

Living Streets Aotearoa



www.livingstreets.org.nz

**Living Streets Canterbury
submission on
draft Environment Canterbury
Long Term Council Community Plan (LTCCP) 2009-2019**

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Introducing Living Streets Canterbury

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 some people do so with aid or support. Living Streets represents the interests of all types of walkers, 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 wish to speak to our submission in Christchurch. Please send Living Streets Canterbury at the above address a copy of the Officers' Report as soon as it is available, to enable our group to make a more efficient and useful oral submission.

General comments

The Government's priorities for land transport have a focus on the sustainable movement of people and freight (Government Policy Statement on Land Transport Funding 2009/10-2018/19). The Canterbury Regional Land Transport Strategy 2008–2018 (RLTS) sets the direction for land

transport in the region over the next ten years and also emphasises sustainability. The Canterbury Transport Regional Implementation Plan (2008-2038) (CTRIP) has been developed specifically to ensure there is a coordinated approach to delivering the RLTS so should reflect the priorities of the RLTS.

The draft Greater Christchurch Travel Demand Management Strategy (GCTDMS) makes clear and well supported arguments stressing the need to change Canterbury's travel, favouring Active Transport as the transport mode of choice for health, environmental, and cost effectiveness reasons. Public Transport is the second preferred option.

Living Streets supports the aim of the Greater Christchurch Urban Development Strategy (GCUDS) (2007) to look at mixed-use city developments, so more people can work and play close to where they live. This means less need for commuting long distances and that many amenities will be within walking distance.

Existing active travel promotion and school travel plans offered by different government and non government organisations, are uncoordinated with each other and with government planning and transportation efforts, and are poorly funded. The draft GCTDMS seeks to remedy this. This strategy document relies on implementation through LTCCP's and central government efforts.

The Greater Christchurch Urban Development Strategy (GCUDS) (2007) and draft Greater Christchurch Travel Demand Management Strategy (GCTDM) (March 2009) partners are: Environment Canterbury, the New Zealand Transport Agency, Christchurch City Council, Selwyn District Council, and Waimakariri District Council.

The draft GCTDM defines "Sustainable travel" as "about getting from A to B by walking, cycling, taking public transport, sharing a car, choosing to combine the trip with another one, or choosing a closer destination-without lifestyle loss" (Page 8 draft GCTDMS).

"It is no longer cost-effective to keep building new roads to provide for increasing demand for car-based travel. The most efficient way to use the existing transport network is through sustainable travel. This enables the existing network to increase capacity through public transport, sharing car travel, walking and cycling, and for people to consider travel outside of peak time and use more locally-based services...The existing transport network favours people who drive cars" (Page 9 draft GCTDM).

The draft Greater Christchurch Travel Demand Strategy (GCTDM) notes some alarming transport related trends in relation to cars and road freight that could be reversed with appropriate actions.

Car travel for Greater Christchurch is expected to grow by 2.5% per annum and based on expected population, traffic volumes will increase by 27% by 2026 (Page 5 draft GCTDM). That means that in fifteen years the number of cars on the road will increase by over a quarter of current numbers of cars on the road.

Road freight is a major user of roading and fuel. Road freight has a major impact on infrastructure where it deteriorates roads, and diminishes (at least the perception of) road safety, causes noise pollution, and creates community severance (i.e. witness the road freight in Evans Street in Timaru where the trucks thunder through Timaru all day and right through the night).

Worryingly, road freight is expected on current trends to double by 2040 (Page 5 draft GCTDM), and hence rail and sea freight options must be better utilised to ensure the roading environment is suitable for Active Transport, and the cars and road freight that need to be on the roads.

These trends shown in the draft GCTDM indicate there is a lot of pressure on the transport infrastructure system that calls for some fresh thinking. Traffic growth means longer commuting time and combined with the issues of noise and vibration, causes stress and fatigue (Page 39 draft GCTDM).

The light at the end of the tunnel must surely be that “one fewer trip by car each week, per household, is enough to stop traffic growth” (Page 5 draft GCTDMS). Traveling smarter by changing the way we travel (e.g. using active modes or ride share, or public transport and decreasing the number of trips we make by combining trips) means we can ensure that the current worrying traffic volume trends do not eventuate. There is hope for solving congestion issues now and in the future if we commit to make changes now, and by ensuring choice is available rather than just supporting current travel modes. We need to look to the future rather than embedding the status quo in relation to modal share and choice. We need to ensure it is not “business as usual”.

