

**Submissions on the
Draft Christchurch Transport Plan**

**Heard Submissions
for
Friday 28 September 2012**

**DRAFT CHRISTCHURCH TRANSPORT PLAN
WHO WISH TO BE HEARD**

FRIDAY 28 SEPTEMBER 2012 SCHEDULE

Time	Submission No	Submitter	Page No
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9:10 AM	0159	Executive Committee of Canterbury Hospitals' Medical Staff Association (CHMSA)	9
9:15 AM			
9:20 AM	0181	SPOKES Canterbury Cyclists Association	13
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9:50 AM	0154	Christchurch Coastal Pathway Group (CCPG)	45
9:55 AM			
10:00 AM	0229	Disability Advisory Group	49
10:05 AM			
10:10 AM	0152	Energy Efficiency and Conservation Authority	57
10:15 AM			
10:20 AM	0170	New Zealand Automobile Association Inc	61
10:25 AM			
10:30 AM		MORNING TEA	
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10:40 AM		MORNING TEA	
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**Submissions on the
Draft Christchurch Transport Plan**

No Longer Being Heard Submissions

Friday 28 September 2012

**DRAFT CHRISTCHURCH TRANSPORT PLAN
NO LONGER BEING HEARD**

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Draft Christchurch Transport Plan 2012 - 2042

Qualitative Assessment of Submissions and Staff Recommendations

Council Hearings Panel

28 September 2012



Prepared by the Transport Team, Strategy and Planning Group,
Christchurch City Council

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1. Introduction

The draft Plan has been developed within a multi party planning environment alongside a number of inter-related transport planning and strategy development processes, some of which are statutory. Specifically these are the statutory Regional Public Transport Plan 2012 (Environment Canterbury), a Greater Christchurch Transport Statement (led by the Urban Development Strategy partners, CIAL, LPC and Kiwirail), and further detailing of a Central Christchurch transport system to enable the delivery of the statutory Christchurch Central Recovery Plan (led by Canterbury Earthquake Recovery Authority and Christchurch Central Development Unit).

The draft Plan principles have both informed and been informed by these parallel planning processes. As a result, there are sections within the Draft Plan that are logical to amend to better reflect the emerging content of these initiatives. Specific actions and descriptions within the document need to be strengthened and some new actions added to the draft Plan to provide better alignment.

The development and eventual adoption of the above plans and strategies are taking place on a broadly parallel timeframe to the Plan, with both the Regional Public Transport Plan and Greater Christchurch Transport Statement expected to be adopted by the end of this calendar year, and consultation over a draft Central Christchurch Transport System expected to take place in early 2013, with Ministerial adoption anticipated in the first quarter of 2013.

Submissions, analysis and Consultation process

The Draft Christchurch Transport Plan was open for public comment between 18 July 2012 and 23 August 2012. The consultation was publicly notified in The Press and other local print publications. Five drop in sessions, promoted in The Press and other local publications, were held in July and August 2012. The public were able to make submissions through the Council Have Your Say web page, via email or by mail. Submission forms with specific questions (Appendix 2) were available for providing feedback to the Council. Wider comments were also received by email and letter. All of the submissions received are contained in Volume 1.

A total of 240 submissions were received from the public consultation process. The submissions were made up of:

Individuals	193
Resident's associations	5
Special interest groups	14
Commercial	17
Community Boards	4
Government organisations	7

Total submissions	240
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Of the total submitters, 59 requested to speak to their submissions to the Hearings Panel. Public hearings will be held on the 28 Sept in the Council Chambers.

Two types of submissions were received, 'Have your Say' form submissions which included pre-set questions (Appendix 2) and freeform submissions (letters or email comments):

- 134 submissions used the 'Have your Say' form. The submission forms have provided information which has been analysed to give an indication of the level of support for each section of the plan, this information has been presented in bar graphs throughout this report.
- 106 freeform submissions (general letters or comments), were received. The freeform submissions were analysed by separating each submission into discrete comments. The analysis of the submissions has been based on the quality of comment rather than the number of submitters taking a particular position.
- They were then coded by relevant plan sections and topics into a spreadsheet. There were 14 topics coded (vision, road network, freight network, cycle network, walking network, public transport network, safety, parking, integration with land use, environment/health, implementation, funding, other information, Central City). A summary of each topic is provided in this report, indicating where there was overall support, areas of concern and recommendations made.

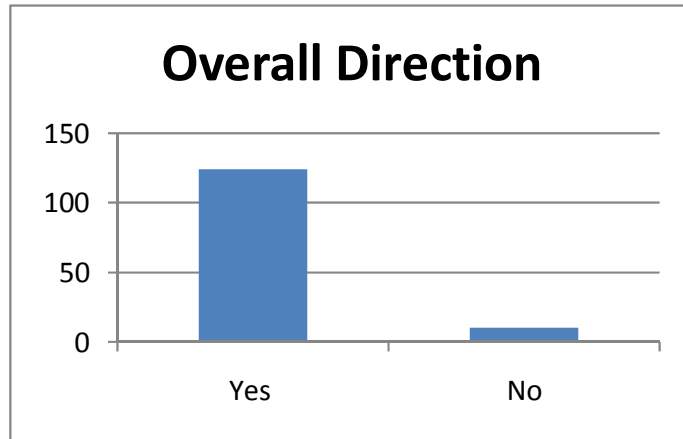
Several of the submissions included comments on the Central City transport elements (such as one ways, bus interchange and the slow core) and the bus services (frequency, routes, transfers etc). The relevant comments have been forwarded to the Central City Development Unit and ECan.

2. Overview of responses

Overall response on the Draft Plan

The overall response to the plan has been very positive in respect to the number of submissions received and the quality of comments received. The analysis of the submission forms showed that the majority of submitters (124) agreed with the overall direction of the draft Plan, Graph 2.1. The freeform submissions were also all in strong support of the overall direction. The responses received provide a clear indication of how important transport is to the people of Christchurch.

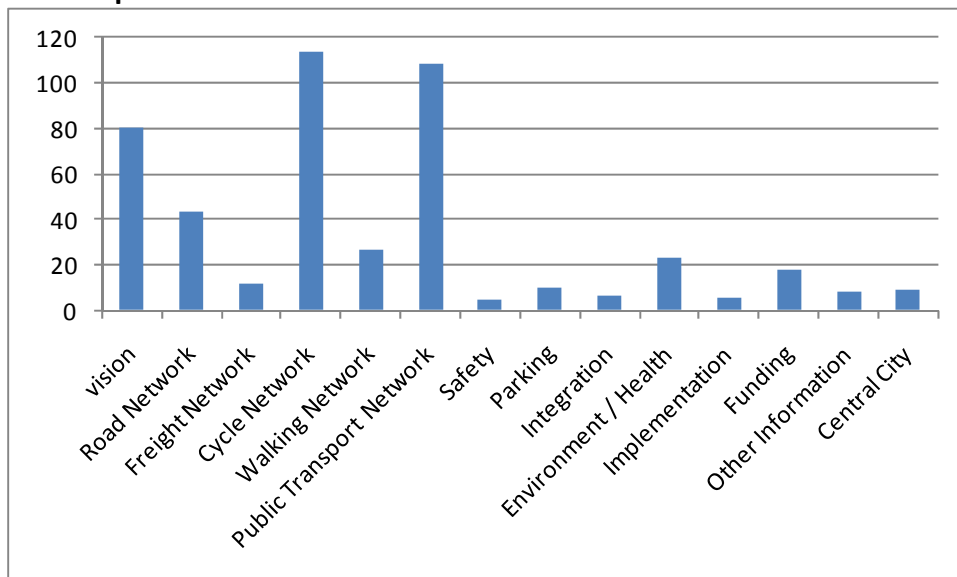
Graph 2.1. Q1: Overall, do you support the direction of the draft Christchurch Transport Plan?



Main submission themes

The analysis of question 7 and 8 in the submission form illustrates the themes which were most commonly commented. These themes are illustrated in Graph 2.2.

**Graph 2.2: Q7: What are the best aspects of the draft Christchurch Transport Plan?
Q8: What are the aspects of the Draft Christchurch Transport Plan that need the most improvement?**



The four most common themes were the cycle, public transport and road networks and the vision. Comments from both the freeform and form submissions on these themes include:

- Strong support for the vision, goals, challenges and networks proposed, with a desire to see those reflected more clearly in the implementation plan.
- Strong support for ‘making Christchurch a cycling city’ by providing safe, direct and continuous routes, designed to encourage new people to cycle.

- Support for quality public transport infrastructure and improved public transport services by working with ECan. Clarity on how the Council will support the recovery of public transport in the short term.
- Significant comments for the Plan to include further clarity around the level of funding available and which projects will be implemented and prioritised in the short term.
- Several suggestions that the draft Plan is more of a Strategy.
- Submissions ask for a strong commitment by Council to implement active travel projects in the short term by securing funding in the Long Term Plan.

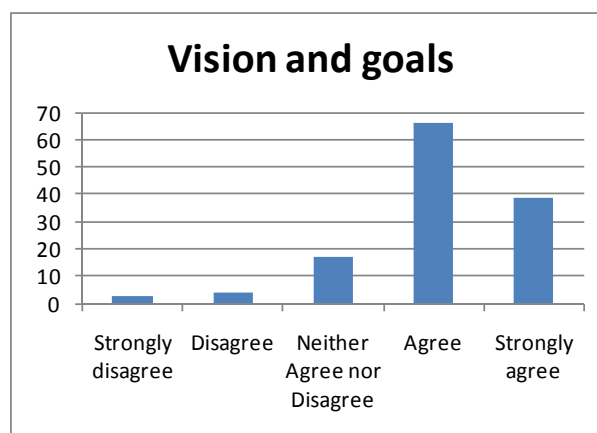
3. Summary and Review of submissions

Vision, Goals and Outcomes

Overall response for the vision and goals

Question 2 on the submission form asked submitters ‘how much do you agree or disagree with the 30 year vision and goals for the transport system in Christchurch?’ Of the form submissions received the majority either agreed or strongly agreed (105) with the vision, goals and outcomes of the draft Plan, Graph 3.1.

