

Living Streets Aotearoa



www.livingstreets.org.nz

Draft Greater Christchurch Urban Development Strategy and Action Plan

(Environment Canterbury, Selwyn District Council, Waimakariri District Council, NZ Transport Agency, Christchurch City Council)

13 March 2009

Living Streets Canterbury Submission on the draft Greater Christchurch Urban Development Strategy and Action Plan

Introduction

Living Streets Canterbury, the local Canterbury walking advocacy group of Living Streets Aotearoa, is pleased to offer this submission regarding this very important Strategy. We are happy to provide any further information or clarification required.

Living Streets Canterbury vision:

*“To energetically and creatively persuade decision-makers, officials and the public of the importance and desirability of walking, and to see **“More people walking more often in more places”** - young and old, fast and slow, commuting, between appointments, for exercise, for leisure and for pleasure.*

This draft Strategy is a well researched document and provides a valuable resource for those putting the case for why we need to find ways to “Travel Smarter” and the need to improve our transport infrastructure for the active (walking and cycling) and public transport travel modes.

It is a considerable worry that by current trends car travel in Greater Christchurch is expected to grow by 2.5% per annum and based on current population traffic volumes will increase by 27% by 2026. And perhaps equally (or more so due to the often heavy nature of freight and its impact on infrastructure, noise pollution, & community severance) that freight is expected based on current trends, to double by 2040 (page 5). This means there is a lot of pressure on the transport infrastructure system that calls for some fresh thinking. And as is noted traffic growth means longer commuting time, and combined with the issues of noise and vibration, it causes stress and fatigue (page 39). The fact of “one fewer trip by car each week, per household, is enough to stop traffic growth” (page 5 & 3) shows traveling smarter (changing the way we travel e.g. using active modes or ride share, or public transport and the number of trips we make, e.g. combining trips) means we can ensure that the current trends do not eventuate. So there is hope if we commit to make changes now.

Living Streets Canterbury wants to be part of the team helping to ensure smarter choices are made. We would like to be part of the implementation team charged with ensuring this strategy is successfully implemented.

Living Streets supports the draft Greater Christchurch TDM Vision by 2026 of, “People choose the most efficient and sustainable way to travel and move freight” (page 23). We also support the Goals and Action Plan (page 33-35).

Some improvements are suggested by Living Streets Canterbury in relation to the Action plan in order to help make this Strategy “live”.

Strategies languishing

From our experience Strategies, such as walking and cycling strategies, even recent ones done in 2008 are languishing on shelves. Committed skilled people draft these strategies with a lot of volunteer input but often implementation never occurs, and the review period passes and these are not revised. We do not want this important Strategy to suffer the same fate. For example Christchurch City Council has a Pedestrian Strategy developed in 2001, which has never been reviewed, and even recently despite commitment to do so in the Regional Land Transport Strategy Annual Monitoring Report (07/08), Christchurch City Council (CCC) have recently said they do not intend to reviewing it in the near future. The Pedestrian Strategy also needs a detailed implementation plan. The CCC also has a Cycling Strategy that needs review (last year), and it requires a clear consolidated implementation plan.

All these strategies, like this draft Greater Christchurch UDS TDM Strategy were developed by people with commitment to implementation. The development of Strategies involves a lot of volunteers input, that is not valued if such strategies are not implemented, reviewed, and kept “alive”. All the Strategies mentioned and others , e.g. The Cycling in Canterbury Strategy (ECan, 2005), The Canterbury Regional Travel Demand Management Strategy (2008), The CCC Parking Strategy (2003), the Waimakariri District Council Active Transport Strategy, and the Selwyn District Council Active Transport Strategies are vital parts of the answer to achieving the Draft UDS TDM Strategy. It is critical the TDM partners show leadership in ensuring all the partner's strategies are being implemented through including monitoring of these strategies as an Action Point.

Suggested Action

1. The Travel Demand Management Strategy could make an Action Point to monitor the progress of the various partners existing Strategies that will directly impact on the success of the Travel Demand Strategy.

Canterbury Regional Transport Committee (RTC) Active and Passenger Transport Working Group and the Canterbury Active Transport (CAT) Forum as resources

It is important the Greater CHCH TDM partners ensure they participate fully in the current “forums” available to help ensure progress towards local and regional transportation goals are achieved. The Canterbury Regional Transport Committee (RTC) has an Active and Passenger Transport Working Group that is currently formulating a Working Plan for this group. Currently Waimakariri, Selwyn, and CHCH City Council are represented on that Working Group. It is important that the representatives from the Greater CHCH partners ensure progress on the vision, goals, and action plan of the TDM are assisted through this working group. There is also the Canterbury Active Transport (CAT) Forum through which the TDM can be kept “live” by interactive presentations whereby forum members help with the Strategy's implementation.

