

## 2010 ELECTIONS

### MAYOR - (1 REQUIRED)

| First Names<br>Last Name | Q1. How do you consider we can improve Dunedin's reputation to make it more walking & cycle friendly for locals and visitors?<br>50 word limit  | In your role as a Councillor/ Mayor would you commit to acting according to the principles in the International Walking Charter which apply equally to cycling   | Do you support opening the Caversham and Chain Hills Tunnels to cyclists and walkers to provide a near flat and safer route between Dunedin and Mosgiel?<br>50 word limit | Do you support the current situation on John Wilson Ocean Drive which is open to vehicles with parking for half its length and open for walking and cycling the final kilometre?<br>50 word limit | What other initiatives would you propose to help make walking and cycling in Dunedin enjoyable?<br>(100 words)  |
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| Peter <b>CHIN</b>        |   |  |   |   |   |
| Dave <b>CULL</b>         | Expand, link and coordinate cycling and pedestrian paths. That includes both on-road and off-road paths so that cyclists (particularly) can traverse the city without using roads that have no cycling facility at all. That could include some cycle only streets. In any event, all aspects of transport need to be planned together: cycling, public transport, parking, pedestrian, freight and railways. | Yes  | Yes   | Yes   | Dunedin needs to rethink the practicality and safety of some of its cycle lanes. Currently the assumption is that motorized vehicles are the predominant use, and cyclists will be accommodated if possible, but at their own risk.<br><br>Two way cycle lanes separated from motorised traffic and combined cycle/pedestrian paths could be safer in balance than some current configurations. A mere white line gives only an illusion of separation and no protection to a cyclist at all. |
| Lee<br><b>VANDERVIS</b>  | Please excuse my minimal response, but time is very tight and similar questions have been asked by Sport Otago.<br><br>I hope my reply to them will serve for you also.   | Thinking in terms of the 'Active City' as outlined in the Council's long term strategic plan is a boring bureaucratic box-ticking exercise which does little to boost real activity.<br><br>We should file the plan, and look to new innovative events and to extending existing events to get people's imagination fired, which will immediately result in real activity.<br><br>The improved walking and cycle-ways round the Harbour provide new areas for sporting events, and much more could be done on our varied terrain for mountain biker and joggers.<br><br>The truth of the evolution of Humans is that we have evolved with everyday physical activity as a must |   |   |   |

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|                           |   | for survival. Now it is a must for our health and happiness, as well as a good vehicle for social engagement.<br>lee@vandervision.co.nz |  |   |  |
| Kevin<br><b>DWYER</b>     | We could extend the cycle track to Port Chalmers. The City Council could provide free bicycles for Tourists and could put cycle racks in the Octagon. (I think it is important that people should keep fit. A healthy City Is a happy City. I think that the City is well served by walking tracks but they could be advertised a lot more. The town belt needs a bit of work.) | Not answered  | Yes It would give easier access from Mosgiel to Dunedin.   | No I would like John Wilson Drive open to all vehicles  | I think that more heavy freight should be sent by rail to keep heavy vehicles off the road. I think there should be facilities on Trains and Buses for carrying pushbikes.   |
| Jimmy <b>KNOWLES</b>      |   |   |  |   |  |
| Olivier<br><b>LEQUEUX</b> | We can improve Dunedin's reputation by maintaining, improving our infrastructure; ie. footpath, crossing (George St) and cycle lanes.<br><br>And leading by example. I cycle every day.<br><br>My youngest child takes the bus and walks all the time, as well as cycling.  | ABSOLUTELY YES!   | Yes, I do.<br><br>We are the wildlife capital of NZ! Let's maintain, look after our first class natural heritage and promote cycling and walking every day!  | No. I would love to make it a permanent "boardwalk"; cycling, walking, roller skating. More vegetation, benches.  | I do not wish to make empty promises for political gain. My aim will be to work with concerned community groups and enhance what we already have under tight fiscal management. I am the proud owner of a tandem and I hope to have a fellow councillor on the back seat!  |
| Aaron<br><b>HAWKINS</b>   | The completion of the cycleway project from Portobello to Port Chalmers has the potential to be one of our great tourist attractions, but we need to prioritise commuter routes for the residents who are paying for them.  | YES   | Yes, aside from the practical benefits for commuters on both sides, there is something fantastic about the aesthetic of the entrance (to the Caversham tunnel in particular) and subterranean cycling that appeals to both residents and tourists alike. | I think it is important to provide balanced access to John Wilson Drive.<br><br>As spectacular as a walking/cycling facility it is, we can't ignore the fact that some people have physical limitations that preclude them from enjoying it in this manner, and to deprive them some of Dunedin's best scenic vantage point would be disappointing. | More could be done to provide safer cycling access around the inner City, on busier roads a couple of painted white lines between a fleet of trucks and rows of parked cars isn't always comforting, and the fatalities and injuries that do occur are proof it isn't always the safest. Also, due to the terrain of Dunedin, we need to expedite the option for cyclists to put their bikes on buses to travel back up to the Hill Suburbs. |

