



SPOKES
DUNEDIN

Spokes Dunedin submission on Otago Regional Council Draft 2009-2019 Long Term Council Community Plan (LTCCP)

Submitting Organisation: Spokes Dunedin Incorporated Society

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Our Organisation

Spokes Dunedin advocates for improvement of the cycling environment in Dunedin and environs to make cycling safe and enjoyable, so it becomes a mode of real choice. We welcome this opportunity to comment on the draft programme. We believe the current environment is not conducive to change in personal transport mode from cars to bicycles (especially single occupant car journeys). Indeed, nationwide there is a continuing decline in personal journeys by bike¹. Increasing movement by cycling increases, by congestion reduction, the efficiency of essential freight (unable to travel by other modes such as rail) and cars for longer journeys not serviced by the bus network. Cycling has acknowledged health benefits evaluated at \$1.45 per kilometre² and, by virtue of its zero carbon emissions, can play a significant role in climate change mitigation. We note that urban areas are not the only places where cycling can play a role; state highways and other major local roads pass through many small communities within cycling distance of each other and should be safely and pleasantly useable by all transport modes, including cycles, particularly when there is no alternative route.

We wish to speak to our submission.

Please send us a copy of the Officer's report as soon as this is available to assist in the preparation of our oral submission.

1 Ministry of Transport (2008), Raising the Profile of Walking and Cycling in New Zealand, p12

2 New Zealand Transport Agency (2008), Economic evaluation manual Volume 2

Specific Comments on LTCCP

1) We want Dunedin buses to carry bikes and request ORC includes the requirement to carry bike racks in any new bus contracts

Environment Canterbury along with Leopard Coachlines and Christchurch Bus Services in Christchurch undertook a limited trial with bike racks which were fitted to some buses on particular routes. This was more a safety and ease of use trial, rather than a numbers usage trial. Feedback was very positive with over 700 uses of the racks

- *People find the bike racks easy to use.*
 - *It's been commented on how helpful most drivers are.*
 - *The bikes are quick to load ("Faster than helpful bus drivers can come off the bus and try to help me" was one of the responses).*
 - *People love the system.*
 - *The problem is that it doesn't cover all the services. On most services, the bikes racks are on occasional buses only. Most services don't offer the racks yet.*
 - *There is a unanimous call for the trial to be expended onto other routes.*
- (<http://spokes.org.nz/article/bikes-on-buses-feedback>)

Canterbury is currently undertaking a second extended trial with racks fitted to 70-80 buses, to look at the impact of the bike racks on the longer buses.

We would like to see a similar trial in Dunedin as soon as possible. We believe that Dunedin buses having the capability to carry bikes would increase both the number of people cycling and the use of public transport in the city. People would be more likely to bike to work (generally downhill in Dunedin) if they had an option of not having to ride their bike home (often uphill). This fits in with several ORC initiatives including:

- Clean Air
- Providing public transport services that are affordable, accessible and suit people's needs.

It is our understanding that if the Canterbury Trial is successful NZTA will be working on a law change to enable buses to carry bike racks. In the meantime to ensure that the ORC is able to quickly respond to any law change we request that ORC includes a clause in any new bus contracts requiring buses to fit and carry these racks, if the law change allows for these.

2) If the Stadium goes ahead, we want all roading changes to take cycling and walking into account and for the Stadium to model the best facilities for walking and cycling

We request that if the Stadium is to go ahead the routes around, to, and from the stadium give priority to pedestrians and cyclists. We note that Christchurch City Council is currently embarking on better safer connectivity between the AMI Stadium (to hold two Rugby World Cup Semi final matches) and the Central City. Otago Regional Council may be able to benefit from the learning's of Christchurch City Council in that regard, but ORC also has the opportunity to get it right rather than "retrofit" the connection between the City and the Stadium.

As the stadium is in partnership with the University of Otago, the University and the ORC will want to ensure the best possible connectivity for pedestrians and cyclists between the Stadium and the University. Being on a State highway there are special risks and inherent problems with safety for people arriving at the stadium by foot and cycle. Although an underpass maybe an option, this is not our preferred option at this stage. For safety reasons it is better to be more visible with good above ground crossing options. However, if an underpass is to be considered, it must be planned and designed to a very high standard with excellent security, lighting and width.

The ORC needs to ensure the design of any facilities for walking and cycling are complimentary and do not cause conflict between these two modes. Sometimes shared walking and cycling facilities are not well liked due to potential and actual conflict between pedestrians and cyclists.

Spokes Dunedin requests that they are involved in transport planning around the stadium right from the start, to ensure the best outcome for cyclists.

At the stadium we request that there are covered secure accessible bike stands. We believe these need to be in a prominent place, advantaging people who cycle (rather than drive), hence at the front, main gate entrances, rather than “tucked away” under the stands.

3) We want ORC support for an Otago Regional Active Transport Forum

We support the formation of a Regional Active Transport Forum as currently exists in Auckland, Wellington, Nelson/Tasman, and Canterbury to better co-ordinate Active Transport in Otago and request that there is sufficient budget within the LTCCP for this. Such a forum would increase the intersectoral support, networking, and information sharing so ensuring better outcomes for cycling throughout the region.

A forum also would help co-ordinate regional cycling initiatives. For example the linkage of the proposed Caversham Tunnels to the Otago Rail Trail, and a potential Strategy to look at a Regional Cycling Network to ensure the Otago Councils work together to provide an integrated network for cyclists.

An example of such a forum is the Canterbury Active Transport Forum is:

<http://www.ecan.govt.nz/Our+Environment/Transport/CanterburyActiveTransportForum.htm>

4) We request ORC support for developing an Otago Regional Cycling Network

We request that ORC work with the Dunedin City Council and other Councils in the Otago Region to develop a strategy similar to the Canterbury Regional Council's Strategy*, and for this to be a component of the Regional Land Transport Strategy that is soon to be reviewed.

***Cycling in Canterbury 2005: Strategy for the Development of a Regional Network of Cycle Routes**

<http://www.ecan.govt.nz/Plans+and+Reports/transport/Draft-cycling-strategy.htm>

“Cycling in Canterbury is a strategy to support the development of a regional network of cycle routes. The aim of the network is to link districts, regions and places of interest in a manner that will encourage cycling and promote regional development. The Strategy is a component of the Canterbury Regional Land Transport Strategy 2005 – 2015. This has now been updated to the Canterbury Regional Land Transport Strategy 2008 - 2018. “

5) We request Otago Regional Council consider increasing Transportation Planning Staff Capability

Currently we understand there are two ORC Staff mainly responsible for Transportation. Under the Land Transport Management Act (2003), revised in 2008) the responsibility for prioritising regional transport funding and applying nationally to the NZ Transport Agency (NZTA) for money changed from each local Council individually applying to NZTA to the Regional Transport Committee undertaking this work and making recommendations to the Regional Council for their approval.

This has substantially increased the role of the Regional Council in relation to Transport and we believe it warrants additional staffing to resource this. If other possible Regional initiatives we have suggested in our submission (such as a possible Regional Active Transport Forum and Regional Cycling Strategy are to be resourced) than this is even more important.

Thank you for your consideration of our submission. We look forward to working collaboratively with the Council to help ensure that Dunedin and Otago are cycle friendly and a preferred place to live and work.

Regards

Phaedra Upton
(Spokes Dunedin Committee member on behalf of Spokes Dunedin)