



## **BRCT submission on the Draft Dunedin City Transport Strategy**

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**We wish to speak to our submission.**

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### Executive Summary

The Draft Dunedin City Transport Strategy, with an indicative implementation plan is a very good early strategy document that meshes well with other recent strategies, and clearly sets out the challenges we face as a city. We support in a global sense the Draft Dunedin City Transport Strategy as it stands yet have two areas of significant concern in relation to the strategy, which are:

- The invisibility of rural and peri-urban settlements in the Transport Strategy in general and in the implementation pathways in particular.
- The relative lack of clear metrics to ensure we can secure a resilient network to meet government goals of 50% reduction in emissions by 2050 and prepare low

carbon transport systems to offset the challenges of rising fuel prices and climate change.

As a community organisation dedicated to building a resilient Blueskin community that encompasses the range of small Blueskin coastal (and inland) settlements we have been asked “*what external influences could you call on to help shift norms, material culture and practices to achieve a widespread transport transition?*”<sup>1</sup>. Clearly the Draft Dunedin City Transport Strategy is one of the most important external influences a community organisation can have. It is reassuring that the DCC is prepared to take “*a leadership role in delivering, facilitating and advocating for a safe, sustainable, socially inclusive, and efficient transport system that supports Dunedin’s environmental, social, cultural and economic interests*”<sup>2</sup>. We would appreciate greater detail on how we are going to get there, with more concentration on monitoring, accountability and analysis to make sure we stay on the right path.

We anticipate that the Second Generation District Plan will strengthen strategic policies such as the Transport Strategy, which as part of its vision aims to “*support[...] a compact city with resilient centres, inclusive and healthy communities [...]*”<sup>3</sup>. Ideally the Transport Strategy will also provide good direction for planners working on the Second Generation District Plan to: “*Improve the effectiveness of [2GDP] standards at achieving the outcome intended; Introduce some new standards to resolve issues that are new or have become more serious since the last Plan was developed; Improve general Plan usability and clarity, including strengthening policies and Plan provisions to provide clearer guidance on the assessment of resource consent applications and the outcomes intended*”<sup>4</sup>. Transport is key to achieving resilient communities, through providing lifelines in the event of disaster, maintaining economic resilience through providing connections and ease of exchange to reinforce and strengthen communities whose centres have been in economic decline or stasis for a long time (due in part to unsuitable transport infrastructure). Transport Strategy builds greater social connectivity and strengthens identity. One of the more surprising outcomes of our climate change adaptation planning for Waitati in partnership with the DCC was a clear desire by residents to be more connected with each other, not just in a direct line to the central city ‘heart’<sup>5</sup>. In other words, there is strong support for attention to be given to the development of a transport ‘circulatory system’ not just a ‘heart line’. This community desire ties in nicely with the Draft Dunedin City Transport Strategy’s vision and the existing Spatial Plan, as well as the Social Wellbeing Strategy. In our submission, we make suggestions for ensuring the Draft Dunedin City Transport Strategy ties in

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<sup>1</sup> Janet Stephenson in her article “The Blueskin Resilient Community” asks this question. See <http://www.brct.org.nz/cuppa-tea/>.

<sup>2</sup> PP11.

<sup>3</sup> PP8

<sup>4</sup> <http://www.dunedin.govt.nz/your-council/district-plan/2gp/introduction>

<sup>5</sup> See <http://www.brct.org.nz/resources/> (forthcoming)

better with community desire, the Spatial Plan, the Social Wellbeing Strategy and also assists development of the Second Generation District Plan, and the Dunedin City Energy Plan. In particular we suggest attention be given to the Blueskin circulatory system in the Implementation Plan section to ensure the development of resilient settlements. This may require new funding in the LTP and/or commitment to collaborate with other groups and organisations, including the Otago Regional Council.

Energy use for transport has always been based on societal factors as well as technology and our 'Fossil Fuel' culture is very resistant to change with households largely absorbing, to date, rising fuel costs. Not only a 'challenge', our fossil fuel culture represents an "Infrastructure threat and constraint" through determining individual and societal priorities. (This societal constraint could be made more explicit). We believe that the DCC's leadership role will be important in achieving a transition in transport to more sustainable transport forms and systems.

In our submission we go through the Draft Dunedin City Transport Strategy section by section and make comment and we summarise with our own suggested additions to the implementation plan section.

All in all, we are strongly supportive of the DCC's work in overhauling the city's strategic framework and comprehension of the Transport challenges and opportunities we face as a city. We seek DCC leadership to confront the urgent transport challenges of a 21<sup>st</sup> century without fossil fuels and to actively explore the opportunities we have for low carbon transport.

