

## Travel Demand Management Strategy Activities

### Action Status (December 2009)

Progressing as planned	
Key milestone achieved in this Quarter	😊
Moderate delay	😐
Significant delay (more than two years)	😞

Action	No.	Description	Timing	Target/Measure	Responsibility	Overall Progress	Comments	Delay
Road Network Efficiency	1.1	Give consideration to the use of technology-based tools and other traffic management measures when planning improvements to the road network, to ensure use of the existing network is optimised. Measures might include: <ul style="list-style-type: none"> <li>• Intersection design</li> <li>• Traffic signal and pedestrian priority phasing</li> <li>• Traffic management and traveller information systems</li> <li>• Variable message signs</li> <li>• Ramp metering</li> <li>• Driver assistance systems</li> <li>• High Occupancy Vehicle lanes</li> </ul> In particular, consideration should be given to how network optimisation measures can be implemented along the Wellington Road of National Significance as a matter of priority	Ongoing	All RTCs proactively consider use of measures that optimise the existing road network	KCDC	50%	Nothing to report	
					PCC	0%	These measures are applicable to roads with higher traffic volumes than the local roads under PCC control.	
					WCC	50%		
					HCC	0%	Leaders in the Country eg. PUFFIN, VMS etc.. No RoNS	
					UHCC	0%	UHCC will use such tools as are appropriate to our network, within our budgets and planning	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
					MDC	0%	District roading programme is fundamentally a maintenance and renewal programme with minor improvements on the existing network.	
		NZTA	100%	All travel plans at NZTA are being maintained.				
Parking Management	2.1	Develop (or review) a parking policy for each local authority area to ensure that parking supply, cost and management contributes to an efficient and sustainable transport network	Policies developed by June 2012	All TAs have a parking policy in place by June 2012	KCDC	100%		
					PCC	5%	CBD parking review to be carried out February - May 2010.	
					WCC	100%		
					HCC	0%	Quite the reverse. Potential loss of 700 spaces from Riverbank car park looms.	
					UHCC	0%	Parking is provided free in Upper Hutt and currently there is no intention of changing that. We regularly survey parking demand and make adjustments as necessary	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
		MDC	50%	Parking review currently in progress. Due to be reported February 2010.				
Parking Management	2.2	Review District Plan parking standards to consider introduction of maximum parking standards for new developments (particularly mixed use or high density residential developments close to local facilities and public transport nodes)	At next scheduled District Plan review or by December 2012	All District Plan parking standards reviewed by December 2012	KCDC	50%	Nothing to report	
					PCC	0%	To be covered in District Plan review.	
					WCC	100%		
					HCC	0%	being done by Planning Division.	
					UHCC	0%	Will be considered as required	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
		MDC	100%	Parking requirements and standards recently reviewed with development of Combined Wairarapa District Plan.				
School Travel Programme	3.1	Coordinate a programme to encourage the uptake of school travel plans throughout the region. This coordination involves: <ul style="list-style-type: none"> <li>• providing training and resources</li> <li>• carrying out data collection and monitoring</li> </ul>	Ongoing	94, or 41% of, primary and secondary/intermediate schools and 26761, or 34% of school children are involved in or exposed to school travel plan activities by June 2013	GWRC	50%	At present, 29 schools are enrolled on the travel plan programme, meeting the 2009/10 regional target. The number of primary and secondary students exposed to sustainable travel to school initiatives through these travel plans exceeds 8,600.	