Graph 3.1. Q2: How much do you agree or disagree with the 30 year vision and goals for the transport system in Christchurch?



The freeform submissions also supported the overall vision. The main comments included:

- Strong support for the vision, particularly the move towards active and public transport and encouragement to make this stronger by also seeking to minimise reliance on private vehicles.
- Strong support for Goals 1, 2 and 4.
- Goal 3 was seen as too narrow as it only focused on the role of freight movement and parking to support economic vitality. There were suggestions that the economic benefits of other modes should also be considered.
- Some submitters wanted to see a stronger commitment to implementation which they felt is not transparent in the implementation and funding sections of the document. They also pointed out that there was an

- opportunity to implement some of the planned actions during the rebuild phase at low cost, but time was limited to take advantage of this.
- There was support for the value of a single Council transport document and recognition of a clear alignment to Share an Idea and other CCC documents and the Regional Land Transport Strategy showing consistency across Christchurch.
 - There were a number of comments that the Plan appeared to be more of a Strategy and that a more detailed action plan should be produced, in conjunction with the Long Term Plan process.
 - 'The draft CTP sets a vision with goals and outcomes and describes the general way in which CCC will take steps towards achieving them. We would therefore suggest that the document is renamed to Christchurch Transport Strategy and that it is supplemented in due course with an an action plan as an appendix that reflects LTP projects for the next ten years' prepared' (ECan)
 - 'Acknowledgement that NZTA and CCC's funding priorities will not always align. Suggests working with NZTA and other councils to agree an investment strategy.' (NZTA)
 - Encouragement to continue to involve the community in the implementation

Staff Recommendations:

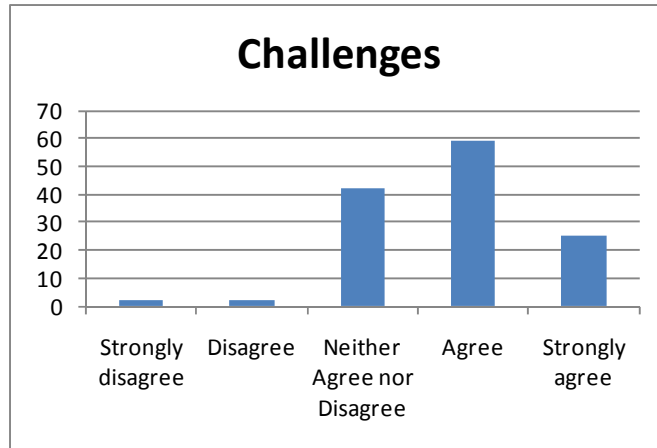
- Include stronger references in Goal 3 to the importance of and contributions to economic vitality from walking, cycling, tourism and public transport.
- Provide a stronger link between the early chapters of the document and the implementation plan to show how the vision will be implemented.
- Re-title the document as Christchurch Transport Strategy and provide clear explanation that this strategy will enable key actions for delivery through successive long terms plans and revised Government Policy Statements and priorities.
- Clarify council direction in support of the Regional Public Transport Plan (ECAN) on page 20'.
- Seek Council direction on funding and commitment to implementing actions for active travel (particularly cycling) in the short term in light of current government policy priorities.

Challenges

Overall response on the challenges

Question 3 on the submission form asked submitters, 'how much do you agree or disagree with the main challenges identified for the transport system in Christchurch? Comments on the challenges were received only on the form submissions. The majority agreed (59), with the challenges, Graph 3.2.

Graph 3.2. Q3: How much do you agree or disagree with the main challenges identified for the transport system in Christchurch?



There were some valid suggestions for minor improvements to this section including more information on peak oil and climate change, tools for the transition from green field to intensified land use patterns, and reassessment of the future projections on freight volumes¹

Staff Recommendations:

- Add information regarding the challenges of freight demand in line with projected freight movement figures identified through the Greater Christchurch Transport Statement, the South Island Freight Study being led by NZTA and planning being done by the Ministry of Transport.
- Add to the challenges of uncertainty around land use patterns – the challenge of transitioning from recovery (Greenfields being promoted) to intensification.
- Provide further content to discuss the wider context for climate change.
- Improve information around peak oil and its potential impact on the travel demands for the Christchurch transport system

¹ The freight assumptions in this plan are based on those contained in the Regional Land Transport Strategy. These figures have since been challenged and are being reviewed through the Greater Christchurch Transport Plan process.

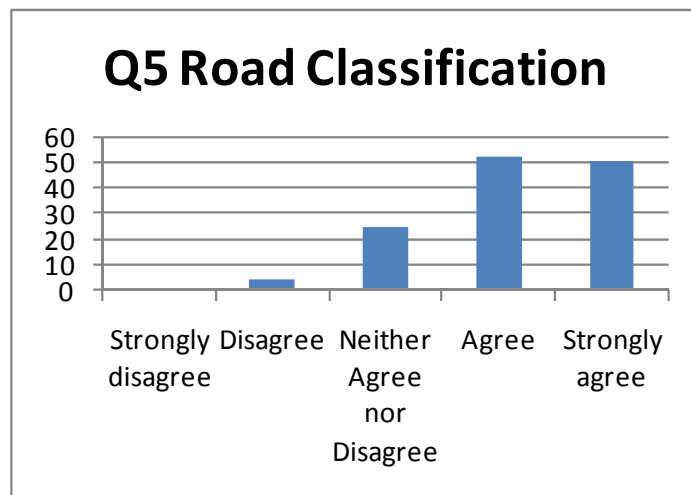
Goal 1: Improve Access and choice

Objective 1.1: Use the existing road network more efficiently

Overall response on road classification

Question 5 on the *submission form* asked submitters ‘how much do you agree or disagree with the introduction of a new road classification that aims to create roads and streets that will better cater for both people and vehicle movement?’ (graph 3.3). Of the submissions received the majority either agreed or strongly agreed (102), with the road classification, Graph 3.3.

Graph 3.3. Q3 How much do you agree or disagree with the introduction of a new road classification that aims to create roads and streets that will better cater for both people and vehicle movement?



There was also a very high level of support for the proposed new road classification system from the freeform submissions:

- Many submitters support the road classification and its ability to provide for:
 - safer residential neighbourhoods by removing traffic onto strategic and freight routes.
 - Encouragement for a move to public transport and active modes of travel.
 - Increasing the efficiency and safety of the network for all users, while acknowledging that the planning at locations where the different modes interact requires careful design.
- Ecan’s submission did raise one concern in relation to implementation of the road classification – “Our concern is that the district plan change process and the development of the prioritisation tool will slow down these urgent projects by a number of years’.

Staff Recommendations:

- Improve the clarity of the description of the proposed classification, particularly as the diagrams were difficult to read.
- Include an improved description of the proposed classification types. Move some of the technical information from the Appendix into the main document.

Objective 1.2: Balancing the Network

Strategic Roads network and freight network: Action 1.2.1

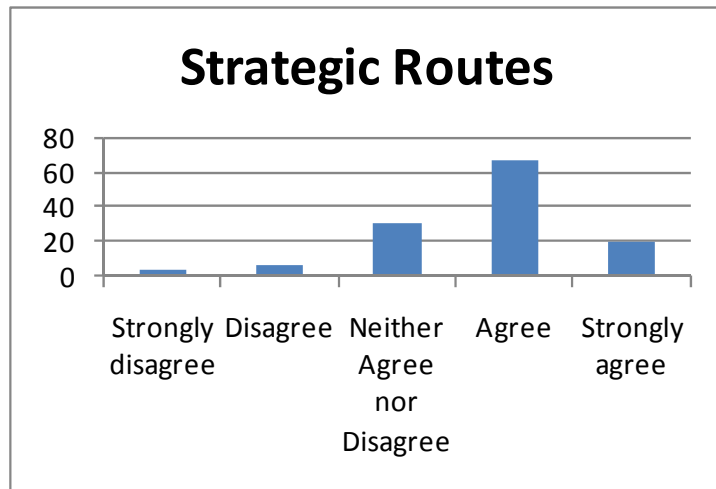
Overall response on strategic roads and road maintenance

Question 4 on the submission form asked submitters 'How much do you agree or disagree with the core routes identified on the proposed network maps for strategic roads, freight, public transport, cycling and walking?' In general, all of the core routes were supported. This is illustrated in Graphs 3.3 to 3.8.

In relation to strategic roads, of the form submissions received the majority agreed (67) with the core strategic routes identified on the network maps, Graph 3.3. The freeform submissions also indicated a high level support for the strategic road network, in particular:

- Submitters noted that the proposed strategic road network will support other modes by reducing traffic pressures on the rest of the network.
- Some submitters asked that rail be promoted for freight as much as possible, rather than roads.
- Specific comments about the need to manage congestion on existing routes better, particularly by promoting public and active transport to remove car trips from these strategic routes.
- Providing more detail explanation about the 'One Network' approach and clearer explanation of how the networks will be integrated.
- Highlighting that road maintenance is important not just for cars, but is also very important for pedestrians and cyclists as it covers maintenance of the full road reserve including footpaths and cycle lanes.

Graph 3.3: Q4: How much do you agree or disagree with the core routes identified on the proposed network maps for strategic roads?

