



Wednesday 15 April 2009

James Ryan
Christchurch City Council,
PO Box 237,
Christchurch Mail Centre,
Christchurch 8140

Dear James

RE: DRAFT LONG TERM COUNCIL COMMUNITY PLAN 2009-19
SUBMISSION FROM SPOKES CANTERBURY

Thanks for the opportunity to make this submission on the LTCCP. Spokes Canterbury is a local cycling advocacy group with approximately 1200 members that is affiliated with the national Cycling Advocates Network (CAN). Spokes is dedicated to promoting cycling as an everyday form of transport in the greater Christchurch area.

Introduction

Spokes is concerned about Council's effectiveness in delivering cycling services, and on its ability to deliver on the goals and targets for cycling (and active transport generally) in the Regional Land Transport Strategy (RLTS), the Urban Development Strategy (UDS), the draft Greater Christchurch Travel Demand Management Strategy (TDMS), and the Cycling Strategy.

For these goals, objectives and targets to be achieved, active transport needs to be an important and expanding component of Christchurch City's transport vision and overall funding strategies and programmes. Despite some excellent work done by the cycling and planning staff over the years, active transport modes appear to have suffered from an uncoordinated and piecemeal approach and a lack of leadership within Council and this has resulted in a low level of organisational support and funding for cycling improvements and a fragmented and incomplete cycling network.

Our submission is that

Spokes has identified a number of issues with the LTCCP and the provision of cycling services. We consider that if the draft proposals are adopted, Council will be unable to give effect to the goals and objectives of the various strategies identified above, or

to its overall goal of achieving a more sustainable city. This is because the draft LTCCP:

- Lacks a vision for expanding cycling as an active transport mode,
- Fails to provide funding to carry out Council's previous strategies and plans to achieve active transport targets, and
- Contains significant cuts to capital expenditure for network improvements and other actions that are needed to increase the safety and convenience of cyclists and to encourage the uptake of cycling in Christchurch.

Spokes has identified a number of proposals for improving the cycling environment that we feel should be implemented through the LTCCP. These are set out in our submission below.

The introductory sections of the LTCCP and the statement under Active Transport on page 82 of Volume 1 have some positive things to say about encouraging cycling and active transport generally in the City. However the targets for cycling and walking on page 83 are proposing that cycling as percentage of total trips will remain static right through to 2013-2014. This is despite Council's own cycle count data showing that cycling commuter trips increased by 25% between 2003 and 2008. The fact that commuter trips have increased despite the Council's cycling moratorium (when expenditure on cycling was effectively halted for two years) means that with just a little encouragement, cycling could play a much more significant role in our transport services. In our view, the draft LTCCP targets are clearly at odds with the council's own monitoring, and out of touch with what is happening on the streets. Retaining them would be defeatist, and will not provide for the LTCCP Community Outcomes and the targets and goals in the RLTS, UDS, and draft TDMS to be met.

In relation to the Capital expenditure programme at page 255 in Volume 1 of the LTCCP, Spokes is deeply concerned at the level of proposed expenditure on cycling improvements. Council intends to spend \$663 million on the roading network over the next 10 years. In contrast, \$67 million is proposed to be spent on Active Transport over this period but \$50 million of this is for footpaths (mainly re-surfacing) and \$10.5 million is for the Southern Motorway extension cycle path. That leaves:

- Only \$5 million over the next ten years for all other cycleway improvements (down from the \$21 million proposed by council transport staff),
- no money for off-road cycle paths other than along the Southern Motorway (down from \$30 million proposed), and
- less than \$1 million for travel demand management (down from \$4million proposed).

Spokes questions this massive disparity in spending on roads vs. active and public transport, and questions the need for expenditure on widening some arterial routes and the size of the proposed allocations for major road allocations and street renewals, particularly given the level of cuts proposed to the cycling budget.

It has been suggested that cycle lanes along the proposed bus priority routes should be considered as part of the LTCCP spend on cycling. Spokes does not accept this. Cycle lanes may be needed on bus priority routes to separate buses from bikes and are

only a very minor component of the overall cost of establishing bus priority routes. In addition, bus priority routes are not continuous and do not necessarily equate with where cyclists want to go. Any bus priority routes should be funded from appropriate budgets and should not compromise safety or levels of service for cyclists.

The southern motorway cycle path, while desirable in the longer term, is not an immediate priority for improving the cycling environment in Christchurch. It should be funded as part of the overall motorway project by NZTA, not out of the Council's cycling budget. Spokes considers that the proposed cycle path along the railway right of way from Addington to Hornby is a higher priority for council funding than the proposed motorway path, as it would serve more people and provide an alternative to existing routes with heavy traffic such as Blenheim Rd.

We also consider that the proposed tram extension is not a priority in terms of transport spending as does not have a public transport role. Funding for the proposed extension should be re-allocated towards active and public transport. If council considers that the tramway extension is desirable from an economic development or tourism perspective it should be funded from those budgets. We have previously advised Council about the existing tram tracks presenting a danger to cyclists. We reiterate to Council that any new tram tracks should be laid so that the number of track crossings for cyclists is minimised.

