

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

Thursday, 7th August 2008

Facilitator: Robert Woods, Acting Programme Manager, Transport (Environment Canterbury)

Coordinator: Rose Dovey, Regional Transport Planner (Environment Canterbury)

Minute Taker: Rose Dovey, Regional Transport Planner (Environment Canterbury)

Present: See Appendix One

- 1) **Minutes:** The minutes of the meeting held on May 7th, 2008 were accepted

Rose gave a presentation on some of the key points of interest contained in the CAT Forum Terms of Reference Annual Review Report. An electronic version of this report is available on the CAT Forum webpage. Feedback is welcome.

- 2) **Presentations:**

The Land Transport Management Amendment Act (LTMAA) 2008 – Robert Woods (RW), Transport Policy Analyst, Environment Canterbury

RW explained that a review of the land transport sector called 'Next Steps' was undertaken in 2007 with the purpose of investigating how this sector could operate more efficiently and cost-effectively. As a result of the Next Steps review, legislation (Land Transport Management Amendment Bill) was introduced to implement the review's recommendations. The LTMAA received the Royal Assent on 14th July 2008. The principal changes the legislation introduced are:- full hypothecation of fuel excise duties (FED), the National Land Transport Programme (NLTP) which occurred annually is now three-yearly, Regional Land Transport Programmes (RLTPs) are also now three-yearly and the constitution of the Regional Land Transport Committees (RLTCs) has changed. Land Transport New Zealand and Transit New Zealand were amalgamated into one organisation – The New Zealand Transport Agency (NZTA) and an accountability framework for the NZTA was introduced.

A Government Policy Statement (GPS) was released alongside the New Zealand Transport Strategy (NZTS) on 5th August 2008 which set out detailed guidance for the next six year (2009/10 to 2014/15), and broader guidance for a further four years (2018/19). The GPS also set an indicative funding range for set activity areas.

RW stated that the National Land Transport Fund (NLTF) would be constituted principally from FEDs (\$1.285M), Road User Charges (RUCs) (\$897M), Motor Vehicle Registrations (MVRs) (\$217M). This means that revenue is dependent on the level of economic and transport activity, so will fluctuate according to economic conditions.

RW explained how the three-yearly RLTP would mean greater funding certainty and less annual churn. The regional councils new responsibility of coordinating a three yearly RLTP means that the NZTA would not have to deal directly with every district council every year. Regional Council's, through the Regional Transport Committees (RTCs) now have the responsibility of prioritising all regionally significant projects, ensuring the alignment of the RLTPs with Long Term Council Community Plans (LTCCPs) and demonstrating alignment of RLTPs with the GPS.

The Canterbury RLTC was formerly made up of twenty-nine members. It was recognised nationally that there were some difficulties in determining how members

could be held accountable within their roles on the RLTC's hence the decision to elect the new members of the new Regional Transport Committee (RTC) according to prescribed categories of membership reflecting the NZTS's five objectives. One person is to represent each of the five transport objectives, with a region wide perspective. The Ministry of Transport (MOT) has published guidelines to help with the appointment and induction of these new members. Robert advised that the Council has some discretion on allowances and this may not be limited to just reimbursement of travel costs. The appointment of the RTC is aligned with the local government election cycle.

RW explained how the need for certain working groups within the RLTC structure had been reviewed by Ecan alongside changes to the RLTC as ECan have struggled to effectively service working groups, particularly the Active Transport Working group (ATWG) in the past. It was proposed that the ATWG would be broadened to include a PT interests representative to form an Active and Passenger Transport Working Group (A&PTWG) but there would be no changes to the structure of the CAT Forum. The CAT Forum would inform the A&PTWG and the RTC.

RW described how Regional Fuel Tax (RFT) was an area of great debate within the LTMA Bill process. The purpose of a RFT is to fund specified capital projects which are unlikely to be funded from other sources. The RTC will be responsible for developing a RFT scheme for Canterbury. This will then require approval by the Regional Council, NZTA and the Transport Minister before it can be implemented

Providing Positively for Pedestrians – A Guide to Better Practice – Tim Hughes (TH), Senior Engineer, New Zealand Transport Agency

TH informed the forum of the various national strategies and strategic plans that promote walking and cycling in national government policy. TH emphasised that walking and cycling should be part of every transport project. The update to the New Zealand Transport Strategy (uNZTS) target to increase the amount of trips using active modes from 17% to 30% by 2040 should be possible to achieve if we have the right mix of policies at national, regional and local level.

TH outlined how walkable neighbourhoods are essential for increasing or maintaining physical activity levels which is vital to people's health. He stated that 'doubling the feet on the street' does not mean doubling the accident rates of pedestrians as the more pedestrians present in an environment the lower the risk is for each pedestrian. International research has shown that where there is a 100% increase in walking or cycling there is a 32% increase in casualties. He explained how countries which have been successful in increasing the numbers of cyclists have also been successful in bringing the road toll down through improvement of infrastructure. Increasing the numbers of pedestrians and cyclists on the street has a traffic calming effect which can decrease the numbers of casualties due to motor vehicle accidents.