## 2010 ELECTIONS

### CENTRAL WARD - (11 REQUIRED)

| First Names<br>Last Name     | Q1. How do you consider we can improve Dunedin's reputation to make it more walking & cycle friendly for locals and visitors?<br>50 word limit  | In your role as a Councillor/ Mayor would you commit to acting according to the principles in the International Walking Charter which apply equally to cycling | Do you support opening the Caversham and Chain Hills Tunnels to cyclists and walkers to provide a near flat and safer route between Dunedin and Mosgiel?<br>50 word limit   | Do you support the current situation on John Wilson Ocean Drive which is open to vehicles with parking for half its length and open for walking and cycling the final kilometre?<br>50 word limit  | What other initiatives would you propose to help make walking and cycling in Dunedin enjoyable?<br>(100 words)   |
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| Tracey <b>CRAMPTON SMITH</b> |   |  |   |  |  |
| Trevor <b>TURNER</b>         |   |  |   |  |  |
| Chris <b>MARLOW</b>          | The planning process needs to incorporate cycle and walk ways for our commuters and recreational users. They need to be wider, separated from the roadways and with dual direction available. There needs to be secure, free and abundant cycle parking and capacity to hire and drop off bikes at strategic locations. | yes  | Yes. I have both cycled and walked on the Central Otago Rail trail which has boosted tourism to that area. The opening of the tunnels to cyclists and walkers will not only do the same but is also a safe and healthy method of travel for commuters and a boom to recreational users. | No. I believe the entire length of Ocean Drive should be open to cars, cyclists and foot traffic for us all to enjoy. Other responsible and practical measures can be adopted to protect the area's ecosystem and to arrest coastal erosion. | Buses need to have cycle racks because of our hill suburbs and changeable weather. Shared walking/cycle tracks must be adequately lit and have dual direction capacity. Town planning must incorporate special zoning for cycle and walkways in the transportation network. Free, secure and appropriately spaced cycle parking is needed. There needs to be a reduction of motor traffic in the inner city by use of city fringe park-and-ride facilities. The reduction of traffic would create a healthier cycle and walker-friendly environment. |
| Fliiss <b>BUTCHER</b>        | Start putting in more cycle lanes based on the safer Copenhagen model, ie: footpath, cycle way, safety  | yes  | Yes – but not sure about how that will be funded as we are pushing the limits of  | On current hearing committee, so not asked   | More education about health benefits of walking and cycling. More safety barriers between cycle lanes and cars. Not happy with the NZTA's  |

