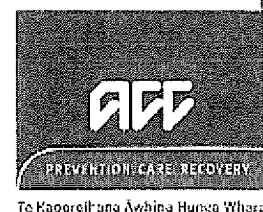


Submissions on the draft Regional TDM Plan

Full copies: Submissions 1 -10

Submission No	Organisation
1	Accident Compensation Corporation
2	Regional Public Health
3	Wellington International Airport Limited
4	Carterton District Council
5	NZ Transport Agency
6	Living Streets Wellington
7	CentrePort Ltd
8	Cycle Aware Wellington
9	Wellington City Council
10	Porirua City Council



PO Box 3467, Wellington 6140
New Zealand
Freephone 0800 101 996
Facsimile 04-918 7151
www.acc.co.nz

11 September 2009

Joe Hewitt
Greater Wellington Regional Council
PO Box 11646
Wellington

Dear Mr Hewitt

Submissions on the Greater Wellington Draft Regional Road Safety Plan and Travel Demand Management Plan

Thank you for the opportunity to comment on both the Greater Wellington Draft Road Safety Plan and Regional Travel Demand management Plan.

ACC's submission covers comment on many aspects of these plans. Recommendations are made in respect of the overview of the national framework and some of the proposed regional activities and the rationale for ACC's involvement in Road Safety and Travel Demand Management is outlined as a context for some of these requests (Appendix 1 refer).

ACC is committed to working in partnership with other agencies to reduce the incidence, severity and cost of serious injuries and fatalities resulting from road crashes, and looks forward to providing direct support to the proposed regional strategies.

Rationale for ACC's involvement in Road Safety and Travel Demand Management

Injuries resulting from vehicle crashes present a significant issue for the Corporation, due to the serious consequences for both ACC and Wellington region in general. In 2008, 3247 people were injured and required medical treatment following injuries on roads in the Greater Wellington region, with \$29.8 million spent on these new injuries and previous claims over the same period.

Whilst vehicle-related claims are low in volume across the ACC Scheme overall, they are high in severity and cost. New claims resulting from motor-vehicle crashes represented only 4.7% of ACC's total claims volume, but accounted for 17% of the total cost. Of all serious injuries on the ACC Scheme, 33% are in the Motor Vehicle account.

ACC's road safety efforts contribute directly to national road-related strategies. The current "Road Safety to 2010" Strategy was developed by the National Road Safety Committee (NRSC), which is chaired by the Ministry of Transport (MoT). As well as the MoT, NRSC members include the New Zealand Transport Agency, New Zealand Police, Transfund New Zealand, ACC, and Local Government New Zealand.

An overview of ACC's road safety priorities is provided in Appendix I, with direct relevance to the Greater Wellington region.

Comment on the Draft Wellington Regional Road Safety Plan

ACC supports the actions which improve walking, cycling and motorcycling safety. In the year ending June 2008 there were 409 new claims for motorcycle crashes in the Greater Wellington region, and the total cost of all active claims for motorcycle crashes was just over \$5 million.

Nationally, ACC claims for motorcycle crashes have increased significantly since 2002. In 2002/03 ACC claim costs were \$42.8 million while in 2007/08 costs exceeded \$61 million. From 2004 85% of the increase in motor vehicle hospitalisations was from motorcycles. Driven by a range of factors, motorcycle use is sharply increasing. Motorcycle registrations have increased fivefold since 2002 to almost 13,000 for the year ending 31 December 2008. The NZ Travel Survey shows that motorcyclists are 14 times more likely to have an injury or fatal crash than car drivers. ACC encourages you to continue to investigate all safety issues, review these against your plans and address through alignment of the 3E's, being Education, Enforcement and Engineering.

ACC also supports the action to provide safer vehicles in corporate fleets. Electronic stability control can reduce the chances of crashing by 30%. Side curtain airbags can also reduce the extent of trauma received in a crash. With both of these features combined there would be an estimated 40% reduction in fatalities. ACC also encourages that safety advancements are used in any updated public transport vehicles to the best international practice.

ACC supports the training of inexperienced drivers and urges that programmes be delivered and targeted at young drivers and the graduated driver licensing system. Nationally there are significantly more new ACC motor vehicle claims per 1,000 licence holders for the 15-24 age group than any other age group. The cost of active claims in 2007-2008 for ACC was \$66 million per annum.

