Appendix E: New and amended provisions in the Wellington Regional Policy Statement Change 1 that would affect the PDP Transport Chapter

Examples of new and amended Regional Policy Statement (RPS) Change 1 provisions that would particularly affect the PDP's Transport chapter are below. The red text and strikethrough are the changes recommended by the RPS Hearing Stream 3 Section 42A author Louise Allwood[1]. They show how the GW reporting officer is proposing substantial changes to the provisions.

Amended RPS provisions
New definition **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.
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.
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.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 reduc~~ing~~es 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

[1] https://www.gw.govt.nz/assets/Documents/2023/07/S42A-Report-HS3-Climate-Change-Transport.pdf

(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.

~~Policy 10: Promoting travel demand management – district plans and the Regional Land Transport Strategy~~

~~District plans and the Wellington Regional Land Transport Strategy shall include policies to promote travel demand management mechanisms that reduce:~~
~~(a) the use and consumption of non-renewable transport fuels; and~~
~~(b) carbon dioxide emissions from transportation.~~

~~**Explanation**~~

~~Travel demand management includes a range of mechanisms – such as travel behavioural change programmes, road pricing tools and improvements to the efficiency of the existing network.~~
~~Land use planning is important in managing demand for travel. Land use patterns – such as higher density or mixed use development in areas close to good public transport links and community facilities, or community facilities and employment close to where people live – can reduce dependence on the private car, the need to travel and journey lengths. It is also important to ensure good connectivity within and between settlements to optimise walking, cycling and public transport.~~

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~~ 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 ~~for~~ 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

Activity and Threshold per application

100 residential units located within a walkable catchment.
Commercial development of 2,500m^2 gross floor area
Greenfield subdivision over 100 residential units

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 ~~travel demand management plan~~ requirement for a travel choice assessment 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 ~~Travel Demand Management Plan~~ requirement for a travel choice assessment, as well as guidelines for a ~~T~~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.

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 ~~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 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.