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|                           | edge, car parking, road. Also I'd like to start having a conversation with the community about making some areas of the city car free starting with directly outside Railway Station to get those big buses out of there and blocking view down Stuart St.   |   | the DCC assets:funding ratio now because of the stadium project . As being a bit claustrophobic myself I doubt I would use it but I like the idea that people other people could use it to get from The City to Mosgiel and it then has a potential link for future to other trails. |  | model especially on the one way in the city, it puts me off biking. Also future cycle way around the city need to be made wider so more room for walkers and cyclists. Would like to get more cyclists to use a bell to warn walkers in front they are coming up behind them – perhaps this could be a sponsorship event to highlight safety reasons to do it. |
| Lloyd<br><b>WILSON</b>    | 1/I think yours is an admiral [sic] group and i see your situation as part of a greater picture, that being the promotion of Dunedin and especially tourism as a whole<br><br>I feel that walking and cycling, Dunedin's beauty and its other outstanding attractions need to be developed and promoted . What you are suggesting should be part of that | Your charter is excellent, regardless of my personal views, if elected i would have assess all points of view and therefore a balanced approach must be my goal | I feel this is a brilliant proposition, that must be offset and balanced with available revenue  | No i don't support the current situation, there must be a way to operate this to include vehicles, therefore access visitors and overseas tourists   | In this city we are very fortunate to travel 15 minutes in any direction and be in open areas, where we can participate in a whole raft of activities.<br><br>As a city we have so much to offer, we need to promote and keep Dunedin people friendly  |
| Richard<br><b>THOMSON</b> | Two things in particular. All new street works or reconfigurations should have a cycle friendly assessment built into them. Council needs to mandate that with a set of cycle friendly protocols around the process. Secondly, the Caversham tunnel should be opened to cycle traffic.   | Yes   | Yes. As outlined above it would fit with a set of cycle friendly protocols. It would be advantageous to linking the Mosgiel side of the city with the Dunedin side, and it would also send a solid signal of intent.   | Yes. I favour it as a predominantly pedestrian and cycle area with some access for parking at the lower end. It's a stalinist architects dream with little redeeming design features. If it is affordable I would like to see it "humanised so that it fitted with the view it provides. | Over time (and I do not think it is affordable at present) there should be a long term plan to create a cycle lane down the peninsula road. Dunedin has a reputation for wild life and cycling tourism fits with that and would also benefit the local community at the same time.   |
| George<br><b>MORRISON</b> |  |   |  |  |  |
| Andrew                    | Lonely Planet has already given us one of the greatest   | I support it but we need  | I can't think of a better way to get   | I have a conflict of interest with John Wilson   | Lonely Planet has rated Dunedin as one of the world's greatest places to   |

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| <b>WHILEY</b>      | <p>accolades we could ever receive. Further develop the Harbour cycle / walkway and other suitable areas for cycling and walking. Bike racks on buses and even a community rent-a-bike programme.</p>  | <p>to balance this with our current world. I support the need to develop change not force change. Our physical surroundings can support or hinder access and a well-designed urban landscape can facilitate a healthy lifestyle.</p> | <p>fit, to save on fuel and to avoid polluting. However, I'm unsure about costs and hope it could be dramatically cheaper than the \$7M quoted in the article to which you refer. I am open to exploring this proposal.</p>   | <p>Drive and my business at the Chisholm Park Golf Club. I do support a walkway/ cycleway from St Clair Beach to Lawyers Head.</p>                                    | <p>ride a bike and walk a dog. Let's embrace this. The DCC talk about sport and recreation and has a "Getting Dunedin Active Strategy" but where is the follow through? Sport Otago may be the right communicator for this but they need more supports and funding to get the message out there. I would like to see the harbour cycle / walkway completed in the next three years as this will have a great impact on our community!</p>  |
| Lynn <b>TOZER</b>  | <p>Otago is continuing to develop a strong national healthy outdoors profile, particularly with the Central Otago Cycle Trail. Dunedin can build upon this overtly connecting local cycle and walkway initiatives with the wider Otago network, promoting Dunedin as the gateway to NZ's leading accessible outdoors adventure province.</p> | <p>Yes.</p>  | <p>Yes. Developing the Caversham-Chain Hills Tunnel cycleway will benefit our local community, by creating a viable sustainable transport alternative and accessible recreational cycleway for all, and create a unique tourist attraction which will further enhance our strong Otago cycle network.</p> | <p>Yes (qualified) Safe clearly designated cycling and walkways should extend the length of the JWOD. Limited vehicle access with parking should complement this.</p> | <p>Developing a greater participation in walking and cycling by individuals and families through school outdoor education programmes and events. Continuing to promote walkathons, and family cycling events which could include a built in range of participation incentives both short term and overtime. Collaborating with disability groups to highlight (and ensure) the accessibility of these sports for all. Continuing to develop continuous, linked cycle ways which are clearly designated and safe. Make walking and cycling events a regular feature of the Dunedin events calendar.</p> |
| Olive <b>McRAE</b> |  |  |   |   |  |
| Dave <b>CULL</b>   | <p>See mayoral candidates</p>  |  |   |   |  |
| Paul <b>HUDSON</b> | <p>By the provision of more walking/cycle friendly routes. We have in excess of 1,700km of roads in the city but very few where walking and cycling can be undertaken in complete safety, particularly for family groups and people with</p>   | <p>Yes</p>   | <p>Yes - they are essential links</p>   | <p>Yes - this is still part of a formal hearings process</p>  | <p>More effective safety measures to, wherever possible, create a greater separation between walkers and cyclists on our city streets.</p> <p>An ongoing consultation between Council and the public to evaluate their initiatives and requirements with a clearly defined plan of priorities.</p>   |

