

Submission to CERA and CCDU Transport Plan for the Rebuild  
Of Christchurch City.

From Robert Fleming

Withheld under section 9(2)(a)

Background: I write this submission from my house, during a Wednesday afternoon, a day that I should be at work , providing services to the Christchurch Community and production to the economy . Instead I am in severe pain nursing a rack of ribs that are 50% broken and a lung that has shed nearly 2 litres of blood into to a plastic bottle sitting on the floor of the Cardiothoracic Unit at Christchurch Public Hospital . I have been cared for by caring and capable health professionals costing the Canterbury District Health Board a lot of money that they don't have, and if they did have, they would like to use it to pay for the treatment of those who are genuinely sick ,particularly children. I will be costing the ACC large sums of money to pay for 2 ambulance journeys, probably some of the hospital care and hopefully some of my weekly bills. My employer will be contributing something also,a cost they could well do without in post-quake times. Then there will be the costs to the police service for assistance provided on the day and probably in the future to lay charges against the motorist who drove through a give-way sign and sent me to the asphalt. And the costs of the courts. You will be asking what this has to do with a submission for a city-rebuild transport plan?

I will tell you .

I do not blame the driver who made a mistake on that horrible day last week . I am aware that this transport plan is for the Central City and not for the area that my accident took place. I am upset about two things . Firstly that I believe that the cyclists of Christchurch have for a long time been treated as second class citizens by many motorists, and in comparison to motorists, by planners and authorities. Whilst upsetting, I am aware that in the process of feedback and forums such as this, it is unrealistic to expect major changes in motorist behaviour . What I find disappointing , verging on despicable, is that in the opportunity that we now have to create a safe cycling city, there is very little of actual substance in this Draft Plan that will actually tell the 100,000 people who posted their wish-list notes that they might just get their wish.

So what do I see in this plan?

Firstly,I see some great photography and sketches that shows me happy cyclists cycling around the CBD . If I may be a little dramatic at this point, this is akin to going to a fast-food outlet and drooling over the food description photos above the counter. Then making a comparison with the product that is handed over . How will the CBD become buzzing with happy cyclists if they have to continue to negotiate roads within the aggressive environment at the periphery to get there .

Secondly, I see some seemingly encouraging statements about what might happen . I do not believe these to be anywhere near adequate to satisfy an issue that is so critically important to a successful rebuild of the city . The rebuild is such a huge event . I don't however believe that the plan shows the necessary daring or creativeness that overseas cities have successfully implemented within their existing infrastructure. If other cities can provide safe cycleways and enjoyable people environments within the severe constraints that exist, then a draft plan such as this for the rebuild of Christchurch (when starting from scratch) is nothing but dismal.

To me, this plan looks cheap and compromising. It sends the message that a successful city will be one that allows cars to get from one side to the other as quickly and conveniently as possible. It makes little acknowledgement to those on low incomes who need to get around and are struggling at present, to use cheap and reliable transport. The plan talks of increasing population density in the central area but roads feature prominently, some with the traditional 50 kmh speed limit. The speed limits that exist in Christchurch are frequently broken by a wide range of vehicle types, as well as the ubiquitous "noisy" vehicle that we have come to associate with the city . Without addressing these noise and safety issues it will be difficult to attract central city dwellers.

Please don't get me too wrong, for its sins I see the plan at least as an attempt to satisfy a wide range of people. And it should be an improvement on what cyclists have had to endure in the past. But for a clean slate opportunity it could, and should do 'much much" better. Given that such a lot of the city rebuild appears to be more about the careers and egos of a few significant people ( if you believe the media ) rather than the needs and the wants of the people, can I end by pleading that more consideration be given to the citizens of Christchurch city and specifically those that care about their health and the future health of our planet: The cyclists. More pain-killers please.

Thank you for this opportunity.

Robert Fleming

Withheld under section 9(2)(a)

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**From:** Helen Hills  
**Sent:** Saturday, 12 January 2013 3:54 p.m.  
**To:** transport (CCDU)  
**Subject:** Submission re:CCDU/CERA accessible City

Withheld under section 9(2)(a)

To whom it may concern

re:CCDU/CERA Accessible city When designing /constructing the city area ,(and any other reconstructing of roading around Christchurch) please take the opportunity to create cycleways that are separate from the road wherever possible.(a good example is the cycleway down Tennyson street in Beckenham) Sharing the road with cars ,buses and trucks whizzing past your elbows puts a lot of people off cycling or letting there children cycle.( many children do not cycle to school now as it is too dangerous.) I cycle to work each day but feel I risk life and limb especially when coming to intersections where there is no place for cyclists and half of the traffic is turning left.( example here is the corner of Selwyn street and moorhouse Ave.) I would normally go down Antigua where there are at least markings on the road and a place at intersections marked for cyclists. but big road works down there.

Often looking at the map and trying to figure a route somewhere the only option is to cycle on the footpath (although I am well over the age of 10 and I know it is illegal) if going down such roads such as Brougham, Madras, Blenheim. Fitzgerald ave ,Bealey, ) Cycling on these roads is just plain suicidal So could the 4 Avenues please have somewhere for us to bike. With more cycleways more people would cycle and there would be less cars in gridlock, less pollution.and less people with obesity and diabetes.

regards

Helen Hills

Withheld under section 9(2)(a)



# An Accessible City

He Taone Watea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

15/07/2011  
15/07/2011

## Submission Form

These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccdv.govt.nz](http://www.ccdv.govt.nz)

Answer as many questions as you like. You do not have to answer them all.

**Q. What are your overall comments on the Accessible City draft chapter?**

EXCELLENT.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

NO, NOT A DISLIKE, BUT MIGHT I SUGGEST A RE-THINK, PAGE 15, ON BUS INTERCHANGE. WITH TURN INTO ONE WAY AND SUPER STOPS IN MANCHESTER AND HOSPITAL, SEEMS THE INTERCHANGE IS ONE BLOCK TOO FAR NORTH, MIGHT I SUGGEST ONE BLOCK FURTHER SOUTH, IN THE FRAME.

# An Accessible City

He Taone Wātea



**Q. Is there anything else you would like to see included in the Accessible City chapter?**

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	ELGAR INGRAM DICKSON
Organisation (if applicable):	—
Postal Address:	Withheld under section 9(2)(a)
Email:	

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: [www.ccdugovt.nz](http://www.ccdugovt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at: [www.legislation.govt.nz](http://www.legislation.govt.nz).

The Privacy Act 1993 governs how CCDU collects, holds, used and discloses personal information in your comment. You have the right to access and correct your personal information.

Comments in response to draft Christchurch Recover Plan “An accessible city”  
Dr Olly Powell

Withheld under section 9(2)(a)

## Summary

Whilst the document contains some encouraging ideas, overall the lack of detail or priority to cycling and lack of consideration towards future public transport means it does not yet live up to the promises of the *Draft Central City Recovery*. Nor is it sustainable, resilient, or consistent with the long term *Christchurch Transport Plan*.

Some positive ideas in the document included:

- The slow core and reduced speeds
- Contraflow cycle lanes on one-way streets
- Pedestrian priority streets

However the following he following amendments and details are needed:

1. State clearly that all routes and roads will be safe for cycling and walking.
2. Make priority cycle routes consistent with the Christchurch transport plan, and in particular to include cycle priority routes on Armagh Street, Madras Street the Four Avenues, Harper Ave and Riccarton Ave.
3. Relocate all the public car parking facilities beyond the green frame, so as to improve safety and quality of life inside the frame, and ensure car drivers get some exercise.
4. Include more car-free streets to create additional pleasant spaces and discourage through traffic.
5. Reduced speed on all roads within the four avenues to at most 40 km/h.
6. Provide detail as to planned routes for future light rail corridors so that those routes can be protected.
7. Abandon the self fulfilling predictions of increasing traffic volumes over time, and the associated attempts to cope with them.
8. Show the proposed locations of council-built bicycle parking.
9. A commitment to cycle lanes on both sides of the river park.
10. Budgets and time frames for all the key elements of the plan.

Please revise the document substantially, and come up with something that will genuinely encourage a mode shift away from cars to healthier and more sustainable transport modes that enhance the quality of life in the city and that encourage business and tourism.

Please also make public details of the consultation process and associated timeline so that the process can be transparent and inclusive, building on the success of the Share and Idea process.

Comments with respect to specific wording are given in the following two pages.

### **Page 5 "Transport"**

*"Other streets will provide for cyclists where possible."*

This is just not good enough. All streets should be safe for cycling.

### **Page 6 (Transport Choice Figure)**

It is disappointing to see the roads around the periphery of the slow core as well as Montreal and Durham left at 50km/h. I would prefer to see a default speed of 40 km/h within and including the four avenues, with further reduction achieved in key pedestrian areas through design.

### **Page 8 "Walking"**

It is not clear what "priority" means. Does it mean pedestrians have right of way over cyclists and cars as per the usual international meaning of "shared space". The diagram appears to show a wide car-free pedestrian area, with a conventional road in the middle. It is unlikely that all drivers would graciously give way to pedestrians with this design (if that is what is intended). It is also unlikely that pedestrians would feel safe walking in the middle section.

Please make it clearer that this concept means pedestrians have right of way, and that the street design will ensure that cars are going to be kept to walking pace by design.

### **Page 10 "Cycling"**

*Where necessary, roads that are prioritised for cycling will have separated cycle lanes to allow safe routes for all users.*

Remove "where necessary". Of course any road "prioritised for cyclists" should have physically separate cycle lanes (unless it is proposed to give cyclists right of way over cars at all times on those streets, and lower vehicle speed expectations accordingly). Also provide details of how intersections will be designed to minimize danger to cyclists from turning and entering traffic.

*Other streets may also have improved, safer cycle facilities.*

Remove replace "may" with "will", in line with the Christchurch Transport Plan and Draft Central City Recovery Plan. Designs should be consistent with the Christchurch Transport Plan and council design standards

### **Page 11 "Cycling Figure"**

The proposed "key cycle routes" are also priority routes for various other modes, and therefore appear to have little meaning. Two (Colombo and Worcester) are not even continuous.

Many critically important cycle routes identified in the Christchurch Transport Plan are not shown in this figure. In particular:

1. Armagh Street: (Which links well with the Hagley Park crossing)
2. Riccarton Ave: (A critical route for cyclists from N and W accessing the hospital and the SE side of the city), needs physically separated on-road cycle lanes.
3. Harper Ave (Needs physically separated on-road cycle lanes)
4. All four of the four Avenues (need either separated cycleways or reduced speed)

### **Page 11 "Main Streets"**

The lack of detail makes it difficult to comment on this concept. Are the streets expected to be wide enough that cyclists can safely pass one metre from parked car doors, whilst remaining one metre from the main flow of traffic? Or are cyclists expected to cycle in the centre of the car lane?

If cyclists are expected in the centre of the car lane, then this needs to be made clearer in the document, and it needs to be made clear that cars are only expected to go as fast as the cyclists in front of them (15 - 30km/h in most cases).

If cars are expected to overtake cyclists, then there need to be designated cycle lanes with ample width to avoid injuries due to opening car doors, or parking should be removed.

### **Page 13 "Public Transport"**

It is disappointing that there is no apparent interest in planning now to protect future light rail corridors. Please include in this document where planned future light rail corridors are to go, so that those streets are re-built built correctly now with future population growth and changes in travel uses in mind.

Such a system should preferably include a loop architecture to avoid congestion at a central node.

### **Page 13 "Car Travel"**

*"They will be enhanced over time as needed to cater for increased traffic volumes."*

*"They will provide the key vehicle access routes into the central city to service the majority of trips to the Core on a daily basis."*

This plan clearly has not yet met community desires for a less car dependant city centre, nor can it be considered sustainable or resilient. Car travel should be expected to reduce over time, precisely because of planned changes to public infrastructure priorities.

### **Page 17 "Parking"**

Please remove the six public car-parks within the green frame. This will ensure that lazy individuals will at least get a minimal amount of exercise getting to the CBD, whilst the quality of space and life within the CBD will be greatly enhanced.

### **Page 18 "Parking"**

*"the number of vehicles overall within the zone consistent with the pedestrian-friendly focus, but not to the extent that economic recovery is compromised."*

The recovery of the core is not dependent on filling it with cars, it will be achieved by making it a nice place to walk (including for those who drive to the edge and walk in). Placing car parks right in the centre is unnecessary and undesirable.





## **Submission Christchurch Transport Plan 2013**

**This submission will illustrate the retention of five one-way streets and the inclusion of Tuam St into the one-way network is detrimental to the four goals outlined in the Transport Plan.**

As a prelude it is useful to consider the original reasons and historical context for the change from two-way to one-way streets.

"one-way streets can be traced back to when streets' sole mission was to move traffic into and out of the downtown employment centre as quickly as possible .....Effectiveness of the network was measured by the amount of delay a motorist would encounter on a given street segment" (Walker, Kulash, McHugh 2000) This coincided with the 50's and 60's move to the suburbs. Mini freeways. (Hopper)

Fortunately the goals of the Transport Plan demonstrate the desire to rediscover the inner city as a community hub and for our streets to have a greater variety of functions. Streets possess the capacity to enhance the quality of urban life. As central Christchurch and other cities have discovered, the emphasis on moving traffic as quickly as possible has resulted in diminished livability and population, struggling businesses, unattractiveness, vacant land and buildings, lower property values and lower city rate revenues.

The problem is not with the goals of the Transport Plan but with the thinking that the one-way street system will facilitate these goals. "If the objective of the community was narrowly focused on maximizing the speed and volume of cars on a street, there is reason to create a one-way street. However, if the objective was to improve safety, comfort, convenience, quality of life, economic health, and transportation choice, two-way street design is nearly always essential" (Nozzi). The latest research is also demonstrating that although speed and traffic volume is greater on a one-way, the time it takes for the motorists to reach their city destination is not advantaged (Gayah 2012).

### **The world wide change from one-way to two-way**

Many hundreds of cities worldwide have, and are successfully converting their one-way streets to two-way (Hanka and Gilderbloom) . "After decades of decline, largely linked with automobile dominance, downtown economic revitalization emerged in the 1990's. One technique that appears to be remarkably successful is the re-conversion of one-way streets to two-way streets" Baco, Meagan (2009).

Examples exist (Vancouver, Washington) where costly revitalization attempts resulted in the cities being as "dreary as ever". In desperation simple re-conversions to two-way were made - "How could so small and inconsequential a change as turning a one-way street back into a two-way street make a significant difference? Yet that is exactly what happened..." (Ryan Mc Greal 2009). Where do experiences like this leave Christchurch?

Melbourne has demonstrated that the commitment to fostering public life has resulted in revitalization data that far exceeds expectations (Streetsblog.org 2/8/2007). The one-ways in Christchurch are a recognized deterrent to public space life. Melbourne has no one-way streets only some narrow one-way lanes and Vancouver, Canada has hardly any and these will be converted. Both cities are consistently rated as the most livable cities in the world and both are economically vital.

There is an enormous amount of evidence on the positive effects of conversions to two-way: livability, business, city revenues. So much so that cities that only converted some streets are converting more. Tristan Hopper of the National Post, Canada 8/1/2012 remarked "the brief shining reign of the one-way system seems to be drawing to a close"

The evidence has now become so substantial that many cities are not commissioning in-depth analysis of the viability of conversions from one to two-way before proceeding "there is less evidence of North American towns undertaking rigorous ...investigations into the potential benefits of undertaking conversions [from one-way to two-way]. Rather it has become widely accepted amongst urban regeneration practitioners that virtually all town center conversions to two-way streets will be beneficial; it is more a matter of identifying the range of complimentary improvements needed to catalyze the best returns from the conversion" ( Dom Nozzi - Impact of One-Way Streets 1/11/2009 )

Perth and Hobart Australia are eliminating their one-ways. "Australia has been following the advice of Jan Gehl. Gehl states "there is no argument for one-way streets except faster and more traffic" " (John Calimente 'Does Vancouver still need one-way streets' 16/9/2010).

We have been following the one-way street issue since returning to Christchurch in 2000 from Melbourne. It was very obvious that the demise of the inner city was the result of the one-ways. It is interesting that the consultants employed to improve this situation since 2000 all recommended converting the one-ways but the recommendations were dismissed. Hobart and Perth however have had the sophistication to productively use the advice.

The one-way re-conversion conversation has even started in Auckland. It was prompted by the lower property values on one-way streets (therefore lower rates). It included an interesting comment about Christchurch. "It strikes me that among the cheapest and most effective urban design moves that Christchurch should do is not reinstate its awful one-way system..." (transportblog.co.nz 12/12/2012)

"As urban improvements go, two-way conversions are remarkably cheap....Which might be why cities around the world have even started pushing for complete one-way abolition " (Hopper 2012).

There are many many reports from some of the cities below of their successful re-conversions and too many to include here. "The success of these efforts are increasingly being documented"( Walker, Kulash, MacHugh). Needless to say the reports must be positive to account for the proliferation of new and additional conversions.

Santa Cruz report "One study surveyed 22 communities that converted their one-way streets back to two-way. The vast majority of the communities reported that the conversion was positive for business development and none of the communities reported tangible negative effects of the conversion. Communities report improved business, increased investment in downtown, more choices for travel downtown, increased pedestrian friendliness and a general feeling of improved "livability", "quaintness", and "sense of community".....Toledo, Ohio (pop:323,000): Longtime vacant buildings are now being occupied or sold to developers for new shops and restaurants" etc etc etc...

Importantly these successes directly increase city rates revenue.

These are some of the cities that have/are converting one-ways to two-way:

Perth, Australia	Hobart, Australia	
Edmonton, Canada	Calgary, Canada	Vancouver, Canada
Regina, Canada	Ottawa, Canada	Hamilton, Canada
St Catharines, Canada		
Hillsboro, Oregon	Norfolk, VA	New Haven, Connecticut
Berkeley, California	Cincinnati, Ohio - "priority number one"	
Toledo, Ohio	Orlando	Tallahassee, Florida
Waukesha, WI	Charleston, SC	Vancouver, Washington
Baton Rouge	Green Bay, WI	Portland, Oregon
Oregon City, OR	San Francisco, CA	San Jose
Miami, Florida	Birmingham, Alabama	Louisville, KY
Minneapolis, Minnesota	Lexington, Kentucky	Des Moines, IA
Fort Collins Colorado	Lafayette, IN	Austin, Texas
Fargo	Vancouver, Oregon	Albany, New York
Oklahoma City,	Jacksonville, Florida	Pensacola,
Wichita,	Syracuse	Santa Monica, California
Seattle, Washington	Lansing, Michigan	Janesville, WI
West Palm Beach, Florida	Gardner, MA	Hickory, NC
Buffalo, NY	Lynchville, TN	Walla Walla, Washington
Boulder, Colorado	Chatanooga, TN	Fairfax, VA
CO.Springs, CO	Lakeland, Florida	Wailuku, HI
Richmond	Dubuque, IO	Alma, MI
Holyoke, New Jersey	Dallas, Texas	Sheridan, WY
Denver, Colorado	Sacramento, California	Cambridge, Maine
St Petersburg, Florida	Hartford	Danville, IL
Washington, MI	Durham	Albuquerque, NM
Woonsocket, RI	Salina, KS	Kansas City, MO
Cedar Rapids, IA	Colombus, OH	Danville, IL
Fort Collins, CO	Delray Beach, FL	Wyandotte, MI
Texarkana, AR	St Catharines, ON	Greensboro, NC
Iowa City, IA	Rochester, NY	
etc etc etc		

Examples of feedback from some cities

Michigan City - "local businesses were favorably impacted by the change"

Tampa, Florida - to "improve overall **efficiency**" a further conversion (2007)

Milwaukee - "Milwaukee has been engaging in two-way conversions since the 1990's, with indisputable results. The conversions have been popular with residents and business owners alike"

Santa Cruz "the negative impact of the one-way street on retail sales and the downtown's overall sustainability cannot be over emphasized....the benefits of a two-way.. are significant and the notion is supported by extensive research and numerous examples of other cities that have successfully implemented such conversions" In addition to the above,

Lubbock, TX - ""underwent ...conversion in 1995. The City Traffic Engineer wrote a paper for the Institute of Traffic Engineers detailing the process and results. ...despite expectation of traffic calamity, the conversion went smoothly. In fact, Lubbock continued with other one-way conversions ....reported that the change was well-received by downtown businesses"

And the list goes on.....

Cities are not going to this trouble without investigation and good evidence of success.

Cities report that it is both residents and business that want conversions and if there is some initial resistance it seems to come from e.g. "Many of these individuals are powerful local political players. But Bauman said their arguments basically boil down to fear of change. The only other organized opposition comes from parking lot owners downtown" (Angie Schmitt 2011). The AA submission in March 2012 on Christchurch transport said "No factual analysis or justification had been given for altering the one-way system". One would think that an organization such as the AA would be informed of the research and evidence but clearly aren't. The AA however is likely to wield considerable power. There are so many demands and pressures placed on planners so it is understandable that the objective of 'a livable city' can be lost sight of.

The central issue is livability and everything has to be measured against this. When other things take priority we end up with a city that doesn't work. One-ways are a glaring example.

Terry Cooke 10/6/2012 said "When cities push through all the fear-based objections and convert back to two-way even drivers appreciate the benefits of a street system that actually lets you drive directly to where you are going". McGreal (2009) comments "...which turn out to be so much empty fear in those places where conversions are actually undertaken."

We must remember that the normal way of traveling on streets is two-way. The one-way concept is the radical, unfamiliar, unusual, difficult. and strange.

I suggest the above cities be contacted by the CCDU to get first hand information on the success of these conversions to two-way before committing Christchurch to further wasted years of one-ways. Given what is at stake the CCDU has an obligation to get this right. Will the CCDU have the courage to do what is right for Christchurch regardless of powerful political pressure.

### **The Christchurch situation**

I have heard it said that Christchurch is different from all these cities so we could not expect similar results and that is why Christchurch should not listen to consultants. This is ridiculous when the consequences of the one-ways on central Christchurch have in fact been very similar to those outlined in the literature.

Christchurch has had 38 years to demonstrate that the one-ways are a successful configuration for Christchurch and it hasn't happened yet. It is reasonable to assume that if one-ways were going to assist Christchurch's development it would have happened by now. Therefore a high level of the burden of proof should be on those who think the one-ways are what Christchurch needs for the future rather than on those who think the best configuration for the future are two-way streets. Alan Ehernhalt (2009) said "When it comes to designing or retrofitting streets, the burden of proof shouldn't fall on those who want to use them the old-fashioned way. It should be on those who think the speedway ideology of the 1950s serves much of a purpose half a century later"

## **I will go through each of the goals of the Transport Plan and demonstrate how the one-way system will be detrimental to the achievement of the four goals.**

### **Goal 1: Improve access and choice**

Literature repeatedly cites access as a priority reason for the conversions from one-way to two-way. The literature discusses that where the central city is the motorist's destination then ease of navigation using two-ways is more important than any possible time saved using one-ways (Walker et al 2000). In addition, Gayah (2012) goes further and demonstrates that one-ways don't save time.

"Seeing the destination but being unable to get there" was a common theme. Ease of navigation was also important to developers (Behimann, Wichita 2012).

Gayah (2012) commented "These conversions are intended to improve vehicular access and reduce driver confusion. Downtown visitors, whether they arrive by car or public transportation, prefer two-way street networks to one-way street networks because they are less confusing...."this group are deterred by the confusing one-way system and are less likely to return'.

Literature states that visitors and those who frequent town the least, are the largest spenders but this group often found the problems of one-ways so great that many chose not to go downtown.

"Service operations and professional offices also (not just retail) rely on a circulation system that is easy to understand and to navigate" (National Trust for Historic Preservation 30/11/11)

A business on one-way St Asphah St opposite the new police station commented that they lost many customers because the premises were too hard to navigate to. They knew the numbers because their customers tend to telephone first.

There does not seem to be Christchurch data on customers that are being lost as a result of the confusing nature of the one-ways and the numbers of new customers that would be gained. The literature is consistent that patronage increases with the introduction of two-ways. Survey results of Springfield Downtown "approximately 50% of community members surveyed indicated they would be more likely to visit downtown if there were less one-ways".

Two-way streets are in fact the normal way we get around. The malls understand the importance of accessibility. All roads to the malls are two-way and there have been no requests for one-way access.

Christchurch has a tight street grid pattern which aids accessibility but this is limited under a one-way system. The benefits of a grid pattern for two-way streets is discussed under the 'efficiency' objective.

**A reason given for the Eastern frame is that there is too much land in the central city. The west east streets between Madras one-way and Barbadoes one-way are isolated and very difficult to access because the area is bounded by one-ways. Prior to 22/2/11 most land and buildings were vacant. This progression commenced on the introduction of the one-ways. The one-ways are a barrier (Walker et al 2000)) The problem with central Christchurch was not that there was too much land but that the land was made sufficiently inaccessible for business to function. Had these areas been accessible then development would have followed. Investors and businesses are a cautious group and conditions have to be right and this degree of inaccessibility is not good for business.**

Making the streets look better in the new plan will not improve access and the deterrent for business will remain (overseas experience of invigoration projects while keeping the one-ways didn't work). The area between Barbadoes street and Fitzgerald Ave was not as affected because Fitzgerald Ave is two-way.

The poor accessibility inherent with one-ways is impossible to mitigate and the empty one-way streets and those isolated by them are testament (Vancouver, Washington)

It is not just because there aren't any trees or amenities on one-ways that stops the development. There are many streets that are equally devoid of trees and are unattractive but business and people still do business and live on these streets. The problem for businesses is the lack of accessibility

In Christchurch the one-ways isolate the inner core creating an island. The literature frequently referred to the barrier effect created by one-ways and the lack of connectivity. This is not healthy

for the inner core. It is also detrimental to the commercial development and livability in the area between the four Avenues and the inner core. This will disadvantage patronage of the inner core.

The literature is clear about the access difficulties caused by one-ways:

- difficulties entering and exiting streets due to increased traffic speeds (Nozzi 2005),
- two-ways create greater choice of routes and improve wayfinding - Ottawa (Hopper 2009)
- The one-way system of Tuam St and St Aspah streets mean transit passengers must use two streets to complete a return journey. Many references were made in the literature that this is very unsatisfactory and negatively affects public transport usage (Walker et al 2000)). This was one of the reasons for the City of Perth removing their one-ways.

Many references were made to downtowns rightfully being a destination rather than a 'flyover' area.

A comment from Durham (2007) "I have to say that it (conversion to two-way) makes getting around easier".

Clearly the most effective access to the city is a two-way system. Therefore the only possible justification for a one-way system is through traffic. However if this hinders the city's revitalization as a place for business and rehabilitation then what is the point? Clearly other alternatives must be found for through traffic if indeed it is a problem.

#### **Objective 1.1: Balancing the network**

The grid street system in Christchurch would allow the fanning out of traffic onto the most appropriate streets rather than being funneled. This would lead to a more connected and integrated feel within the 4 Avenues. All of the central city will then know what it is, which is the 'central city'. Currently there is a sense of a series of barriers/fencing that chops it up. This integrated connected central city would exude a sense of confidence that it knows what it is. This would encourage investment.

Prior to the earthquakes I would go to a site between Manchester and Madras St on Hereford St and would leave using Manchester St to Moorhouse Ave. If Madras was two-way I would have gone down Madras (which although had fast traffic and created a sense of being busy in fact wasn't). Two-ways provide choice, accessibility, and the option of spreading traffic demands over the grid.

The Transport Plan is attempting to balance the network with greater emphasis on other modes of transport and considerable money will be invested in the bus system. But sacrificing livability and economic vitality and revitalization for the sake of retaining the one-ways (for whom?) will result in a wasted bus system. There will be few passengers. Compare this to cities that have high central city livability and commerce e.g. Melbourne, and the fantastic well used public transport.

#### **Objective 1.2: Use the existing road network more efficiently**

Walker et al (2000) comments "In traffic engineering circles, however, the operational disadvantages associated with one-way streets are becoming increasingly recognized".

There is no description in the Transport Plan of what is meant by 'efficiency'. and similarly with accessibility. I get the impression that how many cars a road can carry over a given time would be the conventional view of accessibility and efficiency used by the CCDU.

Litman (2013) Includes "Efficient" in a list of some of the commonly used transport planning terms that are 'unintentionally bias'.

Litman (2013) states "**How transportation efficiency is defined and measured can significantly affect analysis results and therefore planning decisions**". Litman outlined five

efficiency categories: 1) conventional, 2) multi-modal transport planning, 3) accessibility - based transport planning, 4) economic efficiency, 5) planning efficiency. On these measures the one-way streets in Christchurch fare poorly: the deterrent effect on the use of other modes, access problems for business and individuals, the economic inefficiency of having vacant land and buildings on one-ways and those affected by one-ways and increased rates for all ratepayers, and that one-ways don't support the strategic objective of Christchurch which is to support central city commercial redevelopment and make Christchurch central city a livable inviting destination. On these measures the one-ways are certainly not efficient. Gayah's research and other research outlined in this report demonstrate that even under the conventional definition of efficiency, one-way streets do not get motorists to their destinations in the central city faster and the distance travelled is greater than on two-way streets.

Litman refutes the skepticism from people concerned that reducing roadway capacity will cause congestion and reduce travel speeds. He discusses how this can be achieved and uses cities in which this has happened. Perhaps this is the fear that is preventing Christchurch from eliminating the one-ways despite the mountain of evidence indicating that two-ways are the most likely configuration for the achievement of the Transport Plan goals.

Litman also notes "In most developed countries demographic and economic trends are causing motor vehicle travel to peak and demand for alternative modes to increase" It would seem that fears that Christchurch will get overwhelmed by congestion are unlikely.

The City of Perth states "More one-way streets around the CBD are opening to two-way traffic as part of the City of Perth's strategy to **improve traffic flow** and make the area more pedestrian friendly." Perth obviously regards two-way streets as being consistent with efficient accessible vehicle transport. It is hard to understand how the small city of Christchurch thinks it has got such a major traffic congestion problem that it thinks a one-way system is so essential and that the detrimental effects to business and to livability are worth it.

**The City of Perth also state "One-way streets have: increased journey distances as drivers negotiate the one-way network.....Studies show two-way streets reduce journey times for drivers".**

The one-way streets increase travel distances (Walker et al) (Lum Kit Meng and Soe Thu in the Journal of the Institute of Traffic Engineers, Singapore, in their 2004 paper "A microscopic simulation study of two-way street network versus one-way street-network").

Rick Hall of Hall Engineering indicated that backtracking or circuitous travel tends to more than counter-balance any expected time saving benefits for motorists. Nozzi said that backtracking on one-ways is more likely because higher average speeds leads to motorists not seeing his destination until it has passed.

Current research demonstrates that trip time using two-way streets is no more than one-way trips even though speed is less. It even goes further, Gayah and Daganzo (2012) ""The trip serving capacity of a one-way network can actually be increased when it is converted to two-way operation.... In this way, livability and efficiency objectives can be achieved simultaneously."

The research of Gayah (2012) is included in more detail because it is up to date, is a high calibre, and because the research is on the 'efficiency' of one-way and two-way street networks. The CCDU place significant emphasis on wanting an 'efficient' transport plan and it seems that there is an unintentional bias to assuming that one-way networks are more 'efficient'. Even setting aside the variety of other reasons why two-way streets are likely to lead to a more functional prosperous and enjoyable central city, Gayah shows "Regardless of the size of the city, however, a one-way to two-way street conversion should always increase the efficiency of downtown networks. Since residents prefer two-way street networks for a variety of reasons, converting a one-way street network to two-way operation can improve both the efficiency and livability of cities."

**Gayah states that "The ability to move many vehicles does not reflect the ultimate objective**



**of any transportation network. The goal is to allow people to reach their destinations as quickly as possible. The maximum rate at which people reach their destinations, also known as the network's trip serving capacity, more accurately captures this objective. All else equal, a network with higher trip serving capacity will serve vehicle trips with less delay.....Therefore even though current research and conventional wisdom suggest that one-way street networks are more efficient than their two-way counterparts, we show that one-way street networks are sometimes less efficient because they restrict the rate at which people reach their destinations".**

Christchurch traffic engineers claim that travel times are shorter on one-way streets. This is contrary to multiple research and to what Perth and other cities have found. Given this anomaly an explanation of the factors that distinguishes Christchurch from the research and other cities is a reasonable expectation.

Chiu et al 's (2007) research was also a technical analysis of one-way to two-way conversions that only focused on capacity to move traffic and it also demonstrated "the finding also suggest that the two-way configuration could be desirable in all considered criteria if carefully designed and planned"

Research by Fang et al (2012) looked at traffic impacts for different flow configuration scenarios. Results indicated that although speed reduced and intersection delays and stops increased in the two-way configurations, the two-way configuration scenario could be desirable with careful planning and design.

Baco (2009) states "One-way streets allow for greater traffic capacity and higher automobile speeds, while two-way streets provide the same functionality, while also increasing pedestrian safety and business visibility, essentials for successful downtowns".

No wonder the experience of cities that have already undertaken conversions are successful. The case study reports from cities seem to be consistently favorable.

If the above research and favorable reports from cities were not correct it is reasonable to expect that conversions would go badly but they have not and the large number of conversions gives the results reliability.

In theory, it has been claimed, the disadvantage of converting a street from one-way to two-way is a reduced ability to carry traffic. In practice this is usually not a problem with a grid-networks. Sisiopiku et al (2008) referred to "exploiting the enormous capacity of downtown grids". If streets are converted as pairs, the total number of lanes available remain the same. This has the advantage of allowing motorists to by-pass a congested street and choose the adjacent street providing more choice. Walker et al (2000) commented on grids "this abundance of alternate routes is an inherent advantage....This diversion begins to animate some of the downtown roadways that were previously forgotten in the one-way system, making them more visible and attractive for development". Richmond City downtown plan 2009 commented on how tight grids provide high levels of accessibility and traffic capacity and are very suitable for two-way streets.

**Christchurch traffic engineers seem to be concerned that two-ways increase stop/starts particularly for trucks and delivery vehicles. It is interesting that this seemed to be a significant concern. The fact that businesses don't want to be on one-ways and there are very few streets outside of the inner core that are not one-way did not seem to be a concern. There is no point in worrying about delivery to a non-existent business. Businesses see poor accessibility and exposure and lack of pedestrians and vitality as negatives but stop/starts for trucks and delivery vehicles is never mentioned.**

Clearly a two-way street configuration is efficient and appropriate. If there was a problem with through traffic it is reasonable to expect this group to make some adjustments. Use of the very close Avenues that have capacity for additional usage seems reasonable. Jeopardising inner city livability, commerce and revitalization to ensure this group doesn't have to make any adjustments

seems unreasonable. Of course travel through the inner city would still be possible it will just be on normal two-way streets.

### **Objective 1:3: Managing the demand network by encouraging people to use a wider range of travel options**

Literature mentioned in other places in this report refers to the difficulties one-way streets pose to pedestrian activity, cycling, and that transit passengers must use different streets for return journeys. These difficulties reduce the use of these modes (Walker et al 2000). In Christchurch people rarely walk and cycle on one-way streets.

## **Goal 2 Create safe, healthy and livable communities**

The literature describing how one-way streets ruin livability is enormous and it is so widely accepted that I won't go into a lot of detail here. Difficulties include: connections with neighbours and community, motorist speeds, pedestrian and cycling difficulties, particular safety concerns for children, noise, lack of local business amenities because businesses become unviable, access problems and reduced city rates revenue from these areas. These problems finally result in one-way streets and surrounds becoming derelict and empty. This has been the Christchurch experience.

Nozzi (2009) describes the following problems associated with one-way streets that result in unsafe unhealthy unlivable communities:

Higher vehicle speeds on one-ways create the impression of excessive traffic volumes, even if volumes are modest.

The increase in stress levels experienced by pedestrian, cyclists and motorists on one-ways One-ways increase motorist inattentiveness. "Because one-way streets remove on-coming traffic, "friction" is reduced and the motorist therefore has a lessor obligation to pay attention while driving. ..."

One-way streets tend to increase motorist frustration, in part because the reduced "friction" of the one-way creates the expectation that the street should now be entirely free of delays.

Higher speeds on one-way streets are frequently cited as negatives and vehicle speed is a major factor in pedestrian injury and fatalities (Centre for Problem- Oriented Policing).

**The City of Perth stated "Studies show two-way streets ...are safer for pedestrians because they lower vehicle speeds."**

Although there is a significant amount of literature stating that one-ways are less safe particularly for pedestrians and children, Christchurch traffic engineers claim they are safer. It appears that old data (1966) has been used in this assessment. Consequently this claim needs to be reexamined and the reasoning be made extremely clear.

I regularly observe motorists at the end of the light change cycle speed up and go through amber and red lights to get into the green cycle pattern.

"Every time I speak to someone about a problem street, it's always about a one-way" - Gilderbloom, director of the Centre for Sustainable Urban Neighbourhoods at the University of Louisville. (Hopper 2009).

Safety concerns with one-ways have been reported: "a May 2000 article in the Canadian Journal of Public Health found one-way streets constitute an increased risk especially for children ( Wazana et al. 2000).

These points are highly relevant to placing the new children's playground on one-way Madras St. The safety of children around this park is in jeopardy and the CCDU needs to take special note.

Richmond City commented on similar research. The complexity of two-way street interactions, rather than being more dangerous as one-way street opponents would have you believe, are in fact safer because drivers are required to focus on their environment, including pedestrians in the intersection. The complexity of the intersection is in itself a safety feature as demonstrated by Hans Monderman's Presentation CNU Transportation Summit 2007 .Richmond City views the one-ways as a danger given they want to increase residential development in the downtown area.

Gayah commented on safety "Two-way Streets have also been found to be safer than one-way streets, for several reasons. Although intersections of two-way streets have more conflicting maneuvers, one-way streets correlate with decreased driver attention. One-way streets also allow for higher travel speeds since signal timing results in less frequent stops for vehicles. Pedestrians also prefer crossing two-way streets since drivers tend to travel more slowly on them and vehicular conflicts are more predictable..... one-way street networks ....result in more vehicle miles traveled (VMT). Increased VMT means increased fuel consumption, emissions and exposure to accidents."

Crossing two-way streets are easier for pedestrians because there are only 2 possible conflict scenarios whereas there are 16 for one-ways (Springfield Study) (Walker et al 2000)

The safety concerns are very relevant to Christchurch given that more residential development is the goal of the larger plan for the inner city. Outside the inner core however a high number of the streets are one-way.

**Tuam Street is designated as a walking and cycling street as well as being a one-way. Despite a proposed curb between the cycle path and the one-way vehicle traffic, the sensation of the oncoming wall of fast unpleasant one-way traffic creates a perceived lack of safety and anxiety. This deters walking, cycling and the general street desirability for business and customers. Increased anxiety is also felt by motorists. "When other motorists are driving faster, more impatiently and inattentively, one feels rushed e.g. Will the guy behind me be hostile if I slow down to..."(Nozzi)**

David Ulan in the Press 17/1/2013 emphasized why having pedestrians at the heart of any development is necessary to a functioning street, community and city.

As the city planner for Lower Manhattan made clear. If a plan doesn't work at the level of the pedestrian then it won't work. The one-ways don't work at the level of the pedestrian (even with trees).

Motorists also like to drive through vibrant attractive areas. The literature commented on the importance of the '**quality of the journey**'. The speed at which motorists reached their inner city destination was not considered the top priority (Walker et al 2000)). Enjoying the journey is an important part of enjoying life (Nozzi). It seems that motorists as well are not entirely willing to sacrifice livability for the perception (not real) of getting to their destination a few minutes faster.

### **Objective 2:1 Support recovery**

Street life includes business. What the Transport Plan fails to recognise is that the retention of the one-ways will ensure those streets and those isolated by one-ways remain underdeveloped because access remains a problem no matter how 'beautiful'. Advertisements for lease or sale of a commercial property emphasize access eg. The Press 15/1/2013 "with easy dual access from Montreal St (two-way) and Orbell St" - notice the preference for the two-way section of Montreal St!. More information is under the goal 'economic vitality'.

No matter how 'beautiful', the unpleasant sensation to pedestrians of a unrelenting wall of same direction traffic is very different to the variation produced by two-way. Foot traffic is required for

many of the businesses most suited to the central city e.g. Prior to the earthquake there were no hairdressing salons on one-way streets except one beside the court that serviced those workers.

The importance of having pedestrian friendly streets for the recovery (of not just the inner core but for all the area within the 4 Avenues) is supported by Litman (2013) who cites a body of research that found shoppers who arrived by travel modes other than car spent more. The literature consistently confirmed that two-way streets rather than one-ways facilitate other modes.

Walker et al (2000) comments "It is the occasional visitors to downtown who are often confused and disoriented on encountering a one-way network.....But these occasional users are in fact the customers that revitalized downtown are trying to attract".

Recovery will be supported by healthy businesses in the inner city. Healthy businesses require accessibility and customers. One-ways in comparison to two-way don't provide this. Recovery will be supported by making the central city enticing and accessible to the public. More information is under the 'economic vitality' goal.

**If the one-way streets are converted to two-way the recovery will be supported by the Christchurch City Council receiving very significant increased rates revenue from streets that were underdeveloped due to being one-ways or being isolated by one-ways. Business development in cities that have moved from one-way to two-way has been very positive and city rates revenues increased.**

When a building is constructed on a previously vacant site the council receives additional rates. Eg. Montreal St north from Salisbury St corner has the potential to be prime retail and business street frontage and can connect by lanes and courtyards to Victoria St. Currently however it is mostly carparks. If Montreal St was two-way this street frontage would be developed and would connect nicely with the residential area opposite. etc and provide an increase in much needed rates.

If developed our Tuam St site would fetch \$25,000 in rates but undeveloped \$5,000. Businesses don't want to be on a one-way, they are bad for business. If Tuam St becomes one-way our site will be too difficult to lease. Our preference is the inner city but not at that cost. Multiply these figures across the underdeveloped sites on the one-way streets and on the isolated streets between Madras and Barbadoes St and lost rates could be around \$20,000,000 per annum.

A comment to the Press 30/3/2012 in response to the CCC "If those one-ways stay, we will not develop our own particular CBD site again, and the city can have another Wilson's carpark". This was not us but another investor.

The city council relies heavily on collecting parking fees as a source of revenue. The increased rates revenue from the new building could be used to reduce parking fees that currently put people off the inner city.

The increased rate take could be a big driver for the city. This is what happened in Melbourne. This lost potential is terrible and the cost to all the ratepayers needs to be justified.

Without any one-ways the area within the 4 Avenues becomes a fully integrated connected functioning inner city that is likely to attract even more development. Currently the area between Fitzgerald Ave and Barbadoes St is poor low grade commercial/residential with potential to greatly increase its value hence more rates. The potential for higher grade residential, industrial apartments is there because that is what we were planning prior to the decision to make Tuam St one-way.

It seems that the intention in the Transport Plan is to make the one-way streets more attractive by planting trees, erecting park benches and perhaps try to slow speeds. Lowering speeds however removes the only advantage one-way streets had - that is the fast (as in speed not time)

movement of traffic. All the other disadvantages remain so what is the point in retaining them?

Doing pretty drawings of one-way streets e.g. Montreal St before and after photos in the Transport Plan where someone is sitting on a park bench beside the road at right angles to Montreal street facing the oncoming traffic do not alter the basic problems of one-way streets: accessibility, safety concerns especially for children, a deterrent for business, significantly reduced city rate revenues, decreased livability. The designers seem seduced by the pretty pictures they create but people are careful and the negatives of one-ways will still be apparent to potential inner city residents and businesses and that will govern the success of the city's revitalization.

The literature described cities that invested very large sums on revitalization projects and beautified their streets to no avail (Vancouver, Washington). In desperation the one-ways were converted to two-way and the recovery commenced. "Converting three downtown streets from one-way to two-way appears to have done what a multimillion-dollar mixed use makeover has not: breathe life into the tired thoroughfares" Brettman (2009).

Ian Athfield has been very involved in the creation of Wellington and it is an exciting neat progressive city. Ian Athfield commented on Christchurch "Having a fast one-way system through an area which is poorly settled doesn't help your settlement patterns, it's just as simple as that".

### **Objective 2:2 Effective and integrated land-use policy and plans**

The one-ways do not contribute to the vision and goals espoused in 'Share an Idea' of having a busy vibrant livable, business friendly central city. The effects of the one-ways are so contrary to everything hoped for and discussed for the central city that one wonders who the one-ways are intended to serve. The one-way streets do not integrate with the vision.

### **Objective 2:3 Rural roads**

N/A

## **Goal 3 Support economic vitality**

The literature is very clear that business deteriorates on one-way streets and prospers once converted to two-way (Cooke 2012)(Wayland 2012). City revenues also increase. Municipalities now recognize the importance of the downtown tax base (Edwards 2011).

Conversion of one-way streets to two way is reported to be the cheapest method to rejuvenate business' (Baco 2009).

The City of Perth claim "One-way streets have: defined unintended limits to urban development"

"There is much evidence that two-way streets are good for business.....Cities large and small in the US have been moving away from one-way streets primarily to increase economic development... (Terry Cooke 2012). "Denver, councillor - business is taking place here.... some retail corporations even have policies not to locate stores on one-way streets ..... " (Terry Cooke 2012).

Melanie Eversley reported "Switching one-way streets to two-way improves commerce downtown, according to the American Planning Association in Chicago".

Shaffer 2010 reported "Over time it does stimulate development" In reference to to Iowa cities that did conversions.

Edwards (2002) commented "Perhaps the most important reason for changing the traffic flow of a

downtown street is to improve the economic well-being of the commercial district. A survey of 25 towns and cities that have converted....show they have experienced significant reduction in vacant floor space....All of the communities surveyed reported positive results...and many reported substantial private investments stimulated by the conversions that were coupled with streetscape projects".

Nozzi (2009) commented "As of January 2000 Ecologically Sustainable Design PTY Ltd (2005) reports that conversions in "22 cities across the USA ...the conversion was very positive, particularly for business development"

The research of Leyland Consulting Group (2007) state "Research has proven that businesses on two-way streets have a comparatively elevated tax base, command stronger commercial rents and net higher real estate values, versus businesses on one-way streets....the improved pedestrian safety and comfort afforded by a two-way traffic environment encourages shoppers to patronize adjacent businesses by foot, creating economic synergy." Of course the higher real estate values of two-way instead of one-way streets in Christchurch would directly improve the rate revenues.

