



# Living Streets Canterbury

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## **Living Streets Canterbury submission on the CCC Draft Climate Smart Strategy 2010-2025**

We commend the City Council for continuing to be pro-active and showing leadership in addressing Climate Change by producing this Strategy to follow up the 1995 City Council Climate Change Policy (page 8). We like the Case Studies and photos with these as these make the Strategy more interesting and relevant to Christchurch residents. We regard climate change as an important issue both in terms of the need for mitigation of climate change impacts on the City, and in terms of the need to cut carbon emissions and the use of carbon rich fuels. We note also that any steps taken to lessen the city's reliance on oil will make it more resilient to the rising oil prices predicted in the future.

We wish to present the main points in our written submission at the hearings. Please send us the Officers Report to help with our preparation for our presentation.

## **Links with other strategies policies and plans**

As a general statement we would like to see more mention up front of strategies and policies that overlap with this strategy. For example, it would be good to mention how the Council sees the links between this strategy and other strategies such as the Sustainable Energy Strategy, the various transport strategies including the upcoming Christchurch Transport Plan, and the Strengthening Communities Strategy. There may be other strategies.

Given the broad nature of this strategy, it may be useful to indicate how action taken under this banner can benefit actions being taken under these other banners. Implementing some of the recommendations in this report can also assist with achieving outcomes such as those suggested in the Gehl (2009) report for example or in the Council's Pedestrian and Cycling strategies. Bringing such synergies will mean greater community and council acceptance of the recommendations in this and other strategies.

## **Budgets**

The draft states, “*That extent to which these actions are implemented will depend on decisions made in future Long-term Council Community Plans.*” Given the urgency stated in the introduction of this draft Strategy, we think actions should be implemented earlier than 2012, particularly as many of them already link to budget items in the current LTCCP, and most do not involve huge amounts of money. We recommend a budget for this strategy is prioritised so implementation can begin in earnest this year.

### **Moving to renewable energy sources**

We applaud the gains that the Council has made in decreasing its own greenhouse gas emissions to date and strongly support the Council in its aim to be 80% renewably powered by 2025. We would like to see Council controlled organisations and council contractors being *required* rather than simply encouraged, to set targets and action plans compatible with the Council’s own targets and action plans for improvements in this area. The intelligent use of contract documents and terms could achieve this.

### **Importance of walking and cycling throughout this strategy**

Living Streets Canterbury want to draw attention to the value of cycling and walking in complementing many of the actions in this draft Strategy. Clearly these travel modes are important forms of low carbon transport (Objective 7). However there is more: people who use cycling and walking as their primary forms of transport are more resilient and independent while minimising their carbon footprint in the way they get around (objective 5). Businesses have found there is less sick leave and higher productivity when workers are supported to travel using active modes (objective 6) thus providing economic benefit. Likewise, having more people walking and cycling has obvious spinoffs for encouraging green, healthy and resilient places and spaces (objective 8 and 9). Certainly creating communities which have car free streets means more area for recreational grey space or rain pervious green space for recreation purposes/community gardens/fruit tree/ and habitats for fauna and flora.

### **Legal obligations for the council to address climate change (p12)**

Under The Resource Management Act (1991) Council is required to have particular regard for the effects of climate change when considering resource consent applications. An effective ways of encouraging people to use active transport e.g. walking and cycling is to ensure new developments are designed such that these modes are encouraged. Currently, it is not uncommon to see new developments with poor linkages between streets, dead end streets, footpaths on one side of the road only and large fences cutting them off from the surrounding area. Living Streets would like to see all new subdivisions comply with best practice for pedestrian design between developments as well as within them.

### **Goal 1: Understanding**

*Action 1: Monitoring and reporting. Develop and report on key local indicators of climate change and greenhouse gas emissions.(p30)*

The time period given is 2012-2014, with a budget given as existing of \$10,000 and new budget allocation of \$40,000. Living Streets Canterbury suggest monitoring and reporting should be occurring in 2010 when the draft Climate Smart strategy is endorsed.

### **Goal 2 Leadership**

#### **Internal Travel Demand Management**

Living Streets Canterbury is impressed that due to travel demand management activities 40% of council staff cycle, walk, or take the bus to work. We consider the wider public needs to hear about

this. Knowledge about effective travel demand management and workplace travel plans is very low in our communities. Many business would be interested to read about the council's experience and what the benefits could be for their business. Promoting the Council's success in this area would be a great way to provide leadership to our community in this area.

We would also like to hear more about how employee travel whilst at work has changed or not, and any plans there are for future work on this in-house.

There are more organisations that warrant mentioning in this section. In relation to supporting Environmental related Awards, Council could be show greater leadership at little cost e.g. by sponsoring Walking Award Categories and/or nominating its own walking and cycling projects, facilities, and promotions for a Walking Award. It is important Council supports existing National and local Awards, as this is most efficient. Where there is a gap Council could then develop its own Awards.

#### **Further Suggestions:**

- Under "*Examples of the supporting actions of others...*" "*Sharing successes through national awards and council and community benchmarking such as Excellence in Local Government Awards, Energywise Awards and New Zealand quality of life assessments.*"

**Add:** National Walking Awards (Golden Foot Awards), Cycle Friendly Awards, and Enviroschools Awards.

- "Local and global initiatives that raise awareness about climate change or support positive behavior changes for example Earth Hour, Car Free Day and Bike Wise Business Battle."