Practice programme was developed to strategically target novice drivers who hold a learner licence prior to them obtaining a restricted licence and commencing driving unsupervised. The Practice programme also delivers resources to these learner drivers that will improve their engagement in supervised driving both in quantity (hours on the road) and quality (range of conditions). It enhances the value of the graduated driver licensing system as a progressive preparation of novice drivers for driving independently. ACC recently conducted a robust evidence based review of this programme at a national level and redeveloped based on the findings of that review. ACC would suggest that the action point to review this programme be changed to review the uptake at a local level and work with key Road Safety partners to encourage that uptake amongst young drivers.

Comment on the Draft Wellington Regional Travel Demand Management Plan

ACC supports the Workplace and Business Travel Tool box and the use which this may be for vulnerable road users. In the year ending July 2008 there were 313 new claims for Pedestrians in the Wellington region, with \$2.9 million spent on active claims. For cyclists

there were 201 new claims and \$1.7 million spent on active claims in that period. ACC also supports the promotion and provision of new walking and cycling routes away from the road. ACC encourages that the tool ActiveSmart is included into promotion of walking and cycling as a form of transport. This tool has been developed by ACC to promote safe training practices to reduce injuries. Due to lack of visibility, cyclists and pedestrians are often not seen when on the road, therefore ACC encourages that high visibility be promoted through this plan.

ACC urges that safety is considered throughout this plan and an emphasis is placed on education around not only sustainability issues but safety as well.

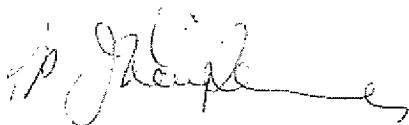
Plan implementation

Greater Wellington is encouraged to continue to strengthen and expand collaborative relationships between government agencies, territorial local authorities and organisations with an interest in Safety and Sustainability programmes. A shared vision, cohesive action and the strategic use of combined resources will provide a strong platform for achieving sustained road safety outcomes.

Congratulations on the production of such a high quality plan and consultation process, both of which convey Greater Wellington commitment to inter-agency ownership. ACC appreciates being involved in the planning process, and having the opportunity to contribute.

I wish you every success in realising the goals of the plan.

Yours sincerely



Julie Anne Garnons-Williams
Team Manager Injury Prevention

Appendix 1: Overview of ACC road safety priorities in Wellington Region

ACC has two road safety objectives for Greater Wellington Region:

- To reduce the number of serious injuries occurring on the road.
- To build and maintain relationships with key stakeholders to develop sustainable and effective road safety initiatives.

ACC's national priorities (as follows) are directly relevant to the Greater Wellington region:

- Motorcycle safety – to reduce the incidence of motorcycle crashes by promoting a Motorcycle Safety Culture through the implementation of safety initiatives to increase motorcycle rider skills and promote the use of appropriate protective equipment in the Wellington Region.
- Vehicle technology promotion, to the extent that, by the end of 2010, 100% of New Zealand's new motor vehicle fleet will have Electronic Stability Control and Side Curtain Airbags.

ACC would like to see the inclusion of promotion of motorcycle safety awareness along with the promotion of vehicle technology so that all Government departments in Greater Wellington are taking actions consistent with the Government's Right Car strategy.

The National Road Safety Committee Vehicle Technology marketing strategy is focussed on promoting the benefits of Electronic Stability Control (ESC) and Side Curtain Airbags (SCA). The goal of this programme of work is to ensure that by June 2010, 100% of new vehicles sold in New Zealand have ESC and SCA. If all vehicles in New Zealand were to have these two safety features incorporated, approximately 40% of all motor vehicle fatalities could be prevented.

- To reduce the incidence of Impairment (drugs, alcohol and fatigue) in crashes.
- Road Transport – continue to build industry capacity through the Wellington regional industry forum which will be used as a key delivery channel for implementing on-road safety initiatives (incl. restraint wearing and speed reduction).

Regional Public Health
Better Health For The Greater Wellington Region



September 11th 2009

Regional Road Safety Plan
Regional Travel Demand Management Plan
Free Post 181120
Greater Wellington Regional Council
P O Box 11-646
Wellington 6142

Dear Joe Hewitt

Re: Draft Regional Travel Demand Management Plan, and the Draft Regional Road Safety Plan, Regional Transport Committee.

Regional Public Health (RPH) would like to thank you for the opportunity to provide a written submission on the proposed Regional Travel Demand Management Plan and the Draft Regional Road Safety Plan. RPH has been able to contribute to the review of both of these plans through participation in the working group, and through Dr Stephen Palmer's representation at Regional Transport Committee meetings, and would like to summarise our support for each plan in the attached table.

Overall we support each plan, and commit to working alongside implementing agencies to support the actions within each plan. We will continue to advocate at a national and local level for changes that will improve regional road safety and support a reduction in the need for vehicle travel. In particular, we strongly believe that improved environments for pedestrians and public transport will have significant positive impact on the environment and the health and wellbeing of communities in the Wellington region.

