12th Canterbury Active Transport Forum (CAT)
Meeting Minutes

Tuesday 9th March 2010

Facilitator: Rob Woods, Programme Manager, Transport, (Environment Canterbury)

Coordinator: Maureen Bishop (Environment Canterbury)

Minute Taker: Maureen Bishop (Environment Canterbury)

Present: See Appendix One

1. Minutes:

The minutes of the meeting held on September 15, 2009 were accepted

2. Presentations

Attracting the next 10% of cyclists with the right infrastructure. Associate Professor Simon Kingham and Dr Glen Koorey, University of Canterbury.

The presenters outlined a research project conducted to assess the type of infrastructure needed to attract 'new' cyclists, using current NZ and international examples of facilities to ascertain what level of service would encourage people to cycle.
They also investigated the barriers and motivations for cycling. The study was funded by the New Zealand Transport Agency.
Three questionnaires were conducted – the University of Canterbury's travel survey in 2008, a recreational cyclists' questionnaire and a community cycle survey. The on-line travel survey drew 4,772 responses, the recreational cyclists' questionnaire, which was an intercept and on-line questionnaire received 376 responses and the community survey, which was an on-line questionnaire advertised via newsletter, received 122 responses.
Forty-eight people took part in focus groups of three to six people. They discussed transport and cycling in general and were shown diagrams of cycle facilities and asked to rate each one and say if they would frequently cycle it, would sometimes cycle it, would rarely cycle it or would never cycle it.
Almost 20 per cent of respondents in the community survey and the recreational survey said more courteous vehicle drivers and improved cycle routes to their workplace would encourage them to cycle or cycle more.
Amongst the focus groups, the major barriers given were safety, which was the most significant, the lack of showering and changing facilities and enjoyment of the journey.
Minor barriers were bicycle parking, work vehicles, luggage capacity, clothing, children, weather, logistics, trip chaining, night-time cycling, cycling equipment, helmets, and confidence.
Focus group members wanted consistency of infrastructure e.g. the same facilities across the city, continuous facilities and better road user information. People were prepared to cycle 5-10 minutes longer for a more attractive ride. Traffic speed was not an issue and traffic calming was particularly disliked, possibly due to an inability to comprehend it.
A network of off-road routes was favoured and if that was not possible, then well-marked cycle lanes were preferred.
Some level of separation was preferred to sharing facilities with traffic or pedestrians, but if shared facilities were necessary, sharing with pedestrians was preferred.
Participants felt that motorists did not respect cycle lanes and cycle space.
Amongst non-cyclists or infrequent cyclists surveyed there was a desire to cycle more, safety was the biggest barrier, segregated infrastructure would encourage new utility cyclists and shared infrastructure needed better education for all road users.

Learning from the Canterbury District Health Board pilot travel plans. Presenter Tracy Allatt, transportation engineer, Beca.

Tracy spoke of her work with two Canterbury District Health Board divisions in Christchurch, in preparing travel plans. She worked with Community and Public Health (CPH) in Chester Street West and Manchester Street and Princess Margaret Hospital (PMH), in Cashmere, using the NZTA 5-stage travel plan procedure
The aims of developing travel plans were to promote, enhance and facilitate the health and well-being of the people of Canterbury, to proactively manage travel demand associated with the organisation, to address accessibility issues and develop an improved choice of travel options, to promote healthy transport option to improve health, fitness and wellbeing of staff and to reduce car dependency and reduce car travel associated with the organisation, where possible..
There were 121 staff at CPH and 1212 staff at PMH. The sites were very different with limited parking around CPH but plenty of parking at the hospital.
Data collection was done through site audits and electronic and paper surveys. There was a 70% response rate to the survey at CPH but a relatively small response at PMH. However, this improved when a return visit was made. The survey was found to be too long.
It was found 61% of those surveyed at PMH travelled by car alone and just 2% by bus. At CPH, 52% travelled by car alone. Only 12 people at CPH did not travel for business. The organisation is trying to hold more video conferences for meetings held in Wellington.
At PMH a pool van has been reintroduced for travel to the main hospital and senior management were now questioning the use of taxi chits.
Targets need to be realistic, time bound and SMART, and based on the staff travel survey results.
Learnings from the survey showed that the support of senior staff was extremely valuable, having senior staff lead by example was beneficial, it was possible to gain quick wins e.g. more cycle racks, and it was necessary to tailor the needs to the organisation. Others were to keep the survey short, to conduct workshops/focus groups, to keep people informed and to conduct the site audit with staff.