It has been suggested that up to 30% of peak hour traffic is related to the use of the private car to transport school students to and from school. Spokes supports continued funding through the LTCCP for programmes such as School Travel Plans, along with initiatives to encourage the greater use of active transport and cycling by school students and their parents. However, the draft LTCCP has failed to show the necessary vision and to provide the active transport facilities that are needed for more parents to have the confidence to allow children to walk, scooter or cycle to school. Reducing private motor vehicle use at peak times would also mean less money was needed for road improvements as existing roads would be better able to cope

We support Council's proposal to fund Adult Cycle Training. However, we note that for this training to be successful cycling infrastructure needs to be adequate for those returning to, or beginning to cycle. The CCC Cycle Safe programme for school children cycle training (which the NZTA Cycling Training guidelines have been modelled on) does not appear to be addressing the fall in the numbers of school children cycling, as shown in recent CCC cycle counts. This is likely to be due to the traffic environment not being conducive to parents allowing their children to cycle.

A detailed breakdown of Council's proposed capital expenditure on transport and active transport modes has been helpful in informing and preparing our submission. However, despite repeated requests we have been unable to obtain a breakdown for the budget line item for Active Transport under Activities and Services on page 90 of the LTCCP. We are therefore completely in the dark as to what services will be provided under these budgets, although we do know that this does not include capital items. Staff contacted were helpful, but none appeared to know where the detailed information underpinning this budget line could be obtained from. This lack of

transparency has made the preparation of a detailed submission on this part of the LTCCP almost impossible for Spokes.

We seek the following decisions on the draft LTCCP

Organisational and delivery issues

That as part of the delivery of services under the LTCCP the Council:

- encourages improvements to the coordination and delivery of cycling services within its organisation,
- ensures that active transport modes are better championed at the senior management level, and
- adheres to its own cycling and active transport strategies, and
- gives adequate priority to cycling within the Council's transport programme, taking into account the requirements from NZTA for transport projects that cater for all modes, and that include cycling projects as part of integrated networks.

LTCCP targets

That the LTCCP targets for cycling on page 83 of the draft LTCCP be revised to reflect trends in councils recent cycling counts, the targets in the RLTS and the Cycling Strategy, and the goals and objectives of the UDS and the draft TDMS.

Capital expenditure on cycling

That capital expenditure for cycle ways and off road cycle paths in the LTCCP be restored to at least the levels originally proposed by cycle planning staff in their draft aspirational 10 year budget. This would allow for the re-instatement of at least some of the 26 cycling improvement activities originally proposed by CCC in the draft Canterbury Regional Land Transport Programme, but withdrawn under the re-submitted programme to the RLTP on 4th February 2009, as well as the implementation of a number of new cycle improvement projects outlined below.

New projects and programmes

That in order to improve cycling safety and the quality of the cycling environment in Christchurch, and to encourage the uptake of cycling for recreational, commuter and school trips, the following cycle projects and programmes be incorporated in and/ or provided for through the LTCCP. Some of these improvements would benefit walking as well as cycling, or are part of projects or programmes that have already been proposed but are not identified as cycling projects in the LTCCP.

1. **Cycle-friendly Central City:** A focused and integrated approach to making the central city (defined as the area within the four avenues) more friendly and accessible for cyclists, including by:
 - completing the Avon River Masterplan "promenade" along the river;
 - including cycling in the City to AMI stadium path via CPIT;
 - improving cycling links from Hagley Park into the city;
 - linking and identifying the new "cycle map" routes across the city centre;

- traffic calming, a reduction in traffic speeds and speed limits, and removal of car parking at pinch points in the central city;
 - opening up areas that are currently restricted for cyclists (such as Worcester Boulevard, Victoria Square, and City Mall);
 - establishing cycle parking stations and a comprehensive network of conveniently located on-street cycle stands.
2. **Railway Cycleway Extensions:** Extend the current railway cycle path to the north and south, and link this to new railway paths out to Hornby to the south, and east to Heathcote.
 3. **Sumner to City Cycle Route:** Develop a "family friendly" Sumner to City cycling route through a combination of off-road paths, traffic separation on busy roads, and quiet streets.
 4. **Christchurch Rivers and Estuary Route:** Create a high quality circular City Rivers and Estuary route linking Hagley Park - Heathcote River - Heathcote to the Avon via a new estuary edge path - Avon to City Centre (**see map at Attachment One**). Promote the route for commuting, recreational users, and visitors to Christchurch.
 5. **Hagley Park access and path upgrades:** Implement improvements to Hagley Park paths and access points for both cyclists and walkers (see map at **Attachment Two**).
 6. **Expansion of Cycle Route Network:** Identify and implement new routes to complement the existing network.
 7. **Audit and Improvement Programme:** Provide for an ongoing programme for auditing and improving the existing cycling network, including provision of signage and markings, and the completion of partially finished routes.
 8. **Safety Improvement Programme:** Address black spots and major pinch points, including: Waimakariri old highway bridge; Bealey Ave; Humphreys Drive (by estuary); Linwood Ave/ Buckleys Rd intersection; Riccarton, Sockburn and John's Rd/ Memorial Ave roundabouts; Armagh St from Hagley Park to Manchester St.
 9. **Marketing of Utility Cycling:** Promote utility cycling, and encourage the wider use of cycles for everyday activities by individuals, businesses and institutions (including Council).
 10. **CCC Cycle Strategy Review:** Review the strategy, focussing on the development of a detailed implementation plan and annual monitoring reports.
 11. **Review Cycle Counting Programme:** Undertake a planned approach to cycle traffic monitoring, including manual, automatic and continuous counting.

