

**Canterbury Active Transport Forum (CAT)
Meeting Minutes**

Tuesday, 16th June 2009

Facilitator: Rose Dovey, Transport Planner, (Environment Canterbury)

Coordinator: Rose Dovey (Environment Canterbury)

Minute Taker: Nick Bryan (Environment Canterbury)

Present: See Appendix One

1. Minutes:

The minutes of the meeting held on March 17th, 2009 were accepted and moved by Maureen Bishop

2. Presentations

Walk2Work Day, Meg Christie, Active Environment Health Promoter, Community and Public Health.

Meg Christie's (MC) presentation began with showing some footage from the Christchurch Walk2Work event.

MC informed the Forum that thirteen Walk2Work events were held across New Zealand this year. In Christchurch, five per cent of people walk to work compared to seven per cent in Auckland and fifteen per cent in Wellington (Census 2006).

The event was held to promote walking as a healthy and environmentally sustainable alternative to driving. Combining the use of public transport with walking was encouraged for those with work commutes not practical to do solely on foot. The event wanted to recognise existing walkers as well as attract new walkers.

The steering group for this event consisted of representatives from Sustainable Otago, Sustainable Business Network, Diabetes, Heart Foundation, Cancer Society, Sport Canterbury, ECan and Christchurch City Council.

The event was held in Cathedral Square with breakfast treats and refreshments provided with music with a walking theme in the background. There was a Walk2Work story competition leading up to the event. Steve Gurney, the MC for the event, announced spot prizes to every tenth participant, did interviews and delivered the triple bottom line message that walking is good for health, the environment and the economy.

The Walk2Work event received sponsorship from a local bakery, Metro, a wholefood organic store, an organic free-trade coffee company as well as monetary sponsorship from the organisations on the steering group, Partnership Health and the Walking and Cycling Micro Fund.

Marketing for the event consisted of radio advertising, flyers, intranet and door-knocking around CBD businesses.

MC presented some of the data that was collected from this event. 250 people registered at the Christchurch event. The majority spent 10-30 minutes on their walk which was longer than the national average. 70% of walkers were 21 – 50 and almost half of the walkers walked to work five or more times a week. 13% walked for the first time because of the event, most of these people indicated that they will do it again.

MC reflected on some key lessons from the event. The key message that walking to work just one day of the week will make a difference to congestion was missing. Mechanisms to follow-up with first time walkers were not put in place. The questionnaire needed some tweaking to ensure all useful information (such as ethnicity) was captured.

It is possible this event will be decentralised and up-scaled in the future. Business challenges could also be a feature of future Walk2Work events

The Speed Environment in the Timaru District, Simon Davenport, Transportation Engineer, Timaru District Council

Simon Davenport's (SD) presentation explained the relationship between street design and inappropriate and unsafe vehicle speeds – and the initiative to engineer 'speed environments'.

SD explained how there is a void between engineering and planning that needs to take into account urban design principles. There is also a need to raise public awareness of the risks of speeding to enable acceptance of a lower speed limit, particularly around schools, shops and tourist areas where there are volumes of pedestrians. SD explained how narrower traffic lane widths, such as those put in place at temporary road layouts when road works and events are in operation are successful in reducing traffic speeds.

SD outlined the standard carriageway widths and corresponding speed limits for principal, collector, local and local cul-de-sac streets. These are guidance only and local conditions such as the neighbouring street network, adjacent land uses and the district plan road hierarchy should determine in practice what speeds vehicles should travel at. Vertical design elements (side friction) such as kerbs, plantings, parked vehicles and directional changes are also being used in Timaru to lower speeds on roads – these encourage drivers to think for themselves rather than being told what to do. Cycle lanes on principal roads have also lowered traffic speeds.

SD explained the importance of engineers meeting with colleagues in road safety (education) and the Police (enforcement) regularly to enable collaboration on issues. The key message the three 'E's' are working together to promote is that urban speed **limits** are not the urban speed **target**.

SD was asked whether property prices have been affected by efforts in Timaru to lower speed as this can make adjacent properties a more pleasant place to live. No data is currently being collected on the influence of the speed environment on adjacent property prices. Andrew Macbeth commented that such speed analysis would be useful in informing New Zealand Transport Agency guidelines.

