



Report 09.612  
Date 1 October 2009  
File TP/11/09/04

Committee Regional Transport Committee  
Author Natasha Hayes, Senior Policy Advisor

## Report on submissions to the draft Regional Road Safety and Regional Travel Demand Management Plans

### 1. Purpose

To provide the Committee with an overview of the submissions received on the draft Regional Road Safety Plan and draft Regional Travel Demand Management (TDM) Plan, including officer comments and recommended changes in response to the issues raised by submitters.

### 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

The existing Regional Road Safety Plan was adopted in August 2004 and the Regional TDM Plan was adopted in December 2005. Both plans have been reviewed to ensure alignment with the current policy framework, and to ensure they address any new information and issues.

The plans were reviewed with the assistance of a technical/stakeholder group comprised of organisations represented on the committee together with other agencies including NZ Police, Accident Compensation Corporation (ACC) and Regional Public Health.

### 4. Consultation

At its meeting on 5 August 2008, the Regional Transport Committee approved the draft Regional Road Safety Plan and Regional TDM Plan for consultation.

Consultation commenced on 15 August 2009.

The draft plans were mailed to approximately 110 stakeholders including:

- All local councils in the region
- NZ Transport Agency
- NZ Police
- Ministry Of Transport
- Historic Places Trust
- Accident Compensation Corporation
- All district health boards in the region
- Regional Public Health
- Disability Reference Groups
- Road Transport Forum New Zealand, Automobile Association, Heavy Haulage Association
- KiwiRail
- ONTRACK
- Public Transport Operators
- Walking advocate groups (eg. LSA)
- Cycling advocate groups (eg. CAW, BikeNZ)
- Iwi representatives
- Wellington Regional Chamber of Commerce
- Grow Wellington
- Sport Wellington (for SPARC)
- Victoria and Massey University Student Associations
- Grey Power Associations

In addition to the mail out to interested parties, the following mechanisms were used to publicise the draft plans:

- A media release for each plan was prepared and placed on the Greater Wellington website home page
- Public notices were placed in the Dominion Post and Wairarapa Times Age
- The Council's website had a dedicated page for each of the draft plans, inviting submissions.

Submissions closed on 14 September 2009.

## **5. Submissions**

### **5.1 Overview**

Ten submissions were received on each of the draft plans. All were from organisations and advocacy groups.

There were no submissions received from members of the general public. This may reflect recent comments from the public about consultation fatigue, or the fact that other significant consultations such as the government's Safer Journeys 2020 document and the Wellington Road of National Significance (RoNS) were occurring at the same time and are of greater interest to the general public.

Submissions on the Regional Road Safety Plan were received from Porirua City Council, Wellington City Council, Carterton District Council, Hutt City Council, NZ Transport Agency, Regional Public Health, ACC, Living Streets Wellington, Cycle Aware Wellington and Kapiti Coast Grey Power Association.

Submissions on the Regional TDM Plan were received from Porirua City Council, Wellington City Council, Carterton District Council, Wellington International Airport, CentrePort Wellington, NZ Transport Agency, Regional Public Health, ACC, Living Streets Wellington, and Cycle Aware Wellington.

Of these submitters, four indicated a wish to be heard in support of their submission to the travel demand management plan and two of these submitters also wanted to be heard in relation to the road safety plan.

A table summarising each submitter's key points and officer comments and recommendations in response is provided in **Attachment 1 and 2**. A full copy of all submissions is provided as **Attachment 5 and 6**.

## **5.2 Process for considering submissions**

### **5.2.1 Oral submissions**

The Regional Transport Committee will hear the four submitters who wish to present their submissions in person at the beginning of this meeting. These are:

- Living Streets Aotearoa (Sub. No. **6** – both plans)
- Cycle Aware Wellington (Sub. No. **7** - Road Safety and **8** TDM)
- CentrePort (Sub. No. **7** – TDM only)
- Wellington International Airport (Sub. No. **3** – TDM only)

Ten minutes have been allocated to each submitter. This allows approximately five minutes for the submitter to present their key points and five minutes for Committee members to ask questions of clarification.

These submitters have all been provided with a copy of the officer comments and recommendations in response to their written submission.

### **5.2.2 Consideration of issues raised in submissions**

There will be an opportunity to discuss the issues raised in both written and oral submissions during the consideration of this item on the meeting agenda.

The following sections of this report provide officer comments and recommended changes to the plans in response to the submissions, to help to inform the Committee's discussions.

### 5.3 Submission analysis

In general, submitters noted their support for the actions in both of the draft plans. Submitters also suggested ways that they thought the plan could be amended or improved.

The following sets out some of the common and more significant issues raised by submitters.

