

Attach 12 - Climate change assessment

Intervention Phase	Description	Process Stage
Eliminate / Avoid	At a network level, can the release of GHG emissions be avoided? This is primarily applicable to the provision (or not) of new infrastructure and considers strategic decisions which could remove or significantly defer the release of embodied or enabled emissions.	<p>IBC</p> <p>DBC</p> <p>NOR</p> <p>Implementation</p>
Reduce / Defer	What interventions can be employed to reduce as much as possible the GHG emissions if 'eliminate' is not a viable or suitable option? This is of particular relevance during option selection and could include considerations such as location of the facility, earthwork requirements, reallocation of road space, refined cross sections.	
Optimise / Offset	Accepts that infrastructure is required and explores how route protection and future implementation can occur in a manner that facilitates GHG emission reduction. Optimisation could include supporting measures for mode shift and timing and staging of infrastructure investment to best utilise existing assets.	

1,296 tonne yearly reduction in CO2 emissions recommended network compared to baseline network with full build out future urban zone 2048+

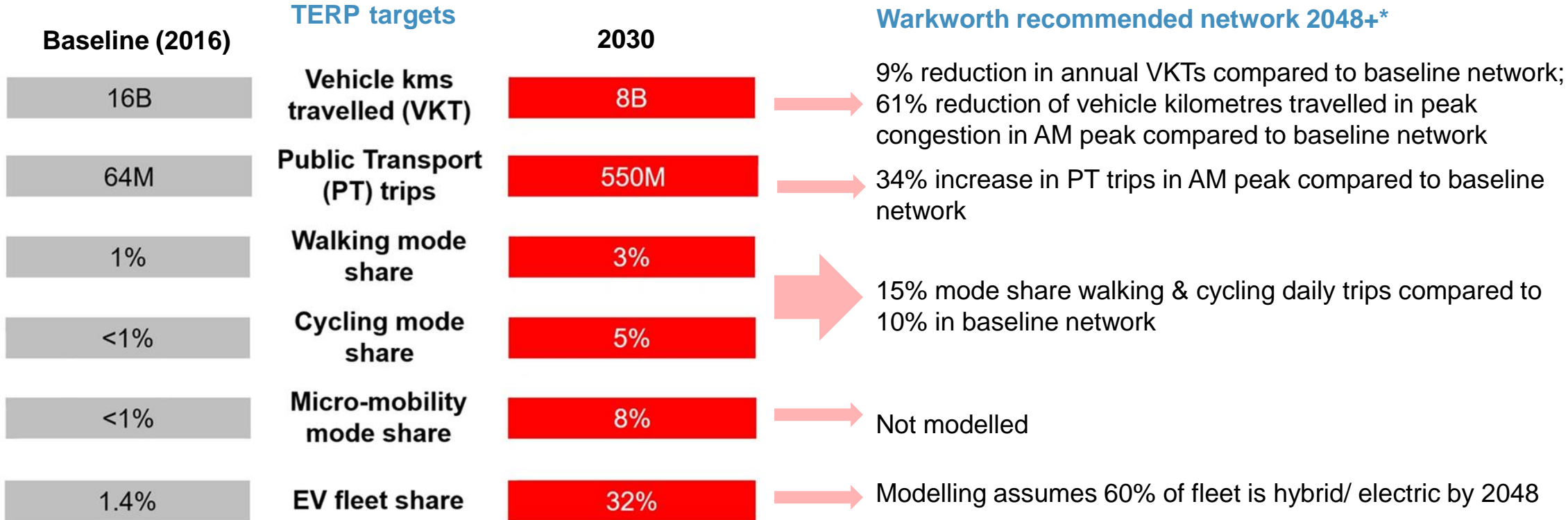


Attach 12 – Contribution towards TERP transformation areas

	TERP transformation area	Warkworth recommended network 2048+
Reduce reliance on cars and support people to walk, cycling and use public transport	1. Supercharge walking and cycling	47% of Warkworth within 400m of high quality, dedicated facility
	2. Massively increase public transport patronage	86% of Warkworth is within 500m of a of a high frequency bus route
	3. Prioritise and resource sustainable transport	Minimal additional private vehicle capacity – only one corridor with 4 lanes (for PT priority)
	4. Reduce travel where possible and appropriate	Network supports business land attractiveness and Satellite Town concept of working and living in the same area
	5. Safe low-traffic neighbourhoods for people	Road to Zero design principles Segregated walking & cycling facilities
	6. Build up not out	Active mode and PT network supports compact land use development in Warkworth & intensification around PT interchanges



Attach 12 – Contribution towards TERP targets



*SGA modelling is based on full build out of future growth areas 2048+