## 1. The Challenges for Dunedin

This section of the Draft Strategy is well set out and succinct. We see *Rising Fuel costs*, *Private motor vehicle dependence*, *Multi-agency responsibilities for transport*, *Transport equity* and *Infrastructure threats and constraints* as the most critical challenges. Each of these challenges is significant in its own right. Yet, when we look closer at *Infrastructure threats and constraints* (which we agree wholeheartedly with), we also see embryonic solutions or at least opportunities. Indeed, because of the absolute significance of these *Infrastructure threats and constraints* right now we believe further effort into building partnerships by the DCC will enable solutions and create opportunity out of challenges.

Within this section, there is a sense that we can expect the future to hold to reasonably predictable trends (i.e. "*the population of the key working age group (15-39 year olds) is predicted to remain static*"<sup>6</sup>), however we caution against overconfidence in future trends. Given the enormity and severity of the *Infrastructure threats and constraints*, in particular climate change and the global economic situation, we need to plan with

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<sup>6</sup> PP. 4

greater elasticity and a work towards a greater acceptance of risk in planning. With this in mind, we must give consideration to *Increased risk* – as a summary of all the *Infrastructure threats and constraints*.

## 2. Strategic Direction

- ASSUMPTIONS: We agree with the three assumptions. We believe a fourth assumption could be added: **Settlement planning and design that prepares residents for a low carbon world with low carbon transport systems is needed.** – *To enable residents to continue to contribute to and participate in society as transport stress grows, our settlements, centres and neighbourhoods need to provide for more localised economy and local services.*
- VISION: We agree wholeheartedly with the Vision, however wonder whether ‘resilient centres’ might be better replaced with ‘resilient townships’ to align with the Spatial Plan objective?
- OBJECTIVES: We agree with all of these objectives as they stand except for Transport Objective 5, which we believe could be revised to read “Dunedin’s transportation network provides for the efficient movement of *low carbon* vehicles and freight”.
- FOCI: We strongly endorse the **Focus on Travel Choices** and urge an even more ambitious *goal*, i.e. “The percentage of [...] respondents who cycle [...] to work [...] *triples* in 10 years, from 16% at the 2006 census to 45% by 2024”. We strongly endorse **Focus on Centres** but wish to see an additional *outcome* being “Increased circulation and connectivity within local settlements”. We endorse the **Focus on Freight** and the goal of increasing freight by rail. We strongly endorse **Focus on a Resilient Network**, and seek to encourage the *course of action* with its priority on promoting the “*integration of land use and transport planning*”. We would like to see monitoring of actions against this Focus and reporting against them. Safety will likely increase as a natural consequence of a reduction in carbon heavy transportation (except in the unlikely event that petrol/diesel single occupant vehicles are simply replaced by electric single occupant vehicles).

## 3. Core Principles

We are in complete agreement with the 8 core principles designed to assist delivery of the Transport Strategy and complement the DCC for excellent work in setting out these principles so clearly and succinctly.

## 4. Indicative Implementation Plan

1. CC: We support lower traffic speeds, less through traffic and higher priority for pedestrians in the central city.

2. EB: We support design that will boost rail for freight and commuters. We support the creation of a cul de sac at the Castle Street end of Anzac Ave.
3. PH: We support these improvements.
4. SH: We support investigation of the severance created by the one-way systems in the central city.
5. MC: We support improving safety and accessibility in the Mosgiel town centre particularly through community participation in the decision making process, including a trial of participatory budgeting.
6. **Blueskin**: We are disturbed by the focus on urban centres and the invisibility of rural and peri-urban settlements which harbor significant populations in important food production areas but that are currently very dependent on fossil fuel transportation via single occupant car trips and with little or no public transport availability. Blueskin is one of these areas, with its settlements of Long Beach, Purakaunui, Osborne, Doctors Point, Evansdale, Warrington, Seacliff, Merton and the hub township of Waitati. A focus on building a thriving low carbon circulatory system within Blueskin will not only bring economic, social wellbeing, and environmental benefit, but will also meet the Spatial Plan objective of “compact city *with resilient townships*”. Furthermore, by focusing on building the circulatory system in Blueskin, the city will boost the local economy which is only lacking a few ingredients (the Orokonui Ecosanctuary for example will benefit from stronger low carbon transport links and profile as will other Blueskin businesses) and the city will present a welcome northern entrance to low carbon visitors and a link to the ‘Ocean to Alps’ and ‘Otago Central Rail’ trails.
7. TP: We support this project.
8. CH: We support improved connection between the harbor and central city.
9. CN: We support the Strategic Cycle Network and urge that **Blueskin** be included in this network as well as being singled out as a demonstration zone for a thriving low carbon circulatory system enhancing resilient townships.
10. CU: We support the Place Based Planning Approach and believe this can equally be applied to **Blueskin** (please see above).
11. PM: We support preventive maintenance but cannot comment further without greater detail.
12. ED: We support road safety and driver and cycle skills training.
13. PH: We support the DCC advocating improvements at this intersection.
14. SS: We support the DCC advocating safety in the East Taieri area.
15. WP: We support conversion of the one-way system to two-way south of Queens Gardens.
16. MR: We support residential property developers in the Mosgiel area fully funding required transportation improvements to cater for growth.
17. FR: We support all efforts to increase the amount of freight transported by rail.