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|                         | groups and people with disabilities.<br><br>Priorities and funding will be issues to be considered.   |  |   |   | This will obviously require detailed costing and public input as part of the Annual Plan process.<br><br>A requirement to provide link paths and ensure that the areas of highest potential use are completed first.   |
| Neil <b>COLLINS</b>     |   |  |   |   |  |
| John <b>BEZETT</b>      |   |  |   |   |  |
| Chris <b>STAYNES</b>    | There are many initiatives that could be looked at to increase the friendliness of the city to walkers & cyclists. The Council must advocate more strongly with the ORC to provide bike racks on buses on all key hill routes and adopt wherever possible Copenhagen style cycling & walking lanes.                         | Yes  | Yes but only with a shared funding arrangement with cycling groups where an agreed amount was raised to offset the capital cost in an arrangement, similar to that used for the Regent upgrade, prior to construction. In any project to open the tunnels safety must be a prime concern. | Yes in principle but would consider options to move the gates closer to Lawyers head thus improving access for the elderly and/or a Copenhagen style walking/cycling arrangement with the vehicle lane limited to daylight hours. | Il continue to support cycling lanes being created on all major commuting roads and where road width allows introduction of Copenhagen style lanes. I will to press for open access to Lovelock Avenue for cyclists and walkers should it not be possible to stop the project which now looks unlikely. I am supportive of proactive efforts being made by the Council to attract any government funding that is available for the development of the 'round the harbour' cycle/walkway and over time a Dunedin-Mosgiel cycle way using the two tunnels. |
| Lindsay <b>SMITH</b>    | I must apologise, I just do not have the time to do justice to your questionnaire by Friday and have therefore resorted to yes/no responses – which is regrettable. I am a keen cyclist myself – recreation and commuting – and will certainly do what I can to improve cycling if elected. I do appreciate the opportunity | Yes – fully support the charter.   | yes   | yes   |  |
| Steve <b>O'CONNOR</b>   |   |  |   |   |  |
| Colin <b>WEATHERALL</b> | accessability / safe & useable facilities are important BUT so to ensure the council can provide a priority list public support must indicate the top 20 preferred. We must do the key ones well & promote to Locals & Visitors alike   | Yes in principle a good set of ideals with some local adjustments can work well in | Yes if it can be done practically and in a reasonable cost funding locally (DCC) in association with the national funders   | I cannot comment while i chair the hearing committee  | ensure accessability / safe & family friendly with a variety of levels & challenges ...work to secure a share of Central Government funding to go the extra mile(km)   |

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|                       |   | our city  |   |   |  |
| Paul <b>DOUGLAS</b>   | <p>We've got a history of walking and cycling tracks and are working to link up new ones.</p> <p>Advertise accordingly with brochures/pamphlets mentioning Silverpeaks, Pineapple, and Fraser tracks and Scenic Drive.</p> <p>Info: available at Tourist locations. ie Info centres, Bus stops, Railway Stations, Peggydale of Balclutha type cafe/shop stops.</p>  | <p>Yes, to the undersigned statement and principles.</p> <p>Paul Douglas.</p> <p>I'm a big walker around Dunedin.</p> | <p>Yes, as long as they: are well lit, have drainage below gravel or sealed surface, are adequately maintained, don't lack oxygen, and have appropriate hidden security/surveillance camera.</p>  | <p>No, I think it should be wholly accessible, except for the area in the close vicinity of the cliff.</p> <p>Its such a great place to take in the sea view, and mellow out.</p>   | <p>Appoint working groups to establish what the public want. Work with relevant authorities ie:Iwi, Land Transport Authority, Regional Council, Local Authorities, and establish representatives to work with working group meeting once per month. -Get a DCC working group to gather evidence on health benefits of walking/cycling, and present a report/deputation to Southern DHB at board meeting, and request funding under the title "Making walking and cycling in Dunedin enjoyable-requires funds"</p> <p>-Improve/widen shoulders+footpaths alongside Scenic Drive</p> <p>-Improve drainage and cover to similar level as path on Flagstaff track.</p> |
| Malcolm <b>DIXON</b>  |   |   |   |   |  |
| Bob <b>GILLANDERS</b> |   |   |   |   |  |
| Bev <b>BUTLER</b>     |   |   |   |   |  |
| Samuel <b>MANN</b>    | <p>I believe we should prioritise active transport over the alternative.</p> <p>It is already possible to walk or bike in Dunedin. The fact that most people don't is a significant challenge so we need to focus on the barriers. Last year in the UK I visited Living Streets. They work to create safe, attractive and enjoyable streets, where people want to walk. As a first step I would like to see a comprehensive active travel audit. I believe that this will highlight many areas where the qualities of routes are poor – these can then be the</p> | <p>Yes</p>  | <p>Yes: I believe that wherever possible, cycle-ways should be separated from traffic. The challenge of Dunedin's geography is also overcome by the tunnel solution. While Mosgiel/Dunedin is probably too far for all but the most committed of cycling commuters – the route will have significant benefits in giving the message that cycling is a normal thing to do.</p> | <p>Yes.</p> <p>My blog posting on this: <a href="http://computingforsustainability.wordpress.com/2010/08/24/john-wilson-promenade-open-day/">http://computingforsustainability.wordpress.com/2010/08/24/john-wilson-promenade-open-day/</a></p> | <p>I have a vision for an attractive, resilient city in which our children will want to live and work. For health and lifestyle reasons, and for climate change and peak oil reasons, increasing the use of active transport is very important in achieving this vision. Changing reputation, however is about changing reality, and this won't be done by a bit of cycle-way here, a bit there. This needs to be an integrated approach that aims to eventually make cycling and walking the norm not the exception.</p> <p>(disclosure: my cousin Richard Smith is Living Streets Head of Business and Consultancy)</p>  |