**New Zealand has a problem with low productivity rates and often it is equated with working harder however as Baco (2009) reported no other action increases economic vitality in a city with the least cost as the conversion of one-way streets to two-way. Mary Pocius in Walkable Streets said "No single action could do more to improve the lives of downtown citizens and business than the elimination of one-way streets." Two-way streets also increase city revenues from rates on new developments on underdeveloped land and reduces the amount of costly development on greenfield infrastructure.**

I contacted 10 business owners on Tuam Street late 2012 and the unanimous response to Tuam Street becoming one-way was distress. One prominent owner said it would be "the kiss of death" for his business. Expecting sufficient new businesses to take the plunge on a one-way street even with beautification is unrealistic.

Gayah 2012 states "The current literature on urban street network design stresses that two-way streets create higher levels of economic activity ...e.g.. two-way streets are better for local businesses that depend heavily on pass-by traffic. Additionally, traffic signal timing on two-way streets forces vehicles to stop more frequently than on one-ways giving drivers more exposure to local businesses".

Hopper (2012) states "Slower moving drivers on two-ways have reported discovering stores and restaurants they never noticed before".

Nozzi (2009) reported that businesses are harmed by one-way streets ,in part due to lower store front exposure as one direction of travel and the exposure from that direction is lost.

City of Fargo engineers 29/11/2011 stated "the conversion from one-ways to two-ways will bring big bucks to downtown".

Stanley (2013) states "There are very few cities in the world where commercial activity survives on a one-way street".

Much emphasis in Christchurch is placed on removing any traffic congestion. Some congestion however is seen by many as useful (Walker 2012). Edwards (2011) said "The success of commercial districts need some traffic congestion so it appears busy... "Does it feel exciting?" "Are there lots of people?" Shaffer (2010) reports "But congestion is the point, said Mark Weiler founder of The Downtowner, a collective of downtown businesses."

In fact few congestion strategies remain effective over time (triple convergence) because travelers who previously avoided congestion notice the improvement and return to driving along the the once-busiest routes (RAND Corporation research) (Downs 2004) . Only pricing strategies such as

congestion pricing resist triple convergence and manage congestion in the long run. Hence if one-ways are claimed to reduce congestion then it is expected to be short-lived and Christchurch would be left with all the other negative effects of one-ways.

Downs (2004) further states on congestion "no large region can afford to build enough (road capacity) to completely eliminate peak hour congestion" "should not be regarded as a mark of social failure or wrong policies. In fact, traffic congestion reflects economic prosperity. People congregate in large numbers in those places where they most want to be."

### **Objective 3:1 Easy movement of and access to goods and services**

All the reports from cities that have done conversions to two-way reported consistent business success.

The ease of navigation and access to businesses of two-way streets has been discussed earlier.

Nozzi (2009) reported that delivery truck logistics are complicated on one-way streets.

## **Goal 4 Create opportunities for environmental enhancement**

### **Objective 4:1 Reduce emissions and invest in green infrastructure and environmental enhancements**

Conversions of the one-ways to two-way will enhance this objective.

Nozzi (2009) reports that one-way streets result in increased motor vehicle speeds and tend to induce lower-value car trips that were previously discouraged by slower-speed travel. This induced travel increases per capita motor vehicle travel, which increases air and noise pollution, and gas consumption, thereby aggravating global warming.

Access using two-way streets results in lower travel distances compared to one-way, travel times are not more than on one-way streets and speeds are lower therefore fuel consumption and emissions must be less.

That two-way streets are more livable is without dispute. If the planned attractive inner city amenities proceed and the one-ways were converted to two-way then more people can be expected to want to live within the 4 Avenues. Higher density central living is accepted as more environmentally positive.

Two-way streets will generate higher revenues for the city because previously underdeveloped sites will be developed. This could provide more revenue for environmental enhancement i.e. energy systems, public transport, public amenities.

The last two points are likely to slow the need for costly infrastructure in new greenfield developments.

## **Conclusion**

This submission shows that the reason for the introduction of the one-ways 38 years ago is no longer relevant. It is now recognized that streets have broad societal functions and that these functions have very far reaching effects on the development of economically viable livable enjoyable central cities. The emptying out of central Christchurch by residents and businesses

has been facilitated by the one-way system and is testament that the one-way system is not the system for the future.

Hundreds and hundreds of cities worldwide experienced the same deterioration of their inner cities and are successfully invigorating their cities by returning one-way streets to two-way.

This submission demonstrates that the one-way street network does not facilitate the goals of the Transport Plan. One-way streets do not: facilitate access and choice, are not efficient, and do not facilitate safe healthy communities.

*Community and people are the **backbone** from which everything else flows. In 1993 Jan Gehl worked with the City of Melbourne on reinvigorating the city. Streetsblog (2007) refers to Gehl's 2004 assessment of this work "it is the 'places for people' that are making Melbourne work and are bringing about it's dramatic shift. It is these destinations that, despite greater difficulty in accessing via the private automobile, are bringing people downtown, getting them to stay longer and driving further investment".*

One-ways do not: facilitate business and economic vitality, the use of other modes of transport or opportunities for environmental enhancement.

How can one-ways facilitate recovery when they do not facilitate: access, safe healthy livable communities and do not facilitate business?? If the traffic engineers and planners are not listening or taking local business with them, how are they getting it right?

A major issue for Christchurch is the rates revenue required for recovery and beyond, yet prior to 22/2/11 Christchurch was sacrificing around \$20,000,000 pa in lost rates. This loss is enormously important to ratepayers. It is also an issue for NZ tax payers who are financially supporting Christchurch.

Given the evidence, the decision to retain the one-ways is puzzling. The CCDU claims it has done modeling. The modeling however is questionable given the experiences of hundreds of cities. Definitions of 'efficiency' can affect analysis results e.g. the mind set imbedded in the view (Christchurch traffic engineers) that 'hairdressers are not an appropriate business for the central city and that they should be in community villages where there are pedestrians', is likely to affect the modeling process.

**It might be wise for the traffic engineers and planners to consult (perhaps even an audit of the modeling) with traffic engineers and planners of cities (e.g. City of Perth) that have/are doing conversions to see how they have dealt with the issues Christchurch thinks are the impediments to returning streets to two-way.** I think the public would think this a reasonable approach given that Christchurch is going against current wisdom.

It seems there is an attitude that Christchurch is different, that the research and the experience of other cities is not relevant to Christchurch. Given how important this decision is, the public needs to know precisely 'What is it about Christchurch which is so different?!

The weight of the evidence against one-ways prompts the questions:

Then to whom or to what are the one-ways suppose to benefit?

What would convince the decision makers to change to two-way???

What are the precise levels of certainty over what variables is required???

Does Christchurch have to spend billions of dollars on revitalization projects and still have an underdeveloped inner city to get some change????

The traffic engineers and planners need to explain in detail and present the data used to justify retaining the one-ways. It is not good enough to just claim one-ways are more 'efficient' or there will be too much congestion. It seems reckless to jeopardize inner-city commerce, livability and city revenues.



Finally, one-way streets are not the normal way we move. Instead of thinking we want something that is different, think that 'we want something that is normal'.

**As Lee Coulthard, Chair of the Vancouver, Washington Downtown Association put it best "It's like, WOW, why did it take us so long to figure this out?"**

#### **Notes:**

St Asaph street is emerging as a cafe, restaurant, bar precinct, and many are open to the street. This area was envisaged in the blueprint to be the 'Fringe' and to be an entertainment hub. To remain viable these businesses require pedestrians and high visibility. One-way streets however create just the opposite.

Of course if two-ways are extremely successful and lots of businesses and residences develop, this would be seen as very positive. But traffic could also be expected to increase. The proponents of one-ways would then argue that we must have one-ways to deal with this traffic. Of course traffic would then diminish because residents and businesses would start emptying out because the area would no longer be pleasant to live in, visit and business would cease being viable because of poor accessibility. There aren't any problems getting across an empty city.

*Johnson former city councilor - Downtown Hillsboro said "had two-way streets...back then the area was bustling with...Residents then felt that traffic was becoming too congested....Traffic engineers said "We can fix that with one-way streets," The unintended consequence is it has slowly killed off the businesses.....the death of business comes slowly with one-way streets" (Parks 2011)*

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**Jill Bradley**

Withheld under section 9(2)(a)

**From:** J Bradley  
**Sent:** Wednesday, 16 January 2013 8:36 p.m.  
**To:** transport (CCDU)  
**Subject:** Traffic plan submission. Inner city a destination not a thoroughfare.

Withheld under section 9(2)(a)

We own property in Tuam St and have contributed to 'share an idea' and put in submissions on the city plan. I don't believe the proposed one-way street system will be good for the inner city and list these points on the transport plan for your consideration.

1. Firstly lets ask what we want our inner city to be in the future. Is our inner city to be an inner core where we have a concentration of buildings, venues and parks, surrounded by a failed traffic system that has seen the cities gradual decline since the sixties, or do we want the inner city {inside the four avenues} to be a livable energetic environment that will invite people and businesses to step back into the inner city. For it to be a urban, high density, diverse city centre that will take Christchurch from being a slightly boring flat country town to a vital energetic modern city? It is the environment we make within the four avenues that will make the difference. The city plan allows for the city core redevelopment to be prioritized, but the one-way traffic system will hinder development on one-way streets, put up a barrier for future expansion and reduce that vital livability factor. It is difficult to understand why our city leaders would continue to prefer the one-way traffic system when the demise of our city since the sixties is so obvious for all to see. In addition there is so much evidence available in studies undertaken around the world to demonstrate the negative effects of a one-way system, including ineffective traffic management, reduced property values, productivity and city revenue. One can only wonder at the motivation and influence of minority interest groups.

2. In consideration of the current and future residents of the inner city [ if in fact we do want a livable inner city as stated in the plan ] - it is reasonable to expect traffic and people to come into the inner city to visit and do business but it is unreasonable for the wider city population to use their streets as one-way traffic corridors to get across the city. Other ways need to be found for this purpose. A two-way system allows traffic to dissipate across the grid and is more efficient, one only needs to look at Melbourne's inner city grid to understand this and to see the dynamics of a truly modern city with a two-way grid system in action.

3. Our inner city has been in decline for years. By in large people have not wanted to live in it, businesses have been deserting it and traffic has used it as a thoroughfare. This decline began with the introduction of the one-way street system. Now there are large areas of the inner city that simply don't know what they are. This could easily be turned around by creating the right environment, it need not cost a lot of money, people and the market will soon move in, we just need a vision of what the inner city could be and, the recognition that waves of one-way traffic and the desolate environment they create don't make a livable environment or a suitable business environment and never will. People will decide whether the city is livable, up until now they have left it to stagnate.

4. Our inner city should be a DESTINATION, not a THOROUGHFARE. The fact is, most Christchurch people don't care about the inner city, they left it years ago for mall entertainment, that's why one-ways are preferred by some vocal motorists, people in cars just want to get across the city, who would blame them? Before the earthquakes it was an unpleasant place. We now have an opportunity to turn that around. We can make within the four avenues livable and the transport plan is vital to this.

5. One disadvantage to people using the inner city has been parking meters because the council has needed that revenue, but imagine the extra rate revenue the council would get if the city streets became attractive to investors and business. Meters could be disposed of for free one hour parking zones. This would bring in shoppers and a snow balling effect. We have lived through this in Melbourne's rejuvenation. It's so easy, why do we want to jeopardize this transformation with a dead zone transport system.

6. Our inner city should have streets that people want to live on. Just walk down any two-way street and the visual impact of cars coming from both directions, pedestrians and cyclists is a world away from one-way waves of traffic. You will never get people wanting to live on one-way streets, they cut up the two-way street system and render the city inside the four avenues unattractive inefficient and unsuitable for residential development. This has been our city's experience in the past and it will not change while they remain.

7. The inner city needs streets that developers and property owners want to invest in. The potential for apartment, high density living east and south of the green frames is huge. This under development is costing the city and it's rate payers millions of dollars per annum in lost income while spending on new infrastructure for green fields development doubles the pain.

While the group of five developers may want a one-way to their mall like vision of the inner core, they will rue the day they cut out an environment that could have attracted high density living on their back doorstep. Perhaps they should notice suburban malls haven't been calling for one-way street access! Two-way streets work best for them.

We need streets that businesses want to be on. The hostile environment created by one-ways, cuts out vital foot traffic and convenient access. If it is not enough to have higher cost in land remediation and foundations, investors now have to contend with customer/tenant resistance for being on a one-way. Why would you want to put your money into a one-way environment.

8. Our inner city needs to be productive and contribute to taxes and rates. Talking to traffic engineers, they seem to have little data on the cost of one-ways to the community although there is ample cost analysis in overseas studies to be used. Talking to businesses there seems to be over whelming agreement that they are bad for business. It is clear from the lack of development on the existing one-way streets that developers don't like them. The only group that seem to be wedded to them are traffic engineers and they seem to lack data on how many people are put off visiting the inner city because of the confusing nature of one-ways or the extra navigation they cause through missing a destination or not finding a convenient car park or the confusion of being in a stream of cars going at or above the speed limit.

How many times do we need to circle a block of streets to go in an opposite direction when a simple turn is needed on a two-way. So what is the true cost of lost rates and taxes in an undeveloped inner city due to a destructive one-way street system? Efficiency is quoted in the city transport plan but I have not been able to obtain convincing data from traffic engineers, and overseas studies state the opposite, do they mean the ability to get traffic through the greater city at the expense of the inner city or to make the inner city work better? Perhaps they should quantify lost opportunity.

9. With regard to congestion, if fear of that is your main logic for staying with a one-way street system, have you thought of making Fitzgerald Ave a more effective carrier of north south traffic? If you look at the the city road map, Hills road runs into Fitzgerald Ave, so why not extend Fitzgerald Ave to Brougham St / Southern Arterial Motorway. Then make Moorhouse Ave and Bealey Ave more effective by co-ordinating traffic lights. Two-way inner city streets will always be feeders into the city and efficient carriers of traffic so where is the problem.

Of course for the inner city, traffic is not necessarily a bad thing. Generally people are drawn to vital energetic places. When I have lived in other major cities I have always noticed busy two-way streets are more likely to have cafes where people like to be seen. So treating traffic like the enemy can work against making a city a vital place to work live and be entertained. **You expect an inner city to be busy.** Once one-ways go, drivers will soon find suitable routes to get around the city. If the proposed stadium is seen to be a problem, on the occasional nights it is used, a better location could be the old bus depot on Fitzgerald Moorhouse Avenues or leave it where it is.

10. Few cities in the world would have put a gasworks beside our beautiful Catholic Basilica, then put a one-way street in front of it, then put an ugly polytech carpark across from it. Perhaps the traffic plan could treat it like the priceless treasure it is and give visitors to the city something truly special to see. Now that parts of the Basilica will be retained, what greater tribute to a quake ravaged city could there be?

11. The planned children's park could be a great addition to the city but it is on a one-way street and will be very dangerous for children. One-ways have a singular focus and that is to go as fast as possible without impediments. Even accompanied children will be excited and hyped up about the park and tired after. We all know children are impulsive. Expect sad accidents. Older children may like the park so much they cycle there on their own and this is positive. School zones have restricted speed limits and the vicinity is tightly controlled e.g. patrolled crossings and the children are very familiar with the setting and the risks. The unfamiliar, exciting park with fast uncompromising traffic will be disastrous. This illustrates again that one-way streets are incompatible with livability, families, children and having lots of young people milling around. Does the city want a central successful busy safe park or the one-way system?

Coming back to my first point. What do we want our inner city to be? As city planners you will be pressured by many organizations, business groups, etc, for what they think they need, but critical to our city is how do we make this inner city a vital and exciting and livable place. Perhaps the service organizations etc will need to consider their location.

Productivity is often spoken of and yet we have allowed our inner city to be under used for decades. Now, despite so much information available on the negative impacts of one-way traffic systems, and the international move away from them, we are still prepared to put at risk our capital and the inner city's rejuvenation by having a one-way traffic system. It is all too easy to be seduced by computer images of a pleasant one-way street scape but the reality is the one-way system has failed our inner city for the past forty years. Retaining them will put our city back twenty years. A mind boggling waste of the inner city potential.

I am sick of paying for an undeveloped inner city due to an out dated one-way system traffic system. After living in central Melbourne and owning property through the period of their revitalization program, we experienced low rates that did not increase over 10 years and increased facilities as people and businesses poured back into the city boosting city coffers, asset appreciation and further rate revenue! Our traffic system robs us of that productivity, meanwhile we pay for green field development infrastructure! Australians understand productivity, our leaders seem to think it means working harder! Over two hundred cities have reverted back to two-way systems to rejuvenate their failing inner cities. When do you think we will get the message?

Thank you for the opportunity to present these points.

James Bradlev

Withheld under section 9(2)(a)



## **Submission on the CERA/CCDU Accessible City Plan**

A very big thank you to folk in CERA and the CCDU who have worked on this draft "Accessible City" chapter for the Recovery Strategy. I write this submission as a long term resident of Christchurch. I currently drive a car, ride a bike, walk and use public transport, although, I most frequently ride my bike or walk around the central city, so I am aware that to date it has not been an entirely easy, safe or enjoyable experience. I really want to see that change and to see Christchurch become a highly attractive and prosperous city for people, that is built to cope with the results of climate change, oil price rises, economic recession and any future catastrophic events.

Chrys Horn

Withheld under section 9(2)(a)

### **What are your overall comments on the Accessible City draft chapter?**

Overall, there are some very good points in this Accessible City Chapter Draft – if anything it would be great to see a move to extending the principle of minimising the use of private cars in the central City. Cars are not attractive in a central city. Their presence does nothing to assist the region's resilience to oil price rises, international economic recession or to decreasing the region's carbon footprint, or improving citizen physical and mental health, nor does it make the City feel like a place for people and a place in which it is good to "hang out". To change our reliance on cars we need to make it less convenient to use them, but that has to be preceded by making it much more convenient to use active and passenger transport modes. Consequently, I would still like to see slightly more emphasis on encouraging walking and cycling and the use of public transport to access the central city. What I do not see here is a sense of the priority of improving these latter modes and I would like to.

It is also hard to assess a plan like this without looking at the connections that it makes to routes out to the suburbs where people live and some of those linkages seem a little lacking.

It may still be appropriate to provide some separate cycling infrastructure even with a 30km/hr limit. This is important if the streets are to be safe and easy to use for the very young and the very old. Likewise, most cyclists move about 15-20km hour, so it will still be daunting for many if there is a risk that they will have traffic backing up behind them. I would also hate to see infrastructure that means the cyclists (who represent part of the solution to congestion), then get caught up in it, as already happens with most bus users around the City (and which makes it less attractive to take the bus).

I would also make a plea to keep in touch with the citizens for whom you are providing this infrastructure. Businesses are important, but so are the people who come to them. I note that the management of our earthquake recovery is not even close to international best practice in disaster recovery in the way the local



community has been involved. The top down way in which CERA is forced to operate is not encouraging and does not engender trust from those of us who care about the future of our City. Any lack of trust is not personal!

**Are there any proposals in the draft Accessible City chapter that you particularly like?**

Yes. I really want to see the following things remain in the plan:

- 1) *Having priority streets for cycling, walking and public transport*, and would like to see them strengthened further (see below). Having priority streets for active and passenger transport will make the journey through the central city pleasant and safe and provide a number of streets that will be ideal for outdoor café facilities and the development of an attractive street culture etc. which cannot happen where there are many motor vehicles. Such streets will assist with Christchurch's economic recovery.
- 2) *The 30km an hour slow core*. It makes travel for all modes much safer and will also have an effect on noise levels in the City.
- 3) *The idea of moving through motor traffic out of the Central area* out further to the one way streets and the four avenues.
- 4) *Having pedestrian zones along the Avon and through the Square*.
- 5) *Designing intersections along key cycling routes to ensure priority and safety for cycling*. Please implement this across the one way streets and the Four Avenues as well.
- 6) *The provision of cycle parking and the standards for cycle parking outlined in the Appendix*. It is good to have secure parking at transport interchanges and superstops – it would be good to see some allusion to where else public cycle parking will be put in and how businesses will be required to provide cycle parking for visitors and staff.
- 7) The idea in of the *one-way streets with separated cycleways on both sides* as shown in the picture on P.16. It would be fantastic to see two-way cycling provision along these routes. There was nothing in the text about this so please make this more explicit and include it in the next version of the plan.
- 8) *Improved way-finding signage* around the city including signage for cycling routes. It would be great if this also shows key cycling destinations and good bike parking options for key destinations.
- 9) *The provisions for carparking and cycle parking in section 2.4 of the Appendix*. It is great to see no requirement for private provision of carparking space and a maximum. It is also great to see provision for quality cycle parking being improved. Thank you.

**Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

- 1) The sentence in Paragraph 3 p.10, "Other streets may also have improved safer cycle facilities". This does sound like they also may not have them. Can this be clarified – what would it take to make "may" into "will"? Perhaps Most other streets will have...?

- 2) I'd like to see more detail about cycling facilities or perhaps more reference to adhering to the new cycle guidelines being developed by the CCC would suffice if all else fails.
- 3) *I have concerns about the plans for the area around CPIT.* Given that many people travel to CPIT on foot or by bike it would be good to see a 30km/hr Zone around the Polytech on Madras and Barbadoes streets too. Having High Street as a priority for cycling and walking between there and the Central City is great. But there is a need for more thought as to how to manage Madras and Barbadoes Streets so that CPIT can get away from being the 'traffic island' that it currently is.

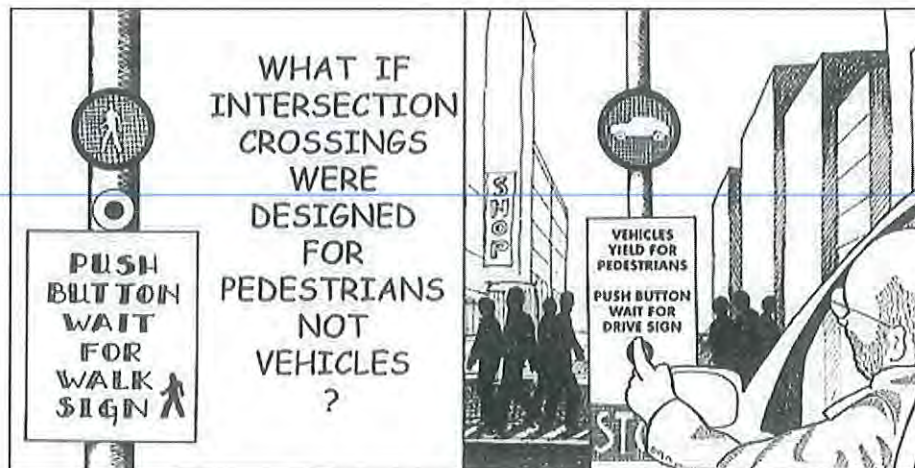
Please mention the need for *mid block crossing facilities* (refuges?) so students, staff and visitors at CPIT can safely cross Madras St to get to the eateries/ shopping etc on the other side of the road. More thought also needs to go into how to get to and from CPIT from the north, east and south. For example it is important to ensure that cycle lanes have adequate crossing facilities over major roads such as Moorehouse Ave (which is not the case at present with the Cycle way on the footpath next to CPIT ending in the need for three long wait crossings for any cyclist wanting to cycle down Gasson St! the result is some hair raising "jay-cycling").

- 4) I have worries about the provision in section 7.9.6 to allow for temporarily vacant sites to be used as car parks. I see that it is a discretionary activity 3.2.24 but I am aware that these kind of carparks are incredibly ugly and not an asset to the city. I would hate to see more of them springing up, particularly once parking buildings nearby are up and running again.

**Is there anything else you would like to see included in the Accessible City chapter?**

Yes – here are some thoughts:

- 1) It would be good to see some slightly more sophisticated thinking about future scenarios for Christchurch and some serious credence given to the thought that infrastructure for cycling and walking has to come before people will move from using their car to using active and passenger transport. The planning here seems to be focused on the premise that cars will and should remain the dominant mode of transport and that until people magically take to their bikes or feet, nothing should change.  
We need to be creating and steering change. To foster healthier people, less air pollution and noise, more resilience, and to create a more energetic, attractive, people-centred city centre used by all age groups, we first need the infrastructure to allow people to feel safe using active modes. It also has to be as convenient and easy to walk, bike or take a bus, as it currently is to take the car. This plan could go further in bringing these different modes into better alignment in the City centre.



More specifically:

- 2) *The CPIT area seems problematic and needs more detail:* As has been outlined above.
- 3) *Provide for cycling in the Square.* The plan is unclear about how cycling will be treated in the Square. Cycle priority routes go into and out of the Square so it will be important to ensure cyclists can move safely and easily through the Square.
- 4) *Ensure the Avon River Corridor is useful to cyclists for commuting purposes.* At present cycling is confined to the true left of the Avon, which is ok if there is thought as to how all bridges will be treated so that cyclists will feel safe crossing them to get to a central city destination during rush hour. I'm surprised that the Armagh St Bridge at the entrance to Hagley park is not marked as a cycling priority route given that the cycle way across the park is one of the busiest cycle facilities in the City.
- 5) It would also be good to see *cycle parking at other public facilities* such as the convention centre, the library, the museum, the new sports facility, and in the Square etc.
- 6) *Put strong breaks into the inner city streets:* It seems that the aim of the plan is to discourage motorists from using the central city streets to get through town. The slow core would be made much more effective at doing this if there were also strong breaks, with through access for pedestrians and cyclists in at least some of these inner city streets. This provides for access to businesses but will stop motor vehicles driving through.
- 7) At least on walking and cycling priority streets, where they share the streets with other modes I would like to see pedestrians having first priority, cyclists second, buses third and other motor vehicles fourth priority. This is a well recognised road user hierarchy for other cities.
- 8) I would like to see *more thought given to how key cycling routes will link up to cycling networks beyond the central city.* For example, it is odd that key cycle routes take cyclists to Riccarton Rd and Fendalton Rd west, which are busy streets that it seems silly to encourage cyclists to use. How about taking them to quieter streets like Kilmarnock or Matai Streets which are much more suitable for cycling. These are cycling routes that already exist and are well

used. At the very least, the routes in the Central City need to link up to cycle routes that bring people in from the suburbs.

- 9) *Make Armagh St an east-west cycling route.* It is not designated for anything else in the Plan and the Armagh St Bridge entrance to Hagley Park and the cycleways across the park are very heavily used by cyclists.
- 10) *What happens if a cyclist's destination isn't on one of the key cycling routes.* This may not be a big problem if it is in the 30km/h zone or on a local street, but it is a problem if it is on a one-way street or the Four Aves (as CPIT is, for example).
- 11) Consider the need for mid block pedestrian and cycling crossing facilities on the major traffic routes – the one way streets and the four avenues. Refuges are the obvious way to manage some of this. They are especially important around sites that attract people – near supermarkets, and shopping centres (eg around South City and CPIT, for example).
- 12) *Provide two way cycling access on one way streets:* Nothing was mentioned in the text, but it was in a drawing. This is a great idea. Please make this more explicit and include it in the next version of the plan.
- 13) *Provide more detail about where bike parking facilities will be* (something similar to the detail provided for car parking, for example!). It is great if private business owners are expected to provide bike parking but it is also important for the City to provide its own bike parking (either with public facilities (near the library, the new stadium, the convention centre etc) or near other key destinations).
- 14) *Provide more detail about how roads like Tuam Street will work/ be configured.* This will be a one way 'Car distributor street', and also a cycle priority street. The illustration on P 16 of an 'enhanced one way distributor street' shows no cycle facilities at all, so it would be good to see more about what is envisaged here.
- 15) Key cycling routes have been identified across the city. The Plan suggests that these could be a mix of treatments, from separated cycleways (separated from pedestrians as well) to just sharing with other traffic in the 30km/h zone. *Add in neighbourhood greenways* as another possibility here and take the opportunity taken to implement them (see <http://cyclingchristchurch.co.nz/general-a2b-by-bike/vancouver-neighbourhood-greenways/> for more detail).
- 16) *Refer to travel demand management as part of this plan.* There is no reference to the fact that to change travel behaviour we need to change infrastructure and to make it easier and more convenient to bike walk and take public transport and less easy and convenient to use a car. To make our City more people friendly we WILL need to change travel behaviour here and at least 30 percent of people in the City have said that they would cycle more if they felt safe doing it. Other modes of transport also need to feel as convenient and safe as cars.

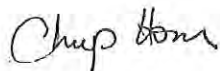
It is unsurprising that people choose to use cars most to move around our city because they are by far the most convenient form of transport here. They get priority everywhere they go. Car travel currently is always quicker than public transport and feels a lot safer than cycling. Pedestrians mostly have to give way to cars and the wait times at intersections and lack of mid block crossing refuges etc are indicative of the low priority that pedestrians have in our city.

To make a difference here, we really do need a significant shift in thinking – something I'd like to see strengthened further.

17) *Show how priorities will work in this plan.* How soon will we get priority cycle facilities relative to the other things in this plan? What of pedestrian streets? It would be good to think that when the Central City opens later this year, as far as possible cars are kept out of streets designated as pedestrian streets or cycling streets – even if they are not yet pretty. The cycling and walking facilities should have priority over access for cars so that people get used to the idea of the priority of these modes as soon as possible once they are back in the central city.

Another obvious priority that can come in early is the 30km speed limit and treatments to ensure that traffic goes at that pace.

Yours faithfully,

A handwritten signature in cursive script that reads "Chrys Horn".

Chrys Horn

## Submission on the CERA/CCDU Accessible City Chapter

**Full name:** *Pamela Gerrish Nunn*

**Organisation (if applicable)**

**Postal Address:**

Withheld under section 9(2)(a)

**Email:**

**\*Are there any proposals in the draft Accessible City chapter that you particularly like?\***

- *Priority streets for cycling, walking and public transport, and I should like to see them extended further within the central city network, and beyond.*
- *The 30km an hour slow core.*
- *Encouraging/directing through traffic to use the four avenues.*
- *Pedestrian and cycling paths along the Avon.*
- *Intersections designed to ensure priority and safety for cycling.*
- *Cycle parking at bus exchange & super stops. We will need more.*
- *Improved way-finding signage. Long overdue, please expand.*

**\*Are there any proposals in the draft Accessible City chapter that you particularly dislike?\***

The gap between what was suggested/favoured in the public consultations and what is promised or even tried for here, re. the transport/traffic/environment matrix.

The plan's backward looking view that motor vehicles will remain the dominant transport mode well past mid-century - populations don't support this nearly as much as business and politicians seem to; take heart from cities such as Amsterdam.

Expensive inner city car parking subsidised by ratepayers who may or may not be drivers themselves. Is this to deter drivers or to raise revenue?

The lack of details provided for cycle infrastructure including lane widths, intersection treatments, connection to existing or foreseeable cycle routes, how routes prioritised for multiple modes will work, and cycle parking.

The unstated but evident view that commuter cyclists will have to make do - instead of them being a priority group which it would benefit the city to encourage.

**\*Is there anything else you would like to see included in the Accessible City chapter?\***

- Keep cars and parking on the periphery of the city: walking is a good antidote to too much driving which pollutes the city and keeps people unfit.
- Save us from high rates by making active and public transport the easy and obvious choice. Building 16 parking garages is not what was asked for!
- Provide commuter cycle routes to encourage people to bike to/from work - this would halve the rush hour traffic.
- Cycle parking which is secure, frequent, plentiful and well located.
- Neighbourhood Greenways, through routes for pedestrians and cycles, not for vehicles, such as have been established in and around London.
- Bring peace to Hagley Park, by redirecting Riccarton Road traffic to Bealey and Moorhouse.
- Continue Tuam Street cycle lanes to both the east and west and hook up with network or prioritise St Asaph Street for cycling per CCC's plans.
- Provide separated pedestrian and cycle paths along the full length of the Avon/Otakaro well linked to the city and to wider networks.
- Prioritise Armagh Street as an east-west cycling route.
- Convert the eastern side of Madras to separate 2-3 metre contraflow cycle lanes and footpaths with a 30 km/h limit by CPIT and the stadium.
- Use this rebuild opportunity to proactively assist the community in shifting to sustainable, healthier active transport options. Put specific things such as the above ideas in motion to encourage the 30+% of non-cyclists who would like to cycle, "the interested but concerned". Providing cycle commuter and recreation routes early on will bring on central city revitalisation.

#### **Priorities:**

- Prioritise cycling infrastructure as a requirement in all projects
- Implement Christchurch Transport Plan and work with community to improve and align cycle links
- Apply CCC cycling infrastructure design standards to central city

#### **\*What are your overall comments on the Accessible City draft chapter?\***

Share an Idea was very clear in asking for a sustainable green city with good active and public transport.

But neither the central city blueprint nor this transport plan have supported community needs and those expressed desires.

People do want shopping and café dining. Some of us would like to live in the central city. But both are more attractive without the hazard, noise and pollution of vehicle traffic - this is being realised around the world in comparable cities: what's wrong with the people in charge of rebuilding Christchurch?! Surely we can seize the opportunity to build a city which acknowledges the future, since we've lost our past. If Christchurch is to retain and attract the people we need we must offer them a city designed for the future, an affordable and attractive city which meets people's real needs first.

## Submission to Christchurch Central Recovery Plan

### 'An Accessible City'

21 January 2013

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#### Cycling

1. I SUPPORT the general direction of the section on cycling and the aim to encourage safer cycling in the CBD. However much of it is very general and lacks specifics. This gives me no confidence that significant improvements will actually happen to enhance safer cycling in Christchurch. More hot air, or definite action to make cycling more convenient, attractive and safer for the public, families and children?

2. I SUPPORT the aim to offer good connections from the wider city into the central city and the Core. At present this issue is one of the greatest failings for commuter cyclists in Christchurch; **the lack of safe separate cycleways running from greater Christchurch into the hub of the CBD.** Virtually nothing has been done in this regard over the last 20 years and Christchurch, a perfect city for cycling, lacks the amenities for safe cycling which one sees in many cities overseas. For instance what is going to be done to make Ferry Road a safer main commuter route into the city? Not more useless painted white lines on the road please!

For years what has happened in Christchurch is a lot of PR politics and fine sounding aims, but little or no concrete action and resources devoted to improving commuter cycling compared to other modes of transport. Fundamentally many commuter cyclists are extremely disappointed, frustrated and angry by the lack of action by the Christchurch City Council to improve safer cycling after having spent countless hours making submissions year on year.

The recent 30 year CCC transport plan only paid lip service to safer cycling and sold out 'Share and Idea' requests for improvements, although now the Council claims it is going to advance four cycling projects (The Press 24/11/12). I am not holding my breath as to how soon these will actually be implemented, as I do not think they are in the next annual plan.

Personally I have given up on this Council with regard to cycling. There has been a complete lack of leadership in providing what cyclists want; in fact just obfuscation and refusal to put adequate resources into making a difference to cycling in this city. Compared to Europe we are a pathetically undeveloped country in this regard!

3. I support the implementation of slower speed zones on routes designated for cyclists as described in 'An Accessible City'. However this will be a waste of time unless enforced with cameras. I would be prepared to wager, going by past experience, that hardly any restricted speed zones will actually be applied or adhered to because of lack of political will.

4. I do NOT SUPPORT the retention of the one way systems in the CBD. These are nothing but de facto motorways which do little or nothing to make cycling safer or



enhance pedestrian experience. They should be removed from the CBD area and are a disaster for tourists and pedestrians.

5. I support the development of separate cycleways not only in the CBD but also in main commuter routes running into the CBD. There is room to develop these on our roads, but it is just a question of the political will to implement them and not buckling to pressure from shopkeepers. See Matai Street West for a perfect example of the development of separate cycleway next to a road. Sadly this is the only one I know of this type in Christchurch, yet they are common overseas!

6. I support the separation of cycleways from footpaths along the Avon River Precinct and the Frame. However this may not be always necessary, and I would prefer the money to be used in developing separate major commuter routes into the CBD and to use properly designated (as below) shared cycle/walkways in these area.

The critical factors are to have a shared cycleway/footpath wide enough ( three metres), good signage requiring a speed limit for cyclists of 20kph and warning about dogs being on a leash, pedestrian priority, proper dog control, adequate enforcement. None of these things apply on shared cycle/walkways in Christchurch at present, which just shows the hopeless inadequacies of the system and the lack of resources that have been committed to safer cycling.

7. Cycle parking requirements. While supporting these, I do not think they have to be elaborate or covered necessarily. I would rather the money be spent in developing proper cycleways into the CBD rather than the de facto and totally inadequate and dangerous shared system we have at present. However I do agree that the developers of new buildings should have to provide some kind of space where cycles can be parked for employees working within.

A.G.Talbot (Mr)

Withheld under section 9(2)(a)



## Submission Form

These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccd.u.govt.nz](http://www.ccd.u.govt.nz)

Answer as many questions as you like. You do not have to answer them all.

**Q. What are your overall comments on the Accessible City draft chapter?**

Looks very good and a huge improvement on what we have had before.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

- Tree lined streets
- Cycle and walking space given a good amount of room.
- Slow roads in the inner zone

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

- Durham and Montreal streets need to be 30km in the inner zone.
- Tram link to growing towns north and south.
- Free parking on all streets like the malls do.
- Keep signage to a minimum.

# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

## Q. Is there anything else you would like to see included in the Accessible City chapter?

*Please find 5 attached pages.*

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccd�.govt.nz](http://www.ccd�.govt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

### Your contact details

Full Name:	<i>Andy Meyers</i>
Organisation (if applicable):	
Postal Address:	
Email:	

Withheld under section 9(2)(a)

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: [www.ccd�.govt.nz](http://www.ccd�.govt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at: [www.legislation.govt.nz](http://www.legislation.govt.nz).

The Privacy Act 1993 governs how CCDU collects, holds, used and discloses personal information in your comment. You have the right to access and correct your personal information.

I believe that with this amazing new 'An Accessible City' transport plan, there needs to be links into the adjoining suburbs. In chatting with neighbours, we would love to have input into the regeneration of our little piece of God's Own, and improve on the 1920's lay-out that had little respect for our waterways and natural environment.

We live in North Richmond and are bounded by the arterial roads of Hills Rd (west), North Parade (east), Shirley Road (north), and North Avon (south), with the new Red Zone (future river park) and Avon River two blocks to our east (see attachment 'A').

It came to our attention 6 months ago that geotechnical investigations were being done on either side of each bridge in preparation for a design to fix or replace each bridge at a cost of possibly millions of dollars. We have 8 bridges within the main roads mentioned above, and so as we neighbours chatted we asked ourselves the question "Do we need all these road bridges?" What we came up with was a proposal that 5 of these bridges could be removed (see attachment 'B') making little difference to property access, and small foot bridges on opened landscaped areas, all of which would hugely help the regeneration of our community by:

1. Opening up the waterways to achieve ecological, recreational and landscape value (the Waterways, Wetlands and Drainage guide, CCC 2003).
2. Create cul-de-sacs at creeks to open up green space for families to enjoy wildlife and a greener environment which is highlighted as a high priority in CERA's ideas for our new city (see attachment 'C').
3. Limits through-traffic as roads won't directly line up.
4. More cost effective to remove damaged bridges than to fix, and narrower roads with more grass and trees are cheaper to install.

All the gutters, roads and footpaths are beyond repair in our area, and it's too good an opportunity to miss to greatly improve our living environment with narrowed, tree-lined, gently curving, ecologically enhanced streets (see attachment 'D'). (Attachments C and D have been taken from CERA's plans and adapted for this illustration to link our city environment to our neighbourhoods.)

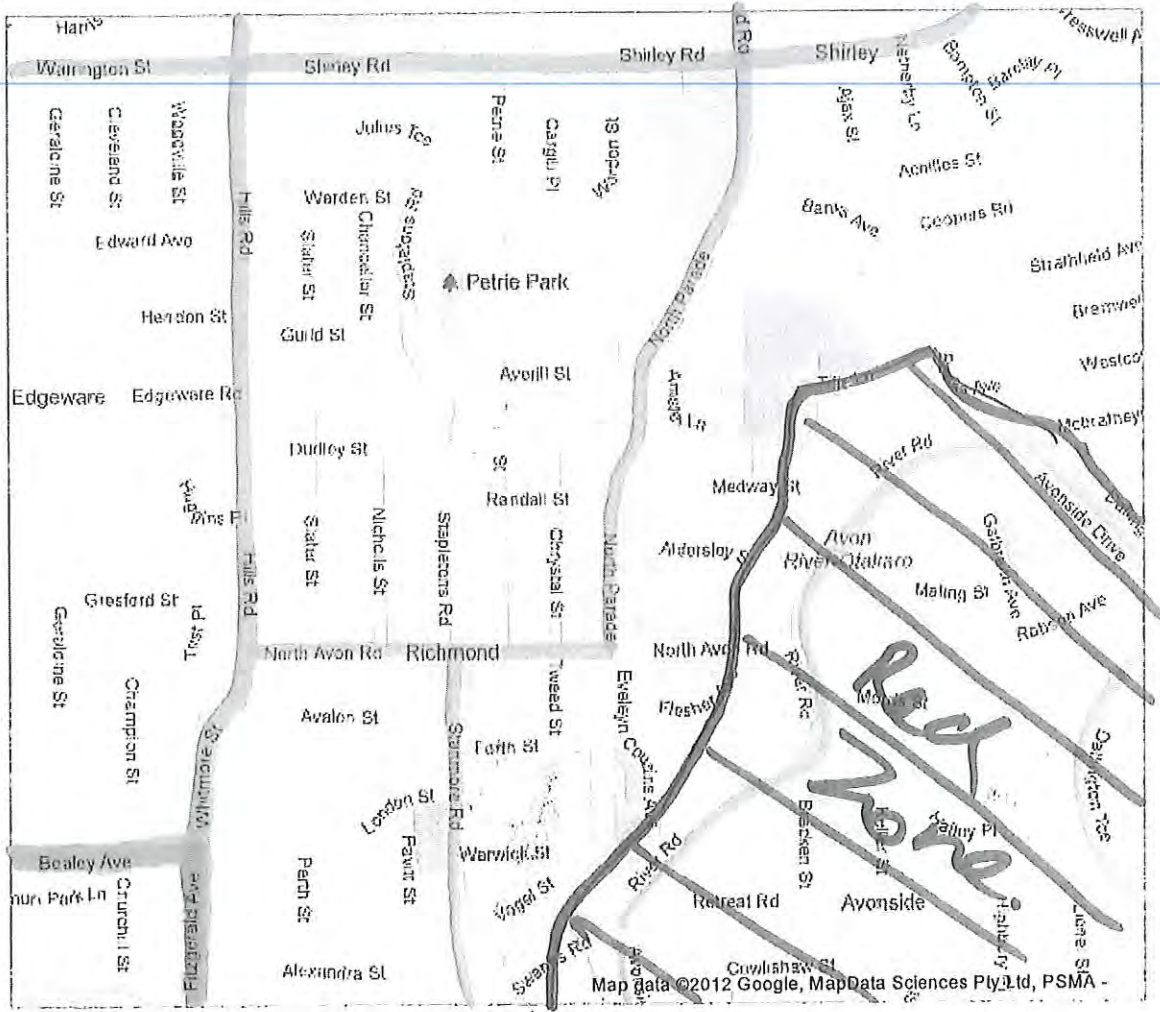
As we, the residents, have our own personal battles with insurance, EQC, roads blocked by diggers, houses demolished around us, etc – we need a light at the end of the tunnel, something to strive for and to come to fruition for our children's future that is better than what we had before.

(Attachments E and F are a good illustration of this: E is what we have always had, F is something better.)

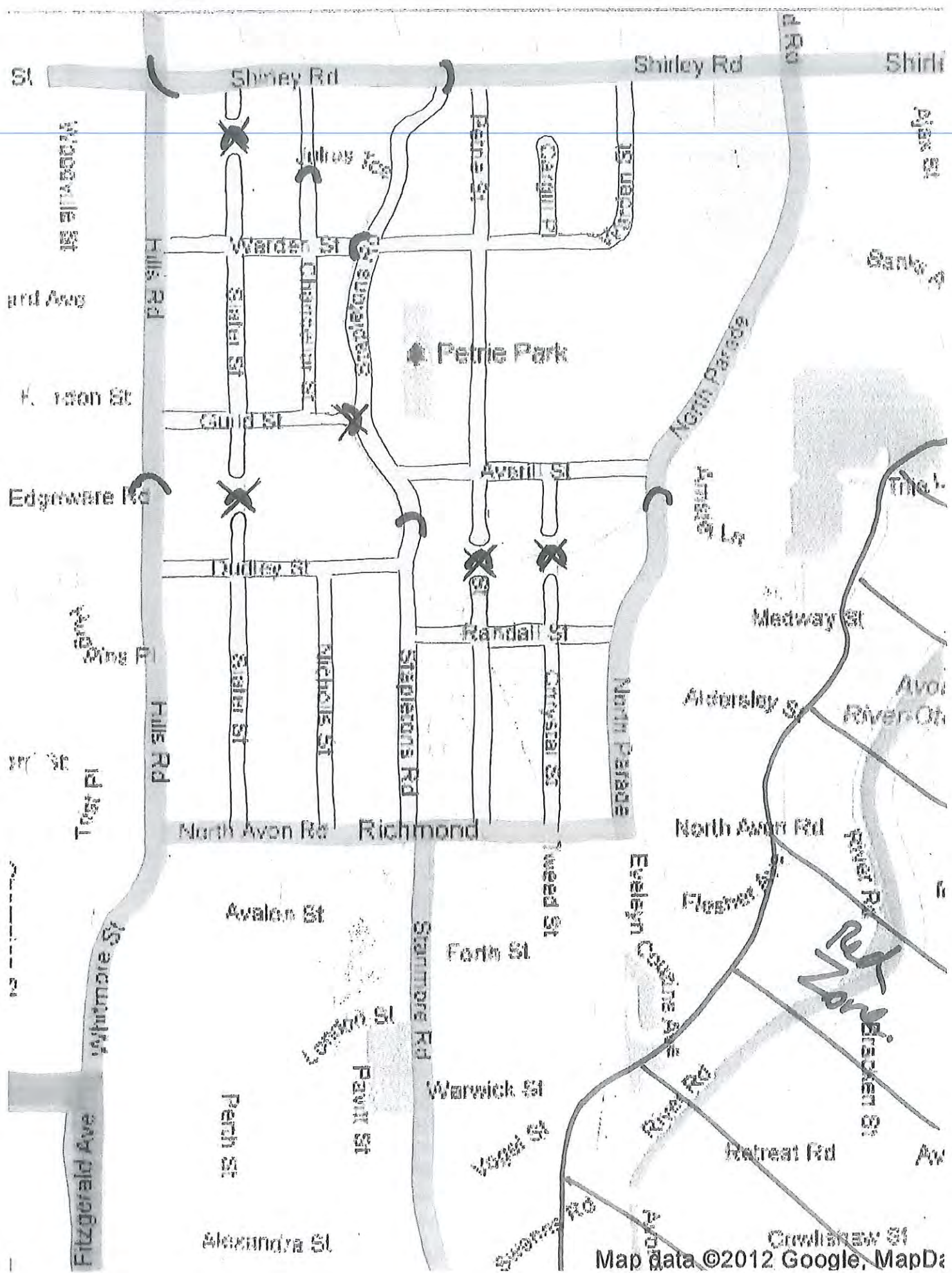
Google

To see all the details that are visible on the screen, use the Print link next to the map.