We set out below our own simple implementation plan that we propose will enrich the implementation plan outlined in Table 1 of the Draft Strategy when incorporated. In

particular, we wish to emphasise again the value to the city of promoting the Spatial Plan objective of “Compact City with Resilient Townships” through the Transport Strategy. With a small commitment to Blueskin and the development of a rich, low carbon circulatory system, the city will be acknowledging the value of the tremendous community led momentum on a whole host of energy issues that has already made waves far beyond Dunedin, and will, in turn benefit from the exposure this association will bring. As Janet Stephenson has noted in the ‘Cuppa Tea’ *“The Blueskin community has been incredibly successful in building momentum to change household energy cultures. Much less has been achieved in changing the transport culture, which is still heavily reliant on single-occupancy fossil-fuel powered cars”*<sup>7</sup>. The Dunedin City Transport Strategy will present a crucial structural influence for a community such as ours and could boost community resilience through the application of only a very small lever.

Action Areas	General Actions	To be achieved by
Improve the energy efficiency of transport in Dunedin	<ul style="list-style-type: none"> <li>• Support work to increase the availability and uptake of low-carbon transport options, including public transport (with trains), cycling and walking.</li> <li>• Reduce the trip needs of Dunedin residents through smart urban development and planning for resilient townships.</li> <li>• Support increased use of rail for commuting, freight and inland ports and work with key stakeholders, i.e. Port Otago, Kiwirail, Taieri Gorge Rail and the Commuter Rail group<sup>8</sup>.</li> <li>• Support the development of financial mechanisms to address fuel poverty.</li> </ul>	<p>2013-23</p> <p>2013-14</p> <p>2014-23</p> <p>2014</p>
Become a ‘champion’ of low carbon transport	<ul style="list-style-type: none"> <li>• Commission the retrofit of two Council vehicles from the Council fleet as EV’s (i.e. via Hagen Bruggeman’s EV retrofit business).</li> <li>• Explore the viability of REVs (<i>retrofitted</i> electric vehicles) and alternative fuels for the city.</li> </ul>	<p>2014</p> <p>2018</p>

<sup>7</sup> See: <http://www.brct.org.nz/cuppa-tea/janet-stephenson/trial-blog-entry/>

<sup>8</sup> See: <http://www.blueskinpower.co.nz/info.php?page=12>

Boost the Low Carbon Transport 'circulatory system' not just the 'heart line' (i.e. connections between settlements, not just from settlements/suburbs to the centre city).	<ul style="list-style-type: none"> <li>• Work with community organisations to develop paper roads as low carbon transport links between settlements.</li> </ul>	2014-23
	<ul style="list-style-type: none"> <li>• Work with stakeholders to establish safe connections to the 'Ocean to Alps', Otago Central Rail Trail' and the 'Clutha Gold trail'.</li> </ul>	2015-23
	<ul style="list-style-type: none"> <li>• Continue to develop the city cycle network.</li> </ul>	2013-23
Promote solutions	<ul style="list-style-type: none"> <li>• Offer an R&amp;D prize to Dunedin low carbon transport entrepreneurs and select the most promising.</li> </ul>	2017
Second Generation District Plan	<ul style="list-style-type: none"> <li>• Continue with development of the Second Generation District plan that focuses on smart urban development, resilient townships and enables a low carbon transport system</li> </ul>	2013-14

The Implementation Plan will be enhanced with firm measurable goals and monitoring of those goals with clear lines of accountability.

## 5. Other Submissions

We have engaged with other groups and organisations in the preparation of this submission and when we make our verbal submission we will be able to detail what other submissions we endorse. Groups and organisations we have engaged with are:

1. **Get the Train**
2. **Spokes**
3. **Transition Valley 473**
4. **Generation Zero**
5. **East Otago Walking Cycling Network**
6. **Harbour Cycle Network**
7. **Students for Environmental Action**