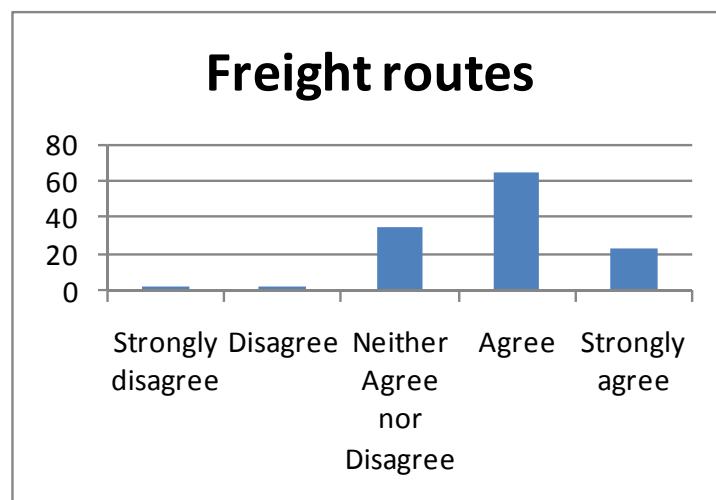


- Staff Recommendations:*
- Under Objective 1.2, explain the 'One Network' approach more clearly. The proposed changes are outline on page 35 of this document (Alignment with other strategies and plans).
 - Widen the purpose of road maintenance to providing a safe environment for pedestrians, cyclists and other road users.
 - In Objective 1.2. Clearly define what is meant by the strategic road and freight networks.

Overall response on freight network

Overall there was support for strategic freight routes. Of the form submissions received the majority agreed (64), with the core freight routes identified on the network maps, Graph 3.5.

Graph 3.5. Q4: How much do you agree or disagree with the core routes identified on the proposed network maps for freight?



The freeform submissions also indicated support for the proposed freight routes. In particular there is support for:

- Integrated road and rail freight routes to the airport, port and city (not through neighbourhoods) as a key short term priority to contribute to the regional economy and to reduce conflict between freight, cycling and pedestrians. Appropriate signage should support these routes.
- Improving the management of freight away from local communities (e.g. Halswell, by directing trucks onto the State highway). To do this more signage and regulation may be required.
- Reopening Evans Pass was identified as a priority,
- An alternative freight route the Port to reduce freight on Norwich Quay.

Through the submissions there were some suggestions for freight network changes:

- A different approach for improving freight reliability. Two contrasting approaches were suggested, to either reduce freight demand or to provide more local freight routes.
 - Road Transport Association suggested (RTA) a hierarchy of freight routes: Large freight (to port / SH), medium freight (to industry) and low freight (product to market) for each have greater consideration of freight access.
 - RTA suggested that other local freight routes be proposed to link the airport and Port to the Central City- Cranford Street, Harewood Road.
 - Routes to improve freight journey times were questioned by some as not the best way to support the economy. Instead there is a need to reduce freight demand by shifting our local economy from primary production to high-value products, encourage less packaging, reuse and repair of goods.
- CIAL supported the proposed future freight route behind the airport. The Victorian Neighbourhood Association did not support the airport by-pass because they feel it is a Nationally funded project and not a local funding.
- The Lyttelton Community Board suggested designating the inner harbour road and Gebbies Pass as an 'interim freight supporting route' and investigate a new road/rail freight only tunnel Heathcote to Te Awaparahi Bay.
- Provide a good intersection at QE2 and future Northern arterial and an additional crossing of the Waimakariri river.

Staff Recommendations:

- That the proposed freight routes remain as in the draft; and that the local freight management plans include text to clarify how local access issues will be provided for and managed.
- That the draft freight network and freight management actions be reviewed to ensure appropriate alignment to the work focusing on freight through the Greater Christchurch Transport statement and national South Island Freight Study. Further discussion on this is found on page 35 of this document (Alignment with other strategies and plans).

Making Christchurch a cycle city

Overall response for 'Making Christchurch a cycling city'

The approach for cycling generated the most submission comments. The responses volume and type mirrors the feedback received through the Council's previous Share an Idea consultation.

Overall there is significant support for the goal of 'making Christchurch a cycling city'. Sixty nine freeform comments were made on the overall goal for cycling with the majority being supportive of the current proposals in the Plan. Thirty four of these submissions on the vision took on a form letter approach through templates generated from Spokes. These contained similar comments supporting the overall vision and a range of individual specific comments. Specific comments in support of the overall goal include:

- To support people to start cycling Christchurch needs a connected city wide cycle network, which is comprehensive, connected, convenient and contains a range of facilities such as: neighbourhood greenways, bicycle boulevards, riverside routes, separated cycle paths, cycle paths and cycle lanes. This is supported by cycle parking and services such as bike libraries², integration to public transport, ciclovias³, cycle events, encouragement of cycle based freight movement.
- A principle that Cycle infrastructure is safe enough for children (8 yr +) to ride everywhere on. Add in that all major cycleways will be safe enough that parents of 8 year olds will be confident to let their children use these facilities (a 'Safe Design' test).
- A suggestion that the journey distances included in the draft in regards to cycling are too low and that Journeys of *up to* 10 km are ideal for cycling.

There were also suggestions to strengthen the approach with a vision for a 'city of cycles' recognising that Christchurch has the potential to be one of the most cycle friendly cities in New Zealand and stronger references to increasing cycling safety and better recognition of the benefits of cycling to physical and mental health, the environment, the economy and how it can contribute to network efficiency.

Although there was overall support for the proposals for the provision of cycling in the Plan, there were some alternative suggestions that are worth noting:

- Capitalise on maintenance rather than building specific infrastructure. Cycling just needs a clean road surface, the emphasis should be on making cycling safer.
- Cycleways were adequately located pre quake, and should initially be re-established where they are, but with proper maintenance and monitoring. Future demand patterns would indicate if changes are needed.
- Investment needs to be focused on commuters. Cycle lanes on the Avon River and within the four avenues will only encourage use by tourists.
- Extensive cycle lanes with separation should be built on arterials.

² Bike Libraries are commercial or public bike lending schemes.

³ Ciclovias - closing of city streets to vehicles for the enjoyment of cyclists and public alike.

- Lobby government to remove mandatory cycle helmet law and oppose any move towards mandatory high visibility clothing

There was a large number of submissions that strongly encouraged Council to prioritise, fund and implement cycling measures now and through the rebuild. Some suggest cycling should take priority over road building, other suggestions are:

- In the past cycling and walking strategies have been inadequately funded and not implemented. This means that Christchurch currently falls well short of its cycling potential.
- Cycle lanes and paths are the first cheap steps to re-establishing transport, build them first.
- Get better facilities as part of the rebuild. The implication from the discussion on P 71 is that no gains are likely for cycling and walking for the next 30 years.
- Build a strong business case for walking and cycling, including an appendix of economic benefits.
- Set a 15% aspirational target to align with cities such as Berlin.
- Set clear milestones in the plan and make sure the statements lead to action.
- Consider cycling as a priority in planning and funding of the 'new' Christchurch.
- Statutory requirements through the District Plan to ensure that pedestrian and cycle links are adequately provided on new road infrastructure.

There was also strong call for community involvement in further development of the cycling actions and networks:

- Requests to work with Christchurch's large cycling community who want to be involved in the development of the vision for cycling.
- Create a community led and supported change implemented by a mayor or champion through open and transparent process (e.g. San Luis Obispo, California).
- Take an approach similar to (www.8-80cities.org) and create a culture and provide well designed facilities for people of all ages, abilities and economic status that will encourage people choose to ride safely all over the city.

Staff Recommendations:

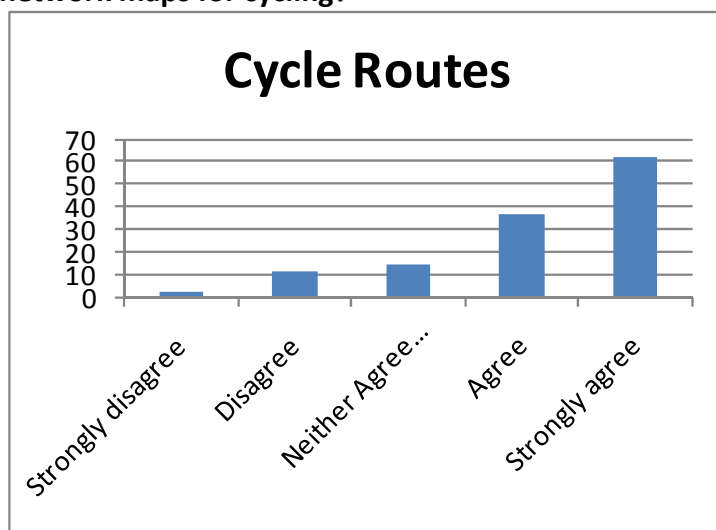
- Develop a business case for cycling and walking as one of the first implementation actions to support future funding applications. Include benefit/ cost analysis for cycling and walking in Christchurch.
- Strengthen the community involvement by establishing a 'cycling and walking community advisory group'.
- Consider including in the vision the phrase 'city of cycles'.
- Provide clarity in the Plan on the types of infrastructure that may be found on major, local and recreational cycleways.
- Change the wording in the plan from "Journeys of 1-5 km are ideal for cycling" to "Journeys of 1-10 km are ideal for cycling.."
- Add a principle that cycle infrastructure should cater for different users and that all cycleways should be safe enough for children (10yr +) to ride on. This age is recommended because it aligns with the delivery of the cycle safe education programme in schools.
- Include more information on the benefits of cycling.