The Greater Christchurch partners note we can accomplish the draft GCTDMS goals by: promotion, information, integration, inter governmental collaboration, and modelling of good transportation practice by government at all levels (draft GCTDM).

People need to know what choices are available, and their benefits and costs, in order to make well-informed decisions about the way they travel.

<p>Maintaining and increasing support for Canterbury Active Transport Forum and Canterbury Active and Passenger Transport Advisory Group</p>

We appreciate and acknowledge ECan'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 ECan staff 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 gap.

[The Active and Passenger Transport Working Group recently meet for the first time and progress is being made in developing the work plan for this group. We acknowledge ECan's work in finally getting the Active and Passenger Transport Working Group underway and involving User Groups in this working group.](#)

The Public Transport Advisory Group (PTAG) which ECan considers to fulfill a similar role to the CAT Forum (but for Public Transport) appears to be much better resourced in the role it is able to undertake.

[We request that ECan continues to resource and increase its resource to help the Active Transport Forum to continue to grow and be of benefit to the Region.](#)

[The Active and Passenger Transport Working Group must be adequately resourced by ECan so it can assist the Region through the Regional Transport Committee to increase the modal share of walking, cycling, and Public Transport.](#)

Setting Walking Targets for the Region

Christchurch is the main location for the population in the Canterbury region. The 2006 Census figures for travel to work show Christchurch figures for walking to work at 5.8%, which is behind the national average of 7.0%. While there are obvious issues with Census figures in relation to capturing true numbers walking (as 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.

Although Christchurch City Council has committed to extending the MOT Study by increasing the number of households in Christchurch surveyed, other Councils such as Timaru District Council consider this too costly.

Until other measurements are undertaken the Census and MOT Household Travel Survey will form the basis of our knowledge about the numbers walking.

Currently according to one source in Christchurch the mode share of all trips is: 9.3% walk, 2.4% cycle, and 2.2% bus (Page 11 draft GCTDM).

The Canterbury Region has targets for cycling and public transport of 12% and 6% respectively in the Regional Land Transport Strategy (RLTS).

The 2008 revision of the RLTS determined that setting walking targets would be undertaken for including in the next RLTS review. However, we believe there is urgency to setting walking targets and that if ECan is unable to conduct this themselves they should tender a contract, to undertake a report establishing what are both realistic and ambitious targets for walking. Particularly given the Government's recent National Target of 30% of all urban trips to be walking and cycling by 2040 (NZ Transport Strategy, 2008) and the interim target in its GPS on Land Transport Funding of a 1% annual increase in walking and cycling until 2015).

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 more.

Clearly ECan firstly needs to look at accurately measuring the current rates for walking, cycling, and Public Transport. Using the 2006 Census figures does not give enough detail to measure any changes - especially in the intervening years between the Census. While Household Travel Survey data is useful this also needs to be backed up by physical counting of pedestrian trips. It is really disappointing that the Christchurch City Council actually predicts walking to decline from 9.4% of trips to 9.3% of trips and remain constant for the 10 year plan.

We request Environment Canterbury urgently undertakes a report into setting a walking target for the Region. Environment Canterbury needs to show leadership and support to its constituent councils in helping progressing walking as a mode of Transport in Canterbury. For example many Councils in Canterbury are struggling with setting walking targets for their Walking/Active Transport Strategies and an investigation into a regional target could also assist these councils.

Strategies that ECan should be supporting by resourcing more

The draft GCTDMS supports the 2007 GCUDS. Both Strategies have potential for collaborative action between the partners to the Strategies, and to how we might reduce Canterbury's dependence on the motor vehicle, and in particular single occupant vehicles. The draft GCTDM is supportive of what the Greater Christchurch Urban Development Strategy (GCUDS) is trying to achieve in terms of making walking, cycling, and public transport the easy choices. This is hugely significant for Councils in terms of savings in building new roads and for the health of the community (through less air pollution, noise, and community severance), as it better enables the essential car and freight traffic to flow on the road.

The draft GCTDM plan sets six goals, one of which is promotion of active travel.