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School Travel Programme	3.2	Lead and support the development of school travel plans within each local authority area. This will involve: <ul style="list-style-type: none"> <li>identifying schools to participate</li> <li>providing local resources and advice</li> <li>resourcing a School Travel Plan Coordinator</li> <li>carrying out infrastructure improvements</li> </ul>	Ongoing	Plan implemented	KCDC	50%	Three new schools to be signed up in 2010	
					PCC	0%	School Travel Plan coordinator funding declined by NZTA	
					WCC	50%	Funding has been allocated, it is proposed to commence STP at 5 schools this year.	
					HCC	0%	Yes	
					UHCC	0%	GWRC has always been the lead agency for this. We have cooperated as resources permit but it is not a core function.	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
					MDC	50%	Wairarapa Road Safety Co-ordinator providing support to Regional Council School Travel Planner in relation to several schools around Masterton.	
Workplace and Business Travel Toolbox	4.1	Coordinate a programme to encourage the uptake of sustainable work commute and business travel practices throughout the region. The types of tools to be promoted through this programme include: <ul style="list-style-type: none"> <li>workplace travel plan programme</li> <li>carpool programme</li> <li>guaranteed ride home</li> <li>tele-working</li> <li>flexible working hours</li> <li>car sharing</li> <li>active transport initiatives</li> <li>public transport initiatives and subsidies for commute and business travel</li> <li>cyclist skills training</li> <li>cycle friendly employer guide</li> </ul>	Ongoing	Maintain participation in workplace travel programme. At least 3,000 people register in the regional carpool programme by June 2013. At least one new sustainable transport initiative per year made available in which a wide number of employees and workplaces can be involved	GWRC	50%	To date there are almost 13,000 staff and 30,000 tertiary students from 13 organisations involved in developing and implementing workplace travel plans. The Wellington Institute of Technology (WelTec), started a travel plan in this quarter. A travel awareness programme is underway, with on-going communications to raise awareness in the community of active and sustainable transport options. Tools to support the programmes include the carpool programme, cycling and walking journey planner, public transport promotions as well as alternatives to travel such as teleworking. A new sustainable transport initiative, Active a2b, has been developed as a means of reducing congestion in Wellington city. Promoting walking and cycling for the journey to work, it will be available through workplaces in Wellington CBD in January 2010.	
Workplace and Business Travel Toolbox	4.2	Facilitate regular workplace travel forums to encourage information sharing within the region	Quarterly		GWRC	50%	Nothing to report	
Workplace and Business Travel Toolbox	4.3	Promote and encourage sustainable workplace travel practices in each local authority area	Ongoing	At least one new sustainable transport initiative per year made available in which a wide number of employees and workplaces can be involved	KCDC	0%	Not reported	
					PCC	0%	PT and active transport modes are encouraged in principle, but no funding allocated to actively promote this.	
					WCC	15%	A Sustainable Transport Coordinator began in a new role late 2009. An objective of this role is to work with businesses to improve their travel practices	
					HCC	0%	No chances to advocate	
					UHCC	100%	A travel plan has been prepared for UHCC staff but there is no intention to extend that into the broader community.	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
MDC	0%	No action to date.						

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Leading by Example	5.1	All partner organisations take up sustainable workplace travel initiatives for their particular organisations offices within the region	Ongoing	Promote and make available to employees at least one new sustainable transport initiative per year	GWRC	50%	Executive Management Team adopted GWRC's Travel Plan in June 2007. Implementing Travel Plan Actions. The Active a2b initiative is also being offered to staff.	
					KCDC	0%	Not reported	
					PCC	0%	Cycling encouraged by provision of cycle storage and showers.	
					WCC	50%	We are promoting the Walking and Cycling Travel Planner, the lets carpool and the active A2B programmes.	
					HCC	0%	HCC provides subsidy for PT trip to work.	
					UHCC	0%	Councils Travel Plan will be implemented over time as resources permit	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
					MDC	0%	Anticipate development of a Travel Plan which will have regard for management of pool car fleet & will encourage use of facilities already in place by those staff that might elect to walk, run or cycle to work.	
					NZTA	0%	Nothing to report	
Travel Awareness	6.1	Develop and implement a Travel Awareness Programme to ensure ongoing promotion and awareness of sustainable transport options and alternatives. This will include: <ul style="list-style-type: none"> <li>• Ongoing promotion of available tools such as school and workplace travel plans, the regional carpool programme and the online public transport, and walking and cycling journey planners</li> <li>• Promotion of one-off, annual, or more regular sustainable travel events eg. Feet First, Walk to Work day, Bikewise Challenge</li> <li>• Promotion of new technology, innovation or schemes that reduce travel demand- eg. broadband, teleconferencing, car sharing, home deliveries</li> <li>• Identifying opportunities to support community based travel behaviour change awareness initiatives</li> <li>• Identify opportunities to work with other sectors that may be well placed to promote transport choices</li> </ul>	Ongoing	Travel Awareness Programme in place by December 2009  Contribution towards at least one new community behaviour change awareness initiative per year	MoT	50%	MoT is a small organisation of 170 staff with one office in the region. Managers are to consider the necessity before authorising travel - most travel is by air to outside the region for a limited number of staff. MoT encourages the use of PT and walking rather than taxis within the city - limited travel within the region outside Wellington CBD. The goal of one new transport initiative per annum will be attempted but we believe that funding, office space limits and limited beyond CBD travel restrict what we can accomplish beyond our current position.	
					EECA	92%	2008/09 - 2009/2010 Business Planning will target reductions in business travel locally and internationally ensure travel costs are actively managed to identify alternatives and better coordinate air travel to reduce the number of trips. An investment is being made upgrading our Video conferencing technology to reduce local travel between offices. EECA obtained CEMARS certification for the 08/09 Fy. Participation within the CEMARS framework will be a catalyst for a revised travel plan being released in the near future - target date is August.	
					RPH	0%	Not reported	

