

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

Tuesday, 2nd December 2008

Facilitator: Robert Woods, 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 August 7th, 2008 were accepted

2) **Presentations:**

Manual of Traffic Signs and Markings (MOTSAM) update – Axel Wilke, Director, ViaStrada

ViaStrada were commissioned by the New Zealand Transport Agency (NZTA) to update the cycle-related content of the MOTSAM according to international best practice. MOTSAM is the guidance used by NZ roading and traffic engineers for road signs and road marking. The scope of ViaStrada's brief was to update the sections on pavement markings, intersections marking and miscellaneous marking.. Axel explained this update was necessary as the current guidelines encourage the provision of facilities which do not comply with international best practice such as discontinuous cycle lanes.

Axel outlined some of the new cycle-related content of the MOTSAM including guidance on cycle lane continuity at intersections, Advanced Stop Lines (ASL), Advanced Stop Boxes (ASB), coloured surfaces, hook turns and solid cycle lanes. Axel explained the six stages of continuity that should be applied for cycle lanes at intersections and how this model differed to the previous model in MOTSAM that outlined only three stages for cycle lanes at intersections (the arguably most important stages of which were absent). Cycle lane continuity provides important guidance for cyclists and makes their behaviour more predictable for other road users. ASLs were introduced as part of the update as a recommended treatment to increase the visibility of cyclists to drivers, especially truck drivers at intersections. ASBs have also been introduced in this update. The recommended and appropriate usage of ASLs and ASBs were demonstrated in a number of diagrams.

Axel outlined the process used for updating the MOTSAM. This involved drafting the content, inviting industry stakeholders to give feedback and then reviewing and working this feedback into the final material which was published in August 2008. The NZ Supplement to Austroads Part 14: Bicycles was cross-referenced throughout MOTSAM to avoid repetition of material.

Axel explained where the people could get more information of this update and extended an invitation to subscribe to the ViaStrada newsletter.

Rhys Taylor (Living Streets Aotearoa) asked Axel if cyclists are more vulnerable when they are positioned in ASBs. Axel replied that he was not aware of any case in which a cyclist has been hit by traffic whilst waiting in an ASB but he has heard of many cases where cyclists have been hit whilst waiting at a signalised intersection.

Robert Woods (ECan) asked about how the ASBs on Brougham St worked. Axel explained that these are hook-turns rather than ASBs and explained how hook turns work. Some members of the audience stated they were not aware these particular treatments were for performing hook-turns and suggested guidance and education should be provided on how to use these. Axel stated that cycle maps are a good tool for providing this guidance and education.

A member of the audience asked what the rationale was behind providing for some movements but not others at intersections. Axel explained that those movements which are provided for are those where there is the greatest speed differential between the cyclist and the adjacent motorists. The speed differential is usually the greatest in the through lanes which explains why cycle treatments are usually provided there.

Fiona Whero (CAN & Living Streets Aotearoa) asked why the traffic signs for cyclists do not incorporate people into the symbol. Axel explained that in order to change these symbols to incorporate the outline of a person, an underlying law change would have to take place and the scope of ViaStrada's brief did not include this.

Pacific North-West Sustainable Transport Tour, Glen Koorey, University of Canterbury

Glen's tour took place in the US states of Washington and Oregon and the Canadian province of British Columbia. The focus of his tour was the Pro Walk / Pro Bike Conference in Seattle, Washington. Approximately 800 people from a variety of sectors attended this conference. Glen presented at this conference on what NZ is doing and what NZ would like to be doing for walking and cycling (copy of presentation available online at www.bikewalk.org/2008conference/vconference/, session #80 Friday).

Glen showed photographs of towns he visited on a 'town-making tour' that have been through or were going through a process of re-inventing themselves. The concept of a 'fare-less square' – a portion of a CBD where all modes of public transport operate within at no charge to the passenger – was explained. Fare-less squares are operational in Portland, Oregon and Seattle. Glen explained that most buses enabled bikes to be carried on the front of them. Bikes could even be taken on board the free Emerald Express (EmX) Bus Rapid Transit in Eugene, Oregon. This integration of modes makes it easier for people to get around cities.

Glen explained how pedestrian crosswalks on all roads (even side roads) are legal rights of ways in the cities he visited. However, a lot of drivers were not aware of this law.

Photographs of 'bicycle boulevards' were shown. A 'bicycle boulevard' is essentially a nice street to ride a bike on as the creation of various types of restrictions on vehicular traffic mean there is not much of it around. Restrictions most commonly were in the form of closure of block entrances to motor vehicles. Bicycle bypasses which allowed a greater degree of connectivity for cyclists were a common feature of bicycle boulevards.

Bicycle signage was a common feature even on rural routes. Active bike warning signs were used as a cost effective treatment on tunnels and bridges (compared to retro-fitting). There was also a multitude of examples of route signage and way-finding signage that NZ could learn from.