The draft GCTDM is supposed to: begin implementation in the 2009/2010 year, and be reviewed and updated regularly to coincide with the timing of government and local authorities' LTCCP and annual planning and funding cycles. The Action Plan projects will be funded by UDS partners' existing operational budgets, LTCCPs, and the New Zealand Transport Agency. The Action Plan will ensure a coordinated approach to linking travel demand management projects with key infrastructure programmes.

The Canterbury Regional Travel Demand Management Strategy (2008) outlines targets and timetables for the implementation of TDM programmes and tools in the region. Its focus is on the main urban areas of Canterbury. The Strategy aims to achieve voluntary changes in travel behaviour through promotional and educational activities, parking strategies and road pricing initiatives.

[ECan should be supporting the Greater Christchurch UDS and TDM by resourcing these more including specific line items for these strategies.](#)

Community Street Reviews

Councils need to measure resident's satisfaction with footpath quality to determine if what is provided is meeting the needs of its residents.

One of the items ECan currently monitors for the Regional Land Transport Strategy is resident satisfaction with their footpaths. ECan monitors this by undertaking research in Canterbury using a qualitative questionnaire surveying 600 Canterbury residents.

We propose that a more effective way of doing this would be undertaking "Community Street Reviews", a tool developed by Living Streets Aotearoa, and further developed and supported by the NZ Transport Agency (NZTA), see www.levelofservice.com

Living Streets Aotearoa as a national organisation is keen to offer their services to ECan 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>

ECan needs to undertake Community Street Reviews to monitor resident satisfaction with footpath quality, either to supplement or replace the current monitoring tool.

Environment Canterbury to support CCC and District Councils in Canterbury to undertake similar Community Street Reviews in each of their areas.

If ECan undertakes these activities it can more effectively monitor resident satisfaction with footpaths in the Region, and hence fulfill one of its monitoring functions. It may require an initial expense to implement region wide Community Street Review programmes which can then be run by the individual Councils to feed into Ecan's now to be three yearly RLTS Monitoring Report.

More walkable environments to support Environment Canterbury's progressive Public Transport initiatives
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The draft Greater Christchurch TDM notes 8 4% bus to work in Christchurch (Page 8 draft GCTDM).

The draft ECan LTCCP in relation to Transport mostly focuses on funding of Public Transport. We believe ECan 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 GCUDS and draft GCTDM Strategies.

Environment Canterbury has resourced public transport and the results are beginning to show in increased numbers using buses and the need for a new bus exchange.

To improve the likelihood of further significant public 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.

Environment Canterbury has invested significantly in Public Transport including undertaking integrated ticketing, detailed route planning, and fairly robust ongoing public consultation about Metro Reviews of existing services.

ECan in the draft LTCCP lists one of the “uncertainties” for the Public passenger transport group of activities for 2009-19 as, “Whether territorial local authorities will provide the necessary bus priority measures, bus shelters and interchanges in a timely way to achieve target patronage growth”. And the assumption ECan makes is that Territorial Authorities will provide these (Page 89 draft ECan LTCCP).

From the draft LTCCPs of Councils in the Canterbury Region and the 2% budgeted for the Regions Walking and Cycling facilities in the draft RLTP we note the:

a) New bus interchange is not being provided in a timely way (e.g. main Christchurch Bus Interchange should be as early as possible), it is our understanding that the budget for bus shelters has been severely cut back, and we also consider that some of the bus priority measures dates of implementation need to be brought forward.

ECan notes in the draft ECan LTCCP that one of the key issues for 2009-19 is:

“Maintaining patronage growth relies on ongoing investment in improvements to services by

Environment Canterbury and in infrastructure by territorial authorities and the New Zealand Transport Agency” (Page 88 draft ECan LTCCP).

Whether Territorial Authorities will provide the necessary infrastructure e.g. quality footpaths to and from bus stops, to markedly increase existing bus user satisfaction (and tempt contemplative bus users) is an issue to consider if we are to continue to see increasing public transport patronage.

ECan needs to provide greater support and advocacy to the Christchurch City Council (CCC) to ensure their activities complement and support ECan led improvements in service, through providing adequate quality bus infrastructure, including quality seating and lighting at bus stops. If a person's experience of using the bus is not satisfactory when they use it for the first time they are less likely to continue to use that mode of transport and the modal shift towards Public Transport so desperately needed to prevent congestion will not continue. Bus users are also pedestrians.

