

Draft Regional TDM Plan – September 2009					
Summary of submissions and officer recommendations					
Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Change recommended?
1	Julie Anne Garnons-Williams	Accident Compensation Corporation	Supports the 'Workplace and business travel toolbox' particularly as it applies to vulnerable road users.	Noted.	No change recommended.
1.1			Also supports provision of off-road walking and cycling routes.	Noted - this is covered under the Regional Walking and Cycling Plans.	No change recommended.
1.2			Encourages use of ActiveSmart tool to promote safe training practices to reduce injuries.	GW will promote ActiveSmart by adding a link to it on our Active Transport website. This tool has a wide scope relating to injury prevention and health promotion initiatives generally and is not specific to travel demand as such.	No change recommended.
1.3			Encourages promotion of high visibility for cyclists and pedestrians throughout the plan.	Cyclist visibility has been identified through regional plans, whereas pedestrian visibility has not. A region-wide cyclist visibility campaign has been run for several successive years under the education and awareness initiative in the Regional Cycling Plan.	No change recommended.
1.4			Urges that safety be considered throughout the plan.	Specific safety initiatives are set out in the Regional Road Safety Plan, and the Regional Walking and Cycling Plans and these are recognised as crucial to complement the initiatives in the TDM Plan to ensure safety for vulnerable road users alongside promoting greater use.	No change recommended.
1.5			Encourages continued and strengthened collaboration between all agencies to achieve sustained road safety outcomes. Appreciates the opportunity to be involved in review process.	Noted. GW will continue to work and collaborate with ACC and other agencies responsible for progressing improved road safety outcomes.	No change recommended.
2	Dr Stephen Palmer	Regional Public Health	Supports all of the actions in the plan.	Noted.	No change recommended.

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2.1			Provides various comments about RPH's involvement in supporting and advocating for each initiative in the plan.	Noted. GW will continue to work and collaborate with RPH and other agencies responsible for progressing travel demand management outcomes.	No change recommended.
3	Mike Brown	Wellington International Airport	Maximising the efficiency of the existing network is key in the interim prior to key physical works along the Ngauranga to Airport corridor being implemented.	Noted.	No change recommended.
3.1			Generally supports the measures proposed in the plan, but has some comments.	Noted.	No change recommended.
3.2			Suggests consideration of network optimisation measures on the Wellington RoNS should be identified as a high priority under 'Road Network Efficiency'.	The action to consider use of network optimisation measures relates to the whole road network, but in relation to state highways we agree it is appropriate to seek consideration of these measures a priority on the Wellington RoNS.	Recommended change - amend the last paragraph under 'Road network optimisation' on page 7 of the plan to read: 'In particular, consideration should be given to how network optimisation measures can be implemented along the Wellington Road of National Significance (SH1 between Levin and Wellington) as a matter of priority.'
3.3			Would like assurance that investment in any network optimisation measures can be successfully implemented and will actually deliver efficiency benefits.	Agree that it is important that proper consideration is given to the right measures being implemented in the right place and ensuring any scheme can be successfully implemented, achieve the intended benefits, and continue to be maintained and enforced as needed. This will ultimately be the responsibility of the road controlling authorities considering these types of measures.	No change recommended.

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3.4			Uncertain about what is meant by the fourth bullet under Advocacy to government 'Shifting the high capital cost of cars towards the variable costs'	This advocacy point is around the use of incentives to encourage faster take up of new vehicles with technologies that provide significant safety benefits as well as significant reductions in fuel use, CO2 and other harmful emissions. One particular initiative could be to reduce the relatively high cost of new vehicles by reducing taxes associated with new vehicle purchases and offsetting this by increased running costs - the idea being there is no additional overall cost to households on average. Such a scheme would make it easier for people to purchase newer vehicles but at the same time encourage people to think more about their trip options and how often they used their cars.	Recommended change - provide this expanded explanation under the 'Technology and innovation' discussion on page 6 of the plan and reference this fuller explanation next to the subject bullet in the action table.
4	M F Hautler	Carterton District Council	Supports the draft plan.	Noted.	No change recommended.
4.1			Notes GW ongoing coordination role in partnership with local councils for school travel plans. Note school travel plan development attracts a 75% subsidy from NZTA. Also notes local council role in implementing infrastructure improvements.	Noted. GW will continue to work and collaborate with TAs on development and implementation of school travel plans.	No change recommended.
4.2			Notes potential for travel plans to be encouraged through the District Plan as a method for large developments to reduce their parking areas.	Noted. Agree this could have potential but experience shows that organisations are more likely to be successful in sustaining a travel plan if it is developed on a voluntary basis, rather than to avoid the need to provide parking.	No change recommended.
5	Selwyn Blackmore	NZ Transport Agency	Supports development of the plan. Overall, plan provides a good basis and direction for TDM for the region.	Noted.	No change recommended.
5.1			Under NZTA's Investment and Revenue Strategy (IRS) high priority is given to TDM measures that - will reduce severe congestion in major urban areas, and/or - contribute significantly to a relevant road safety strategy.	Noted.	No change recommended.

