

LTCCP 2006-16 SUBMISSION

Submissions close on 5 May 2006

I wish to talk to the main points in my submission at the hearings to be held between Thursday 25 May and Wednesday 7 June 2006.

I am completing this submission:
For yourself

Number of people you represent:

My submission refers to:
Full Version of the LTCCP

Page Number:
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I also want to respond to:

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Your Submission:	<p>Do you have any comments on the major projects in our Draft Community Plan?</p> <p>Streets and Transport Cycling in Christchurch.</p> <p>As a cyclist who has spent the last 4 years living in Kyoto in Japan where cycling is an intrinsic part of the transport infrastructure I would like to take this opportunity to make some suggestions to provide an alternative view on cycling in Christchurch. While the situation for cyclists in Kyoto is nowhere near perfect (see http://kyotoinkyoto.blogspot.com/ which I wrote in Feb/2005),-I feel that in many respects it is a lot more cycle-friendly, less restrictive and safer than it is here in Christchurch.</p> <p>The Christchurch City Council needs to set aside funding in the Annual Plan to send representatives to foreign cities such as Kyoto and Amsterdam on fact finding missions to see just what it is that makes cycling so popular there and to see what kinds of bicycles are being used there.</p> <p>The situation with cycling in Kyoto.</p> <p>Cyclists enjoy a high degree of freedom about where they can ride and because they are considered to be 'fast moving pedestrians' rather than 'motor vehicles' are encouraged to share footpaths wherever they exist,-even in what would be considered in Christchurch to be areas of high pedestrian traffic (shopping malls etc).</p> <p>Helmets are not required and have only recently started to appear in bicycle shops and are hardly ever seen being worn by commuters.</p> <p>A large proportion of the population use bicycles to get to wherever they're going in their everyday lives, including large numbers of elderly people and mothers who use them to get around with their young children while doing the grocery shopping. Mountain bikes are relatively uncommon and the bicycles most commonly used have either no gears or have 3, 5, or 7 speed internal hub gearing systems with internal hub electrical dynamo in the front wheel for lighting. Foldup bicycles which can be taken onto trains,subways buses or fitted into the car and power-assisted bicycles are also starting to become well-established among commuters in Kyoto.</p> <p>New Zealand's central and local governments need to be doing everything within their power to work towards achieving the goals set out in the Kyoto Protocol on reducing Greenhouse gas emissions (by reducing unnecessary use of carbon burning vehicles) and reducing the huge cost of our dependence on imported fossil fuels.</p>

**Your Submission
(Cont'd)**

Maximising opportunities for urban commuters to take up cycling is an effective step towards achieving these goals.

Despite all the good work that has been and is being done by the Christchurch City Council (<http://www.ccc.govt.nz/Recreation/Cycling/StrategyMonitoring/>) to facilitate cycling, there is still a lot of work that can be done to encourage people out of their carbon burners and onto their bikes.

New Zealand society has to undergo a revolutionary shift in its attitude towards cycling firstly by celebrating the benefits cycling provides by reducing greenhouse gas emissions, traffic volume, noise levels, need for parking space and by increasing the positive health and mobility benefits and secondly by changing the way that many view cycling as something that kids do or as a weekend recreation for gung ho twenty-somethings. The Christchurch City Council can have a role in highlighting these points.

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Cyclists are not 'dangerous', they are endangered.
It is cars and other motor vehicles that are 'dangerous'
Cyclists are not encased in a tonne of steel travelling at 50 kmph (let alone 100 kmph).

Because the benefits of cycling far outweigh the costs cyclists should be actively encouraged and not be made to feel in any way that they are a persecuted minority. Any unnecessary limitation which deters commuters from making the change from using carbon burners to bicycles should be mitigated or eliminated.

Cyclists should be re-categorised as 'fast moving pedestrians' rather than they are currently as 'vehicles' (under Road User Rules) and should not be obliged to share the road with motor vehicles while there are alternatives.

Cycle Lanes put cyclists right in the danger zone.
Car doors and cars pulling into and out of parallel parking spaces along the roads are a major danger to cyclists using allocated lanes

Freedom of movement
Remove all limitations on the movement of bicycles.
Denying cyclists the choice of making use of footpaths, pedestrian crossings, free left hand turns and contra-flow rights in one way streets all detract from the experience of cycling that cyclists should naturally be permitted to enjoy.