A

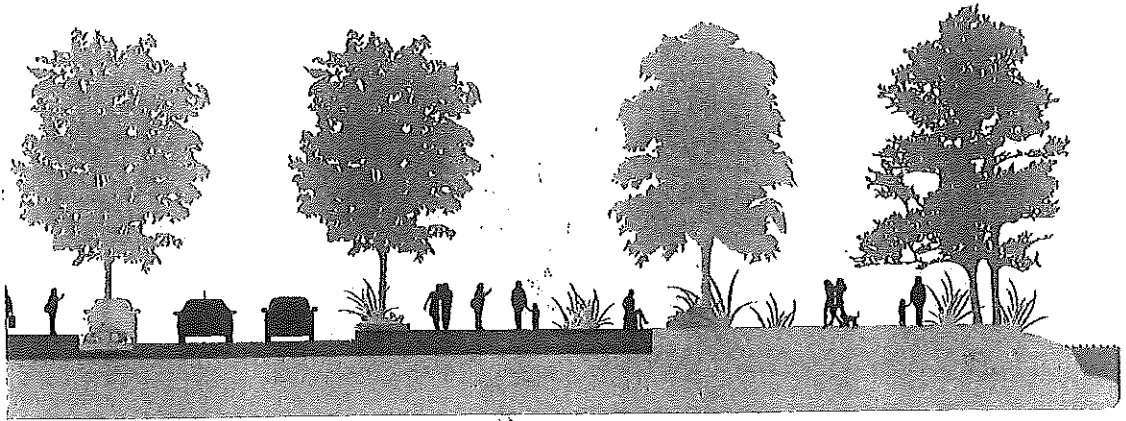


(B)



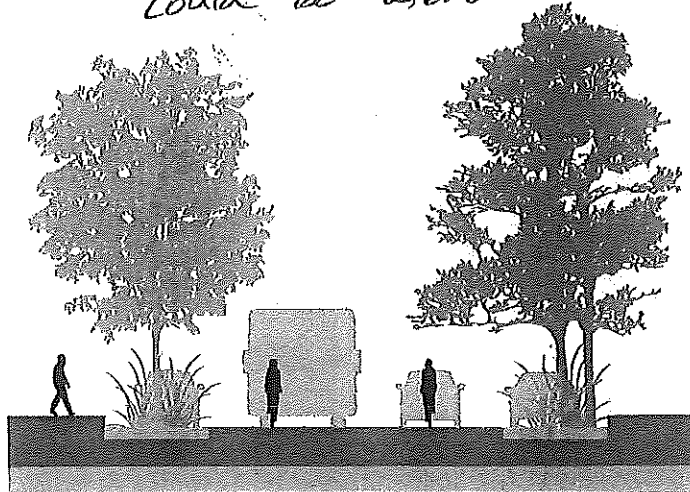
X - Example of what could happen if bridges are removed to open up waterways.  
- Stapletons Rd and North Parade next to Dudley creek, for example.

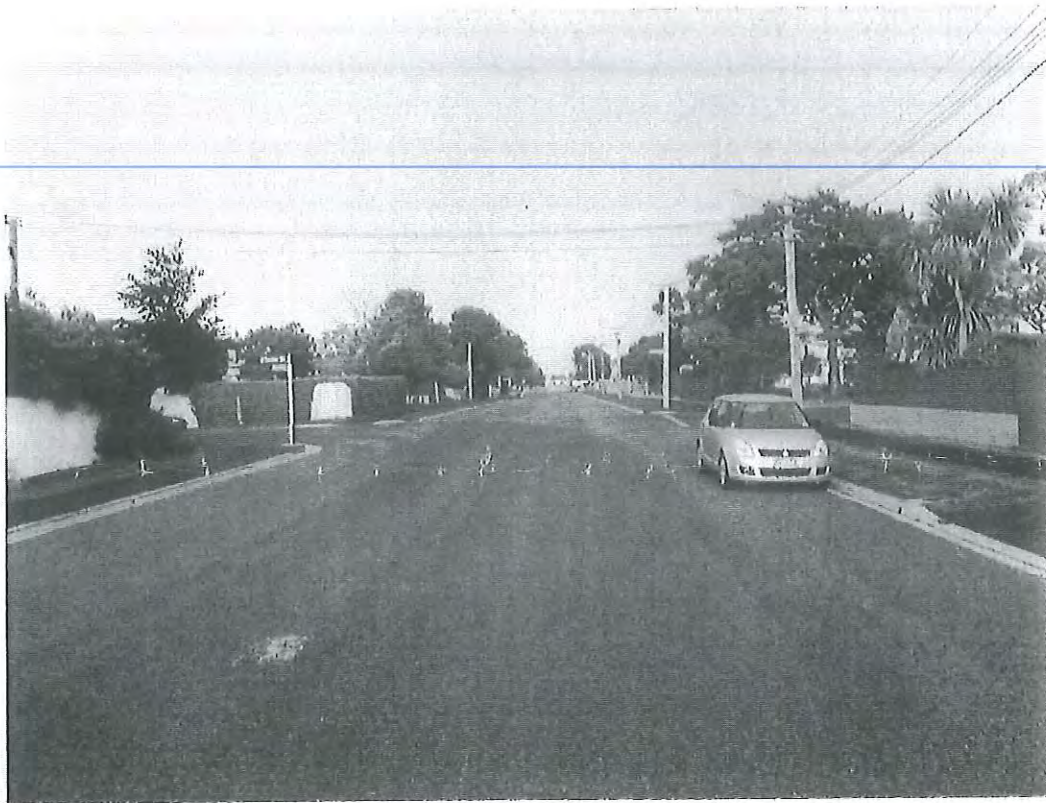
(C)



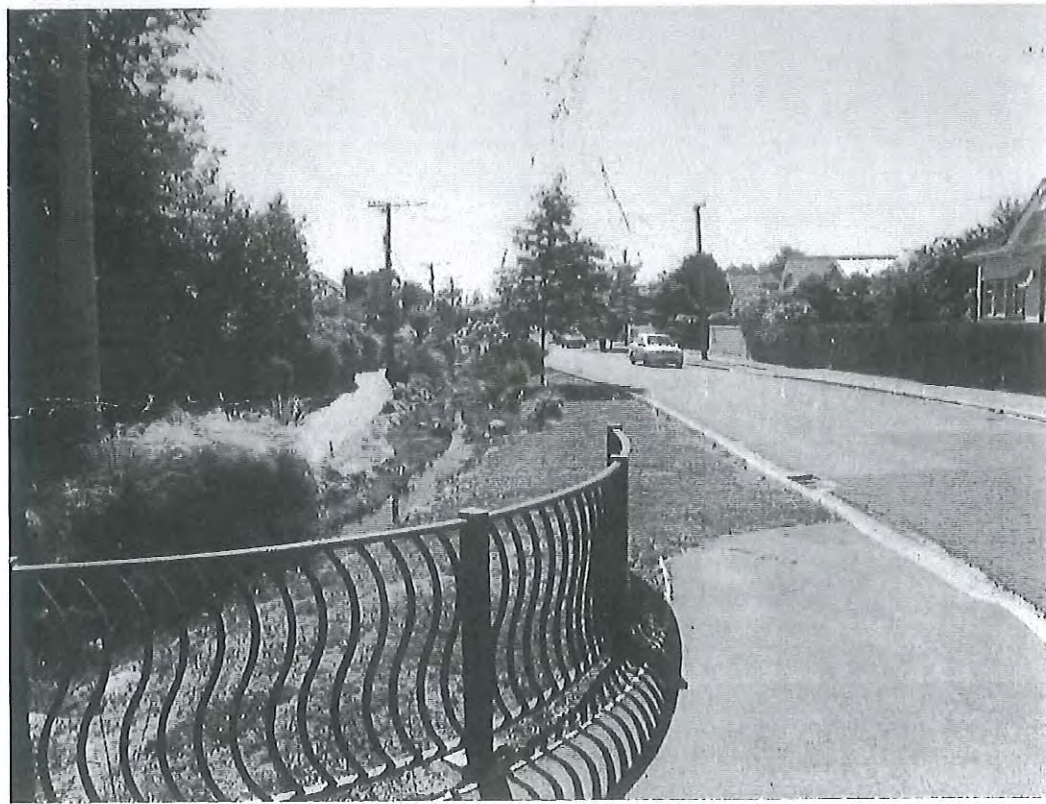
e.g. Slator St - Example of 30km<sup>2</sup> centred city zone could be used with our main arteriated roads.

(D)





Ⓔ



Ⓕ



Withheld under section 9(2)(a)

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**From:** [redacted] of Marietjie Swart  
**Sent:** Thursday, 24 January 2015 12:12 p.m. [redacted]  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission

Hi

We live in Bishopdale, I don't drive and used the bus service to go to Merivale and to town. From Harewood Road, it was possible to go to the City via Papanui Road and Merivale or via Cranford Street. Unfortunately both these bus routes to town were cancelled a while ago. I think it is quite a shame that there are no links from the Airport via Harewood Road, to the City any longer. The only bus service we have is the Comet Bus between Hornby and Northlands.

However, up until December 2012, although it was further from where we live, it was still possible to take a bus from either Sawyers Arms Road or from Raleigh Street (the other side of Bishopdale Mall) to go to the City and I did use it. Sadly those bus services were also cancelled in December 2012. Nowadays, If you want to get to and from the Northwest you need to take a bus to Northlands and get a transfer from there. There is not even a decent transfer point available at Northlands there and I don't like crossing Main North Road as it is a very busy street.

The limited public transport is very frustrating and limiting for me and I use the bus service much less and really wish there was a direct link between us and town via Merivale. I find the new bus system which exclude our part of the city (which is actually only about 15 minutes from the city), very unfair. I am job hunting but it is not possible to apply for work in an area where there is no transport for me. I am grateful my husband is able to drive us to town when we need to go as I find it very frustrating to wait up to half an hour for a bus in Harewood Road to be dropped off at Northlands and to wait for another eternity there for the next bus taking me to town (which is actually just a 15 minute trip by car)

The public transport to and from Harewood Road was not well thought out and is very limiting - for instance, in the past, my daughter and myself were able to use the bus into Merivale to get a connection to New Brighton to go to the beach - but I refuse to use 3 connections in a one-way trip as it means we need to wait for 3 buses. Imagine the time being wasted.....

There were so many elderly people who used the bus service - I wonder how they get along nowadays?

I really hope that someone will see the light

M Swart

**Submission:** Christchurch Central Recovery Plan: An Accessible City (Canterbury Earthquake Recovery Authority)

**Submitter:** David & Joan Hawke

**Contact address:** Withheld under section 9(2)(a)

**Telephone (day):**

**Telephone (evening):**

**Email:**

**Date:** 23 January 2013

**Standing:**

- David works in the central city; Joan also worked in the central city (as a shift worker) until displaced by the 2011 earthquake. Her workplace expects to return in mid-2013.
- David cycles to work every day; when working in the central city, Joan either drove a car or caught the bus (depending on her shift).
- We typically travel by bus to daytime central city leisure & recreation venues.

**Submission layout:**

Page 1: Guiding Principle

Page 2: Summary of Actions requested

Pages 3-5: Detailed commentary on the Draft Plan

**Guiding Principle:**

Everyone, regardless of age, physical capability, gender and ethnicity has the right to a full enjoyment of the rebuilt central city. This Principle is also well encapsulated by the Canadian 8-80 organisation <http://www.8-80cities.org>



Summary of Actions requested:

	Topic	Action
1	Encouragement of active forms of transport	<ul style="list-style-type: none"> <li>a. <u>Separation of cyclists and pedestrians</u> on key walking and cycling routes (p9, 11) needs to be specifically stated.</li> <li>b. <u>Make explicit reference</u> in the final Plan to the <u>importance of perceptions of safety</u> (not just safety <i>per se</i>) (p8, 10).</li> <li>c. <u>Re-examine the suitability</u> of “Main Streets” as both Key Cycling Routes (p11) and main bus routes (p15); Colombo St in particular.</li> </ul>
2	Pedestrians as the drivers of business revitalisation	<ul style="list-style-type: none"> <li>a. Include a <u>high density of pedestrian-friendly features</u> to allow easy crossing of “Main Streets” (p12); see also 3a below.</li> </ul>
3	Distributor streets as facilitators of car transport	<ul style="list-style-type: none"> <li>a. <u>Make specific provision</u> for <u>pedestrians to cross easily</u> at places where people already gather in large numbers (e.g., Madras St between CPIT &amp; Countdown shopping centre; p16) or are likely to gather in the future (the new stadium; the health precinct; the redeveloped city library).</li> </ul>
4	Mixed-mode as the way of the future	<ul style="list-style-type: none"> <li>a. <u>Make specific provision</u> that encourages people travelling from far-flung suburbs to <u>leave their cars at the outer edge of the central city</u> (in the vicinity of Arterial roads) and get on their bikes or on the bus to get around the central city (p15, 18).</li> </ul>

Detailed commentary on the Draft Plan: In the following Table, "Page" refers to the page number in the Draft Plan.

Issue/topic	Page	Comments
1 Accessibility as a guiding principle	5	<ol style="list-style-type: none"> <li>1. We <u>wholeheartedly support</u> the opening paragraph on p5 "A more accessible and safer built environment will benefit everyone....disabled people,....older people, those with young children,....people with temporary mobility issues....."</li> <li>2. The pre-earthquake city was not an accessible city. It emphasised the car as primary mode of transport, ignoring the needs of people too young, too old or too poor to own a car.</li> </ol>
2 Walking as a driving force behind business re-establishment in the central city	8-9; 12	<ol style="list-style-type: none"> <li>1. Notwithstanding the comments of some retailers, people walk (not drive) through entrance ways into shops and other businesses.</li> <li>2. People working in the central city do not need to drive to retail and daytime hospitality venues; they are already in the central city.</li> <li>3. Consequently, we <u>strongly support</u> the emphasis on the "slow core" and the walking opportunities envisaged in the Avon River Precinct and the Frame.</li> <li>4. We <u>strongly support</u> the slowing of traffic on main streets to 30 km/h. However, the graphics provided in the plan (p12) do not show the likes of speed humps or pedestrian crossings.</li> </ol>
3 Encouraging a growth in bus patronage	13-15	<ol style="list-style-type: none"> <li>1. We <u>strongly support</u> the proposed location of the new Bus Interchange. The proposed site at the corner of the frame is close to key inner city developments and sits well with the key bus routes identified on p15.</li> <li>2. We <u>strongly support</u> the indicative streetscape for bus routes typified by Manchester St (p14) as a good way of decreasing bus transit times.</li> </ol>

Issue/topic	Page	Comments
3	10-12	<p>1. We both cycle extensively, including multiple long distance road touring encompassing both main highways and back roads.</p> <p>2. Notwithstanding this extensive participation as a cyclist, Joan finds Christchurch city too intimidating for cycling. She would NEVER cycle in the central city as it stands.</p> <p>3. The Plan must take into account the needs of those who would like to cycle in the central city, but are presently scared off by the traffic.</p> <p>4. The statement “The slower speed within the Inner Zone will make it safer for cyclists to share the space with cars” is misleading. The question is one of perception, not safety per se.</p> <p>5. The question of perception comes down to traffic density; traffic speed is only part of the story. If traffic densities are low, then sharing space is ok. However, high traffic densities scare off non-warriors types. (If a planner wants an example of this, ask her to bike the main streets of Blenheim. The speed is very low, but cycling is a scary experience; Joan refuses.)</p> <p>6. We <u>strongly support</u> the maximum implementation of separated cycles lanes and paths.</p> <p>7. We <u>strongly support</u> the maximum implementation of contraflow cycleways on one-way Distributor Streets (p14).</p> <p>8. Key cycling routes (p11) need to be constructed to carry large numbers of cyclists.</p> <p>9. Routes currently shared with pedestrians (e.g., along Hagley Avenue) do not work well.</p> <p>10. We <u>strongly support</u> the concept of encouraging mixed mode (public transport – cycling) referred to on p10.</p>

	Issue/topic	Page	Comments
4	Car travel	16-18	<p>1. Some streets on the “network of distributor streets” (p16) bisect places where people gather in large numbers. One example is the CPIT campus on Madras St, where over 10,000 different people attend in any given year. On the opposite side of the street is the Countdown shopping centre; getting across Madras St is already fraught, and is likely to become more so as more people study at CPIT and more cars travel along Madras St. Similar issues are likely at the site of the new stadium, the health precinct, and the redeveloped city library.</p>



# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

Q. Is there anything else you would like to see included in the Accessible City chapter?

1. Please add a ban on advertising signs (sandwich boards) on footpaths. These are an obstruction to the free passage of pedestrians in general but present particular problems to the vision impaired, folk in wheel chairs and mobility scooters and parents pushing prams. This is especially so when the signs are used to confront the passerby by their size and position.
2. Make all pedestrian crossings controlled crossings with failure – free audio signals for the benefit of low vision pedestrians. This would mean eliminating uncontrolled free left turns for traffic.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccd�.govt.nz](http://www.ccd�.govt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	Robert Hugh WATTS
Organisation (if applicable):	
Postal Address:	
Email:	Withheld under section 9(2)(a)

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website, [www.ccd�.govt.nz](http://www.ccd�.govt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at [www.legislation.govt.nz](http://www.legislation.govt.nz).

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# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

29 JAN 2013

## Submission Form

*These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccd.govt.nz](http://www.ccd.govt.nz)*

*Answer as many questions as you like. You do not have to answer them all.*

**Q. What are your overall comments on the Accessible City draft chapter?**

It is good that all modes of transport are given consideration,

As a low vision central city resident I am also pleased with the intention to cater for the disabled.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

I like the intention to convert Salisbury and Kilmore Streets into two way streets.

I also like the prospect of lower traffic speeds in the central city.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

I dislike the retention of one way streets through residential areas.



RECEIVED  
29 JAN 2013  
BY: \_\_\_\_\_

## Submission Form

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*Answer as many questions as you like. You do not have to answer them all.*

**Q. What are your overall comments on the Accessible City draft chapter?**

I like the fact that pedestrians and cyclists are included in the plan.  
In general the plan looks good.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

proposals for pedestrians and cyclists.  
trees in street profiles.  
30km zone for cars

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

Main distributor streets Montreal and Durham disconnect Botanic Gardens from city centre + Obstacles in distributor streets.  
Distributor street along Avon River at Cambridge

# An Accessible City

He Taone Wātea



Q. Is there anything else you would like to see included in the Accessible City chapter?

please see my proposal.  
Page I, II and III

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

tineke

Full Name:	Tineke Witte mar
Organisation (if applicable):	Piko - whole foods
Postal Address:	Withheld under section 9(2)(a)

Email:

Withheld under section 9(2)(a)

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: [www.ccdugovt.nz](http://www.ccdugovt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

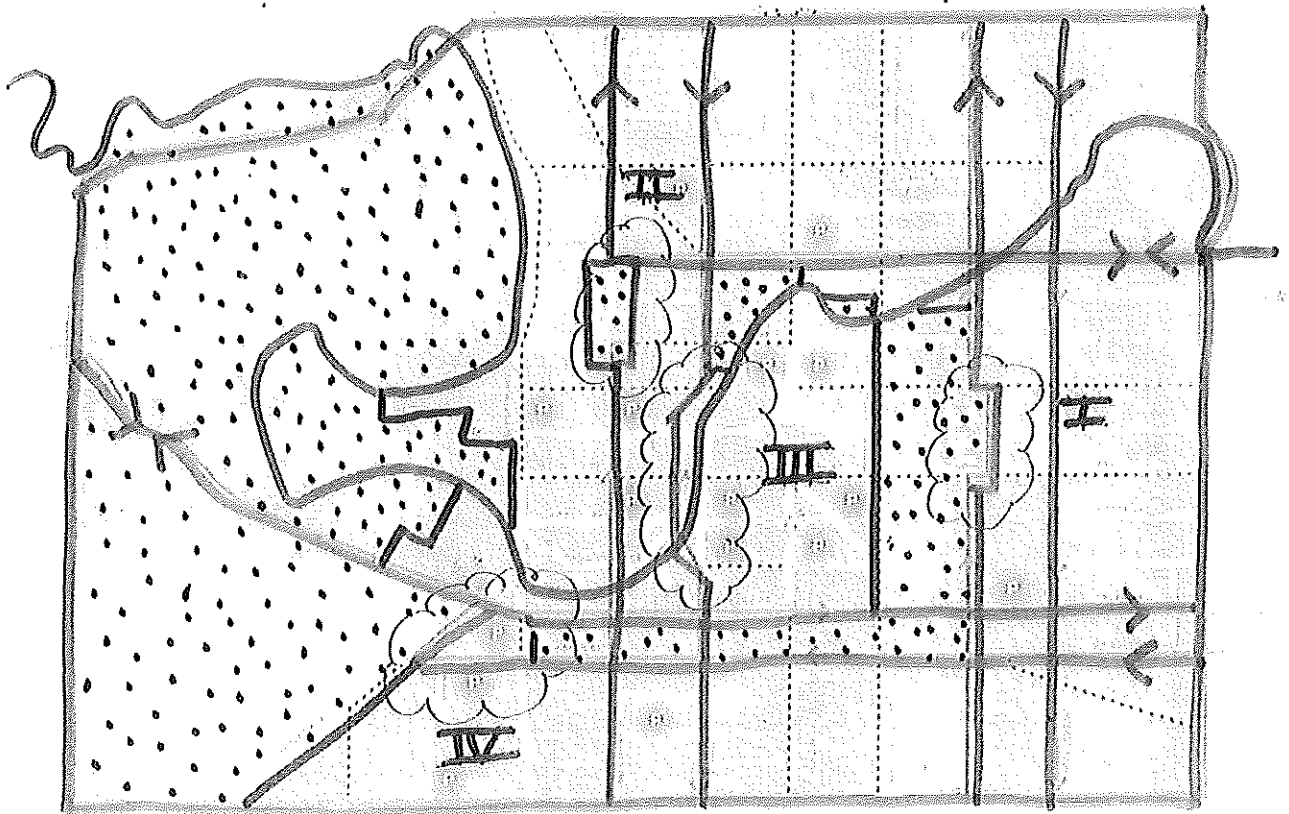
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## \* Jams

- Reduce amount of turn offs (and traffic lights) on Arterial Avenue's.
- Obstacles in main distributor streets are unnecessary.
- Distributor street along Avon River reduces "River side" quality. (III.)



\* Main Pedestrian Areas

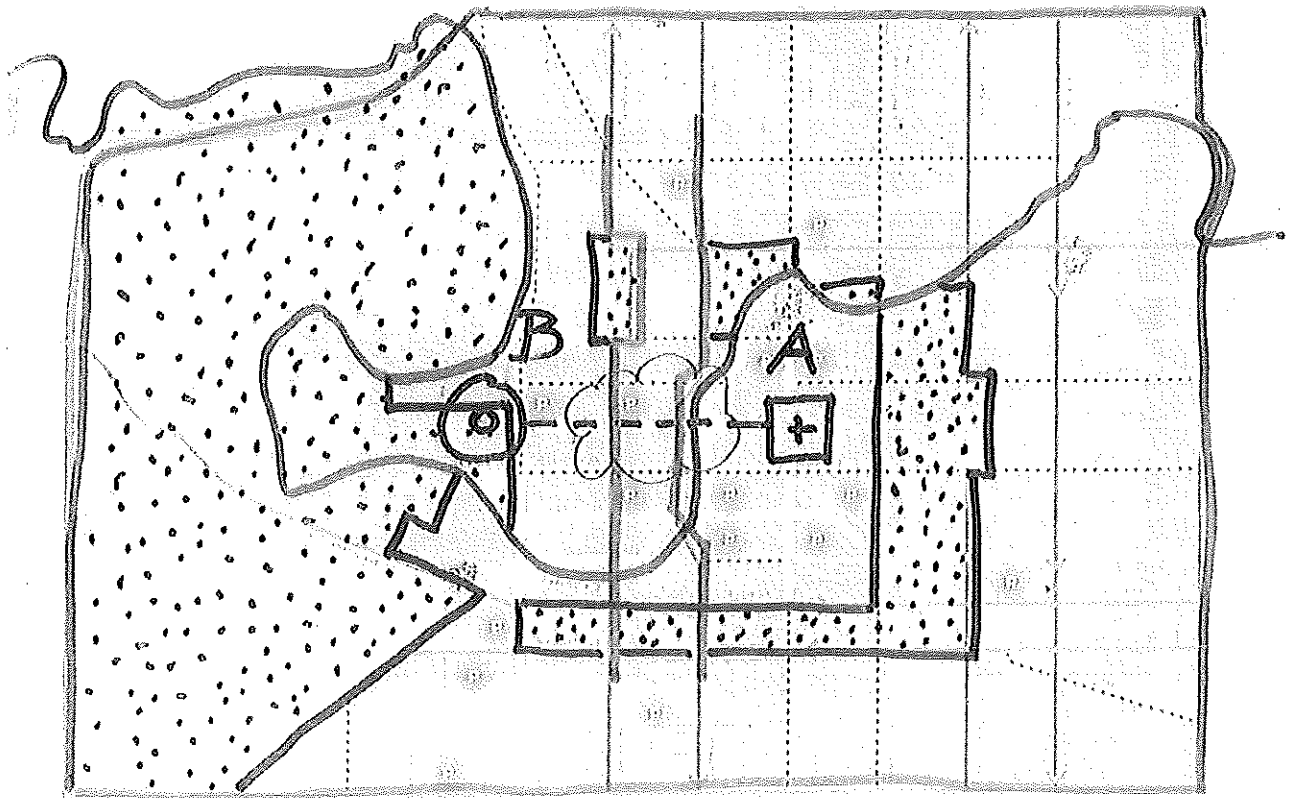
**A** - Cathedral Square.

**B** - Canterbury Museum +  
Botanic Gardens

Connection: connect A and B  
with a pedestrian lane ↓

Worcester Street for pedestrians +  
cyclists (and tram); no cars

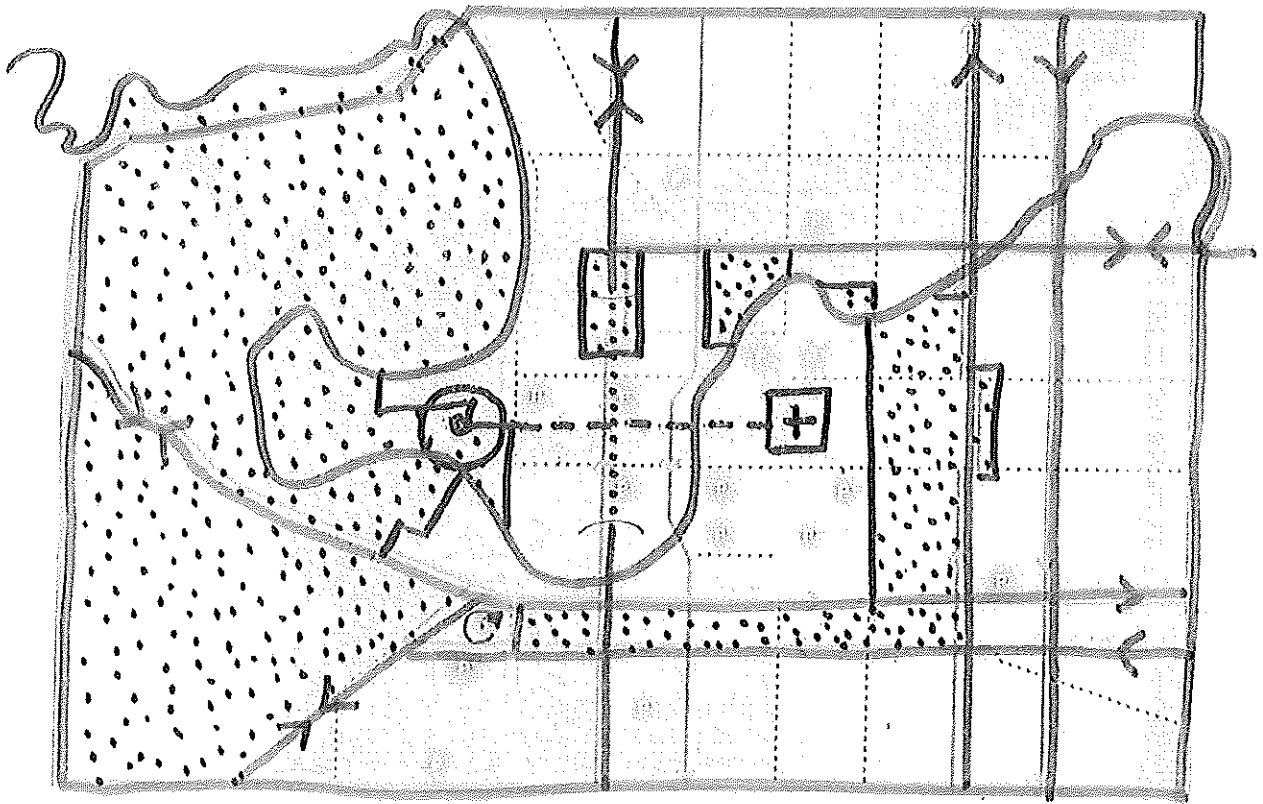
Pedestrian lane in church's Art Gallery



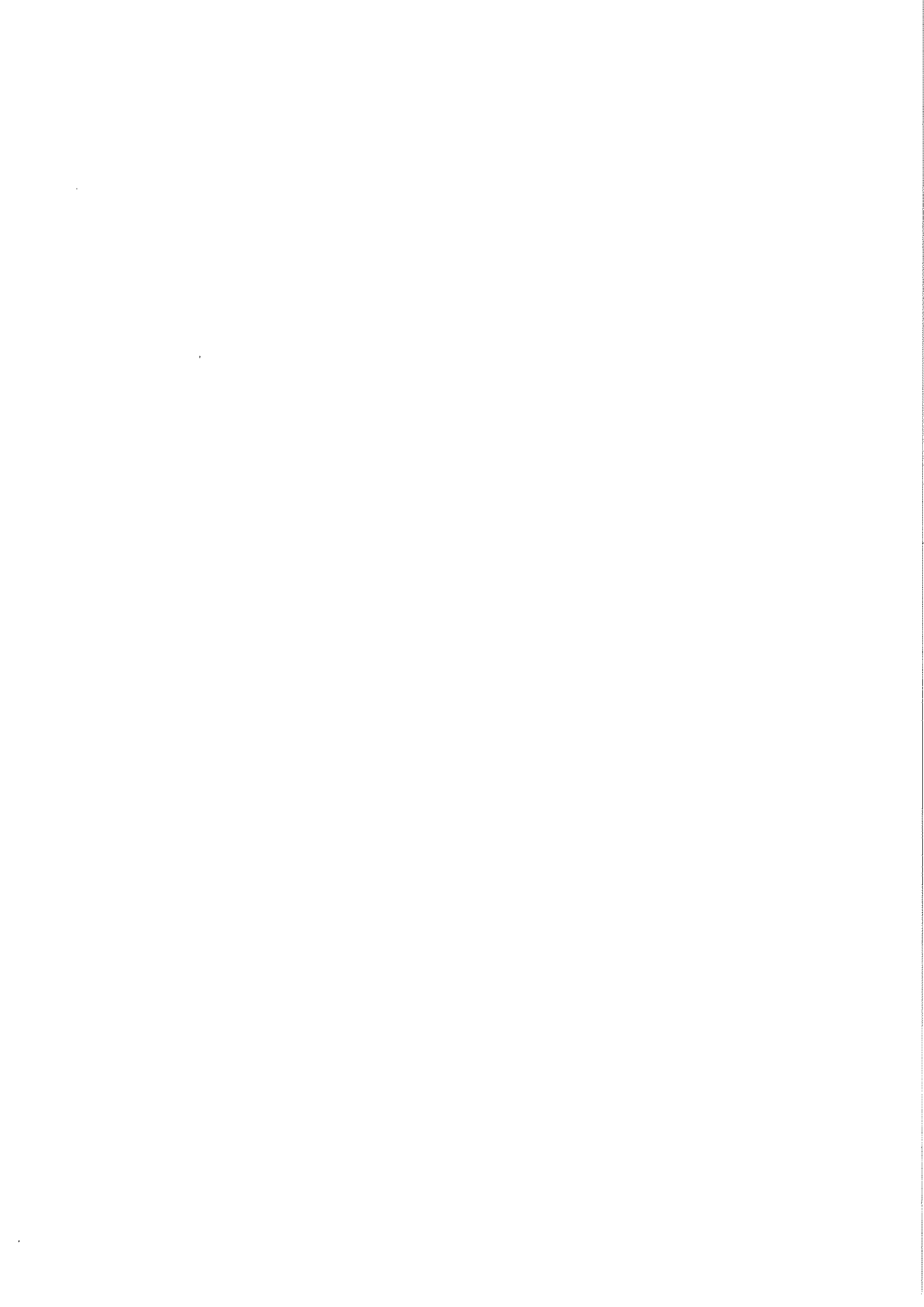
\* Obstacles

Both main distributor streets  
Durham and Montreal are obstacles  
in pedestrian area. ↓

\* Proposal:



- Cars in 2. directions on Montreal Str..
- Durham Str got cancelled as main distributor street.
- Upgrade Hagley Ave to main distributor street.
- Create an urban roundabout on:  
Riccarton Ave / Tiam Str / St Asaph  
and Hagley Ave.
- 30 km speed limit on Montreal Str  
between Armath and Cashel Str.  
(or a tunnel if we do it properly)



# An Accessible City

He Taone Wātea



29 JAN 2011

## Submission Form

These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccd.govt.nz](http://www.ccd.govt.nz)

Answer as many questions as you like. You do not have to answer them all.

**Q. What are your overall comments on the Accessible City draft chapter?**

THAT IT ASSUMES THAT THE DISABLED, THE ELDERLY, AS WELL AS ALL THOSE WORKING IN THE CITY, VISITORS TO THE CITY, ALL ARE CAPABLE OF WALKING FROM THE BUS TERMINALS TO THEIR DESTINATIONS ANYWHERE IN THE CITY. IT ALSO ASSUMES THAT EVERYONE HAS GOT PLENTY OF TIME TO WALK.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

THAT THERE ARE CARPARKS CLOSE TO THE MOST FREQUENTED SITES.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

THAT THERE IS NO TRANSPORT FOR THE DISABLED, THE ELDERLY, THE WORKERS, THE VISITORS. IN ORDER TO GET THEM TO THE MOST FREQUENTED SITES IN A TIMELY (AS WELL AS POSSIBLE) FASHION.



# An Accessible City

He Taone Wātea



**Q. Is there anything else you would like to see included in the Accessible City chapter?**

- 1) THAT THERE BE BUS STOPS BY ALL PARKING BUILDINGS
  - 2) THAT THERE BE SHUTTLE BUSES FROM THESE BUS STOPS
  - 3) THAT THERE BE TAXI STANDS THROUGHOUT THE CITY WHETHER AROUND BUS STOPS
  - 4) THAT THERE BE SECURITY SYSTEMS IN PLACES NOT FOOT TRAFFIC ONLY.
- Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccd.govt.nz](http://www.ccd.govt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	KAREN MARGARETHE KOED
Organisation (if applicable):	
Postal Address:	Withheld under section 9(2)(a)
Email:	

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: [www.ccd.govt.nz](http://www.ccd.govt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at [www.legislation.govt.nz](http://www.legislation.govt.nz).

The Privacy Act 1993 governs how CCDU collects, holds, used and discloses personal information in your comment. You have the right to access and correct your personal information.

Withheld under section 9(2)(a)

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**From:** Raviv Carasuk  
**Sent:** Friday, 21 December 2012 3:15 p.m.  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission Withheld under section 9(2)(a)

I am completing this submission for myself. I wish to discuss the main points in my written submission if a hearing is to be held next year.

I congratulate the CERA and CCDU for sharing in the community's vision for the missing link in the *New Christchurch's Heart*- transport. The Council's wonderful initiative 'Share an Idea' showed a clear and loud message of overwhelming support for 'Christchurch City of Cycling'.

The new Christchurch Central Recovery Plan speaks of a city for people who could easily travel using a variety of modes from healthy walking or cycling, sustainable public transport or by driving (which some consider a necessity). This offers a thrilling bright future: and what a wonderful opportunity is to be able to commute to a *Crusader* match, meet friends at the new Avon development or simply run some errands on my bike.

There are some proposals in the draft that I particularly liked: I am a strong believer in separating modes of transports, thus having priority streets for cycling, walking and public transport are good ideas and I would like to see them extended further within the central city network and beyond; The 30km an hour slow core is also a great way to form a safer city; Finally the pedestrian and cycling paths along the green belt and the Te Papa Ōtākaro - Avon which I hope later will be extended to the estuary.

However I would love to see a **No Cars Zone** covering an area of four blocks around the Cathedral Square border by Cambridge trace and Lichfield, Manchester& Armagh Streets. Then putting the car parking on the outskirts of that zone and providing a 'shoppers shuttle' and cycling/ walking streets makes a lot of sense. Moreover, I would prefer to redirect Riccarton Road traffic to Bealey and Moorhouse avenues. This can be achieved by extending the 30km an hour slow core to Riccarton from the CBD to Deans Ave. that will finally bring peace to Hagley Park.

By understanding and anticipating that rebuild is a long process, waiting for its implementation is a daunting task. I believe that cycle lanes and paths are the economical first step to re-establishing transport. Building them first will help all of us to adapt to the new transport mode and to shift more easily. Encouraging people to choose a bike as their transport will make us all healthier, wealthier and happier (I know – as it made me such a person). Similarly, I believe that the future of transport will change with the newly announced hike in petrol price and the introduction of electric bikes (even Bob Parker our mayor has one). More people will choose public transport, walking and cycling as their preferred mode of transport. With less congestion travel times will drop (I often commute from Church Corner to the CBD by bicycle which takes me less than ¼ of an hour – which is 5 to 10 minutes faster than driving).

To conclude I don't ask you to reinvent the wheel just use it wisely: please put forward a budget sufficient to carry out what Christchurch residents have asked you to do. I know that CERA and CCDU are trying really hard under adverse circumstances. Please make it all worth it by leaving Christchurch a legacy of affordable, green transport choices.

Regards

Raviv Carasuk

## Accessible City Draft Chapter submission

Name: **Professor Simon Kingham**

Address: **withheld under section 9(2)(a)**

Email:

I am completing this submission for myself and not on behalf of any organisation.

I **wish** to discuss the main points in my written submission at any hearings that might be held.

### MY SUBMISSION

#### Context

I am a Professor of Geography at the University of Canterbury where I have been for the past 13 years. Previously I held similar posts in the UK. My research and teaching focuses on urban issues specifically transport, pollution and health. I have developed an international reputation in these fields and have published widely on a variety of funded research projects. In addition I also teach on a number of topics related to sustainable transport on a range of courses. This combination of in-depth up-to-date research and the broader knowledge required for teaching means I have a great deal of expertise on issues relating to urban transport.

I am also a member of the Regional Transport Committee, which I have been on since 2002 (including its predecessor, the Regional Land Transport Committee). I was also on the Christchurch Urban Development Strategy Forum. As a result of these I am very aware of the political framework within which transport sits including issues relating to funding.

My submission is based on:

- my academic expertise
- my practical involvement in local transport policy making
- living in Christchurch for the past 13 years
- being a husband and father of two primary aged children.

Much of my submission is based on a research project I conducted recently for the NZTA<sup>1</sup>. This research investigated what type of cycling infrastructure would encourage 'new cyclists' (i.e. people who either do not currently cycle at all, or people who do not currently cycle for utilitarian trips) to use cycling as their mode of transport for daily activities in Christchurch. The research showed that safety was the most significant issue for potential cyclists. The solutions that were most likely to effect a significant change in cycle numbers related to the nature and consistency of infrastructure. It concluded that planners should develop a comprehensive, consistent network of cycle-only paths with separation from motor vehicles, and with dedicated intersection facilities. We now have a unique opportunity to implement this.

Finally, I am always happy to offer any assistance/advice I can to the process of rebuilding Christchurch in a forward looking, prosperous and resilient way.

Thanks



Professor Simon Kingham

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<sup>1</sup> Kingham, S, Koorey G & Taylor, K, 2011, Assessment of the type of cycling infrastructure required to attract new cyclists. NZTA Report 449. [www.nzta.govt.nz/resources/research/reports/449](http://www.nzta.govt.nz/resources/research/reports/449)

### **What are your overall comments on the Accessible City draft chapter?**

While there are a lot of good points in the Accessible City draft chapter, the chapter does not go far enough. It will still leave us with a car dominated city and not the type of city that will allow us to be resilient to many of the challenges we are already facing (climate change, peak oil, obesity epidemic), and it will not lead to the type of city that *The People* want<sup>2</sup>.

We have a golden opportunity to make Christchurch a city the world looks at as an example of a future proofed resilient city driven by innovative transport policies. The Accessible City draft chapter as it currently is will not deliver this.

### **Are there any proposals in the draft Accessible City chapter that you particularly like?**

There are many good features to this Plan including:

1. The 30km slow core.
2. Priority streets for cycling, walking and public transport.
3. Encouraging through traffic out of the city centre and onto the four avenues.
4. The new public transport interchange
5. Pedestrian and cycling paths along the Avon.
6. Separated cycle ways on both sides of the one-way streets

### **Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

**1. Car focus.** The chapter is still very car focused. It is as though climate change, peak oil and obesity are still *possible* rather than *real* problems. It is far too easy to drive through and into the city centre. There is virtually no impediment placed on vehicle access beyond a few slow (speed reduced) routes. We need to actually close (to through traffic) a few routes and make them genuine pedestrian and cycle priority routes..

**2. Parking.** There is an enormous amount of car parking right in the heart of the city. This is not a sign that we want to get people out of cars and using public transport and bicycles. There should be less parking; we want to make public transport and walking and cycling provide the best access.

**3. Rail.** It is completely ignored. If we don't include it now, it will never happen. This is too good an opportunity to miss. There is more discussion on this below.

**4. Speed.** While I like the slow core, it does not go far enough. At a minimum, every route designated as cycle or pedestrian priority should be restricted to 30kmh, and ideally all of the central city should be 30 kmh. There is more discussion on this below.

**5. Cycle routes.** Many of the cycle routes are inconsistent. We know from the research referred to earlier that people want separation from traffic. We have a golden opportunity to provide this, and we are not providing enough consistent well designed cycle infrastructure. There is more discussion on this below.

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2 The wide public feedback from the Share an Idea process was very clear in asking for a sustainable city with good active and public transport.

## **Is there anything else you would like to see included in the Accessible City chapter?**

### **1. Changes to Speed**

Faster moving motor vehicles make cycling feel unsafe to people who don't currently cycle (see research referred to on page 1). Slowing maximum speeds in the whole of the central city will encourage more people to cycle. There is a wealth of evidence that shows that reducing the speed of vehicles from 50km to 30km also significantly reduces the risk of a pedestrian or cyclist dying in a collision with a car. In the UK reducing speed limits to 30km (20mph) is a growing trend and this reduction has been described as "*most cost effective way to improve quality of life*" ([www.20splentyforus.org.uk/](http://www.20splentyforus.org.uk/)). We have an amazing opportunity to join this revolution.

***Recommendation: Reduce the speed limit for the whole central city to 30km.***

### **2. Better Cycle Routes provision**

We know from the research that the barrier to substantial uptake of cycling is that people do not feel safe. We need to make cycling feel safe and people will use the bicycle as a mode of transport. If we don't do it now when we repair roads (the cheapest time to do it), then we are guilty of wasting money. Swapping cycle lanes with parked cars is a very cheap option.

***Recommendation: Ensure that the provision of separated cycle infrastructure in all repaired roads is a top priority as it is the cheapest way to do it.***

All cycle priority routes should have 30km limits. At the moment in the Plan they do not e.g. Antigua St is a cycle priority route but does not have speed of 30kmh.

***Recommendation: All cycle priority routes have to have 30kmh speed limits.***

The cycle priority routes should be consistent with any likely cycle routes beyond the city centre. As an example, Antigua St is designated a cycle priority routes. Logic says this should continue north of Moorhouse to Brougham St and then onto Strickland St. I don't believe this is likely. Logic tells me that Selywn St is more likely to be a cycle priority routes (it is quieter, and passes South Intermediate School) and therefore it would make sense to use that route and link up with the cycle route marked on Hagley Ave. This is an example I know. They should have been thought through like this.

