

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

Wednesday, 7th May 2008

Facilitator: Jill Atkinson, Programme Manager, Transport (Environment Canterbury)

Coordinator: Rose Dovey (Environment Canterbury)

Minute Taker: Rose Dovey (Environment Canterbury)

Present: See Appendix One

- 1) **Minutes:** The minutes of the meeting held on February 19th, 2008 were accepted

Jill briefly explained how the outcome of the Land Transport Management Act (LTMA) Amendment Bill may affect the establishment and membership of the Active Transport Working Group. The exact details of this outcome are not presently known but will be available by July 1, 2008.

Rose briefly outlined the progress of the Terms of Reference Annual Review process questionnaire. The results of this questionnaire will be compiled and will be available as part of the Terms of Reference Annual Review report. Key points of interest will be outlined at the next CAT forum.

- 2) **Presentations:**

Waimataitai School Travel Plan - Nikola Vincent and Vanessa Good, Teachers, Waimataitai Primary School

Waimataitai School is piloting a school travel plan in Timaru District. The requirement for a school travel plan arose from a problem with congestion at the main entrance of the school. The Timaru District Council (TDC) Road Safety Coordinator, Daniel Naude highlighted the extent of the problem to school staff and police through a series of photographs. This led to the travel plan process beginning with a survey being sent out to parents which asked them a number of questions including where they lived and how they transported their children to school. A prize of a bike was offered as an incentive for completing the questionnaire. A 70% response rate was achieved. The data from the questionnaires helped inform the development of a comprehensive action plan.

A number of visual resources were also created as part of the travel plan, including a map which documented where all the children lived within a 2 kilometre radius of the school and a chart which detailed pedestrian and cyclist accidents which had occurred within 500m to 5km of the school in the last five years.

Two walking school buses are currently operational, with two more due to start soon. One bus operates on Wednesday and one on Friday. These walking school buses are reliant on enthusiastic parents to lead them. One parent leads the bus at the front and one supervises at the back. The children on the bus have tags indicating parental consent but it is not unusual for other children to join the bus at their own leisure. Some parents expressed some initial concern over the possibility of some of the children on the walking school bus misbehaving. Teachers accompanied the walking school buses for the first few days after they began and this helped assure parents that the children were not likely to misbehave.

Information promoting the school travel plan was provided to parents on parent interview nights and they were able to see the results of the survey. Waimataitai school provides high-visibility vests to each child free of charge which most children love to wear. Children who skate and scooter to school also wear these vests.

Nikola and Vanessa outlined some recommendations based on their experiences for a school who is interested in implementing a travel plan. It is essential to have staff buy-in with teacher's prepared to model the programme. It is also recommended to have buy-in from a number of stakeholders, including the district council, the police and Community and Public Health. A multi-sector group approach worked well for this project. National programmes, such as Bikewise week are useful sources to tap into.

The next stage of the travel plan aims to provide safe 'drop and walk' zones. These zones will enable parents to drop their child off at a walkable distance from the school gate thereby reducing congestion at the school gate and enabling their child to get some exercise. Nikola and Vanessa explained that children can be easily be encouraged to walk to and from school, it's the parents who are harder to convince due to such reasons as 'stranger danger' and the convenience of dropping their child off en-route to work.

A final and important recommendation is that it is important to keep the momentum going in such an approach and to recognise that the plan is a 'living document'.

Cycle Traffic Counting - Andrew Macbeth, Director, ViaStrada

Andrew said that there is increased interest at a national policy level in walking and cycling. The update of the New Zealand Transport Strategy (uNZTS) sets a target of 30% of trips in urban areas to be undertaken by walking and cycling by 2040. Politicians are interested to learn whether cycle facilities are being used, as this is an important consideration from a funding perspective. Reliable cycle counting devices are essential in determining how well cycle facilities are being used. Andrew talked about the advantages and disadvantages of different types of cycle counting, including manual and automatic counts.

ViaStrada has over the last six months undertaken automatic cycle counts for Christchurch City Council and Selwyn District Council on the Christchurch to Little River Rail Trail to determine the actual number of cyclists. The results of this exercise showed many more people were using this facility than previously thought.