Bicycles can be relatively fast moving but because they are highly manoeuvrable they can move quite safely among pedestrians, even in densely populated areas such as shopping malls and on city pavements.

Bells.
The use of bicycle bells should be encouraged so that cyclists can share the surfaces frequented by pedestrians safely.

To reduce the confusion felt by cyclists finding that their allocated cycling lane has petered out into nothing, it is important that they be allowed to make free and unfettered use of footpaths wherever they exist.

The manoeuvrability of cycles makes the chance of collision with pedestrians extremely low (whatever the asserted perception by pedestrians is on this matter) while the reality is that cyclists vs. car collisions have much graver consequences for all involved.

Cyclists can hear everything that drivers can't hear from inside a car ,such as the sound of cars approaching intersections and pulling out of driveways.

The use of bells should be encouraged to ensure that pedestrians have plenty of warning of the approach of a cyclist.

An education campaign needs to be directed at the pedestrian public to inure them to cyclists sharing their footpaths.

**Your Submission
(Cont'd):**

Curbs.

All future roading projects should use cycle-friendly curbing which has a gently curved surfaces which can be mounted by cyclists when evading cars.

Helmet law.

To some not insignificant extent the mandatory wearing of helmets has acted to dissuade a large number of would be cyclists from riding their bikes.

Local Government could make recommendations to Central Government to rescind or relax this law and to make the wearing of helmets discretionary.

Parking facilities:

Funding should be set aside for vertical wall hangers such as can be seen @ : <http://www.bikeup.com/vertical/>

These hangers are much more space efficient than more traditional horizontal parking models and the Council could set an example by having them installed around their own buildings.

Funding needs to be put aside for the commissioning of a study to get comprehensive information on the times, distances and levels of difficulty for specific routes from which maps can be made and a computer program can be written for a web page for people intending to cycle any given route.

Eliminate all hindrances to cyclists.

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Appropriate vehicles.

The bicycles themselves:

Imagine living in a world in which when you wanted to buy a car for your everyday needs, shopping , getting around in all weathers etc, you were presented with nothing but a choice of Formula 1 racing cars and a few hot saloon racers.

If you really just aren't interested in all that hype and it is pragmatics which really concern you , you'll be more likely to just give up and start catching buses.

This is what has happened with cycling in New Zealand with bicycles which are designed for off-road recreational riding being presented as if they were the only option (on flat city roads) with no quarter being given to what will inevitably prove to be more appropriate alternatives.

There seems to be a cultural reluctance among the Bicycle retail industry in New Zealand to provide consumers with the choice to even experiment with the kinds of bicycles that would take cycling from being just something kids or hppy young athletic types do, to becoming an intrinsic part of our everyday urban commuter transport infrastructure.

Leaving it to the market to arrive at the optimum outcome is obviously not working in the interests of promoting cycling in Christchurch.

A large percentage of the people who could , would and should be cycling now are probably not cycling for the simple reason that they don't see themselves on mountain bikes and that there are no alternatives provided for those who want a more pragmatic and comfortable cycling experience. Even people working in the industry don't seem to to have much awareness of the developments that are happening with commuter cycling in other countries.

An education campaign is needed to provide the potential cycling public with a range of choices to create the demand and facilitate the change from carbon burners to bicycles.

The Christchurch City Council could have a role in promoting a much wider range of bicycles to appeal to the wider public by hosting a Commuter Cycling Trade Fair to which foreign bicycle manufacturers could be invited from countries such as Japan, the Netherlands , Germany and China to make contact with local retailers.

A permanent display of various types of commuter cycles could be maintained somewhere in the central city to remind people of the possibilities that do exist that may help them to make the switch from car to bicycle.

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**Your Submission
(Cont'd)**

Pragmatics:

Gearing system. Internal 7 or 8 speed gearing systems

Lighting system. Internal hub dynamo systems with halogen lightening

Carrying devices: Baskets, front and back are a major improvement to make cycling pragmatic , enabling the carriage of shopping, books etc.

Folding bicycles. These have become well established in Japan and are very useful for those who want to maximise their freedom in central urban areas after having reached them by either car or on public transport such as bus or train.

Electric Power Assisted Bicycles.

Facilitate the carriage of bicycles on city public transport by the provision of racks on the outside of buses.

I realise that my views are likely to be controversial but judging from situation here it seems to me that an alternative view needs to be given.

Do you have any comments on groups of activities (The activities and services the Council provides?)

Do you have any other comments or suggestions you want to make?