Suggested Action

Include the Canterbury Regional Transport Committee (RTC) Active and Passenger Transport Working Group and the Canterbury Active Transport (CAT) Forum as resources in the UDS TDM including links to the Environment Canterbury website for CAT forum past

presentations and a brief explanation of the role of these groups.

All modes of Freight included

Page 35

Re Approach 3 “Support the efficient movement of freight”

“Identify barriers that exist to the promotion of more efficient and sustainable road freight operations.”

Suggested Action

This statement should include all freight (not just road) i.e. it should include also identifying the barriers to efficient rail and coastal freight as these impact on what freight needs to be on the road. Obviously Rail and Coastal are more about Regional interlinkages, but freight being taken to and from Canterbury needs to be considered as well as freight within the Greater Christchurch area. Looking at the “barriers to the promotion of more efficient and sustainable road freight operations” will partly enable better knowledge by businesses about other forms of freight that may be more efficient and sustainable freight choices.

Sustainable Transport an integral part of all Events

Pages 6-7

We support that the TDM partners need to “ incorporate TDM policies into their own organisation's strategic and operational planing and service provisions” (pages 6-7) in particular the UDS partners leading by example. We would like explicit mention that Christchurch, Waimakariri, and Selwyn Councils include TDM practices in their organisations locally organised events, such as the Ellerslie Flower Show. The Ellerslie Flower Show despite claiming “sustainability as a goal” has unsustainable transport practice, including shutting down a major walking and cycling route for several days (far greater than than the four day event) causing inconvenience and major deviation of routes for commuters. Also, the park itself , as happens with other events in Hagley Park has extensive temporary car parking provisions. There does not appear to be any serious consideration of free or cheaper bus services, park and ride options, and keeping the event to one side of park so not necessitating the shutting of a major pathway for park commuters. The Ellerslie event has also demonstrated that there simply isn't enough parking for all the people driving to the show. An extensive walking, cycling and bus campaign needs to be devised for next years event.

This point about ensuring the partner organisations in the Greater Christchurch UDS TDM include event management in the TDM was raised in a meeting, as part of the consultation with Living Streets, and was considered favourably but appears to have been overlooked.

Suggested Action

Sustainability in relation to transport to and from events needs to be embedded in all Council run or endorsed events in order to show leadership. This needs to be explicitly mention of this in the Strategy's Action Plan. And suggest also an immediate audit current transport practices for Council run and supported events.

Implementation details

Page 29

Implementation timing and funding

Suggested Action

A detailed Action Plan with more specific dates, responsible organisation (including section even position within that organisation), and funding estimates.

It is stated, “A report monitoring the action plan will be published toward the end of each funding

cycle, with quarterly progress reports to the UDS Transport Group each year”.

Suggested Action

To present the report to the CAT Forum and RTC Active and Passenger Working Group as well.

Commitment to fund the infrastructure to support the TDM Strategy

Page 29

The draft Strategy notes, “The implementation of the Action Plan will help link these travel demand-focused projects with key supply-focused infrastructure programmes”.

We consider it imperative there is a commitment by the UDS partners to fund the infrastructure needed to make Greater Christchurch walking and cycling friendly. As the UDS TDM development team know, even if the Travel Demand Programmes are promoted if there is not the infrastructure to ensure that people making sustainable transport choices are supported by first class infrastructure for walking, cycling, and bussing we will not see the modal shift needed.

Suggested Action

The TDM partners commit to adequately funding walking and cycling infrastructure in their Long Term Council Community Plans in order to support the “demand” aspects of the TDM Strategy.

Clarify Access and Mobility

It is not clear when it is meant “access” and when it is meant “access” including for people with impairment.

Suggested Action

Where it is implied that “access” is also about persons who have an impairment the word mobility needs to be included to remove ambiguity by the definition in the Glossary.

User groups mentioned as resource

Living Streets Canterbury and Spokes Canterbury are the local User groups which have been actively advocating for years for improvements to make walking and cycling respectively more enjoyable.

Suggested Action

Include Living Streets Canterbury and Spokes Canterbury as resources in the TDM for Councils to pro-actively consult with about improvements to walking and cycling.

We wish the Greater Christchurch UDS team well in getting the Strategy endorsed and look forward to seeing its implementation.

Regards

Wendy Everingham

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Typos

Page 6

change “biking” to “cycling” to keep consistent with rest of strategy

Page 40

41 people die [annually?] prematurely...

Page 35

Approach 3 “Identify barriers that exist to the of promotion more efficient and sustainable road freight operations” should read “Identify barriers that exist to the promotion **of** more efficient and sustainable road freight operations”