Yours Sincerely

Dr Stephen Palmer
Medical Officer of Health
Regional Public Health

Peter Gush
Service Manager
Regional Public Health

Draft Regional Travel Demand Management plan

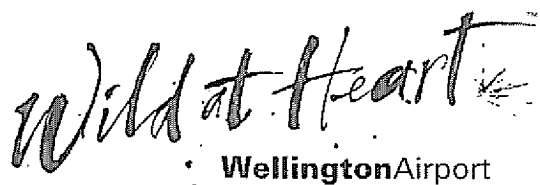
<i>Action Heading</i>	<i>Action</i>	<i>RPH Comment</i>
Optimise use of the existing road network	<i>Road network Efficiency</i>	Support Actions. We support network improvements, especially methods focused on improving efficiencies for public transport and active transport. We support active consideration of how to improve efficiencies on roads of national significance SH1 between Levin and Wellington, in particular ensuring public transport efficiencies for the Ngauranga to Airport corridor.
	<i>Parking Management</i>	Support Actions. We support development and review of parking policies for each local authority, and support the review of District Plan parking standards particularly for mixed use or higher density developments.
	<i>School Travel Plan programme</i>	Support Actions. We support Greater Wellington's continued coordination and the increasing involvement of local authorities in school travel planning. RPH will continue to support travel plans through our Health Promoting Schools programme.
Encourage sustainable and efficient travel choices	<i>Workplace Travel planning</i>	Support Actions. The development of the Workplace and business travel toolbox will support a wider uptake of sustainable business travel practices. We support the ongoing maintenance of workplace travel programmes in large organisations.
	<i>Travel awareness/ Leading by example</i>	Support Actions. RPH will continue to support workplace travel initiatives developed through the HVDHB Travel Plan.
	<i>Regional Policy Statement</i>	Support Actions. We will continue to advocate for sustainable urban form principles within the Regional Policy Statement.
Promote land use that supports sustainable travel options	<i>District Plans</i>	Support Actions. We will continue to advocate for sustainable urban form principles within District Plan changes and reviews.
	<i>Structure Plans</i>	Support Actions. RPH will continue our input to areas of significant development. E.g. Maymorn Structure Plan
Advocate for measures to improve network efficiency and	<i>Advocacy to Govt</i>	Support Actions. We believe that continued advocacy for road pricing and technology and innovation is critical despite lack of supportive legislation for road pricing currently. Targeted pricing is shown to be effective in

<i>sustainability</i>		supporting modal shifts.
Collect and share information to support sustainable transport options	<i>Regional participation at a national level.</i>	Support Actions. RPH will also engage in consultation for national level strategy development, and policies that have significant impact on travel demand management.

Draft Regional Road Safety Plan

RPH supports all of the actions to improve road safety in the Wellington region. We would specifically like to comment on the action areas below; that we believe should be given particular priority by implementing agencies.

<i>Action</i>	<i>RPH Comment</i>
Improve walking and cycling safety	We support programme development consistent with the regional walking and cycling plans. RPH will continue to advocate to local authorities to implement regional plans and to assign sufficient funds to this area. We believe that improving the pedestrian and cycling environment and prioritising the movement of pedestrians and cyclists in urban areas, will provide significant economic, health and social benefits and is crucial to improving our regional road safety record. Methods of improving cycle and pedestrian safety on local roads should focus on the management of vehicle speeds through actions to improve urban speed management. This is as opposed to actions that might disadvantage the efficient movement of pedestrians and cyclists.
Improve urban speed management	This action area will have a significant impact on whether actions to improve walking and cycling safety are successful. We would hope that as part of a safer system approach, that traffic calming and speed management are proactively linked to the operation of safety management systems that local authorities are encouraged to implement. We strongly support the use of traffic calming methods and significant reductions to speed limits in more densely populated areas, retail hubs, areas of mixed use and around all schools and early child hood settings.
Advocate for national level change	We strongly support the areas listed for national level change. In particular RPH will focus on advocacy related to pedestrian and cyclist safety, lowering of the legal blood alcohol level and a safer systems approach with particular emphasis on the wider environmental factors that influence road safety. We are also submitting on the National Road Safety 2020 discussion document.