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5.2			<u>Road network efficiency</u> - suggests other measures are provision for other modes such as PT, walking and cycling. Eg. parallel roads to state highways for these modes and local traffic.	The Regional TDM Plan is one of a suite of implementation plans, none of which should be viewed in isolation. The regional plans for walking, cycling and public transport identify initiatives to promote the use of and improve provision for these other modes. Network improvement programmes need to be developed by TAs in conjunction with NZTA to find the right solution for each local area.	No change recommended.
5.3			<u>Workplace and business travel toolbox</u> - emphasis should also be on effectiveness of existing programmes through the monitoring programme.	All elements of GW's travel behaviour change programme include annual follow up surveys to gather data and to ensure well targeted programmes to achieve optimal effectiveness and efficiencies.	No change recommended.
5.4			Also suggests subsidised public transport schemes from employers.	In the plan, workplace and business travel toolbox currently uses the example 'public transport initiatives for commute and business travel'	Recommended change: Amend the bullet under 'Workplace and Business Travel Tool Box' to read 'public transport initiatives and subsidies... '
5.5			<u>Travel awareness</u> - identify opportunities to work with different sectors who are well placed to promote transport choices. Eg. NZ Post, hotels.	GW currently looks for any opportunity for partnerships with other sectors through the workplace travel plans and the wider travel behaviour change programme.	Recommended change: Add an additional bullet under the Travel Awareness action to ' Identify opportunities to work with other sectors who may be well placed to promote transport choices '.
5.6			Also promote the excellent public transport journeys planners available.	Noted.	Recommended change: Add ' public transport journey planner ' to the first bullet under the Travel Awareness action relating to promotion of available tools.

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5.7			<u>Advocacy to central government</u> - unclear what 'shifting high capital cost of cars towards variable costs' means.	This advocacy point is around the use of incentives to encourage faster take up of new vehicles with technologies that provide significant safety benefits as well as significant reductions in fuel use, CO2 and other harmful emissions. One particular initiative could be to reduce the relatively high cost of new vehicles by reducing taxes associated with new vehicle purchases and offsetting this by increased running costs - the idea being there is no additional overall cost to households on average. Such a scheme would make it easier for people to purchase newer vehicles but at the same time encourage people to think more about their trip options and how often they used their cars.	Recommended change - provide this expanded explanation under the 'Technology and innovation' discussion on page 6 of the plan and reference this fuller explanation next to the subject bullet in the action table.
5.8			<u>Perception survey</u> - would be useful to give examples of the types of survey to be completed.	The survey identified in the plan is the GW 'Transport Perceptions Survey' and relates to perceptions about all modes of transport.	Recommended change: Amend the text under this action heading to read 'Continue surveys to determine regional perceptions of issues related to travel by all modes '.
5.9		(from NZTA national office)	<u>Regional participation at the national level</u> - Seeks removal of this action from the plan. While NZTA still intends to facilitate a national forum to discuss TDM and behaviour change issues, it is expected to occur on a more informal basis, the details of which are still to be decided.	It is considered reasonable to remove the first part of this action (stating that NZTA will facilitate a national forum on a quarterly basis) as it is not within the scope of the plan to require NZTA to do so. However, we believe it is still relevant to signal that GW will actively participate in any national level forum, programmes or strategy development that may have implications for TDM in our region.	Recommended change: Remove the first line under the action heading 'Regional Participation at the National Level'.
6	Ellen Blake	Living Streets Aotearoa	Supports the use of TDM tools to make transport more efficient for all users.	Noted.	No change recommended.