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|                            | primary focus.   |     |   |  |  |
| Teresa<br><b>STEVENSON</b> | Create a cycle tunnel through caversham tunnel and wingatui old railway tunnel linking the city to central otago, link the penninusla and west harbour cyle way. Create more walkways (and related jobs) around our city, a budget of \$20,000 per annum is pathetic.  | Yes | Yes. If DCC can spend millions on a stadium to encourage the watching of sport, then a few million to create a flat cycle way connecting the city to central Otago is a bargain! Dunedin will miss out on the great south island cycle adventure if we don't hurry up. The tunnel has been used as a cheap discharge pipe, its time for the city to reclaim the tunnel. | Yes. It's fine for people to enjoy this space by foot or cycle.  | The city only spends \$20,000 per annum on walkways which is sad. Walkway building creates jobs, and is a beautiful assett for our city. We need a walkway from Campbells Road to Chingford park creating a pinehill walk route, and from Second beach to Cargill castle to Tunnel beach. Also linking Frazers gully, the Mount Grand reserviour walkway and Sander street reserve back to Kaikorai stream walkway - this would be get us all appreciating Brockville, maybe even a Brockville to Wingatui walk!. The benefit is huge, for a realitively low expenditure.  |
| Randall <b>RATANA</b>      |  |     |   |  |  |
| Shane<br><b>GALLAGHER</b>  | How do you consider we can improve Dunedin's reputation to make it more walking & cycle friendly for locals and visitors?<br><br>This is a difficult question to answer - one of the problems is the level of intolerance of a minority of drivers to pedestrians and cyclists. These drivers can be particularly aggressive and contributes to the lack of safety that cyclists and pedestrians feel in Dunedin. So one aspect to address must be a campaign to foster more consideration from drivers towards other road users.<br><br>- another major issue is the design and layout of roads and junctions and the lack of pedestrian crossings. It is abundantly clear that roads | Yes | Yes - this is especially important as we have to manage a transition to a low carbon transport system. In the meantime it would provide a great amenity for residents and tourists alike.   | Yes - there are hundreds of thousands of kilometers of road available to cars and trucks - one kilometer for cyclists and pedestrians is only fair.<br><br>On a more serious note - it has stopped a significant amount of suicides from Lawyers Head and any argument for opening this road up would have to address this issue. I for one could not in good conscience make a decision that would result in someone's life being lost. | I would just like to presage this by saying that I am a cyclist and it is my principle means of commuting in Dunedin. At the moment I do not own a car and it really emphasizes how unfriendly Dunedin is structurally for non-drivers.<br><br>I think we need to lobby central govt. to revise the road rules in favour of pedestrian and cyclist safety. This would bring us in line most western democracies. We also should lobby for a nation wide education campaign.<br><br>As a council we must prioritize pedestrian and cyclist safety and make sure that all new roading projects reflect that. We need to expand cycle lanes and get more people cycling and walking in Dunedin. As many members of Spokes will know the best and quickest way to improve cyclist and pedestrian safety is for there to be |



