

Personal Submission on draft Christchurch City Council LTCCP

16 April 2009

Fiona Whero

I wish to speak to my submission.

My personal submission is below.

1. Tram Extension

I do not support the \$11.5 million proposed for the Tram Extension as I don't consider it is a good use of the money available to the Council. The City, especially the inner city (between the four avenues) needs better investment in walking and cycling facilities, and the money proposed for extending the tram would be better spent in those areas.

In particular Stage Two appears to be the "tram to nowhere" (i.e. does not have enough interesting places for tourists to view to warrant the money (\$5.6 million dollars) proposed to be spent.

Tram Tracks both existing and proposed need to be laid in such a way as not to make it dangerous for cyclists and walkers.

Cyclists must be allowed to cycle where the tram goes (including in non-motorised areas such as the City Mall, Worcester Street between Oxford Terrace and Durham Street South, and New Regent Street), provided cyclists are advised to give way to pedestrians, to travel at an appropriate speed, and perhaps to cycle within the tram tracks so as to minimise conflict with pedestrians. I understand that Public Consultation about the Tram Tracks in the City Mall overwhelmingly supported cycling in the City Mall.

2. Cultural and Learning Services

I support the Aranui library being built in the next two financial years.

I support the building of new library in Linwood, and think this should happen in the next three years, rather than being postponed to 2015. The Linwood Community is a lower socio-economic area that warrants better learning facilities and services. Although I am not a big library user (mostly due to being time poor) I believe libraries are fantastic resources for the community.

How was it determined that Linwood would not get a new library until 2015-2016?

I support all new libraries being more than just a library for accessing books etc. The Christchurch South Library which has a Cafe and Community meeting rooms is an example of a "value added" amenity. I hope all the proposed new libraries will be architecturally designed, follow Crime Prevention Through Environmental Design principles, and most importantly involve early Community input in terms of design and the proposed facility. Also, it is imperative these new buildings model energy efficiency (e.g. passive solar radiation and solar power), and low toxicity including natural ventilation etc.

3. Banks Peninsula Land Purchase

I consider the proposal to purchase land at Te Oka represents very good value for land in the Southern Bays area as a great natural asset for future generations.

I suggest once the land is purchased it is converted from farming to being non-grazed as much and soon as possible. Hugh Wilson's vast knowledge and experience, especially in the Banks Peninsula area in relation to gorse management as nurse trees for native plants and eco sourcing etc. are shown in the results for Hinewai Reserve as being highly successful methods of regeneration of native bush.

4. Transport

I consider the Christchurch City Council needs to show more than just "empty" words and pictures in the promotion of Christchurch as the Cycling and Walking Friendly City, by supporting walking

cycling, and Public Transport especially in the inner city.

The CCC Targets set for walking, cycling, and Public Transport are appalling. Firstly, because all the targets are set at a value that is “likely to be maintained” over the ten years, with no expectation of improving the uptake of these modes, and with the current levels of proposed funding it is likely this would be the likely outcome.

And secondly, with regards to the actual targets set and “likely to be maintained” over the 10 year period for:

- walking (9.3% in 09/10 **down** from current performance of 9.4% in 08/09)
- cycling (2.4% 09/10 **maintained** from current performance of 08/09), and
- Public Transport (3.4% 09/10 up from current performance of 2.8% in 08/09)

It does not say how the figures for current usage and targets were derived but these seem out of kilter, with anecdotal evidence of numbers participating in walking and cycling, and the stated overarching goals of the Regional Land Transport Strategy, and Council's own Strategies including the Pedestrian and Cycling Strategies. I would like information about how the walking and cycling “current performance” figures and targets were derived.

The current Government Policy Statement (GPS) on Transport Funding sets a National target of a 1% modal shift of all urban trips to be by walking and cycling **annually** until 2015, with the target set to account for the need to first arrest the current decline in these two modes. The NZ Transport Strategy (NZTS) revised in 2008, sets the National direction for transport and as part of that Strategy set a target of 30% of all trips to be by walking and cycling by 2040. The GPS and NZTS Targets are not reflected in appropriate CCC's targets for walking and cycling.

The Canterbury Regional Land Transport Strategy is a statutory document that sets the transport priorities for the Canterbury region. The City Council's target of 2.4% for cycling and 3.4% for Public Transport is also out of line with the Canterbury Regional Land Transport Strategy Targets of 12% and 6% respectively by 2011. Given Christchurch City is the major urban area in Canterbury it would be expected to be the major contributor towards Regional Transport Targets. With just two years to go to meet those Regional Targets the Christchurch City Council needs to reset its target for cycling and increase its funding for Active Transport substantially to meet that target.

A academic visiting recently from Dunedin commented that when he grew up in Christchurch (he is 43) there were literally hoards of cyclists, yet when he got the bus from the airport on his way to present on “Why people don't cycle”, he noted that although looking out his window he saw cycle lanes and other cycle facilities, he wondered where all the cyclists were. It is imperative we continue to provide cycle facilities but that Council needs to consider what other measures it needs to take to increase cycling to reasonable numbers again. Measures such as decreasing traffic volumes and speed, especially in the inner city would be one of the best and cheapest methods of making the inner city a pleasure to walk, cycle, live, and work.

When I cycled to school and University in Christchurch many years ago, I never thought about the route I might need to take to get to my destination. I just took the quickest route. Now it sometimes becomes a major logistical exercise in how to get from A to B the safest and quickest way. Motorised Traffic has literally “taken over” the City, squeezing out walkers and cyclists.

I request the Council substantially increase its targets for walking, cycling, and Public Transport including an annual increase for each mode. And that the Council substantially increases its budget for walking and cycling to ensure Christchurch becomes a safe and enjoyable City to walk and cycle.

Regards
Fiona Whero