

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

Tuesday, 17th March 2009

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 December 2nd, 2008 were accepted

2) **Presentations:**

Public Health and Transport - Active and Passenger Transport Working Group (A&PTWG), Anna Stevenson, Public Health Representative on the Regional Transport Committee and Chair of the A&PTWG

Anna Stevenson (AS) gave the forum a brief background of herself. She informed the Forum of the organised efforts of society throughout the years to improve public health eg. the organised collection of sewerage.

AS outlined the public health benefits of active transport and passenger transport. She explained the links between physical activity and clinical depression – a particularly important issue in the Canterbury context as Canterbury has the highest rates of prescription for anti-depressants in New Zealand. Climate change and Peak Oil were also included as important determinants of health

AS explained how the A&PTWG (or APTWiG) was created by resolution of the newly formed Regional Transport Committee (RTC) in 2008. She outlined the membership of this Group and the reporting structure. Although there is a Terms of Reference for this Group, the work plan for this Group is still under discussion. The Group has a role at the political level of influencing the review of the Regional Land Transport Strategy (RLTS). The minutes of this Group will be made available to the RTC and it is envisaged that the Group will provide recommendations to the RTC on matters relating to active transport and passenger transport.

AS outlined her aspirations as Chair of the APTWiG to provide increased recognition at a political level of the links between health and transport as well as the economic benefits that stem from a healthier population. AS also noted the need for health and sustainability principles to be explicit in transport planning and related strategies.

AS addressed the challenges the ATWiG potentially faces as a new working group within a new regional political structure. The new central government, the ailing economy and making the shift from old paradigms in to new ways of thinking could also present challenges to the APTWiG in the future.

AS concluded her presentation with a table of indicators used in Britain to measure the economic impact of transport on health. She requested attendees to contact her if they were aware of any similar data available in New Zealand

Andrew Macbeth (AM) (ViaStrada) recommended this presentation be given to a RTC meeting

Regional Land Transport Programme, Nick Bryan, Senior Transport Planner, Environment Canterbury

The purpose of this presentation was to outline the new funding framework introduced by the amendment to the Land Transport Management Act (LTMA), introduce the Regional Land Transport Programme (RLTP) which is out for consultation on the 28th March and inform the Forum on how to submit effectively on it.

Nick Bryan (NB) outlined how as a result of the amendments to the LTMA, the Regional Transport Committee (RTC) are now responsible for preparing a three yearly (formerly annual) funding application in the form of a RLTP to the National Land Transport Fund (NLTF). NB outlined how the RTC were responsible for collating activities submitted by each Council, New Zealand Transport Agency (NZTA) and DoC and how they applied a regional priority to each activity. The regional prioritisation process was explained. NB emphasised that local road maintenance, local road renewals, local road minor capital works and existing passenger transport services were not part of this prioritisation process.

NB explained the contents of the RLTP. He used a pie chart to illustrate what proportion of funding being bid for as part of the RLTP was in each activity class. He explained that some activity classes, including the 'Renewal of local roads' and 'New and improved infrastructure for local roads' would contain walking and cycling aspects. He encouraged feedback from attendees on the balance of funding allocated across the activity classes and where activities sit in the prioritised list. He explained that any feedback on priorities would feed into the hearing committee process. He explained the inclusion of the 10 year forecast expenditure profiles in this RLTP as being necessary to illustrate where funding will be allocated over the next 10 years as this will influence long-term investment.

NB went onto explain that currently walking and cycling projects contained in the RLTP are well within the indicative funding bands set by the current Government Policy Statement (GPS). These funding bands were developed based on what money has been spent in activity classes in the past and what money is needed to reach New Zealand Transport Strategy (NZTS) targets. These indicative funding bounds are currently under review by the new government and it has been indicated that it is likely the upper level bands for State Highway improvements will go up (more funding allocated) while the upper level bands for walking and cycling facilities, Demand Management and community programmes and public transport infrastructure will go down (less funding allocated).

NB explained what comments are being sought through the RLTP and what comments should be delivered through submissions to LTCCPs. AM asked whether someone was able to question who should be funding projects such as the Southern Motorway and the associated cycleway (NZTA and Christchurch City Council projects respectively). NB replied that submitting on the City Council funding of such projects as the Southern Motorway cycleway is outside the realms of the RLTP so technically the submission should be on the LTCCP but this kind of issue would be appropriate for the RTC to consider in light of the state highway project as the RLTP replaces the state highway forecast. Therefore it would be appropriate to submit on both the RLTP for the state highway element and the City Council LTCCP for comments on the current funding arrangements for the cycleway.

NB explained the submissions process (as governed by the Local Government Act) and how Environment Canterbury officers are responsible for assessing submissions which are then heard by a RTC hearing panel and finally recommendations on changes are put from that panel to the RTC.