Cycle Network: Action 1.2.2

Overall response for the cycle network: Action 1.2.2

In relation to cycle routes, the majority of submitters strongly agreed (64) with the routes identified on the network maps, Graph 3.7.

Graph 3.7 How much do you agree or disagree with the core routes identified on the proposed network maps for cycling?



Submission comments were received on all aspects of the cycle network. The comments have been broken down into the following topics: major cycleways, local cycleways, recreational cycleways and the design of cycleways.

Overall response on major cycleways

Overall 42 comments were made on the proposed major cycleways. Thirty four of these supported the Plan proposal and indicated that major cycleways are one of the most important aspects of the draft Plan. There is general support for the major cycleways proposed in the plan, specifically there was agreement that:

- Major cycleways should be well connected to a wider network of cycling routes.
- There needs to be forward planning and protection of cycle routes and integration with public transport.
- Quality of design to improve safety and efficiency should include physical separation from vehicles, widths should expand as more people take up cycling (Dutch is for 3m), continuous routes and run of green lights similar to roads; slower vehicle speeds on priority routes
- Cycleways can take shape as Greenways e.g. A Papanui to City cycle route using Grassmere, Rutland – Durham Streets (extend to Springfield road and Durham Street).

Some comments noted some concerns with the proposal of major cycleways:

- The major cycleways are often on main roads. Instead of putting money into these roads, cycle traffic needs to be directed to nearby quieter streets and money directed to making these safer.
- Cycleways should serve the main business areas, schools, parks, libraries, recreation centres rather than just the Key Activity Centres.
- Major cycleways should re-establish where the existing on-road cycle lanes cycleways are, but with improved maintenance and monitoring. There is concern that flagship routes would be at the expense of the wider cycle network. Flagship cycleways will cost 10 times more than painted cycle lanes (e.g. 20km flagship vs 200km cycle lanes).
- KiwiRail would like to work through its concerns about the indication of a cycleway on the Main South Line. This part of the rail network is more sensitive to dual use than others with lots of shunting activity and expected freight growth. KiwiRail are keen to work with the Council about the feasibility of including cycleways on unused corridors or where operationally feasible.
- Analysis is needed of existing cycle demand and future planning decisions and detail information about routes.

A question within the draft CTP ask the public where the major cycle routes should be located. The following are route suggestions from the submitters:

- Orbital routes: the proposed major cycleways in the Plan are primarily radial into the central city and do not reflect where demand is. Orbital routes are supported for the bottom of the Port Hills (Taitapu, Halswell, Cashmere to Heathcote and Sumner on Centaurus Road); Belfast to Airport and Hornby and South –West area; Ferrymead to Linwood and on to Shirley; and the estuary edge to Bottle Lake forest.
- North east into the centre of town: Central City through Shirley, Marshlands road to Kaipoi ; Shirley to City route which connects to the Avon River route (following Slater Street). Also extend the northern cycleway further north from Tuckers Road.
- University: City to Riccarton to University to McLeans Island.
- Sumner to City on Ferry Road not Linwood Avenue.
- Selwyn District Council advise that the link between Rolleston and Templeton should not be a recreational facility, this should be a commuter link (major cycleway) to link key activity centres.
- Coastal Path may require both a recreation and separated cycle commuter route.
- Avon River route should include dual use facilities (walk and cycle), away from busy roads, and increased number of footbridges.
- Several submitters suggested that the priority corridors should be: Avon River, Coastal Pathway (and Sumner to City), Centaurus Road, South Brighton to Bottle Lake, University route.

Staff Recommendations:

- Stronger links between the design of major cycleways and Safety.
- Include more information on the f the expected quality of major cycleway design and the role of the flagship cycleways. However, the detailed design of cycleways will be agreed through the development of 'cycle design guidelines'.
- Add additional routes to the major cycleways map: outer orbital route, north east route, bottle lake route, Centaurus road route, extend the uni route to Mcleans island. Change the Templeton to Hornby to a local cycleway rather than recreational.
- Include a statement on early planning and protection of major cycleway corridors.
- Further planning work should be done with engagement from the community to identify actual routes, design and designate routes. This work should be supported with analysis of current and future cycle demand. Include this analysis in the Appendix of the final document.
- Work with KiwiRail on the feasibility of the Main South Line for a major cycleway.

Overall response on local cycleways- shared paths and cycle lanes

Overall there were 11 comments around local cycleways, shared paths and cycle lanes. There is general support for the proposal for cycleways in the Plan with most submitters putting in suggestions of their own. The comments represents a wide range of somewhat contradictory views:

- Provide less cycle lanes, but where they are present, make them wider, continuous, coloured, well marked, signage, no parking, swept and maintained.
- Remove shared paths.
- Remove cycle lanes that are incomplete and switch between riding on an a separated lane to an unmarked road, ones with varying widths, ones which stop before junctions or force cyclists to cross a road.
- Remove cycle lanes from main roads as they give a confusing message of road sharing. Need bridges and underpasses under main roads. Not having to engage in road rules with traffic would encourage commuting and children cycling.
- Cycle lanes should be on all main roads as greater accidents occur on these roads, they are direct, and have priority at intersections.
- A slow core within communities that extends into schools- cycle zones where children can safely cycle to school.
- Safety, mobility and vulnerable user audit on all infrastructure.
- Safe local routes to linking the hospital to the East and West.
- Local cycleways between new subdivisions and local commercial areas (Riccarton / Wigram ward) to improve connectivity of growth areas.

There is also some concerns around shared paths.

- The use and design of shared paths needs to be considered carefully. They can create danger from driveways and disadvantages cyclist at intersections. The speed of commuter cyclists is inappropriate to mix with pedestrians and wheelchair users. Shared paths can create conflict with older people and

wheelchair users. By confusing some footpaths with cycle ways could lead to a *culture* of footpath use by cyclists on non-designated footpaths. There are laws against cycling on footpaths for a reason. Shared paths appropriate along rail corridors. Encourage use of bells.

Staff Recommendations:

- Further clarity is provided around the design of local cycleways, especially for shared paths and safety issues for other users. The wording of the CTP should be amended to give a clearer picture of the expected quality of local cycleway design and safety issues. The detailed design of cycleways will be agreed through the 'cycle design guidelines'.
- Additional text / routes be added for:
 - Links between new subdivisions and local commercial areas to improve connectivity of growth areas.
 - School routes – shared paths and safety on strategic roads.

Overall response on recreational cycleways

Overall there were 8 comments in support for recreational cycleways. Two main areas of concern were noted around design and connections to McLeans Forest.

Overall there is general support for recreational cycleways routes, especially:

- Avon River, Heathcote and coastal pathway routes.
- Railway lines.
- McLeans Island route: need safe crossing of Russley Road to Ryans Rd.
- Kaipoi: extend the northern rail path.
- Southern Motorway – but it needs to be linked to wider network.

Several suggestions about the recreational network include:

- Include additional routes:
 - base of Port Hills.
 - Ferrymead to Brighton via oxidation ponds.
 - Dyers Pass.
 - Improve existing Hagley Park routes (widen and resurface).
- Ensure the widths of path are accessible by wheelchair and disability hand cycles.
- A concern was identified by Sewlyn District Council regarding connections from their district to the McLeans Forest recreational route as there is no reciprocal link planned for Selwyn. Selwyn is planning a connection to the proposed Waimakariri Regional Park and pathways running alongside the river upstream to the Waimakariri George and beyond; and connecting this facility to West Melton and Rolleston.
- Further concerns were submitted regarding the safety issues associated with narrow roads along the long bays recreation routes in the Banks Peninsula.

There were several submissions regarding the Coastal Pathway. This information has been forwarded to the Coastal Pathway project for review. There will be a need for

integrated planning on this project, but the specifics are not being considered through this draft transport plan.

Staff Recommendations:

- Wording of the CTP is amended to give a clearer picture of the expected design, safety and quality of recreational cycleways. The detailed design of cycleways will be agreed through the 'cycle design guidelines'.
- Include changes to the network (Map changes):
 - Extend the Hornby rail route to make it continuous from city centre to Riccarton rather than a gap between these.
 - Change the Templeton to Hornby link as local rather than recreational cycleway.
 - Identify the Coastal Pathway as a recreational route alongside the Sumner to City cycle route.
 - Identify the base of Port Hills route both as a major and recreational route.

Overall response on design of cycleways

There are a significant number of comments and recommendations on the specific design of cycleways, with general support for more consistent cycleway design standards and different standards for the different types of cyclists.

Cycle lanes:

- Cycle lanes should be wider (2m minimum), continuously formed, coloured, well marked, signage, no parking, swept, maintained and avoid tram tracks.
- The location of cycle lanes to left of parked cars needs to be carefully considered.
- Best practice would be to remove all parking and for a physical barrier to be placed between the bicycle lane and car traffic.
- Safety and vulnerable user audits: further consideration of how the design of cycleways, walkways and shared surfaces may affect vulnerable users, as well as people who are blind or partially sighted (RNZFB). Safety, mobility and vulnerable user audit on all new infrastructure
- Intersections and crossings: treatments at crossings, sideroads, intersections is important, especially to increase the visibility of cyclists to drivers.

Shared Paths:

- The design is important, they need to be wide enough to safely accommodate both walking and cycling. Hagley Park examples are too narrow. Good design examples include Sumner promenade, Napier boardwalk, Airlie beach boardwalk and Brisbane river path. Shared paths to local schools may be appropriate in consultation with school communities

Quiet streets:

- Traffic calming should be used in preference to cycle lanes to make streets pleasant environments for everybody (pedestrians first, then cyclists, then motor vehicles). Removal of footpaths and use of tactile pavers for the entire street could also be considered for some places, e.g. cul-de-sacs. Concern raised that road narrowing could be dangerous to cyclists.

