



21 April 2008

Christchurch City Council
P O Box 237
Christchurch

SUBMISSION FROM SPOKES ON THE CHRISTCHURCH CITY DRAFT ANNUAL PLAN 2008/09

Thank you for the opportunity to make this submission. Spokes Canterbury is a local cycling advocacy group with approximately 900 members that is affiliated with the national Cycling Advocate's Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

General submissions

Spokes is concerned at the current state of the cycling environment in Christchurch and considers that traffic conditions, a lack of infrastructure and other supporting measures, and the uncoordinated and piecemeal delivery of cycling services are discouraging the uptake of cycling in the city. It is our view that a significant increase in cycling participation is unlikely to occur unless a more supportive and integrated approach towards cycling is adopted within Council, and there is greater investment in cycling infrastructure, facilities and promotion.

In general, we believe that cycling and walking are addressed quite well when undertaking major street improvements or new road construction. We consider that recent street renewal examples such as the upgrade of Matai St West and linkages with the Railway cycle path are excellent, and should inspire Councillors toward what can be achieved. However, much more work is required on upgrading existing infrastructure, developing cycle routes, and improving the environment for cycling generally. In this regard, we endorse the proposals contained in the "Significant Cycle Projects" report prepared for Council by MWH (Aug 2006).

Significant initiatives that Spokes considers would improve cycling in Christchurch and should be implemented through this and subsequent Annual Plans are attached to this submission (Attachment One). In addition we would like to see:

- Opening of City Mall for cycling, and
- The completion of the Little River Rail Trail in Little River.

Spokes considers that with a relatively modest but well targeted and co-ordinated investment in cycling through the LTCCP and Annual Plan, a significant increase in the numbers who find bicycling a safe, convenient, and practical way to travel around Christchurch could be achieved. This would assist in meeting the objectives and targets contained in the CCC Cycling Strategy, the vision, goals and targets for cycling contained in the draft Regional Land Transport Strategy (which has been supported by the Council in submissions) and Council's overall goals of achieving a more sustainable and healthy city.

Specific submissions

Capital Works Programme (page 24)

We are pleased to see an \$185,000 increase in cycleway funding in the capital works programme, but the projected total of \$1.8 m pales into insignificance against the \$21m allocated to street renewals. Cycleways only represent 2.5% of the total capital works streets and transport budget (although we do anticipate that cycle paths will be included in other street projects). We would like to see further funding re-allocated from the street renewal budget to cycleway development.

Streets and Transport (page 37)

The table headed Streets and Transport – Costs of proposed services states that operational spending for “*cycle and pedestrian linkages-off street*” in the draft Plan is to be reduced by \$172,000 relative to the LTCCP. In contrast, the spending on off street parking is planned to rise by \$63,000 and on streets in general is planned to rise by \$15 m.

We consider that cycleway maintenance within the City needs to be significantly improved and that overall spending on cycle and pedestrian linkages within Christchurch should be increased, not reduced. We wish to see the level of funding for these activities returned to at least the levels projected in the LTCCP.

Thanks again for the opportunity to make this submission. If there are matters requiring clarification, please contact our Submissions Co-ordinator Robin Delamore in the first instance. His contact details are:

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Matthew Cutler-Welsh

Chairperson
SPOKES Canterbury

ATTACHMENT ONE

SPOKES TOP 10 INITIATIVES

A CYCLING VISION FOR GREATER CHRISTCHURCH

Spokes considers that the following measures are necessary to improve the quality of the existing cycling environment in Christchurch, and to achieve sustainable growth in the number of city cyclists in the medium and long term. These measures apply to facilities, areas and programmes administered by the Christchurch City Council, adjoining Districts, the Canterbury Regional Council, and State Highways administered by Transit NZ, as well as other cycling facilities and initiatives within the greater Christchurch area.

The proposed measures are not listed in order of priority as we consider that an integrated approach incorporating all these actions and outcomes is needed to improve the current conditions for cycling in Christchurch, and to increase participation on the future. Spokes will identify particular priorities within these measures from time to time.

1	Encourage more cycle-friendly land use and development planning	<i>Planning, urban design and growth management and infrastructure provision that support walking, cycling and public transport use and encourages people to live near where they work, shop, and play.</i>
2	Lower urban speed limits and traffic calming	<i>30 km/h speed limits in downtown streets and selected residential roads, part-time school speeds and physical changes to the road environment in key locations to reduce the speed and volume of motor traffic.</i>
3	Make the central city more cycle-friendly	<i>Improve the central city environment for cycling, including through traffic calming and speed and parking restrictions, safe through-routes and traffic-free corridors and linkages. Develop convenient cycle parking facilities and a CBD “bike station” for cycle commuters.</i>
4	Audit and maintain the existing cycle network	<i>An ongoing programme to monitor existing components of the cycle network, and maintain or enhance its condition.</i>
5	Continue cycling network improvements	<i>Continue to improve and expand the city’s overall cycle network, in particular by addressing pinch points, improving intersections, removing car parking that is an impediment to safe cycling, completing “missing links”, and expanding “bikes on buses” facilities.</i>

6	Provide more off road and separated cycle corridors	<i>Develop convenient cycle routes and linkages that are segregated from traffic, including: physically separated lanes in or adjoining road corridors, railway rights of way, parks, waterway margins, and quiet streets; using land purchases and under-passes/over-bridges to provide linkages where necessary.</i>
7	Identify and promote model cycle routes that will increase cycling participation	<i>Identify key cycle routes (both on and off road) that are suitable for development as model cycle ways for increasing cycling participation, ensure these are of a good standard, and promote them through a variety of methods, including signage and marking, maps, householders and other advertising, and school and work visits.</i>
8	Strongly promote sustainable travel plans	<i>Travel management programmes for schools, major businesses, and other large organisations, to encourage greater use of walking, cycling and public.</i>
9	Promote road user education and improve enforcement	<i>An ongoing programme to highlight key road user behaviour/ safety messages to the respective groups and to enforce traffic regulations and bylaws that affect cycling safety and convenience.</i>
10	Expand the number of city cycling events and promotions	<i>A greater range of initiatives supporting cycling, such as bike rides, social marketing, cycle tours, training sessions, school promotions and public events.</i>