***Recommendation: All cycle priority routes should link with likely routes outside the central city.***

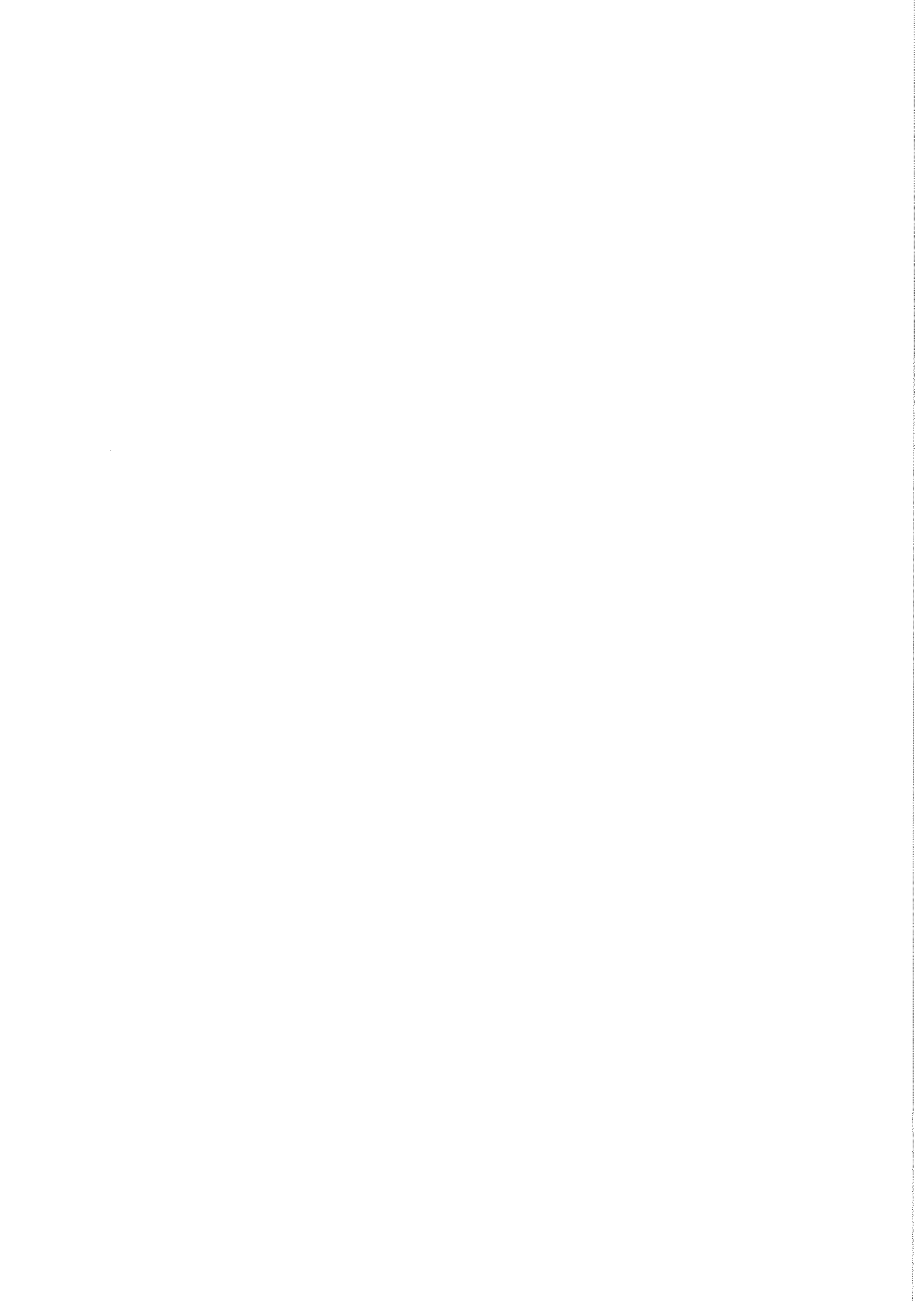
### **3. Rail**

Don't ignore it. Rail is viable and can be far cheaper than most people think. In Perth, Australia, the cost of rail was comparable to that of building a lane of state highway<sup>3</sup>. If we ignore it now, we ignore it for ever.

***Recommendation: Seriously consider rail.***

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3 Please look at this presentation and associated documentation on the potential for Rail in Christchurch by world rail and transport expert, Professor Peter Newman. <http://www.geog.canterbury.ac.nz/peter.shtml>



## Suggestions to Transport Plan of the Future Christchurch

With the clearance of buildings and the planning of the City of Christchurch for the future, I would like to suggest that some thought be given to a Rail link to the Bus terminal being planned for the City Centre.

There is a good railway system around the City , North to Rangiora/Amberley, South to Rolleston, East to Lyttleton, and West to Darfield. This railway is lying idle more times than it is used in the 24 hours of a day . The roading system into Christchurch from these points is very busy at times during each day and is getting busier with the passage of time.

I would like to see that the railway be utilised to the old Station site with a loop laid to connect with the proposed bus terminal in the City so that commuters can then go from train to bus onto their work . Perhaps even the North line could be rerouted through the Cranford Street area to connect with Merivale and thereby straight on to the terminus rather than have to go through Addington. This idea would ease the congestion on our highways and also save the parking requirements in the centre of the City.

I am sure that changes can be made to existing train schedules to cater for the use of trains by the commuters to be running at convenient times.

Like most of the cities of the World I feel that this means of transportation would be most beneficial for the running of Christchurch .

Alan Porter,

**Withheld under section 9(2)(a)**

1<sup>st</sup> January 2013.

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Withheld under section 9(2)(a)

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**From:** Pamela Bryant  
**Sent:** Tuesday, 8 January 2013 10:35 a.m.  
**To:** info (CCDU)  
**Subject:** Draft Transport Plan

Withheld under section 9(2)(a)

Firstly, I would like to commend all those involved for their exceptional efforts and time spent in planning a bigger and better Christchurch. I am a New Zealander who has been living abroad for many years and returned to New Zealand in April. I was determined that the earthquakes were not going to put me off living in Christchurch and I have subsequently enjoyed every minute since moving here. I feel privileged to be in Christchurch at such a time - at the start of the rebuild, and will definitely be here in years to come to see it's completion. I can't wait to see the new Christchurch!

I would like to make one comment regarding transportation. I am currently living at Burnside and working in the city (North Durham Street). Unfortunately I drive to work each day because the current bus system requires me to leave home at 6.50 a.m. to catch the 7.00 a.m. bus on Roydvale Avenue, getting me into the bus depot in Lichfield Street (the opposite side of the city to where I work) at 7.35 a.m., followed by a 10-15 minute walk (not fun in the rain!) to work. I would much prefer to take the bus rather than my car each day but I am not prepared to leave home at 6.50 a.m. to start work at 8.00 a.m. The next bus is half an hour later which is too late for me. I am also not prepared to take 2-3 buses - this would possibly deliver me closer to work but would take a lot longer.

I understand that the bus system is not optimal at present due to the earthquakes but would appreciate if you could take my comments into consideration when planning the new transport system. I am sure there are many people like me who would be happy to take the bus (stopping road congestion) but are unable to due to infrequent timings and inconvenient routes.

Thank you very much for considering my comments.  
Kind regards.  
Pamela.

Pamela Bryant

Withheld under section 9(2)(a)

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Thank you.

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Withheld under section 9(2)(a)

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**From:** marie woods · Withheld under section 9(2)(a)  
**Sent:** Wednesday, 9 January 2013 11:03 p.m.  
**To:** transport (CCDU)  
**Subject:** cycle friendly city

I am worried that the feeder routes to the city seem to be still squeezing cyclists between parked cars and traffic. Please use the opportunity to get us off-road routes. These could be incorporated with shared footpaths if there is no other way. I have cycled safely in Europe on dedicated cycle ways that are separated from the traffic.

Marie Woods Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

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**From:** Hugh Thorpe  
**Sent:** Thursday, 10 January 2013 3:58 p.m. Withheld under section 9(2)(a)  
**To:** transport (CCDU)  
**Subject:** Better provision for cyclists

Here are a few practical and inexpensive features that would, I believe, encourage more people to cycle in the City. My perspective is that of a 76 Year old male who has commuted by bicycle in the City for the last 35 years and still cycles virtually every day. My background is in Civil Engineering/Science.

Many of my age group gave up urban cycling years ago and now, with the press of traffic are too nervous to resume this activity even though they would like to. The health benefits of cycling for my age group are undeniable. Cycling extends our range for easy, healthy recreational/ social activity. Cycling is not just for the young and lycra clad! Recollect that my age cohort is becoming a larger percentage of the population

My suggestions:

Make cycle lanes at least 1.5 metres wide. 1.5 metres is the clearance required in the road code between a vehicle and a cyclist so why not make it easier for the cars to judge this distance? If necessary, narrow any flush medians or raised lane dividers which frequently seems overly wide.

Where it is not practicable to provide separate cycle lanes, separate them from traffic with rumble strips. This will discourage cars from encroaching into cycle lanes especially at intersections. Such strips might be a bit annoying for cyclists trying to cross them on high pressure tires but they need not be continuous i.e. leave gaps for cyclists to manoeuvre through. The "rumble" at slower car speeds will be less noisy but there would still be the sensation of driving over them to act as a reminder.

Intersections can be a scary for cyclists. Set traffic lights to allow more "right turn" phases so that cyclists can avoid possible clashes with on-coming vehicles.

Another possibility at major intersections might be to create a version of the "Barnes Dance" for cyclists. This would of course require green bike signals in all directions. At intersections shared with pedestrians, pedestrians should have right of way but cyclists could be given a "proceed with caution" signal. Maybe a flashing amber bike sign.

It is proposed that there be a 30km speed restriction for vehicles in the CBD. Why not a 20km speed restriction for cyclists? Motorists sometimes do not appreciate the speed of cyclists on modern bikes and cyclists are not without fault!!

Talk to the cycling groups in the City! There are several and they are anxious to be part of the cycling solutions. If a forum were established, with regular progress reports, a level of trust could be established which is presently lacking and the end result would be more satisfactory.

How many of the Traffic Planners are regular cycle commuters? The cycling experts are the cyclists themselves. They are enthusiastic, committed and intelligent people who deserver to be heard respectfully. And think of us Oldies-present and future!

Hugh Thorpe

Withheld under section 9(2)(a)

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**From:** [redacted] of Marietjie Swart  
**Sent:** Thursday, 24 January 2015 12:12 p.m. [redacted]  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission

Hi

We live in Bishopdale, I don't drive and used the bus service to go to Merivale and to town. From Harewood Road, it was possible to go to the City via Papanui Road and Merivale or via Cranford Street. Unfortunately both these bus routes to town were cancelled a while ago. I think it is quite a shame that there are no links from the Airport via Harewood Road, to the City any longer. The only bus service we have is the Comet Bus between Hornby and Northlands.

However, up until December 2012, although it was further from where we live, it was still possible to take a bus from either Sawyers Arms Road or from Raleigh Street (the other side of Bishopdale Mall) to go to the City and I did use it. Sadly those bus services were also cancelled in December 2012. Nowadays, If you want to get to and from the Northwest you need to take a bus to Northlands and get a transfer from there. There is not even a decent transfer point available at Northlands there and I don't like crossing Main North Road as it is a very busy street.

The limited public transport is very frustrating and limiting for me and I use the bus service much less and really wish there was a direct link between us and town via Merivale. I find the new bus system which exclude our part of the city (which is actually only about 15 minutes from the city), very unfair. I am job hunting but it is not possible to apply for work in an area where there is no transport for me. I am grateful my husband is able to drive us to town when we need to go as I find it very frustrating to wait up to half an hour for a bus in Harewood Road to be dropped off at Northlands and to wait for another eternity there for the next bus taking me to town (which is actually just a 15 minute trip by car)

The public transport to and from Harewood Road was not well thought out and is very limiting - for instance, in the past, my daughter and myself were able to use the bus into Merivale to get a connection to New Brighton to go to the beach - but I refuse to use 3 connections in a one-way trip as it means we need to wait for 3 buses. Imagine the time being wasted.....

There were so many elderly people who used the bus service - I wonder how they get along nowadays?

I really hope that someone will see the light

M Swart

**Submission:** Christchurch Central Recovery Plan: An Accessible City (Canterbury Earthquake Recovery Authority)

**Submitter:** David & Joan Hawke

**Contact address:** Withheld under section 9(2)(a)

**Telephone (day):**

**Telephone (evening):**

**Email:**

**Date:** 23 January 2013

**Standing:**

- David works in the central city; Joan also worked in the central city (as a shift worker) until displaced by the 2011 earthquake. Her workplace expects to return in mid-2013.
- David cycles to work every day; when working in the central city, Joan either drove a car or caught the bus (depending on her shift).
- We typically travel by bus to daytime central city leisure & recreation venues.

**Submission layout:**

Page 1: Guiding Principle

Page 2: Summary of Actions requested

Pages 3-5: Detailed commentary on the Draft Plan

**Guiding Principle:**

Everyone, regardless of age, physical capability, gender and ethnicity has the right to a full enjoyment of the rebuilt central city. This Principle is also well encapsulated by the Canadian 8-80 organisation <http://www.8-80cities.org>



Summary of Actions requested:

	Topic	Action
1	Encouragement of active forms of transport	<ul style="list-style-type: none"> <li>a. <u>Separation of cyclists and pedestrians</u> on key walking and cycling routes (p9, 11) needs to be specifically stated.</li> <li>b. <u>Make explicit reference</u> in the final Plan to the <u>importance of perceptions of safety</u> (not just safety <i>per se</i>) (p8, 10).</li> <li>c. <u>Re-examine the suitability</u> of “Main Streets” as both Key Cycling Routes (p11) and main bus routes (p15); Colombo St in particular.</li> </ul>
2	Pedestrians as the drivers of business revitalisation	<ul style="list-style-type: none"> <li>a. Include a <u>high density of pedestrian-friendly features</u> to allow easy crossing of “Main Streets” (p12); see also 3a below.</li> </ul>
3	Distributor streets as facilitators of car transport	<ul style="list-style-type: none"> <li>a. <u>Make specific provision</u> for <u>pedestrians to cross easily</u> at places where people already gather in large numbers (e.g., Madras St between CPIT &amp; Countdown shopping centre; p16) or are likely to gather in the future (the new stadium; the health precinct; the redeveloped city library).</li> </ul>
4	Mixed-mode as the way of the future	<ul style="list-style-type: none"> <li>a. <u>Make specific provision</u> that encourages people travelling from far-flung suburbs to <u>leave their cars at the outer edge of the central city</u> (in the vicinity of Arterial roads) and get on their bikes or on the bus to get around the central city (p15, 18).</li> </ul>

Detailed commentary on the Draft Plan: In the following Table, "Page" refers to the page number in the Draft Plan.

Issue/topic	Page	Comments
1 Accessibility as a guiding principle	5	<ol style="list-style-type: none"> <li>1. We <u>wholeheartedly support</u> the opening paragraph on p5 "A more accessible and safer built environment will benefit everyone....disabled people,....older people, those with young children,....people with temporary mobility issues....."</li> <li>2. The pre-earthquake city was not an accessible city. It emphasised the car as primary mode of transport, ignoring the needs of people too young, too old or too poor to own a car.</li> </ol>
2 Walking as a driving force behind business re-establishment in the central city	8-9; 12	<ol style="list-style-type: none"> <li>1. Notwithstanding the comments of some retailers, people walk (not drive) through entrance ways into shops and other businesses.</li> <li>2. People working in the central city do not need to drive to retail and daytime hospitality venues; they are already in the central city.</li> <li>3. Consequently, we <u>strongly support</u> the emphasis on the "slow core" and the walking opportunities envisaged in the Avon River Precinct and the Frame.</li> <li>4. We <u>strongly support</u> the slowing of traffic on main streets to 30 km/h. However, the graphics provided in the plan (p12) do not show the likes of speed humps or pedestrian crossings.</li> </ol>
3 Encouraging a growth in bus patronage	13-15	<ol style="list-style-type: none"> <li>1. We <u>strongly support</u> the proposed location of the new Bus Interchange. The proposed site at the corner of the frame is close to key inner city developments and sits well with the key bus routes identified on p15.</li> <li>2. We <u>strongly support</u> the indicative streetscape for bus routes typified by Manchester St (p14) as a good way of decreasing bus transit times.</li> </ol>

Issue/topic	Page	Comments
3	10-12	<p>1. We both cycle extensively, including multiple long distance road touring encompassing both main highways and back roads.</p> <p>2. Notwithstanding this extensive participation as a cyclist, Joan finds Christchurch city too intimidating for cycling. She would NEVER cycle in the central city as it stands.</p> <p>3. The Plan must take into account the needs of those who would like to cycle in the central city, but are presently scared off by the traffic.</p> <p>4. The statement “The slower speed within the Inner Zone will make it safer for cyclists to share the space with cars” is misleading. The question is one of perception, not safety per se.</p> <p>5. The question of perception comes down to traffic density; traffic speed is only part of the story. If traffic densities are low, then sharing space is ok. However, high traffic densities scare off non-warriors types. (If a planner wants an example of this, ask her to bike the main streets of Blenheim. The speed is very low, but cycling is a scary experience; Joan refuses.)</p> <p>6. We <u>strongly support</u> the maximum implementation of separated cycles lanes and paths.</p> <p>7. We <u>strongly support</u> the maximum implementation of contraflow cycleways on one-way Distributor Streets (p14).</p> <p>8. Key cycling routes (p11) need to be constructed to carry large numbers of cyclists.</p> <p>9. Routes currently shared with pedestrians (e.g., along Hagley Avenue) do not work well.</p> <p>10. We <u>strongly support</u> the concept of encouraging mixed mode (public transport – cycling) referred to on p10.</p>



	Issue/topic	Page	Comments
4	Car travel	16-18	<p>1. Some streets on the “network of distributor streets” (p16) bisect places where people gather in large numbers. One example is the CPIT campus on Madras St, where over 10,000 different people attend in any given year. On the opposite side of the street is the Countdown shopping centre; getting across Madras St is already fraught, and is likely to become more so as more people study at CPIT and more cars travel along Madras St. Similar issues are likely at the site of the new stadium, the health precinct, and the redeveloped city library.</p>



# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

Q. Is there anything else you would like to see included in the Accessible City chapter?

1. Please add a ban on advertising signs (sandwich boards) on footpaths. These are an obstruction to the free passage of pedestrians in general but present particular problems to the vision impaired, folk in wheel chairs and mobility scooters and parents pushing prams. This is especially so when the signs are used to confront the passerby by their size and position.
2. Make all pedestrian crossings controlled crossings with failure – free audio signals for the benefit of low vision pedestrians. This would mean eliminating uncontrolled free left turns for traffic.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccd�.govt.nz](http://www.ccd�.govt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	Robert Hugh WATTS
Organisation (if applicable):	
Postal Address:	
Email:	Withheld under section 9(2)(a)

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# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

29 JAN 2013

## Submission Form

*These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccdi.govt.nz](http://www.ccdi.govt.nz)*

*Answer as many questions as you like. You do not have to answer them all.*

**Q. What are your overall comments on the Accessible City draft chapter?**

It is good that all modes of transport are given consideration,

As a low vision central city resident I am also pleased with the intention to cater for the disabled.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

I like the intention to convert Salisbury and Kilmore Streets into two way streets.

I also like the prospect of lower traffic speeds in the central city.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

I dislike the retention of one way streets through residential areas.



RECEIVED  
29 JAN 2013  
BY:

## Submission Form

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*Answer as many questions as you like. You do not have to answer them all.*

**Q. What are your overall comments on the Accessible City draft chapter?**

I like the fact that pedestrians and cyclists are included in the plan.  
In general the plan looks good.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

proposals for pedestrians and cyclists.  
trees in street profiles.  
30km zone for cars

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

Main distributor streets Montreal and Durham disconnect Botanic Gardens from city centre + Obstacles in distributor streets.  
Distributor street along Avon River at Cambridge

# An Accessible City

He Taone Wātea



Q. Is there anything else you would like to see included in the Accessible City chapter?

please see my proposal.  
Page I, II and III

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

tineke

Full Name:	Tineke Witte mar
Organisation (if applicable):	Piko whole foods
Postal Address:	Withheld under section 9(2)(a)

Email:

Withheld under section 9(2)(a)

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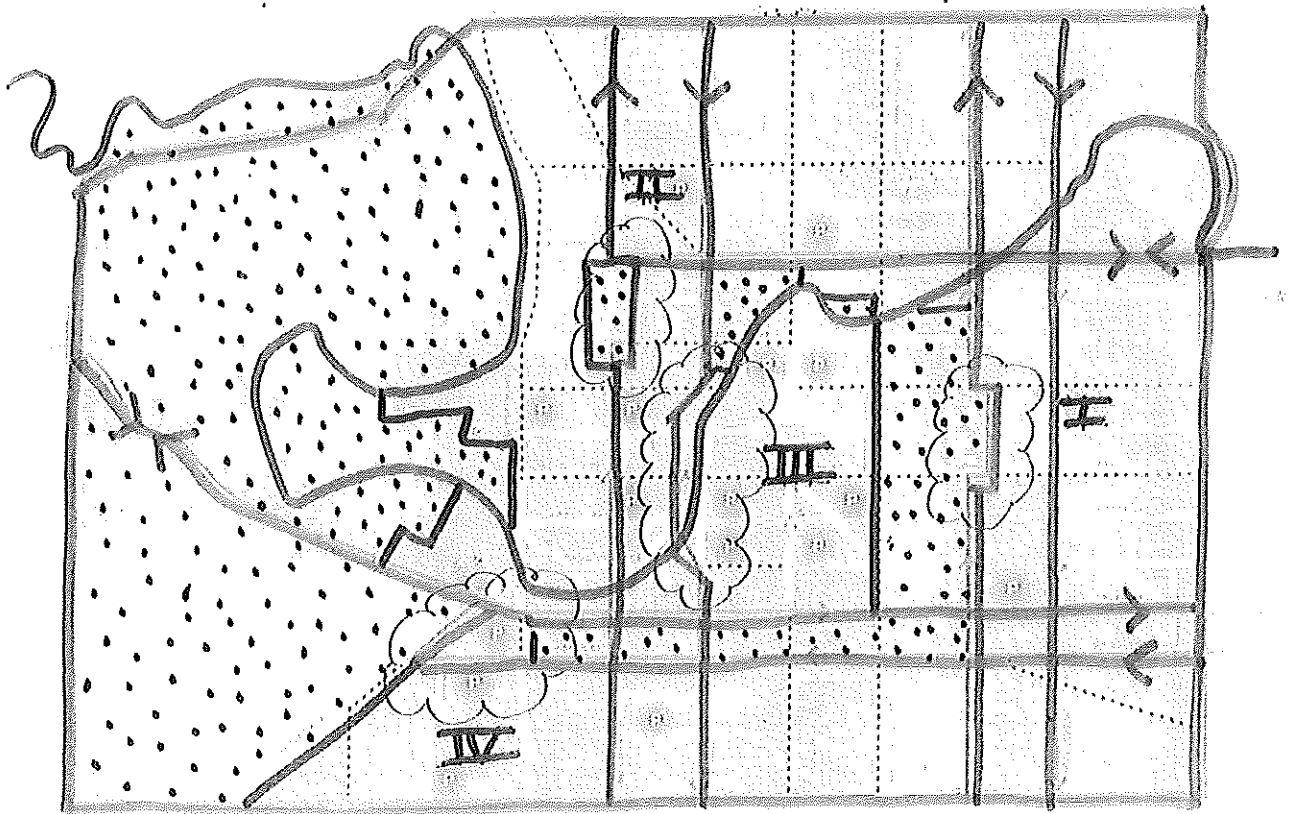
Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

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## \* Jams

- Reduce amount of turn offs (and traffic lights) on Arterial Avenue's.
- Obstacles in main distributor streets are unnecessary.
- Distributor street along Avon River reduces "River side" quality. (III.)



\* Main Pedestrian Areas

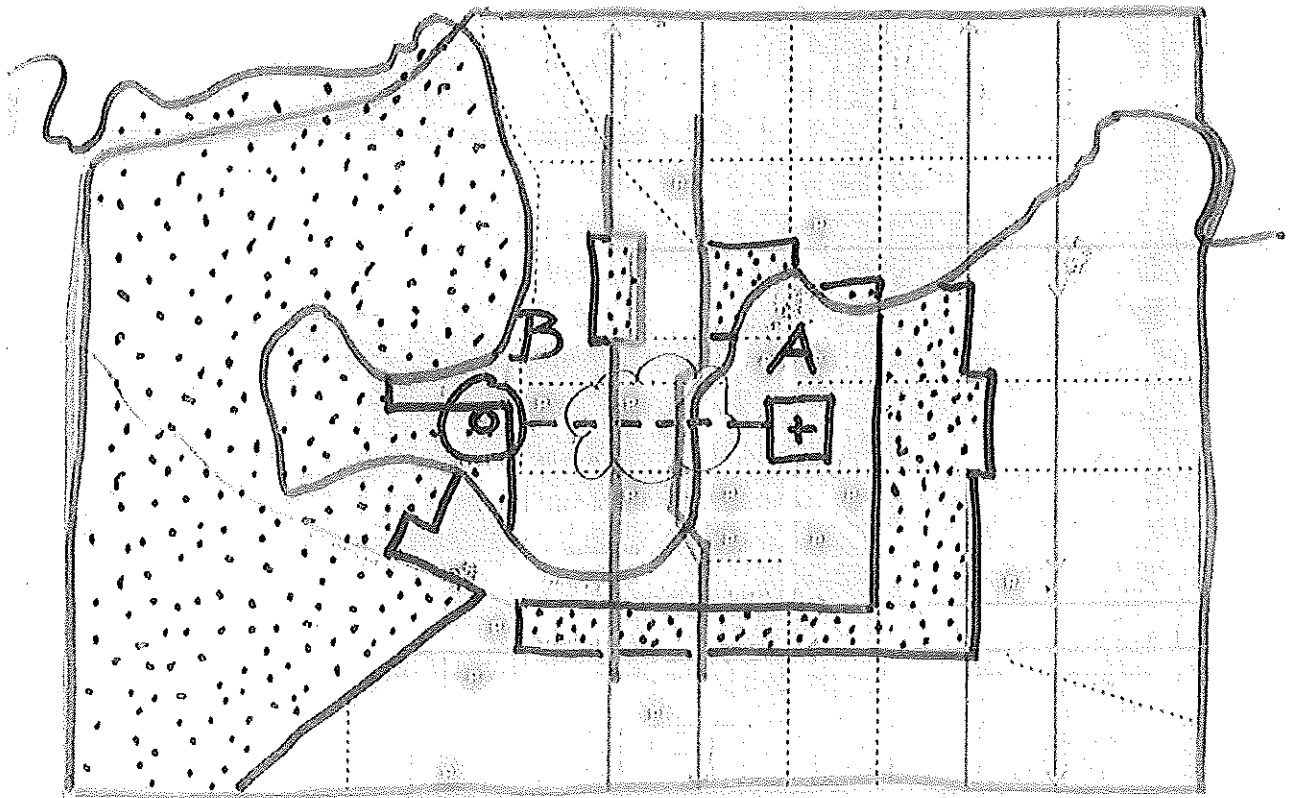
**A** - Cathedral Square.

**B** - Canterbury Museum +  
Botanic Gardens

Connection: connect A and B  
with a pedestrian lane ↓

Worcester Street for pedestrians +  
cyclists (and tram); no cars

Pedestrian lane in church's Art Gallery

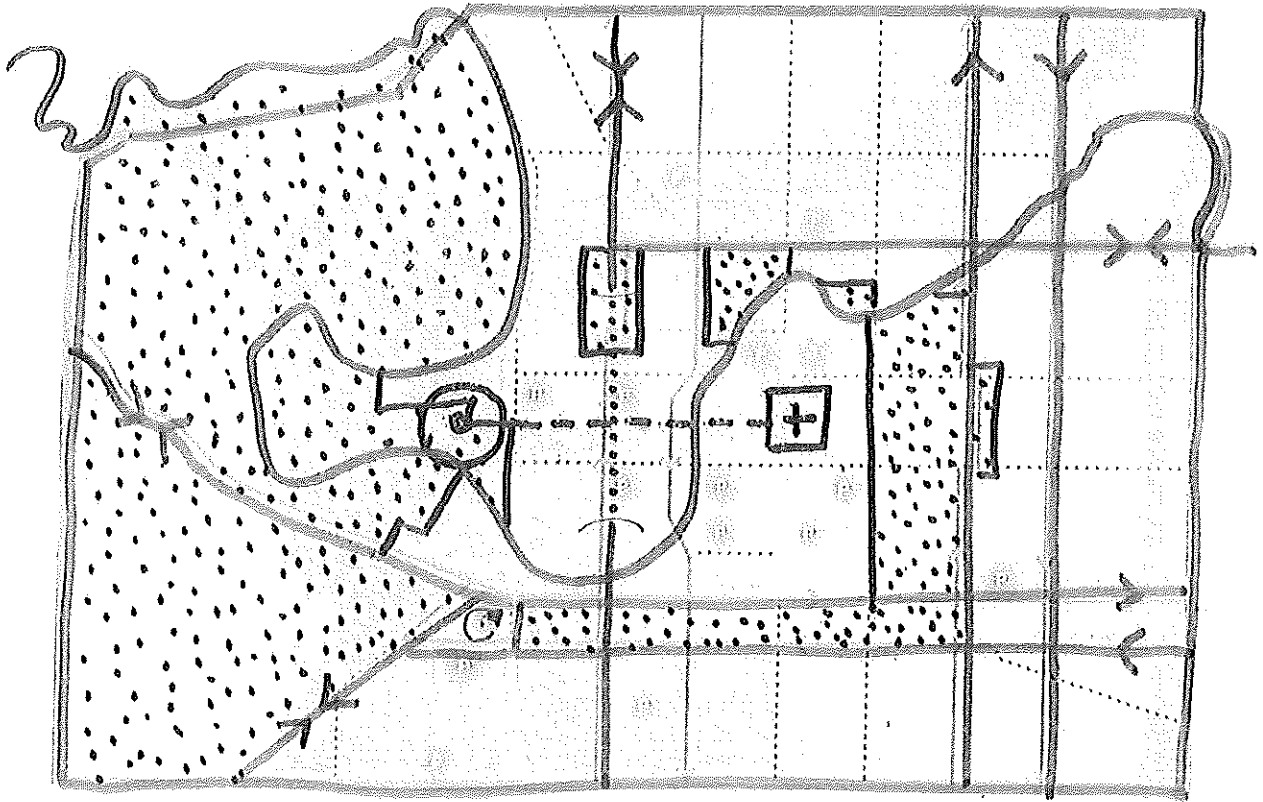


\* Obstacles

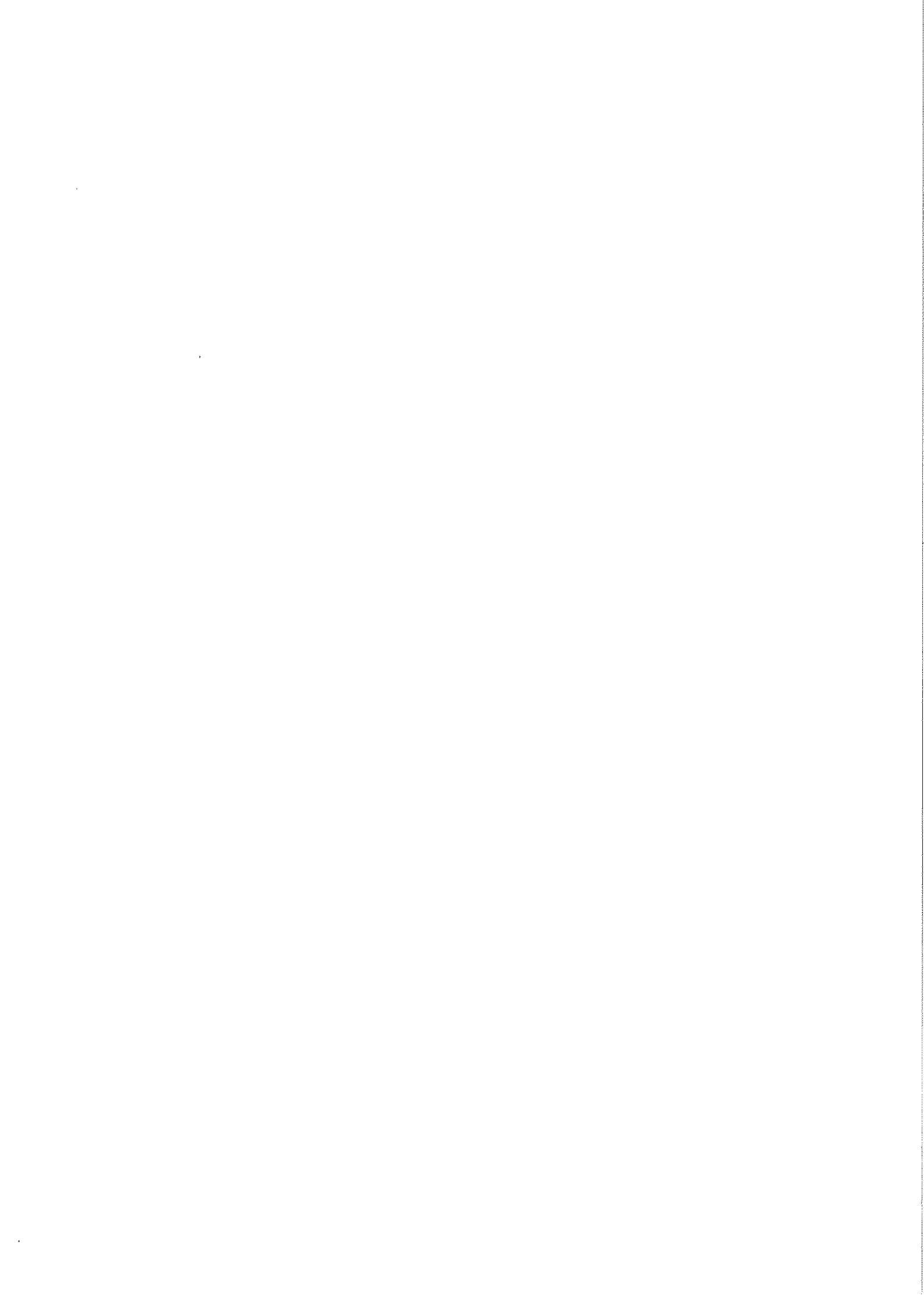
Both main distributor streets  
Durham and Montreal are obstacles  
in pedestrian area. ↓



\* Proposal:



- Cars in 2. directions on Montreal Str..
- Durham Str got cancelled as main distributor street.
- Upgrade Hagley Ave to main distributor street.
- Create an urban roundabout on:  
Riccarton Ave / Tiam Str / St Asaph  
and Hagley Ave.
- 30 km speed limit on Montreal Str  
between Armath and Cashel Str.  
(or a tunnel if we do it properly)



# An Accessible City

He Taone Wātea



29 JAN 2011

## Submission Form

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Answer as many questions as you like. You do not have to answer them all.

**Q. What are your overall comments on the Accessible City draft chapter?**

THAT IT ASSUMES THAT THE DISABLED, THE ELDERLY, AS WELL AS ALL THOSE WORKING IN THE CITY, VISITORS TO THE CITY, ALL ARE CAPABLE OF WALKING FROM THE BUS TERMINALS TO THEIR DESTINATIONS ANYWHERE IN THE CITY. IT ALSO ASSUMES THAT EVERYONE HAS GOT PLENTY OF TIME TO WALK.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

THAT THERE ARE CARPARKS CLOSE TO THE MOST FREQUENTED SITES.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

THAT THERE IS NO TRANSPORT FOR THE DISABLED, THE ELDERLY, THE WORKERS, THE VISITORS. IN ORDER TO GET THEM TO THE MOST FREQUENTED SITES IN A TIMELY (AS FAR AS POSSIBLE) FASHION.

# An Accessible City

He Taone Wātea



**Q. Is there anything else you would like to see included in the Accessible City chapter?**

- 1) THAT THERE BE BUS STOPS BY ALL PARKING BUILDINGS
  - 2) THAT THERE BE SHUTTLE BUSES FROM THESE BUS STOPS
  - 3) THAT THERE BE TAXI STANDS THROUGHOUT THE CITY WHETHER AROUND BUS STOPS
  - 4) THAT THERE BE SECURITY SYSTEMS IN PLACES NOT FOOT TRAFFIC ONLY.
- Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccd�.govt.nz](http://www.ccd�.govt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	KAREN MARGARETHE KOED
Organisation (if applicable):	
Postal Address:	Withheld under section 9(2)(a)
Email:	

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# An Accessible City

He Taone Wātea



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Answer as many questions as you like. You do not have to answer them all.

Q. What are your overall comments on the Accessible City draft chapter?

We very much support the Plan's vision of creating a more accessible, safer built environment which will benefit everyone while establishing a transport system which encourages a diversity of transport forms.

We are however concerned at the impact of the Transport Plan on the Inner City East Community (ICE) - a diverse, vibrant residential community in which most residents either walk, cycle or bus. We note that the Plan, in comparison with the western side relies heavily on the car in this area and does little to encourage other forms of transport. As a consequence the residential ICE community is carved up by a hierarchy of roads which are designed to feed the central city to the outer suburbs with little thought to the impact on this area.

Q. Are there any proposals in the draft Accessible City chapter that you particularly like?

- the slowing of speeds in the inner speed zone to 30km in the slow lane,
- a pedestrian friendly core
- the desire to accommodate access for people with disabilities
- priority streets being given for walking and public transport
- improved way-finding signage
- separate cycle lanes, and
- a pedestrian path along the Avon.

Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?

- the emphasis placed on building 16 car parks in the central city. This suggests the plan continues to give dominance to private vehicle transport
- the assumption that distributor streets must provide for people on 6 and the limited public transport opportunities on this side with no east/west bus connection and the likely construction of the residential streets of the ICE area being choked by on-street commuter parking, and



# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

Q. Is there anything else you would like to see included in the Accessible City chapter?

We would like to see the ICE area recognised as being a residential community and not just a hierarchy of streets to connect the outer suburbs with the central city.  
• a greater emphasis to exploring other transport options for the ICE area particularly given that most residents walk, cycle or bus.  
• a better bus system that acknowledges the transport needs of ICE residents and acknowledges the need for more bus shelters and a series of walking lanes which cut across the long streets people need to walk down to get to the bus stops  
Pro →  
Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	Jenny Smith
Organisation (if applicable):	Te Wāre Pōwhiri Trust
Postal Address:	PO Box 32-129 Linwood Christchurch
Email:	Withheld under section 9(2)(a)

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- restricting cars and parking to the outskirts of the core, and ideally in the ICE area to the outer ring of older inner suburbs allowing for people to then be bused in to the core or to cycle. Ideally this would include the establishment of park and ride clusters for people coming from the fast growing western and northern suburbs post-quake

- Support for Spokes call for neighbourhood greening through routes for pedestrians and cyclists
- a parking facility for commuters to the Central City being placed close to the ICE area to help prevent the return of on-street commuter parking which plagued and blighted this part of town pre-quake; and
- the abolition of one-way streets especially Barbadoes & Montreal Sts, or in the case of Barbadoes St at least encourage greater cycling use.



# An Accessible City

He Taone Wātea



Q. Is there anything else you would like to see included in the Accessible City chapter?

On the P15 map, the railway just sneaks in on the lower margin, and doesn't rate a mention. Given that fuel prices will inevitably rise in the future, what should now be allowed for are commuter trains initially <sup>from</sup> Rolleston and Rangiora to a new train station on the former site (not Addington), plus light rail up, say Colombo St. to city centre.

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	ERIC RICHARD SCHNEIDER.
Organisation (if applicable):	/
Postal Address:	Withheld under section 9(2)(a)

Email:

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# An Accessible City

He Taone Wātea



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Answer as many questions as you like. You do not have to answer them all.

Q. What are your overall comments on the Accessible City draft chapter?

Detailed and well set out.  
However, gives the impression of being written and planned for continuation of private car use around the city.

Q. Are there any proposals in the draft Accessible City chapter that you particularly like?

Repair and reintroducing the heritage tram system which is part of the public transport system as well as being a tourist/visitor attraction

Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?

While not particularly disliking the bilingual street names on street signs proposal, I consider it not essential and confusing for visitors speaking and reading other languages, stick to English, a universal language. From experience in overseas cities, coping with one strange language on a street sign is bad enough, let alone two.

# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

Page No. 71
24 JUL 2013
BY: _____

## Submission Form

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Answer as many questions as you like. You do not have to answer them all.

### Q. What are your overall comments on the Accessible City draft chapter?

- Share an idea was very clear in asking for a sustainable green city with good active and public transport. Neither the central city blue print nor this transport plan reflect this, which I find very disappointing.
- Please have a look at a city like Amsterdam, where the inner city is pro-actively kept as car-free as possible and where biking and public transport is promoted, resulting in a very vibrant and attractive inner city.

### Q. Are there any proposals in the draft Accessible City chapter that you particularly like?

- Having priority streets for cycling, walking and public transport.
- The 30 km an hour slow core @ encouraging through traffic to the 4 avenues.
- pedestrian and cycling paths along the Avon.
- Designing intersections to ensure priority and safety for cycling.
- Cycle parking @ bus exchange & super stops.
- one way streets with separated cycle ways on both sides.

### Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?

The lack of commitment and details provided for cycle infrastructure including lane widths, intersection treatments, connection to existing or "desire line" cycle routes, how routes prioritised for multiple modes will work, and cycle parking frequency, form, adequacy.

The plan's backward looking view that car-dependency is and will remain the dominant transport mode.

# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

## Q. Is there anything else you would like to see included in the Accessible City chapter?

High quality cycling infrastructure with separated or off road paths to get everywhere easily. Work with and connect to CCC's network.

Save us from high rates by making active and public transport the easy and obvious choice. Building 16 parking garages is a backward step. (and expensive!)

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

### Your contact details

Full Name:	Traci Cairns & Myles Richardson
Organisation (if applicable):	
Postal Address:	
	Withheld under section 9(2)(a)
Email:	

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30 January 2013.

(filename:CHCBUS4.WPT on C) 1 JAN 2013

Submission on "An Accessible City" He Taone Watea,  
to Canterbury Earthquake Recovery Authority, and  
Christchurch Central Development Unit. (NZ Govt)

from: JANET BEGG.

Withheld under section 9(2)(a)

referring to Public Transport.

It all looks delightful.

Quote "Public transport routes and infrastructure  
will encourage bus travel to and from the central city."  
But - that will only be true if ALL BUSES travel to and  
from the bus interchange.

Sadly, on 3 December 2012, Ecan & CCC changed the bus  
routes & timetables so radically that many routes don't  
go anywhere near the central city. It's a disaster for the  
passengers.

It is not efficient to have passengers being dumped off  
before their destination; being left in a suburb like  
Sydenham to wait on the cold street for another bus company  
to pick them up sometime later - just to get to the central  
city.

Unless this current fiasco can be rectified soon, there will  
be very few people willing to travel by bus and the whole  
public transport system will collapse.

Ecan's commissioner, Rex Williams had worried about this.  
Yet Ecan & CCC went ahead, treating passengers like goods  
on conveyor belts.

Please make Ecan & CCC realise that ALL BUSES need to  
travel to the bus interchange. Otherwise, those people  
with cars will simply revert to car travel and again  
clog the roads.

Central bus exchanges are vital. They are warm, safe,  
well constructed, weather-proof, central, good for  
connections to other destinations and above all, the  
heart of bus routes.

So why on earth should Ecan & CCC promote the building  
of a new public transport station when they have been  
so short-sighted by cutting the routes that connect  
at the central exchange? That's Alice in Wonderland!

Public Transport Routes.

One way streets are anathema to pedestrians & bus routes alike.

The one Way streets are counter-productive for bus routes.

I firmly believe that Tuam St. & St Asaph St should both be two way streets, for many reasons, but especially for public transport. Surely Tuam and St Asaph streets could be two way streets on a trial basis. Let's try it, please.

Many buses are required to travel twice as far in the central city and take twice the time to get to & from the bus exchange because of the one way streets.

This completely defeats the concept of fast, efficient public transport. It's a wicked waste of precious time and fuel; for everyone, passengers, drivers, bus companies, rate payers and tax payers. Unbelievable.

Besides, one way streets alienate pedestrians & shoppers of all ages. Walking along one way streets, we feel anxious and unsafe with those "live jaguars tearing through the concrete jungle."

At least two way streets can have traffic islands - those safe havens for pedestrians. That's something that one way streets don't provide.

Quote "Priority public measures will be provided to ensure fast & reliable bus journeys."  
What are those measures, please?  
Surely those measures will entail two way streets to allow all buses to travel direct instead of on circuitous routes?

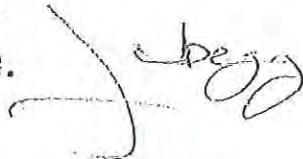
Please, no one way streets in central Christchurch. They are so anti-social and 1950's.

The super stop at Chch Public Hospital is long overdue. Bring it on! At present, it's a miserable, wind-swept stop.

I am concerned and disappointed that the CCDU calls for submissions, but then is not democratic enough to allow for holding hearings for submitters. Why not? Just invite us to speak, please.

Sincerely,

JANET BEGG.



Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

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**From:** Withheld under section 9(2)(a)  
**Sent:** Friday, 1 February 2013 9:30 a.m.  
**To:**  
**Cc:**  
**Subject:** FW: Submission on "An Accessible City" Draft Chapter of the Christchurch Central Recovery Plan  
**Attachments:** GUN1697\_20130201\_090932\_00331\_5076.pdf  
**Importance:** High

Please treat as a submission and enter onto database.

Withheld under section 9(2)(a)

Advisor, Strategy, Planning and Policy  
Canterbury Earthquake Recovery Authority (CERA) L2, 62 Worcester Boulevard Private Bag 4999,  
Christchurch 8140

Withheld under section 9(2)(a)

-----Original Message-----

Withheld under section 9(2)(a)

**From:** Chris & Sue Gunn ;

**Sent:** Friday, 1 February 2013 9:21 a.m.

**To:** transport (CCDU)

Withheld under section 9(2)(a)

**Subject:** Submission on "An Accessible City" Draft Chapter of the Christchurch Central Recovery Plan

**Importance:** High

Dear Sir/Madam,

Attached as a pdf is my submission to the above draft chapter. I have copied it to \_\_\_\_\_ as I attended a CERA briefing last week on the draft, presented by \_\_\_\_\_

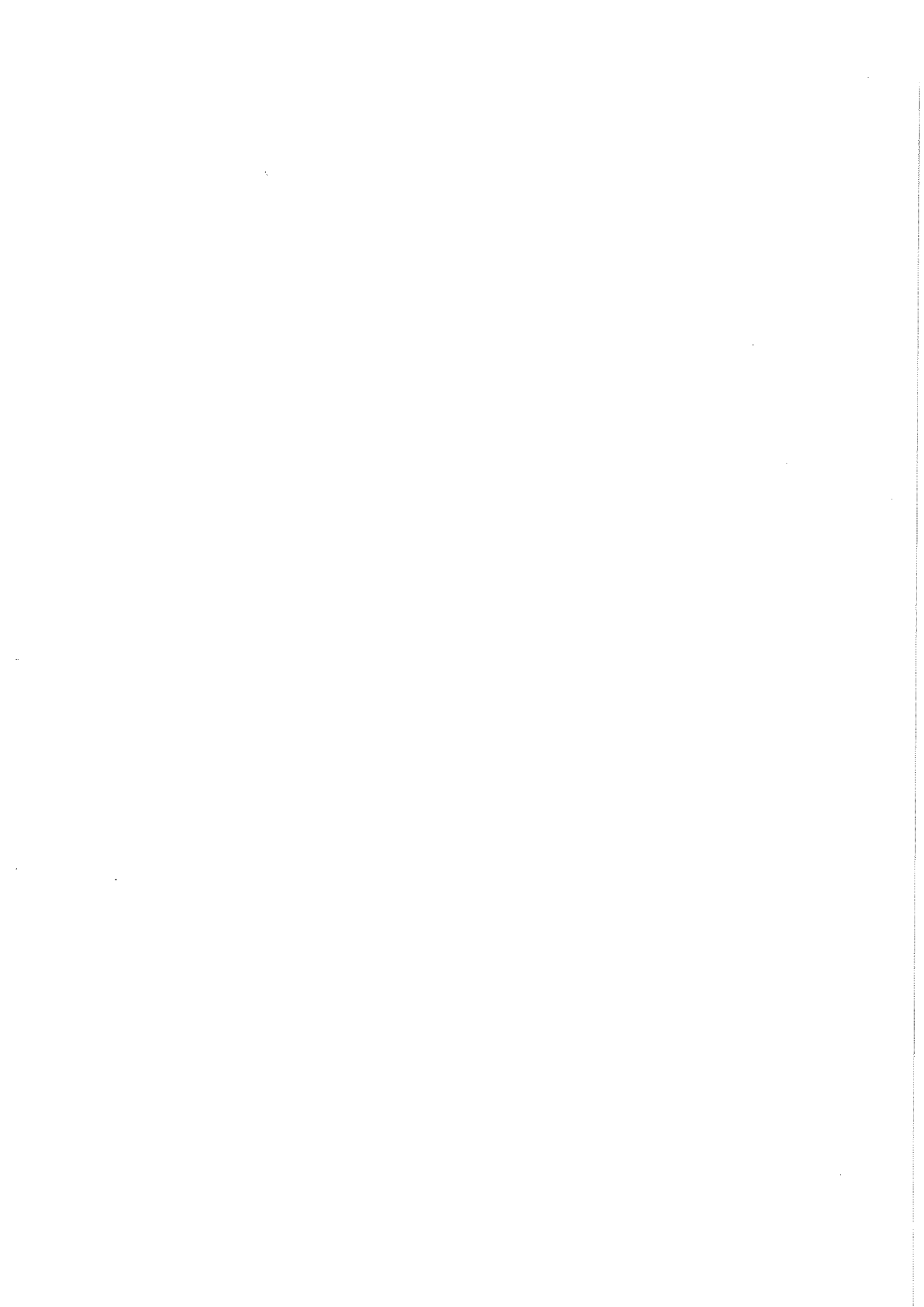
Please confirm receipt of this e-mail in due course.