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6.1			In addition to reducing demand for and impacts of car travel, need to consider promotion of other modes.	The Regional TDM Plan includes a number of initiatives which will include promotion of other modes as part of the programme (eg. travel plans, travel awareness campaigns). In addition, the plan is one of a suite of implementation plans, none of which should be viewed in isolation. The regional plans for walking, cycling and public transport identify initiatives to promote the use of and improve provision for these other modes. The relationship between the plans is described on page 2 of the plan.	No change recommended.
6.2			Supports a reduction in car parking spaces in main urban areas.	Noted. The Parking Policy action in the plan is consistent with this - although the plan notes the need to balance adequate parking to support a competitive economy and some limitations around control of commuter long stay parking in the Wellington City CBD as a result of private ownership of many parking buildings.	No change recommended.
6.3			Seeks no more increase to road capacity into main urban areas to create mode shift.	The RLTS recognises the need to make progress towards multiple objectives - consistent with the NZTS. While the importance of managing demand and making best use of the existing transport network is recognised in the RLTS and supported by this plan - there are parts of the network where additional capacity or new routes may be required to meet the objectives of the RLTS.	No change recommended.
6.4			Land use planning must support compact urban areas well connected by PT , better road designs to promote walking and dedicated pedestrian walkways.	Agree. The actions in the plan under the heading 'Promote land use that supports sustainable travel options' is consistent with this, as are several actions in the region's walking and cycling plans which seek good provision for walking and cycling in new land development.	No change recommended.

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6.5			Plan lacks concrete actions for the regional council and therefore ways to measure progress - one or two SMART measures would be welcome.	There are many actions in the TDM Plan for GW to implement, particularly around the behaviour change and promotion/awareness initiatives. The action tables in the plan have been formulated using the principle of SMART measures so that each action has a relevant measurable target with responsibility, timing and cost identified. Progress against these targets is monitored through quarterly agency reports to the RTC. Outcome targets relating to things like walking and cycling mode share, reductions in number of cyclist crashes, and increased vehicle occupancy sit in the RLTS and are monitored and reported annually (along with many other system wide indicators) through the Annual Monitoring Report on the RLTS.	No change recommended.
7	Neville Hyde	CentrePort Wellington	Generally supportive of the plan particularly actions to provide freight and passenger efficiency, and 'soft' behaviour change initiatives.	Noted.	No change recommended.
7.1			Concerned about the application of any ramp metering proposal - believes it would place CentrePort operation at a distinct disadvantage as their point of access is just off the state highway and they would be affected by any cordon to access the highway.	Ramp metering is listed as one potential measure under 'road network efficiency'. It is a technology that uses traffic signals to control the flow of traffic entering the state highway or motorway from its on ramps to ensure more efficient merging of traffic - it does not involve any type of charging. No specific ramp metering scheme has yet been developed and the details and impacts of any scheme would need to be given full consideration as it is developed.	Recommended change: expand the description of ramp metering on page 5 of the draft plan to be clear about what it involves.

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7.2			Concerned about application of 'hard' methods such as cordon charges or congestion pricing if freight operators were not exempted from these.	The plan acknowledges that road pricing tools can be effective in managing demand - however it also notes that the current legislation does not allow for pricing of existing roads and advocates for the enabling legislation to be introduced. If the legislation is introduced, any specific road pricing scheme for Wellington, such as a cordon charge or a congestion charge is likely to be a long term initiative and the details of where any cordon should sit, who should be charged, and the impacts of any particular scheme would need to be well thought through with input from key stakeholders before being introduced.	No change recommended.
8	Stuart Edwards	Cycle Aware Wellington	Supports the overall intent of the plan and the proposed actions to benefit cyclists.	Noted.	No change recommended.
8.1			Travel awareness - Complements the initiative of the cycling and walking journey planner and ongoing support for the Bikewise challenge.	Noted.	No change recommended.
8.2			Workplace and business travel toolbox - suggests inclusion of 'Cycle Friendly Employer' initiatives.	Agree. This is a guide published by SPARC NZ that can be used by employers looking to improve facilities for staff commuting to work by cycle and is another example of a useful tool for workplaces.	Recommended change: Add this tool to the list of examples under 'Workplace and Business Travel Tool Box. (Will also add a link to the guide on GW website).
8.3			Road network efficiency - seeks to ensure all new and improved roads are required to include adequate provision for cyclists and walkers where appropriate.	The recently reviewed regional plans for walking and cycling have specific actions to improve walking and cycling network, in accordance with best practice guidelines. This includes considering the needs of cyclists as part of any new or improved roading project.	No change recommended.

