

Living Streets Aotearoa



Living Streets Canterbury
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16 September 2010

Living Street Canterbury submission on the Northern Arterial & Queen Elizabeth 11 Drive 4-laning

Living Streets Canterbury is a Christchurch based pedestrian advocacy group established in 2004 as a branch of Living Streets Aotearoa. Everyone walks and uses the footpaths. Living Streets represents the interests of all types of walkers, including those who walk with aid or support and many of whom also use public transport.

Living Streets Aotearoa vision is “More people walking more often”.

For more information about Living Streets Aotearoa see www.livingstreets.org.nz

We would like the opportunity to appear at any public and/ or consultative hearings or meetings held to consider submissions on this project . Should there be an officer’s report or similar document we would appreciate a copy sent to the address below.

We want to ensure a quality safe walking network with good access and connectivity as part of the Northern Arterial Project. We strongly support the Spokes Canterbury submission in relation to issues of connectivity and want those issues to be addressed.

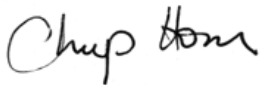
Please ensure that any shared paths are adequate width, with good sight lines, and include Crime Prevention through Environmental Design (CPTED) principles. Shared paths must be designed for all users, including those who have mobility impairments. The shared pathways along QEII Drive are not currently conducive to sharing. The surfaces are uneven, sloping in various directions, have drop offs that can result in pedestrians tripping into either the roadway or ditches, and are narrowed by overgrowth.

Another issue requiring attention is pedestrian crossing points. Currently, crossing points at the roundabouts and uncontrolled arterial intersections give no priority or safe crossing to pedestrians. This splits communities and prevents vulnerable pedestrians from travelling independently. All new developments should give priority to pedestrians (with those with mobility impairments being top of the hierarchy) to encourage and enable more pedestrian use of footpaths and increase the numbers of commuters choosing this mode of transportation.

Other principles for shared pathways include:

- All pathways should be sited away from the roadway to enhance both the journey and pedestrian safety (including perception of safety),
- Good visibility for both the pedestrian and the motorist (CPTED principles),
- No unprotected/undetectable dropoffs,
- Good linkages to adjoining streets and neighbourhoods,
- The width of the path should allow both pedestrians and cyclists to safely share the space, but with reminders to cyclists of the speed at which they should be passing pedestrians,
- The number of mobility scooter users accessing this space will increase as our population ages, so widths should plan for future use rather than current use.

Yours faithfully

A handwritten signature in black ink that reads "Chrys Horn". The signature is written in a cursive, slightly slanted style.

Chrys Horn

Living Streets Co-convenor