Withheld under section 9(2)(a)

Yours faithfully,

Chris Gunn

Withheld under section 9(2)(a)





01 February 2013

**SUBMISSION ON: CHRISTCHURCH CENTRAL CITY RECOVERY PLAN – “AN ACCESSIBLE CITY”**

By: C F Gunn, Associate Member, Chartered Institute of Logistics & Transport

**Withheld under section 9(2)(a)**  
Organization: Rail-Can(terbury) – an informal group which advocates inclusion of rail options into the public transport system for Greater Christchurch.

Reference: Briefing to members of CILT and NZ Planning Institute by Mike Blyleven of CERA 25<sup>th</sup> January 2013.

This submission follows the order of Questions in the Submission Form.

- Q 1: I agree with the overall thrust of the Accessible City chapter and believe it will result in a much safer, more orderly and “people-friendly” inner city. However I think that it has to be recognized, *and stated in the final document*, that the central city cannot be viewed in isolation from its surrounding suburbs, business and industrial hubs and the satellite towns in Selwyn and Waimakariri (collectively known as “Greater Christchurch”), in any aspect of the Recovery Plan; this is especially so in the case of transport planning. Therefore the plan to alter the current “transport mix” by influencing commuters and shoppers to switch from private car to utilizing public transport and cycling modes wherever possible can only be successful if the whole area is addressed simultaneously – not just the central city in isolation.
- Q 2: I like the revised layout of the rebuilt inner city streets to give more emphasis to buses on certain routes (e.g. Manchester *Boulevard*), and provide more space to pedestrians and cyclists in general on most streets. This appears to set the stage for a much safer inner city in future, which should be reflected in a lower accident rate, especially those involving pedestrians and cyclists.
- Q 3: **Alternative Mode Share Scenarios.** The models of the traffic mix into the central city for the future don’t include any analysis of how *commuter rail* may be able to influence the transport mix, especially in regard to reducing the dominant ratio of private car commuters & shoppers in favour of public transport and cycling options, for which a modern commuter train service can play an important part. This is especially the case with commuters travelling into the central city (and surrounding suburban hubs) from the satellite towns and outer suburbs (ST & OS).

Commuter trains must be regarded as an essential component of an integrated public transport system for a city the size of Christchurch; buses alone simply cannot provide the necessary ‘swing’ from private cars to public transport for a number of reasons, and therefore there is a real risk that the desired ‘mode mix’ of transport options, favouring public transport and cycling, will not be achieved in the foreseeable future. *Buses work best when complemented by trains, and vice versa!* This lesson has been well-learned throughout the world in recent years in cities large and small, and it would be an enormous pity if the authorities planning the recovery for Christchurch were to continue ignoring it. The re-introduction of commuter trains to help serve Greater Christchurch better has been strongly advocated by many individuals and groups for more than 25 years, yet it continues to be merely “considered an option for the future” instead of being accorded the same priority as planning improvements for the metro bus services. We are blessed with an existing rail network that is capable of sustaining a frequent commuter train service without having to seek substantial capital funding (as is the case with upgrading roads in the region). All that is needed initially is technical upgrading of the railway signalling and level crossing safety protocols in order to achieve a viable ‘first stage’ commuter train service that will adequately cater for the needs of commuters switching from their private cars. Double-tracking of the network does not need to take place immediately to achieve this first stage; it can be left until patronage increases to the point where more new trains have to be introduced. However, re-installing passing loops at Papanui and Kaiapoi at the outset would be desirable, to give KiviRail sufficient operational flexibility to avoid conflict with their freight and long-distance passenger trains at times when commuter trains are running.

It should be noted that the market for potential train commuters is **NOT** existing bus commuters but rather private car commuters from the ST & OS in two distinct groups:

- a. Cyclists who currently drive to work because it’s too far to cycle within a reasonable time frame, especially in inclement weather, and

- b. Motorists who currently drive to work because there isn't a convenient bus service that gets them to work in reasonable time. For example, the current timetabled journey for buses from Rangiora to Hornby is approximately 90 minutes, which is too long for Christchurch commuters; a train can make the same journey with several stops in less than half the time, which is about the same as this group of commuters currently achieves by driving, with all its attendant 'hassles' and stress in peak-time traffic. (A commuter train removes this driving stress, and enables commuters to read the morning paper, have an onboard breakfast/coffee or access the internet through onboard wi-fi to start work whilst still travelling to their office, none of which can be done whilst going to work by car or bus!) Note: This category excludes car commuters who require their car during the day for their own or their employer's business; they are NOT candidates for public transport.

A market survey needs to be done urgently of all the car commuters in the above categories who travel into the CBD and peripheral hubs that are rail-served to determine:

- a. Why they use their cars instead of buses or cycling, and
- b. Would a modern commuter train (complete with café bar, onboard wi-fi and bike compartment) meet their need for fast, efficient and economical journeys to and from work?

This survey could be done through all the commercial offices and workplaces in the inner city and peripheral hubs as well as in the ST & OS by mail-drop complete with freepost reply envelope to CERA. This should be funded by the UDS councils including Environment Canterbury, and carried out as a matter of urgency.

**Conclusion:**

The bus companies already have a seat at the "decision-making table" through both Environment Canterbury and the Christchurch City Council. It's time that KiwiRail also had a seat at the same table to ensure fairer, more balanced decision-making on public transport modes. KiwiRail recently appointed one of their local managers as Liaison Officer with CERA and the councils to ensure that its ability to provide a modern commuter train service as part of an integrated public transport system for Greater Christchurch is not overlooked by the authorities. Some members of the Rail-Can group met with him on 24<sup>th</sup> January for a briefing on this issue, and were advised that he has already had some initial discussions (with CERA at least) and represented KiwiRail's willingness and desire to be involved in not only the planning process but also the implementation of re-introducing a modern commuter train service for Christchurch.

- Q 4: I would like to see "future-proofing" of certain transport corridors, both existing and potential, to allow a phased introduction of a light-rail system in future on routes that cannot be served properly by a commuter train service on the existing rail network; refer to Q3 answer above. The introduction of such a system should be deferred until after a modern commuter train service is established on the existing rail network and providing a service frequency that meets the needs of commuters/shoppers throughout the week. A future light rail system should NOT be integrated with the existing historical tram network; the latter is for tourists and visitors to Christchurch, and in no way meets the needs of commuters and shoppers. Neither should a light rail system be introduced on routes that are currently well-served by the Metro bus services, as this would be an unnecessary duplication of services, and a waste of ratepayer funds.

Thank you for the opportunity to make this submission. I note the requirement to publicly release all submissions received, and do not require my name to be removed from my comments. There is no information in my submission that I require to be kept confidential for any reason.

\*\*\*\*\*



## Submission Form

These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccd.govt.nz](http://www.ccd.govt.nz)

Answer as many questions as you like. You do not have to answer them all.

Q. What are your overall comments on the Accessible City draft chapter?

DESPITE THOUSANDS OF COLUMN INCHES IN THE PRESS SINCE I PUT IN A PLAN IN 1996-97 — NOTHING HAS CHANGED — OTHER THAN ACCESS TO THE CITY & SUBURBS HAS BECOME MORE A NIGHTMARE THAN EVER. — THIS EVEN "PRE-QUAKE."

THE "ADDINGTON SALEYARDS" IS THE SITE — FOR A HUNDRED REASONS. STOP PLAYING POLITICS AND USE SOME COMMON SENSE!

Q. Are there any proposals in the draft Accessible City chapter that you particularly like?

FOR THE AREA RINGED BY THE AVENUES — OK.

Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?

WHERE ARE THE MAIN POINTS OF PROVINCIAL ACCESS OTHER THAN FOR CARS?

THOUSANDS WILL NOT, DONOT VISIT THE CITY & ARE UNLIKELY TO EVER! THERE IS A RETIRED POPULATION IN SURROUNDING TOWNS WHO CHOOSE NOT TO DRIVE.

I HAVE A BOX OF PRESS CUTTINGS — LETTER TO ED GOING BACK YEARS, ON RAIL ACCESS.

AUCKLAND HAS 17 RAIL UNITS SOON TO BE SCRAPPED?

New Zealand Government

0800 RING CERA | 0800 7464 2372 | Fax (03) 963 6382 | [www.cera.govt.nz](http://www.cera.govt.nz)

THEY COULD BE THE FOUNDATION OF A WAIPARA } COMMUTER  
DARFIELD } SERVICE  
ASHBURTON }

To come MAR

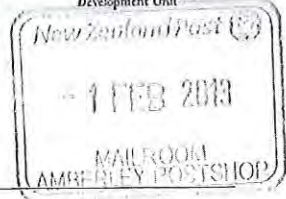
Posted Amberley, P.O.  
4 pm, Fri

# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit



Q. Is there anything else you would like to see included in the Accessible City chapter?

YOUR WEBSITE SHOULD BE TITLED "INNER CITY TRAFFIC"! FOR THE THOUSANDS OF CANTABRIANS WHOSE INTEREST IS ACCESS IT IS A WASTE OF TIME READING. NO PROVISION IS MADE FOR THE INEVITABLE MAIN TRANSPORT HUB WHICH WILL - AS IN MOST PROGRESSIVE CITIES/TOWNS ACROSS THE WORLD, BE CENTRED ON RAIL.

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccdugovt.nz](http://www.ccdugovt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

### Your contact details

Full Name:	JOHN S. J. MCCASKEY.
Organisation (if applicable):	
Postal Address:	
	Withheld under section 9(2)(a)
Email:	

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: [www.ccdugovt.nz](http://www.ccdugovt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at: [www.legislation.govt.nz](http://www.legislation.govt.nz).

The Privacy Act 1993 governs how CCDU collects, holds, used and discloses personal information in your comment. You have the right to access and correct your personal information.

# OPINION

By John McCaskey

introduction of buses became a suicide mission—exit bicycles from the city scene. The Square was cast with a shadow, the forerunner of the cold dark place it has become. It was a warm, social area of heritage buildings and social intercourse, picture theatres, hotels, banks, the hub of internal transport—even the “underground” (where you headed fast if you were busting—probably after a session at the Carlton beer garden following a Lancaster Park experience!) The Cathedral was lost in the jungle so strangers could no longer navigate by the spire, or get their bearing from the Port Hills....you can't see in and you can't see out. In 2001 why would you even want to go there?

First lesson of common sense—you want to live amongst the fog/ smog? Live on the low ground, the swamp (the best food producing soil). Smog, fog, frost guaranteed! Then ignore the public transport system and ensure everyone drives to work idling cold engines at bogged up lights and roundabouts, twice a day.

I note Kaiapoi is joining the city complaints—it was inevitable, and some clowns want to inhabit more of the low ground along the northern artery!!! And “they” blame woodburners—piffle! The evening air in the city smells a hell of a lot cleaner than I remember it—but the coal taste (yes you could chew it) has been replaced by vehicle fumes but “they” are not going to address that problem (unless they can find an angle for some backhanders?)

Which brings me to “my” plan. I wrote it all up, did the drawings and forwarded it to City councillors and media commentators when the Addington Saleyards got the heaveho—and the Addington Workshops disappeared. Wow! What an opportunity to fix one of the cities major problems and set it up for the new millennium. Out of about 20 copies I sent out guess what? Not one acknowledgment!!!

In my pre-dawn haze I'm sure I heard that Dunedun may consider a rapid transport system—light rail/monorail so I just had to get up and here you are!! My plan was/is thus: The

transport hub of Christchurch will be the old saleyards site. All intercity, suburban bus-rail-commuter will start from here under one big roof. Taxis, Airport arrivals, couriers, city circle buses, monorail, will disperse from here. A large daytime secure car park will be on the old Workshops site. Suburban trains from Lyttelton, Rolleston, Rangiora will arrive under cover where the livestock used to unload (similarity of purpose unintended!) and commuters will take the city circle buses to the centre. Or my air propelled, rubber tyred, silent, almost invisible monorail which will circuit Hagley Park, automatically and fast!! (Some years ago I spotted this computer system on a Beyond 2000 program) So, you can arrive at the Transport Centre park, or embark, go by rapid escalator to the monorail station hidden amongst the park trees opposite. Join the monorail - whiz around the park on a concrete track winding amongst the trees, alighting at any of the stops: Basketball Corner

thinking of it or have not figured out an “angle”! The present debate on smog, fires, Bienenheim Road diversion, the Square, bikes, traffic are interrelated. The Square, the removal of the saleyards and the showgrounds and the

blocking of traffic with the new bus centre are all impacts on the city which frankly make me want to avoid the place. Next question-how to make a silk purse out of a sow's ear? And in the process clear up the air! Could this “father” a thought?

THE AUTHOR HAS USED TRAIN TO TRAVEL & COMPARE IN.

San Francisco  
Seattle  
New York

ALL UK & IRE

ALL SCANDINAVIA

GERMANY - Nth - Sth

- East - West

HAMBURG

BERLIN

DARMSTADT ETC.

ACROSS CANA. MONTEZUMA

SIBERIA RUSSIA

MOSCOW

St PetersBURG.

Best example for Christchurch.

DARMSTADT GER

## Let's commute by rail

It's great news that Amberley is to grow and develop so dramatically (Sept 13). But a commuter rail service needs to be in place.

The line already exists, running through Rangiora and Kaiapoi. Sefton, Ashley and Tuahiwi are on the track too.

What is needed are modern trains with buffet cars to provide coffee and croissants and where I can buy *The Press* and do the crossword. On-board wifi would allow laptops for email and study. We also need a small station at Amberley.

Let us be really forward-thinking and start the commuter train at Waipara.

The more cars we encourage off the road the less congestion.

LEYLAND BENSON  
RDI Hawarden

## A hundred good reasons

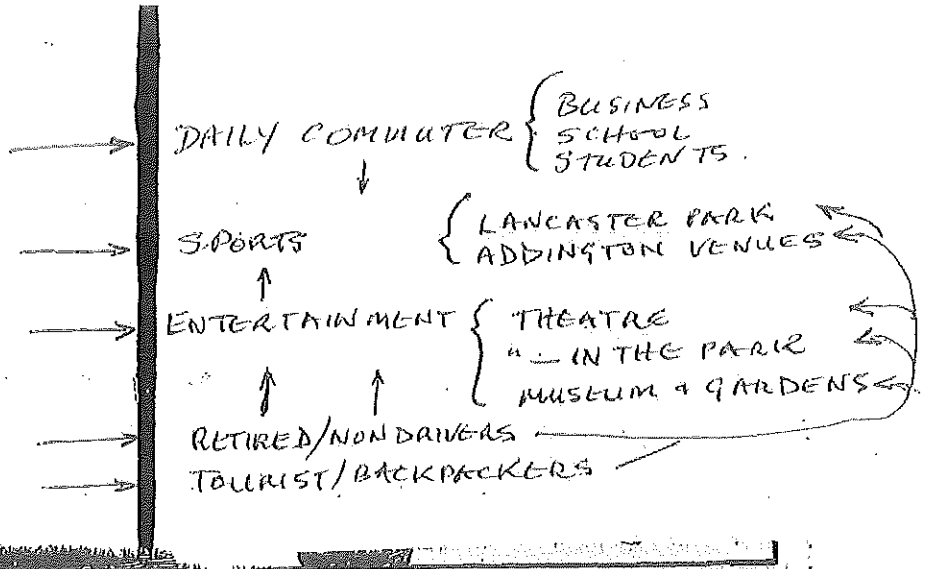
Arise, Sir Richie.

CHARLES REDDISH  
Papanui

little money

## Don't discount rail

Dave Welch's assertion that 100km of busways would be a better sustainable transport solution for



Christchurch than the development of a light rail system lacks credibility.

Separated busways have been tried in Adelaide and elsewhere with mixed results. Even hybrid buses using suburban exchanges could not match modern, clean, electric light rail vehicles for better travel times, comfort, safety and economy.

Many cities of Christchurch's size and geographical footprint, such as Portland and Denver, use light rail with great success.

They are effective on major arterial routes where bus lanes are problematic, and would not replace buses on other routes: both systems can work in harmony with each other. The cost of bus lanes and exchanges and hybrid buses are also great, and they still need a lot of road space, which is itself very expensive.

They will always have the problems associated with stopping

and rejoining the road traffic stream, and they have lower capacity and slower travel times.

Hybrids pollute. They are noisy and environmentally unattractive, and would continue to generate opposition from local communities.

Whichever future sustainable travel option is chosen will require hundreds of millions of dollars. So do more and bigger roads, which also cause huge accident and environmental costs.

Most funding for light rail must come from central government, as it does for arterial roads and bus systems, not just the ratepayer. Also, large infrastructure providers are willing to invest long term if local and central government get their act together to implement a strategy and funding support to attract them.

DENIS O'ROURKE  
St Andrews Hill

# Lessons for Christch

The kerfuffle that emanated from the seize-up of the Auckland transport system provides a salutary lesson for Christchurch.

This city needs a transport hub. It is already half there - connected to existing rail from all points and ideal for development to cater for the CBD, suburbs, out-of-town commuters and the airport - yet people in high places ignore it.

The Addington Saleyards site suits every criteria of an effective transport hub. It simply needs a big cover under which commuters can, safe and dry, catch a train, bus, taxi or store or hire a bike.

Overseas, I've used many such stations and noted the socialising and shopping areas not unlike airports, also that most are situated out of the central area,

thus relieving congestion rather than creating it and thus negating much of the risk associated with emergencies.

The rolling stock required for a Christchurch rail network is already here. There will be 17 diesel units available from Auckland as soon as its electrification is completed.

Quoth Auckland's mayor recently: "You build it, the people will use it."

14.9.11 JOHN McCASKEY  
Waipara

## Aren't we lucky

No wonder the railway did not work for them in Auckland. All the experts are down here.

AND WE USED BRIMRIE  
TRAINS!  
Redcliffs

# ouldn't fiddle with ou

July 4 2012

## Right place for hub

Once I could travel from Waipara to Christchurch by train (and return).

As with many rural folk retired or near it, from north, south and west, I've no desire to live in the city but I'd like to be able to commute to events without the hassle of driving and parking.

If Gerry Brownlee and Bob Parker want people to return to the city, their first priority should be to buy the Addington Saleyards site for a transport hub and get the Waipara, Darfield and Ashburton lines going for commuters. The saleyards are already linked to the rail system.

I could even hire a bike and ride from Addington through the park

to the central business district, as could hundreds of commuters.

JOHN McCASKEY  
Waipara

## Use smaller buses

I have just returned from Italy, where many of the smaller cities have a smaller bus option during off-peak periods.

I often watch empty buses hurtling down Estuary Rd on the way to Southshore and back and have wondered if bus companies could save fuel, reduce smog and help the planet by using 10 or 12-seater buses for those slack times when there may be one or no passengers.

The larger buses would be used at peak times and for school trips but our nerves would not be affected all and every day by huge

north, south, east and west. The space is there for several bus platforms for all points of the city.

Thus centred together as an under cover rail and bus combination hub, the site would serve all areas well.

A little imagination from our leaders would soon have the rail connection to the Lyttelton line constructed and bus-sized light-rail vehicles running to all points of Canterbury.

All that, and the adequate parking available for patrons, makes the saleyards site ideal.

GEOFF OLDS  
Tumara Park

## Site ideal

John McCaskey is right about the suitability of the Addington Sale Yards site for a transport hub (July 4). The rail is already there, allowing two or three platform opportunities for destinations

## Babars win

Channel 7 is gone. Barbarians 1, Civilisation nil.

DAVE ADAMSON  
Roimata

been convicted of fraud (Oct 6). As a priest, he has broken one of the 10 fundamental teachings of God, the commandment that "thou shalt not steal". He should now be defrocked, or at the very least have his licence revoked, just in case he intends to preach again.

CHARLES REDDISH  
Papanui

## Buy Auckland's trains

One thousand new sections in Kaipoi, brought onto the market by the Cera legislation, mean about 1500 extra cars coming into the community (Oct 7). Many of those will be driven to Christchurch as the owners' place of employment.

A classic mistake regularly made in New Zealand is

developing large housing areas without adequate transport infrastructure in place from day one. So Kaipoi residents, local business leaders and the regional council need to work with, or push, the Government to plan and fund commuter rail services so they can be in place within the next three years. They will be needed as Kaipoi grows rapidly.

With new electric trains due to be fully delivered to Auckland by 2014, Christchurch should look at acquiring a significant number of Auckland's forthcoming surplus passenger rolling stock. With a relatively low-cost refurbishment, those carriages would be ideal for Canterbury.

JON REEVES  
Birkdale, Auckland

allowed?

15.10.11 BETER BANENS  
In his worthy article advocating the use of tram-trains for Christchurch commuter services, Richard Worrall says, "It is impossible to run trains directly between Rangiora to any station/transport hub at Moorhouse Ave" (Oct 11). He will be pleased to learn that in a letter to *The Press* (June 10, 2005), Ross Herrett, CCC project manager for the Blenheim Rd deviation, assured the public that the project was designed to allow the installation of a light-rail link between the Picton and Lyttelton lines.

BR ARMSTRONG

to install owned

**ADB Trailer Cars**  
~~ADB Trailer Cars~~

No.	Location	Livery
771	Auckland	SR
772	Auckland	SR
773	Auckland	SR
774	Auckland	SR
775	Auckland	SR
776	Auckland	SR
777	Auckland	SR
778	Auckland	SR
779	Auckland	SR
780	Auckland	SR

**ADK Power Cars**  
~~ADK Power Cars~~

No.	Location	Livery
681	Auckland	SR
682	Auckland	SR
683	Auckland	SR
684	Auckland	SR
685	Auckland	SR
686	Auckland	SR
687	Auckland	SR
688	Auckland	SR
690	Auckland	SR

**ADC Trailer Cars**

No.	Location	Livery
851	Auckland	SR
852	Auckland	SR
853	Auckland	SR
854	Auckland	SR
855	Auckland	SR
856	Auckland	SR
857	Auckland	SR
858	Auckland	SR
859	Auckland	SR
860	Auckland	SR

**ADL Power Cars**

No.	Location	Livery
801	Auckland	SR
802	Auckland	SR
803	Auckland	SR
804	Auckland	SR
805	Auckland	SR
806	Auckland	SR
807	Auckland	SR
808	Auckland	SR
809	Auckland	SR
810	Auckland	SR

**DIV CLASS ELECTRIC MULTIPLE UNITS**

D Class Trailer  
Car(s) attached  
October 2001 Notes

AUCKLAND'S  
TRAIN  
FLEET.

RELOCATE  
TO  
CHCH.

OH, NO! THE PRICES  
WILL WANT NEW!  
COSTING MILLIONS



# Christchurch's train

New Zealand cities could learn much from European public transport systems, says DAVID KILLICK.

Bus lanes people pr

One of the things I love about Europe is how easy it is to get around without a car. Hop on a

and you can explore the continent, from big cities and villages. You can whizz it 240km/h from city to

lander through scenic countryside, or use a way to visit the tourist

one has to worry about traffic, parking or You arrive slapbang in the middle of a city — trains are not hidden away on the city's fringes. You arrive in a hurry, and on time. In those places not served by train, you can take a car, bike, or even a gondola up the side of a mountain. I've tried all these modes of transport on a recent trip to Switzerland and Germany. Europe's public transport is a joy. In contrast, New Zealand's best means of getting around — the car — seems hopelessly outmoded. It's a way of thought rooted in the 1950s. I say we have followed the lead of the can and Australian cities when it comes to transportation, but it's not quite fair: it's better in those countries. In Sydney, you will whisk you from the

airport to the city centre in about 20 minutes. There's even a futuristic monorail. Melbourne has a free tram that circles the inner city.

San Francisco's historic cable cars are a tourist attraction that is actually a practical means of getting around. New York City's subway has been cleaned up, and is fast and reliable. Washington DC's subway is immaculate and efficient.

And New Zealand? We seem to have ditched all development of public transport. Some railway lines have been closed. The only answer seems to be more roads. But they just get clogged with cars.

On a trip to Auckland last year, it took me longer to get from the airport to the city than it did to fly there from Christchurch. The reason: roadworks. On another occasion a friend reports having to fork out \$100 for a taxi. Pilots couldn't make it back to the airport in time and flights were delayed.

By world standards, Auckland is not big. Of course this is absurd. Auckland should have had a light rail or subway decades ago.

Wellington's bus service is excellent, and there is suburban rail, although years of neglect and underinvestment following

privatisation have resulted in a system that is hardly world class.

Christchurch, however, is the city where big improvements could be made. Promotional images of the city often show the historic tram. A visitor from another city could be forgiven for thinking here is a handy way to get around the city. Unfortunately not. The tram looks picturesque, but doesn't go anywhere useful. It offers only a short ride for tourists. Locals don't use it.

One of the stupidest ideas has been putting bus stops in the middle of busy Hills Road. The idea is to make it easy for buses to get back into the traffic flow, but the end result is just more congestion.

The yellow, hybrid-electric city shuttle buses are a good idea, but limited. The green Orbiter buses linking suburban shopping centres have been one of the few moves that make sense. We need more.

Here are some ideas I believe would improve transport in Christchurch:

- Expand the free city shuttle — perhaps introducing a minimum charge — to connect the city centre with busy streets such as Riccarton Road and Papanui Road.
- Make the tram go somewhere useful: even around Hagley Park

would be a start.

● Reduce the needlessly wide grass berms and put in off-road cycle lanes. Put power poles underground.

● Create more transport hubs, perhaps a big one close to the city centre. The central bus exchange was hopelessly overcrowded as soon as it opened.

● Run tramlines along the centre of broader avenues. What a shame you can't take the tram to Summer any more.

● Expand the rail network to connect the city with outlying areas, such as Rolleston, West Melton, Rangiora and Amberley. Railway lines are already in place.

Yes, all these plans would cost money, but the benefits would be enormous: less money spent on roads, less congestion, more independent regional settlements and less sprawl. Oh, and less fuel consumed and less pollution and greenhouse gas emissions.

Impossible? Well, they've done it in Europe for years, why not here? **WE DID**

**UNTIL LATE 50s!**

David Killick is a Christchurch journalist with an interest in urban design. He edits The Press's At Home supplement.

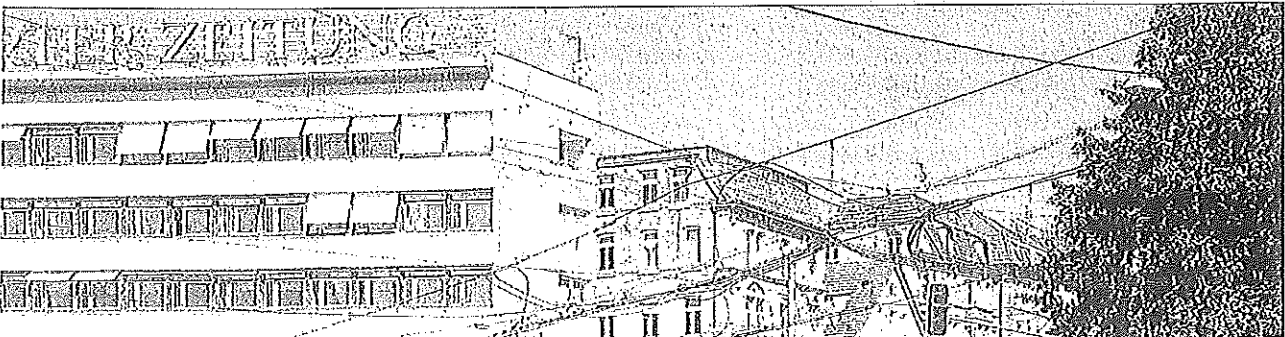
Over the years, able to often quickly as vehicle and road infrastructure improved. But a proliferation of our have slowed and related diseases.

Just as people suffering from the the road network slowly clogging. In Auckland, on know used to ea and put on her wait to get onto harbour bridge: Shore suburb.

In Christchurch benefited from i and multiple ex cent of residents each day to get work. Many of t occupant journe population, Nev as much petrol cars as United S

Without goo forethought, the can drive people cities rather than friendlier and m

One of the w Environment C: the City Council encouraging per cars is to make l reliable, enjoyab economical as p priority for bus achieve this. It h Hills Road and i continue with C South and Papa Christchurch the best in Aust



# Perspective

## Rail just the ticket for our congestion

Dismissing commuter rail as a solution to Christchurch's traffic problems is off track, writes RICHARD WORRALL.

The Government announced in the Budget a major upgrade of passenger rail services in Auckland and Wellington, and gave regional councils the option of imposing a 10 cents a litre regional petrol tax to help pay for public-transport infrastructure projects.

Unfortunately, Christchurch did not figure in any commuter-rail-funding plans. There is no point in Environment Canterbury (ECan) asking for funding when no plan exists to introduce any rail services linking Christchurch with some of its growing satellite towns. Reports come and go, but no action is taken.

Some, such as Geoff Ellis (Perspective, April 25), claim a commuter rail service would not be viable because most people in Rangiora, Kaiapoi or Rolleston do not want to go the central city to work or shop, or for entertainment.

However, if outlying towns had a high-quality commuter rail service that could take people quickly, reliably and frequently to the central city, with integrated bus connections, rather than having to battle traffic congestion, it is more likely they would want to visit the central city. The rail corridors can do this because, unlike buses, they have their own exclusive right of way separate from cars and trucks.

Also, the three rail corridors through Christchurch provide access to several major shopping centres and employment areas, such as Sydenham, Addington, Middleton, Sockburn and Hornby. For example, a person living in Rangiora could easily catch a train to Northlands Mall

**We need leaders with the vision to give people a viable alternative to long-distance car commuting.**

mall is almost right next to the main north railway line. Similarly, a person in Rolleston could travel to Hornby Mall via train, since Hornby Mall, too, is next to the railway line.

Critics claim commuter rail services are viable only in cities with very large, high-density populations. They are obviously unaware of the various types of rail-based passenger transport options available. A dense network of underground railways, such those in big Asian cities or London and New York are not the type of rail services appropriate for Christchurch.

Commuter rail services and the equipment they use are designed for smaller cities which cannot support underground railway systems.

There are many cities with populations between 100,000 and 500,000 in Europe, and growing numbers in North America such as Albuquerque in New Mexico, which have or are developing commuter rail services to outlying towns, some of which are smaller than Rangiora or Kaiapoi.

Canadian Train manufacturer Bombardier has sold more than 250 of its Talent range of diesel and electric railcars in the last 10 years, which are designed specifically for lower-density

As for demand, more than 110,000 people — the equivalent of the population of Dunedin — pass every day through or over the traffic choke points of the Sockburn roundabout and the three road bridges over the Waimakairi River.

If rail services could capture even just 20 per cent of that market, that would take more than 10,000 car movements a day off those congested routes. The market is not only large, but it is growing.

Paying for such a network could be done in several ways, starting with diverting money from longed-for but futile motorway-building projects. These only generate more traffic and even bigger traffic jams.

Also, rather than a petrol tax, a more equitable funding system and a common technique used in the United States is the imposition of a subregional sales tax on goods and services sold within a region — 0.5% over 15 years would easily suffice.

The biggest handicap to making commuter rail services in Canterbury a reality is the political will to make them happen. We need leaders with the vision to give people a viable alternative to long-distance car commuting, rather than leaders who seem stuck in a petrol-fuelled haze of nostalgia for a golden age of motoring which never really existed.

Richard Worrall is associate editor of the Christchurch-based transport journal Profitable Transport and Logistics. He has a master's degree in transport geography from the University of Canterbury and a special interest

THE PRESENT GENERATION?

THOUSANDS OF CANTABRIANS COMMITTED

BY TRAIN

FROM WAIPARA

ASHBURTON

DARFIELD

even LITTLETON

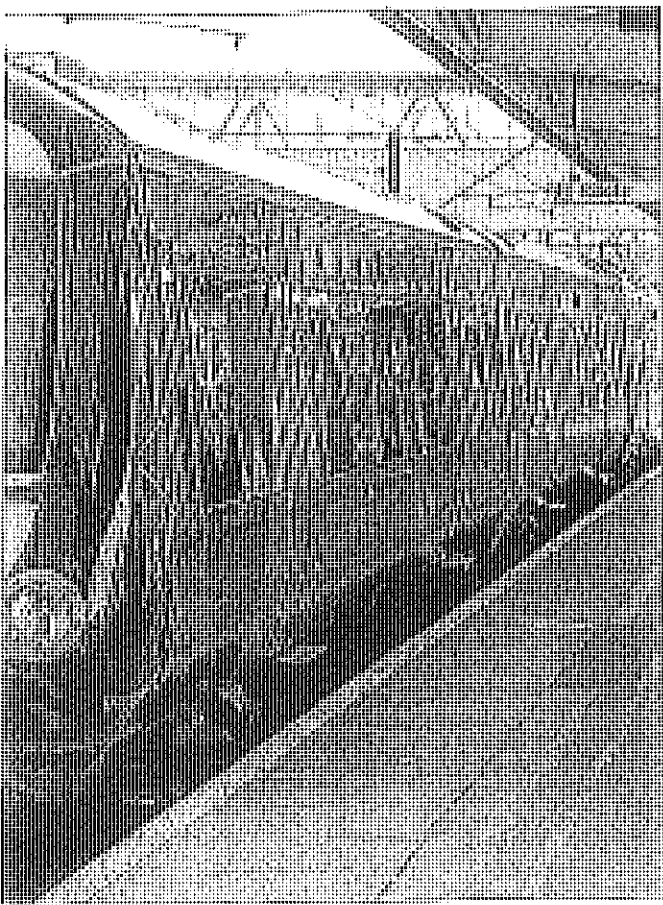
DAILY

WE ARE STILL ABUNDANT!

N.B. *[Handwritten scribbles]*

# Perspective

## Back with city rail



**Better than driving:** The interior of a similar unit. On-board wi-fi connections can enable commuters to access the internet en route to work, something you can't do on a bus or driving a car.

They are easily adapted for New Zealand's rail network. But for them to be better than driving to work, and give more leisure time at day's end.

- These modern units can have on-board wi-fi connections enabling commuters to access the internet while on the way to work, something you can't do on a bus or when driving a car.
- These trains are fitted with automatic couplers that also connect electrical and air brake systems, so joining a two-car set to a three-car set, for instance at Rolleston Junction, takes only a few seconds.
- Economic aspects: An eight-

coach DMU requires only one driver while eight buses require eight drivers. Modern DMUs have a lifespan at least twice as long as modern buses, saving future ratepayers money. They can also be used for longer distances outside peak times, say a fast service to Ashburton, Timaru or Kaikoura.

- The present tracks are under-utilised at peak commuter times, most of KiwiRail's freight trains

move at night, and their two passenger trains depart early morning and return late evening.

- There's no need to lay new tracks, except to reinstate the passing loops at Papanui and Kaiapoi, and reinstate the double track north of Rolleston to near Templeton (about 8km) to facilitate passing coal trains from the West Coast, which run 24/7 and have high priority.

- Introduction time for DMU trains would be 18 to 24 months, against several years for a light-rail system that serves all the necessary hubs. The DMUs would serve all the outer suburbs and satellite towns immediately on entering service.

- With a top speed of 160km/h, plus a dedicated right-of-way without other vehicles to slow their progress, a modern, high-speed DMU could shave at least 15 minutes off the commute times from Rolleston and Rangiora to the city. Compare that result with more than \$30 million spent on bus lanes, for a net reduction in travel time of only 42 seconds.

The cost of, say, six DMU

sets (3 x two-car and 3 x three-car units), plus reinstating stations on the rail network is likely to be considerably less than the \$410m budgeted for the light-rail route between the CBD and Canterbury University.

This writer is not opposed to a light-rail system for Christchurch. It is a necessary part of our future public transport system, but it is not the right place to start for the reasons given.

A modern, high-speed DMU service on the existing rail network will benefit a future light-rail system by getting commuters used to using rail services.

If you agree with this approach make a submission to the Draft Central City Plan in support of it by 5pm on Friday, September 16.

Chris Gunn, the son of a stationmaster, was raised in the precincts of railway stations. He has used suburban trains in Dunedin and Wellington, and researched urban passenger systems. For more on the Seattle success story, find the link on [press.co.nz](http://press.co.nz) in the Opinion section.

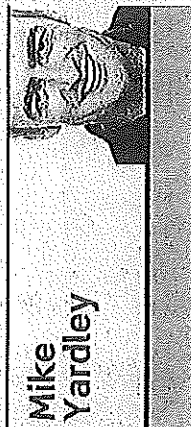
# er proves a hit, while rail remains

Public submissions on the draft Central City Plan have now closed. Many aspects of the plan enjoy broad public support, none more so than the proposal to showcase the Avon River's place in the Garden City, elevating its stature as an iconic entrepice by accentuating the river frontages.

Lacing the Avon with riverside promenades and dedicated cycleways will give Christchurch a world-class, boss-city, uber-green thoroughfare, in addition to its existing tourist and leisure-related appeal.

In stark contrast, the draft plan's light rail priority list has polarised public opinion. If public transport's primary objective is to combat road congestion, it is hard to see how a \$410 million spend on tram-trains between the city centre and Canterbury University, via McCarton Rd, will achieve that goal.

It has been passionately cheer-led by Christchurch Mayor Bob Parker. He is adamant that thousands of students will eagerly choose to live in the city centre and commute to Ilam by train, even that 80 per cent of students



**Mike Yardley**

currently live within a two-kilometre radius of the campus in low-cost suburban flats, Parker's expectations are wildly optimistic.

If rail is to form part of our public transport network, I believe the first priority should be focused on commuter rail to our burgeoning satellite settlements.

Use the existing railway corridor, construct some sidings to service passing trains, and let's just see how many commuters to the north and south of the city can be wooed out of their cars.

Despite the best intentions of the Urban Development Strategy to neuter the threat of urban sprawl, Mother Nature is stomping all over that blueprint.

Thousands of Christchurch homeowners are being lured to rebuild their lives well beyond the city limits in

the likes of Rolleston, Rangiora, Pegasus and Amberley. It's all the more reason for the existing rail corridor to be deployed as people-mover priority No 1.

### Culture clash

The business community has sounded the alarm over the city council's desire to dramatically reduce cars and car parks from the new city centre.

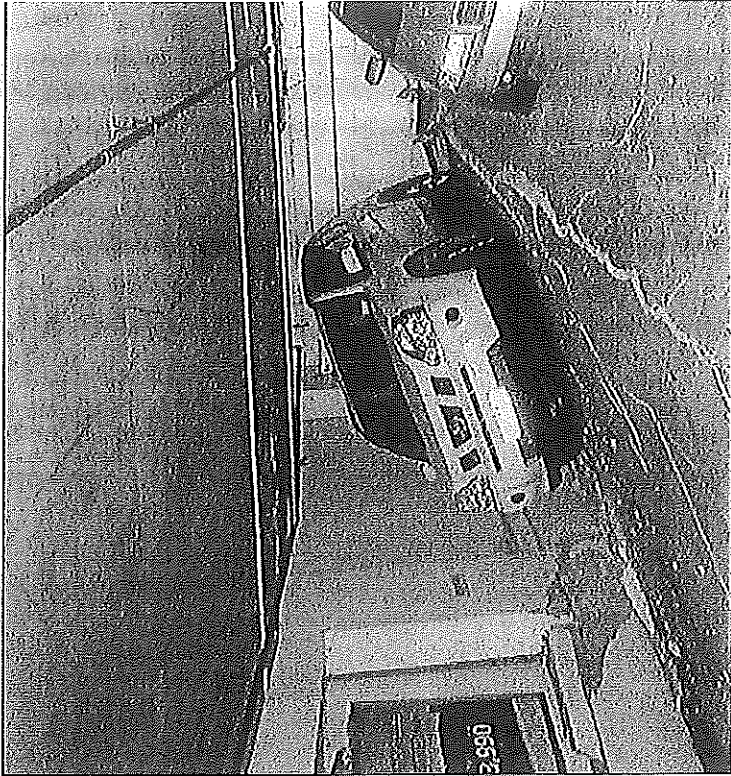
Key measures in the draft plan include narrower roads for cars, but wider roadsides for walkers and cyclists; no council car park buildings in the city centre core and a massive reduction in the number of on-street car parks.

Of those that remain in the city core, a maximum time limit of 30 minutes is proposed.

Property investors have also contacted me, in despair, at the proposed caps on permitted car-parking spaces per building.

Paul Lonsdale of the Central City Business Association has come up with a startling calculation of the council's proposed reduction in central city car parking.

Lonsdale believes it equates to Westfield Riccarton being forced to remove 66 per cent of its existing parking spaces.



Out of commission: Fewer carparks are planned for the new-era Christchurch CBD.

# Opinion

THE  PRESS

## Rethink transport

One useful thing to result from the earthquakes is the chance for Christchurch to restructure its public transport. With the relocation of many residents to outer suburbs and the need to rebuild the central city, we now have more options for moving people about the metropolitan area efficiently and in comfort – options that must be explored to the full.

If Christchurch is to re-establish itself as a city both good to live and do business in, its public transport needs to be first rate. It is one of the important things governing where people choose to live and where companies choose to operate, such is the impact of transport on finances and the quality of life.

The region has the fundamentals – flatness, wide streets and rail running through its hinterland – to build an excellent public system, but it is confused about what is needed, although Christchurch is debating the issues. Transport was a feature of the submissions made in the Share an Idea programme that guided the formation of the reconstruction plan, and writers of letters to the editor are much interested in it.

Light rail is the focus of debate because Mayor Parker has made it part of the new city plan and he has set officials to work on it. But another option was laid out in Saturday's Press by the Institute of Architects. Their focus is on upgrading the existing heavy rail network that stretches into the outlying suburbs and satellite towns, and linking it to the central business district.

All this is consistent with Christchurch's history, which is marked by an early commitment to public transport and its evolution from horse-drawn trams to diesel buses. Contro-

1950s about consigning the trams to the rubbish tip and buying buses.

A similar fundamental issue confronts us today. The choice between building a new light rail network within the city or upgrading heavy rail from the outer areas will shape Christchurch for decades, so the debate is vital. We must get the right outcome.

Unfortunately, confidence that the matter is being sensibly dealt with would be misplaced. The council will not have the money and the architects are advising out of their sphere, while the voices of professional transport engineers and town planners are seldom heard. No-one is in charge and commissioned to produce a well-founded and comprehensive plan.

Environment Canterbury can do the job, and indeed is required to supervise the region's transport structure, so it should become more active now, ensuring a regional perspective and harnessing the needed expertise. But since ECan's takeover by commissioners, it has concentrated on smoothing consent processes – and keeping a low profile. However, in the wake of the earthquakes it needs to vigorously re-engage with its wider responsibilities.

In the case of transport, ECan has shown itself more than competent. Its re-configuration of the Christchurch bus service increased patronage and improved services. Even if its tendering processes were much criticised, its introduction of the metro card and encouragement of bus lanes and the exchange made passengers' travel faster and more pleasant. We need that success to be carried over to a comprehensive regional transport plan that has the support

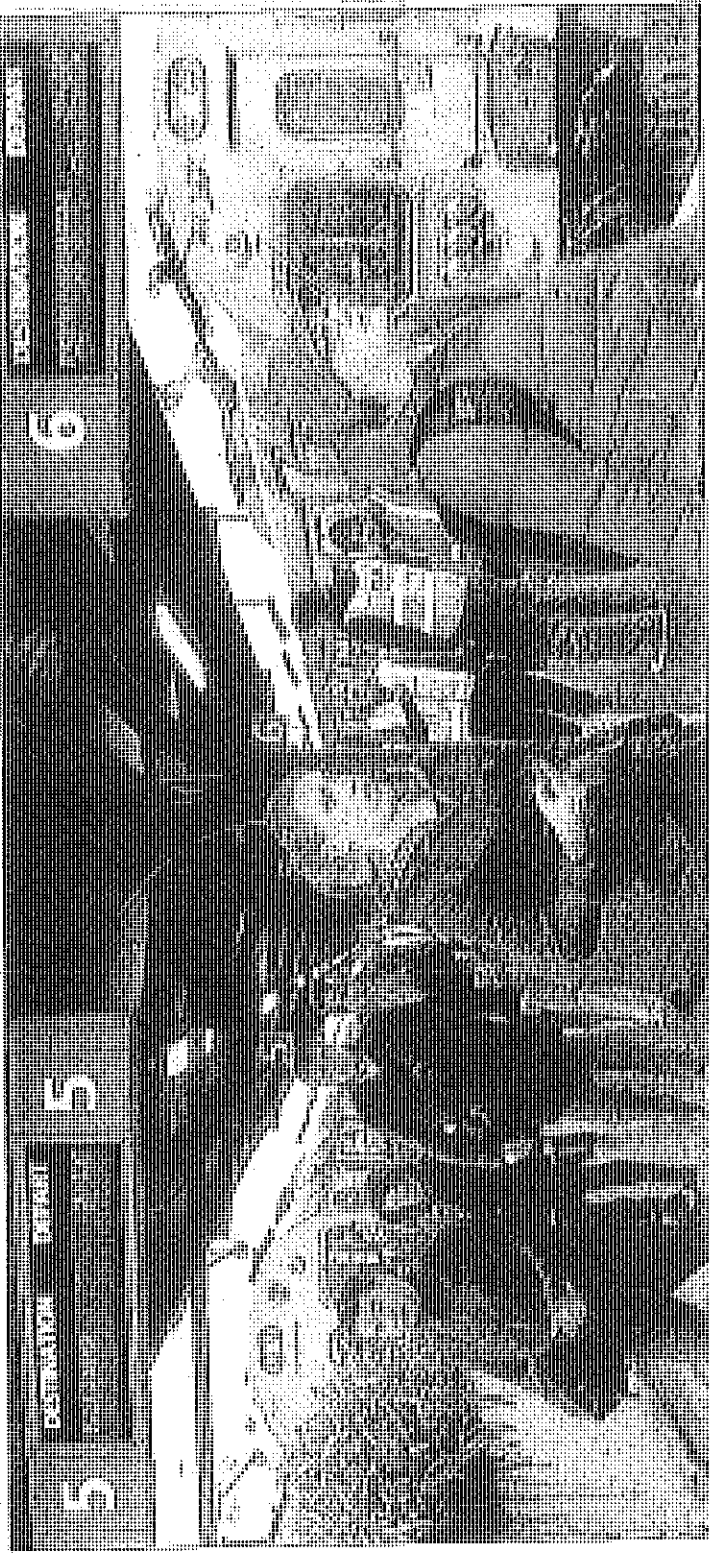
Confused about all the rail proposals getting a public airing at the moment? RICHARD WORRALL argues that rail needs a suitable combination of routes and technology to work in the greater Christchurch area.