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|                           | abundantly clear that roads are laid out almost solely with cars in mind and not pedestrians. The roundabout and over-bridge at Roslyn is a classic case of putting the needs and safety of pedestrians secondary to those of vehicles - this is especially crazy when considering that there is a primary school (which my son goes to) there as well as being a local shopping hub. |             |  |   | more cyclists and pedestrians. I would love to see a cycle path right around the harbour, connected through to the Rail Trail and have an extensive and enjoyable cycle and walking path network through the whole of Dunedin and its surrounding areas.  |
| Lee<br><b>VANDERVIS</b>   | See mayoral candidates  |             |  |   |   |
| Bill <b>ACKLIN</b>        |   |             |  |   |   |
| Jinty<br><b>MacTAVISH</b> | <p>The next Council needs to prioritise</p> <ul style="list-style-type: none"> <li>* cycling/pedestrian infrastructure, for both tourists and residents</li> <li>* celebration of the growing cycling/walking culture of the city</li> <li>* promotion of the city as a cycling/walking destination, and the benefits that cycle tourists do and can bring to the city</li> </ul>     | Yes         | Yes. The benefits associated with this project are huge. It will provide a low gradient, family friendly cycle link between Mosgiel and the city, promoting and enabling a safer, healthier, cheaper, lower-carbon commute for residents, as well as drawing cycle-tourists to the city, and simultaneously celebrating the city's heritage. | Yes. There are too few accessible scenic pedestrian/cycleways in the city. The status quo enables families with very young or older members, mobility scooters and cyclists to access a stretch of coastline they cannot otherwise easily enjoy. Benefits to wildlife are likely to have a positive impact on tourism, too. | <ul style="list-style-type: none"> <li>- Completion of planned cycleways around the city, in a way that ensures their long-term viability</li> <li>- Investigation and encouragement of pedestrian-only zones in the central city, especially when initiated by local business owners or residents e.g. the lower Octagon</li> <li>- Installation of bike racks on all city buses</li> <li>- Coupling support of community initiatives like The Crooked Spoke (free bikes and bike repairs) with implementation of a no-bikes-to-landfill policy (let's find a way to make them free-to-a-good home instead!) - Learning from the genius of other cities, including Portland's 2030 bicycle plan, and Amsterdam, where cycling is used for an impressive 38% of trips!</li> </ul> |
| Michael                   | Cycles - Our cycleways must   | Without any | Did not answer   | Did not answer  | Walking - I think this is a fairly easy   |

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| <b>GUEST</b>         | be improved fourfold. I firmly believe it is not good enough simply to paint a 2 inch white line on the road and call it a cycleway. We need to develop more properly separated cycleways. I also support a bank of bikes available in specially designated areas such as the city centre, the University, South Dunedin, Port Chalmers, St Clair and Mosgiel. . They can simply be taken by any citizen and use for any purpose on an honesty basis. | doubt, I support these principles. |  |   | task provided the motivation and focus is present we should have more walking trails throughout our green spaces including significant trails in the Town Belt. But we should also have signposted and "plaqued" walkways of interest throughout the city. Art house to Art house. Specialty shop to specialty shop. Historic building to historic building. Pub to pub. Build these facilities up to place Dunedin at the forefront of the promotion of walking. Concept can be enhanced by design built shelters at regular intervals.  |
| Hendrik <b>KOCH</b>  | The Council has to continue extending the cycle-lanes system along the road ways to ensure maximum safety . Well formed footpaths and walking tracks are also essential to encourage people out of their cars and be active. Mobility scooters also need to be considered by Council when developing options.   | Yes                                | Yes. The tunnels provide an ideal gradient for easy walking and cycling so therefore would encourage greater use and safer travel by a wide range of residents and visitors as well as add novelty. Safety and security will require good lighting. On going maintenance may be an issue ! | Yes . I believe keeping car traffic out of the second half of roadway as at present provides a far more peaceful walking and cycling route . Speeding cars have dominated this roadway in the past to the displeasure of others.        | It is essential that busses are capable of carrying bicycles and possibly mobility scooters so that people have greater flexibility in choices in destinations.[ a charge for this service may be reasonable ] I would also like to see a continuous network of walkways and cycleways developed along the scenic slopes of the Peninsula and a return journey along the north side of the Otago Harbour linked by boat via Port Chalmers or Wellers Rock. Accommodation options all along this network would need to be developed and co-ordinated to provide over night shelter. A great concept well overdue ! |
| Jono <b>CLARK</b>    |   |                                    |  |   |   |
| Barry <b>SIMPSON</b> | Keep working with the DCC and NZTA to extend the network. My focus will be both the harbourside walkways and cycle ways on both sides of the harbour and the tunnel scheme to Mosgiel.  | Yes                                | Yes Walking and cycling are excellent vehicles (excuse the pun) to promote health and community wellbeing ie you can say hello to a fellow traveler. Some people are keen to cycle to work. These dedicated areas provide a safe area to   | Yes There is a thought that non-vehicular access to the lookout has reduced suicides. Coupled with my comments about walking and cycling I have made the retention of the partial closing of John Wilson Drive one of my policy planks. | Promote the lads running the cycle exchange.<br>Assist with the Police Programme of cycle safety at schools with some small grants<br>Keep developing cycle lanes.<br>Assist the guns in the mountain biking community with the development of the Logan Park facility.   |