14 September 2009

Greater Wellington Regional Council
 Freepost Authority Number 3156
 PO Box 11646
 Manners Street
WELLINGTON 6142

By Email to: info@gw.govt.nz

To Whom It May Concern:

SUBMISSION ON THE DRAFT REGIONAL TRAVEL DEMAND MANAGEMENT PLAN

1. Thank you for the opportunity to provide comment on the draft Regional Travel Demand Management Plan (the Plan). In our view, while critical physical works designed to alleviate severe congestion along the Ngauranga to Airport corridor remain on the drawing board, preserving and maximising the efficiency of the network is key to ensuring Wellington does not grind to a halt.
2. Accordingly, Wellington International Airport Limited (WIAL) is generally supportive of the measures contemplated in the Plan.
3. WIAL do however have some comments on specific parts of the Action Programme associated with the Plan.
4. Firstly, WIAL is concerned that the Wellington to Levin Road of National Significance only gets passing mention under 'Road Network Efficiency'. WIAL is of the opinion that in light of the recognition from Central Government, the Plan needs to give more than just consideration as to how the network optimisation measures are implemented along the Wellington to Levin route. Instead, the measures should be a priority of the route.
5. Secondly, WIAL would like assurance that the network optimisation measures listed under 'Road Network Efficiency' can actually be implemented. In particular, there are concerns that the only 'working' example of high occupancy vehicle lanes within the region have been plagued with inefficiencies and, mainly through lack of enforcement, offers no incentive to increase occupancy and thus efficiency. WIAL would like assurance that investment in any network optimisation measures will actually deliver efficiency benefits.

Wellington Airport Limited

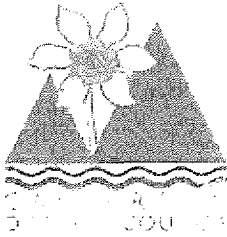
Corporate Office	TEL +64 (4) 385 5100
Main Terminal Building	FAX +64 (4) 385 5139
Stewart Duff Drive	EMAIL mail@wellingtonairport.co.nz
PO Box 14175	www.wellingtonairport.co.nz
Wellington 6241	
New Zealand	

6. Finally, under 'Advocacy to Government' WIAL is uncertain what is being referred to in the fourth bullet point. WIAL requests that this point is clarified prior to the Plan being finalised.
7. We trust our considered inputs are helpful to your deliberations and would appreciate the opportunity to speak in support of our submission.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Mike Brown', with a long horizontal flourish extending to the right.

Mike Brown
Airport Planner
Wellington International Airport Limited



Carterton District Council

10th September 2009.

5P0236.00 001WA

TRAVEL DEMAND MANAGEMENT PLAN

The Carterton District Council thanks the Greater Wellington District Council for the opportunity to comment on the draft Regional Travel Demand Management Plan.

The Carterton District Council supports the draft document.

It is noted that Greater Wellington will continue its role co-ordinating the Wellington region's school travel plan programme in partnership with all local councils. It is noted that the cost to local Councils will attract a 75% financial assistance from the New Zealand Transport Agency.

It is also noted that local councils have a key role in implementing infrastructure improvements that are identified through the school travel plans.

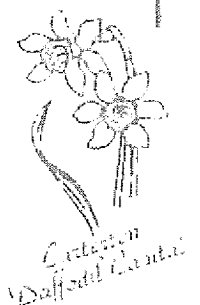
It is further noted that the draft plan promotes work place travel plans and encourages local authorities to be active in this area. It may well be possible to encourage travel plans in District Plans where large developments with travel plans may be able to reduce the size of their car parks if a travel plan is in place and enforced.

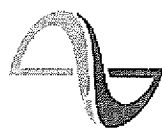
The Carterton District Council thanks Greater Wellington for the opportunity to comment on the draft Travel Demand Management Plan.

The Carterton District Council does not wish to make an oral presentation.

Yours faithfully,


 M.F. Hautler
 Acting Chief Executive Officer





NZ TRANSPORT AGENCY
WAKA KOTAHI

08 September 2009

Joe Hewitt
Greater Wellington Regional Council
P O Box 11 646
Manners Street
WELLINGTON 6142

Dear Joe

Draft Regional TDM Submission

Thank you for your letter dated 13 August 2009 requesting the NZTA's (NZTA) submission on the Draft Regional Travel Demand Management Plan (TDMP). The letter has been referred to me for response from Geoff Dangerfield.

The NZTA supports the Greater Wellington Regional Council in developing a TDMP. Overall the Plan provides a good basis and direction for travel demand management for the region. In terms of the NZTA's Investment and Revenue Strategy travel demand management measures with high priority are those that provide:

- Potential to achieve change in travel behaviour in a way that will reduce severe congestion in major urban areas; and/or,
- Potential to deliver a significant part of (or to significantly support) a relevant road safety strategy (e.g. Safer Journeys 2020).

