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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.**

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| <b>Are you completing this submission:</b>                        | On behalf of a group or organisation   |
| <b>If you are representing, how many people do you represent?</b> | Kendal School  |
| <b>Name:</b>  | Keith Turner   |
| <b>Organisation Name:</b>   | Kendal School  |
| <b>Organisation Role:</b>   | Principal  |
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| <b>Date:</b>  | 16 April 2009  |
| <b>Your Submission:</b>   | <p>I am concerned about the disjoint between the the findings of various council sponsored counts abd surveys, e.g. the regular cycle/traffic counts, the results of parent surveys taken as part of School Travel Plan programmes in schools and the apparent reduction in capital and other expenditure in the draft LTCCP.</p> <p>At my school we try to play an active role in promoting active transport to our parents and students. We engage in council sponsored programmes such as Walking Wednesday, Cycle Safety Training and are presently working with council to prepare a school travel plan. These council project appear at odds with the proposed reductions in expenditure for active transport in the draft LTCCP programmes, especially when compared to the amount proposed for other roading projects.</p> <p>I would request that the council reconsiders this. The councils own counts of traffic show that the number of commuting cyclist has increased annually for the last few year, I believe by at least 10% last year alone. Sadly the number of school students cycling has reduced in this same period. Chaos at the school gate is common at school in Christchurch with large numbers of parent driving to collect children. This adds significantly to peak hour traffic flows. Yet parents themselves are telling schools when they complete surveys for school travel plans that they would prefer alternative active ways for themselves and their children to travel safely to and from school.</p> <p>There is an opportunity here for council to look closely at this, make investment in safe alternate active travel infrastructure that would sit along side the excellent education work being done by council staff already to promote active transport. The results would be a reduction in peak hour traffic, easing congestion and saving to the councils overall roading costs, both in capital and maintenance.</p> |