

University of Canterbury Transport Issues and Options 2017

UC Transport Advisory Panel

Who are we?

The UC Transport Advisory Panel (TAP) was established in 2000, originally as a Transport Working Group (reconfigured as an Advisory Panel late 2016). Membership consists of representatives from UC academic staff, UCSA, Sustainability Office, Campus Services Manager, Engineering Services, and Capital Works. CCC and ECAN staff attend meetings as appropriate.

What do we do?

The TAP keeps a 'long view' on campus-based transport issues. It maintains a holistic approach and seeks to integrate different sustainable travel modes into long term campus planning. More specifically, the TAP:

1. Supports the UC Travel Survey, which was established in 1967. This is currently conducted every four years and provides valuable longitudinal data on travel choices of UC staff and students, which in turn informs strategic advice.
2. Advises on UC transport policy and strategies.
3. Develops and provides advice for submissions to CCC and ECAN.
4. Advises on transport infrastructure implementation on campus, e.g. campus planning issues, car parking mechanisms and cycle lanes.
5. Identifies, investigates and advises on transport innovations (e.g. car-pooling, bike sharing schemes, subsidised bus fares).
6. Initiates and integrates student-based research projects into TAP policy and project development as required.

Why is this important?

The purpose of the TAP is to ensure there are a range of reasonable sustainable travel options to UC, and that UC staff and students have ready access to them. Current UC transport facilities will not accommodate the intended intensification of populations, particularly on the Ilam campus, especially if the use of private vehicles by UC staff and students continues to dominate as a preferred travel mode. This, combined with the proposed use of Dovedale campus as a site for student accommodation may have an adverse impact in a number of ways including:

1. Adverse effects on local neighbourhood if staff and students park in local streets, with a corresponding reputational risk.
2. Adverse effects on traffic volumes in Ilam in general.
3. Significant cost to the university if a car park building is constructed.
4. Possible adverse affects on other modes of transport (e.g. safety for cyclists).

Finally, a shift away from private vehicles to a more diverse range of sustainable transport modes is also becoming increasingly important given the predicted climatic conditions and depletion of fossil fuel resources.

Opportunities

Long term planning which addresses these issues is required. The campus master planning process offers significant opportunities to integrate positive, sustainable long term transport strategies into

long term planning. This is a key opportunity the TAP seeks to engage with. Other opportunities to contribute include:

1. Advise on issues and opportunities across the different travel modes (see Appendix A).
2. Review and recommend on findings of the 2016 Travel Survey
3. Implement 2020 Travel Survey.
4. Contribute to UC being a good neighbour.
5. Support development of submissions.

Please see pages 3-5 for an overview of different travel modes, plus issues and options associated with each mode.

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Appendix A: Overview of travel mode issues

Below is a summary of the current status of different travel modes used by staff and students, projects implemented by UC for each mode, and future opportunities that the TAP has identified. Many of the opportunities listed below require further evidence-based research.

Private Motor Vehicle

Current Status and Key Issues

- 64% of staff and 41% of students usually used private vehicles to travel to UC in 2016. The high use of the private motor vehicle is a real concern, particularly in terms of congestion and parking effects. On average, staff members have moved further away from the university in recent years.
- Short term requirement for increased parking spaces for contractors working on campus new-build and remediation projects a concern. Approximately 200 parks (which are charged for) are currently provided for contractors. However use of these parks has been variable, according to the time of year and demands generated by on-campus projects. Contractors park for free on streets surrounding campus may change their behaviour once the CCC further implement parking restrictions on these streets.
- Campus Master Planning: avoid construction of expensive car parking building.

Projects Implemented

- Parking fees introduced 2003, and have slowly increased for both staff and students since then.
- Car- pooling schemes trialled on campus include Rideshare (2001-2011) and Jayride (2012-2013). UC joined "Let's Car Pool" in 2014. No data is available on rate of uptake of this latest initiative.
- Minor changes to provision of car parking across campus.

Opportunities

- Campus Master Planning: restriction of University Drive to through traffic, plus consolidate small car parks.
- Consider phasing out or re-pricing annual charge to encourage daily travel choices.
- Use barrier arms to control consolidated parking areas.
- Explore and advise policy mechanisms to ensure that income generated through parking eventually redirected into sustainable transport initiatives.
- Auto-free accommodation or car-sharing scheme for student accommodation and/or visiting academics.
- Investigate smart-phone applications for spontaneous ride-sharing.
- Identify staff and students living close to campus, and provide incentives to cycle.
- Identify further opportunities for remote working/telecommuting
- Consider implications for on-street parking restrictions.
- Improved signage for visitor parking.
- Anticipate and consider e-cars, e-bikes and self-driving vehicles

Cycling

Key Issues and Current Status

- 19% of students and 19% staff cycled to UC in 2016. This is a higher rate of cycling than the general Christchurch population.

Projects Implemented

- Secure bike stands built.
- Worked with city council to build cycle lanes around campus streets.
- University wins national award for “Cycle Friendly Commitment by Public Organisation”
- Hi-Visibility Giveaway
- UCSA Borrow a Bike Scheme
- Community engagement, e.g. bike breakfasts, great transport race, bike auction, maps.
- Dr Bike – a weekly service funded by the Sustainability Office which provides a basic bicycle maintenance service once a week during term time.

Opportunities (see UC Cycle Plan 2014-2022 for more details)

http://www.sustain.canterbury.ac.nz/transport/cycling/UC_Cycle_Plan_2014.pdf

- Best practise bike routes through Ilam and Dovedale campus, including improved signage.
- Improved access to shower facilities and lockers on campus for both staff and students.
- Ongoing upgrading of, and increasing the number of bike stands.
- Bike Stations with showers and changing facilities.
- On-campus bicycle repair service and workshop
- Bike Share/borrow a bike scheme (e.g. Next Bike)
- Ongoing community engagement, particularly with undergraduates, e.g. bike breakfasts, great transport race.

Bus

Key Issues and Current Status

- 4% of staff and 8% students used the bus as their usual form of transport to the university in 2016. 40% of students commented that subsidised fares would encourage them to bus more (compared to 51% in 2012).
- Altered services to UC in late 2014, with some impact on some students and staff
- No targeted subsidy for students.
- Student demand for a night shuttle around Riccarton/Ilam

Projects Implemented

- Dovedale-Ilam Campus shuttle bus provided for one year.
- Metro Bus ‘free top up’ promotion (2005-2010).
- Electronic bus arrival times screened in James Hight/Puaka.
- Post graduate student research into the feasibility of a free bus scheme for UC staff and students.

Opportunities

- Campus Master Planning: mini hub for bus network.
- Subsidised bus fare scheme (Christchurch-wide)
- Night shuttle bus in areas surrounding UC.
- Integrated Canterbury Card-Metro Card.

Walk/Pedestrian

Key Issues and Current Status

- The cut off walking distance for students and staff sit at around 2km. 28.4% students walk/board/skate to campus.
- Safe routes for students and staff between Ilam and Dovedale
- Safe routes through Ilam campus.
- Some drive rather than walk because it is dark and unsafe in the evenings.

Projects Implemented

- Call points towers installed.
- Ilam road crossings.
- Clyde road signalised crossing.

Opportunities

- Campus Master Plan: Pedestrian routes on campus shared with cyclists designed to best practice.
- Better security along walking routes in general.
- Improved provision for people using wheelchairs and other disability aids.
- Shuttle bus in the evenings to aid pedestrians who walk to work in the morning.