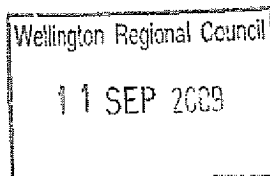
Many of the actions stated in the Plan fit within these high priorities. Also, there are many current actions not listed that are excellent management measures for travel demand. These measures and other suggestions are bulleted below in order of the action programme:

1. Road network efficiency

- Other traffic management measures that provide efficiencies are the provision for other travel modes, e.g. public transport infrastructure and services improvements, including physical separation of travel modes. An example is to separate local traffic from through traffic by providing parallel local roads alongside State Highways where direct access onto the SH will be closed. This parallel network of roads will allow cyclists and pedestrians to avoid using the SH network where possible, reducing conflict, risk of crashes and perceived risk. By providing additional infrastructure which is more suited to local traffic improved route choices are available.

2. Workplace and business travel toolbox

- Apart from the facilitation and encouragement of workplace travel plan practices, emphasis should also be placed on measuring effectiveness of existing programmes as part of monitoring programme.



FILE REF-

Referred to	Int

Level 9, PSIS House
20 Ballance Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

- Promotion of public transport subsidised schemes from employers. Providing free bus/train passes or subsidies.

3. Travel awareness

- Identify opportunities to work with different sectors that have great public access to promote awareness of transport choices, e.g. New Zealanders change houses on average every two years. opportunities exist in working with service providers such as NZPost to provide information on travel choices. Similar options are available for tourism providers such as hotels.
- The excellent journey planners for public transport such as Metlink and the new Greater Wellington Google Maps Transit Planner should be included for promotion and awareness.
- Real time and integrated ticketing when operational will encourage and help people to make choices between various transport modes.

4. Advocacy to Government

- It is unclear what shifting high capital cost of cars towards variable costs means.

5. Perception survey

- It would be useful to give examples of the types of survey completed, e.g. public transport preference survey.

In summary the NZTA supports the measures outlined in the draft TDMP as being beneficial in reducing congestion and improving road safety, although it is considered that the above points would be useful contributions to the plan. The NZTA does not wish to be heard in support of its submission.

Yours sincerely



Selwyn Blackmore

Integrated Planning Manager - Wellington, Nelson, Marlborough and Tasman

Therese Morris

Subject: FW: Greater Wellington - Travel Demand Management Plan

From: Helen Lane [mailto:Helen.Lane@nzta.govt.nz]
Sent: Wednesday, 16 September 2009 12:13 p.m.
To: Natasha Hayes
Cc: Matt Barnes
Subject: Greater Wellington - Travel Demand Management Plan

Hi Natasha,

In regards to the following action in the Greater Wellington TDM plan:

Regional Participation at a National Level

Facilitate a national forum to enable discussion of travel demand management and travel behaviour change issues between regions and national agencies.

Responsibility = NZTA, Funding = NZTA, Timing =quarterly

This will occur however it will be on a more informal basis - the details of which are still to be decided. I therefore request that this action is removed from the TDM action plan. Sorry for not meeting the Monday deadline for comments however I was away sick.

Kind regards,

Helen

Helen Lane
Senior Advisor Integrated Planning
DDI 04 894 6306
E Helen.Lane@nzta.govt.nz

New Zealand Transport Agency
Victoria Arcade
44 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
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#####

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16/09/2009

Living Streets Wellington submission September 2009

Regional Road Safety Plan

Living Streets Wellington support the aim of making our roads safer for all users. Walking is the primary means of transport and used by all for at least part of every journey so improvements to road safety will aid pedestrians.

We would like to see improvements in safety for pedestrians walking along roadways (ie on footpaths) by a focus on removing vehicles from pedestrian paths, both parked vehicles and those driving along footpaths (an increasing problem with both bicycles and motorbikes).

Greater enforcement of existing rules regarding parking and use of footpaths, and more motorbike parks on the roadway would assist here.

We would like to see improvements in safety for pedestrians crossing over the road with reduced speed limits in built up areas, better design of roads to slow vehicles down, removal of multi-stage pedestrian crossings, reduction in wait times at pedestrian crossings, use of red-light cameras, use of 'shared space' in appropriate circumstances and other design measures.

We note that public transport is acknowledged as the safest transport mode yet there are no initiatives proposed to promote and support it.

Regional Travel Demand Management Plan

Living Streets Wellington support the aims of this plan to use TDM tools to make transport more efficient for all users. Walking is a component of all journeys.

The introduction to the TDM Plan states the purpose is to reduce the demand for travel particularly by single occupant vehicles, and reduce negative impacts of car use. To achieve the aim to help optimize use of the regions transport network and sustainable transport choices there is a need to not only focus on the negative aspects of cars and how to better manage them but to consider how to promote other modes of transport.