# Right form of rail-based transport and routes vital

One of the more resonating transport messages to come from the "share an idea" exercise back in May was the desire to have some form of rail-based transport re-introduced to the greater Christchurch area.

Clearly, there is a preference for rail transport – it is inherently smoother, more spacious, comfortable and with the right technology is faster than car commuting at peak times. Furthermore, thanks to the laws of physics, steel wheels rolling on steel rails are far more energy efficient than road transport and being a guided transport system makes it safer and more able to cope with adverse weather conditions. Crucially, in addition it has a very good public image – people like trains but have little or no affection for buses. People don't go to Ferrymead to ride old buses.

The good news about the great rail debate of 2011 is that Bob Parker, Chris Gunn (Perspective, Sept 12) and the New Zealand Institute of Architects have been able to collectively identify the correct rail technology for the



Time to switch: Wellington commuter trains run to the edge of the city centre but most passengers then have to make a cumbersome switch to buses. Photo: FAIRFAX NZ

Bishopdale to the central, southern and western parts of the city and that figure balloons to about 48

However, tackling these problems by simply resurrecting the old commuter train services con-

land was sold off and has been built over so it is impossible to run trains directly between Rangiora to any station/transport hub at

quick, safe and easy for all people, including those in wheelchairs, with prams or even with bicycles which can be taken on board.

*St-Nat could make - after coming up the evening he faces a resident of the Bayview/57. 4th bus ave. along collection - probably the compulsory fee and in this day comes these debtors' problems in*

**D2 MAINLANDER** Saturday, July 21, 2007 *Photo: Paul Spurr made sure there were no noticeable effects*

# Bold vision or

It is not just trainspotters who yearn for rail as the solution to Christchurch's commuting demands. MIKE CREAN looks at the case for and against bringing light rail to the Mainland.

**C**ommuters park their cars in the secure area and board the sleek craft waiting at Rangiora's swish new railway station.

The electric vehicle sweeps quietly away, reaches a cruising speed of 120kmh, and glides to a stop, right on time, at Kaiapoi. More passengers, their tickets already franked at terminals, enter the spacious craft and it sweeps off once more.

After brief stops at Belfast, Redwood and Papanui, the articulated vehicle moves off the rails. Its diesel engine takes over and powers it along the bus-only lane in Papanui Road.

All the traffic lights turn green at its approach, and 20 minutes after leaving Rangiora, it draws into the new bus exchange by Victoria Square.

The future of Christchurch commuter transport or pie in the sky?

Such visions are exercising the minds of transport planners and shaping as an issue for the coming local-government elections.

Press articles on rail, light-rail and monorail for commuter transport always stir a lively reaction. Now the passion in letters to the editor is being matched by fervour on the political

hustings from seasoned campaigners Bob Parker and Denis O'Rourke.

What are voters to make of it? After all, they are paying for investigations into commuter transport options. Most recently, a team of Christchurch City Council and Environment Canterbury (ECan) technical staff toured Australian cities to assess transport modes.

The options are:

- Use existing rail corridors.
- Build new light-rail tracks, similar to tram tracks.
- Build an elevated (monorail) system or sunken (subway) system.
- Enhance the bus system.
- Combine some of the above.

ECan's passenger transport portfolio chairwoman, Nicky Wagner, says the Australian tour showed "all options are very expensive".

Rail systems cost hundreds of millions of dollars, and building one may be 10 times more costly than enhancing bus services.

Doing nothing would be even more costly. Christchurch's population will reach 500,000 by 2040. Traffic volumes on arterial roads are increasing 4 per cent a year. The city will crawl to a standstill unless new

motorways, bridges and streets are built. And that is not counting the environmental and health costs of motor-vehicles burning depleting fuel reserves and car crashes.

Wagner says the Australian tour demonstrated most modes of commuter transport. Christchurch is lucky to be able to learn from the Australian examples. It also has the newly operative Urban Development Strategy to guide planning for city growth. Now is the time to strike.

However, Wagner cautions against focusing on transport modes. Such a focus can lead to hijack by people with romantic and subjective feelings about rail, or by those who have experienced a successful system in another country and are enthusiastic about transplanting it here.

The debate must start by considering what people want in public transport. ECAN's consultation has shown they want it to be reliable, quick, accessible and cost-effective. For a city that sprawls over a mostly flat terrain, that means a network system with an accent on flexibility, she says.

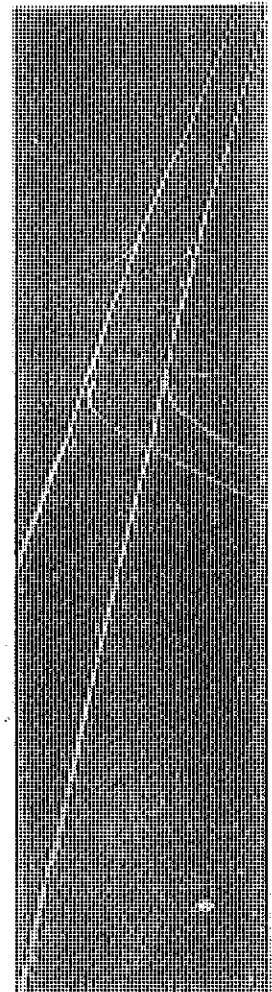
The network may include a rail backbone, but will use other modes too. The key is dedicated transport corridors for whatever vehicles are used. And that means land purchases, which is where the costs start to rise.

ECAN's studies show that if existing railway lines are to be used, they will need to be double-tracked, with a new track built beside the present one, as TransRail has prior rights to existing track for freight and long-distance passenger trains.

That will be a major cost. Add to that the price of locomotives, carriages and stations. Studies estimate the cost of a new locomotive at \$6m, compared to \$300,000 for a new bus.

"It is important not to raise expectations about rail," Wagner says. "It is cheaper only if you fill up the trains."

However, Richard Worrall, Christchurch-based associate editor

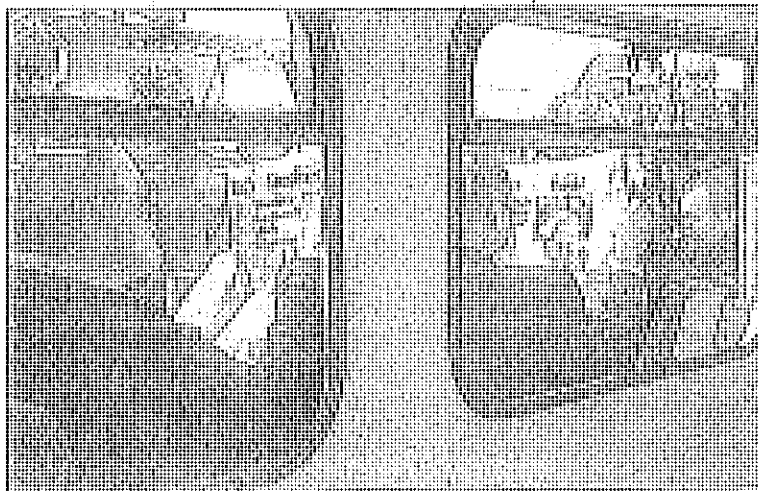


Crossing the line: a rail system Christchurch cannot afford

of Profitable Transport and who has a master's degree in port geography, says the iron trains must be balanced against the lower running costs. They have a longer life-span. Over 20 years of labour, operational, maintenance and repair costs are many times more for rail than for buses.

Worrall supports a rail system for Christchurch, perhaps using a developed train-tram hybrid that can also run on roads. A new track-laying method from Liverpool University reduces costs significantly.

Much opposition to rail comes from studies that show insufficient demand. Worrall says these are flawed, as they use current patronage figures to calculate



Clean efficiency: people want reliable, quick, cost-effective public transport.

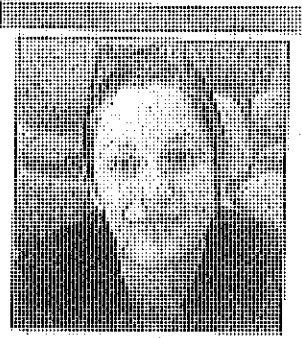
# THE



Nihil utile quod non



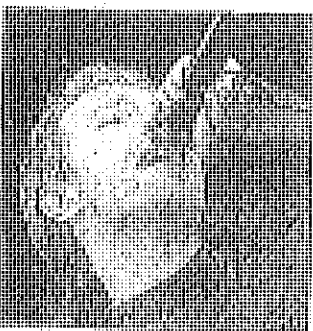
## AT HOME MAKING MEALTIME MAGICAL



### BEIJING BOUND

Paralympian Sophie Pascoe makes the team.

>> NEWS A3



### COLDPLAY RETURN

Chris Martin and co are back from the wilderness

### ■ \$250M CITY-LINK PLAN

# Commuter rail network mayor's goal

Charlie Gates

BULLSHIT!

AS WITH WOODEND BYPASS, MILLIONS WILL BE SPENT ON BUREAUCRATS/CONSULTANTS

Multimillion-dollar plans to bring commuter rail services back to Christchurch and its satellite towns are being revived after the Government's buyback of the national rail network.

Christchurch Mayor Bob Parker has made the return of commuter rail services to Christchurch one of his "most important and determined" goals. Estimates show the move could cost at least \$250 million.

Parker has seized on the Government's \$665m deal to buy Toll's rail and ferry network as a chance to kickstart passenger rail in Canterbury, connecting the city centre to Lyttelton, Rangiora and Rolleston on existing tracks



INSIDE

>> ECan's dilemma A2

>> Back to future A39

He believed rail services from Lyttelton, Rangiora and Rolleston would cut commuter traffic on main roads into Christchurch, but it was "too early in the process" to say how it would be funded.

Traffic congestion, particularly in the north of the city, is expected to worsen as population increases, particularly with the new Pegasus Town.

A Transit New Zealand study last year showed some roads were more than 10km/h slower in rush hour than in 2006.

The Sockburn roundabout section of Main South Road, Russley Road between Memorial Avenue and Savyers Arms Road, and Main North Road around the Northlands Shop-



THE CYCLING CITIES  
RIGHTWIRE  
Aug 14 1977

# Bus-boarders won't work

Letting buses block the road to let passengers on and off is not the solution to Christchurch's public transport problems, writes **CHRISSE WILLIAMS.**

**R**ichard West attempts to justify the Christchurch City Council's expensive bus-boarder trial in Hills Road, Shirley (Perspective, August 7). He is correct that buses need priority on congested roads, but the bus-boarder is not a cost-effective or acceptable method to use on Hills Road.

It is also not prudent when introducing bus priority for the first time in the city to choose a method that is not easily understood and significantly disaffects other road users. It is puzzling why the council has chosen such an option.

A bus-boarder allows a bus to load passengers away from the kerbline. In Christchurch, bus boarders already exist on parts of Fendalton Road, but

reduce congestion. While rail may be feasible in the future, enhancing the existing successful bus service will offer affordable and tangible gains now and in the medium term.

Buses currently carry only 3.5 per cent of the city's commuters at peak travel times. Buses must be more reliable to attract people out of their cars. Giving buses priority on key arterial roads is an effective means of improving reliability and increasing public transport capacity. Some measures are easy to implement, with little impact, while others will have greater effects on existing road users or property owners.

Importantly, attracting more people on to buses will improve the level of service for private-vehicle users. Bus priority is not anti-car, but a move to



the fac rates b Austr At Wilso Union worke broug locally gratin thoug moral OI propa fions sector with: Labor listen rates move the h other work radia there "cat N Salar (ASA) The: draw only distz mini

Could Christchurch be New Zealand's next boom town to the North Island's 'Golden Triangle'? JOHN MCCRON

TEO LATE!

# Suburban sprawl or city centre?



Suburban spread: Pegasus town is the pe

**W**here will boom town New Zealand be over the next 15 years? Christchurch has a pretty good story to tell. The lifestyle attractions and the business opportunities. The schools, the parks, the short commutes and long mountain bike rides all appeal. Auckland is too congested. Wellington

word. Anyway, concerned about getting the country properly oriented to what is likely to happen, the New Zealand Council for Infrastructure Development (NZCID) has put some figures around the probable impact of the Golden Triangle. By 2025, says a research report commissioned by the NZCID, Canterbury's population and gross domestic product (gdp) will have grown.

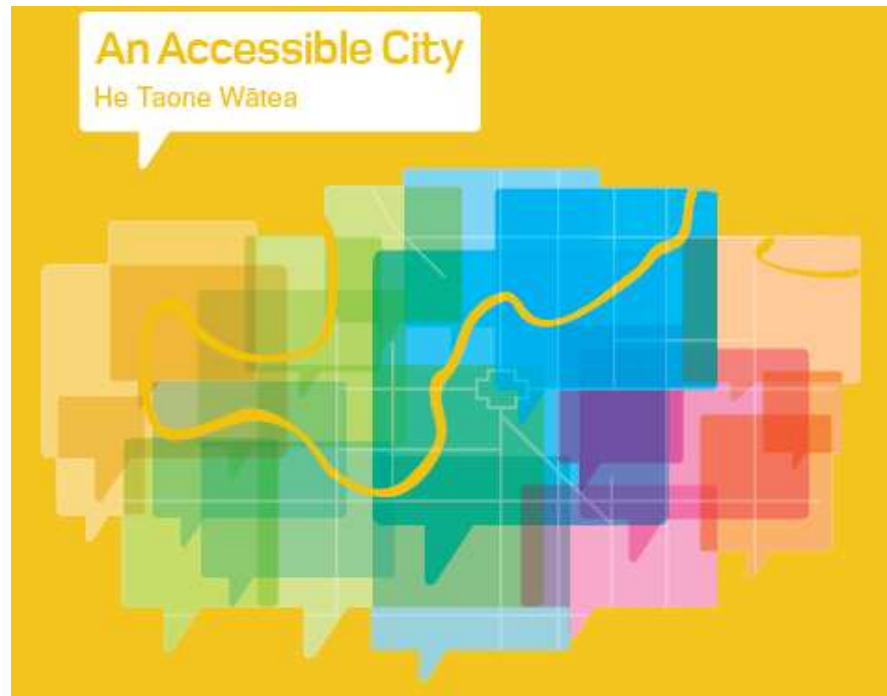
Gladstone, Buderim or Runaway Bay. In New Zealand, this population shift is already lifting the fortunes of the corner towns of the Golden Triangle, Hamilton and Tauranga. But the effect is even more marked for smaller communities such as Tamahere, Matangi, Waahi Beach, Omokoroa and Te Puke. "By 2025 it is considered that Walkato and Bay of Plenty will no longer be considered 'rural New Zealand', the

Tauranga's Bayfair Shopping Centre. Of course, how quickly it all together must now be in doubt credit crunch and hard times in the Queenstown-like scale of the development is evidence of a Golden Triangle phenomenon. "All of the demographic in we have indicated that 80 per cent growth in the next 20 years is north of Taupo. Much of that

Submission to

# **An Accessible City**

Christchurch Central Recovery Plan 2013



**Nigel Rushton**

# Introduction

Paragraph 3 of the Accessible City Plan states:

"We want to make sure An Accessible City is true to its title. The transport system needs to be affordable, resilient, environmentally sustainable and practical. The streets, cycleways and walkways also need to work well with the buildings and public spaces to create great places."

In addition the Minister is quoted at the document's launch as saying: "Cathedral Square would become largely pedestrian only and the overall speed limits within the CBD's core would be reduced to a maximum of 30km/hr.

He says there will be emphasis on the development of attractive walkways linking to Hagley Park as well as separate cycleways and cycle-priority streets in the CBD." (Radio New Zealand News, 15th Nov 2012).

**These comments sound wonderful to an active transport practitioner such as myself but after many years of seeing Christchurch going backwards I remain cautious while trying to be optimistic.**

The earthquakes has given Christchurch a rare opportunity to create something truly magnificent.



Something that can be the envy of the world, where the most talented will want to come and live.



Like many residents,  
I wish to be part of a successful rebuild.



Whatever is built, residents will have to live with it for the next hundred years. I hope what follows will help us get it right.

During the last 5 NZ winters I have spent  
three months each year in Japan.



Here are some of my random observations  
of that country...



What follows is neither right nor wrong,  
better nor worse,  
it is just the way they have done it.



What follows offers ideas on how to achieve  
the document's stated aims.



**A way forward  
for the Christchurch rebuild?  
Examples from Inagekaigan,  
KaihinMakuhari & Chiba.**

**As we struggle to find space to satisfy everyone's needs, lessons can be learnt from those who have already had to face the same problems.**

# Location and Environment

Inagekaigan (where I stay) is located on the eastern shore of Tokyo Bay, between Tokyo and Narita Airport and near to Chiba City.





Inagekaigan and KaihinMakuhari are planned, purpose-built towns built since WWII on reclaimed land. A situation we almost find ourselves now.

Chiba City is a prefectural capital, similar to our provincial capital cities.



The yellow shaded area is land reclaimed from Tokyo Bay during the the post-war boom.

# The Transport Network

The rail network include 3 separate lines (black) that run between Tokyo and Chiba City.



KaihinMakuhari

Inagekaigan

Chiba

The road network include motorways (green) and numerous arterial roads (yellow) as well as collector and local roads.

Distance KaihinMakuhari to Chiba is approx 10km

An aerial view of a multi-lane highway in Japan. The road is divided into several lanes with white dashed and solid lines. A large white bus is in the left lane, moving away from the camera. Other vehicles, including cars and a white pickup truck, are in the other lanes. Above the road, there is a blue sign with white text that reads "ようこそ千葉県へ" and "WELCOME TO CHIBA". To the left of the road, there is a red circular speed limit sign with the number "80". The road is flanked by greenery and a concrete barrier on the right side. The overall scene is a busy highway with clear lane markings and a mix of traffic.

ようこそ千葉県へ  
WELCOME TO CHIBA

# Road Network

## Motorways

Their motorways are similar to ours, the main difference is they are tolled.

千葉県警察

交差点は  
左右の  
安全確認

357 日の出付近 渋滞中

↑ 東京 31 Km  
Tokyo  
14  
船橋 11 Km  
Funabashi



## Arterial Roads

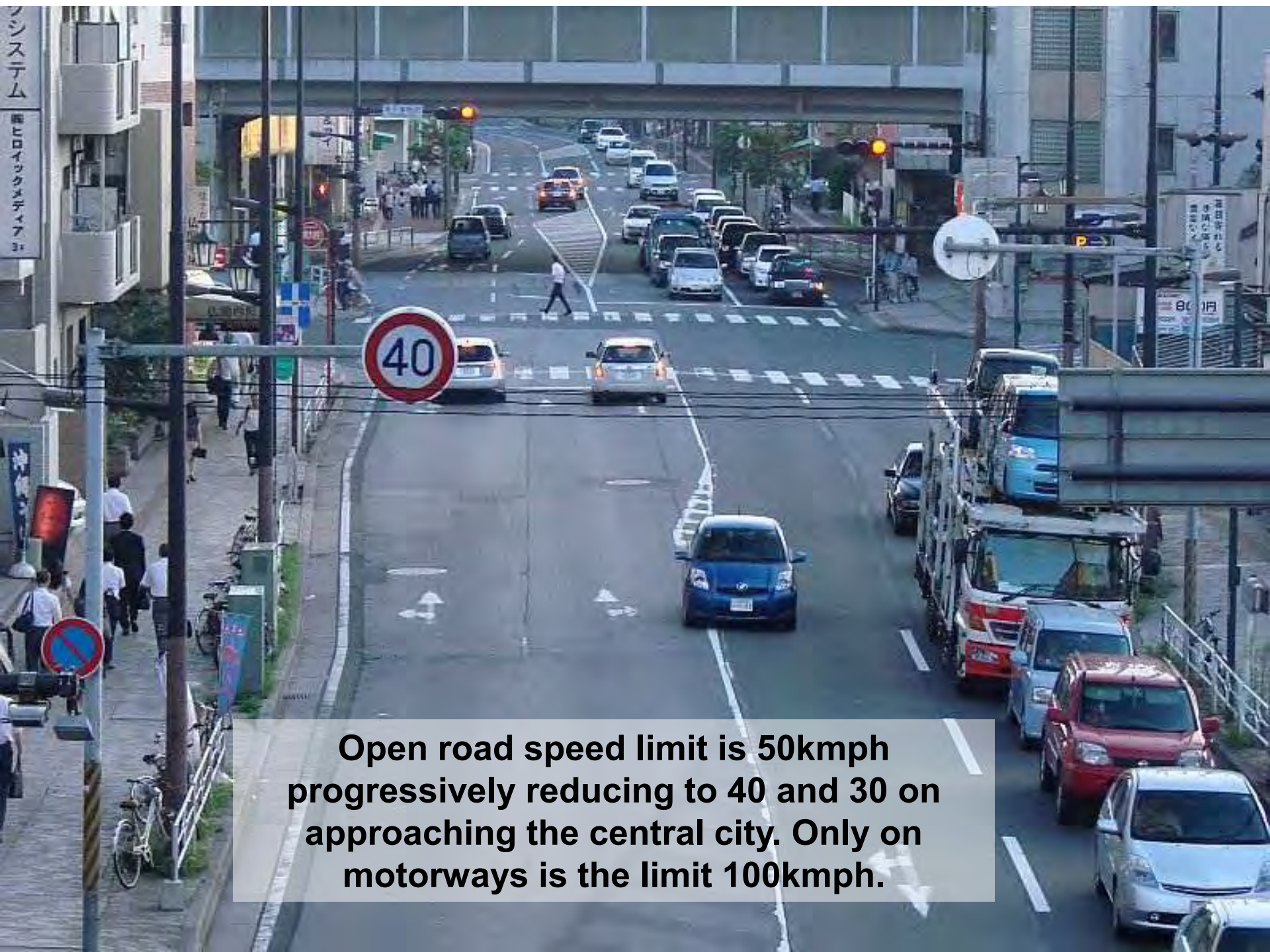
This is the main toll-free road round eastern Tokyo Bay and a typical arterial route. Note the electronic information signs, wide path and no on-street parking.





## **Collector & local roads**

**are not always Utopia!  
(this in the old part of  
town built before cars!)**



**Open road speed limit is 50kmph progressively reducing to 40 and 30 on approaching the central city. Only on motorways is the limit 100kmph.**



**Note 30kmph speed limit sign, already in place for many years.**

**I support the proposal to reduce the speed limit in the slow core to 30kph.**

# Public Transport Network

JR東日本  
EAST JAPAN RAILWAY COMPANY

千葉都市モノレール  
CHIBA URBAN MONORAILWAY

千葉駅  
CHIBA STATION

Short and long distance services are co-ordinated, frequent, economical and punctual. They are heavily used by the public.







JR

稲毛海岸駅

INAGEKAIGAN STATION

**Almost all Japanese urban areas have a common central city design, built around a main railway station.**



**Adjacent to which is always a taxi stand...**



**...and a bus station**

**Everything is made convenient  
for the travelling public.  
No compromises.**

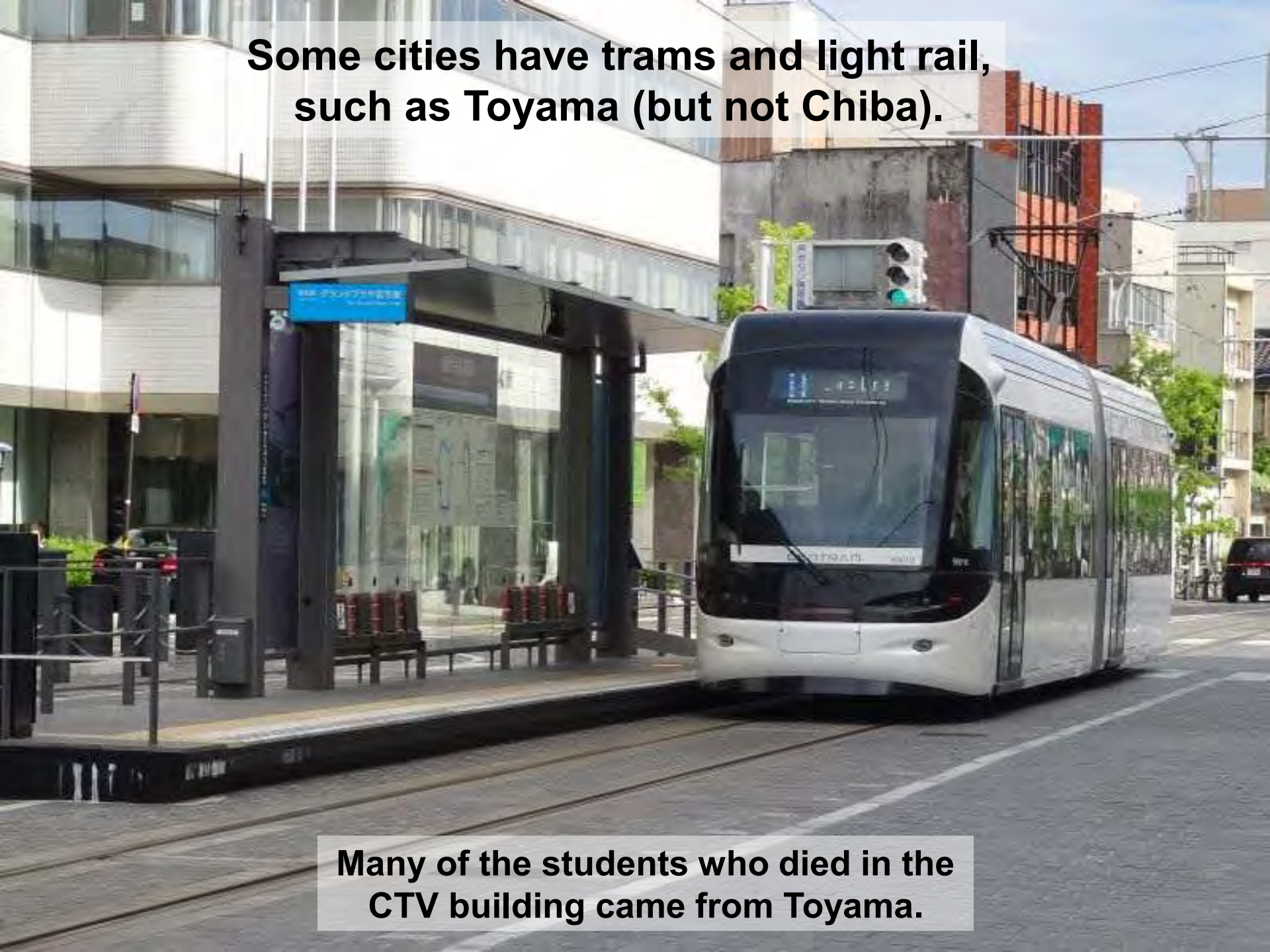


**Local City Buses**  
are smaller in size to our Red Buses.

**Chiba is unusual with a monorail.**  
**(but it is considered a white elephant and  
therefore not recommended)**



**Some cities have trams and light rail,  
such as Toyama (but not Chiba).**



**Many of the students who died in the  
CTV building came from Toyama.**

**All light rail schemes have  
their own corridor.**

**Note the red bus lanes,  
and no on-street parking.  
I support the retention of  
the bus priority lanes.**



# I support the omission of light rail from the Plan.

Follow the man in the yellow vest.



They are expensive to build, inflexible to run and dangerous for people on bikes.

Trolley buses would make a more sensible option.





# **Physical Environment**

**Experts at the Share an Idea project warned that Christchurch risks becoming a hollow “doughnut city”.**

- 1. The key to the recovery’s success is to build high & medium density residential housing inside the Four Avenues, especially in the under-developed southern half.**
- 2. Well designed housing projects within walking distance of the central city would also help to address the city’s cronic housing shortage.**
- 3. Encourage early development through wise incentives and subsidies.**
- 4. Such development would provide greater and more sustainable economic benefits to local businesses than a little used stadium.**
- 5. The proposed stadium will enhance the doughnut effect and likely to be a financial disaster, similar to the one in Dunedin.**

**The following pages show what needs to be done to avoid the “donut effect”.**

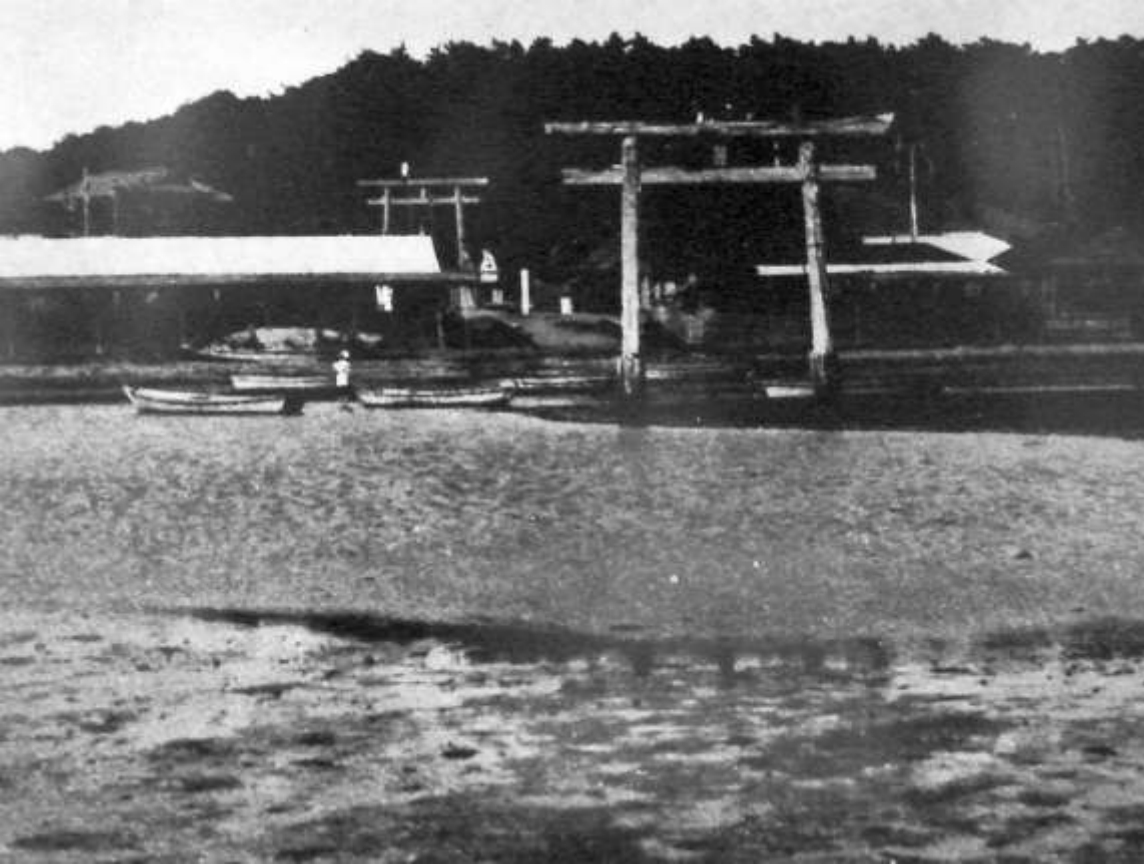


稲毛海岸駅

INAGEKAIGAN STATION

**Inagekaigan**

**built in the 1960s on  
reclaimed land.**



**Inagekaigan Sengen  
Shinto Shrine dates  
from 9<sup>th</sup> Century.**

Pre-WWII

Today

**Once on Tokyo Bay  
shoreline, it is now about  
2 kilometres inland.**



**Nearby this housing complex was built in the 1960s to accommodate government employees.**

**Inagekaigan Town Centre and Station.**



**Built to a standard design that is easily recognisable throughout Japan.**

**Similar to our state houses of the same era.**

**Inagekaigan is surrounded by similar complexes.**

**This one comprises...**

**27 blocks x 5 storey**

**4 to 8 units per floor**

**1 & 2 bedrooms, open plan kitchen/dining/lounge.**

**Sold off into private ownership in the 1990's.**

**Probably 80% of the apartments remain owner/occupied.**

**Over 90% occupancy.**

**Maintenance and management is overseen by a residents' committee.**





**Residents must pay fees for their car and bike parking space.**

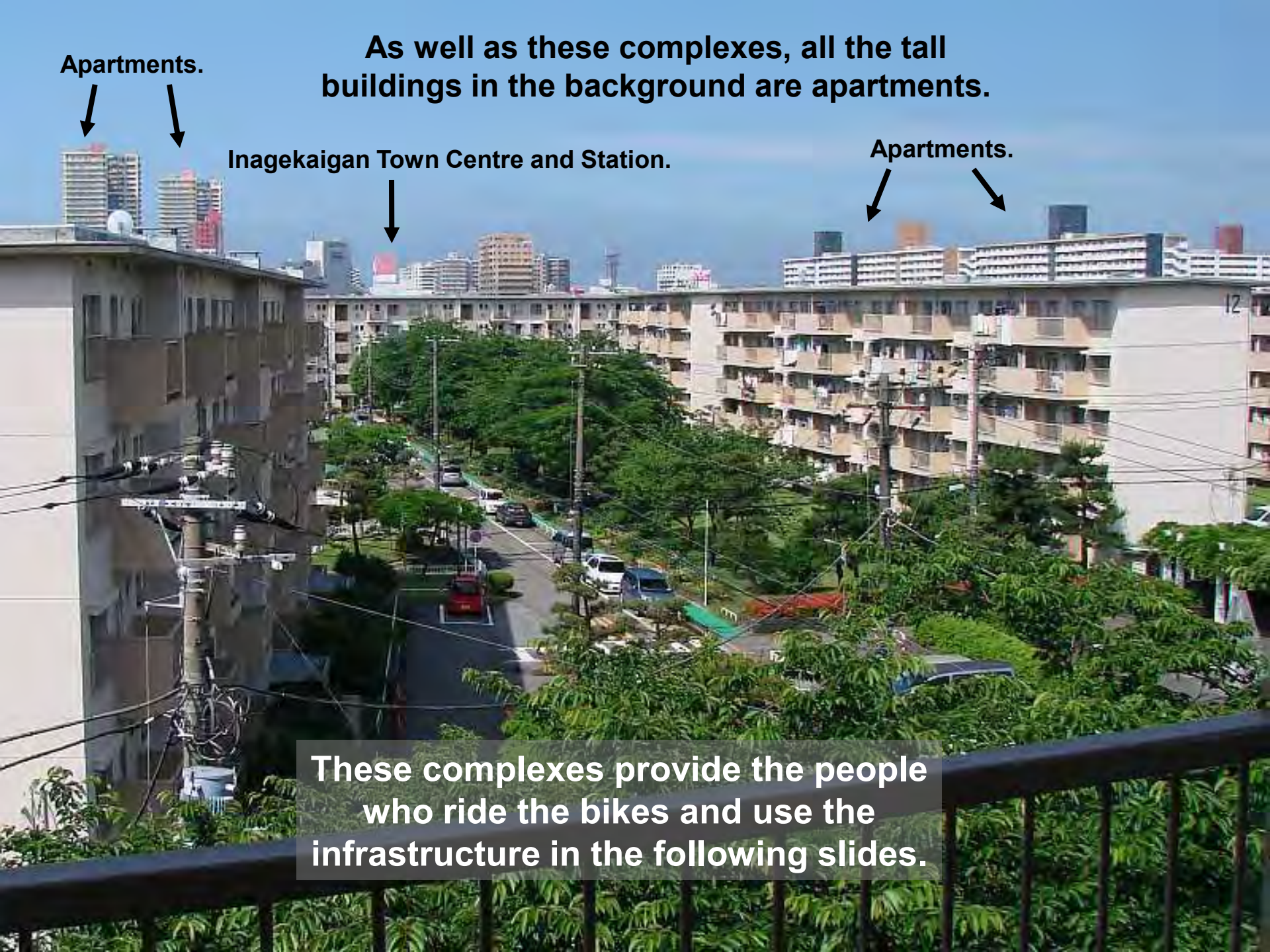
**(Seen to left)**

**Still functional and well maintained even though they are now quite dated.**

**Japan seems to have avoided the social problems of similar complexes built in UK.**

**A shared walking/cycle path runs past the back door that goes all the way to Tokyo, Chiba and beyond. All done 50 years ago!**





**Apartments.**



**As well as these complexes, all the tall buildings in the background are apartments.**

**Inagekaigan Town Centre and Station.**



**Apartments.**



**These complexes provide the people who ride the bikes and use the infrastructure in the following slides.**

# Park & Ride has a completely different meaning to NZ....

Two more rows of bikes behind the hedge that go round the perimeter of the building.



These bikes are only about 20% of the total parked around Inagekaigan Station.







**And some of the bikes parked at Tokyo Disneyland Station (near KaihinMakuhari).**

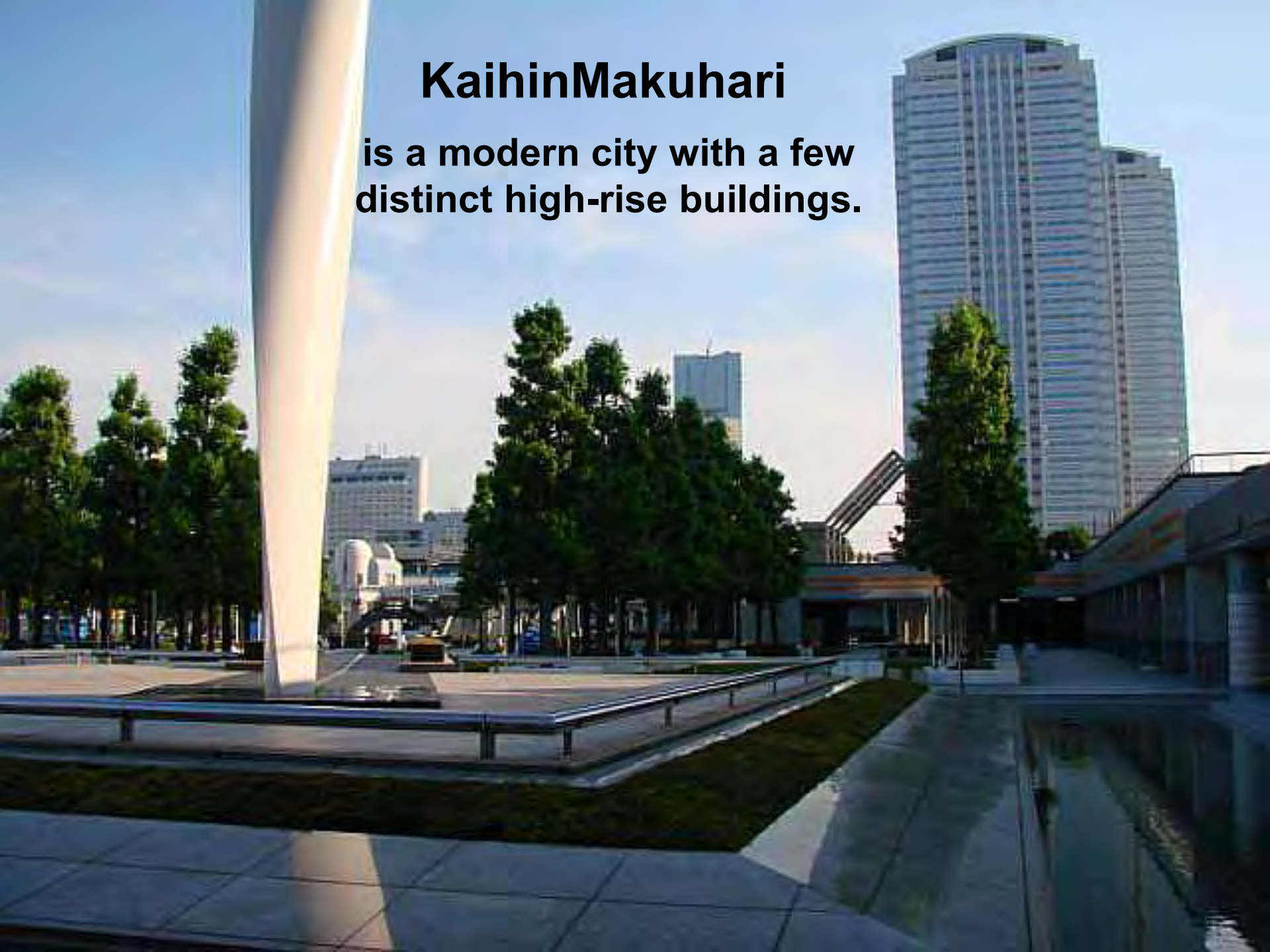


Tokyo Disneyland

Whoops...!

# **KaihinMakuhari**

**is a modern city with a few  
distinct high-rise buildings.**



**Developed in 1980s as a hi-tech, low cost overflow/alternative to Tokyo City.**



**An example how the area south and east of The Frame could look in 2020?**



**Could central Christchurch  
look like this by 2020?**



**Is height limit a valid restriction if  
standards are high enough and  
buildings attractive?**







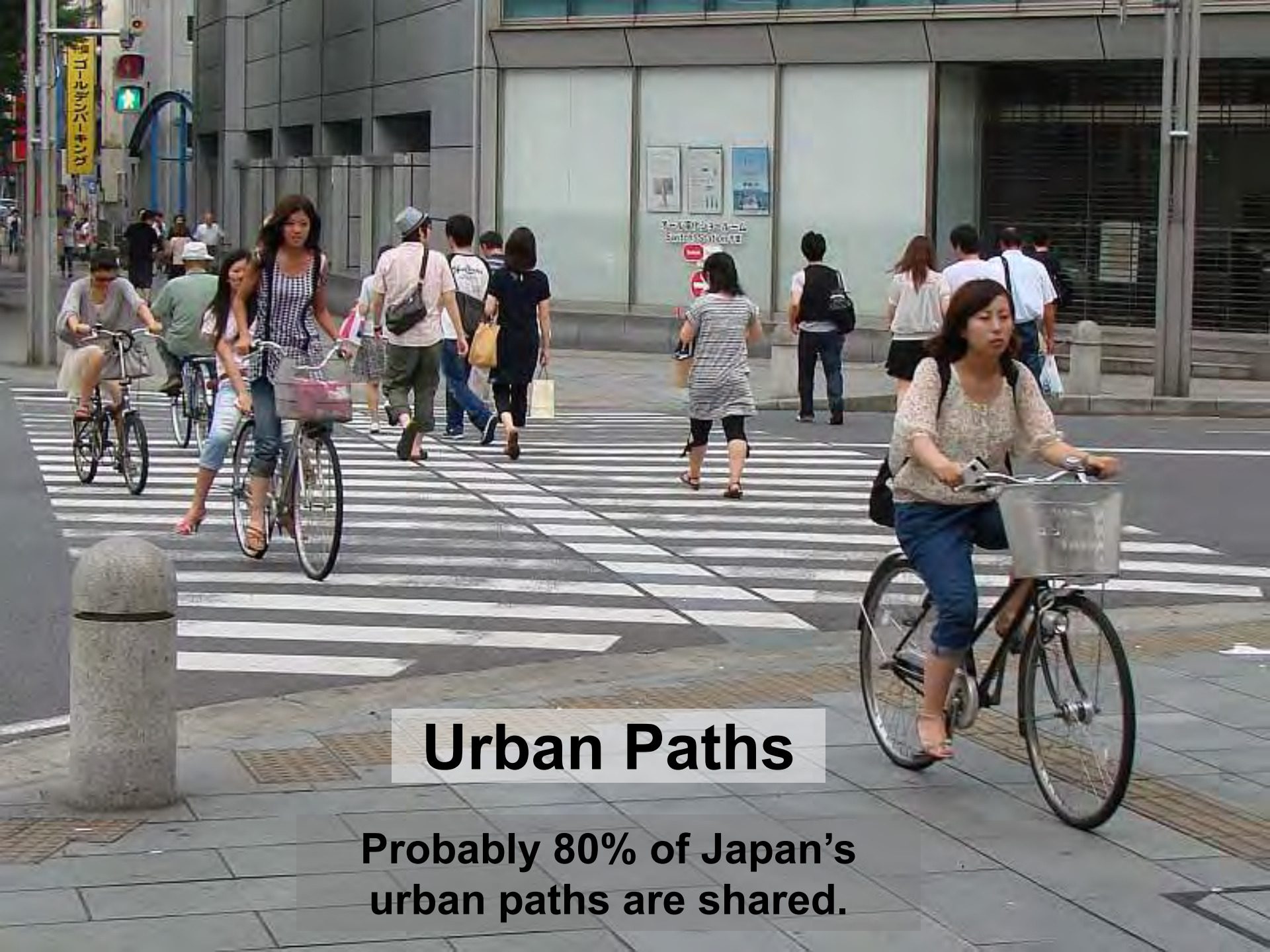
# **Walking and cycling infrastructure**

**What CERA does here will indicate it's real commitment to active transport. If it is inadequate it will confirm it is still very much stuck in its car-centric past.**

**To justify the investment in adequate active transport infrastructure, it is important there are enough people living within walking and cycling distance to use it.**

**With higher foot traffic the streets will become safer and the need for car use and parking reduced.**

**The following are examples of urban and recreational active transport infrastructure.**



## Urban Paths

Probably 80% of Japan's urban paths are shared.