**Change:** Bike Wise Business Battle to Bike Wise Business Challenge (*name was revised this year*)

**Add:** Walk2Work day and Car-Free Day

#### **Objective 4: Foster Partnerships that respond to climate change**

Living Streets is concerned at the minimal focus on partnerships with community based (non-governmental) organisations (as opposed to government ones). Community groups such as Living Streets are specialists in their areas and through their membership have access to a wide range of expert advice (including overseas experts). There is much to be gained for both the council and groups such as ours if stronger networks are established.

**Suggestion:** Under benefits: **Add** "Support local advocacy groups e.g. Living Streets Canterbury and Sustainable Otautahi Christchurch."

**Action 4:** *Foster partnerships. Foster partnerships within the community to encourage local actions and work with government organisations to enhance policy and legislative frameworks that respond to climate change.*

Living Streets Canterbury do not understand why this objective is to begin in 2012 especially if the only budget is staff time. The Council already works with Urban Development Strategy Partners (being one itself), and Local Government NZ, so it would appear that fostering partnerships is already occurring now.

#### **Objective 5. Encourage resilient households and communities**

**Action 4:** *Environmental Awards. Encourage award programmes to include categories that reward excellence in environmental stewardship".*

Living Streets Canterbury believe this does not need to wait until 2016 as there are existing awards that have environmental amongst other objectives (see above).

### **Goal 3: Respond to the opportunities and challenges presented by climate change in ways that promote social, cultural, environmental, and economic wellbeing and resilience**

*Examples of the supporting actions of others:*

*“Non-governmental agencies that raise awareness and promote sustainable behaviours such as Greenpeace-Be the Change, Transition Towns and Sustainable Otautahi-Christchurch. (p22)*

#### **Suggestion:**

- **Add** Living Streets Canterbury and Spokes Canterbury.

### **Objective 6 Support a resilient, low-carbon and competitive economy**

Paragraph 2 (p.24) talks about the Target Sustainability Programme helping local businesses to manage their greenhouse gas emissions and transport needs.

Currently the website associated with this programme appears to have no information about transport. Living Streets would like this remedied as soon as possible. It is also stated on this page, *“Through this resource efficiency support businesses can improve their competitiveness, strengthen staff engagement, enhance business relationships and improve returns.”* Encouraging active transport modes can improve all these areas at a low cost.

#### **Action 1**

*“Develop and deliver greenhouse gas reduction and travel-demand management guidelines and support to Christchurch businesses through Target Sustainability.” (Page 33)*

While this is listed as a “High” priority, we note that it is not set to begin until 2012, and has only \$30,000 put in the indicative budget. Living Streets Canterbury notes the Council has recently hired someone to work in Road Safety and Travel Planning, and recently endorsed The Greater Christchurch Travel Demand Management Strategy (2009). Given this, we believe it would be feasible to begin this action in 2010 rather than 2012, and increase the amount in the budget.

### **Climate Change Business Summit**

A Climate Change Business Summit offers great potential to increase knowledge among businesses about how to collaborate and encourage innovation in this area. If this summit was to go ahead Living Streets Canterbury would like to see a strong focus on encouraging walking, cycling, and public transport. The word “sustainability” to many business owners is likely to bring forth ideas such as recycling and environmentally friendly buildings. The summit would offer a real opportunity to encourage businesses to take a broader look at sustainability, that includes Active and Public Transport

Living Streets Canterbury believes that businesses will need support to become more sustainable e.g. training on how to develop a workplace travel plan or access to a trained person who could do it for them. We note that this is one of the actions in the Climate Smart Strategy but not timetabled into 2012 (Action 1 of Objective 7, Page 34)

### **Objective 7: Enable low-carbon transport**

Under Benefits we prefer the phrase “walking-friendly” rather than “walkable”. “Walking friendly” supports good walking environments whereas “walkable”, can encompass the very basic minimal requirements that make a footpath walkable, i.e. the path does not have to be enjoyable or an excellent facility just merely navigatable

The case study about the shuttle needs to include more accurate information around the hours the shuttle runs, and also to promote that it is free. This Council service deserves better promotion to enable the Council to get more credit for this excellent service.

Overall, we consider the actions related to Objective 7 (on p.34) to be very “lightweight.”

**Action 1:** *Prioritise sustainable transport. Build capacity to ensure that improvements to the transport system and travel demand management programmes effectively improve opportunities for public transport, walking and cycling.” (p.34)*

The time period suggested on p.34 is 2012-2025. No budget is allocated apart from Staff Time. However Living Street Canterbury note that there are already transport staff working in the area of walking, cycling, and transport planning. Also there are a number of other Council strategies supporting sustainable transport and this action (e.g. The Pedestrian Strategy (2001), The Cycling Strategy (2004), Travel Demand Management Strategy (2009)). Therefore we believe that work could begin on this action point in 2010.

Living Streets Canterbury request we are included Objective 7, Action Point 1 as an organisation Council plans to work with. We also suggest that Spokes Canterbury would be another organisation that should be included here.

**Action 2** *Low-carbon transport: Encourage new and support existing low-carbon business and public transport opportunities in Christchurch.*

Living Streets Canterbury consider this should begin prior to 2012.

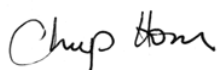
**Action Point 3** *“Electric vehicle recharging stations and low carbon fuels. Encourage key industry players to consider the future needs and options for providing electric vehicle charging stations and low carbon fuels in Christchurch.”*

Living Streets Canterbury does not believe this is a high priority as electric cars may even exacerbate the existing problems of traffic congestion and parking which impact adversely on walking, cycling, and public transport, and on the attractiveness of the City.

We trust our comments have been helpful in improving this Climate Smart Strategy.

Living Streets Canterbury are keen to assist wherever we can to support the Council to help get this Climate Strategy implemented.

Regards



Chrys Horn

Living Streets Canterbury co-convenor