Paul de Spa (PD) (Environment Canterbury) asked to what extent LTCCPs are influenced by RLTPs. NB replied that RLTPs reflect what is in LTCCPs.

Driver Behaviour towards cyclists, Dr Ben Wooliscroft, Marketing Lecturer, University of Otago

Ben Wooliscroft (BW) informed the Forum that the differences in the behaviour of motor vehicle drivers in New Zealand compared to Europe was the driver for this research on driver behaviour towards cyclists. BW and his research partner engaged with various territorial local authorities and advocacy groups to determine what the top reasons were for why people choose to cycle or not to cycle.

Conjoint analysis methods were used in this research meaning that different scenarios were given to 'consumers' based on which attribute group they fell into. Conjoint analysis is a tool used in marketing research which aims to determine how much of a certain product people want and how much they would be willing to pay for it. This tool is important for product development. BW outlined the specific functions and attributes put into this research model. He was particularly interested in attributes in the model that could not be changed. Michael Ferigo (MF) (Christchurch City Council) enquired as to the presence of distance being an unchangeable attribute in the model as distances to destinations do influence people's travel behaviour. BW replied that distance was included in the model as an unchangeable attribute as this was something that the interviewees could not envisage changing.

The conjoint analysis showed that driver's attitude towards cyclists was the most important attribute acting as a barrier to a greater uptake of cycling amongst interviewees. On-road cycle lanes were found to be the least important attribute due to the lack of separation from other road users and the lack of priority. AM expressed the need to include the speed environment as an attribute as this is something the territorial local authorities have control of

BW advised that if we want to change attitudes towards cycling, it is imperative to focus on driver attitudes. It will be essential to normalise cycling as part of the culture. Culture is dynamic and marketing is a key way to change behaviour.

Nigel Ruston (NR) (Spokes) informed the Forum that behaviour change can also result from legislative changes. Enforcement by Police etc is essential. NR suggested that proving one's competence as a cyclist should be a pre-requisite to obtaining a driver's license as this would enable all driver's to experience what it is like for cyclists on the road. NR noted that there is also an issue with cyclists obeying the road rules and suggested that marketing around behaviour on roads should be targeted at all road users. Tim Cheesebrough (TC) (MWH) informed the Forum that the Cycling England publications 'Smart Measures Portfolio' <http://www.cyclingengland.co.uk/encouraging-cycling/smart-measures-portfolio/> and 'Infrastructure for Cyclists' <http://www.cyclingengland.co.uk/engineering-planning/infrastructure-for-cyclists/?phpMyAdmin=0a911eca3c9ddd960bbd604cf2f314c9> emphasised the need to target marketing promotion to everyone.

PD also highlighted Glen Koorey's (University of Canterbury) paper which highlighted the need to label people as 'cyclists' rather than 'people who cycle' especially when addressing politicians as people's behaviour is different depending on what mode of travel they are using. AM suggested that further research on driver behaviour towards cyclists should be distinguish the differences between regions as most people in Christchurch are either cyclists or know someone who is a cyclist and this affects they way they behave as motorists towards cyclists.

Selwyn District Council Walking and Cycling Strategy, Lee Wright, Road Safety Coordinator, Selwyn District Council.

Lee Wright (LW) gave an overview of the recently adopted Selwyn District Council Walking and Cycling Strategy.

LW stated that it was essential to have a good steering committee with a clear Terms of Reference in order to develop an effective walking and cycling strategy. It is also essential to have a good relationship with your consultant and to undertake thorough consultation with the community. Once the strategy is developed, it is important to present it in an aesthetically pleasing manner which is easily readable (not highly academic).

LW informed the Forum that many council workshops were needed to inform councillors of what was in the Strategy and to create an understanding of why a walking and cycling strategy was needed

LW outlined the costs involved in implementing the Action Plan and the key engineering; education and promotion; and enforcement projects outlined the Strategy. All these projects are also contained within the Selwyn District Council Long Term Council Community Plan (LTCCP) which is out for consultation from 6th April – 8th May 2009.

LW expressed the importance of doing what the community wants to do. The Selwyn District Council Walking and Cycling Strategy is very school oriented as this was what the community wanted. The Selwyn District community also expressed a desire for more off-road routes, especially routes that would link the Springs area (where most people in the Selwyn District live) to Christchurch (where many people commute to). LW noted that a highlight of the process in creating this Strategy was the relationships built with the community.

The 'Wheels and Heels' fund which is a fund for community groups to access if they need funding for walking/ cycling projects and promotions was created as part of this Strategy. The 'Rolleston in Motion' Neighbourhood Accessibility Plan project was also create alongside the development of this Strategy. The Action Plan for the 'Rolleston in Motion' project is almost finished.

A key lesson learnt in the development of this Strategy was to have a good handle on baseline information as this is essential in setting realistic, achievable and monitor-able targets. An Implementation Committee for the Selwyn District Council Walking and Cycling Strategy is currently being set up.