Major cycleways:

- Separation on arterial routes that offers direct connections and wide (minimum 4 m) lanes to accommodate increased cycle numbers.
 - Examples from Vienna (shared paths), Madison, Wisconsin (bicycle parking), Holland and Denmark (separated paths). Christchurch rail trail.
 - Should provide direct routes to destinations with separation on arterials. Current cycle lanes do not provide enough separation to encourage new people to cycle. Separation is critical to success of the network, especially at intersections. Position separated routes between parking and the footpath. There were design issues from Pultney Street in Adelaide, which was removed after a few months. 4 m wide minimum.
 - Good crossing points and traffic lights to give cyclists priority and an uninterrupted journey.
- Easy transfer from car to bus to cycle or walking. Integrate with any future passenger rail so that trains can carry bikes. Consider a cycle taxi to Lyttelton
- Directness and ease of navigation, smooth surfaces, 4m wide (2m each way). Off road where possible.
- Design for increases in electric and cargo bikes. Passive surveillance and interaction with local businesses are important.

Parking:

- is the biggest barrier to commuter cycling. Reallocate street parking in some instances to give space for cycling on main routes.

Staff Recommendations:

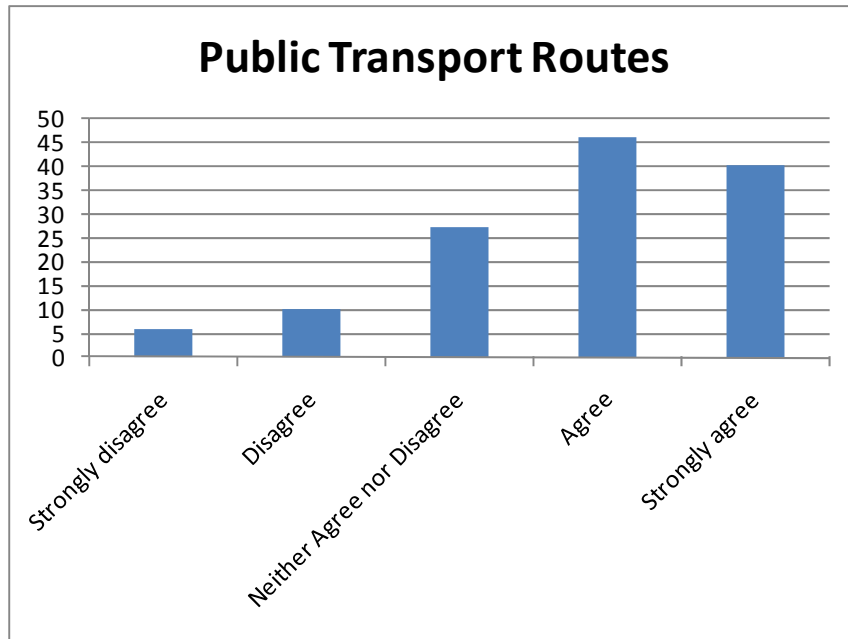
- All comments on design should be considered further through the development of the 'cycle design guidelines'. This should include the appropriate use of shared paths, cycle lane widths and use of separation.

Public Transport Network

Overall response for the public transport network: Action 1.2.3

In relation to public transport network, of the form submissions received the majority either agreed or strongly agreed (86), with the core public transport routes identified on the network maps, Graph 3.6.

Graph 3.6. Q4: How much do you agree or disagree with the core routes identified on the proposed network maps for public transport?



This trend was similar in the freeform submissions. A number of specific comments were made in relation to public transport infrastructure, including:

- Most submitters were concerned about the quality of the infrastructure provided and wanted better quality, well designed facilities including separated bus priority lanes to promote more reliable bus times, real time information, safe and accessible bus stops/shelters/transfer hubs.
- Several submitters acknowledged a need for Council and Environment Canterbury to work together to align infrastructure and services, especially in the short term.
- There was also concern that Council funding was for a long term programme of infrastructure improvements rather than an immediate support for the urgent recovery of the public transport network following the earthquakes (NZTA, ECan and SDC).
 - CTP does not clearly articulate how it will address the urgent need to restore effective PT services' (NZTA)
 - 'we seek a greater commitment in the next three years to resolving an infrastructure deficit for public transport' (ECan)
- Integration with the walking and cycling networks was well supported based on the door-to-door journey people take (i.e. you never just use public transport in a journey).

Staff Recommendations:

- Add a paragraph to the Public Transport Network Action 1.2.3 (pages 38 & 39) covering the integration of public transport, walking and cycling networks, particularly highlighting the need for people to be able to access public transport from other modes.
- Review Action 1.2.3 Public Transport Network' in light of the final Regional Public Transport Plan (ECan) and the Central City Transport System (CCDU) to ensure appropriate alignment. This is further outlined on page 35 of this document (Alignment with other strategies and plans).

Overall response for Rapid Transit

Most submissions on this issue favoured a realistic, affordable, staged approach to implementing a rapid transit network by:

- focusing on short term improvements to the existing bus system
- planning for and protecting bus and rail corridors for future use.
- making better use of the existing rail network and trialling commuter services before any significant financial commitment to rail passenger services (either light or heavy rail).

Transparency around future investigations of public transport, especially rail, is important. In particular on the initial capital and the ongoing operational costs was, as well as the benefits of any proposal.

Rail was seen by its supporters as being faster, more fuel efficient, easier to use your time for work, cost effective and (for heavy rail) using existing infrastructure although no comments were made about potential conflicts between rail freight and passenger services. Bus supporters pointed out that buses were more flexible, could travel anywhere, were lower cost and could be implemented sooner.

There was support for integrating any rapid transit system with cycling and walking networks, including good access to stations and facilities like bicycle parking.

Staff Recommendations:

- Clarify the role of the Greater Christchurch Future Public Transport study which will be addressing many of these issues, including identifying potential future corridors for protection.
- Reflect a preference for an affordable, staged approach to developing a rapid transit network.

Overall response for park and ride

Eight submitters made positive comments on possible park and ride schemes:

- The need for good pedestrian and cycling access to public transport hubs, which need to be incorporated into the design of park and rides sites.
- Specific sites were identified, mainly to the north and west of the city.
- The introduction of park and ride sites should lead to a corresponding reduction in inner city car parking.
- The potential to identify park and ride sites in new subdivisions not currently served by buses.
- Make sure there is a sufficient catchment for each park and ride site, not just potential catchments based on events like rugby games.
- Consider the location of park and ride sites in the proposed Greater Christchurch Public Transport Network Study.

Staff Recommendations:

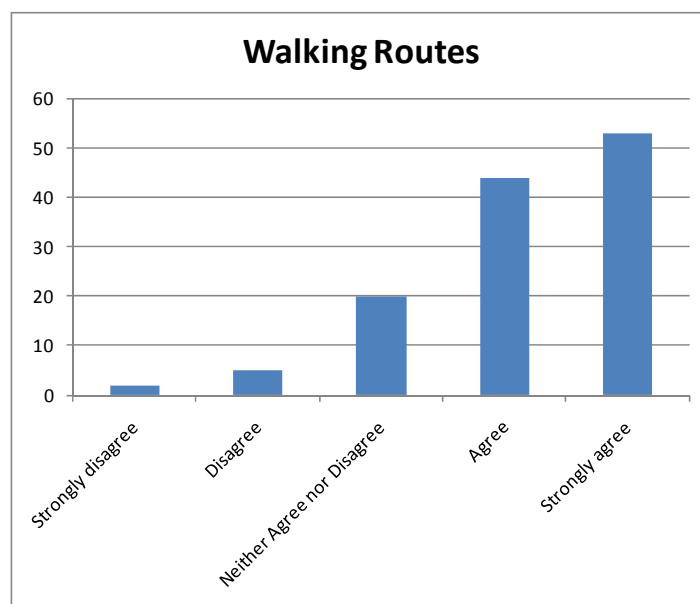
- Include a reference under the park and ride action that CCC is working with the UDS partners on Greater Christchurch Public Transport Network study which should consider the identification of potential park and ride sites.

Walking Network

Overall response for the Walking network: Action 1.2.4

In relation to walking routes, of the form submissions received the majority either strongly agreed or agreed (97), with the walking routes identified on the network maps, Graph 3.8.

Graph 3.8. Q4: How much do you agree or disagree with the core routes identified on the proposed network maps for walking?



Overall the freeform submissions gave strong support for development of attractive streetscapes for walking, areas of particular support include:

- Identifying walking routes for future corridor protection.
- Comments that making attractive safe walking routes will increase walking and cycling and take cars off the road.
- Support a network of greenways that connect to the central city.
- Strong support for pedestrian priority – particularly at signals.
- Very strong support for slower traffic speeds / slow cores in areas of pedestrian priority.
- Accessibility for mobility and visually impaired users is not specifically referenced in the goals. Request that an additional paragraph be included on P.23 outlining the importance of creating an accessible environment for mobility and visually impaired users of the transport environment.

There were some specific comments on creating attractive walking environments and suitable infrastructure, including:

Infrastructure design:

- Strong support for walking infrastructure that is designed (wide enough) for push chairs and mobility scooters.
- Call to review crossing signal times – considered too short.
- Streetscapes and amenity are important for walking.
- Call for better controlled crossing facilities where the pedestrian has audible and tactile information to guide when to cross and directional alignment before and during the crossing.
- Consideration of how the design of cycleways, walkways and shared surfaces affect vulnerable users, people who are blind and partially sighted.
- Specific request from the RNZFB to be involved in the design and auditing of footpaths in the City.

