



# Living Streets Canterbury

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## **Submission to Environment Canterbury's Draft Annual Plan 2010-2011**

As advocates for active and public passenger transport, Living Streets Canterbury thanks Environment Canterbury for the work it is doing furthering these modes of travel. Environment Canterbury has invested significantly in public passenger transport including undertaking integrated ticketing, detailed route planning, providing some routes with bike racks on buses, support for bus priority measures, and a fairly robust ongoing public consultation with Metro Reviews of existing services. Overall, we are strongly supportive of the wide range of work that Environment Canterbury does and we recognise that at this time the political and funding environment is particularly difficult for staff.

We wish to discuss the main points in our written submission at the hearings. Please send us a copy of the Officer's report to assist with preparation of our verbal submission.

The Environment Canterbury LTCCP in relation to transport mostly focused on funding of public passenger transport. We believe Environment Canterbury needs to play a much greater role (beyond just monitoring other Councils' roles in active transport) in supporting active transport in Canterbury, especially if it is to fulfill its partnership role in relation to the Greater Christchurch Urban Development and Greater Christchurch Travel Demand Strategies.

The results of Environment Canterbury resourcing of public passenger transport are showing in increased numbers using buses and the need for a new bus exchange. To improve the likelihood of significant passenger transport uptake by the public, walking to and from bus stops and the facilities where people wait, need to be suitable, accessible, and enjoyable. The whole experience (including perceived and real safety) contributes to whether people continue/begin to use a bus service.

Living Streets Canterbury notes that walking activities contribute to all four of the community wellbeing listed at the beginning of this plan. Walking activities are important:

- in the development of resilient communities – people who walk get to know and speak with each other, communities who know each other are more able to work together in times of crisis and change, and such communities are safer places to live.
- for economic and environmental wellbeing if we are to adapt successfully as a community to the rising demand and likely increasing costs of energy.

- environmentally, as people walking contribute much less to air pollution and in particular to fine particulates (emitted from motorised vehicles) which appear to be even more damaging to human health than the PM<sub>10</sub> particulates that are considered to be of major concern in both the LTCCP and this draft Annual Plan.
- environmentally, people walking contribute much less to surface water (and eventually coastal water) pollution than motorised transport - the latter contributes contaminants such as heavy metals (e.g. lead), copper and zinc, or organic compounds (such as polycyclic aromatic hydrocarbons).
- from an economic perspective through increasing the use of active and or public passenger transport which eases traffic congestion and the need to spend more on very high cost roading.
- for the maintenance of healthy communities and reduce the costs associated with the health issues that arise from lack of physical activity.
- important culturally, as having more pedestrians in town centres contributes significantly to the cultural health of that city as the 2009 Gehl report highlights.

Walking and cycling can contribute to all four community wellbeings if these modes of travel are encouraged such that an increase participation occurs. This indicates these forms of transport need to be considered more broadly than simply as forms of transport.

<p><b>Maintaining support for Canterbury Active Transport Forum and Canterbury Active and Passenger Transport Advisory Group</b></p>
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For the reasons outlined above, Living Streets Canterbury is concerned to see that: The Canterbury Active Transport Forum and The Active and Passenger Transport Working Group (est. 2009) are maintained with adequate budget and staff resourcing.

We appreciate and acknowledge Environment Canterbury's excellent co-ordination of the Canterbury Active Transport Forum. This Forum is a valuable information and network sharing resource. It is especially important for people who have a role to play in transport but are not often directly involved in drafting policy or funding priorities. Presentations by Environment Canterbury staff at the Forum such as the on the draft RLTP are very useful for assisting User Groups such as ourselves to participate in planning. There is a group of people between the general public with little transport planning knowledge, and the people whose job it is to undertake Transport related planning and implementation- these are the more transport orientated public audience such as Road Safety Co-ordinators, Royal NZ Foundation of the Blind (RNZFB), Community and Public Health (CPH), and User Groups, etc. The Forum helps fill that knowledge gap. The numbers and spread of people including those from outside Christchurch attending the Forum shows its value and importance to people in Canterbury.

The Active and Passenger Transport Working Group must also be adequately resourced by Environment Canterbury so it can assist the Region through the Regional Transport Committee to increase the modal share of walking, cycling, and public passenger transport. We request that Environment Canterbury continues to resource and assist the Active Transport Forum to continue to grow and be of increased benefit to the Region.