SD was asked whether centre-lines had been removed from any of the roads in Timaru. This practice has just started in Timaru, with the first street having recently been done. Similar trials are currently about to take place in Auckland

Hurunui District Council Walking and Cycling Strategy, Amelia Dalley, Policy Planner, Hurunui District Council.

Amelia Dalley (AD) explained how the Kaikoura District Council Walking and Cycling Strategy was used as a template for the Hurunui District Council Walking and Cycling Strategy. A number of community workshops was held to develop the Strategy.

AD identified walking and cycling trends (based on Census 2006 Journey to Work data) in the Hurunui district and explained how these trends influenced many of the targets in the

Strategy. She outlined some of the projects in the implementation plan and explained that many of the cycle route projects are indicative at this stage as landowners will need to be consulted in a separate process. The proposed routes were displayed on a map.

Broad support for the Walking and Cycling Strategy was received through the submissions process and the LTCCP submissions process.

AD explained how funding will be the biggest issue in the implementation of this Strategy. This is because the Hurunui district has a small rate-payer base and will have difficulties in producing the local share required for NZTA funding. The community will play a vital role in coming up with the local share. The Hurunui District Council is also working closely with Alpine Pacific Tourism to enable implementation of cycle projects.

District plan changes are also being considered to support and promote active transport in the Hurunui District. The Council are also looking at setting up a local forum to support the Strategy

Monitoring of the Strategy also presents a challenge as limited data currently exists in the District. It is anticipated there will be a focus on monitoring travel to and from schools.

AD was asked whether any funding was set aside in the LTCCP for the Walking and Cycling Strategy. No funding has been put aside for this.

Andrew Macbeth (ViaStrada) suggested the building of sub-divisions around the District may present opportunities for gaining funds for walking and cycling routes.

Fiona Whero (Living Streets Aotearoa and Cycle Advocates Network) suggested using events such as a mayoral cycle challenge to gain buy-in from council which will enable the funding of future walking and cycling projects. Health promoters can also be used to present to councils the benefits of creating walk and cycle friendly communities

Safer Routes to Schools and Travel Plans, Tim Cheesebrough, Road Safety Team , MWH Consultants

Tim Cheesebrough (TC) began his presentation by outlining the health benefits of physical activity over a lifetime. There are many similarities between the 'healthy diet' message and the active transport message. Health may be an easier selling point for some than congestion or the environmental impacts of travel options and was being promoted more actively by the UK Government it seemed.

TC explained the child obesity problem in the UK compared with some other countries and the Department for Health's approach to this problem which included promotion of active travel to and from school. TC went on to explain the key features of UK road safety strategies including national casualty reduction targets. Reduction of child pedestrian casualties was a key issue to be addressed through road safety strategies, although many child road casualties in his own local authority's partly rural area occurred when the child was a passenger in a motor vehicle.

The 10 -19 age group was the key focus of the Hampshire Schools Partnership Programme. The key principles of this Programme was to enable children to make an informed choice as to their travel options, the tailoring of travel plans to schools and age groups and partnership working between the school and the Council to produce an effective travel plan.

Some key motivations for a school developing a travel plan was congestion at school gates, concerns around crossing major roads, parking issues, health concerns and environmental issues. Lower socio-economic groups were identified as high risk groups in measures aimed particularly at improved child safety. Schools were encouraged to involve children as much as possible in the development and the subsequent 'ownership' of the travel plan.

The Hampshire County Council School Travel Planning service received funding support from the Department for Transport and the Department for Education and Skills.

TC outlined the achievements of the Hampshire County Council School Travel Planning service two years after implementation. Travel behaviour changes as a result of the Programme were monitored using an internet survey filled in by the school students. TC also outlined the infrastructural changes achieved through the school travel planning programme and early thoughts about the most effective and less effective measures.

TC summarised the key lessons learnt. He emphasised the gains that having a national champion for such a large behavioural change initiative, such as Jamie Oliver for his school lunches campaign, can potentially achieve much in an area such as improving child health

The Forum discussed other issues preventing children using active modes to travel to school such as convenience of using the car. Stranger danger was considered to be an issue where the facts told a different story to common perceptions.