Walkable centres:

- Lyttelton / Herbert community board wants Lyttelton identified as Centre on the map.
- Akaroa/ Wairewa community board requests that small centres such as Banks Peninsula, be included as walkable centres.
- Some submitters supported Barn Dance crossings to emphasise a different environment for road users in centres.

Core Walking routes:

- Overall support for connected network with attractive connections to public transport.
- Walking routes that avoid freight and heavy traffic areas and crossings of busy roads.
- Extend walking attractors to include sports and community facilities.
- Call for wayfinding to be developed with signage that is accessible to blind and partially sighted people.
- Include the Head to Head walkway on the map.
- Coastal walkway to be accessible for disabled.

Local safety improvements:

- Christchurch City has an Access and Mobility policy which needs to be better implemented.
- Strong call for stakeholder (RNZFB) involvement in the design of infrastructure planning.
- Auditing of infrastructure needs to include measures for easily negotiated footpaths and reduced conflicts with other modes and other hazards such as cyclists, or even street furniture, outdoor café dining areas and delivery vehicles.

Staff Recommendations:

- Strengthen statements about access for all people and to the CCC Access and Mobility Policy.
- Additional paragraph be included on P.23 outlining the importance of creating an accessible environment for mobility and visually impaired users of the transport environment.
- Include a statement regarding the level of community involvement that can be expected in the development of walking design and streetscape plans.
- Clearer statement of what CCC means by “streetscapes” (including amenities such as trees, street furniture etc).
- Clearer statement of what pedestrian priority means and a cross reference to the road classification and place making.
- More explanation on Key Activity Centres and what the road classification will do for smaller centres.
- Identify that rural centres are “places” through the Road Classification.
- Identify how/ when CCC will incorporate slow speeds on pedestrian priority areas.

Objective 1.3 Deliver high quality information and education services

Overall response to Deliver high quality information and education services

The freeform submissions made a number of recommendations to deliver high quality information and education services, including:

- Strong support for promotions, events, information and education to support alternatives to single occupant vehicles and also to support the opening of new facilities and infrastructure such as new cycleways.
- Support for public and active transport modes should be strengthened by seeking to minimise the use of single occupant vehicles, although some submitters pointed out that the Plan should not ignore the predicted increasing general traffic growth.
- Reshaping travel demand provides not only environmental benefits but also provides better utilisation of existing infrastructure and services.
- There should be greater support for travel demand management throughout the document, not just in its specific section.

- Many specific examples of travel demand management activities were provided by submitters from car pooling through to high occupancy vehicle lanes, with several submitters recommending better wayfinding signage for users of public and active transport modes.

Staff Recommendations:

- Review Objective 1.3 Deliver high quality information and education services section in light of above comments, particularly strengthening the connections to other goals and objectives and the Greater Christchurch Travel Demand Management Strategy.

Goal 2: Create safe, healthy, liveable communities

Objective 2.1 Support Recovery

Overall response to supporting recovery

Many submitters noted the alignment between the draft Plan, Share an Idea and the Regional Land Transport Strategy. Improved alignment is suggested with the:

- CERA Recovery Strategy, ECan programmes and NZTA programmes. These documents should guide Local Authority programmes such as this one. Aligning the objectives and actions with those at a higher level will ensure that they occur at the right time and can be incorporated into other authorities' actions.
- Council should ensure the final version of the Plan refers to and is consistent with all government decisions and planning for Christchurch, including (but not limited to) the Christchurch Central Recovery Plan, and aligns with the Greater Christchurch Transport Statement as it is developed.
- NZTA identified that the Plan could be improved by more clearly demonstrating how its proposed approach aligns with the Government Policy Statement on Land Transport Funding.

Staff Recommendations:

- Update Goal 2 and the Strategic context section and with the latest guidance from the Greater Christchurch Transport Statement and the Central City Blueprint.
- Strengthen the Plan to demonstrate how the various transport partners are working together in the Greater Christchurch area. Proposed changes to the document to align with other strategies and plans is outlined on page 35 of this document.

Objective 2.2 Effective and integrated land-use policy and plans

Overall response with land use and transport integration

Effective and integrated transport and land use policy is seen as critical to the transport system's success and the desire to improve transport modal choice, both

for the Central City and new subdivisions. Many submitters requested that new subdivisions should be well planned and well designed, in accordance with Council guidelines (including this Plan) and make allowance for active transport and new/future public transport options. This includes links to facilities and transport networks outside the physical boundary of each subdivision. It also includes supporting mixed-use developments rather than dormitory suburbs to reduce the need for long trips. Some specific comments were made as follows:

- Support for Outline Development Plans and Integrated Traffic Assessments to ensure new subdivisions are designed in a coherent and comprehensive manner with surrounding areas, and to assess the impact on the strategic road and freight network.
- There should be stronger support for the Greater Christchurch Urban Development Strategy, Chapter 12A of the Regional Policy Statement and District Plan and the transition to intensified land use(consolidated urban form).
- There was concern that the Central City Recovery Plan has just been released and that it should be integrated with this Plan.
- RNZFB recommends clarity in the definition of "accessibility" to include the needs of those who are blind or partially sighted.

Staff Recommendations:

- Add reference to Brown Field development and intensification to the introduction (page 10) and to Objective 2.2
- Include in Objective 2.2 actions on how the Plan will transition from prioritising support for Greenfields (recovery) in the short term, towards prioritising Brownfield and intensified land use planning in the medium to long term to support consolidated land use form in the Regional Policy Statement and Urban Development Strategy.
- Improve clarity about proposed District Plan provisions and their links to the other regional documents mentioned above.

Objective 2.3: Safer Systems

Overall response for safer systems

The freeform analysis shows that overall there is strong support for increased investment in safety, in particular there are:

- Call for a stronger targets on safety and a flexible safety strategy that responds to the changing transport system.
- Support for investment in new and improved infrastructure for state highways and local roads that contribute to a safer transport network.

Speed environment:

- Call for slow traffic on local roads (30 or 40km/hr), reduce rat-running where necessary remove on-street parking to improve the environment for cycling, especially for local trips.
- Request that the default speed limit for urban environments should be 30km/hr.

- Support lower speeds and call for slower speeds to be implemented as part of the rebuild.
- Support slower traffic on local roads. Disagree with use of judder bars and street narrowing.
- Low speed zones in town centres with associated traffic calming to improve the environment for both cycling and walking.
- Strongly support neighbourhood greenways and slower streets, particularly around schools.

Safer Systems:

- Call for greater emphasis on the location of land use and transport. For example, siting of schools and high pedestrian areas on major freight routes puts both in conflict and the safety system method to deal with this is to reduce speeds in these areas.
- Greater consideration should be given for development and land use that is fit for purpose in the first place, so that safety and productivity can be maximized without these conflicts.
- Suggest expanding to include rail crossings as part of safer systems.
- Support education of road users but encourage this to include the needs of people with sensory disabilities.
- Support use of Audits for improving safety but request more stakeholder involvement.
- Request recognition of safety issues on rural roads and request better treatments of roadsides to improve.

Staff Recommendations:

- Consider the placement of a stronger statement about the contribution of slower speeds in appropriate places to improve safety for active travel in both the safety (action 2.3.1) and the active travel sections (actions 1.2.2 and 1.2.4).
- Consider how we can indicate that the road classification system will suggest different speeds (slower) for local roads especially in place function areas. Review action 2.3.1 to strengthen the link to the road classification.
- Cross reference improved safety as an outcome of undertaking Integrated Transport Assessments in Action 2.2.1. Update the text around influencing the location of developments so they are built in an appropriate locations.
- Specific reference to level rail crossing safety should be made in the draft Plan, so that all projects take the opportunity to consider addressing this specific safety issue as they are developed.

Goal 3: Support economic vitality

Overall response to Goal 3: Support economic vitality

There was general support for Goal 3, with submissions recommending change to:

- Broaden the economic vitality goal to consider the contribution all modes make to the economy and to recognise that transport can support tourism.
- Review growth assumptions so that they do not place constraints on economic growth (LPC supplied new data).
- Recognising the cruise ship terminal facilities have a large contribution to the Lyttelton and local economy.

Freight Reliability: Action 3.1.1

Overall response to freight reliability

There was broad agreement for freight journey reliability on designated freight routes. In the freeform submissions the main comments were:

- Improved operational efficiency of freight, and good maintenance and serviceability of local roads to provide access for freight.
- Routes to improve freight times were also questioned by some as not the best way to support the economy. Instead there is a need to reduce freight demand by shifting our local economy from primary production to high-value products, encourage less packaging, reuse and repair of goods.
- Include detail on how the freight actions will be implemented e.g. how to get freight to CBD.
- Broaden funding so that it is not just concentrated on dedicated routes.
- Suggestions that local funding for RoNs should follow the least expensive option.
- Prioritise rail over road freight movement.
- Investing more in public and active transport to reduce congestion and make freight movement easier where freight does have to use the roads.
- Increased emphasis on opportunities to make better use of the existing rail network with more effective utilisation of containers and rolling stock to move freight.
- Under take travel demand management to prioritise freight and reduce single occupancy cars to support freight efficiency.

