



# **SUBMISSION**

**To**

**NZTA**

**on**

**Draft New Zealand national minimum  
standard for urban buses**

*a voice for kiwi cyclists*

*<http://can.org.nz>*



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## **Draft New Zealand national minimum standard for urban buses**

### **1. Introduction**

The Cycling Advocates' Network (CAN)<sup>1</sup> is pleased to present this submission on the *draft New Zealand national minimum standard for urban buses*.

The national Executive of the group has prepared this submission, with feedback from our membership. Some of our local member groups may also be making separate submissions. If you require clarification of any of the points raised by us, please feel free to contact us as detailed at the end of our submission.

### **2. General comment**

CAN is supportive of the intention to improve the quality of public transport by defining minimum standards.

### **3. Specific feedback**

We are surprised that the document is silent on bikes on buses. The issue is definitely of relevance to section 3 (accessibility), but other parts of the document would also need to

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<sup>1</sup> More information about CAN is at the end of our submission.

deal with bikes on buses.

There is currently a bikes on buses trial in Christchurch, which is due to end in November 08. See [http://www.metroinfo.org.nz/bikeRacks\\_Main.html](http://www.metroinfo.org.nz/bikeRacks_Main.html)

We are aware of the legal issues (the racks resulting in the buses no longer complying with the Vehicle Dimension of Mass Rule) and the trial nature of what is currently going on in Christchurch. We are concerned that these standards are being developed and they are totally silent on the major issue of bikes on buses.

In our opinion, it should not be up to Regional Councils to form an opinion on this, and do some research as to what can be done, but the standard should be used as an opportunity to give some guidance.

In our opinion, it would be much more in line with NZTA's multi-modal approach, the GPS and the NZTS if the standards at least flagged the issue, even if it's not fully resolved yet.

We suggest that taking bikes into the saloon on an urban bus is a much more problematic solution than what is currently being trialled, i.e. having bikes transported on racks in front of the bus. The major bike rack manufacturer in the US estimates that about 1 million trips are made by bikes on buses each month [<http://www.bicycleracks.com/busracks.asp>]. Hence, wouldn't it be helpful for Regions to let them know about this, and flag that front loaded solutions are currently being trialled? With the trial eventually having been completed, it would also be useful to state some commitment that the vehicle standards will be amended to reflect the outcome.

#### **4. Cycling Advocates' Network (CAN)**

The Cycling Advocates' Network of NZ (CAN) Inc is this country's national network of cycling advocate groups. It is a voice for all cyclists – recreational, commuter and touring. We work with central government and local authorities, on behalf of cyclists, for a better cycling environment. We have affiliated groups and individual members throughout the country, and links with overseas cycling organisations. In addition, many national, regional and local government authorities, transportation consultancies, and cycle industry businesses are supporting organisations.