3. Open microphone:

Fiona Whero informed the forum of the Frocks on Bikes event being held in Christchurch on the 24th October 2009. This event promotes the wearing of ordinary clothes when bicycling rather than specialist cycle clothing which can deter some people from cycling.

Lee Wright (Living Streets Aotearoa and Cycle Advocates Network) informed the Forum of the Selwyn Winter Driving campaign which she had handed out promotional stickers for.

4. Next Meeting

The next forum will be held September 15th 2009

Appendix One

10th CAT Forum
16th June 2009

Attendance List and Apologies

Name	Organisation
Lynley Beckingsale	Technical Assistant Policy and Strategy Waimakariri District Council
Carolyn Bennison	School Travel Plan Coordinator Selwyn District Council
Maureen Bishop	Road Safety Coordinator Environment Canterbury
Nick Bryan	Senior Transport Planner Environment Canterbury
Susan Cambridge	Christchurch Road Safety Co-ordinator Francis and Cambridge Ltd
Cindy Carmichael	Member Living Streets Aotearoa
Jo Chang	Transport Planner Opus
Rachel Chapman	Road Safety Coordinator Ashburton District Council
Meg Christie	Active Environment Health Promoter Community & Public Health
Tim Cheesebrough	Principal Engineer & Discipline Leader Road Safety MWH
Meg Christie	Active Environment Health Promoter Community and Public Health
Ryan Cooney	Senior Transport Planner New Zealand Transport Agency
Amelia Dalley	Planner Hurunui District Council
Simon Davenport	Transportation Engineer Timaru District Council
Dirk de Lu	Member Spokes
Jane Demeter	Councillor Environment Canterbury
Rose Dovey	Transport Planner Environment Canterbury
Carina Duke	Practice Advisor Adult Orientation and Mobility/O&M Instructor Royal New Zealand Foundation of the Blind
Wendy Everingham	Project Lyttelton
David Falconer	Policy Planner - Transport Strategy and Planning Group Christchurch City Council
Michael Ferigo	Transport Planner Christchurch City Council
Tony Francis	Hurunui Road Safety Coordinator Francis and Cambridge Ltd
Natalie Hazelwood	Senior Education Advisor

	Land Transport NZ
Joy Kingsbury-Aitken	Schools (Road Safety) Coordinator Christchurch City Council
Glen Koorey	Lecturer University of Canterbury
John Lieswyn	Transport Planner ViaStrada Ltd
Andrew Macbeth	Director ViaStrada
Daniel Naude	Road Safety Coordinator Timaru District Council
Chris Neason	Road Safety Coordinator Waimakariri District Council
Wayne Osmer	Manager Programmes Southern NZTA
Hamish Piercy	Southern Regional Training Advisor Tranzqual ITO
Chris Rossiter	Project Transportation Engineer Traffic Design Group Ltd
Esther Sassenburg	Transportation Planner MWH
David Scarlet	Senior Programme Advisor (Engineering) NZTA
Bill Simpson	Community Resilience Unit Manager Environment Canterbury
Tony Spowart	Traffic & Safety Manager NZTA
Anna Stevenson	Public Health Representative Regional Transport Committee
Korine Stewart	School Travel Plan Coordinator Community and Public Health – South Canterbury
Rhys Taylor	National Coordinator Sustainable Living Education Trust
Brian Ward	Fivepower Ltd
Fiona Whero	South Island Networker / Project Officer Cycling Advocates' Network / Living Streets Aotearoa
Chrissie Williams	Councillor Christchurch City Council
Sarah Wilson.	Active Communities Co-ordinator Selwyn District Council
Lee Wright	Road Safety Coordinator Selwyn District Council

Apologies

Name	Organisation
Tim de Jong	Chairman Cycle Tour Operators New Zealand
Stephen Graham	Sustainability Advisor Inland Revenue
Dr. Kate Hewson	Advocate for Sustainability University of Canterbury
Matt Hoggard	Planner Kaikoura District Council
Tim Hughes	Senior Engineer NZTA

Martin Mongan	Chief Executive Sport Canterbury
Rex Verity	Environmental Manager and Sustainability Advocate Christchurch Polytechnic Institute of Technology
Rachel Walters	Active Schools Facilitator – Primary Sport Canterbury
Gary Woock	Roads Assets Engineer Waitaki District Council