Thank you for the opportunity to make this submission. We look forward to the opportunity to appear before Council during the hearings on the LTCCP.

If you require further information or there are matters requiring clarification, please contact our Submissions Co-ordinator Robin Delamore in the first instance. His contact details are:

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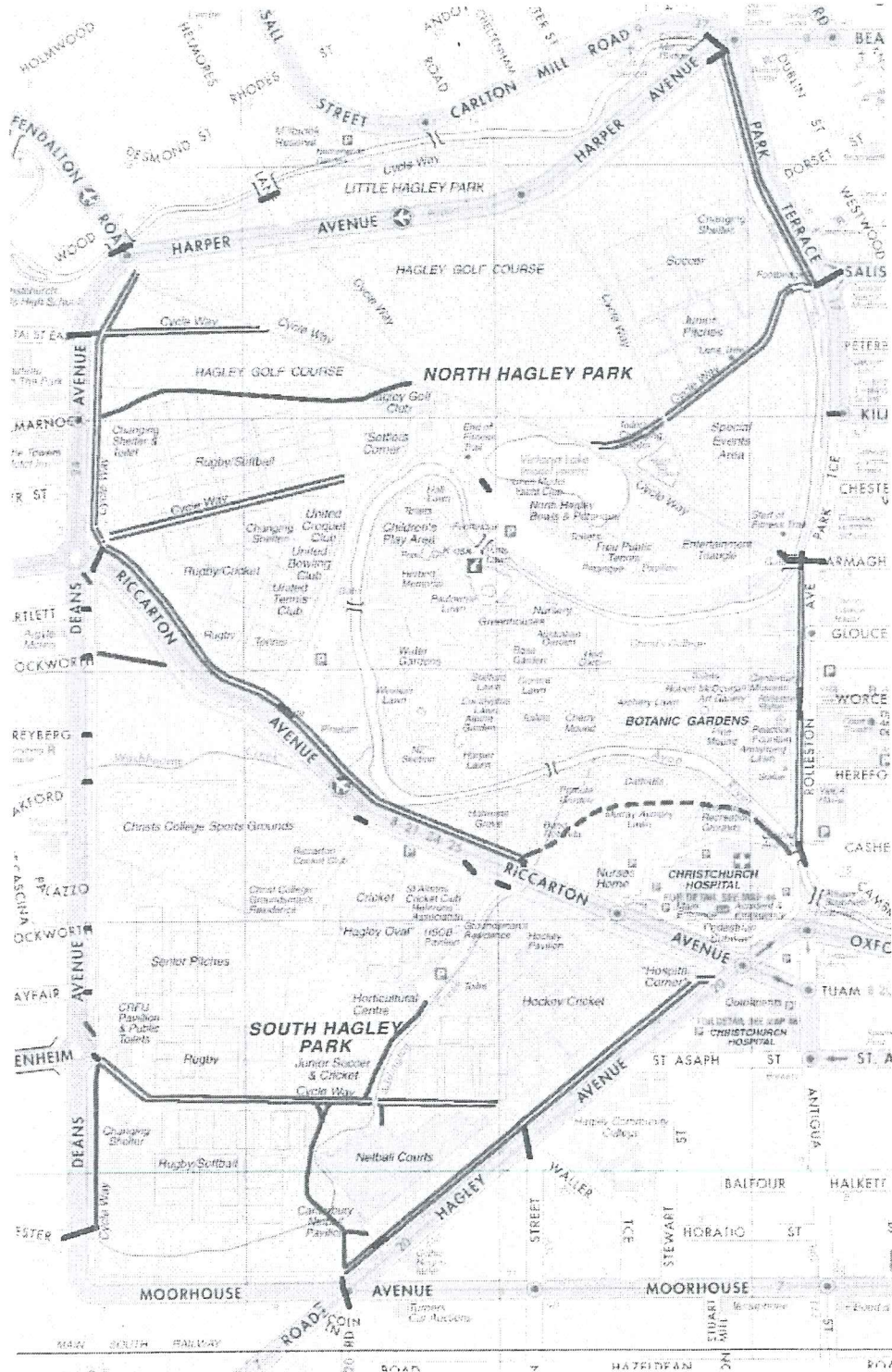
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Paul de Spa
Chairperson, Spokes Canterbury

Attachment Two

Proposed Hagley Park path and access improvements



legend:
 Significant Widening
 Moderate Widening
 New Pathways
 Accesses/Crossings