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Promote Public Transport, Walking and Cycling	7.1	Promote the use of, and improve provision for, public transport, walking and cycling - consistent with the initiatives identified under the regional plans for passenger transport, walking and cycling	Ongoing	Sufficient funding is included in annual budgets to ensure these activities can be fully implemented through the relevant plans	All agencies	50%	GW has taken the lead in promoting awareness of the region's transport options and encouraging the uptake of walking, cycling, public transport and carpooling as ways of getting around whether it's to get to work, a business appointment or to access other	
Regional Policy Statement	8.1	Include provisions in the Regional Policy Statement that seek: <ul style="list-style-type: none"> <li>a compact, public transport oriented urban form</li> <li>high density or mixed use development in appropriate locations - with good access to public transport, local jobs and local facilities</li> <li>a range of housing options</li> <li>good provision of high quality walking, cycling and public transport services in new development</li> <li>walking/cycling routes integrated with, and providing direct access to public transport stops, local facilities and amenities</li> </ul> Advocate for these principles to be included in Regional Policy Statement provisions	As part of current Regional Policy Statement Review	Provisions included in the next operative Regional Policy Statement	GWRC All agencies	50%	These principles have been included in the new 'Proposed' Regional Policy Statement. Continued input and advocacy will be required to ensure the provisions come through to the final 'Operative' Regional Policy Statement.	
District Plans	9.1	Include provisions in District Plans to: <ul style="list-style-type: none"> <li>identify appropriate locations for higher density and mixed-use developments - these should have good access to high frequency public transport services and/or be within easy walking distance to local centres with a range of facilities and local employment opportunities</li> <li>encourage a range of housing choices in new developments</li> <li>good provision of high quality walking, cycling and public transport services in new development</li> <li>walking/cycling routes integrated with, and providing direct access to public transport stops, local facilities and amenities</li> </ul> Advocate for these principles to be included in District Plan provisions	At next District Plan review	District Plans include provisions to facilitate land use development that reduces travel demand and increases the feasibility of travelling be more sustainable modes	KCDC	100%		
					PCC	0%	To be covered in District Plan review	
					WCC	100%		
					HCC	0%	Nothing to report	
					UHCC	52%	Currently being considered by Council	
					SWDC	0%	Not reported	
					CDC	0%	Not reported	
MDC	100%	Recognised in operative and proposed district plans.						
Structure Plans	10.1	Promote the use of structure plans for large new growth and development areas to ensure broad issues such as integration of land use and transport, mixed-use development, and housing choice are considered	Ongoing	Structure plans used to guide large new growth and development areas where appropriate	GWRC	52%	The use of structure plans for large development sites is becoming much more common throughout the region, however there are still opportunities to promote greater use of this planning tool.	
					KCDC	0%	Not reported	
					PCC	0%	To be covered in District Plan review	
					WCC	100%		
					HCC	0%	Whenever we get the opportunity. "Making Places" is a HCC start for the CBD.	
					UHCC	50%	Structure plans are required when appropriate.	
					SWDC	0%	Not reported	
CDC	0%	Not reported						
MDC	50%	Structure plans are a consent requirement or major developments.						
Advocacy to Government	11.1	Advocate to central government for the following measures: <ul style="list-style-type: none"> <li>Road pricing enabling legislation</li> <li>Variable school hours</li> <li>Broadband promotion and investment</li> <li>Shifting the high capital cost of cars towards the variable costs</li> <li>Vehicle technologies that improve the safety and efficiency of the transport network</li> <li>Adequate funding for travel demand management activities and programmes</li> </ul>	Ongoing	Every opportunity taken to advocate	All agencies	50%	Most recent opportunities for advocacy around some of these things have been through the government's Safer Journeys 2020 document and the Rural Broadband Initiative consultation processes.	
Perception Survey	12.1	Continue surveys to determine regional perceptions of issues related to travel by all modes - the 'GW Transport Perceptions Survey'	3 yearly	Survey completed & results reported in RLTS Annual Monitoring Report	GWRC	100%	2008 survey complete and reported in 2008/09 AMR.	
Regional Participation at National Level	13.1	Actively participate, where appropriate, in national level programmes/strategy development that have regionally significant impacts upon travel demand management	Ongoing	Every opportunity taken to participate in policy development opportunities	GWRC	50%	GWRC takes every opportunity to participate in national level programmes and groups that relate to or impact on demand management activities at the regional level.	