From red to green – why change the colour of cycle lanes? Presenter Michael Ferigo, transport planner, cycling and walking, Christchurch City Council.

Michael outlined a little of the history of cycle lane markings in Christchurch, saying that the city, along with Waimakariri District Council and local NZTA, was using red surfacing on its cycle lanes, when all other areas in NZ were using green. In 1998 the CCC was the first to trial cycle lane colouring in NZ. There was no national guidance and the colour was based on a psychologist's study.
It is uncommon to colour full cycle lane lengths, but the coloured lanes are used to prioritise potential conflict points.
Scientific evidence was divided on colour. Crow in 2007 found blue was the most effective of four colours trialled, the executive director of the NZ Road Markers Federation said green faded less than red. The Cycling Infrastructure Design Dept for Transport 2008 UK suggested consistency.
It was important that consideration be given in weighting to national consistency and the city council had resolved to change to green. New projects will be green. Over a period of five years the red will be phased out and green used.

Safer Journeys – NZ's Road Safety Strategy 2010-2020. Presenter David Corlett, manager stakeholder relationships, Ministry of Transport.

The strategy was released on March 3, 2010. David emphasised that road safety was a priority of the Government. The Prime Minister had written to all ministers asking for their priorities. Road safety was indicated along with rail and the recovery of the economy through investment in transport.
It was acknowledged that central government hadn't done enough in road safety over the last few years.
The consultation document, Safer Journeys, released last year had drawn 1500 submissions, 1400 from the general public and 120 from organisations. Twenty key stakeholders had

ranked the 62 initiatives listed. Some of the more contentious issues such as alcohol, the driving age and give way rules, had received strong support. There was also strong support for other initiatives which won't be in the strategy such as third party insurance. There was more emphasis on road users rather than the roads, vehicles or speed initiatives.
The strategy's vision is "A safe road system increasingly free of death and serious injury".
The safe system is the proposed approach – safe roads and roadsides, safe speeds, safe vehicles and safe road use. This system aimed to minimise the level of unsafe road user behaviour, make the road transport system more accommodating of human error, to manage the crash forces that injure people to a level the human body can tolerate without serious injury and emphasised that road safety was everyone's responsibility.
The areas of high priority in the strategy were increasing the safety of young drivers; reducing alcohol impaired driving; safer roads and roadsides; increasing the safety of motorcycling and safer speeds.
There are some targets in the strategy but not a total number of road fatalities and serious injuries.
The first measures to be taken to Cabinet in a package in March would be raising the driving age to 16, making the restricted licence test more difficult to encourage 120 hours of supervised driving practice, and introducing a zero drink drive limit for drivers under 20. There would also be investigation into restricting the power of vehicles for young drivers.
Proposed initiatives on alcohol and drug impaired drivers to be considered in April would include compulsory alcohol interlocks for recidivist drivers, zero alcohol limits for recidivist drivers, further investigating lowering the adult blood alcohol content limit to 0.05mg/ml and reviewing traffic offences and penalties for causing death and injury.
Safer roads and roadsides proposed initiatives include developing a classification system for the roading network, focussing safety improvements on high risk rural roads and high risk intersections and changing the give way rules for turning traffic.
Implementation of the first actions will require changes to legislation or rules, business processes, IT systems and advertising programmes.