It is important that bus services run to time. Recently one of our members used the Airport Service (Number 10 bus) to get to Christchurch Airport. As the bus was late they had to wave down the Shuttle service passing. A few stops down the road another person had to do the same.

Bus Priority Lanes will help with this timeliness. And we congratulated the CCC on its programme of proposed Bus Priority routes (e.g. Cranford, Central City, Sumner, New Brighton, Orbiter, Metrostar, Halswell) these routes are vital to “advantage” public transport users and so to further encourage people out of their cars.

We ask that ECan advocates to CCC to ensure the bus priority lanes include excellent improvements for pedestrians and cyclists as part of this programme (Council is required to currently provide for these modes).

We also ask that ECan advocates to prioritise these bus priority initiatives so they occur earlier than currently proposed.

Under “Operations” ECan is to “*Manage competitively tendered passenger service contracts*” (Page 90 draft ECan LTCCP).

We request that ECan strongly takes account of the quality of service when tendering (perhaps based on public feedback of the current bus operators), and that ECan is not just price based, which could ensure a “race to the bottom” by securing the cheapest rather than the best bus service operators.

Under “*Communicating, educating, and advocating*”, ECan is to “*Provide timetable and journey planning information for bus users, including printed timetables, real-time electronic information in Christchurch and Timaru, the Metro and Timaru call centres, and Metro info at the bus exchanges*” (Page 90 draft ECan LTCCP).

We request that ECan looks at installing “Real Time” signage at Christchurch Airport, for example in the baggage handling area and where people exit the building. There is currently no signage in the baggage handling area (at the exit point signs direct people to the shuttle to the right and taxis to the left). One exits the baggage handling area or the domestic terminal and sometimes see a bus in the distance, but with no idea of whether it is about to leave.

We propose that ECan discuss with the Christchurch City Council the provision of seating for bus passengers within the Airport complex (as in done in Wellington - see photos attached) or as a minimum sheltered seating (clearly marked no smoking and not adjacent to smoking areas).

Under “Activities” ECan notes it will under, “Communicating, educating and advocating” be “Promoting the use of passenger services to the community, bus users and schools” (Page 89 draft ECan LTCCP).

We thank ECan for its support of the recent inaugural Christchurch Walk2Work event. We would like ECan to support other events such as the Winter Festival of Lights and Summer Street Festivals in Lyttelton, by ensuring that more buses are able to be put on when such events occur. One of our members choose to park her car out of Christchurch CBD, on the Lyttelton bus route for the 2008 Summer Street Festival and a too crowded bus stopped to inform her that she would be waiting a while for a bus to collect her. There were not enough buses in that year to take people to the festival. And now we possibly have one less person who was going to change their travel habits. In 2009 it is our understanding that Metro Services were unwilling to put on extra buses to support sustainable transport to the Lyttelton Street Festival.

We request that as part of ECan’s contribution towards fulfilling its stated undertaking, and as part of being an effective Greater Christchurch TDM partner in supporting good Travel Planning, that ECan is proactive in supporting Community Events where large numbers will be traveling.

Monitoring of Compliance of District Plans with consistency with the Regional Policy Statement

The monitoring role of ECan is especially questionable in relation to the dates set to monitor Christchurch City Council and District Councils in Canterbury with regard to compliance of their District Plans to the Regional Policy Statement (RPS). Given the significance of the Regional Policy Statement as being the guiding policy for all funding and actions in Canterbury we can not understand why this is not being monitored immediately. In addition, the bigger Urban authorities in Canterbury such as Christchurch City Council and Timaru District Council, with greater rating resource, and faster growth would appear to most sensibly be the first to be required to comply with the RPS.

ECan sets a target of 100% for monitoring Territorial Authorities plans and activities to be certain that they are not in conflict with regional plans. However, the first Territorial Authority Plan (created in 2001) is not monitored until 2011, and the last Territorial Authority Plan (created in 2009) is not monitored until 2019.

We request ECan brings its programme of monitoring compliance of District Plans with the RPS forward and priorities the compliance of the bigger Urban Councils.

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

Regards

Wendy Everingham

Living Streets Canterbury Coordinator