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8.4			Parking management - supports review of local parking policies. Suggests scope should include consideration of how street side parking impacts cyclists travelling on arterial routes. Seeks removal of angle parking wherever possible, or change angle to 45 degrees or change to reverse angle parking.	Noted. The purpose of the parking policy action in the plan is to contribute to demand management by determining a hierarchy for use of road side parking and to ensure appropriate supply of parking to support a sustainable transport network. The layout and design of road side parking is a matter for councils to consider on a case by case basis, however the best practice guidelines identified in the regional cycling plan (as mentioned above) cover this issue as it relates to cyclists.	Recommended change - under the discussion about parking on page 5 of the plan - include reference to actions under the Regional Cycling Plan which deal with best practice road space allocation to improve the cycling network.
9	Stavros Michael	Wellington City Council	Recognises this document as important alongside the walking and cycling plans, as a response to sustainable transport.	Noted.	No change recommended.
9.1			Outlines alignment with WCC's Transport Strategy.	Noted.	No change recommended.
9.2			<u>Behaviour change tools</u> - WCC are in process of employing a travel planner - emphasis is on school travel plans with target to involve ten schools per year in programme. WCC will continue to work with GW on workplace travel plans, support the City Hop car sharing scheme, and actively participate in a number of sustainable transport events.	Noted.	No change recommended.
9.3			<u>Land use policies</u> - recent and current District Plan reviews and Growth Spine concept are consistent with these policies.	Noted.	No change recommended.
9.4			<u>Road network efficiency</u> - WCC currently employing or considering a number of these measures and encourage NZTA to continue ATMS programme and give consideration to ramp metering.	Noted.	No change recommended.
9.5			<u>Parking</u> - WCC adopted a parking policy in Sept 2007 designed to manage parking to contribute to an efficient and sustainable transport network. Recent District Plan reviews are designed to ensure parking provision for mixed use and high density developments has greater focus on sustainability.	Noted. WCC are cited as a good example in the plan.	No change recommended.

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9.6			Key concern is around significant funding reductions for these types of activities in the current NLTP and it is likely that this will affect what local councils can actually implement.	NZTA advise that the funding for Demand Management and Community Programmes (includes road safety programmes) in 2009/10 is a 12% reduction on the 2008/09 allocation. However, the three year funding provision of \$120M for 2009 - 12 is at a similar level to the previous three years. NZTA state that the current NLTP focuses on funding programmes likely to contribute significantly to congestion relief and the Safer Journeys 2020 strategy. NZTA are carrying out a review of programmes in this activity class for years two and three to ensure alignment with the strategic objectives of their Investment and Revenue Strategy.	Recommended change: Add a new bullet under 'Advocacy to Central Government' to read ' Support adequate funding for travel demand management activities and programmes '
10	Jenny Brash	Porirua City Council	The overall Draft Wellington Regional Travel Demand Management (TDM) Plan is supported.	Noted.	No change recommended.
10.1			Funding - a number of "Actions" in the Plan are assigned to Local Authorities. If these are to be done any faster than the existing Local Authority programmes then funding for these will need to be made available from Regional or Central Government.	We acknowledge funding constraints for local councils and note that the decisions about how fast these initiatives are implemented are subject to local annual plan and LTCCP processes.	No change recommended.
10.2			The relationship of the Regional TDM Plan to Local Authority TDM Plans should be set out in the document.	The Regional TDM Plan does not ask for development of local TDM plans as this is currently a regionally driven initiative. However, if local plans or programmes are developed it is expected that these would align with, and seek to implement the initiatives in the regional plan relevant at the local level.	Recommended change: Add this explanation as new text on page 2 of the plan.
10.3			Travel plans are supported in principle but funding from local authorities may not be available.	This plan advocates that TAs look at how they can resource their role in development of school travel plans for their local area. We note that a 75% subsidy is available from NZTA for this type of activity.	No change recommended.

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10.4			Parking reviews addressing the balance between adequate supply of parking to support economic activity and encouraging use of alternative modes are supported, subject to being able to be incorporated within budgeted parking reviews.	Noted.	No change recommended.
10.5			The statement on land use policies is supported in principle but the action for local authorities is District Plan changes or reviews. Acceleration of these will be difficult without additional external funding.	Noted - the timing in the plan seeks these landuse principles be included in District Plans at their next review.	No change recommended.