Andrew was also involved in the preparation of Land Transport NZ Research Report Number 340 (<http://www.ltsa.govt.nz/research/reports/340.pdf>). The research proposes a methodology to estimate cycle traffic on new facilities in a consistent manner across New Zealand. The report provides tools for estimating cycle traffic on both on-road facilities (eg cycle lanes) and off-road facilities (eg cycle paths). For example, it estimates that there will be an initial 20% increase in cycle traffic once a new on-road facility is implemented with an 8% annual growth rate of cycle traffic.

Few territorial authorities are counting cycle traffic continuously (for months or more at a time). Current ViaStrada research for Land Transport NZ involves testing two commercially-available continuous cycle traffic counters in Christchurch and aims to recommend appropriate technologies for different road surfaces and traffic conditions. The research should be available in a few months.

Bike-racks on Buses Trial – David Stenhouse, Passenger Services Assistant Manager, Environment Canterbury

David explained how the deregulation of car imports had negatively impacted on bus patronage figures in the early 1990's. There has been a continual need to make buses a more attractive option for travel since that time. Enabling bicycles to travel on buses so that people could undertake multi-modal journeys was recognised as one option for making buses more attractive.

Liability issues were the main stumbling block for allowing bike-racks on buses. There were also concerns that because the bike-racks would add some length to a bus, this would affect the manoeuvre-ability of it. Concerns were expressed that bike-racks might also represent a threat to pedestrians.

Eventually, Environment Canterbury came to an agreement with Land Transport NZ on a six month trial period for bike racks on buses on the 35, 24, 13 and 92 routes in and around Christchurch. The key route for the trial was the 35 route where all buses were fitted with racks. Bike racks were also fitted to a number of bio-diesel buses on the other routes to act as an additional promotional tool to promote environmental sustainability.

Upon completion of the trial, both bus driver feedback and user feedback was positive overall. The issue of liability for the bike was both the responsibility of the person who loaded the bike on the rack and the bus-driver. The person who was loading the bike had a responsibility to ensure the bike was loaded securely but the driver also had a responsibility to correct the loading of the bike if he or she saw it was not loaded securely.

David is currently compiling a final report on the success of this trial.

Velib Bicycle Rental Scheme, Paris – Shane Glassey, Director, Velotec

Shane detailed the success of Paris' innovative new bicycle rental scheme which was implemented as a result of growing traffic congestion in the city and concern for the city's increasing carbon footprint. Much of the success of this scheme can be attributed to the fact that it was championed by the mayor of Paris and that a lucrative advertising contract which saw the city council granting an advertising company, JCDecaux exclusive rights to the city's billboards for five years in exchange for funding the entire scheme.

The scheme began in 2007 with 750 hire points, each with 15 or more bicycle spaces. By the beginning of 2008, the number of hire points had grown to 1,450 with 20,600 bicycles in total. The hire point stations are situated just 300 – 500 metres apart with most stations near a public transport station or major attraction.

The Velib bicycle system is made up of three main components – A kiosk, a stand and a bike. Bikes can be hired for a subscription fee of one day €1 a day and then an additional hire charge is only applied if your ride exceeds 30 minutes. This is to encourage people to make short trips by bicycle. An annual subscription can also be bought for €27 per year.

The bicycles are used equally by locals and tourists. They are designed so they can be ridden in everyday clothing. Usage figures do not vary greatly between summer and winter.

There are 285 equivalent full-time positions to support the Velib scheme. service technician's who are employed for road side repair services can be seen around the city on electric powered bicycles. The bicycles' huge potential for advertising has been realised in the Toulouse rental scheme where the HSBC bank logo is displayed prominently on the bicycles.

A comprehensive cycle path network consisting of both on-road and off-road paths has been implemented which supports the Velib system. The bicycle is now seen as a valid mode of transport in Paris and the greater numbers of cyclists on Parisian streets has created a traffic calming effect. However, there are issues with using this one type of specialist hire system as the Velib system only has hire points within the Paris city boundary, these bikes cannot be used outside of the city.

3) Open microphone:

Ngairé Tinning of Ashburton District Council spoke about the Ashburton District Cycling and Walking Strategy which was out for public consultation until May 16th 2008.