TH highlighted some of the key features in the newly released Pedestrian Planning and Design Guide (PPDG). The PPDG is currently the most up-to-date comprehensive guide for pedestrian planning that exists in New Zealand. The primary purpose of the PPDG is to improve New Zealand's walking environment by providing design advice and standards as well as processes for deciding on the types of provision that should be made for walking. He demonstrated how the crossing choice calculation spreadsheet can be used by engineers to determine what kind of crossing is needed and what safety benefits it presents in a certain situation.

TH explained how previously pedestrian environments were designed for the capable adult pedestrian. This approach has failed to provide for all users as 30% of pedestrian accidents are due to falling over. The cost to the health system of people falling over is as high as that of casualties from motor vehicle accidents. The PPDG contains guidelines on how to design for all pedestrians and contains a road user hierarchy which ranks people with mobility impairments as the most important road

user to consider in the design of a facility. TH also explained several key design factors such as continuity, minimum and preferred path widths and crossfalls, driveway and intersection standards and kerb crossing standards. TH explained how the old NZ Warrants approach was not appropriate as a more in-depth investigation in accordance with the hierarchy of pedestrian solutions, road environment and land use context of the situation at hand should be considered in order to understand the best option for the site.

TH also explained the controversy behind the safety benefits of zebra crossings as well as the typical safety benefits of several different facilities including midblock traffic signals and raised median islands.

TH outlined the next steps for the NZTA supporting councils in providing for pedestrians. This includes training workshops on the PPDG, research on walkability assessment and measuring accessibility and benchmarking performance for walking. There is an expectation by the NZTA that councils should ensure that the right projects come through when applying for funding assistance which include providing for more integrated transport planning and land use planning as this will provide for a wider choice of transport modes.

A Healthy Cities Approach to Sustainable Transport - Wendy Everingham, Member, Living Streets Aotearoa, Meg Christie, Active Environment Health Promoter, Community & Public Health.

Wendy and Meg reported on a four day 'Healthy Cities' short course they attended in Christchurch called run by Community and Public Health

The workshop focused on the Health Impact Assessment tool which enables measurement of the health and equity of cities, towns, and communities, through looking at the social capital of the city and communities within the city. This included factors such as the built environment (fencing, housing, lighting, foot/cycle paths, density, access to healthy food etc.), people (access to churches, schools, parks, medical centres etc), natural environment (berm plantings, waterways, green spaces, air quality and noise etc), cultural aspects and economic opportunities. A highlight of this workshop was a practical exercise which looked at the health of six Christchurch suburbs. Two of these suburbs, Sydenham and St Albans were audited using the health impacts assessment process. Wendy explained the process for determining how healthy these suburbs were, acknowledging that this was just a snap shot in time, due to the time constraints of the course, and not necessarily a true reflection of the capital of the suburb. Sydenham on the day scored poorly, whereas St Albans did reasonably well. Key messages for ensuring health cities were: people must be the focus, a holistic approach to planning, collaborative & intersectoral partnerships and participatory rather than representative democracies.

Copies of a bright well laid out resource, *Health Promotion and Sustainability through Environmental Design: a Guide for Planning* (Vincie Billante, Environmental Health Advisor, Strategy and Planning Group, CHCH City Council) were made available for Forum Participants.

A question was raised from the audience about where to get funding for introducing the Health Impact Assessment Tool to Community Boards, who could then use as a tool to assess their communities when determining and prioritizing projects. This question will be addressed at the next forum.

Regionalising NZTS/GPS Targets for Walking and Cycling, Robert Woods (RW), Transport Policy Analyst, Environment Canterbury

RW explained that the update the New Zealand Transport Strategy (uNZTS) and the Government Policy Statement (GPS) were formally launched on 5th August. The

uNZTS is a non-statutory document and the GPS is a statutory document. RW outlined the uNZTS target in relation to the GPS targets for walking and cycling (uNZTS target is to increase walking and cycling to 30% of total trips in urban areas by 2040 which translates to an increase of walking and cycling trips by 1% for each year from July 2009 in the GPS). The national decline in walking and cycling levels means this is a challenging target. The other targets in uNZTS and GPS are broadly supportive of the walking and cycling target.

A consultant company - Ian Wallis and Associates (IWA) were assigned the responsibility of attempting to regionalise the targets in the uNZTS and GPS. As a starting point, IWA established consistent regional baseline figures for 2007 and established business as usual (BAU) outcomes for each region. The consultants then will attempt to allocate the national total of targets as equitably as possible to those regions they judged were best placed to deliver the required results. Important issues for consideration in achieving this target were also considered in this process. A list of potential 'carrot and stick' policy options were identified for each target including integrated transport planning and land use planning (carrot) policies and parking restraints (stick). A graph was displayed which demonstrated how many walking and cycling trips per region were currently being delivered.

The contribution of walking and cycling targets towards achieving other targets such as reducing single occupancy car usage was recognised as minor. RW explained how disincentives for achieving goals such as reducing the vehicle kilometres travelled (VKT's) in New Zealand would be required. However, he noted that other targets have beneficial outcomes for walking and cycling eg. more Passenger Transport trips also mean more walking trips.

