

# Draft Regional Travel Demand Management (TDM) Strategy

## Summary of Submissions

Submission No.	Organisation	Name	Summary of Submission
1	Cycle Aware Wellington	S Ekambaram & J Marshall	<ul style="list-style-type: none"> <li>• Supports objectives of strategy. Would like to see better integration between public transport and cycling.</li> <li>• Provision for cyclists needed on main arterial roads &amp; secondary roads, and cycle routes isolated from mainstream traffic where possible. Recommend Greater Wellington Regional Council (GWRC) work with Wellington City Council (WCC) to address driver behaviour and infrastructure provision. Need to raise the current poor profile of cycling and make people aware of the benefits.</li> <li>• Workplace Travel Plans should be used to encouraged employees to cycle to work as an option. Initiatives should include secure cycle storage, shower facilities, and financial incentives.</li> <li>• Children being dropped off at school by car has detrimental health and congestion impacts. School Travel Plans should use incentives to encourage children to cycle to school.</li> <li>• Support TDM performance indicators but wish to include an indicator for ‘accessibility – cycling and walking’. Would like to see a target for cycle use under Access, Mobility and Network Reliability – Effective Mode Choice, to focus on potential mode share not just current.</li> </ul>
2	GECKO (Victoria University Environmental Group)	Monica Evans	<ul style="list-style-type: none"> <li>• Supports initiatives, particularly promotion of sustainable modes and reducing need to travel. Strategy should be implemented as soon as possible. More emphasis needed on cohesive urban planning for long term effectiveness.</li> </ul>
3	GECKO	Sam Jamieson	<ul style="list-style-type: none"> <li>• Supports vision, objectives, outcomes. TDM ideas good but town planning is vital part of the issue. TDM strategy an awesome initiative.</li> </ul>

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4	Green Party of Aotearoa NZ	Sue Kedgley	<ul style="list-style-type: none"> <li>• Support vision, objectives, outcomes. Add outcome ‘an increase in the use of integrated public transport’. Zero traffic growth should be clear stated goal.</li> <li>• Expedited TDM before any more major roading projects planned. Focus on maintaining existing road network and enhancing run down public transport infrastructure.</li> <li>• Congestion charge should not be considered until entire passenger transport (PT) system has been upgraded and is reliable, attractive and affordable.</li> <li>• Goal of TDM must be shifting freight from road to rail wherever possible.</li> <li>• Rising oil prices and the need to reduce CO<sub>2</sub> emissions will result in reduced congestion if significant investment made in PT infrastructure.</li> <li>• Electrification of existing and new PT, powered by locally wind-generated electricity will reduce emissions further source of energy generation, and future proof our region against rising oil prices.</li> </ul>
5	Land Transport NZ	Ian Hunter	<ul style="list-style-type: none"> <li>• Agree there are potential gains to be made for road safety, but believe need for a cautious approach. Commitment from across the region needed to implement walking, cycling and PT initiatives, otherwise mode shift may result in a ‘transfer’ of accidents to more vulnerable road user groups.</li> <li>• Advocate changing wording of outcome ‘maintain journey to work mode share’ to ‘improve journey to work mode share’.</li> <li>• Disappointed strategy does not take a stronger stance on need to integrate land use and transportation planning. Agree that land use decision making process outside the TDM and RLTS process.</li> <li>• Funding assessment of concern regarding extent of Land Transport NZ funding, funding sources and local share requirements. Proposed ‘special’ case for increased financial assistance has not been considered by the Board so quantified feedback unavailable at this stage. Strongly urge preparation of a business case for the funding shares as detailed in the Strategy prior to making any decisions on direction of the TDM Strategy or its effect on the funding requirements for the RLTS.</li> </ul>