We support a reduction in the amount of parking spaces available in main urban areas and to cease increasing capacity of roads to bring vehicles into the main urban areas, this will shift demand to public transport and more active modes.

Land use planning must support compact urban areas well connected by public transport, better design of roads to promote walking and dedicated pedestrian walk-paths free of vehicles.

Areas with high numbers of walkers supports vibrant communities and active economies.

In general, both these plans lacked concrete actions for the regional council to take and therefore ways to measure progress against them. One or two SMART measures in both plans would be welcome.

We would like to make an oral submission on both these plans.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of LSA are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners e.g. walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz.

BD 02 07



CENTREPORT LIMITED
 PO BOX 794, WELLINGTON, NEW ZEALAND
 PH. +64 4 495 3800 F. +64 4 495 3820
www.centreport.co.nz

14 September 2009

Regional TDM Plan Submission
 Freepost 181120
 Greater Wellington Regional Council
 P O Box 11646
WELLINGTON 6142

Draft Regional Travel Demand Management (TDM) Plan Submission

CentrePort welcomes the opportunity to review the Council's initiative to provide the Region with efficient, sustainable and safe transport solutions.

The work and consultation that has gone into the Regional Land Transport Strategy and subsequent studies have been the subject of previous submissions by CentrePort.

Of the two plans (Draft Regional Road Safety Plan & Draft Regional Travel Demand Management Plan), currently open for submission, CentrePort has a particular interest in the Regional TDM Plan. This should not be seen as CentrePort not having an interest in the Regional Road Safety Plan which it fully supports.

CentrePort as the provider of key facilities for the movement of passengers and freight by sea for both international and domestic trades is clearly interested in ensuring that Regional initiatives provide for network efficiency, which have beneficial impacts for CentrePort and its customers. The importance of transport infrastructure and service delivery is key to the viability and performance of CentrePort's port operations and previous Regional Strategies and programmes have, in particular, recognised freight movement needs. CentrePort's Port facilities have been seen as being of critical national and regional economic benefit.

It is a recognised position within the National Roding Strategy that the State Highway ends at the Operational Port although through an unfortunate quirk of fate the short road connection between the motorway and the Port gate remains part of the City Street network. It is therefore of concern to note that the TDM Plan contemplates the possibility of "ramp metering" which would place CentrePort's Port's operations at a distinct competitive and efficiency disadvantage. CentrePort would contend that any such proposal should not apply to port operational traffic and that any metering cordon should only apply post the Port entrance as though the entrance were at the end of the State highway.

CentrePort is otherwise generally supportive of the TDM Plan focus and Action Programme where this provides efficiency for both freight and passengers and the "soft" methods referred to in the Plan. CentrePort would, as outlined above, be concerned should there be any application of "hard" methods, such as cordon charges (Ramp

Metering) or congestion pricing, if freight transport operators were not exempted from these imposts.

We would be pleased to discuss in more detail this submission. Contact details are as follows;

Neville Hyde
Corporate Advisor
CentrePort Ltd
P O Box 794
WELLINGTON

Phone: DDI (04) 4953855
Email: neville.hyde@centreport.co.nz

Yours sincerely

A handwritten signature in black ink, appearing to be 'N. Hyde', written in a cursive style.

Neville Hyde
Corporate Advisor

Subject: RTDM Plan Submissions and Regional Road Safety Plan Submission on Behalf of Cycle Aware Wellington

Submitted by email only

14 September 2009

Cycle Aware Wellington
PO Box 27-120
Wellington 6141

Dear Joe Hewitt,

Please accept our submissions on the above plans. We wish to make an oral presentation to support these submissions

You may be familiar with Cycle Aware Wellington(CAW):

CAW's Vision:

Cycling is used as a means of transport by most people for some trips each month.

CAW's Objectives:

- 80% of people cycle for some trips each month by 2020
- 20% of all trips are by cycle by 2020
- 90% of those who cycle are satisfied with their cycling experience by 2020
- Rates of fatality and injury for cycling are below that for cars (currently 5 per 100 million km) by 2020
- Cycling is perceived as positive by 90% of the general population by 2020

We enjoy sharing a positive relationship with Greater Wellington Regional Council and look forward to continued cooperation.

Yours sincerely

Stuart Edwards
for Cycle Aware Wellington

Regional Traffic Demand Management Plan - Cycle Aware Wellington Submission

Cycle Aware Wellington support the overall intent of the TDM plan we make the following submissions:

Travel Awareness

We complement the initiative of the Cycling and Walking Journey Planner, and the ongoing support of the Bikewise Challenge.

