

Appendix 'P'

Demand Management

1. Introduction and Background

Demand management is:

"The active interest in the market to influence demand for services and assets with forecast consequences, usually to avoid or to defer capital expenditure."

The updated NZ Transport Strategy and GPS requires a more integrated approach to Land Transport management than has traditionally been the case. The GPS targets for modal shift and demand addressed management will require a greater emphasis on this component of Southland District Council programming in the future. A review of the Regional Transport Strategy will provide guidance to Southland District Council on direction of such programmes over the next three years.

The Regional Targets to be set by NZTA for Regional Transport Activities were not available when this AMP was being produced.

2. Rooding Demand Measures – Examples

Rooding demand measures might include the following:

- a) Investigate public transport needs throughout the District with greater promotion and funding of these.
- b) Greater promotion and provision of facilities for active transport.
- c) Site specific transport plans.
- d) Parking charges in our major towns.
- e) The use of short term parking to discourage commuter traffic.
- f) Encouragement of car pooling.
- g) Traffic restrictions (heavy vehicle areas, speed, etc).
- h) Geometric approaches.
- i) Signals and controls (eg medians restriction movement).
- j) Walking school buses / school travel plans.
- k) Strategic rooding network.

3. The Southland District Council's Approach

Demand management is not a significant issue in the Southland situation with the District being the largest one 'area wise' in the country, with nearly 5,000 kms of roads, serving a permanent population of just 28,440 (2006 Census) people.

There is, however, one quite significant demand management issue, and that is how best to manage the amount of damage that is being done to the roads by the increasing volume, of increasingly larger, heavy motor vehicles – especially forestry trucks and dairy tankers.

The Council has had some quite sophisticated studies done to help it devise a rating system that takes into account the different levels of pressure that the different types of land uses put on the roads, and as a result, has adopted the differential formula that has been explained in Appendix 'L' – which it is continuing to refine.

Restrictions on heavy vehicle use have also been placed on a number of gravel roads where:

- Heavy use is undermining the structural integrity of the road, and
- There is an alternative sealed route available that does not add significantly to travel time or distance.

Advisories discouraging heavy vehicle use have also been placed on some gravel roads where:

- Excessive dust is creating a nuisance for residents, or
- There are safety concerns for residents, and
- There is an alternative sealed route available that does not add significantly to travel time or distance.

4. Issues

- Continue to consider demand management techniques to particularly limit damage on susceptible roads.
- Should the current national trials of 50T routes lead to rollout of 50T routes in Southland, careful planning will be required to determine where the greatest need is for these and what SDC can afford to provide (in terms of increased damage to roads and possible needs to upgrade bridges).
- Develop a roading hierarchy which helps produce greater transparency of where each road or route fits within the overall strategic network.
- Review the scope for the Class I and Class II roads.

5. Future Action and Improvements

Schedule Future Improvement Priorities

Ref. No.	Item	Appendix Relative Urgency						Comments
		1	2	3	4	5	6	
P1	Continue to consider demand management techniques to particularly limit damage on susceptible roads					✓		Not an improvement as business as usual. Also covered by R22.
P2	Monitor 50T route trials and if adopted, develop SDC 50T network				✓			Timing depends on outcome of trials. Could become part of Strategic Network Review – R22.
P3	Develop a roading hierarchy which pinpoints where each route fits within the strategic network				✓			Incorporated into R22.
P4	Review the scope for Class I and Class II roads				✓			Incorporated into R22.

Key:

- 1 = Extremely urgent (needs to be addressed now)
- 2 = Very urgent
- 3 = Urgent
- 4 = Reasonably or fairly urgent
- 5 = Not urgent
- 6 = A good idea for some time in the future