3. Open microphone:

Fiona Whero in her capacity as the CAT Forum representative on the **Active and Passenger Transport Working Group** (APTWG) reported on a meeting of the group held that morning. NZTA had updated the group on the development of a tool for monitoring cycling strategies and asked territorial authorities to test it and offer feedback.
The Regional Land Transport Strategy is being reviewed and market research had been carried out in Canterbury. The report on this can be found on
http://ecan.govt.nz/publications/General/RLTS%202011-41%20Transport%20Issues%20Market%20Research%20-%20Feb%202010.pdf
Tim Hughes promoted the walking and cycling conference to be held in Wellington on August 2 and 3, 2010. While the call for abstracts had officially closed it was not too late to submit. See www.livingstreets.org.nz/conference2010/home

4. Next Meeting

The next forum will be held on June 15, 2010.

Appendix 1

12h CAT Forum
March 9, 2010
Attendance List and Apologies

Name	Organisation
Tracy Allatt	Transport Engineer, **Beca**
David Ayers	Councillor **Waimakariri District Council**
Maureen Bishop	Road Safety Coordinator **Environment Canterbury**
Nick Bryan	Senior Regional Transport Planner **Environment Canterbury**
Susan Cambridge	Christchurch Road Safety Co-ordinator, community **Francis and Cambridge Ltd**
Rachael Chapman	Road Safety Co-ordinator **Ashburton District Council**
Meg Christie	**Canterbury District Health Board**
David Corlett	Manager Stakeholder Relations, **Ministry of Transport**
Simon Davenport	Projects Engineer **Timaru District Council**
Alisa Davies	Injury Prevention Consultant **ACC**
Dirk de Lu	Member **Spokes Canterbury**
Carina Duke	**Royal NZ Foundation of the Blind** **Living Streets, Canterbury**
Michael Ferigo	Transport Planner, cycling and walking **Christchurch City Council**
Tony Francis	Hurunui Road Safety Coordinator **Francis and Cambridge Ltd**
Natalie Hazelwood	Senior Education Advisor **Land Transport NZ**
Chrys Horn	**Living Streets, Canterbury**
Tim Hughes	**NZTA**
Stein Johannessen	Professor **Norwegian University of Science and Technology**
Trudy Jones	Transport Planner - Walking/Cycling Network Planning (Transport) Asset and Network Planning Unit **Christchurch City Council**
Simon Kingham	Professor **Dept of Geography, University of Canterbury**
Joy Kingsbury-Aitken	Road Safety Coordinator, schools **Christchurch City Council**
Glen Koorey	Dept of Civil and Natural Resources Engineering **University of Canterbury** **CAN**
Andrew Macbeth	Director **ViaStrada**

Rosie McGrath	**Community and Public Health, West Coast**
Daniel Naude	Road Safety Co-ordinator **Timaru District Council**
Brenda O'Donaghue	**Traffic Design Group**
Wayne Osmers	Programmes and Funding Manager **NZTA**
Eynon Phillips	Transport Planner - Research Asset & Network Planning **Christchurch City Council**
Chris Rossiter	Project Transportation Engineer **Traffic Design Group Ltd**
Nigel Rushton	Author/ Member Pedallars' Paradise / Spokes
Tony Spowart	Traffic & Safety Manager **NZTA**
Michelle Stevenson	Road Safety Co-ordinator, travel planning **Christchurch City Council**
Rhys Taylor	**Sustainable Living**
Andrew Thomas	Student **University of Canterbury**
Shannon Ussher	Passenger Services Strategic Planner **Environment Canterbury**
Rex Verity	Environmental Manager and Sustainability Advocate **Christchurch Polytechnic Institute of Technology**
Fiona Whero	South Island Networker / Project Officer **Cycling Advocates' Network / Living Streets Aotearoa**
Brian Walsh	**Susstainagility**
Axel Wilke	Director **ViaStrada**
Chrissie Williams	Councillor **Christchurch City Council**
Rob Woods	Programme Manager – Transport **Environment Canterbury**
Lee Wright	Road Safety Coordinator **Selwyn District Council**

Apologies

Name	**Organisation**
Tim Cheesebrough	Consultant **MWH**
Chris Neason	Road Safety Co-ordinator **Waimakariri District Council**
Kate Hewson	Sustainability Advocate **University of Canterbury**
Sue Wells	Councillor **Christchurch City Council**