Some examples of effective land-use planning were also included in this presentation. Sub-divisions with frontal views of communal gardens rather than parked cars (adding to the permeability of a street network) were a notable feature. Glen noted that many of these examples of effective land-use planning occurred in cities where there is high density living such as Vancouver. The idea of 'seductive streetscapes- ie. Streets which attract people to socialise and shop in as well as live in (mixed use) was explained.

Glen concluded his presentation by showing photographs demonstrating less desirable examples of transport planning and land use planning on his tour

Staged Pedestrian Crossings, Megan Fowler, ViaStrada

Megan explained how there is variation throughout New Zealand on provision for pedestrians at intersections. She outlined how a typical pedestrian crosswalk on a multi-lane road operates in NZ with pedestrians crossing in one go. Turning traffic at multi-lane intersections

is a safety issue as these vehicles are not legally obligated to give way to pedestrians crossing the road and they often try and 'sneak' through traffic signals while the pedestrian crossing phase is operating. Providing a red turning arrow while pedestrians are crossing would increase pedestrian safety but would create inefficiencies on the road network as it would slow traffic flows. Staged pedestrian crossings (SPC) could provide a solution that wouldn't compromise pedestrian safety nor network efficiency as they provide for separate crossing tasks.

Megan outlined the different traffic signal phases would interact with the pedestrian crossing phases. She emphasised that SPC's are site specific and depend on both pedestrian and vehicular demand so it is difficult to give a typical example. She demonstrated how the crossings would be staggered with a central refuge island which would provide safety benefits for pedestrians. The signals would operate as two separate crosswalks. Staggered crossings would mean pedestrians would have to walk approximately six metres further than a conventional pedestrian crossing however this would be outweighed by pedestrians being given more time to cross per cycle thus although walking distances would increase waiting times would decrease. Megan acknowledged that education may need to be provided on how to use these crossings correctly however provision of assisting infrastructure such as landscaping would provide an attractive environment which would encourage people to follow the paths correctly.

The Bealey Avenue intersections with Manchester St, Colombo St and Durham St in Christchurch was used as a case study. A modelling method was applied to determine the Level of Service, average delay to the pedestrian and spare capacity at the intersection where a SPC existed. The results varied between different sites.

SPC's meet all five of the New Zealand Transport Strategy objectives (Environmental sustainability; economic development; safety and personal security; access and mobility; and public health. British experience and the modelling undertaken as part of the case study suggests intersection efficiency can be provided through SPCs.

Greater Christchurch Travel Demand Management Strategy (GCTDMS), Roz Rickerby, Christchurch City Council and Rose Dovey, Environment Canterbury.

Roz explained that the purpose of this presentation was to give the CAT Forum a preview of the content of the draft GCTDMS strategy, and to explain some of the thinking behind the direction.

The GCTDMS is one of the key actions in the Greater Christchurch Urban Development Strategy (UDS). Project team members are from each of the UDS partner agencies - Ecan, Waimakariri District Council, Selwyn District Council, NZTA and Christchurch City Council. The UDS partners have agreed that the purpose of the GCTDMS will be to encourage and promote greater use of sustainable transport in the sub-region which will help address transport generated problems and deliver enriched life styles, enhanced environment and a prosperous economy.

Roz outlined some of the issues behind the reasons why people in Greater Christchurch need to change the way they travel, what the outcomes of having a more sustainable transport system would look like (smarter car use, more cycling and walking, better land use planning) and how the Strategy will meet the NZTS objectives. She then outlined the benefits of travel demand management in terms of improving the cost effectiveness of travel, improving the capacity and efficiency of the transport system, reducing traffic growth and providing for greater community well-being – through active travel and improved community connectedness, reducing greenhouse gas emissions, improving access to destinations and improving safety

Roz outlined some key statistical information on current travel behaviour patterns in Greater Christchurch. She informed the audience that 19 out of 20 cars in the morning peak have a single occupant and one third of morning peak time travel is education related. This indicates

the number of people using active transport modes to travel to school and work is declining. The growth of car based travel in Greater Christchurch is growing at 2.5% per annum – In order to reduce this growth each household will only need to take one car trip off the network per week This would represent 25,000 daily trips off the network (in 2008)

Roz outlined some key points in the process of the strategy. A situation analysis was undertaken to gain understanding into current travel behaviour and past travel behaviour change programmes. A Health Impact Assessment was also undertaken as part of the strategy development to gain a better understanding of the key issues resulting from current travel behaviour and the populations affected. Following these studies, the project team formed a vision, goals and policies and developed strategic options. The project group then evaluated a range of TDM methods against a set of criteria (including cost effectiveness, ability to achieve strategy outcomes and alignment with local land use and transport plans. Regular reporting to and feedback from the UDS Transport Group (Strategy Steering group) took place. Discussions with peers within partner organisations and some key stakeholders enabled the project group to gain further understanding and develop the draft strategy.