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6	Porirua City Council	Roger Blakeley	<ul style="list-style-type: none"> <li>• Supports vision, objectives and outcomes. Both demand and supply need to be addressed in a complementary way under the RLTS.</li> <li>• Support emphasis on integrated land use and transport decision making, however explanation of this issue needs to be expanded to recognise inappropriately located or poorly designed transport infrastructure can have a detrimental impact on travel decisions (eg. severed communities can result in a reduction of active mode use and greater reliance on the private vehicle).</li> <li>• Support the range of traffic management tools and behaviour change methods proposed.</li> <li>• Road pricing must be carefully applied with full consideration to social and economic impacts. Region should wait until the technology is well developed before investing. Road pricing should only be applied at the congestion points to encourage a more balanced network and income used to subsidise PT or invest in new infrastructure. Use of cordon charges requires careful design to minimise adverse impacts on local traffic, the local road network and adjoining communities.</li> </ul>
7	Regional Public Health	Dr Rob Beaglehole	<ul style="list-style-type: none"> <li>• TDM will have favourable impact on the health and well being which is essential as New Zealand is currently facing an obesity epidemic. Obesity and lack of physical activity strongly related to the physical environment, urban design, and the convenience of motorised transport. Regional Land Transport Committee (RLTC) has a vital role in ensuring that the healthy travel choices are the easy choices.</li> <li>• High priority on public transport to improve access to employment opportunities for people in lower socio-economic areas. Essential that public transport needs of growing numbers of elderly, physically disabled and disadvantaged taken into consideration.</li> <li>• Regional Public Health recommends that the RLTC - adopt the TDM Strategy; substantially increase allocated funding for TDM; increase role in actively promoting use of public transport and active modes of transport.</li> </ul>

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8	Stagecoach NZ	Ian Turner	<ul style="list-style-type: none"> <li>• Would like to see early introduction of school travel plans as parents delivering students to school by private car is a major generator of traffic.</li> <li>• Suggest the strategy formally investigate the pros and cons of varying schools hours, to stagger peak traffic flows generated by journeys to work and school.</li> <li>• Would like to see greater emphasis on priority measures for buses on the strategic network and local streets where appropriate. In some areas High Occupancy Toll (HOT) or High Occupancy Vehicle (HOV) lanes may be more appropriate.</li> <li>• The concept of integrated land use planning should be extended to require that new suburban developments are accessible by bus and provide the associated basic infrastructure.</li> <li>• Support the introduction of road pricing in principle, subject to a commitment to ensuring prior provision of enhanced PT services to accommodate displaced car journeys.</li> </ul>
9	Transit NZ	Graham Taylor	<ul style="list-style-type: none"> <li>• Support the strategy’s vision, objectives and outcomes.</li> <li>• Integrating land use and transport planning is at core of reducing demand for travel and for creating more efficient trips.</li> <li>• Transit recently completed installation of ATMS on State Highway 1 in Ngauranga Gorge, currently developing ATMS for future implementation on other parts of SH1 &amp; 2 in the region.</li> <li>• Agree coordination of traffic signals will improve traffic flow. Believe that review of SCATS system through Wellington required with goal of optimising performance of network.</li> <li>• Recognise road pricing is a TDM method which warrants further investigation and wishes to be continually involved in the investigation of road pricing options. Suggest road pricing should include price and supply of parking in the Central Business District (CBD).</li> <li>• Important to have infrastructure to accommodate modal shift that will occur with implementation of TDM measures.</li> </ul>

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10	Transport 2000+	Brent Efford	<ul style="list-style-type: none"> <li>• Strongly support strategy in principle and detail. Message that ‘we can not build our way out of the problem’ deserves emphasis. Small number of trips removed from the road network can result in a marked improvement in the level of service of the network.</li> <li>• Integrated land use – in addition to submissions at resource consent hearings etc, strategy should actively facilitate commercial developments which will decrease the propensity for car use.</li> <li>• Road Pricing – fully support planning towards road pricing. Needs to be supported by the right PT infrastructure and services, specifically the extension of rail south through the CBD and ultimately to the Airport.</li> <li>• Performance Indicators – although 2001 base levels may seem challenging, a small vehicle reduction via TDM may mean 2001 level vehicle kilometres travelled (VKT) is achievable. Challenge will be to accommodate economic and activity growth while still maintaining stable VKT</li> <li>• Add to TDM non-pricing methods development of an integrated public transport system which is rapid, reliable and accessible for all.</li> <li>• TDM must view shifting freight from road to rail as a major initiative for reducing traffic demand</li> <li>• TDM should be treated as a cheap investment not a cost, and promoted as the path to competitive economic advantage. Ensure many realistic transport choices; use of any mode is reliable, safe, fast; urban form is compact and efficient; transport system insulated from high fuel prices.</li> <li>• Advanced passenger transport system is best solution to cope with increase demand for transport in future. Potential for greater electrification of PT in Wellington to greatly reduce vehicle emissions.</li> </ul>