Freight hubs: Action 3.1.2

Overall response for freight hubs

The freeform submissions had overall support for Freight hubs:

- Protecting freight hubs and establishing new hubs (pg 55).
- Appropriate road and rail servicing of freight hubs and nodes.
- Improved access to freight hubs on strategic freight routes.
- Protecting and establishing freight hubs (e.g. supporting IZone)
- Management of land use around hubs and routes
- Improve and enhance existing connections to the rail network around hubs

Submissions on some potential changes to the freight hubs actions include:

- Clarifying the role of the Port and limiting any proposed road classification changes or changes to road status around existing freight hubs.
- KiwiRail would be concerned to see any marked changes in road status around existing freight hubs in the city.
- Lyttelton Port is a major multi-modal hub. The LPC noted that there should be more in the Plan to note its significance and that further detail is needed on providing strategic direction on the retention and expansion of the Port's role as one of the key freight embarkation points in the region. KiwiRail support that the 'efficiency' and 'reliability' of the Port is identified in the Implementation section of the Plan; but notes that the draft Plan does not fully establish how transport linkages should be arrayed to maintain the Port's key role and function.
- The Lyttelton/Mt Herbert Community Board does not agree that a stronger district plan is needed to protect the Lyttelton port freight hub, especially if at the expense of Lyttelton residents' quality of life or the environmental quality of Lyttelton.

Staff Recommendations:

- Broaden 'Goal 3' to include other contributions to economic vitality including tourism, active travel, public transport and streetscape improvements.
- Add an action within the freight discussion to work with the Greater Christchurch partners to undertake an independent review of potential freight growth projections and update the challenges and freight section of the plan through further reiterations.
- Review 'Action 3.1.1. Freight reliability' to:
 - Expand the text on freight management plans to reflect the need for efficient local delivery of goods, to freight hubs and commercial centres.
 - Greater emphasis on movement of freight by rail and add reference to work with partners through the GCTS on improved connections to the rail network at freight hubs and more effective utilisation of rolling stock.
- Review Action 3.1.1 and 3.1.2 in light of the recent work on the Greater Christchurch Transport Statement. The role of the Greater Christchurch Transport Statement is outlined on page 35 of this document (Alignment with other strategies and plans).
- Review 'Action 3.1.2. Freight hubs' by:
 - In the text clarify the role of Lyttelton Port as one of the key freight embarkation points in the region. Recognise the port's significance, and the importance of retention and expansion of the port's role. Update text in objective 3.1 and Action 3.1.2 (pg 55) and in the implementation plan.
 - Add to 'Action 3.1.2: Freight hubs' with further clarity around how transport linkages will maintain the ports role and function.

Parking: Action 3.1.3

Overall response on parking

There were a number of specific comments from the freeform submission on parking, including:

- Overabundant supply of parking affects landscape
- Parking lots can be made green and attractive with colours and art. No more parking buildings.
- Car parking with well-located entry/exit points can reduce the dangers encountered when vehicles must cross footpaths and enter and exit roadways.
- A view that residential on street parking can help to slow traffic and encourage cycling and walking.
- More mobility parking spaces are required and the parking time allotted to mobility park needs to be lengthened. It would obviously take much longer for a person with disabilities to park in comparison to an able bodied person.
- Support for the reallocation of parking:
 - With roads free of on street parking valuable carriage way space is freed up for cycling, footpaths, bus lanes and the free flow of traffic.
 - Support reallocation of parking, however, the Plan should be amended to seek the on-going engagement of key stakeholders specifically emphasising that where on-street parking is removed to establish a priority corridor, an equivalent number of off-street parking spaces must be provided in a convenient location.
 - Support reallocation of parking - parking changes to remove parking on street.
- Pricing:
 - Pricing should be considered as a key funding mechanism.
 - Support parking pricing to discourage car driving overall.
 - Support for pricing as a way of discouraging cars from pedestrian areas.
- Specific comments about user pays:
 - Request a pricing mechanism that will ensure that the cost to build car parking is born by those who use it (e.g. Malls provide parking subsidised by retailers' rent. In the public realm, ratepayers should not be asked to subsidise parking.
 - Suggest parking policy changes to address the fact that parking is subsidised by people who do not use cars either through rates or through businesses charging for the cost of provided parking to all customers, regardless of how they travel.
 - Support pricing to reflect the true costs of the land and buildings required to accommodate parking.
- Parking Management
 - Strong support for parking management plans to support network improvements and residential areas.

- Support the need to change parking requirements in the District Plan.
- Parking management to consider access for local freight distribution.

Staff Recommendations:

- In Action 3.1.3 update text on parking management plans - Include content about better management and supply of parking for disabled people.
- Council consider including policy on the role of user pays principle for funding parking rather than rates.
- Council consider using parking pricing as a tool to help achieve greater public transport, cycling and walking uptake.

Goal 4: Create opportunities for environmental enhancements

Overall response on environmental enhancement

Submitters supported a stronger section on sustainability issues and also discussion about the role of sustainability in supporting economic resilience. Specific comments were made as follows:

- Green infrastructure will support the “Garden City” reputation and green corridors can provide a transport focus and deliver benefits for the local ecosystems.
- Oil price volatility will have an impact on predicted traffic and freight growth
- Greater support for alternative energy sources to reduce our dependence on fossil fuels, including electric bicycles, public bike hire, electric and hybrid vehicles including buses, sustainable biofuels.
- The potential impact of greenhouse gas emissions and oil prices and an increasing diversity in transport energy sources on economic resilience
- Future proof new infrastructure for new technology.
- Specific issues were identified in Lyttelton as emissions and poor quality stormwater runoff from roads leading to the sedimentation of the harbour.
- Should be considering climate change when building new infrastructure.
- More people walking and cycling will make us healthier.
- Public transport can also be considered an active mode with health benefits as it involves walking at either end.
- Health benefits of cycling may be offset by safety disbenefits of using unsafe infrastructure.

Staff Recommendations:

- Review Goal 4 to see if any areas need strengthening based on specific points raised.
- Consider the meaning of the term “resilience” in the Plan in light of the comments made about sustainability issues impacting economic resilience.

Implementation

Overall response for implementation

Most submissions on this topic wanted to see the short term focus move from roads to public transport, walking and cycling activities in line with the strategic direction given in the earlier sections of the document. The reasons given were:

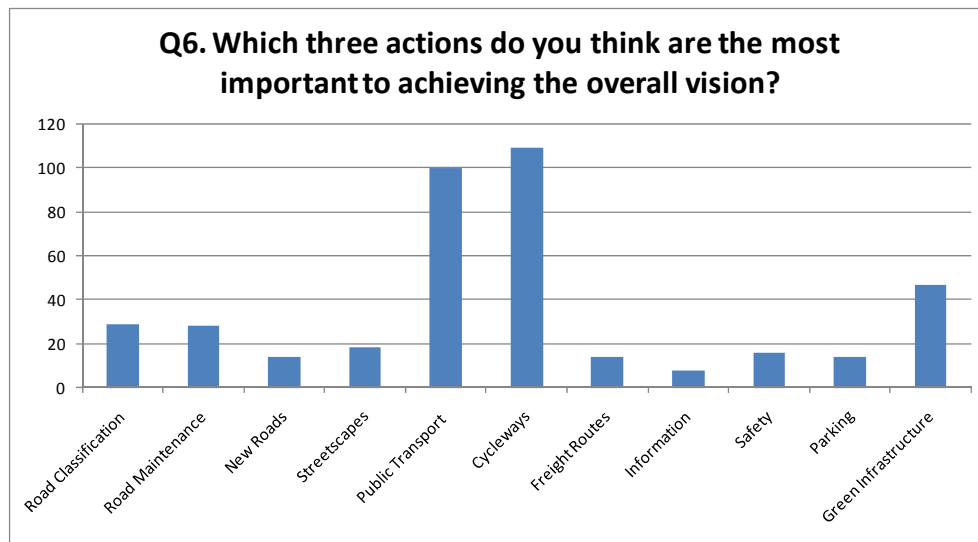
- Walking and cycling projects are cheaper and quickly implemented, with greater health and wellbeing benefits.
- the rebuild offers a cost effective opportunity to re-balance the network in favour of neglected modes such as walking and cycling, rather than rebuilding the car-based transport system we had previously.
- there is an opportunity to encourage mode shift while people are in a transitional state, moving house/jobs means learning new travel patterns.
- there are safety issues with the existing walking and cycling infrastructure.
- this is what the community wanted in Share an Idea.
- there is an urgent need to support the recovery of the public transport system.

Question 6 on the submission form asked submitters ‘Which three actions do you think are most important to achieving the overall vision?’ Of the submissions received the three most important actions identified were:

- Major cycle routes with a higher level of separation and safety
- Quality public transport infrastructure (bus stops and interchanges) and targeted priority measures (e.g. bus gates, bus lanes).
- Green infrastructure, increasing vehicle occupancy and investing in new technology.

The range of responses are illustrated in graph 3.9.

Graph 3.9 Which three actions do you think are the most important to achieving the overall vision?