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|                        |   |  | do so. |  | <p>Encourage MTBers to be more considerate of the walking community on the likes of the Pineapple track.</p> <p>Maintain the track maintenance programmes.</p> <p>Erect bike stands in community spaces and the side streets of George and Princes St</p> <p>Maintain the extension of the Exeloo facilities around the city and environs.<br/>In country locals that may be composting toilets.</p> |
| Richard <b>WALLS</b>   | Makes it a policy not to respond to election time surveys |  |        |  |  |
| Andrew <b>EAMES</b>    |   |  |        |  |  |
| Olivier <b>LEQUEUX</b> | See mayoral candidates                                    |  |        |  |  |
| Jonathan <b>USHER</b>  |   |  |        |  |  |
| Aaron <b>HAWKINS</b>   |   |  |        |  |  |
| Martini <b>SAMSON</b>  |   |  |        |  |  |

## 2010 ELECTIONS

### MOSGIEL TAIERI WARD - (2 REQUIRED)

| <b>First Names<br/>Last Name</b> | <b>Q1. How do you consider we can improve Dunedin's reputation to make it more walking &amp; cycle friendly for locals and visitors?<br/>50 word limit</b>  | <b>In your role as a Councillor/Mayor would you commit to acting according to the principles in the International Walking Charter which apply equally to cycling</b> | <b>Do you support opening the Caversham and Chain Hills Tunnels to cyclists and walkers to provide a near flat and safer route between Dunedin and Mosgiel?<br/>50 word limit</b>       | <b>Do you support the current situation on John Wilson Ocean Drive which is open to vehicles with parking for half its length and open for walking and cycling the final kilometre?<br/>50 word limit</b>   | <b>What other initiatives would you propose to help make walking and cycling in Dunedin enjoyable?<br/>(100 words)</b>  |
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| Malcolm<br><b>ANNOW</b>          | <p>I think there is a tourism opportunity to promote Dunedin/Mosgiel as the stage 2 continuation of the Clyde Middlemarch Rail trail.</p> <p>This could be done when and if walking/cycle tracks are put in place from Wingatui to Dunedin.</p> <p>Connecting transport either by road or train could be scheduled from Middlemarch.</p> <p>Other walks and rides around the city can be promoted by the council through Tourism Dunedin, by private enterprise and via the likes of the "I Site" info shops.</p> | <p>Yes but I also would take into account the need for allowing public and private transport as a freedom of choice for the community.</p>                           | <p>Yes. Subject to adequate funding being available at some future time. Please note we need to take into consideration of the high debt levels and current commitments of the DCC.</p> | <p>No</p> <p>I feel the Ocean Drive with its fabulous views needs to be open to for the whole community and visitors to the city to share and enjoy.</p> <p>This does not limit the access to cyclists and walkers to the road. For various reasons not all of the community are mobile to bike or walk to take in the panoramic views that this road offers.</p> <p>It should also be considered that a large number of very long term rate payers are in that less mobile sector.</p> | <p>I feel that the incoming Council needs to be open to consultation to the likes of the Living Streets Dunedin organisation during any relevant planning process.</p> <p>I would however like to point out that many very worthy projects for the community will have to be delayed until such time as the City achieves a better financial state.</p> |