The Canterbury Active Transport Forum and the Active and Passenger Transport Working Group are also important activities for increasing public engagement in decision making (p23) and fostering better understanding across the various stakeholders in transport, of the perspectives and arguments of others. Every effort should be made to retain and adequately resource this valuable forum and working group.

## Setting Walking Targets for the Region

Monitoring walking (or rather the lack of monitoring) is still an issue. It has been over three years since Living Streets Canterbury asked for targets to be set in the Regional Land Transport Strategy for walking in Canterbury. Targets have still not been set. More importantly there are still no agreed methods for counting walking, apart from extending the Christchurch City Council supporting enhancing the Household Travel Survey to include more survey participants.

Christchurch has the largest chunk of the population in the Canterbury region. The 2006 Census show Christchurch figures for walking to work are 5.8%, which is behind the national average of 7.0%. However, Census figures represent "percentages of people who travel to work" and not "percentages of the work force", that is these figures do not include those who work from home, those who did not go to work that day, or who used other modes on Census day due to the weather. The Ministry of Transport (MOT) Annual Household Travel Survey also provides information on the numbers walking.

Christchurch City Council has committed to enhancing the MOT Annual Household Travel Study by increasing the number of households in Christchurch surveyed, this provides better data to enable further information about numbers walking in Christchurch. Until other measurements are undertaken, the Census and MOT Household Travel Survey form the basis of our knowledge about the numbers walking.

In Christchurch, the mode share of all trips is considered to be: 9.3% walk, 2.4% cycle, and 2.2% bus (Greater Christchurch Travel Demand Management Strategy). The Canterbury Regional Land Transport Strategy set targets for cycling and public passenger transport of 12% and 6% respectively. The Government set a National Target of 30% of all urban trips to be walking and cycling by 2040 (NZ Transport Strategy, 2008).

The 2008 revision of the RLTS determined that setting walking targets would be undertaken for including in the next RLTS review. There is an urgent need to set walking targets, and if Environment Canterbury is unable to undertake this work, it should be contracted out. We request that Environment Canterbury supports its constituent councils to progress walking as a mode of transport in Canterbury. Many Councils in Canterbury are struggling with setting walking targets for their Walking/Active Transport Strategies and an investigation into a regional target would also assist these councils.

Given the Canterbury RLTS has a cycling target of 12%, and the target in the NZ Transport Strategy is 30% of all trips, it would be realistic to assume a walking target in the vicinity of 15% or greater. Clearly Environment Canterbury first needs to look at accurately measuring the current rates for walking. Census figures do not give enough detail to measure change. While Household Travel Survey data is useful, this also needs to be backed up by **physical counting of pedestrian trips**.

## Community Street Reviews

Councils need to measure residents' satisfaction with footpath quality to determine if what is provided is meeting their needs. Environment Canterbury currently monitors resident satisfaction with their footpaths for the Regional Land Transport Strategy by regularly surveying around 600 Canterbury residents.

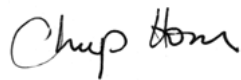
A more effective way of monitoring satisfaction with footpaths would be to undertake Community Street Reviews, as either to supplement or replacement for the current monitoring tool. Community Street Reviews are a tool developed by Living Streets Aotearoa, and further developed and supported by the NZ Transport Agency (NZTA), see [www.levelofservice.com](http://www.levelofservice.com)

Living Streets Aotearoa as a national organisation is keen to offer their services to Environment Canterbury for running Community Street Reviews. Living Streets piloted part of this tool with Wellington City Council in November 2007, see <http://www.livingstreets.org.nz/pdf/Brooklyn2007.pdf>.

Environment Canterbury is encouraged to also support CCC and District Councils in Canterbury to undertake similar Community Street Reviews in each of their areas. This may require an initial expense to implement a region wide Community Street Review programme which can then be run by the individual Councils to feed into Environment Canterbury's now to be three yearly RLTS Monitoring Report.

Thank you for your consideration of our submission. We look forward to working collaboratively with Environment Canterbury to help ensure Canterbury is the preferred place to live, work, visit, and do business.

Yours faithfully

A handwritten signature in black ink that reads "Chrys Horn". The signature is written in a cursive style with a large initial 'C' and a stylized 'H'.

Dr Chrys Horn

Living Streets Canterbury Co-convenor