#### 5.3.1 Funding for road safety and travel demand management

The most significant issue raised by local councils was concern about lack of funding for road safety and travel behaviour change initiatives over the next 3 years and beyond. The need for adequate funding from NZ Transport Agency to enable local road safety programmes to be progressed was identified as crucial. Several councils noted their disappointment about the reduction in funding for these activities between 2008/09 and 2009/10 in the National Land Transport Programme (NLTP), and the likely detrimental impact on implementation of local road safety and travel demand management programmes and improving road safety and network efficiency outcomes.

##### Comment

The NZ Transport Agency 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. The current NLTP focuses on funding programmes likely to contribute significantly to congestion relief and the Safer Journeys 2020 strategy. The NZ Transport Agency is carrying out a review of programmes in this activity class for years two and three to ensure alignment with the strategic objectives of its Investment and Revenue Strategy.

#### 5.3.2 Improving provision for walking and cycling

Several submitters sought improvements to walking and cycling networks to improve safety and attractiveness of these modes, in relation to both plans.

##### Comment

These plans are one of a suite of implementation plans – others include regional plans for walking, cycling, and public transport. Actions around improving walking and cycling networks, cyclist skills training, improved pedestrian connectivity and reduced pedestrian wait times at crossings are all the types of initiatives identified under these complementary plans and will support the regional plans for road safety and TDM.

### 5.3.3 Promote public transport in safety plan

One submitter suggested that promotion and improvement of public transport should be identified in the road safety plan as it is the safest mode.

#### Comment

The relative safety of public transport as a mode is recognised, and is just one of several reasons that the region seeks to increase its mode share through the Wellington RLTS, and why our regional plans (e.g. the Regional Passenger Transport Plan and Regional Rail Plan) aim to improve and promote public transport use. In addition, many of the initiatives in our TDM Plan encourage and promote use of public transport - where practical - for a range of efficiency, sustainability, health and safety reasons.

At its meeting on 23 June 2009 the Committee noted that cyclists and motorcyclists are subject to a much higher relative risk than other modes, and that public transport users (and pedestrians to a lesser some extent) are significantly safer. An additional advocacy point in the plan 'promote the benefits of mode shift' is therefore recommended. However, while the contribution of public transport as a safe mode is acknowledged, the significant majority of trips are currently made by motor vehicles and there is an urgent need to reduce the worsening trend in fatal and serious injuries. Even a doubling of public transport mode share of all trips is unlikely to have a significant impact on road safety outcomes.

### 5.3.4 SMART targets

One submitter suggested that both plans would benefit from the addition of one or two SMART targets.

#### Comment

The action tables in the plan have been formulated using the principle of SMART (specific, measurable, attainable, relevant, time-based) 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 increased walking and cycling mode share, reductions in number of cyclist and pedestrian 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.

### 5.3.5 Other key messages

Additional key messages in relation to the draft road safety plan were emphasis on the need for safety improvements on the region's state highways and strong support for advocacy to central government.

In relation to the draft TDM plan, submitters noted the importance of land use and transport planning integration and the need to promote other modes.

There were a number of comments about parking and its relationship to travel demand management. Local councils were generally supportive of the new action area around parking policy.

The NZ Transport Agency noted that, under the new Investment and Revenue Strategy, high priority will be given to TDM measures that have potential to contribute to severe congestion relief in major urban areas and/or have potential to contribute significantly to a relevant road safety strategy (eg. Safer Journeys 2020).

Wellington International Airport suggested high priority be given to network optimisation on the Wellington RoNS. CentrePort noted concern about any impact on freight operators as a result of any future road pricing scheme.

Officer comment in relation to these issues is included in **Attachment 1 and 2**.

## 6. Recommended amendments to the plans

Changes recommended to the plans consist primarily of some additional examples under the various action headings, several new advocacy points, and a number of minor changes to the text of the plans to reflect the feedback from submitters and improve clarity.

The tables below set out the recommended changes, and the reference to the submitter point and associated discussion that sit behind the recommendation as set out in **Attachments 1 and 2**.