RW informed the group that IWA would comment on key factors which will help regions deliver in their final report. These will include whether more funding would be needed to achieve the targets or whether current approaches and funding is sufficient and what ranges of methods are likely to be needed to achieve targets.

RW asked the forum to consider whether they thought the GPS or the uNZTS gave an appropriate indication of which issues were most important for regions to focus on. He also highlighted the lack of clarity around whether regions who were more able to deliver towards the targets would be allocated a greater share of funding. He informed the forum that it was essential that the region was able to gather data to track the region's progress toward delivering the targets. Investigations are currently being undertaken between ECan and several partners into expanding the MOT Household Travel Survey in the greater Christchurch area with the specific intention of improving our data in different areas.

3) Open microphone:

Andrew Macbeth informed the forum of his investigations into the funding issue for the maintenance of footpaths. He had received a reply from both the Ministry of Transport and Land Transport NZ on current government policy and the possibility of the current position being reviewed as part of a broad review by MOT of revenue and funding policy.

Andrew also informed the forum that a *Fundamentals of Planning and Design for Cycling* course will be held in Timaru on 16 September. Further information about the course and a registration form are available at: <http://viastrada.co.nz/fundamentals>

Chris Neason informed the forum that an Oxford Walking Map had been produced by Waimakariri District Council for general distribution

Ngairé Tinning informed the forum that the Ashburton District Council Walking and Cycling Strategy had now been adopted by council

Nick Bryan informed the forum that copies of the uNZTS and GPS released on Tuesday 5th August are available on the MOT website and hardcopies are available on request. The draft Transport Monitoring Framework which was also released on 5th August has also been made available.

Matt Hoggard informed the forum that the Kaikoura District Council Walking and Cycling Strategy process was scheduled to begin on Friday 8th August.

4) Next Meeting
To be announced

7th CAT Forum
7th August 2008
Attendance List and Apologies

Name	Organisation
Maureen Bishop	Regional Road Safety Co-ordinator Environment Canterbury
Nick Bryan	Advisor Ministry of Transport
Susan Cambridge	Christchurch City Council Road Safety Coordinator Francis and Cambridge Ltd
Meg Christie	Active Environment Health Promoter Community and Public Health
Jane Demeter	Councillor Environment Canterbury
Paul de Spa	Education Sustainability Officer Environment Canterbury
Rose Dovey	Transport Planner Environment Canterbury
Wendy Everingham	Living Streets Aotearoa
Michael Ferigo	Transport Planner – Cycling Christchurch City Council
Tony Francis	Hurunui District Road Safety Coordinator Francis and Cambridge Ltd
Rachel Gibson	Senior Policy Advisor – Network Users Land Transport NZ
Natalie Hazelwood	Education Advisor Land Transport NZ
Bron Healey	Transport Planner – Walking and Cycling Christchurch City Council
Holly Hearsey	Team Leader - Education Chronic Disease and Alcohol-Related Harm Prevention Community and Public Health
Chrys Horn	LandCare Research
Tim Hughes	Senior Engineer Land Transport NZ
Trudy Jones	Transport Planner - Walking/Cycling Christchurch City Council
Jo Kane	Chairperson Regional Land Transport Committee Environment Canterbury
Simon Milner	Transport Planner Environment Canterbury
Maria Moran	Project Manager Active Canterbury
Daniel Naudé	Road Safety Co-ordinator Timaru District Council
Chris Neason	Road Safety Coordinator Waimakariri District Council
Wayne Osmer	Manager Programmes, Southern Land Transport NZ
Eynon Phillips	Transport Planner - Research Christchurch City Council
Karen Rickerby	Metropolitan Community Advisor- People with Disability Christchurch City Council

Nigel Rushton	Author Pedaller's Paradise
Tony Spowart	Regional Traffic & Safety Manager New Zealand Transport Authority
Rhys Taylor	National Coordinator Sustainable Living Programme
Mike Tottman	Senior Transportation Planner Transit New Zealand
David Scarlet	Senior Engineer Land Transport NZ
Steve van Dorsser	Ground Effect
Rex Verity	Environmental Manager Christchurch Polytechnic Institute of Technology
Chrissie Williams	City Councillor Christchurch City Council
Robert Woods	Policy Analyst Environment Canterbury

Apologies

Name	Organisation
Carina Duke	Practice Advisor Adult Orientation and Mobility/O&M Instructor Royal New Zealand Foundation of the Blind
Steven Graham	Sustainability Advisor Inland Revenue
Chris Kissling	Professor for Transport Lincoln University
Frank Ledingham	Roading Engineer Mackenzie District Council
Cllr Marion McChesney,	City Councillor Kaikoura District Council
Martin Mongan	Chief Executive Officer Sport Canterbury
Mayor Bob Parker	Mayor Christchurch City Council
Jane Sullivan	Health Promoter Community and Public Health
Jean-Paul Thull	Transport Researcher Lincoln University
Rachel Walters	Active Schools Facilitator- Primary Sport Canterbury
Brian Ward	Consultant-Transportation and Traffic Engineering Fivepower
Lee Wright	Road Safety Coordinator Selwyn District Council
Axel Wilke	Director ViaStrada