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11	Upper Hutt City Council	Lachlan Wallach	<ul style="list-style-type: none"> <li>• Supports the vision, objectives and outcomes. Highlight importance of TDM through greater emphasis on statement on page 5 referring to the inability to build our way out of our transport problems.</li> <li>• Proposed actions under efficiency, awareness and advocacy appropriate if TDM to be successfully introduced and accepted by the public as positive way towards a sustainable land transport system.</li> <li>• Principles of land use planning and travel plans supported, but land use planning should include encouraging business to locate in areas where the workforce is located, rather than taking the workforce to the job.</li> </ul>
12	Victoria University of Wellington	Winifred Long	<ul style="list-style-type: none"> <li>• Supports the vision, objectives and outcomes. Emphasis should be put on providing efficient public transport services.</li> <li>• Victoria University of Wellington operates out of 3 campuses in the Wellington CBD plus a satellite campus (Kelburn, Te Aro, Karori and Pipitea).</li> <li>• Wish to work together with GWRC to provide a frequent, reliable, cost-effective public transport service for students travelling between campuses during the day and addition to/from the base campus. Enhanced PT would reduce personal vehicle trips at peak times and alleviate pressure on parking in vicinity of campuses.</li> <li>• With growth in activity at Te Aro and Karori need to enhance the services that link campuses with Kelburn.</li> <li>• Also enhance services linking the Victoria University of Wellington campuses and other tertiary institutes in central Wellington.</li> <li>• Reduce public transport fares for tertiary students in the region, to encourage PT use and reduce reliance on private cars.</li> <li>• Reduce fares on tickets purchased by staff &amp; students who make short trips between campuses.</li> <li>• Enhance pedestrian and cycle routes throughout Wellington to ensure they are identifiable, safe, well lit and cohesive.</li> </ul>

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13	Victoria University of Wellington Students Association	Maddy Drew	<ul style="list-style-type: none"> <li>• Victoria University of Wellington has around 20,000 students, and currently operates out of 4 campuses. Need to enhance the services that link campuses.</li> <li>• Wish to work together with the Wellington Regional Council to provide a frequent, reliable, cost-effective public transport service for students travelling between campuses during the day. Also want improved services in the evenings for late lectures and library opening hours. Many students find the current pricing system prohibits use of PT.</li> <li>• Review PT timetables and routes with view to enhancing services linking the Victoria University of Wellington campuses</li> <li>• Reduce PT prices for tertiary students in region to encourage PT use and reduce reliance on private cars.</li> <li>• Develop and enhance pedestrian and cycle routes throughout Wellington to ensure they are identifiable, safe, well lit and cohesive.</li> </ul>
14	Wellington City Council	Julie Alexander	<ul style="list-style-type: none"> <li>• Supports vision and objectives. Concern regarding outcome ‘reduced traffic demand, while maintaining accessibility’. Does not support limiting mobility therefore suggest rewording outcome ‘limit car traffic growth particularly at peak times while maintaining accessibility’.</li> <li>• Support Traffic Management Tools and Travel Behaviour Change initiatives. Suggest use of words ‘Integrated Land Use and Transport Planning’ to reflect fact that travel can be directly influenced by land use development. This initiative is a key component of TDM Strategy.</li> <li>• More detailed work required before can support introduction of road pricing in the region. Establish need, expense and risk, economic impacts. Supports the further work to investigate road pricing options.</li> <li>• Welcomes \$30m funding for strategy over next 10 years. However, not clear what role of the local authority will be or how funding will be allocated to partner agencies. Also request clarification on exact funding available for walking and cycling initiatives.</li> </ul>