Roz gave an overview of the draft Strategy and explained that the goals and policies underpin and drive the Action Plan. The Action Plan is able to be changed and be updated to coincide with the LTCCP cycles. Rose explained the three different approaches behind the numerous initiatives contained in the Action Plan. The first approach involves improving the information on sustainable travel choice provided to enable people to weigh up the costs and benefits of travel options. This approach will include the roll-out of a travel plan process (workplace, schools and community). Travel planning is arguably one of most effective way to change/influence travel behaviour. It is intended that a workplace travel plan programme will be concentrated in Central City where 30% of the workforce is based. Travel plan work is already underway with Canterbury district health board. Rose noted that Personal Travel Plans –are most effective when implemented alongside infrastructure improvement.

The second approach involves introducing pricing incentives and disincentives such as increased long-stay parking charges in order to discourage car use in the central city and key activity centres. It was noted that there needs to be other good transport choices available to begin with for this option to be viable. The third approach focuses exploring areas where the efficiency of local freight operations could be improved and identifying barriers that exist to the promotion of more efficient and sustainable road freight operations.

Roz outlined the next steps in this process - Wider consultation is due to take place in February 2009 and the adoption of the Strategy by partner Councils is due to take place in April 2009. Implementation of the Strategy is scheduled to begin in July 2009.

3) Open microphone:

Robert Woods informed the forum that Anna Stevenson (the Passenger & Active Transport Working Group Chair) will present at the next forum.

Fiona Whero (CAN and Living Streets Aotearoa) gauged the forum's opinion on having a regular update on each Canterbury TA's walking and cycling strategy, to be spread over the year, at each forum. It was noted all TAs have walking and cycling strategies, at different stages (some are out for consultation and still in draft form) except Waimate and Mackenzie, Christchurch has separate walking and cycling strategies, and there is also the Cycling in Canterbury Strategy (ECan). Selwyn and Waimakariri commented they were happy to contribute.

4) Next Meeting

The next forum will be held in February 2009 (date TBC)

**8^h CAT Forum
2nd December 2008
Attendance List and Apologies**

Name	Organisation
Maureen Bishop	Regional Road Safety Co-ordinator Environment Canterbury
Stanley Chesterfield	NZTA
Meg Christie	Active Environment Health Promoter Community and Public Health
Ryan Cooney	Senior Transport Planner NZTA
Tim de Jong	Cycle Tour Operators New Zealand (CTONZ)
Paul de Spa	Education Sustainability Officer 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
Andrew Edgar	Senior Travel Demand Management Engineer NZTA
Wendy Everingham	Living Streets Aotearoa
Megan Fowler	Transport Engineer ViaStrada
Steven Graham	Sustainability Advisor Inland Revenue
Dr. Kate Hewson	Advocate for Sustainability University of Canterbury
Matt Hoggard	Planner Kaikoura District Council
Tim Hughes	Senior Engineer Land Transport NZ
Trudy Jones	Transport Planner - Walking/Cycling Christchurch City Council
Glen Koorey	University of Canterbury
Magdalena Lorenzo	Executive Member Cycling Advocacy Network
Andrew Macbeth	Director ViaStrada
Daniel Naudé	Road Safety Co-ordinator Timaru District Council
Chris Neason	Road Safety Coordinator Waimakariri District Council
Nigel Rushton	Author Pedaller's Paradise
Tony Spowart	Regional Traffic & Safety Manager New Zealand Transport Authority
Rhys Taylor	National Coordinator

	Sustainable Living Programme
David Scarlet	Senior Engineer Land Transport NZ
Siobhan Storey	Senior Policy Analyst Christchurch City Council
Jane Sullivan	Health Promoter Community and Public Health
Ngairé Tinning	Road Safety Coordinator Ashburton District Council
Rex Verity	Environmental Manager Christchurch Polytechnic Institute of Technology
Fiona Whero	South Island Networker / Project Officer Cycling Advocates' Network / Living Streets Aotearoa
Axel Wilke	Director ViaStrada
Chrissie Williams	City Councillor Christchurch City Council
Robert Woods	Policy Analyst Environment Canterbury
Lee Wright	Road Safety Coordinator Selwyn District Council

Apologies

Name	Organisation
Susan Cambridge	Christchurch City Council Road Safety Coordinator Francis and Cambridge Ltd
Simon Davenport	Transport Engineer Timaru District Council
Tony Francis	Hurunui District Road Safety Coordinator Francis and Cambridge Ltd
Natalie Hazelwood	Education Advisor Land Transport NZ
Dr Simon Kingham,	Associate Professor of Geography University of Canterbury
Anna Stevenson	Public Health Community Representative Canterbury Regional Transport Committee
Brian Ward	Consultant-Transportation and Traffic Engineering Fivepower
Gary Woock	Roading Engineer Waitaki District Council