**To succeed shared paths need to be an adequate width. Too narrow will cause conflict and increased accidents.**



**The wide paths and slow speed of people cycling means there is little conflict.**



**Although this one might be a little wider than our needs!**



**Overbridges may be worth considering for some busy Four Avenues intersections, especially around the Polytechnic.**





**Although shared paths are now segregated (since 2010), many people tend to wander at will.**





The combined population of KaihinMakuhari and Inagekaigan is similar to Chch.

Chiba City has 1 million people.

Higher density allows for better quality public and active transport options and infrastructure.

The entire ground floor of these high-rise apartment buildings comprise of bike parking.



**This shared path is part of a network that connects Inagekaigan with Chiba City, Tokyo and beyond.**



**The apartments on the right were built in the last 12 months**



## **Recreational Paths**

**This one runs alongside  
the river for 100km.**



**The one that ran alongside the Avon River was too narrow.**

**Most recreational cycle paths are tar-sealed.**



**And are mostly used by recreational cyclists!**



1) Walking / Cycling  
Shared path

2) Low-powered  
vehicle lane

## Fast and Slow Cyclists

This is a possible solution to the problem of providing for fast and slow cyclists, and pedestrians.

- 1) Shared Walking/Cycling Path, (max speed of 10kmph?).
- 2) Low-powered (or two wheeled) vehicle lane.  
Used by mopeds, scooters (up to say 100cc) and “fast” cyclists.

-----

Note no on-street parking.

## Other infrastructure

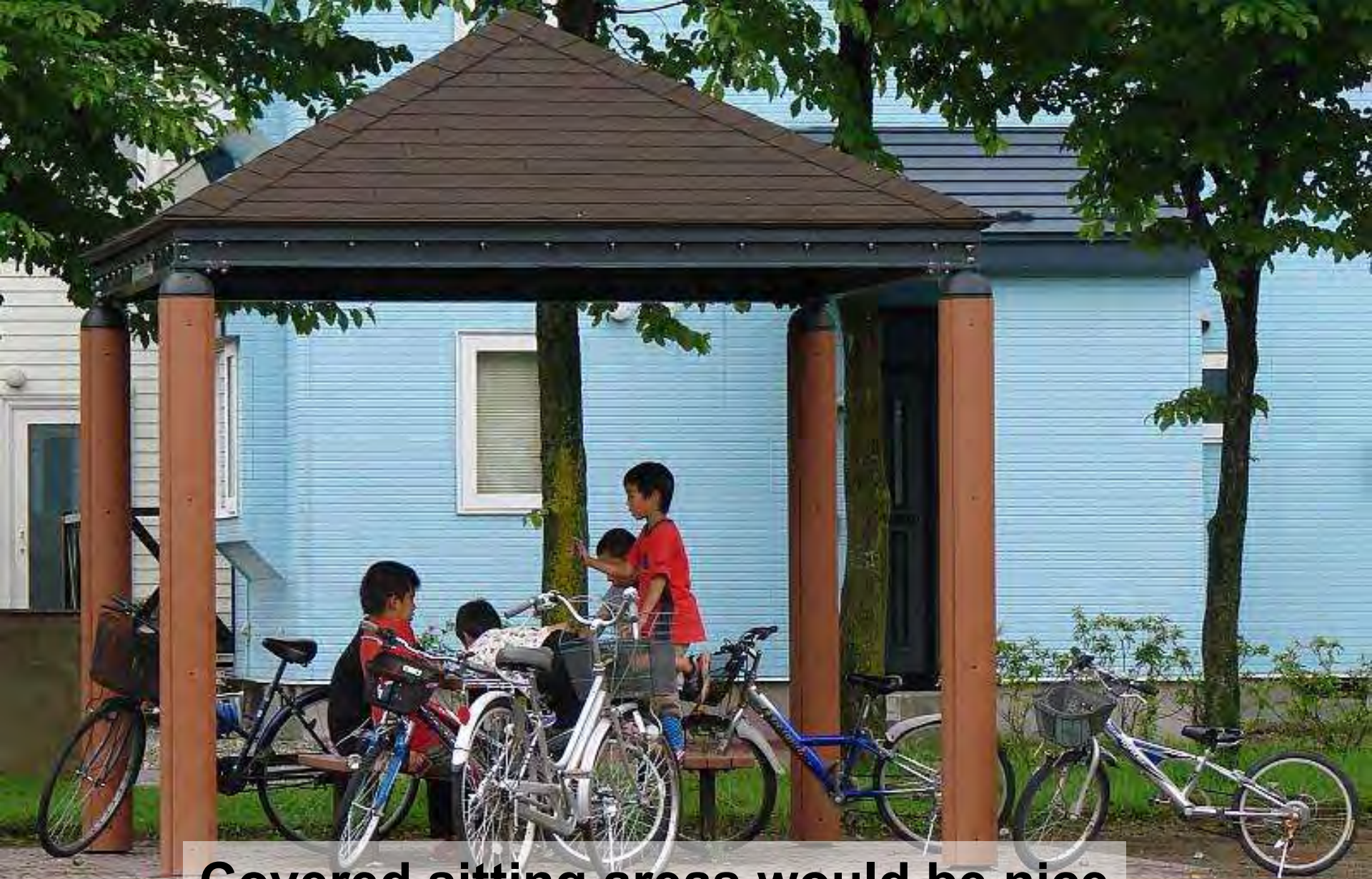


**Toyama (mentioned earlier) also has a bike rental scheme similar to Velolib.**



**Numerous public conveniences are provided (and do not get vandalised).**





**Covered sitting areas would be nice  
in the frame and along the river.**

**Lights at pedestrian crossings.**



**I support countdown indicators that have a reasonable time cycle.**





**My biggest fear is CERA will want to do it on the cheap – too narrow or low quality and we end up with something unfit for purpose.**



**We need an event similar to the Summer Streets or Ciclovía in other cities around the world where streets are closed to cars and residents enjoy a pedestrian-only environment. This one goes on for 3 days.**



**A good event would be to close-off the area around the Santa Parade for the whole day.**

**is the greatest physical barrier to a city built for people rather than cars.**

**“Normal” people will only use cycle infrastructure when they perceive it is “safe”.**

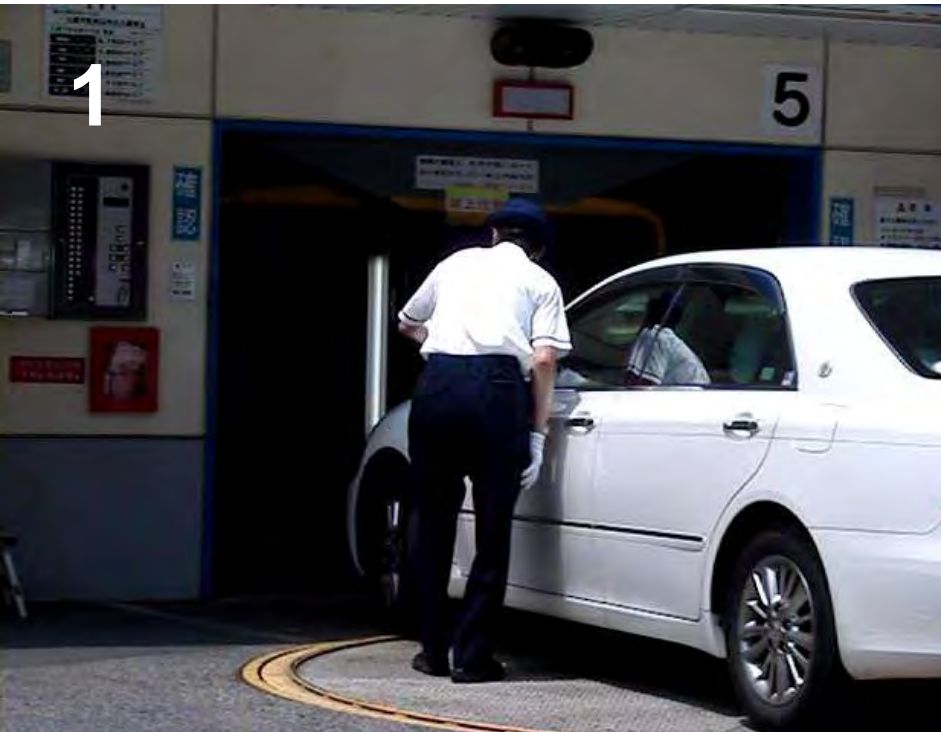
**On-street parking adds to the perception of greater danger and discourages “normal” people from riding bikes.**

**When the road corridor is not wide enough, on-street parking should have the lowest rank in hierarchy.**

# Off-street car parking.



**I support providing more off-street parking if it addresses business and driver concerns.**





**Parking buildings do not need to be ugly.  
They could be open to creative design  
competitions and/or unusual cladding  
such as solar panels.**





**When someone buys a car in high density zones they must show they have off-street parking for it.**



**Although we're probably  
not ready for it yet.**

# One way streets

**The main reason for the retention of the one-way system is based on economic forecasts. While these are large in number the percentage difference is quite small.**

CERA wants to retain 75% of the one-way system.

Another compromise is to consider reducing it to 50% by taking out one of the two pairs of north-south routes. This would help to reduce the business-as-usual perception in the community.

If helping emergency services to make a speedy response is a serious consideration for the proposal, then move them onto one site and create an emergency response precinct that can easily access the remaining one-way system.

Two possible options:

- 1) take out those that run past the parks (Madras and Montreal Sts) as they are currently like a race track.
- 2) remove the eastern or western pair of streets

On streets wide enough and those with 30kmph speed limits or less, cycle lanes should not be needed. This was true in the bus priority lanes.

# On-street Parking

A wide, clear city street in Japan. The road is paved and has white dashed lines down the center and solid white lines on the sides. There are no cars parked on the street. On the left, there are trees and a person pushing a stroller. On the right, there are utility poles, a black fence, and a green hedge. In the background, there are tall apartment buildings under a clear blue sky.

**Cities in Japan in general have no on-street parking. It completely changes the environment.**

**Note the wide footpath  
and no on-street parking.**

**Boy racers are not a  
problem here!**



# New Zealand on-parking



**We need to train our drivers to a higher skill level than we do now.**



**A thoroughfare such as a street or road is for the movement of people. Stationery vehicles undermine that purpose.**





**On-street parking obstructs up to 40% of the width of a thoroughfare. It is an inefficient use of a public resource.**



**I support the removal of on-street parking in the slow core and that it becomes the lowest hierarchical priority.**



**If a business needs parking outside their shop to survive they are in the wrong place. We should not support them in their folly.**



**This environment was created by secret negotiations between CCC engineers and the adjacent shop owner after politicians had signed off the bus priority scheme of which it was part. When decisions have been made, staff should not be allowed to change them without notifying affected parties.**



**This sort of driver shows an unacceptable level of disrespect for other road users.**



**On-street parking is part of the problem, it is not a solution.**



**The driver of the blue courier van threatened to kill me when he saw I took a photo of him double-parked. I reported it to the company twice but didn't get a reply. Nor is there much point in telling the police.**

# Culture Change

## Education and Enforcement

**it is more than about the physical infrastructure.**

- A less obvious but necessary change is that of political leaders to signal a move away from the car-dominated society we have become. The Accessible Plan doesn't really go far enough.
- This may not be in this plan's brief but it is related in that it will affect the level of success of the rebuild. Christchurch presents an excellent opportunity to start the process.
- This is about providing real transport choice for ordinary people. A choice they currently do not have, due in part to the implementing of mis-guided, ad-hoc laws and flawed policy.
- This requires high-level policy changes by central government.





**In NZ there is a culture of carelessness. Too many sentences for killers of cyclists in road crashes are too lenient.**

1980's Japan had similar anti-social driver attitudes to those in NZ now. A law change in the 1990's resulted in strict penalties leading to behaviour change.

Motorists are required to give way to pedestrians and cyclists. No scurrying across the road in fear of one's life!

Drivers are automatically considered at fault if they are involved in an accident with someone walking or cycling.

Financial redress is severe.



# Culture Change

## Political

- It has been a creeping change but we have arrived at a point where people not using motorised transport are considered second class.
- It manifests itself in many ways, from public education and safety, law enforcement and penalties, through to spending on infrastructure.
- To address these imbalances there needs to be a period of time that active transport is given a status equal to or above that of motorists.
- It is not unusual for the dominant user or culture to become complacent and disregard those they think of a lower standing. Sometimes they do not realise such a situation has developed.

**The following shows the need for a change a sustained period of time.**



**It must be difficult for politicians to justify approval for the funding of an activity when it seems the headlines are all about drug-taking cheats and law breakers.**

**This is not for or about them.**



**The infrastructure is for use by ordinary people...**



**In New Zealand those people have been forced into their cars by poorly thoughtout legislation...**



**We need to reduce and remove barriers to people wanting to use active transport.**

**The mandatory helmet law and a failure to support and protect people riding bikes in general has resulted in a public perception that it is a dangerous activity...**



**And no parent will deliberately put their children in harms way.**







**We shouldn't need to drive our children everywhere because the environment is unsafe.**



**Overseas research (Denmark) indicates in the right conditions up to 50% of the population would use alternatives to motorised transport.**



**Many women do not ride bikes  
in NZ because of “helmet hair”.**

# **Politicians have a history of giving the community things they don't want.**

**The follow survey is an example.**

**It was conducted perhaps 10 years ago and clearly shows support for better AT infrastructure.**

**Politicians instead gave us the far more expensive Cashel Mall upgrade which the Feb 2011 earthquake turned it into a waste of money.**

**That support for active transport continues to this day as shown in the Share an Idea and other plans and projects.**

# Assessing Ratepayers Preferences

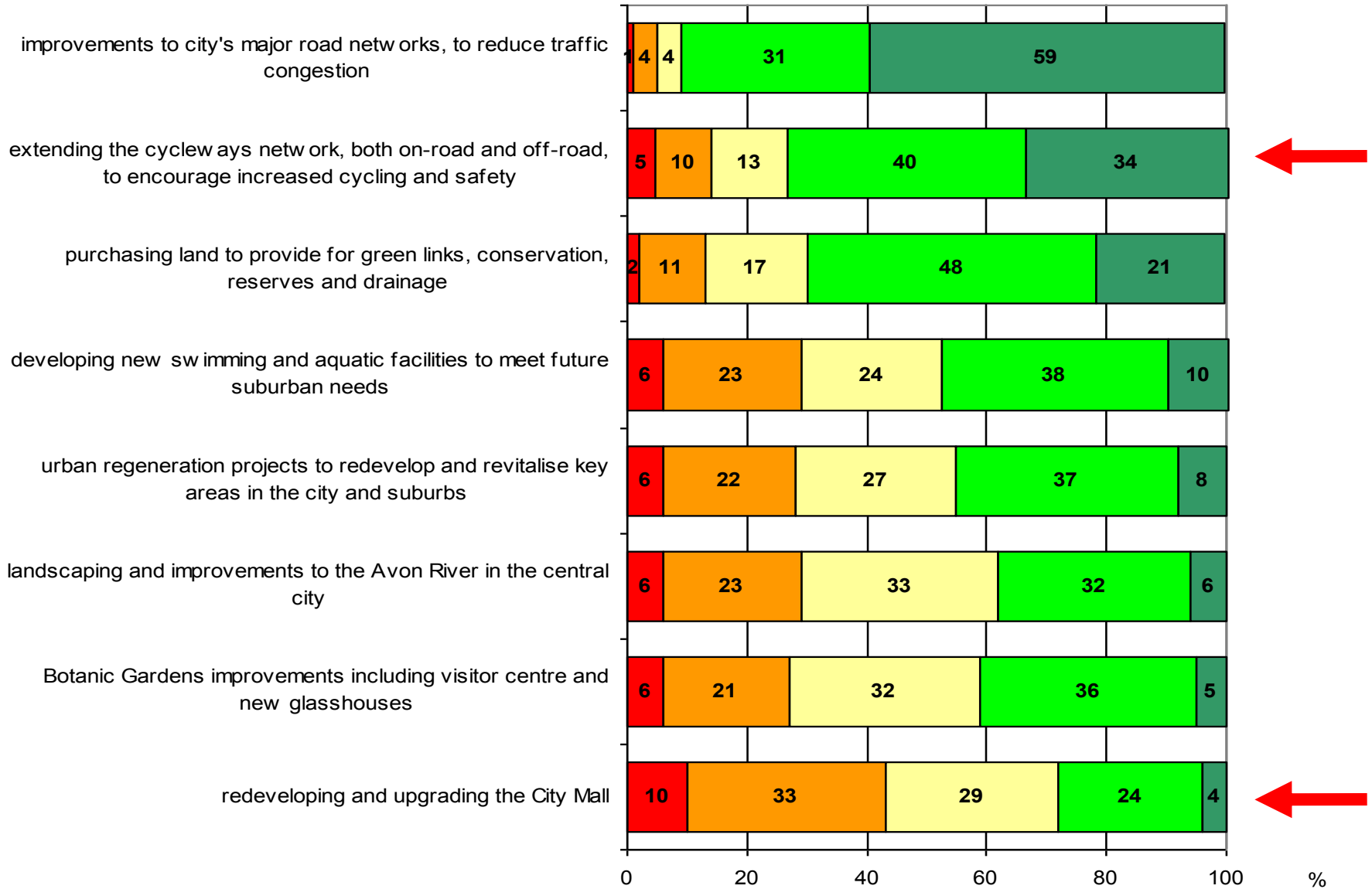
A Presentation for



Prepared by Opinions Market Research Ltd

## Importance of Major Infrastructure Projects

■ not at all important  
 ■ not very important  
 ■ neither important nor unimportant  
 ■ quite important  
 ■ very important



**Base: Total Sample: 410**

# Culture Change Management

NZTA is also in need of attention, in recent years it has:

- Closed its active and public transport sections
- Refused to provide any funding for the cycle path alongside Chch's Southern Motorway requiring CCC to pick up all the costs
- Declined to provide a direct cycle route across the Waimakariri River on the Northern Motorway, requiring people on bikes to take a detour round two sides of a triangle.
- Declined support for the Old Waimak Bridge clip-on.
- Withdrawn support for cycleways throughout NZ.
- Been obsessed with RoNS, something non-motorists are unable to use.
- Was prepared to build dangerous infrastructure for cyclists at the Memorial Ave/Russley Road intersection upgrade.

**CCC/SCIRT/CERA also have a terrible record of considering the safety of people walking and cycling.**



**From what danger does this fence protect the public? Yet they are required to walk in the road.**



**Does this safety fence make the environment safer for this pedestrian?**





**This situation has been like this for a year.  
Why is the footpath on the left closed?  
Because pedestrians are of a no priority.**



**I gave up trying to communicate with CERA because I always felt like I got the brush-off.**



**When Ferry Road was resurfaced last year, CCC left the cycle lane untouched**



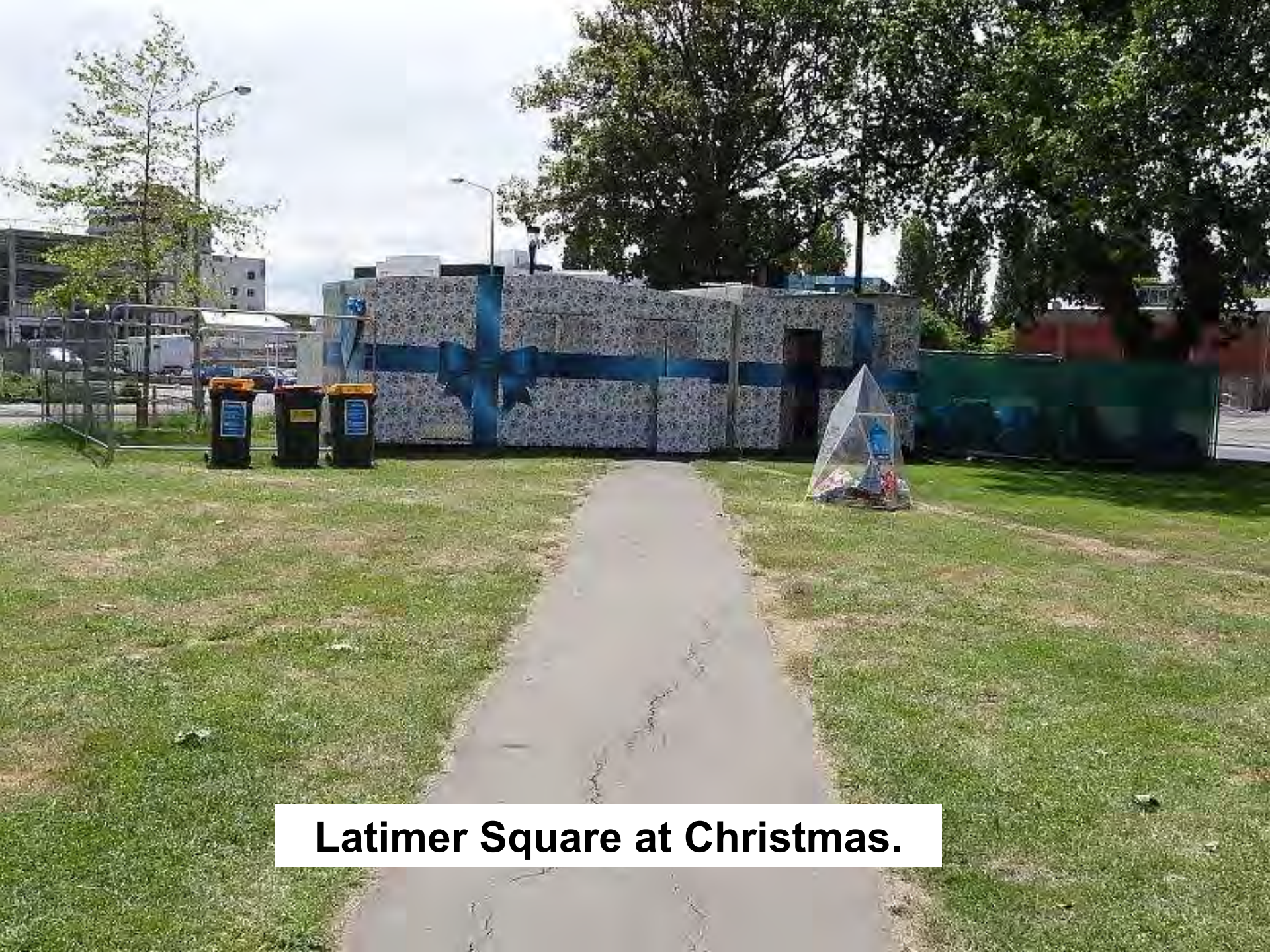
**This footpath remains closed even though it is safe to use.**



**But it is not safe to go round it...  
so one must cross 6 lanes of traffic  
twice to get to where you want to go.**



**Safety management is incompetent.**



**Latimer Square at Christmas.**





**It is perfectly alright to block the footpath because pedestrians don't matter.**



**It is perfectly alright to park our cars on the grass anywhere you like.**



FOOTPATH CLOSED  
PLEASE USE  
OTHER SIDE

ATF



THE WOOLSHED  
CASA & BISTRO



FOOTPATH CLOSED  
PLEASE USE  
OTHER SIDE





P  
30

ST. ALBANS  
W. 1000

SERVICE & PARTS COURTESY VEHICLE

GJG389

EU481

03024

Blow Your Stress Away  
FREE COURSES

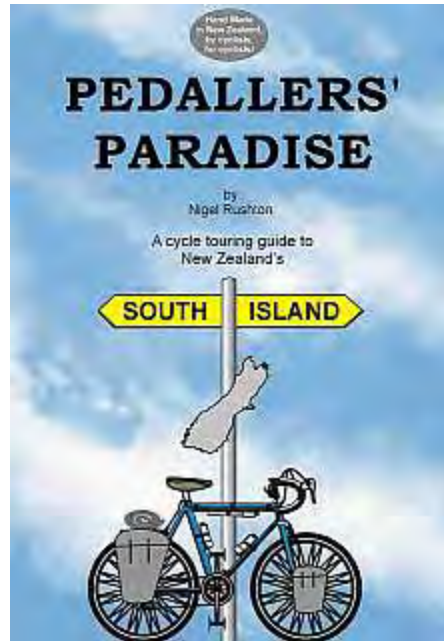
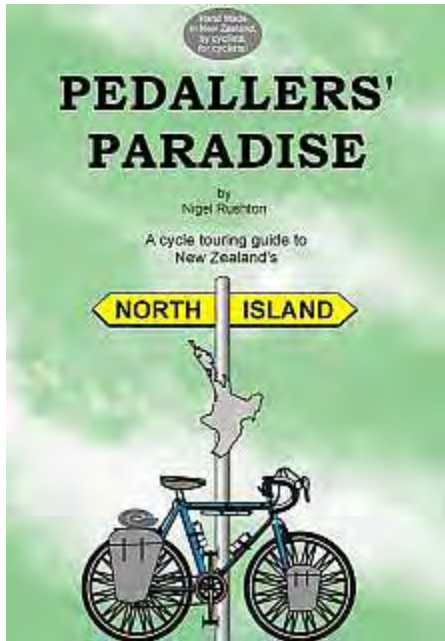




**It is this lack of consideration and poor management seen in the previous slides that causes me to doubt that we will get a city built for people and not cars.**

**Me?**

Inner-city resident,  
8 weeks inside the Red Zone.



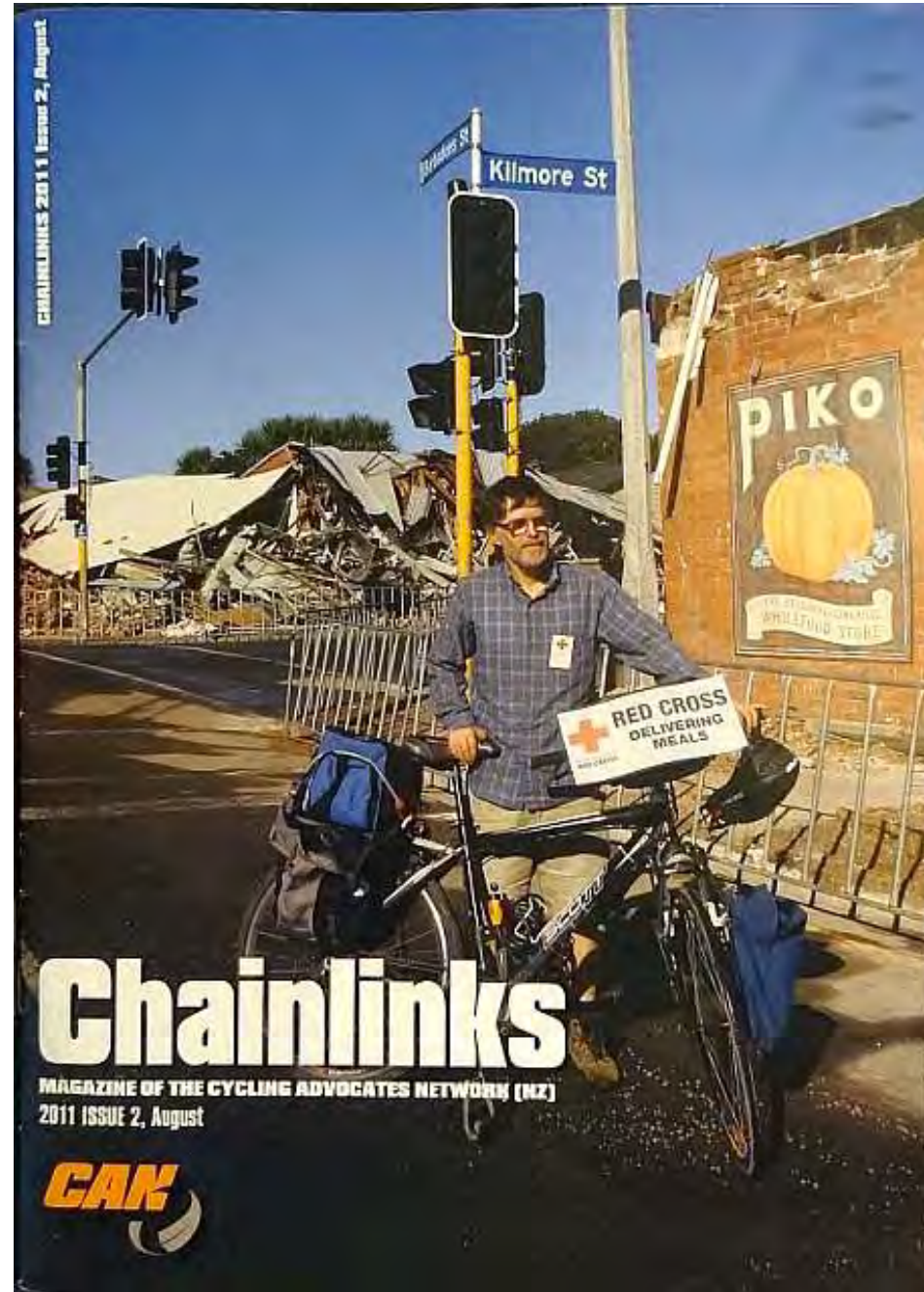
World-famous author and publisher of hand-made works of art and reference.

Red Cross Meals on Wheels volunteer.

ICECycles big bike fixups volunteer.

Advocate for better cycle infrastructure.

Car-less. Non-professional layperson.





Also completed two 4,000km bike rides through Japan that included time as volunteer in the tsunami affected area. But that is another story!



**2011 bottom to top ride.**

# The 2012 Four Corners Journey

曾谷岬北海過  
Sōya Misaki,

Distance: 4,000km

Finish 16<sup>th</sup> July  
納沙布岬  
Nosappu Misaki  
Hokkaido

Finish 8<sup>th</sup> August  
Narita Airport, Chiba

Fly 19<sup>th</sup> May  
Tokyo to Kagoshima City

Start 21<sup>st</sup> May  
佐多岬鹿兒島  
Sata Misaki,  
Kagoshima

神崎鼻  
Kōzakahana



**When disaster strikes  
This is the result when a community  
has an over reliance on cars.**



# Conclusions

In general I support the “An Accessible City CCR Plan”, it promises more than anything previously. While it might be a genuine attempt at change it isn’t bold enough. It still has too much of the Transport Agency’s backward focus on the 1960’s and not enough on preparing for the community for the 2060’s.

A central city with an emphasis on Active Transport (AT) as described in the document ticks so many positive boxes for the community and individuals alike. It is surprising it has taken so long for politicians and officials to see the benefits.

**While The Plan is an improvement on what we had before, I still think it is not bold enough.**

**It is still a too car-centric document.**

Withheld under section 9(2)(a)

**From:** David Thornley  
**Sent:** Wednesday, 30 January 2013 4:03 p.m.  
**To:** transport (CCDU)  
**Subject:** Fw: An Accessible City Submission

Please add to my previous submission:

Public Passenger Transport (existing rail system):

A major consideration that has not been included in this draft, is the potential use of the existing rail system for Public Passenger Transport. Now that there has been a huge increase in population of towns which are serviced by existing rail (i.e. Rangora, Rolleston, Ashburton etc.) and that this is likely to further increase, it is important to achieve a direct link between the bus interchange and the existing rail system some 600 meters to the south.

It is at this point of the recovery plan that such major links be provided for.

----- Original Message -----

**From:** [David Thornley](#)  
**To:** [transport@ccdu.govt.nz](mailto:transport@ccdu.govt.nz)  
**Sent:** Wednesday, January 30, 2013 12:01 PM  
**Subject:** An Accessible City Submission

An Accessible City:  
Submission

Car travel:

Slowing the traffic to 30kph within the inner-city is good. This would, one would hope, reduce the amount of thru traffic and give better living conditions for inner-city residents, and improve the river precinct for pedestrians

Walking:

Greater separation, and road crossing solutions are needed to provide better segregation between road traffic and pedestrian.

Public transport:

Should the purpose of the rebuild be to have 20000 / 30000 inner-city residents, then it will be necessary to have a distinctly different solution to public transport for these people than the superstops and bus interchange proposed for the "Metro" system. The size of the inner-city means it is more than walkable distances, and the cycling option is not an option for many (elderly, very young etc.). Priority should be given to a free shuttle service within the central city, based on small (18 seat) electric non polluting and quiet vehicles. This would leave the necessary larger suburban busses to very selected routes feeding into the bus interchange.

David Thornley  
(inner city resident)

mobile:  
telephone  
email:  
Postal:

Withheld under section 9(2)(a)

28 January 2013

**Submission on Christchurch Central Recovery Plan – An Accessible City – Transport Provision**

**1. Barrier Free NZ Trust**

Barrier Free NZ Trust has been in existence for 20 years. The Trust provides education, technical expertise, research, publications and advocacy on accessibility in the built environment.

Territorial Authorities, architects, disability sector, health and social workers, occupational therapists, designers, engineers and many others attend our courses and use our checklists and publications. Many attendees continue on the assessment and training pathway which we provide to become accredited Barrier Free Advisors.

By built environment, our work involves all public places and spaces and includes transport.

Throughout the past 20 years we have been contracted to provide accessibility consultancy on a number of national projects and of most relevancy is our work on Matangi trains in Wellington, transalpine trains, and the new trains currently being developed in Auckland.

It is with this lengthy background in educating and publishing on accessibility that we provide the following submission.

**2. Accessibility**

**Scale of the re-build** - Due to the large scale of rebuild required in Christchurch, there is a unique opportunity for Christchurch to fully implement provision for access as required in the Human Rights Act, Building Act and in the Convention on the Rights of Persons with Disabilities. In particular, that all persons must have the right to access all public spaces and places, **in the same way as everyone else** and to live and participate fully and that we must **identify and eliminate obstacles and barriers** to this happening.

**Future-proofing** - The document for consultation, prioritizes '*future-proofing*' the transport system in Christchurch. We expect that in time a Human Rights case about how the Building legislation does not meet the Human Rights obligations will be taken in New Zealand and that such a case has the potential to challenge and change current access legislation and regulations. We currently have building regulations which when followed still allow inaccessible buildings to be constructed and consented. Christchurch has the unique opportunity to future proof the city, by following both current legislation and best practice. Best practice has been developed by disabled users of the environment.

**The Accessible Journey** – begins at home and follows a user through that journey to the place of visit and back to home again. An accessibility assessment follows the stages of an accessible journey. The assessment provides comment on compliance to regulations, best practice according to functionality and recommendations for future work. Most importantly the access assessment

takes an overview of how each of the stages of the accessible journey impact on each stage and on the user. An access assessment is a minimal cost, with considerable potential for disabled users of an environment.

**Safety** – an accessible journey which has been designed for all people, including those with a disability is safer to all users, including those with a disability.

**Economic Sense** – Christchurch is aiming to be an attractive place for people to live, work and visit. Persons with disabilities are estimated to be over 20% of the New Zealand population. Many visitors to New Zealand are older persons of which many have a disability of some kind. If barriers in the physical environment restrict the number of users, there is lost revenue and this objective will not be met.

**Meeting the objective** – Christchurch an Accessible City

We recommend the following changes to wording and the resultant change to planning:

Recommendation 1 - Accessibility page 5, paragraph 1

Replace '*a more accessible*' with '*a **universally accessible***'

Recommendation 2 – page 5, paragraph 2

Replace '*greater accessibility **should** occur*' with '*universal accessibility will occur as public buildings, roads and footpaths are rebuilt to meet current regulations and best practice*'

Recommendation 3 – page 5, paragraphs 3 and 4

Replace in its entirety with:

*'All building work must comply with the Building Act 2004. Compliance with the New Zealand Standard NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities will ensure all new building work meets Building Code requirements and ensures persons with disabilities can work, live, play, visit and learn in the same way as anyone else. Whilst NZS 4121 is not yet mandatory, CERA and Christchurch City Council are committed to ensuring universal access to all of the rebuild. To ensure our commitment eventuates, all building work will comply with NZS 4121 **as a minimum.**'*

Recommendation 4 – page 5, paragraph 5

Replace with:

*'by ensuring that **independent accessibility assessment/audits** are a mandatory part of the building consent process at the concept, design and construction phases of projects. In addition, developers and service providers are encouraged to include **a Barrier Free NZ Trust audit** is conducted at each of the three stages and as part of their service delivery.*

### 3. General Comments on the Draft

3.1 Barrier Free NZ Trust access assessments/audits at the three stages; concept, detailed design and consent will be occurring for all public places and spaces in Christchurch. The CCDU have made this commitment.

The objective of a vigorous access audit is to ensure both compliance to legislation and consideration of the usability for disabled users.

An access audit can be conducted of all aspects of the accessible journey, from home to the place of visit (including transport vehicles, stops and pathways) to home again. An access audit is not restricted to a building or a park.

Access audits are being conducted to ensure buildings and parks are accessible. If the transport system within Christchurch presents barriers through poor design and service provision, the emphasis on accessibility in the public place will have been wasted and the design will have restricted the number of persons with disabilities who can access that place **(in the same way as everyone else)**.

**Recommendation 5** – Accessibility assessments are conducted of all major works within the Transport provision plan.

3.2 Our experience has shown us that there is considerable risk to disabled users of an environment when there is an interchange of pedestrians, buses, cars and cyclists. To minimize this risk and maximize the potential and safe usage of a transport area, we recommend an access assessment is conducted with consideration of those with either a physical, sensory and psychological impairment.

**Recommendation 6** – Accessibility assessments are conducted for all major works.

#### 4. General Comment

Barrier Free NZ Trust has been commissioned by the Earthquake Disability Leadership group (EDLG) to write a guidance document to the use of NZS 4121.

The instruction for the writing of the document is to include reference in the document to new and existing guidance material available on access, changes to design through modern technology, changes in regulations impacting on access and any other relevant comment which will assist users of the Standard.

The Standard is 12 years old and some within the disability sector were concerned it may be out of date. The disability sector and Councils have contributed both financially and content to this document, it has their endorsement.

The EDLG, disability sector and the Trust advocate for the use of NZS 4121, and the guidance document and checklists available in this recent publication, along with mandatory accessibility audits, if universal accessibility is a requirement, such as is mentioned in this document.

The new document:

Barrier Free Requirements for Quality Accessible Built Environments **(currently in draft form)**



*Best practice guide to implementing the access requirements of the NZ Building Act 2004. Amalgamating best quality detail in NZS4121:2001 deemed to be compliance document for PWD's.*

Single reliance on Council processing and consent staff for '*compliance checks*' will not achieve the level of accessibility Christchurch appears to be aiming for. Building Consent staff is restricted by interpretation of the legislation and regulations only. They do not have the scope to make recommendations on best practice. The Building Code and NZS 4121 can be chosen between and unfortunately that choice is often taken with little consideration on the disabled user, it is usually a financial choice.

BCA staff has a number of priorities, of which access is just one.

However, a Barrier Free NZ Trust access audit is independent, inexpensive, and informed and will ensure maximum probability of an accessible place and space and will likely assist the passage through the processing and consent stages.

An accessibility assessment will '*future proof*' Christchurch and provide for a safe, accessible journey for any user in Christchurch.

Barrier Free NZ Trust would welcome any opportunity to discuss our submission further or to present in person should that be required.

Lorraine Guthrie  
CEO Barrier Free NZ Trust

## **SUBMISSION ON: CHRISTCHURCH CENTRAL CITY RECOVERY PLAN – AN ACCESSIBLE CITY**

By: Lincoln University Professor (Emeritus) Transport, Christopher Kissling, FCILT, FRAeS

Withheld under section 9(2)(a)

### **Introduction**

There are many features of the transport plan (An Accessible City) which I fully support including the slow core, a hierarchy of streets, prioritising of routes for different travel modes, emphasis on pedestrians in the inner city, and discouragement of through traffic via the centre by making the Avenue's box a high performance set of streets / boulevards. There are details in design that will doubtless be addressed at the implementation stage. It is acknowledged that a series of land use decisions have already been made. "An Accessible City" plan must take these as givens. Nevertheless, the manner of implementation of the transport projects to give effect to the vision of the Central City Recovery Plan can be conducted in a way that can influence how land use developments take place. Transport in this stage of Christchurch's history should not just be seen as a derived demand, but very much as a planning tool that can be used to help shape demand not just for the central city but also for the wider metropolitan region.

### **Sequencing**

As this integrated plan will be implemented over a number of years, with the time span dependent upon budgets available to different agencies, it will be important to ensure that stages are undertaken in a sequence that does not lead to unintended short term outcomes.

As a principle, enticing change in behaviour through attractive experience is to be preferred to draconian actions and directives. Carrots rather than sticks will help educate the users.

For instance, the improvements needed for the Avenue's circumferential box to cater for high volumes of continuous traffic flow (minimal stop-start), should be introduced prior to imposing the slow core zone and modifications to some of the one-way streets. The modelling undertaken indicates traffic will get displaced to the Avenues by the slow core. The Avenues need to be ready to receive the diversions.

Change induced through rising frustration is a function of poor planning and implementation, but change in the direction wanted through good design of the facilities to support the change is a much better tactic.

### **Protection of transport corridors**

In the post earthquake situation and government buy out of land parcels from land owners, care must be exercised to reserve sufficient transport corridor space needed for a scalable transport system for the future.

Reservation of corridor space for the extension of the main line rail network into the heart of the city should be included in the package now. That should be the first phase in the revitalisation of passenger rail commuting for Christchurch. The link into the heart of the city is a prerequisite for creating an attractive rail-based service for longer distance connection to the inner city and its attractions from the peripheral settlements around Christchurch.

This reservation should allow for the use of "train-trams" that can run swiftly on the mainline system and as slower moving streetcars. The corridors may initially cater for bus trains on the primary PT routes into the central city, but be convertible to fixed rail.

The ability to create a rail ring around the central core in the future should be allowed for in land use planning.

It may not be necessary to use existing street space for this purpose as other alignments could be used as part of rebuilds covering the airspace above the transit corridors, allowing for excellent access to station platforms from many premises that are part of these integrated development complexes. Such an alignment could reduce the need for slow street running.

The "Accessible City" document is silent on the use of mainline rail passenger transport. Prudent planning and a well considered sequencing of multi-modal transport improvements that encourages integration between the various modes (eg rail/cycle and park&ride), is needed. The present inclination is to rely solely on buses for Public Transport in Christchurch. The experience in other parts of the world should be heeded as modern rail-based systems are proving to be very popular and energy efficient.

## **Energy Audit**

The "Accessible City" document has been developed using some good modelling tools. However, one form of comparative analysis has not been attempted and should be. That is to assess the energy consumption associated with alternative scenarios. Conservation of energy, especially oil-based fuels, can save New Zealand millions of dollars. It is prudent to assume energy supplies will be an issue in the future. On page 14, immediately above the heading "Heritage Tram", there is the statement that "Energy efficient and environmentally friendly options will be considered." This is a weak statement as decision makers in the future can "consider" but not necessarily "implement" energy efficient options. Rather than "considered", say instead, "implemented as a preferred option".

## **Parking**

Parking policy still seems to favour the all-day parkers receiving significant discount in reserved areas when compared with short term on street parking. This will not help wean them from their private cars in favour of PT. On street parking should be very cheap for short term occupancy, and rise significantly the longer a vehicle is parked. Parking buildings should give preference in prime locations to short term 1-2 hour parks with all-day parking relegated to the least desirable parking bays. Attraction of people driving their own vehicles to shop and conduct other business in the central core needs areas of free parking similar to the free parking provided at suburban shopping malls. The location of off-street parking to service the activities in the slow core will therefore be a critical element in the implementation of parking policy. Parking policy could adversely affect the overall thrust of the "accessible city" philosophy. Use of modern information and communications technology to assist people searching for a park should be strongly encouraged to reduce unnecessary traffic circulation. This should apply to private parking firms as well as for those managed by the Council. Future proofing by way of aiding electric vehicle recharging while parked is fully supported.

## **Commercial vehicle access**

In the rebuild of central Christchurch, buildings should be designed to accept delivery vehicles off-street and not necessarily at street level. This means sufficient allowance needs to be made for turning and manoeuvring. Delivery vehicles should not cause blockage to other traffic. Delivery times should not have to be confined to unsociable times of low congestion outside normal business hours if access is well planned. Christchurch has been presented with a unique opportunity to cater better than in the past for commercial vehicles; especially as whole-of-block projects are favoured in the rebuild.

## **Bus Interchange**

Page 13 of the document mentions "The area in and around the Bus Interchange can also cater for inter-city coaches, airport transfers and taxis." A fully integrated system must ensure this happens. Therefore to say "can also cater" should be strengthened to say "will also cater". The main interchange and secondary super stops on the bus network should also be designed to allow for integration with rail-based Public Transport (PT) in the future.

## **Shuttle Bus**

There is a strong case to continue the central city hybrid shuttle bus services as a means of distribution other than walking. As good as walking might be for health reasons; there is a significant segment of the population needing the type of service provided by such shuttle buses which help tie the slow core together. Christchurch needs to be all-age friendly and supportive of access for physically impaired citizens and visitors.

## **Conclusion**

I wish to discuss these matters further with those now responsible for implementing this "An Accessible City" plan, drawing on my long experience as a transport analyst. I am pleased that a number of the ideas I supported in the professional consultation phase of this plan preparation have survived to become key elements in the CCRP. I am conceited enough to think I can still offer good advice and provide constructive feedback as the present generation of professionals in various disciplines grapple with having to produce both workable and innovative solutions in a very short time frame. Antecedent planning processes that gave rise to the existing built and now "munted" environment had the luxury of greater time to model and consult. This present transport component of the Christchurch Central Recovery Plan is good but it can be made even better in my opinion. What it must do is provide a high level of certainty on shaping the future land use/transport system so that private investment can proceed with confidence.

Thank You for the opportunity to make this submission.

Withheld under section 9(2)(a)

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**From:** Dora Roimata Langsbury - - Withheld under section 9(2)(a)  
**Sent:** Wednesday, 30 January 2012 11:00 AM  
**To:** transport (CCDU)  
**Subject:** Accessible city submission - shuttle bus for inner city - please

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Kia ora koutou,

I am a resident in the inner city and I have a condition called fibromyalgia.

I live in Salisbury Street and work in Gasson Street.

Prior to the quakes I was able to use the inner city shuttle service to be to get to work and do my shopping.

Since the quakes I now have to drive. I no longer have access to an inner city public transport option.

The focus on inner city transport option appears to cater for bringing people into and out of the inner city, but there is no acknowledgment of the public transport needs of the 30,000 people that will be residing within the four avenues.

For many inner city residents with mobility challenges such as mine, walking and cycling are not always a viable option.

I would prefer to use public transport to get to work. Also, when the inner city is rebuilt, most of the residents will be living in the north east corner and all the services and amenities will be located in the south west corner, such as hospitals, swimming pools, courts, supermarkets and the bus interchange. A great design for those living outside the inner city, but not for those of us living inside the four avenues and requiring a public transport option.

An orbiting inner city shuttle bus service would allow residents and visitors located in the north east corner of the inner city access to the services located in the opposite corner of the inner city.

