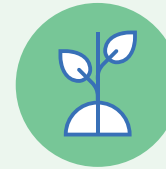
Goals

1. Promote travel efficiency
2. Enable and encourage active transport
3. Increase low carbon transport options
4. Manage climate change risks to existing transport infrastructure
5. Build future transport infrastructure for a changing climate

Specific Council transport target

1. 20% reduction in the Council's total purchased petrol and diesel by 2021 (compared to 2017/18).

This action plan primarily contributes to these climate change principles:



We will care for and protect the environment

Ka manaaki, ka tiaki mātou i te taiao





We will think and act long term

Ka whakaaro pae tawhiti, ka mahi pae tawhiti mātou



SHORT TERM RESOURCE REQUIREMENT

 = Additional funding requirement
  = Incorporate into business-as-usual (BAU)
  = Additional staff time requirement

Goal	Actions	Short term (2020-22)	Short term resource requirement (\$/BAU/staff time)	Medium term (2022-24)	Long term (2024-31)	Key external stakeholders and partners
1. Promote travel efficiency	1.1 Enable reduced and more efficient Council travel	Investigate technology to enable enhanced video conferencing, webinars and virtual meetings Investigate travel planning, car-pooling opportunities		Review or develop relevant Council policies	Review new technology and opportunities to reduce staff travel Review or develop relevant Council policies	BOPLASS
	1.2. Advocate for reduced and more efficient community travel	Promote local events and staycations Promote 'buy local' including locally-sourced produce		Investigate opportunities to provide more Council services online, and promote these to the community Develop educational material regarding reducing travel, or increasing efficiency through car-pooling, etc. Investigate technological options for travel efficiency	Continue to investigate opportunities to provide more Council services online, and promote these to the community Continue to promote reduced and more efficient travel	Community Bay of Plenty Regional Council

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<i>Goal</i>	<i>Actions</i>	<i>Short term (2020-22)</i>	<i>Short term resource requirement (\$/BAU/staff time)</i>	<i>Medium term (2022-24)</i>	<i>Long term (2024-31)</i>	<i>Key external stakeholders and partners</i>
2. Enable and encourage active transport	2.1. Develop implementation plans to enable and encourage active transport on an integrated network	<p>Adopt an Active Whakatāne Strategy</p> <p>Develop Active Whakatāne implementation plans</p>		<p>Work with rural communities on the 'Small Towns Initiative'</p> <p>Consider options for car-free zones, and prioritising low-emissions transport through placement of parking/storage facilities</p>	<p>Work with rural communities on the 'Small Towns Initiative'</p> <p>Consider options for car-free zones, and prioritising low-emissions transport through placement of parking/storage facilities</p>	<p>Waka Kotahi</p> <p>Community Boards</p> <p>Communities</p> <p>Bay of Plenty Regional Council</p>
	2.2 Provide facilities and infrastructure to encourage Council staff and the community to utilise active forms of travel	<p>Provide facilities to support the use of active transport by Council staff and the community.</p> <p>Promote active transport to staff for business travel and commute</p>		<p>Promote active transport to staff for business travel and commute</p> <p>Deliver on Active Whakatāne implementation plans, e.g. provide bike-racks, water fountains, walking and cycling paths, connections between rural communities</p>	<p>Promote active transport to staff for business travel and commute</p> <p>Review facilities as required</p> <p>Continue to roll out Active Whakatāne initiatives</p>	<p>BOPLASS</p> <p>Waka Kotahi</p> <p>Community Boards</p> <p>Communities</p>



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3. Increase low carbon transport options	3.1. Reduce corporate transport-related emissions	EV First/Low emission policy adopted Transition Council fleet to low-emission alternative and provide information and/or training on fuel-efficient driving practices Install charging stations at Council facilities	 	Transition Council vehicle fleet, taking into account changes in technology and availability of low-emissions options Investigate corporate car-sharing opportunities Continue to monitor usage trends and stay at cutting edge of efficiency and technology	Transition Council vehicle fleet, taking into account changes in technology and availability of low-emissions options Continue to monitor usage trends and stay at cutting edge of efficiency and technology	Consultant Energy Efficiency and Conservation Authority
	3.2. Advocate for increased low-carbon transport options and infrastructure	Investigate funding opportunities for EV charging stations Advocate to Bay of Plenty Regional Council and Regional Transport Committee for enhanced, accessible, affordable, and low-emissions public transport services		Investigate and advocate for low-carbon transport options and facilities (such as community car or ride-sharing, public transport on demand, mobility as a service, e-bikes etc.)	Investigate and advocate for low-carbon transport options and facilities (such as community car or ride-sharing, public transport on demand, mobility as a service, e-bikes etc.)	Waka Kotahi Bay of Plenty Regional Council


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Goal	Actions	Short term (2020-22)	Short term resource requirement (\$/BAU/staff time)	Medium term (2022-24)	Long term (2024-31)	Key external stakeholders and partners
4. Manage climate change risks to existing transport infrastructure	4.1. Identify transport infrastructure that is at risk or vulnerable to climate change.	Utilise National Institute of Water and Atmospheric Research (NIWA) climate change projections and the Bay of Plenty Regional Natural Resources Plan to understand specific infrastructure vulnerabilities Identify the likely local effects of climate change on transport infrastructure within the District		Update identified risks with latest knowledge / assumptions	Update identified risks with latest knowledge / assumptions	Bay of Plenty Regional Council Ministry for the Environment National Institute of Water and Atmospheric Research Local Government New Zealand
	4.2. Manage climate change risks when planning for ongoing operations and renewal of transport infrastructure.	Identify the levels of risk to Council infrastructure arising from climate change Develop and determine the approach to be taken by Council, using dynamic adaptive pathways planning (DAPP), as recommended by the Ministry for the Environment and the Regional Land Transport Plan		Continued use of dynamic adaptive pathways planning to manage climate change risks to transport infrastructure	Develop strategies for managing risk to different types of transport infrastructure	Bay of Plenty Regional Council Central Government

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5. Build future transport infrastructure for a changing climate	5.1. Apply climate change assumptions to new transport projects	Utilise local analysis, NIWA's climate change projections, the Bay of Plenty Regional Natural Resources Plan and the Regional Land Transport Plan to inform project options		Update climate change assumptions with latest information	Update climate change assumptions with latest information	Bay of Plenty Regional Council Ministry for the Environment National Institute of Water and Atmospheric Research Local Government New Zealand Bay of Plenty Regional Council
	5.2. Collaborate with other transport providers, in particular within the Bay of Plenty region, to build climate change resilience	Strengthen the network of transport providers and ensure climate change is regularly included as an agenda item		Participate in discussions with the transport provider network	Participate in discussions with the transport provider network	Other transport providers Waka Kotahi Bay of Plenty Regional Council



If you want to learn more about our climate change project visit whakatane.govt.nz/climate-change

This is one of six action plans which support our climate change strategy.

The other action plans are:

- [Leadership and collaboration](#)
- [Energy](#)
- [Waste and circular economies](#)
- [Water services](#)
- [Land use and the built environment](#)