### 6.1 Regional Road Safety Plan

Recommended change	Submission point reference
Amend the text under the heading 'Provide Training Programmes for Inexperienced Drivers' to read 'Review <b>uptake of the Practice programme at the local level and work with key road safety partners to encourage uptake</b> '.	1.3
Amend diagram on page 3 of the plan to include ' <b>safer travel speeds</b> '.	4.1
Amend the text under the action heading 'Operate Safety Management Systems' to read 'Proactively operate Safety Management Systems ( <b>or other formalised systematic approach</b> ) to ensure decisions about construction, maintenance and management of road networks lead to the achievement of safety targets'.	4.2
Amend the text under the action heading 'Operate Risk Targeted Patrol Plans' to read: 'Implement Risk Targeted Patrol Plans, <b>linked to issues identified through Road Safety Action Plans</b> , to ensure more efficient and effective use of enforcement resources according to risk'.	4.3
Amend the text under the action heading 'Improve Walking and Cycling Safety' to read 'Develop programmes and implement improvements consistent with regional <b>and local walking and cycling plans or strategies</b> '.	4.5
Add ' <b>speed information devices</b> ' to the list of tools listed under the action heading 'Improve Urban Speed Management' on page 6 of the plan.	4.6
Add a new bullet ' <b>targeting high fatigue crash routes</b> ' under the action area 'Promote Awareness of Driver Fatigue Issues' to identify this as an issue to be raised and considered in highways liaison meetings'.	4.7

Add ' <b>Territorial Authorities</b> ' alongside NZ Police under the responsibility column for the action to 'Improve accountability of the application of the region's allocation of Police resources.	4.8
Add an additional point under 'Review Enforcement Practices' for road controlling authorities to read: ' <b>Consider improved enforcement of illegal vehicle parking or use of pedestrian footpaths</b> '.	6.1
Add the following bullet under the heading 'Advocate for national level change' to read: ' <b>Promote the safety benefits of mode change</b> '.	6.3
Add text under the action for local councils 'Operate Safety Management Systems' to highlight the need to consider cyclist safety issues as part of these systems, to read: ' <b>Particular consideration should be given to establishing audit procedures that ensure all road projects give adequate consideration to the needs of cyclists</b> '.	7.2

## 6.2 Regional TDM Plan

<b>Recommended change</b>	<b>Submission point reference</b>
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) <b>as a matter of priority</b> .	3.2
Provide a fuller explanation of 'Shifting the high capital cost of cars towards the variable costs' under the 'Technology and innovation' discussion on page 6 of the plan and reference this explanation next to the subject bullet in the action table.	3.4
Amend the bullet under 'Workplace and Business Travel Tool Box' to read 'public transport initiatives <b>and subsidies</b> ...'	5.4
Add an additional bullet under the Travel Awareness action to ' <b>Identify opportunities to work with other sectors who may be well placed to promote transport choices</b> '.	5.5
Add ' <b>public transport journey planner</b> ' to the first bullet under the Travel Awareness action relating to promotion of available tools.	5.6
Amend the text under this action heading to read 'Continue surveys to determine regional perceptions of issues related to <b>travel by all modes</b> '.	5.8
<b>Remove the first line</b> under the action heading 'Regional Participation at the National Level'.	5.9
Expand the description of ramp metering on page 5 of the draft plan to be clear about what it involves.	7.1
Add the ' <b>Cycle Friendly Employer</b> ' guide to the list of examples under 'Workplace and Business Travel Tool Box.	8.2
Include reference to actions under the Regional Cycling Plan that deal with best practice road space allocation to improve the cycling network - under the Parking discussion on page 5 of the plan.	8.4
Add a new bullet under 'Advocacy to Central Government' to read ' <b>Support adequate funding for travel demand management activities and programmes</b> '	9.6
Add new text on page 2 of the plan outlining relationship between this plan and any local demand management plans or programmes.	10.2

Each recommended change has been included in the revised plans provided in **Attachment 3 and 4**.

## 7. Communication

If adopted, the Regional Road Safety Plan and Regional TDM Plan will be communicated via:

- Media release
- GWRC website (final plans available as pdfs)
- Mail out to all key interest parties and submitters.

## 8. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Considers all oral and written submissions to the plans.*
4. *Agrees to adopt the revised Regional Road Safety Plan, subject to any further amendments agreed as a result of the Committee's discussions at this meeting.*
5. *Agrees to adopt the revised Regional Travel Demand Management Plan, subject to any further amendments agreed as a result of the Committee's discussions at this meeting.*
6. *Delegates to the Chair of the Regional Transport Committee authority to approve any final amendments to the plans resulting from this Committee meeting.*

Report prepared by:

Report approved by:

Report approved by:

**Natasha Hayes**  
Senior Policy Advisor

**Jill Beck**  
Manager Transport Strategy  
Implementation

**Jane Davis**  
Divisional Manager Transport  
Policy and Strategy

**Attachment 1: Road Safety Plan - submission summary and response table**

**Attachment 2: TDM Plan - submission summary and response table**

**Attachment 3: Recommended revised Regional Road Safety Plan**

**Attachment 4: Recommended revised Regional TDM Plan**

**Attachment 5: Full copies of submissions on the draft Regional Road Safety Plan**

**Attachment 6: Full copies of all submissions on the draft Regional TDM Plan**