Workplace and Business Travel Toolbox

We wish to see the inclusion of Cycle Friendly Employer initiatives.

Road Network Efficiency

We wish to ensure that new roads or road redevelopments are assessed and altered to provide a safer more convenient cycling experience.

Parking management

We support the review of parking management policies at local authorities and would like the scope to include consideration of the impact of streetside parking on cyclists travelling on arterial routes/corridors.

We would like parking policies to remove angle parking wherever possible, change angle to 45 degrees to the kerb, or change to 'reverse in' angle parking.

Install more cycle parking!

Other Actions

We support other actions proposed to benefit cyclists in the TDM.



14 September 2009

Regional TDM and Road Safety Plan Submissions
Freepost 181120
Greater Wellington Regional Council
PO Box 11-646
Manners Street
Wellington 6142

Regional TDM and Road Safety Plan - Submission

Thank you for the opportunity to make a submission on each of the draft Regional TDM and draft Regional Road Safety plans. Attached are the submissions from Wellington City Council.

As noted in our submission we do not wish to be heard.

Feel free to contact Paul Barker, the Councils Programme Manager for TDM and Transport Safety on 803 8043 if you wish to discuss further.

Yours sincerely

Stavros Michael
Director, Infrastructure



SUBMISSION

On the Draft Regional Travel Demand Management (TDM) Plan

September 2009

1. Introduction

Wellington City Council (WCC) welcomes the opportunity to make a submission on the draft Regional Travel Demand Management Plan (RTDMP). This, in conjunction with the Regional Walking and Cycling Plans, is an important document for the region's response to sustainable transport, and the Council commends the work that has been carried out by Greater Wellington Regional Council (GW).

2. Background

Our overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. This will mean ensuring the state highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density development. It will also mean promoting developments that increase the energy efficiency of the transport system.

The city's Transport Strategy (2006) contains the following objectives:

2.3 More sustainable: Wellington will minimise the environmental effects of transport and support the Environmental Strategy.

Environmental sustainability in transport will mean:

- continuing modal shift of commuter traffic to public transport, walking and cycling.

2.4 (a) Better connected: Wellington will have a highly interconnected public transport, road and street system that supports its Urban Development and Social Strategies.

This will be reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, taxis, commercial vehicles, walking and cycling).

Ensuring the city is better connected will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme
- a well-connected system of local roads and streets, footpaths and cycleways

2.4 (b) Healthier: Wellington's transport system will contribute to healthy communities and social interaction.

People's transport choices can have a significant effect on health. Lower levels of activity contribute to heart disease, diabetes and other diseases. There are also links with respiratory diseases resulting from vehicle emissions. Improving health outcomes will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme

3. Comments

3.1 General

Wellington City Council is supportive of the main thrust of the draft TDM Plan which aligns well with its Transport Strategy and the intentions behind our own TDM Programme. Council officers have participated in the working group which assisted Greater Wellington in developing the draft Plan.

The Council does, however, wish to make some comments and suggestions regarding the Plan as follows.

3.2 Behaviour Change Tools

We are in the process of employing a travel planner to manage a number of initiatives to promote sustainable transport.

Our 2008 walking and cycling policies place significant emphasis on school travel plans. Parents often point out the deficiencies in the walking and cycling network as reasons for not walking and driving their child to school instead. We have tentatively indicated that up to 10 schools per year will be brought into Wellington city's school travel planning programme.

We will continue to work with Greater Wellington on promotion and delivery of the workplace travel plan programme.

We continue to support the City Hop car sharing scheme, by providing parking space at no cost. We also run or actively participate in a number of events that promote sustainable transport.

The recent announcement of the 2009/10 National Land Transport Programme raises a question over the government's commitment to these types of activities as cuts of between 30-70% have been made to the Demand Management and Community Activity actions throughout the country. We are currently assessing the potential impact of this reduction, but it is certain that we will not be able to deliver all those projects originally planned over the next 3 years.

3.3 Land Use Policies

The recent and current reviews of our District Plan promote sustainable transport. Our growth spine concept integrates transport investment with areas of potential density increases.

3.4 Road Network Efficiency

Wellington City Council is currently employing or considering a number of the measures proposed under this action, we encourage the New Zealand Transport Agency to continue with their ATMS programme and give consideration to ramp metering as identified in the Ngauranga to Airport corridor plan.

3.5 Parking

The parking policy adopted by Council in September 2007 is designed so that the management of parking in the city contributes to an efficient and sustainable transport network.

Recent reviews to our District Plan are also designed so that parking provision in relation to mixed use and high density developments has a greater focus on sustainability.

