

Travel Demand Management in Consent Conditions

Presented by Angie Crafer
Director, Flow Transportation Specialists Ltd

Co-author: Karen Bell, Hill Young Cooper

Project Sponsors: Andrew Smith and Melanie
Alexander, Auckland Transport



Conversation starters....

- Lack of exercise causes more illness than smoking in the European Union countries
- The number of older people is growing, they are driving at an older age and they are driving further than their previous generation
- There are about 1 billion bicycles in the world, more than double the number of cars
- On a bicycle you can travel up to 1037 kilometres on the energy equivalent of a single litre of petrol
- 67.3% of statistics are made up



TDM in Consent Conditions

- Why is it needed?
- What did we recommend?
- How did we get there?
- How can it be applied to other areas?
- Where to from here?



Why are TDM related consent conditions needed

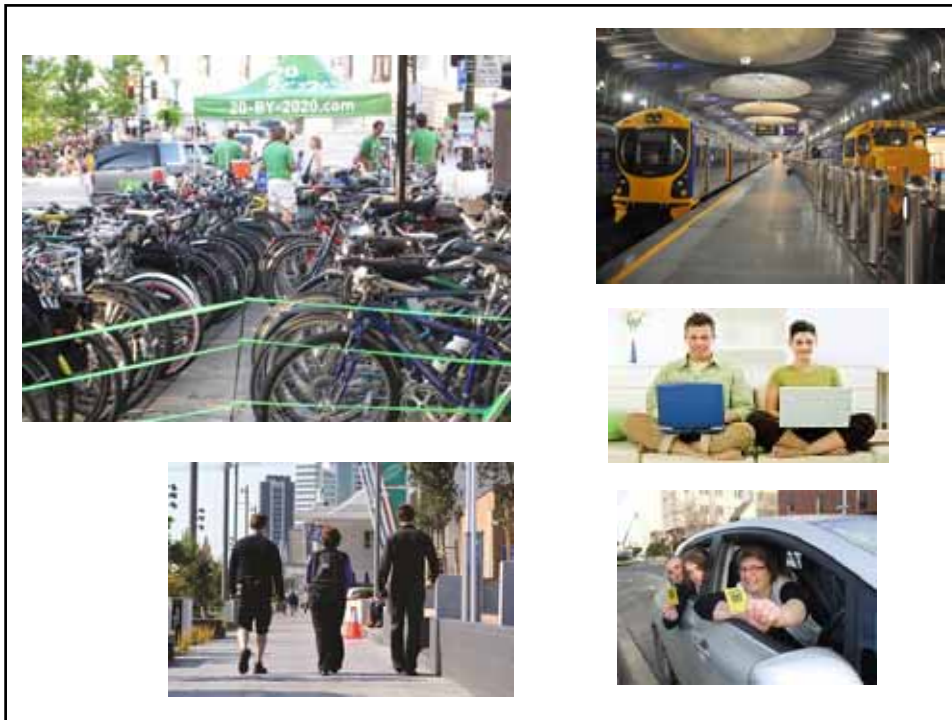
- Congestion is increasing
- Congestion affects safety





flow
TRANSPORTATION SPECIALISTS





Why are TDM consent conditions needed

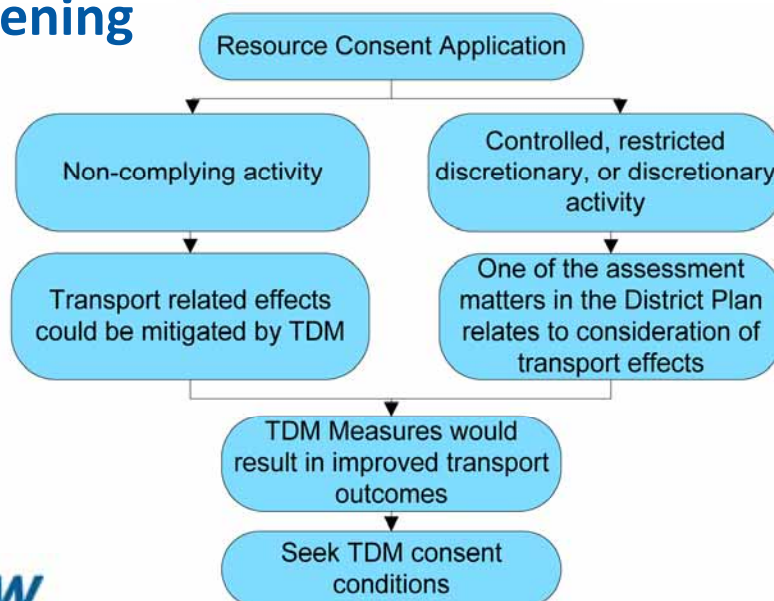
- Limited ability under current District Plans in Auckland
- Mandatory versus voluntary

What did we recommend

- A screening process
- Generic TDM conditions



Screening



Final screening step

- Location scenarios
- Activity types and sizes



TDM Conditions

- May be offered by the applicant
- Discussed during pre applications
- Sought by Council



Draft Generic TDM Conditions

- TDM Plan development
- Implementation of the TDM Plan
- Monitoring



How did we get there

- Interviews
- Review of existing TDM consent conditions
- Previous research



Application

- Starting point
- Information
- Amend screening



What happens next

- Feedback from team leaders
- Workshops and education
- Awareness raising



Thank you

