



**Report** 05.644  
**Date** 14 November 2005  
**File** TP/01/04/02

**Committee** Regional Land Transport  
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## **Strategic Options Consultation Document and draft Regional Travel Demand Management Strategy Hearings**

### **1. Purpose**

The purpose of this report is to outline the process for hearing oral submissions in relation to the Regional Land Transport Strategy (RLTS) Strategic Options Consultation Document and the draft Regional Travel Demand Management Strategy, and to highlight the key issues raised through the submissions process.

### **2. Significance of the decision**

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### **3. Background**

#### **3.1 Strategic Options Consultation Document**

The RLTS Strategic Options – Consultation Document was released to the public for comment on the 15 August 2005. Its purpose was to describe the Regional Land Transport Strategy review process and its relationship with the Wellington Regional Growth Framework, and to describe the initial views and strategic direction of the Regional Land Transport Committee for transport needs over the next 10 years.

The Consultation Document sought the views of organisations and individuals on the draft vision, objectives, and outcomes, along with 3 strategic scenarios for investment in the region's transport system over the next 10 years. The document did not include a detailed explanation of projects under each scenario as its purpose was to obtain feedback at a high level on the regional transport issues and direction which could be used in the development of a draft RLTS.

Submissions closed on 30 September 2005. The submissions and key issues identified from this consultation process will be fed back into the RLTS review process and assist with the development of a draft RLTS, including funding and project details, which will be released for a further round of consultation before adoption of a final RLTS.

## **3.2 Draft Regional Travel Demand Management Strategy**

The draft Regional Travel Demand Management Strategy was released for public consultation on 5 September 2005. The strategy sets out a vision, objectives and outcomes for travel demand management in our region. It also includes a range of initiatives which seek to increase transportation system efficiency, improve and influence travel choices, and reduce the need to travel.

Submissions closed on 7 October 2005. The feedback from the consultation process will be used to recommend any further changes to the strategy. The amended strategy will then be recommended for adoption. Once adopted, the Regional Travel Demand Management Strategy will be included as a chapter of the draft RLTS to meet our obligations under the Land Transport Management Act 2003.

## **4. Process**

The purpose of this meeting is to hear those submitters who indicated they wished to speak in support of their submission regarding the documents described in 3.1 and 3.2 above. Those who wish to be heard on both documents have been asked to make one appearance to do so.

Submitters speaking on one document have been asked to limit their oral submission to **5** minutes, whilst those speaking on both documents have been allowed up to **10** minutes. The order of speakers and approximate times are set out in **attachment 1** of this report. A summary of all submissions is set out in **attachments 2 and 3** of this report. A copy of all submissions in relation to both documents has been circulated to the Committee.

Committee members may wish to ask questions on the submissions at this point. However, all written submissions to the subject documents will be considered by the Committee on 8 December 2005. Officer's recommendations in response to the submissions will be provided in a report at that meeting.

## **5. Comment**

### **5.1 Submissions received**

#### **5.1.1 Strategic Options**

Ninety-four submissions were received regarding the Strategic Options Consultation Document. A large proportion of the submissions were made on the feedback forms provided with the document and through the Council's website. Approximately half of submitters indicated a wish to be heard in support of their submissions.

Over one-third of submissions were received from individuals. A substantial number were also received from residents' associations, special interest groups, and regional branches of national organisations (such as Wairarapa Federated Farmers). The remainder of

submissions were received from Government bodies, such as Transit New Zealand, a range of district health boards, and territorial authorities.

### 5.1.2 Travel Demand Management

Thirty-one submissions were received regarding the draft Regional Travel Demand Management Strategy. A large proportion of these were through the feedback form on the Council's website. Approximately one-third of submitters indicated a wish to be heard in support of their submissions. Around half of submissions were received from individuals. The remainder of submissions were received from community groups, tertiary institutes, special interest groups and Government bodies.

## 5.2 Key Issues from Strategic Options Consultation Document

The responses received were varied with some submitters stating the issues identified in the document as adequate and supporting the proposed vision, objectives and outcomes. Others made suggestions for additional issues or analysis that could be included.

Not all submitters indicated a preference for one of the three strategic scenarios. However of those who did, the majority preferred Option 2: Advanced Passenger Transport.