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			<ul style="list-style-type: none"> <li>Useful to include linkages to actions in other related strategies as it is important to ensure good alternatives available.</li> <li>Use of 2001 base figures as target's appears overly simplistic, prefer to see greater explanation and rigour around selection of these targets. Would like to see development of robust monitoring regime, to determine measurable benefits of TDM projects.</li> </ul>
15	World Environment Centre	Grant McDonnell	<ul style="list-style-type: none"> <li>Support the vision, objectives and outcomes. Support the TDM initiatives. A separate submission form and documentation was provided under the following five headings:</li> <li><u>Bus Depot/Station (Lambton Interchange)</u>: Consider a 'down' escalator at the bus interchange. Bus shelters could be enlarged and additional seating provided to cater for peak patronage.</li> <li><u>Rail/Harbour Interchange (Railway Station East Wing)</u>: Suggest provision of new 'east wing' to the existing railway station, with walkway linking the ticket hall to the harbourside and ferry services.</li> <li><u>Rail/Bus Interchange (Wellington Central Station)</u>: Believe the west frontage of the railway station could be better utilised for several bus stops, as an addition to the bus depot to cater for increased bus patronage and provide easy circulation between rail and bus services.</li> <li><u>Public Transport and Pedestrian Precincts Downtown</u>: Assist pedestrian movement between Wellington railway station and downtown area by closure of Bunny Street to through traffic and development of pedestrian way through carpark opposite. Lambton Quay south of Panama Street could become a pedestrian only precinct would greatly improve the environment of the Golden Mile for shoppers and visitors.</li> <li><u>City Circular Bus Service</u> : A city circular bus service would significantly reduce congestion and fuel emissions. Bus services could run anti-clockwise in addition to clockwise to shorten journey time. Service could be free of charge (such as similar services in Auckland and Christchurch) or free with any other train or bus ticket</li> </ul>



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			valid on that day.
16		Alex Feary	<ul style="list-style-type: none"> <li>• TDM initiatives proposed are good start.</li> <li>• Progressive visions for urban planning create great cities where people want to live and visit. Uniting individuals with proactive solutions to urban problems has potential to unify people in the urban landscape and so aid in creating a healthy and cohesive society.</li> </ul>
17		Bruce Thomson	<ul style="list-style-type: none"> <li>• Supports intention to reduce traffic demand, while retaining access.</li> <li>• All outcomes and travel behavioural changes are good. Road pricing also good if able to achieve public acceptance</li> <li>• To make cycling a real option, need to reduce the speed of cars and buses. Would also help to increase cycling if buses had cycle racks on the back.</li> <li>• The Strategy forecast of increasing car use does not meet realities of declining petroleum. Increasing fuel prices already inhibiting travel and trend will continue. The rising fuel price will also affect the cost of public transport, and commuter numbers may decrease due to the impact on the economy and the reduction in jobs</li> <li>• A first priority should be ‘conversation’ with the public regarding resource constraints on mobility before each practical attempt to change facilities or behaviour. Communication strategy should involve public ownership and empowerment if it is to be successful.</li> </ul>
18		Chris Horne	<ul style="list-style-type: none"> <li>• Supports the vision and objectives. Supports all outcomes except bullet point 2, suggest this is amended to ‘<u>increased</u> journey to work mode share for public transport, walking, and cycling’</li> <li>• Supports TDM methods. Recommend adding ‘traffic calming’ under traffic management tools. Supports road pricing as a matter of urgency - should be effective and fair.</li> <li>• Statement that ‘...use of single occupant cars for commuter trips is an inefficient use of the network’ could not be more clearly stated.</li> </ul>

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19		Domenico Betanzo	<ul style="list-style-type: none"> <li>• Interested in how strategy plans to encourage ‘integrated land use and transportation planning’</li> <li>• In addition to submitting on resource consents, must be an earlier point in the social and political processes that drive growth to offer direction and work with TA’s.</li> </ul>
20		Ewan Kingston	<ul style="list-style-type: none"> <li>• Good to see a wide range of tools proposed. Priority measures for PT vehicles likely to be an effective yet uncontroversial way to shift attitudes towards PT.</li> <li>• Agree that introducing road pricing before most commuters see the sense of such a scheme would be counter productive.</li> </ul>
21		Jim	<ul style="list-style-type: none"> <li>• Supports vision, objectives and outcomes. TDM initiatives very very good.</li> </ul>
22		Nick Henry	<ul style="list-style-type: none"> <li>• Strategy moving in right direction but does not go far enough. Initiatives such as car-pooling, priority measures for PT, and education are progressive and should be supported. Congestion not the only issue, need more consideration of environmental and social impacts of transport.</li> <li>• Strategy targets to maintain 2001 levels in relation to greenhouse gas and fuel use do not go far enough. Aim should be to eliminate urban use of private cars, requiring serious shift in vision and resources to back it up.</li> <li>• Supports attention to integrated land use management as part of wider vision to eliminate need for polluting private vehicles. An integrated transport strategy should actively support public transport and alternatives to car use, while actively discouraging private use of cars.</li> </ul>
23		Paula Warren	<ul style="list-style-type: none"> <li>• An objective should be to reduce need to provide new infrastructure, especially roads. Another to improve the viability and quality of PT services. Essential to have strong TDM initiatives – need more funding for this.</li> <li>• TDM will require considerable effort from range of agencies. Should not just be focused on corridors and peak demand. TDM should also focus on school traffic, improving elderly people’s independence, short trips which could be carried out by walking or cycling, and better service frequency in areas where bus use is essential.</li> </ul>