4. Conclusion

Thank you for the opportunity to make a submission on this document. Wellington City Council is supportive of the intent of the draft Regional TDM Plan, but has some concerns on how it may be translated into worthwhile projects by Territorial Authorities, given the reduction in funding from Central Government. The Council does not wish to be heard at the submission hearing.

Porirua City Council

Submission on the Draft Regional Travel Demand Management Plan, August 2009

1. Summary of Submission

The major issues contained in the Porirua City Council Submission are:

- The overall Draft Wellington Regional Travel Demand Management (TDM) Plan is supported
- 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.
- The relationship of the Regional TDM Plan to Local Authority TDM Plans should be set out in the document.
- Travel plans are supported in principle but funding from local authorities may not be available.
- 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.
- 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.

2. General Comments

The overall Draft Wellington Regional Travel Demand Management (TDM) Plan is supported, subject to the detailed comments given below.

3. Specific Comments on the draft document

3.1. Relationship of regional TDM Plan with other regional plans

The relationship of the regional TDM plan with the Regional Transport Strategy and other regional plans is described as its relationship with the 2009 Government Policy Statement on Land Transport Funding. However, the Regional TDM Plan depends on

the actions of Local Authorities for the implementation of a significant part of the action programme. The relationship of this Regional Plan to the Travel Demand Management Plans of the various Local Authorities should be described and particularly how funding implications for items included in the Regional TDM Plan but not in the Local Authority TDM Plan or local LTCCPs are to be addressed.

Similarly a number of items in the action plan relate to changes to the District Plans operated by the Local Authorities. The relationship between the Regional TDM plan and these District Plans needs to be described, and what action will be required where the actions described in the Regional TDM Plan have a more ambitious timeframe than the District Plan changes and reviews of each local authority.

3.2 Behavior Change Tools: Travel plans

Porirua City Council supports the Greater Wellington initiatives in School Travel Planning and hopes to engage a school travel planner in the near future to assist with this work. (This is dependant on a positive response from NZTA on our application for funding for this activity.) Implementing infrastructure improvement projects that arise from school travel planning will be limited to those that have sufficient priority when compared to other proposals for 'Minor Improvements' (previously known as Minor Safety Projects).

The limitation of Workplace travel plans to large (over 500 employees workplaces is supported, as is the introduction of a "Workplace and Business Travel Toolbox" as this will be useful for smaller businesses, of which most Porirua companies are, who show an enthusiasm for travel planning.

3.3 Parking

Porirua City Council is pleased to see recognition in the draft Regional TDM Plan of the need for a balance between adequate supply of parking to support a competitive economy and encouraging the use of alternative modes where available. This is applicable to short stay parking, as identified in the document, and is also applicable to long stay (worker) parking as many suburbs are not well served by public transport, particularly at off peak hours.

It should be noted that the allocation of on-street parking and potential of removing parking to provide road space for bus priority lanes, cycle lanes and wider footpaths is a local issue and is appropriately the responsibility of the local authority. The removal of parking spaces to provide for other uses of the road space will usually require the provision of alternative parking space in the same locality to provide for the parking demand associated with economic activity.

The draft document encourages local Councils to review their District Plan parking standards to ensure they support good urban design and sustainability objectives. Whilst this is supported in principle, it should be noted that conducting a District Plan change or review is a very expensive exercise and if the Regional Council is keen that this be done any faster than the existing programme for District Plan reviews and changes, then funding for this needs to be made available from regional or central Government.

4 Travel Demand Management Action Programme

4.1 Parking Management

Development or review of parking policies for suburban CBD areas by 2012 is a realistic target, providing funding is included in current LTCCP's. However, reviewing the District Planning policies for parking within this timeframe is unrealistic, particularly when there are other significant demands for District Plan changes. In Porirua's case this work may be able to be included as part of the City Centre Revitalisation project.

4.2 Leading by example – Workplace travel initiatives.

The suggestion that all partner organisations take up sustainable workplace initiatives is supported in principle, but again is subject to funding being available in the budgets and long term plans of these organisations.

4.3 District Plans

The action to amend District Plans to provide appropriate locations, close to public transport nodes, for higher density and mixed use developments, and to ensure developments are pedestrian, cycling and public transport friendly is supported in principle but the action for local authorities on many of these is District Plan changes or reviews. These are expensive processes and programs for these are already defined in LTCCP's. Acceleration of these processes will be difficult unless external funding (GW or central government) to fund additional Plan Changes.

5 Monitoring

Including the travel Demand Plan actions in the quarterly "Agency" reports to the Regional Transport Committee will not be effective in encouraging agencies to participate where there is a lack of funding for a particular element.

Jenny Brash
MAYOR