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CHRISTCHURCH CITY COUNCIL Draft LTCCP 2009-19

- Received via Web

Submissions close on 16 April 2009

I wish to talk to the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:	On behalf of a group or organisation
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If you are representing, how many people do you represent?	12
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Name:	Kate Hodgins
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Organisation Name:	local residents of Rapaki Rd/Centaurus intersection
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Organisation Role:	
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Date:	7 April 2009
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Your Submission:	<p>The draft LTCCP includes a budget of \$68m. for promoting active travel, to encourage walking and cycling by making it easier and more pleasant for people to choose these alternatives.</p> <p>Safety is not mentioned, despite being the major barrier to uptake of cycling and walking.</p> <p>I would refer the council to the Ministry for Transport website itself, which states: "Poor safety perceptions are a significant barrier to increased uptake of walking and cycling for day-to-day transport". Perhaps the council could be encouraged to read the Pedestrian and Cyclist Road Safety Framework, part of the New Zealand Transport Strategy (NZTS) and consider some of the proposals made therein.</p> <p>Firstly, safer cycle ways:</p> <p>The current policy seems to be, that a line can be drawn anywhere to create a cycle way, which may fulfil council objectives for kilometres of cycle ways, but does not take into consideration their user-friendliness or their safety.</p> <p>Examples include:</p> <ul style="list-style-type: none"> - cycle lanes terminating at awkward/narrow points of the road, thereby forcing the cyclist into unsuspecting traffic. - Cycle lanes down the outside of lines of parked cars
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- Cycle lanes conflicting with turning traffic/terminating unexpectedly at intersections

We would like cycle lanes to be cyclist friendly- for ALL cyclists. We would like to see a network of off-main road cycle routes, perhaps through parks or minor roads. We would like cycle lanes to be prioritised at junctions, (as they are throughout Europe, where cyclists have their own signal to go before other vehicles). We would like cycle lanes to be safe for everyone to enjoy, not just the die-hard cyclist.

Secondly, safer pedestrian routes:

Encouraging people to use public transport and having safe pedestrian routes go hand in hand. This also goes for getting people to be more active - encouraging our kids to walk to school, rather than resorting to the "school run".

Again, the current council policy seems to be more one of ticking boxes than doing anything of real consequence. We have "islands" installed in our busy roads in lieu of proper pedestrian "rights of way" across the roads. The islands may be termed pedestrian facilities, but in reality they further subjugate the rights of the pedestrian to those of the motor vehicle: road users are not required to stop, or even slow down, unless there are signs (which there often are not). This is unacceptable, especially in residential communities with high volumes of pedestrian and vehicle traffic coinciding at peak times.

I would like to see pedestrian rights of way across all main residential roads i.e. pedestrian activated, lighted pedestrian crossings at every arterial or semi arterial road, especially where they are a route to schools or shops.

The advantages of this are three fold:

Firstly, if they are pedestrian activated they are only in use when pedestrians need them, i.e. mainly at busy times- school start/finish,

Secondly, they allow elderly/infirm people more time to cross wide, busy streets at their leisure

Thirdly, pedestrians, especially children with bikes, groups of kids or people pushing prams are far less vulnerable than being stranded mid-road on an island.

Last but not least: lights help to discourage other road users from using residential streets as alternative routes or "rat runs" at peak times, when increases in the amount of traffic coincide with highest volumes of vulnerable pedestrian/cyclist commuter traffic.

One good example of this is in the area we live on Centaurus Rd. We live at the intersection of Rapaki/Vernon/Aynsley terrace, which has recently been the source of some controversy following a number of accidents and general safety concerns. The accidents to date have been bikes hitting cars rather than pedestrians, but we believe it is only a matter of time before a pedestrian is hit or killed. In any case, the perception of local families is that it is a risky intersection and so local parents will not let children walk/ride unaccompanied to local schools, shops or parks, which of course adds to the volume of traffic on the road. We would like to change this perception by making a number of safety improvements to the intersection and the area.

Between Port Hills Rd and St. Martins school, there is not a single permanent pedestrian crossing point.

In fact, there are no safe pedestrian crossing points anywhere along the road until the Cashmere shops, a couple of Kms further down. This is a wide and at times very busy semi-arterial road. There are 5 local primary schools, a busy park with sports groups and of course the road and mountain biking routes accessed nearby. There is no safe pedestrian access to and from the bus stop as there is no pavement.

A lighted pedestrian crossing near the intersection would allow safe crossing points for school children and bus passengers as well as for local residents

going to and from the park, shops and hills.

It would also slow traffic down in a notorious speed trap.

It would also help to discourage the heavy traffic which (according to one local haulage company at least) use our neighbourhood as a thoroughfare to avoiding the Brougham Street lights at peak times.

I appreciate that lighted crossings are considered to be an expensive alternative to zebras and islands. I would suggest that zebras and islands are not safe, long term alternatives for busy roads in residential areas. I think the council has to change its narrow attitude to funding pedestrian safety facilities if it is at all serious about encouraging people to use alternative methods of transportation over the next 10 years.