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24		Perrine Gilkison	<ul style="list-style-type: none"> <li>TDM initiatives are good starting point for new way of considering transport and should be expanded upon.</li> </ul>
25		Russell Morrison	<ul style="list-style-type: none"> <li>Levels of congestion not bad enough at present to warrant measures such as road pricing in region, but effects of congestion are causing problems for some communities. Building new roads to bypass communities is still valid option</li> <li>Road pricing may be considered necessary to obtain funding for region's roading or transport needs. If so, region should not only look at tolling new roads but include road pricing measures where they will have some congestion benefits.</li> </ul>
26		Shona McCahon	<ul style="list-style-type: none"> <li>Supports vision, objectives, outcomes. Support priority for PT or HOV lanes. Agree that greater awareness of travel options essential, but need to be supported by use of 'hard' road pricing mechanisms to achieve travel behaviour change.</li> <li>Support for this type of strategy, hopefully rising oil prices will assist.</li> </ul>
27		Sophie Buttress	<ul style="list-style-type: none"> <li>Supports vision, objectives, outcomes. TDM initiatives – its great, we need better public transport.</li> </ul>
28		Thom Taptiklis	<ul style="list-style-type: none"> <li>Supports vision, objectives and outcomes. Initiatives are fantastic and should take top priority in the region's overall transport strategy.</li> <li>Imperative to get people and freight shifted to sustainable transport alternatives, otherwise we face inevitable economic disaster when oil runs out and transport sector collapses.</li> </ul>

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29		Tom Halliburton	<ul style="list-style-type: none"> <li>• Overall objective of strategy appears to simply facilitate greater use of motor vehicles. Strategy targets at odds with main thrust of the report. Measures in strategy will not contribute to achieving any of the targets. To achieve these, very drastic measure would be required given the likely continued increase in numbers and use of private cars.</li> <li>• Strategy does not mention cycle ways. Need for effective cycle ways where longer distances can be travelled and constant speeds maintained. Many existing examples in the region are poor.</li> <li>• Strategy does not mention new subdivisions remote from public transport and basic services which are a major source of increased traffic flow.</li> <li>• Strategy should include park and ride in areas served by bus only and at all railway stations; reduced public transport fares; integrated fare system; PT extended hours of operation; secure cycle storage at all railway stations; free carriage of bicycles on trains and buses; high quality cycle ways; analysis and mitigation of traffic flows from new subdivisions to be at cost of developer or surcharge on regional rates.</li> </ul>
30		Tony Randle	<ul style="list-style-type: none"> <li>• Does not support the vision, objectives and outcomes. Strategy vision poorly defined, should incorporate first objective of ‘an integrated and efficient transport infrastructure’ in vision statement.</li> <li>• Should include outcome of increased ‘transport work’ – transport infrastructure is about maximising ability of people (and goods) to move through region.</li> <li>• Disagree with maintaining journey to work mode share as an objective as it involves retaining passenger rail services when other modes could provide the transport service.</li> <li>• Objectives and outcomes should be weighted to allow evaluation of trade-offs where required.</li> <li>• Supports provision of more travel information to public. TDM initiatives should only be implemented if efficiency of transport infrastructure increased. No connection in the TDM Strategy between implementation of HOV/HOT lanes and</li> </ul>

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			<p>value of such road corridors to direct bus services.</p> <ul style="list-style-type: none"> <li>• Unclear how draft Regional TDM Strategy can be out to public consultation while the Western Corridor Study TDM Final has been issued.</li> </ul>
31		William Howell	<ul style="list-style-type: none"> <li>• Supports vision, objectives and outcomes. Strategy is excellent start to designing best possible use for our city and is worthy of the relatively minor investment to fund integrated and intelligent decisions on the vast amounts spent on transport.</li> <li>• Thinking long term, particularly of efficient and sensible land use, is essential to our future.</li> </ul>