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| Kate <b>WILSON</b>         | Promote ourselves with more images of us doing it, promote street furniture like seats that encourage and enable people to take part but also rest, especially in areas of higher age groups - but also useful for mothers with push chairs etc, make sure our footpaths are just that - not a continual number of driveways joined together with asphalt!   | Yes   | This is a fantastic heritage project with many other beneficial attributes. I believe they should be opened - the challenge is how and who by. As a Trustee of the Otago central rail trail I believe that a similar model would be possible. I see Council taking a facilitation/ enabling role addressing its own piping issues etc itself but working with the interested parties for them to open the tunnels. | Yes   | encouraging the opportunities for walking. the number of children walking to school should be substantially increased for general better health and better traffic management, but we plan networks to encourage driving rather than the other way round. The John Wilson Drive experience has been good in that it shows that where we discourage something, access is still made, people will just do it differently.   |
| Syd <b>BROWN</b>           |  |       |  |   |   |
| Craig <b>WATSON</b>        | I have several ideas on how we can improve Dunedin's cycling 'tourism'. I mentioned on my profile <a href="http://www.elections2010.co.nz/2010/candidates/craig-watson">www.elections2010.co.nz/2010/candidates/craig-watson</a> one of my top 5 issues is health and I have some ideas to make the most of the Mosgiel-Taieri area, an area already used by locals from the region every weekend. | Yes ! | Yes I was very surprised to see the costing PWC [OPAL] put out (was it gold lined!?) and would like to see more details on pricing. I occasionally bike to work from Mosgiel to Dunedin so I really want to see it opened but at a feasible costing to ratepayers.   | Yes I do. I understand it has lowered Dunedin's suicide rate, I would like to see the area developed to allow further walking, cycling and picnicing. | I am campaigning on Health and Recreation, and I am very open to the suggestions from your groups. Every weekend I see groups coming out from town to the Taieri to ride with their friends. I believe we should set up routes/maps and safer riding lanes for cyclists to use. Trips that can range from 5km to 40km. These could be sign posted, put on <a href="http://mapmyride.com">mapmyride.com</a> and onto the dcc website. Riding the Taieri is a great for all and we can use this as a tourist venture. We could make it our version of the Rail Trail! |
| Maurice <b>PRENDERGAST</b> |  |       |  |   |   |
| Brian <b>MILLER</b>        |  |       |  |   |   |

## 2010 ELECTIONS

### WAIKOUAITI COAST-CHALMERS WARD - (1 REQUIRED)

| First Names<br>Last Name | Q1. How do you consider we can improve Dunedin's reputation to make it more walking & cycle friendly for locals and visitors?<br>50 word limit  | In your role as Councillor/Mayor would you commit to acting according to the principles in the International Walking Charter which apply equally to cycling | Do you support opening the Caversham and Chain Hills Tunnels to cyclists and walkers to provide a near flat and safer route between Dunedin and Mosgiel?<br>50 word limit  | Do you support the current situation on John Wilson Ocean Drive which is open to vehicles with parking for half its length and open for walking and cycling the final kilometre?<br>50 words | What other initiatives would you propose to help make walking and cycling in Dunedin enjoyable?<br>(100 words)  |
|--------------------------|---|---|--|--|---|
| Andrew <b>NOONE</b>      |   |   |  |  |   |
| Geraldine <b>TAIT</b>    | Firstly close parts of George Street and the Octagon to traffic, make the centre of town much more friendly to locals and visitors rather than cars. I would like to see a trial of this during all school holidays when the town is full of families. Once retailers and us lazy car drivers get used to the roads being closed they will adapt. | Yes   | There is huge enthusiasm in Dunedin for both more safe opportunities to walk and cycle away from motorized traffic both for recreation and for commuting. In the long run any development of route, which will make it possible for people to get around our hilly city will be great. However our city now has huge debt and major rates rises. Any new projects must be staggered so they don't add massive costs to the projected peaks of rates increases. We need to let people be fully consulted and decide how to prioritize future developments. (short answer: yes, very desirable, multiple benefits, when we can afford it, after consultation). | Yes, lets share the space. This may be a way of helping people get out of their car if they want to enjoy the view and the sea air!  | Firstly the Port to town cycle-way needs to be finished. That road is really dangerous but due to it being mostly flat it is a great cycle route. I'd like to have a cycle Sunday initiative where one side of the one-way roads would be closed to cars on Sundays and open for walkers and cyclists to get out and about and make it easy to cross the city. Town planning and design factors such as speed limits, cycle lanes, improved bus services which are cycle friendly, shopping centers which are people friendly not designed for cars (pack and slave and Warehouse in South Dunedin is a design disaster for everyone except cars!) There is so much more but I've run out of words! |