The Forum discussed the merits of including horse-riders in walking and cycling strategies. Chris Neason (CN) (Waimakariri District Council) noted horse-riding is a key component of the Waimakariri District Walking and Cycling Strategy as horse-riding is a popular activity in the Waimakariri district. Some members of the Forum did not think horse-riding fitted in well with the NZTS objectives.

3) Open microphone:

Kate Hewson (KH) (University of Canterbury) asked whether anyone else in the Forum had had any issues on the reliability of buses with bike-racks on them. RW stated that Environment Canterbury had recently approved tenders for the Halswell, Kennedy's Bush, Styx Mill/Westmorland, Harewood/Dyers Pass, Bishopdale/Beckenham, Airport/Sumner, Ilam/Mt Pleasant, Lyttelton/Rapaki, Riccarton/Heathcote and St Albans/Huntsbury services. AM asked whether this would be an issue to submit on on the Environment Canterbury LTCCP. **NB confirmed it would be.**

PD informed the Forum of the new educational programme that has been created by Environment Canterbury to encourage primary and intermediate schools to put Travel Plans in place. This programme is being piloted from March to June 2009.

Meg Christie (MC) (Community and Public Health) informed the Forum of the National Walk2Work Day event being held the following day in Cathedral Square in Christchurch.

AM asked the Forum whether anyone would like him to put to the APTWiG or the RTC any recommendations or ideas. Fiona Whero (Living Streets Aotearoa and Cycle Advocates Network) noted that more support was needed around district walking and cycling strategies.

4) Next Meeting

The next forum will be held June 16th 2009

**9^h CAT Forum
17th March 2009
Attendance List and Apologies**

| Name | Organisation |
|----------------------|--|
| Philip Basher | Transport Policy Engineer Christchurch City Council |
| Lynley Beckingsale | Technical Assistant Policy and Strategy Waimakariri District Council |
| Maureen Bishop | Road Safety Coordinator Environment Canterbury |
| Nick Bryan | Senior Transport Planner Environment Canterbury |
| Susan Cambridge | Road Safety Coordinator Christchurch City Council |
| Tim Cheesebrough | Principal Engineer & Discipline Leader Road Safety MWH |
| Meg Christie | Active Environment Health Promoter Community and Public Health |
| Simon Davenport | Transportation Engineer Timaru District Council |
| 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 |
| David Edge | Roading Manager Hurunui District Council |
| Michael Ferigo | Transport Planner Christchurch City Council |
| Tony Francis | Road Safety Coordinator Hurunui District Council |
| Steven Graham | Sustainability Advisor Inland Revenue |
| Dr. Kate Hewson | Advocate for Sustainability University of Canterbury |
| Trudy Jones | Transport Planner - Walking and Cycling Christchurch City Council |
| Eric Kanyoke | PhD student Lincoln University |
| Joy Kingsbury-Aitken | Schools (Road Safety) Coordinator Christchurch City Council |
| Andrew Macbeth | Director ViaStrada |
| Martin Mongan | Chief Executive Sport Canterbury |
| Daniel Naude | Road Safety Coordinator Timaru District Council |
| Chris Neason | Road Safety Coordinator Waimakariri District Council |

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| Wayne Osmer | Manager Programmes Southern NZTA |
| Eynon Phillips | Transport Planner – Research Christchurch City Council |
| Hamish Piercy | Southern Regional Training Advisor Tranzqual ITO |
| Chris Rossiter | Project Transportation Engineer Traffic Design Group Ltd |
| Nigel Rushton | Author Peddaller's Paradise |
| Esther Sassenburg | Transportation Planner MWH |
| David Scarlet | Senior Engineer (Funding) NZTA |
| Anna Stevenson | Public Health Representative Regional Transport Committee |
| Katherine Taylor | Student University of 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 |
| Yvonne Warnaar | Engineer NZTA |
| Robert Woods | Policy Analyst Environment Canterbury |
| Lee Wright | Road Safety Coordinator Selwyn District Council |

Apologies

| Name | Organisation |
|-------------------|---|
| Rachael Chapman | Road Safety Coordinator Ashburton District Council |
| Ryan Cooney | Senior Transport Planner NZTA |
| Megan Fowler | Roading Engineer ViaStrada |
| Natalie Hazelwood | Education Advisor Land Transport NZ |
| Matt Hoggard | Planner Kaikoura District Council |
| Tim Hughes | Senior Engineer Land Transport NZ |
| Glen Koorey | Lecturer University of Canterbury |
| Laurie McCullum | Programme Manager - Urban Development Strategy Environment Canterbury |
| Verna Parker | Regional Manager Sport South Canterbury |
| Jane Sullivan | Community and Public Health Timaru |
| Brian Ward | Fivepower Ltd |

Axel Wilke

Director
ViaStrada