There were a number of key themes raised throughout the submissions under the following headings:

### **Provision of Information within the Consultation Document**

- Several submitters raised issues relating to inadequate provision of information within the document, both in terms of supporting or background information and information regarding the cost and detailed lists of projects behind the different strategic options.
- However other submitters recognised the broad strategic policy approach of the document and were prepared to comment on that basis.

### **Further issues to be addressed**

- Carbon dioxide emissions and the Kyoto Protocol
- Rising petrol prices
- Ten year timeframe and environmental sustainability
- Accessibility, health, disability and an aging population
- Better integration of transportation with land use planning
- Better coverage of freight transportation.

## **Passenger transport versus roading**

- The majority of submitters felt there was need to place greater emphasis on passenger transport
- Approximately half of the submitters had strong feelings that expenditure on passenger transport is the only acceptable option for improving the long-term transportation situation in the region
- A common response to Outcome 4.2 suggested that passenger transport mode share should be ‘enhanced’ rather than maintained. A number of submitters believed that the word ‘maintain’ should replace ‘reduce’ in Outcome 4.1 in relation to road congestion.

## **5.3 Key issues from draft Regional Travel Demand Management Strategy**

### **Vision, objectives and outcomes**

- The vision, objectives and outcomes were supported by the majority of submitters.
- Several submitters suggested additional objectives and outcomes, many relating to a need for greater emphasis on passenger transport provision. Others related to ensuring travel demand management did not have a detrimental impact on mobility.
- A common suggestion was to change the wording of the outcome ‘maintain journey to work mode share’ to ‘enhance journey to work mode share’.

### **TDM initiatives**

- Travel planning and traffic management measures were generally supported through the submissions. The need to address journey to school traffic and the benefits of bus lanes or High Occupancy Vehicle (HOV) lanes were emphasised by many.
- The further investigation and subsequent implementation of road pricing measures was supported by many submitters with a number of conditions attached.
- The need for an enhanced passenger transport system to support the TDM initiatives in the strategy was a widespread response. As was the need for enhanced walking and cycling infrastructure, along with the integration between passenger transport and other modes.
- The importance of integration between land use and transportation was another common theme, with many submitters suggesting the strategy have more than an advocacy role in this respect.
- The need to move freight from road to rail was recognised as an important method to achieve a reduction in vehicle volumes.

## **Targets and monitoring**

- Most submitters did not comment specifically on targets and monitoring, however there were varied views from those who did. While some submitters felt that holding the line at 2001 levels was challenging but achievable, others felt that targets needed to go much further and some additional indicators were suggested.
- The need for a robust monitoring regime to determine measurable benefits from TDM was also identified.

## **Other issues**

- A common theme through the submissions was the impact of rising oil prices on car use, congestion and therefore travel demand management initiatives. Several submitters noted that rising petrol prices would lead to a reduction in traffic growth, contrary to the strategy forecast. Others noted that a continuing increase in petrol prices is likely to aid travel demand management programmes and that there is a need to ensure the availability of sustainable transport alternatives.
- The potential health, fitness and wellbeing benefits of the strategy initiatives were acknowledged by several submitters. Regional Public Health called for the Committee to substantially increase allocated funding for TDM and to actively promote active modes and passenger transport.
- Land Transport NZ noted concern regarding the funding assessment and noted that a proposed special case for increased financial assistance had not been considered by their board at this stage. They recommended preparation of a business case for funding shares as detailed in the strategy. Wellington City Council requested further clarification of the role of local authorities and how funding will be allocated to partner agencies.

## **6. Communication**

Any additional issues arising from the hearing of the oral submissions are to be noted and reported to the RLTC meeting on 8 December 2005.

## **7. Recommendations**

*That the Committee:*

1. **Receive** the report.
2. **Note** the content of the report.
3. **Hear** the submitters in support of their submissions.

Report prepared by:

Report approved by:

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Policy Advisor

**Dave Watson**  
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**Attachment 1: Order of Speakers**

**Attachment 2: Summary of Submissions – Strategic Options Consultation Document**

**Attachment 3: Summary of Submissions – Draft Regional Travel Demand Management Strategy**