Funding and Affordability

Overall response with funding and affordability

The comments under the implementation section had corresponding comments under the funding section, namely that the funding should be allocated to priorities identified in the earlier section of the document. There were also comments raising concern that the Council's funding priorities appeared to be overly influenced by the priorities of central government investment as set out in the Government Policy Statement on Land Transport Funding. Specific comments include:

- 'We recommend the use of a finer grain categorisation system to represent outline costs for different types of activities.' (ECan)
- 'Critical aspects of this plan need to be carefully evaluated and then prioritised to ensure affordable, timely results are achieved in an efficient managed way...This is especially so in regards to: delivered freight routes connections to Christchurch Roads of National Significance...development of road classification...CIAL working with UDS Partners.' (CIAL)
- 'Consider securing long term Council commitment to the plan as a critical to success' (IPENZ)
- 'Would like to see greater emphasis on value for money' (IPENZ)
- 'Think short term, medium term and long term reference to actions would be beneficial under each goal.' (IPENZ)
- 'The Plan does not aggressively 'drive the change' to active transport and public transport that is needed for Christchurch..' (Green Party of New Zealand)
- 'Need for more transportation studies of traffic, parking, network operation to give the Plan a satisfactory and robust basis' (NZAA)
- 'This draft plan suffers from a lack of objective performance measures and standards or levels of service and policies to be implemented and achieved in the future network' (NZAA)
- 'It would be helpful to have an economic assessment of the likely transportation maintenance and capital funding for the significant programmes selected in this Plan' (NZAA)

Other submissions included:

- Suggestion that a business case be prepared for active transport modes so that Council can compare the return on investment with other modes.
- Comments that projects such as parking buildings, new stadium and convention centre show that there is money being allocated to luxuries that could be directed to transport priorities.
- A view that the Roads of National Significance projects have distorted Council's funding allocation by requiring local complementary projects. Council's investment should follow the Plan's priorities even if these are different to Central Government's priorities.
- Consider other funding mechanisms like road and parking pricing.
- NZTA had a strong view on funding asking for greater detail on how Council expects to fund its implementation over the period of the Plan. They highlight the need to strike the right balance between investing for the future and optimising investment in the short term, particularly public transport.
- NZTA acknowledge that CCC funding priorities will not always align with theirs and suggest that Council work with NZTA to develop an agreed investment strategy.

Staff Recommendations:

- Rename the Christchurch Transport Strategy and develop a separate Implementation Plan to describe the priorities for implementation and funding and how these will be managed through the Long Term Plan process to provide a more detailed nine year action plan.
- Include text within the Strategy and the Implementation Plan to reflect how the Government Policy Statement affects the amount of government investment in the region, but that Council investment is determined through the publically consulted Long Term Plan process.
- As part of the process of developing an Implementation Plan, work with NZTA to develop a funding programme.

Additional comments

Central City and Bus Services

Submissions were received which relate directly to either the Central City (CCDU) or to Environment Canterbury on public transport services.

These comments, whilst not directly related to the scope of the draft Christchurch Transport Plan, have been broadly summarised, key points include:

- Recommendations and concern around recent changes to the bus services and quality of bus services in Christchurch.
- Comments specifically on Central City, particularly relating to conversion of the one-ways to two-ways, the green frame and parking issues.

Staff recommended changes

- Staff have and will pass all relevant submissions onto Environment Canterbury and CERA for consideration in the Regional Public Transport Plan, bus service route reviews and Blueprint transport chapter.

Document Standard

Staff note that within the document diagrams were hard to read and that the online documents may not be to NZ Government Web Standards, meaning blind/partially sighted people could not read them. Figure number 5.7 was out of sequence. This will be addressed in the final publication.

Alignment with other strategies and plans

The draft Plan should be updated to reflect recent changes in other multi-party strategies and plans.

The draft Plan has been developed alongside a number of inter-related transport planning and strategy development processes, some of which are statutory. Specifically these are the statutory Regional Public Transport Plan 2012 (Environment Canterbury), a Greater Christchurch Transport Statement (led by the Urban Development Strategy partners, CIAL, LPC and Kiwirail), and further detailing of a Central Christchurch transport system to enable the delivery of the statutory Christchurch Central Recovery Plan (led by CERA and Christchurch Central Development Unit).

The draft Plan principles have both informed and been informed by these parallel planning processes. As a result, there are sections within the Draft Plan that are logical to amend to better reflect the emerging content of these initiatives. Specific actions and descriptions within the document need to be strengthened and some new actions added to the draft Plan to provide better alignment.

The development and eventual adoption of the above plans and strategies are taking place on a broadly parallel timeframe to the Plan, with both the RPTP and Greater Christchurch Transport Statement expected to be adopted by the end of this calendar year, and consultation over a draft Central Christchurch Transport System expected to take place in early 2013, with Ministerial adoption anticipated in the first quarter of 2013.

The following changes to the Draft Plan would enable it to better reflect the likely content of these documents. Specific changes required to update the draft Plan in order to achieve improved alignment across these plans and strategies are:

Introduction

Include a section up front to reflect the various planning and strategy development processes and the relationship of these to the Plan.

Action 1.1.1 New Road Classification

Recommendation to adjust the description of the Road Classification to better clarify what the Plan means by the “place” function; stronger statements about the relationship between the road use classification categories and street design and speed; provide a clearer description of how the principles of the road use classification system have helped to identify a series of strategic networks for freight, strategic traffic, public transport, cycling and walking.

Action 1.1.2. Priority tool

Amend the name of this action and the discussion around it to explain better how the functionality and desired service levels to apply to the strategic networks will be reflected in the management and operation of the network through a Network Operating Framework, as well as inform priorities between competing modes on those sections of the network where strategic priorities overlap.

Objective 1.2 Balancing the network

The terminology of “one network” needs to be better articulated to describe how it can apply to the following:

- Providing improved travel choice by balancing the five strategic networks for better integration of all modes.
- Planning the networks with our strategic partners to ensure a seamless experience for transport system users.
- Managing the system with our partners as a single system.

Strategic and Freight network. Separate the descriptions of ‘strategic’ and ‘freight’ routes and define what CCC means in using this terminology.

The terms “one network” and “strategic” are used in other planning documents referred to above. Amendments are proposed to the draft Plan to provide better linkages and alignment across the documents, including consistent terminology.

Action 1.2.3 Public Transport Network

Update the content in line with the Regional Public Transport Plan and the related public transport dimension of the Central City transport system. Changes will reflect clarifying which routes will be protected as strategic public transport corridors, clarifying the links and facilities into the central city and the relationship with the city wide public transport network and necessary supporting infrastructure. It will better clarify the process for developing an attractive, flexible and growing role for a greater Christchurch public transport system in partnership with ECAN and the UDS partners, including the urgent recovery of the public transport system.

Action 2.1.1 Central city transport

This section needs to be reviewed in its entirety to ensure it can give effect to the Central Christchurch Recovery Plan. This will be undertaken in partnership with the Central Christchurch Development Unit (CCDU).

Action 3.1.1 Freight reliability

Action 3.1.2 Freight Hub

Changes to the content to better reflect the relationship with priority issues emerging from the Greater Christchurch Transport Statement (GCTS), which are likely to feature necessary actions around protecting a new future intermodal hub for the city and access to the Port of Lyttelton from the state highway / strategic freight network.

Appendices

Appendix 1: Submission Form

Submission Form

PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Wednesday 18 July 2012 – Thursday 23 August 2012. A public hearings process will follow.

It will help us if in your submission you:

- Refer to the specific chapter(s) (and goal if appropriate) of the Draft Transport Plan.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. The submissions may be posted electronically on the Council's website. Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there to be compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council's Communication's Consultation Team Leader, telephone 941 8999.

You may send us your submission:

On the internet

You may enter your submission using the form provided on the Council's website at www.ccc.govt.nz/HaveYourSay. Please follow all the instructions on the website.

By email

Please email your submission to CTP@ccc.govt.nz

Please make sure that your full name and address is included with your submission.

By mail

(no stamp is required) to:

Freepost 178
Draft Christchurch Transport Plan Submission
Christchurch City Council
PO Box 73012
Christchurch 8154

No anonymous submissions will be accepted. Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation.

Submissions must be received (NOT postmarked) at the Hereford Street Civic Offices no later than 5pm on Thursday 23 August 2012. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 53 Hereford Street.

Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. The hearings will be held during September/October 2012. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

TICK ONE

I do NOT wish to discuss my submission at the hearing, and ask that this written submission be considered

OR

I wish to discuss the main points in my written submission at the hearings to be held during September/October 2012

I am completing this submission: For myself On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent?

My submission refers to Chapter(s): Goal (if appropriate):

Your Name:

Organisation name (if applicable):

Organisation role (if applicable):

Contact Address:

Postcode:

Phone No (day): Phone No (evening):

Email (if applicable):

Signature: Date:

Submission Form

1. Overall, do you support the direction of the draft Christchurch Transport Plan?

Yes No

2. How much do you agree or disagree with the 30 year vision and goals for transport in Christchurch?

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

3. How much do you agree or disagree with the main challenges identified for the transport system in Christchurch? The challenges can be found in chapter 4 of the draft Plan.

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

4. How much do you agree or disagree with the core routes identified on the proposed network maps for strategic roads, freight, public transport, cycling and walking?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Strategic roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Draft Christchurch Transport Plan

4(b) Where would you like the major cycleways to be?

5. How much do you agree or disagree with the introduction of a new road classification that aims to create roads and streets that will better cater for both people and vehicle movement?

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

Submission Form

6. Which THREE actions do you think are the MOST important to achieving the overall vision for transport?

	Most Important
A new road classification to guide the rebuilding and future design of roads.	<input type="checkbox"/>
Continuation of road maintenance and renewals.	<input type="checkbox"/>
New roads to connect the state highways and new residential areas.	<input type="checkbox"/>
Streetscape improvements in commercial centres.	<input type="checkbox"/>
Quality public transport infrastructure (bus stops and interchanges) and targeted priority measures (e.g. bus gates, bus lanes).	<input type="checkbox"/>
Major cycle routes with a higher level of separation and safety.	<input type="checkbox"/>
Defined and signed freight routes to support the economy and to avoid sensitive areas.	<input type="checkbox"/>
Information and education services to inform people on different travel options.	<input type="checkbox"/>
Targeted safety improvements.	<input type="checkbox"/>
Parking management plans to support network improvements and residential areas.	<input type="checkbox"/>
Green infrastructure, increasing vehicle occupancy and investing in new technology	<input type="checkbox"/>

7. What are the best aspects of the Draft Christchurch Transport Plan?

Submission Form

8. What are the aspects of the Draft Christchurch Transport Plan that need the most improvement?

You may add more pages if you wish. Thank you for your submission.