Chris Neason of Waimakariri District Council spoke about the Kaiapoi Walking Map that has recently been published.

4) Next Meeting

The next forum will be held on 7th August 2008

Canterbury Active Transport Forum
List of attendees at a meeting held on Tuesday, February 19, 2008
at Environment Canterbury

Jill Atkinson	Programme Manager – Transport Environment Canterbury
Robyn Bond	School Travelwise Coordinator Selwyn District Council
Susan Cambridge	Road Safety Co-ordinator (Consultant) Christchurch City Council
Meg Christie	Active Environment Health Promoter Community and Public Health
Simon Davenport	Projects Engineer Timaru District Council
Paul de Spa	Education Sustainability Officer Environment Canterbury
Rose Dovey	Regional Transport Planner Environment Canterbury
David Edge	Roading Manager Hurunui District Council
Wendy Everingham	Community Facilitator Living Streets Aotearoa
Michael Ferigo	Transport Planner Cycling and Walking, Asset and Network Planning Unit Christchurch City Council
Tony Francis	Road Safety Co-ordinator (Consultant) Hurunui District Council
Chris Freear	Chair Christchurch to Little River Rail Trail Trust
Shane Glassey	Velotec Ltd
Vanessa Good	Teacher Waimataitai School
Natalie Hazelwood	Education Advisor Land Transport New Zealand
Bron Healey	Transport Planner - Walking & Cycling Christchurch City Council
Chrys Horn	Collaborative Learning for Environmental Management Landcare Research
Trudy Jones	Transport Planner - Walking/Cycling Christchurch City Council
Andrew Macbeth	Director Viastrada
Iain McAuley	Senior Advisor – Walking and Cycling Ministry of Transport
Maria Moran	Project Manager Active Canterbury Project Christchurch City Council
Chris Neason	Road Safety Coordinator Waimakariri District Council
Wayne Osmer	Manager Programmes – Southern Region Land Transport New Zealand
Nigel Rushton	Author Pedallers' Paradise
Peter Rivers	Treasurer

	Spokes Canterbury
David Stenhouse	Passenger Services Assistant Manager Environment Canterbury
Katherine Taylor	Student University of Canterbury
Ngairé Tinning	Road Safety Coordinator Ashburton District Council
Rex Verity	Environmental Manager and Sustainability Advocate Christchurch Polytechnic Institute of Technology
Nikola Vincent	Teacher Waimataitai School, Timaru
Brian Walsh	Coordinator Sustainable Business Forum – Southern Region
Brian Ward	Traffic Engineer Five Power Systems Ltd
Rachel Walters	Active Schools Facilitator – Primary Sport Canterbury
Fiona Whero	South Island Networker Living Streets Aotearoa Project Officer Cycling Advocates' Network
Lee Wright	Road Safety Coordinator Selwyn District Council

Apologies

Nick Bryan	Senior Advisor Ministry of Transport
Sir Kerry Burke	Chairman Environment Canterbury
Kathryn Cannan	Healthy Christchurch Coordinator Community and Public Health
Carina Duke	Practice Advisor Orientation and Mobility/O&M Instructor Royal NZ Foundation of the Blind
Rachel Gibson	Senior Policy Advisor Land Transport New Zealand
Stephen Graham	Core Team Member Inland Revenue - Govt3 - BMS
Natalie Hazelwood	Education Advisor Land Transport New Zealand
Syd Horgan	Education Planning Manager Healthy Eating Healthy Action Project South Canterbury District Health Board
Simon Kingham	Associate Professor Department of Geography University of Canterbury
Glen Koorey	Member Spokes
Katy Marriott	Regional Walking and Cycling Coordinator ARTA
Nadine Milmine	Education Advisor Land Transport New Zealand
Eric Park	Ministry for Environment

Toni Spittle	Policy Analyst Ashburton District Council
Jane Sullivan	Physical Activity Health Promoter Community and Public Health – South Canterbury
Robyn Wallace	Healthy Christchurch Coordinator Community and Public Health
Chrissie Williams	City Councillor Christchurch City Council

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