Many of the inner city residential associations have continually asked for an inner city shuttle bus service to be included in the new transport plan for the inner city. But each subsequent version of the inner city plans that I have seen have continued to focus on walking and cycling as the method of transport for the inner city. I have yet to see an inner city shuttle bus option that addresses the needs of inner city residents with mobility challenges.

How can we call this an "accessible city" transport plan when those of us with mobility challenges who reside in the inner city cannot access its amenities.

Please provide an inner city shuttle bus service for the inner city residents to use. Thank you.

Warmest Regards,

Dora Langsbury

Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

Submission on the CERA/CCDU Accessible City Chapter

*George Williams*

*PhD student (Urban Geography and transport)*

Withheld under section 9(2)(a)

**\*Are there any proposals in the draft Accessible City chapter that you particularly like?\***

- *Having priority streets for cycling, walking and public transport, and would like to see them extended and/or linked up to suburban equivalents.*
- *The 30km an hour slow core - so long as it is enforced.*
- *Encouraging through traffic to the four avenues and more overtly segregating street usage – arterial, feeder, shopping streets et.*
- *Pedestrian and cycling paths along the Avon.*
- *Designing intersections to ensure priority and safety for cycling.*
- *Cycle parking at bus exchange & super stops. We will need more.*
- *One-way streets with separated cycle ways on both sides.*
- *Improved way-finding signage – this is crucial for attracting new cyclists*

**\*Are there any proposals in the draft Accessible City chapter that you particularly dislike?\***

The plan's backward looking view that vehicle dependence is and will remain the dominant transport mode well past mid-century.

The emphasis on expensive inner city car parking subsidised by already overburdened ratepayers.

The lack of funding commitment for bicycle infrastructure and also details such as lane widths, intersection treatments, connection to existing or 'desire line' cycle routes, how routes prioritised for multiple modes will work, and cycle parking frequency, form, adequacy.

The plan's unstated but evident view that commuter cyclists can either put up with inadequate or non-existent infrastructure on high speed arterials and distributor streets or congested low speed routes shared with pedestrians and vehicles.

**\*Is there anything else you would like to see included in the Accessible City chapter?\***

*A statement of intent to discourage private vehicle use in the central city, especially for commuting – it sounds like blasphemy in Christchurch, but leaving the car at home when travelling into the city centre should be the easier option.*

*Link Central City routes easily and directly to the wider cycle network. Add this to the map on page 11.*

*Where cycle lanes share road space with car lanes, they need to be wider as traffic volumes and/or speed increase.*

*Provide for cycling through, and bike parking in, the Square.*

Ensure intersection treatments within the central city and at the four avenues are adequately setup to assist the smooth flow of pedestrian, bicycle and public transport movements.

Buses need priority where ever possible (not just where ever practical) so that it is faster to take the bus and therefore more appealing.

*Put strong breaks into the Inner City Streets to discourage motorised traffic, retain through ways for pedestrians and cyclists. Develop neighbourhood greenways. (see <http://cyclingchristchurch.co.nz/general-a2b-by-bike/vancouver-neighbourhood-greenways/> for more detail)*

*Make car parkers jealous of bike parkers – provide secure, safe easy bike parking and make it a condition not a suggestion, that new buildings not only provide, but priorities bike parking spaces.*

***Specific Changes and Projects required to successfully enable mode choice:***

- Existing separated cycleways along North and South sides of Riccarton Ave – through Hagley Park – must be kept.
- Extend the cycling route at Kilmore/Fitzgerald/Avonside intersection to the east of Fitzgerald Avenue along Avonside Drive.
- The proposed two-way Salisbury Street provides a much needed east/west cycle commuter route for the north east corner. The route located on the northern side of the Avon River will be popular with recreational cyclists and should remain.
- The South side of the Avon River needs some form of cycle route too.
- Designate Armagh St as an east-west cycling route. This is/was a very busy route already and needs to be maintained at the very least, if not upgraded to a prioritised cycle route.
- The proposed contra flow cycle lane on Tuam Street unnecessarily congests pedestrians, cyclists, cars and busses on a 50 km/h arterial. Move the cycle lane to Oxford Terrace and through to Lichfield Street. This easily ties into the cycle routes on High/Ferry, Antigua, and Hagley.

- Convert the eastern side of Madras to separate contraflow cycle lanes and footpaths with a 30 km/h limit. With CPIT, the stadium and residential planned for this area safety and amenity considerations require this. Cars retain access. Mode choice, even encouragement is supported. A major north/south cycle commuter route is provided. Cars will also have Fitzgerald Avenue and Montreal Street. Pedestrian access to the central city's vibrant café and shopping is encouraged.
- Provide a mid-block pedestrian crossing on Madras between Moorhouse and St. Asaph to safely provide for pedestrian desire lines to shopping and eateries. These will also be needed at other key points on other streets.
- Increase vehicle capacity and encourage cars to the four avenues by closing some cross intersections and providing only 'left in/left out' side roads.
- This is a long term plan. Include a mechanism for community inclusive review and updating.
- Provide a timeframe and prioritised actions so the community can effectively consult on both.
- Travel planning is wholly missing and an important congestion and mode choice tool.
- Funding for pedestrian, cycling and public transport infrastructure needs to be allocated *ahead* of other transport projects.

### Overall Considerations

- Keep cars and parking on the periphery. Provide shuttles to and around the central city.
- Save us from high rates by making active and public transport the easy and obvious choice. All car parks must pay for themselves, by either being cheap to build or expensive to use, or both!
- Provide multiple direct and unobstructed routes to encourage people to make cycling more attractive than driving.
- Acknowledge and provide for the 60% of current non-cyclists who would like to cycle, "the interested but concerned".
- The slow core is a good start, but 30 km/h needs to be enforced for it to work.
- This plan is completely meaningless if funding is not made available and specifically allocated to active and public transport modes.
- Mode change can only be achieved by making non-car modes more appealing, which is achieved by improving the non-car modes, but also by making car travel more difficult/costly.



### **Priorities:**

- Start talking to the community. We must be involved, empowered even, at every level and step. Freely sharing information and ideas will improve all of our skills and expertise. Together we can implement a 1,000 day plan which will bring real transport mode choice to Christchurch.
- Take up the opportunity to provide cycle commuter and recreation routes early on to pioneer central city revitalisation
- Prioritise cycling infrastructure as a requirement in all projects
- Implement Christchurch Transport Plan and work with community to improve and align cycle links
- Apply CCC cycling infrastructure design standards to central city

We do not expect and should not need to be involved in every detail. When government takes the time to develop plans and prioritise projects in collaboration with the community how to sort the details will become obvious.

### **\*What are your overall comments on the Accessible City draft chapter?\***

Share an Idea was very clear in asking for a sustainable green city with good active and public transport.

We were glad to be asked to share our collective wisdom and insights. We even hoped we would be listened to. Neither the central city blueprint nor this transport plan have supported community needs and expressed desires.

People do want shopping and café dining. Some of us would like to live in the central city. Both are more attractive without the hazard, noise and pollution of vehicle traffic.

The quakes took away much. Let's seize the opportunity to build a city which acknowledges the new conditions and constraints of our changing world.

If Christchurch is to retain and attract the people we need we must offer them a city designed for the future. An affordable and attractive city which meets people's real needs first.

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**From:** Frank Dohmen Withheld under section 9(2)(a)  
**Sent:** Wednesday, 30 January 2013 9:11 p.m.  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dir Sir, Madam

Please find my submission on the plan below.

### Vision

The vision for an accessible city is very suitable as accessible cities are more pleasant to live and create more and better economic opportunities for businesses. However, the vision does not incorporate sustainability, which is remarkable as this is a fundamental element in most city development plans. Many Share an Idea submitters expressed the desire for a sustainable city.

### Cycling

The goal of making Christchurch cycle friendly is laudable and reflects the desires of many "share an idea" submitters. However details about how to achieve this appear to be scarce in the plan. The plan aims to make Christchurch a cycle-friendly city. However, clear details on how to achieve this seem to be missing. For instance: "**Where necessary**, roads that are prioritised for cycling will have separated cycle lanes to allow safe routes for all users. Other streets **may** also have improved, safer cycle facilities." The conditional wording does not reflect the plan's ambition to make Christchurch a safe and most enjoyable place to cycle in. Why does the plan not make a clear commitment to increase the number of bike trips or to decrease number of (fatal) accidents (e.g. by 30% in 3 years)? Rate and tax payers may find it hard to hold policy makers to account how their money is spent as the plan lacks clear milestones on cycling infrastructure.

It is understandable that making Christchurch cycle-friendly can not happen overnight but there many improvements which can be implemented fairly quickly and that will make a huge difference for cyclists. Please consider a 1000 day plan that will see tangible and innovative changes in cycling provision and an increase in numbers within 3 years as expressed by the cycling advocacy group Spokes. Provide a clear time frame and prioritise actions.

So called priority cycle routes are actually shared with priority routes for other transport modes (cars, buses and pedestrians) for the majority of their length. Why are they called priority cycle routes if the use is actually shared?

The plan (by nature) is focused around cycling in the city center but does not explain how cyclists can get safely to the city center from their homes in the suburbs. Neighbourhood greenways which provide through routes for pedestrians and cyclists would solve this problem elegantly.

Usage of paint or barriers for all cycle lanes that are not separated, to encourage traffic to leave space for cyclists.

Work together with Spokes to implement cycle-friendly infrastructure as there is a wealth of knowledge in this organisation. Involve the community as they will be the ones using the cycling infrastructure.

Please provide plentiful and secure bike parking facilities.

Please keep cars and parking on the periphery. Provide shuttles to and around the central city.

All arterial streets to provide separate safe lanes for cyclists

**Public Transport**

The plan does not offer any other public transport modes which is a missed opportunity. Modern, livable and accessible cities offer multiple transport modes. A enormous reliance on road infrastructure poses risks for the future economic development of Christchurch. Investigate implementation of heavy commuter rail as well as light rail.

Many thanks for considering this submission.

FH Dohmen

Withheld under section 9(2)(a)

## Christchurch Central Recovery Plan: Accessible city draft chapter submission

Full Name: **Simone Rewa Pearson and Peter Dyhrberg**

Postal Address:

Email: **Withheld under section 9(2)(a)**

We **wish** to discuss the main points in our written submission at any hearings that might be held.

We currently live in Christchurch's central city and have both enjoyed the benefits of inner city living for ten and thirty seven years respectively. We are part of Chester Street East Residents' Association [CSERA] which has been active for the last thirty two years. CSERA is bounded by Kilmore, Fitzgerald, Madras and Armagh Streets and contains about 240 households.

Thank you for this opportunity to comment.

### Overall comments

#### **Need for on-going engagement with stakeholders**

This is a long term plan. Please include a mechanism for inclusive community review and updating. Implement this empowered community participation as a priority. Provide a timeframe and prioritised actions so the community can effectively consult on both.

#### **Stronger commitment to active transport infrastructure and partnership with SPOKES Canterbury Cyclist Association and other stakeholders.**

There is evidence supporting the economic value case for prioritising active transport<sup>1</sup>. This combined with the following conditions gives Christchurch the potential to provide an ideal environment to making active transport such as cycling, a favoured transport method:

- Flat landscape makes active transport relatively easy
- Mild climate makes for active transport year round
- Hagley park, Avon River Precinct, Frame and cycle ways provide a pleasant and safe route
- Rebuild of city centre infrastructure is an opportunity to get it right

### Proposals supported

Car travel (pg 17) Conversion of Kilmore-Salisbury one-way pair to two-way operation.

Walking (pg 8) Support for greenway and through block connections. In the CSERA area the current infrastructure forms a starting point for this from Kilmore Street through Dawson St and through the new Council park at 160 Chester Street East. The acquisition of adjoining properties on Armagh Street would complete the greenway from Kilmore to Armagh Street.

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<sup>1</sup> Canterbury District Health Board (2013) submission, Christchurch Central Recovery Plan, pg 3

Central City Lanes (pg 23) Support for the creation of new lanes and creation of existing lanes. The conversion of 'Dawson Street' to 'Dawson Lane' is consistent with the proposed Central City Lanes Policy 7.9.7

### Other recommendations

#### CYCLING

All "key cycling routes" in the central city should be dedicated and separated. Having regard to the "Possible cycle lane options" in the Draft document, it is submitted that the least degree of separation should be via a physical kerb.

#### PUBLIC TRANSPORT

Bus route arrangements which:-

- "consolidate" 40 routes to 7,
- follow a "hub and spokes" model,
- by implication increases the number of bus changes required by passengers to reach any given destination

Are likely to make bus transport markedly less appealing and result in a significant decrease in bus patronage

It is considered important that a commitment be made, now, that as the rebuild progresses, energy efficient and environmentally friendly inner-city transport methods will be implemented (for example, incremental reintroduction of shuttle services or adoption of a route flexible, small scale, "toastrack" style people and their parcels mover, likewise to be introduced incrementally as the rebuild progresses).

With regard to the yellow Shuttle bus, consideration be given to its immediate return and alternative routes considered to ensure best use of resources given the changing inner city population, location of tourist accommodation and attractions.

Widening of Manchester Street by 9 metres, between Lichfield and Armagh Streets, in order to facilitate formation of that street into a boulevard, is supported. It is submitted, also, that widening by 4.5 metres further north than that, as far as Salisbury Street, warrants careful consideration.

#### CAR TRAVEL

**Conversion of one way to two way:** Two-way traffic brings life to the city and one-way encourages people to travel through the city. The broad principles that support converting one way streets to two-way streets are consistent with the four goals of CCDU's transport strategy to:

1. Improve access and choice
2. Create safe, healthy and liveable communities
3. Support economic vitality
4. Create opportunities for environmental enhancement

Jill Bradley's submission outlines in detail how the conversion of one-way to two-way supports CCDU's transport strategy's four goals.

An economic argument supporting the conversion is that the Christchurch City Council will receive very significant increased rates revenue from streets that were underdeveloped due to being one-ways or being isolated by one-ways. Business development in cities that have moved from one-way to two-way has been very positive and city rates revenues have increased.

Anecdotal evidence suggests conversion of one-way to two-way would be amongst the cheapest and most effective changes to the transport system. I recommend a cost analysis is completed and made publicly available.

Withheld under section 9(2)(a)

Inner city resident, Gerard Smyth, has lived at \_\_\_\_\_ : for the last fifteen years and makes a comment about the negative impact on the community of one-way streets:

Withheld under section 9(2)(a)

\_\_\_\_\_ e Kilmore St the road is two way. 80 metres away Kilmore becomes one way (at the intersection of Kilmore and Madras Sts.) I would like to comment on my experience over the last 15 years of observing the speed with which cars travel along Kilmore –particularly in the middle of the night. I have heard, and seen 1000's and 1000's of cars and motorbikes travelling at speeds over 100 kph along this stretch of road.

The noise is the worst thing. One cannot hear one's neighbourhood. Thus one lives in isolation from one's neighbours. The street has a dysfunctional slum feeling. Barbadoes and Madras Streets too have always appeared like this to me. The earthquake changed that. The roads became silent and now we can hear each other's worlds. People are more responsive to each other –we talk about how we are now in each others lives more. The traffic passing my house has traditionally passed through the city from East to West. So if one lives in Sumner and wants to go to the airport, the quickest way is to travel along the one-way system-through the heart of city.

How can the declared objective of the city administrators be to have increased communities in the city, when priority is given to the motorcar?"

CROSS SUPPORT FOR CONVERSION OF ONE-WAY TO TWO-WAY (as at 4 Feb 2013):

1. **Jill Bradley**
2. **John Scott**
3. **High Street Business Group**
4. **Inner City East Neighbourhood Group** (Madras/Barbadoes and Kilmore located in area) support for conversion of Madras/Barbadoes to two-way
5. **Murray Britt**
6. **Nicky Wagner** (MP Central Christchurch)
7. **Peterborough Village** (Madras/Barbadoes and Kilmore/Salisbury one-way intersect Village) support Madras/Barbadoes and Kilmore/Salisbury conversion to two-way
8. **Victoria Neighbourhood Association** – (Durham/Montreal one way intersect association) majority support for conversion of one-way to two-way

**Risks associated with retaining Montreal/Durham one-way:**

- a) Durham St puts heavy traffic volumes along the riverbank (Cambridge Terrace) from Gloucester St to Lichfield St. This makes an unpleasant edge for the most central part of the proposed new Avon River Park by creating noise, and fumes along its western edge and making crossing to/from the River Park difficult on that western side.
- b) Montreal St has different but equally bad negative effects, in this case that traffic separates the Art Gallery from the Arts Centre, and detracts from Cranmer Sq through noise, fumes and restricted access around the edge of it.

**Risks associated with retaining Barbadoes/Madras one-way:**

- a) Approximately 2/3 of Barbadoes/Madras streets are through residential areas and one ways on residential streets do not enhance the quality of urban life nor create liveable communities. This has been given as one of the reasons for conversion of Kilmore and Salisbury from one-way to two-way.
- b) The new eastern frame is bordered on the eastern side by the Madras one-way. This makes an unpleasant edge for the entire eastern edge of the eastern frame by creating noise, and fumes and making crossing to/from the residential area difficult.

**Risks associated with conversion of Tuam to one-way:**

- a) In light of the forgoing, it is submitted that Tuam Street (a) remain two way and (b) not be widened. In this context it is further submitted that to make Tuam Street, in particular, a one way, in tandem with Lichfield street, would seriously undermine the intended role of the four avenues.

For example, to set Tuam Street up so that it will be a major access way into the city for both vehicles and buses from the west would be likely to result in much of the vehicular traffic, currently coming in from the west via Moorhouse Avenue but intending to travel through / around the city, coming in, instead, via Tuam Street because it presents an easier pathway for travel through /around the city than Moorhouse Avenue.

Such a result would appear to be contrary to the goals and objectives these Draft provisions are intended to achieve, as well as to the objectives underpinning the status of the four avenues as "major arterial" routes.

**A single maximum speed within the four avenues, for example 30 k/m**

A single maximum slower speed within the four avenues is likely to encourage increased travel by cyclists and pedestrians while reducing travel by motor vehicles as envisaged within the draft plan. Combined with the conversion of one-way to two-way it would discourage through traffic in the city centre and create a more liveable, safe and economically more viable city centre. Such a speed limit is both clear and simple as well as being relatively easy to control and monitor.

Professor Simon Kingham who has been extensively involved in Transport policy and research recently conducted a study that showed that safety was the most significant issue for potential cyclists. Reducing the speeds will make people feel safer:

"Faster moving motor vehicles make cycling feel unsafe to people who do not currently cycle. Slowing maximum speeds in the whole of the central city will encourage more people to cycle. There is a wealth of evidence that shows that reducing the speed of vehicles from 50km to 30km also significantly reduces the risk of a pedestrian or cyclist dying in a collision with a car. In the UK reducing speed limits to 30km (20mph) is a growing trend and this reduction has been described as "most cost effective way to improve quality of life"

– 'Accessible City Draft submission' (2013) Professor Simon Kingham, Canterbury University, pg 3

A single maximum speed would include all roads streets, terraces, places and avenues (including Hagley and Rolleston Avenues but not Riccarton or Harper Avenues), that lie within the region of the Christchurch City precinct bounded by the 'Four Avenues, viz. Fitzgerald, Bealey, Deans and Moorhouse.

CROSS SUPPORT FOR A SINGLE SLOWER SPEED WITHIN THE FOUR AVENUES:

- **Murray Britt**
- **SPOKES** - support a slow core and request that it be extended
- **Simon Kingham** Professor of Geography and Director of the GeoHealth Laboratory, University of Canterbury
- **Victoria Neighbourhood Association**

I request the travel time impacts for a single maximum speed in the four avenues to be made public.

#### PARKING

It is submitted that the provisions allowing for carparking of up to 50% of the defined floor area within the core of the city, regardless of whether the floor area in question is Commercial (office), Commercial (retail) or Residential, is too liberal in the sense that it could too easily result in outcomes being seriously at odds with goals and objectives related to the desire to generate a people friendly city.

At the very least it is submitted that lesser percentages for carparking be provided for Commercial (office) and Residential.

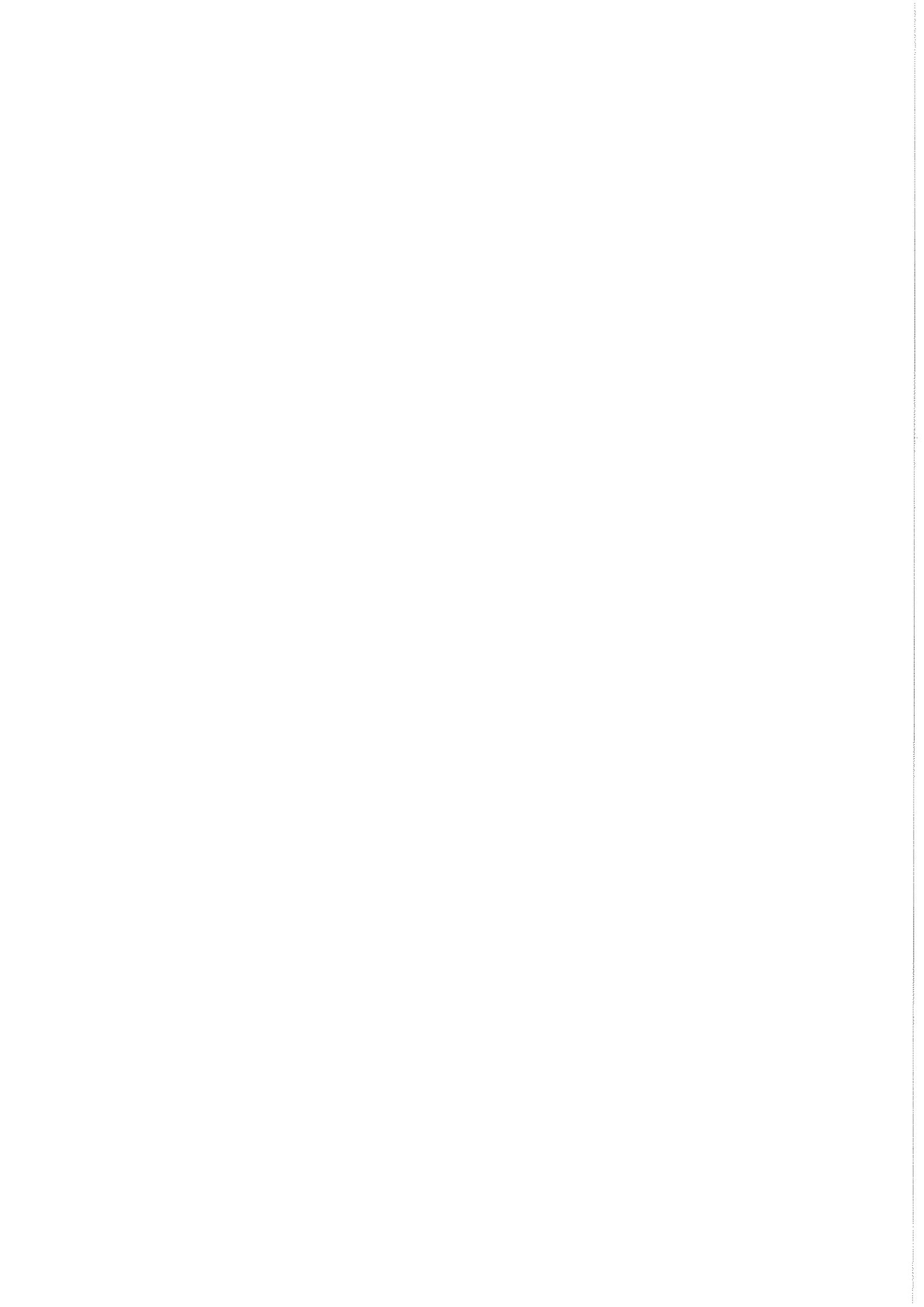
Further, it is observed that the Draft proposal to have carparking buildings scattered around the core of the city is less suitable to the stated goals and objectives than ensuring that these facilities be at the outer edges of the core.

It is submitted that provisions for carparking be seen as complementary to the advocated commitment to an incremental reintroduction of shuttle services or adoption of small scale "toastrack" style inner city transport.

Treating these as complementary serves:

- a) to clarify the appropriateness of carparking facilities being kept to the outer edges of the core and;
- b) points to an outcome that should be more consistent with the goal of a achieving more people friendly and less vehicle dominated spaces within the city core.





# Amended Submission on Draft Christchurch Central Recovery Plan

## “An Accessible City”

Murray Britt

2 February 2013

### 1) *Central Christchurch Speed Zones*

Traffic flow is likely to be maintained at a steady flow where the rules governing speed are kept to a minimum. A situation in which maximum speeds can suddenly change from 30km/h to 50 km/h as proposed in the Draft for Consultation is unlikely to support a steady traffic flow particularly as motorists continue to search for the quickest way to and from the central city.

On page 6 para 1, the inner zone maximum speed is recommended as 30 km/h. Outside this zone, the maximum speed is recommended as 50 km/h, ie the status quo but with some 50 km/h streets being “managed at a slower speed to fit with the surrounding environment”. The following statement, “ The streets will be designed to support the intended speed environments” merely supports the vague nature of the thinking in this part of the Plan. A simpler, and in my view, more sensible plan that properly acknowledges the safety needs of all who travel in the city might be to have a single maximum speed of 30 km/h for all roads streets, terraces, places and avenues (including Hagley and Rolleston Avenues but not Riccarton or Harper Avenues), that lie within the region of the Christchurch City precinct bounded by the ‘Four Avenues, viz. Fitzgerald, Bealey, Deans and Moorhouse. Such a speed limit, while not orthodox in New Zealand, is both clear and simple as well as being relatively easy to control and monitor. Importantly a 30 km/h maximum within the Four Avenues is likely to encourage increased travel by cyclists and pedestrians while reducing travel by motor vehicles as envisaged within the draft plan.

### 2) *One way streets inside the Four Avenues*

Ever since architect Ian Athfield argued for abolition of the one-way road system within Christchurch, there has been considerable argument among the Christchurch citizenry as to the value or not of the system. My view is consistent with the views expressed by Athfield, as well as by international town planners and urban architects from Gehl Architects, who prepared an urban design report to the CCC in 2010. That view is that the current system simply creates north-south and east-west bypasses for Christchurch. And I thought that our approach with New Christchurch is to make it an exciting vibrant city and not a city without people. Not only has this ‘by-passing’ of Christchurch been a daily occurrence by many for a number of years, but is being done at considerable speed. Regular monitoring of speeds for example along Barbadoes Street will show that along some sections of the street, such as between Bealey Ave and Salisbury St, speeds often reach 70-80 km/h, ie well in excess of the current 50 km/h limit. In order to improve levels of safety for all who use the streets in the central city I have proposed a 30 km/h limit in the region bounded by the Four Avenues – see Section 1. It may then be that motorists for whom the intention is to bypass the central city are likely to opt for a Fitzgerald Ave journey where the maximum speed would be as now, 50km/h. And it is a relatively straightforward task to use automated traffic light systems to slow traffic to a maximum 30 km/h along all sections of the one-way system as elsewhere. A bonus is that everyone will have an unambiguous understanding of the rules governing vehicle speed in the city.

Alternatively, the angst generated, particularly among many inner city residents, by the existence of the one-way system would largely disappear if the streets in the one-way system were changed to two-way streets while still being subjected to an upper speed limit of 30 km/h.

3) *Pedestrians and Cyclists in New Christchurch*

It is indeed heartening that there seems to be, for example on page 6 of the Recovery Plan report, an intention to give priority to pedestrians over other road users. Personal safety is mentioned but little detail given. The retail precinct in Cashel Street will be for pedestrians only and eventually, laneways will provide connections to other streets in the grid. A proposal suggested by Gehl architects would pretty well guarantee pedestrians priority on the streets of inner Christchurch. Gehl suggested that consideration be given to creating a single seamless pathway for pedestrians throughout the city. Such a pathway would mean that motor vehicles and cyclists would always be required to give priority to pedestrians.

A concern however also exists regarding the relationships between pedestrians and cyclists particularly where they must coexist on pathways such as for example the dual pedestrian/cycle pathways in Hagley Park and Rolleston Avenue/Park Terrace. Many cyclists using such dual pathways often seem to have little regard for the safety of pedestrians particularly as they pass close by as they whoosh on their merry way. It is often frightening for elderly pedestrians to suddenly realise the proximity of fast moving cycles. A sudden move to left or right not anticipated by the passing cyclist has the potential for death by cyclist, a somewhat ironical situation given the oft reported angst that can exist between cyclists and motor vehicles. At the very least all cycles will need to have and to regularly use a bell. An awful thought but there may need to be a Council bye-law in which bicycle bells are mandatory.

4) *A Christchurch that cares for Young and Old*

As I read again through the Christchurch Central "An Accessible City" I am struck that, while much mention is made of the distinct nature of the types of transport that is envisaged for our city, no mention is made of the specific needs of the young and the elderly. What of the young mother with a new child in a pram and how does an elderly person find his/her way to the nearest bus location following a shopping venture? So, can I make a plea that, before the final document is completed, it is thoroughly reviewed by an independent auditor to ensure that the needs of the young and old are properly included.

5) *'An accessible City' Project Evaluations*

Just as the Consultation document is devoid of anything directly pertaining to direct needs of the young and elderly, I can find nothing about an ongoing evaluation of this project in order that all who have contributed can see outcomes that truly reflect their expressed needs and desires. I feel sure that a well-qualified array of academics could be located to carry out such evaluations over the coming years. An ongoing awareness of progress reported by such independent groups would likely contribute much to the overall well being of Christchurch and Canterbury citizens.

Submitter:  
Murray Britt

Withheld under section 9(2)(a)

Submitted on Fri, 2013-02-08 15:00

Submitted values are:

Withheld under section 9(2)(a)

Full Name: :

Organisation (if applicable):

Postal Address:

Email:

Withheld under section 9(2)(a)

*What are your overall comments on the Accessible City draft chapter?*

It is good to see the inclusiveness of walking, cycling and public transport in terms of buses. The fact that the environment will push people to walk instead of drive is good. Am disappointed there is still so much precedent going to automotive travel.

*Are there any proposals in the draft Accessible City chapter that you particularly like?*

Street style, with encouragement to walk and cycle. Creating a warm and inviting street scape.

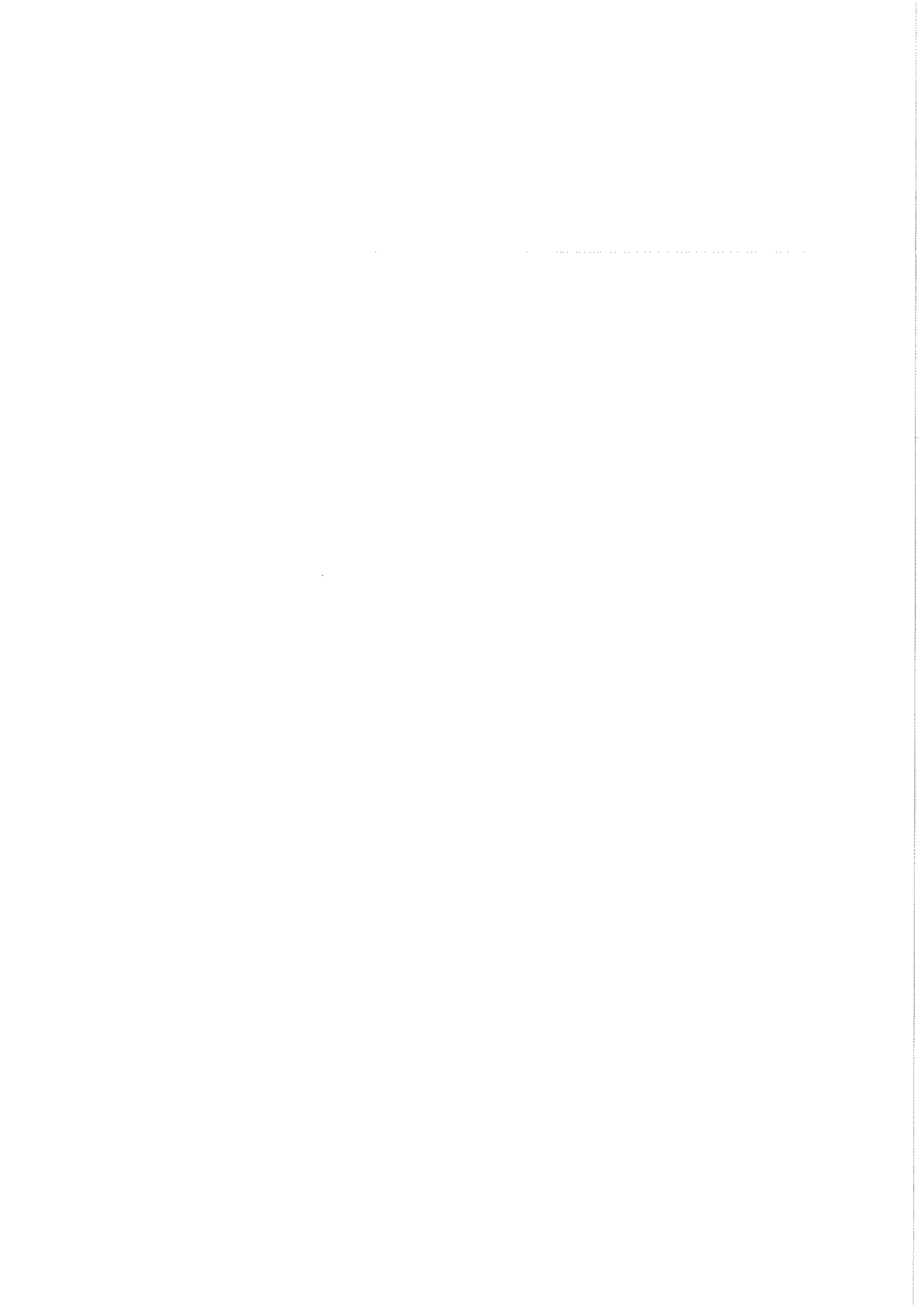
*Are there any proposals in the draft Accessible City chapter that you particularly dislike?*

Car park areas within predominantly designated walking/cycling and public transport areas. Why have them there at all. Is it too much to ask someone to walk a block or two to get where they need?

*Is there anything else you would like to see included in the Accessible City chapter?*

A rail system(likely light rail). It is rather short sighted to think we will be relying on automotive transport in even 20 years time. There should be an inclusion of rail corridors in and out of the city centre to major suburban hubs (of which are very prominent in the living of Christchurch residents currently).

Public release of comments: Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.



**Representing: Michael Ogilvie-Lee, Resident of Christchurch City and MD of OLT Properties**

## **Proposal: Traffic and Parking for 'An Accessible City'**

The Christchurch Central Recovery Draft Plan for an 'Accessible City' is by and large a good plan. It looks to achieve an attractive streetscape that successfully incorporates a higher level of choice across all modes of transport. Whilst the plan is very good it is important to realize that it is not only the attractive streetscapes, environmental enhancement and livability of the plan that is important. These things have been very well addressed. Another goal that is at the heart of the plan and is crucial to the success of the CBD is the economic viability of the new city. To establish whether the plan has taken this sufficiently into account one needs to look at the access and the parking. These two factors will be critical to the success of the businesses within the CBD.

### **Access**

Christchurch offers unique challenges in regards to the access due to the Avon River which creates a natural barrier to the North and West of the CBD and the Square, which further reduces car access to the North. Because of this I believe that access needs to be optimized along the roads available. The plan goes some way towards doing that, however considering cars account for 72% of travel done in Christchurch, with Cycling accounting for 4% and public transport 3%\*, my only criticism, is that there is insufficient emphasis on the importance of car access, particularly through Manchester Street .

I am concerned when I hear that private car access through Manchester may be impeded or discouraged and feel that impediments such as a service lane, cobblestones or the lack of widening where Manchester meets Armagh St and the Avon River, are short sighted and fail to recognize what a critical access point this street will be. It is important to note also that current projections have Christchurch traffic increasing by 40% by 2041 brought about by a population increase of 25%\*. Coupled with the ageing population and the radial, low density nature of Christchurch, the city's reliance on cars and using them to access the city is only going to increase. Looking at the plans, I am concerned by the fact that the single vehicle lane in each direction is bound by a pavement which will cause delays when people park, and when there is a breakdown. This formation also gives very little flexibility in future as demands on our roads increase.

This is a unique opportunity for the council to give appropriate importance to Manchester Street as an access point by widening it and designing it in a way that maximizes thoroughfare for private vehicles and minimizes the congestion. I am supportive of the proposed greenery, boulevard feel and the green effect of the trees on Manchester Street, but would like clarification that Manchester Street will always remain accessible by private vehicles and would like to see a discussion plan around how this street can be designed to optimise access to the CBD by private vehicles. I believe there should be a serious discussion around the widening of the bridge where Manchester crosses the Avon River at Armagh Street, because we foresee significant bottlenecks at this junction. I am

also quite adamant that there needs to be two lanes accessible by cars. This can be done by either sharing the bus lane between cars and busses or by moving the trees out of the parking lane and onto the pavement and making the parking lane a transit lane at certain times and parking at other times. This is the suggestion that will have the least impact on the current projected plan

## **Parking**

72% of travel in Christchurch is by car and 85% of travel is done for either shopping or a social outing\*. Because of this, parking is going to be essential to the viability of businesses within the CBD. Currently there are no details on parking available. The plan has attempted to estimate the parking buildings that will be built, but my understanding is that of the six parking stations within the Retail district, only Antony Goughs is confirmed. There is also no distinction made between private and public parking, which is important because many parking spaces built, would be done so to accommodate the developers tenants, without providing any space for the public. The councils provision for up to 50% of the gross leasable floor area, will encourage private parking and is a positive initiative, however it will not necessarily benefit those looking for public parking spaces.

We would like to see a detailed analysis of public parking in the form of a discussion between the major land owners in the retail district and the CCDU team responsible for the planning. This analysis should attempt to specify actual buildings, the number of parks in each building as well as independent estimates of the number of public parking buildings and spaces required. As a preliminary step I think that a note in the final plan is required to demonstrate that more detailed discussion is required, followed by a series of co-ordinated meetings between the CCBA and other major parties and the CCDU transport team.

Thank you for your consideration

\*

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\* Christchurch Transport Strategic Plan – Available at [ccc.govt.nz/thecouncil/policiesreportsstrategies/transportplan/index.aspx](http://ccc.govt.nz/thecouncil/policiesreportsstrategies/transportplan/index.aspx)

Withheld under section 9(2)(a)

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**From:** info@ccdu.govt.nz on behalf of Christchurch Central Development Unit  
**Sent:** Tuesday, 5 February 2013 9:34 p.m.  
**To:** transport (CCDU)  
**Subject:** Submission: An Accessible City

Submitted on Tue, 2013-02-05 21:34  
Submitted values are:

Full Name: Michael Anthony Hurrell  
Organisation (if applicable):  
Postal Address:

Withheld under section 9(2)(a)

Email:

What are your overall comments on the Accessible City draft chapter? Good concepts Are there any proposals in the draft Accessible City chapter that you particularly like?

Pedestrian priority in the inner city streets.

More low profile parking buildings/areas.

30km/hr inner city speed limit. (This will push more people onto the 1-way system, so am not sure that reverting Salisbury/Kilmore Sts to 2-way is necessarily going to work.)

Are there any proposals in the draft Accessible City chapter that you particularly dislike? No Is there anything else you would like to see included in the Accessible City chapter?

There should be separation of cycle and pedestrian lanes in busy central locations where routes converge on the central city (including greenspaces like Hagley Park). I have personally noticed greatly increased utilisation of shared pedestrian/cycle paths since the earthquakes. However higher use increases the risk of collision and diminishes enjoyment of both walkers and cyclists. Such healthy activities should be made more attractive by providing separate pedestrian and cycle lanes.

I would like even more cycleway development in the residential feeder zones around the city. Clearly there is a point beyond which most people are reluctant to cycle. However, providing high quality cycle trails would encourage many more to cycle in and out of the city. I would like to see cycle arterials extending as far out as Ilam, Papanui (the rail trail needs widening but otherwise is excellent), Shirley, Avonside, Linwood, Opawa, Cashmere, Hillmorton and Upper Riccarton. These arterials could be extended further out if there was demand for it. The benefits are obvious -- less traffic congestion, a fitter (and probably happier) population  
Public release of comments:

The results of this submission may be viewed at:  
<http://ccdu.govt.nz/node/248/submission/1323>



GO

## The Plan for a new central city

[Home](#) » [An Accessible City](#) » [Comment on An Accessible City](#)

### Comment on An Accessible City

An Accessible City is a new draft Chapter of the Christchurch Central Recovery Plan, focused on how people travel into and around the city. We want to make sure An Accessible City fulfils its title. Our transport systems need to be affordable, resilient, environmentally sustainable and practical.

CERA would like your ideas about the draft chapter. You have until 5.00pm Friday 1 February 2013 to gather your thoughts and get them to us.

Comments must be received no later than 5.00pm Friday 1 February 2013.

[Read An Accessible City here.](#)

If you have any questions about An Accessible City, please call 0800 RING CERA (0800 7464 2372) or email [transport@ccdu.govt.nz](mailto:transport@ccdu.govt.nz).

#### Paper submissions

You can also [download a printable submission form](#) [PDF 350KB] and post it to:

CCDU, Private Bag 4999, Christchurch 8140

If you wish to supply additional supporting information with your submission, please use the paper submission form and post all material to the supplied address.

If you wish to send a written submission electronically, please email to [transport@ccdu.govt.nz](mailto:transport@ccdu.govt.nz).

#### Online submissions

Use the form on this page, answer as many questions as you like. You do not have to answer them all.

Please enter your email address in the field provided if you would like to receive a copy of your submission.

Full Name:

Allister Cotter

Organisation (if applicable):

Postal Address:

Withheld under section 9(2)(a)

Please enter your email address in the field provided if you would like to receive a copy of your submission

What are your overall comments on the Accessible City draft chapter?

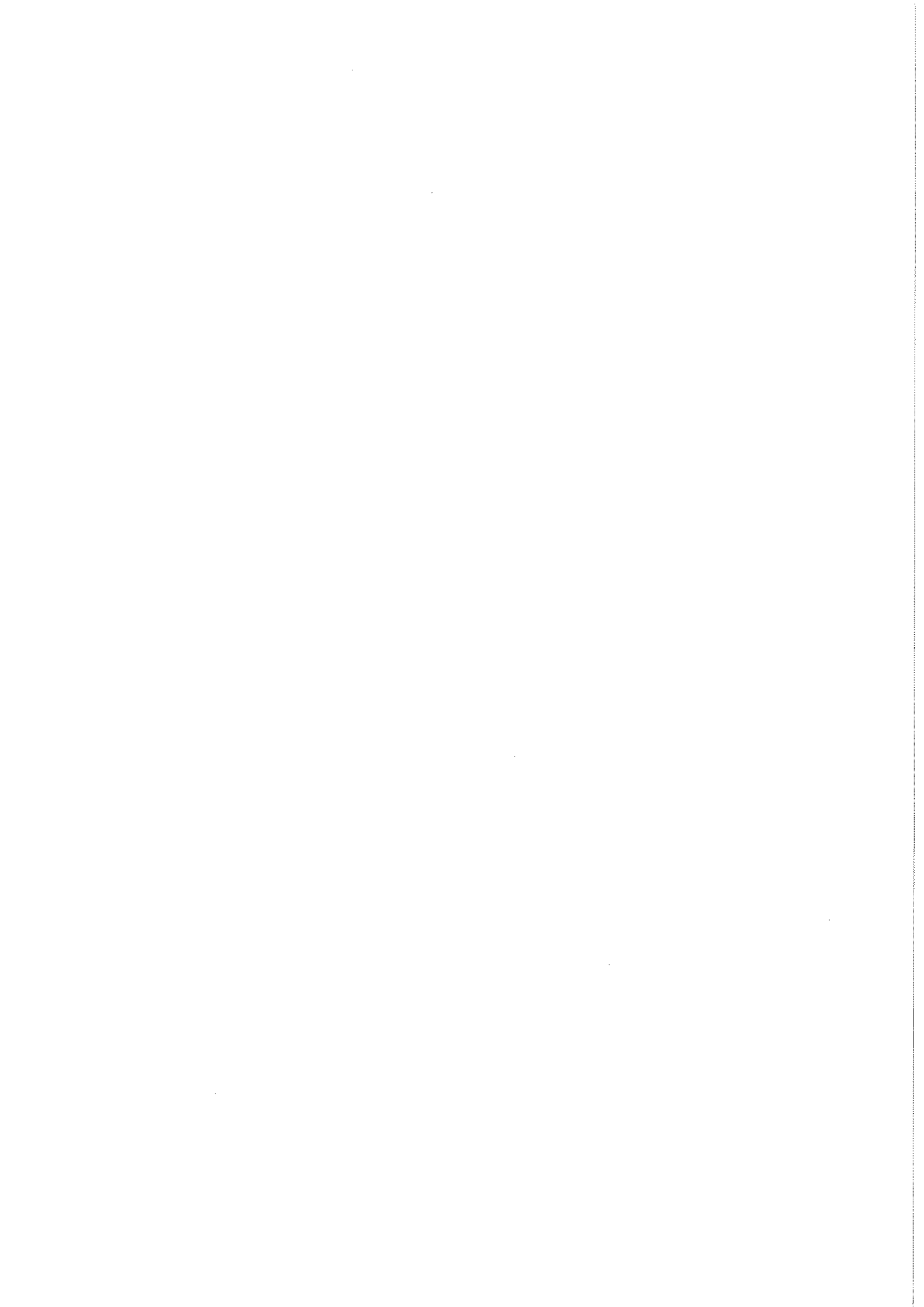
Are there any proposals in the draft Accessible City chapter that you particularly like?

Pedestrian inner city. Avon walkway and cycleway.

Are there any proposals in the draft Accessible City chapter that you particularly dislike?

I do not favor the proposal to alter Tuam st to one way. The previous Lichfield st Bus Exchange created it's own "Two Way" section for the use of buses only. Giving Buses priority the buses should manage egress onto a two way street. Cross town traffic must be encouraged to use Moorhouse and Brougham sts. If Salisbury and Kilmore are going two way then St Asaph should  
The proposed new Stadium will effectively block several inner city streets, and I am concerned that these previously viable business districts will become dead end backwaters.

Public release of comments:



## The Plan for a new central city

[Home](#) » [An Accessible City](#) » [Comment on An Accessible City](#)

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Please enter your email address in the field provided if you would like to receive a copy of your submission.

Full Name:

Allister Cotter

Organisation (if applicable):

Postal Address:

**Withheld under section 9(2)(a)**

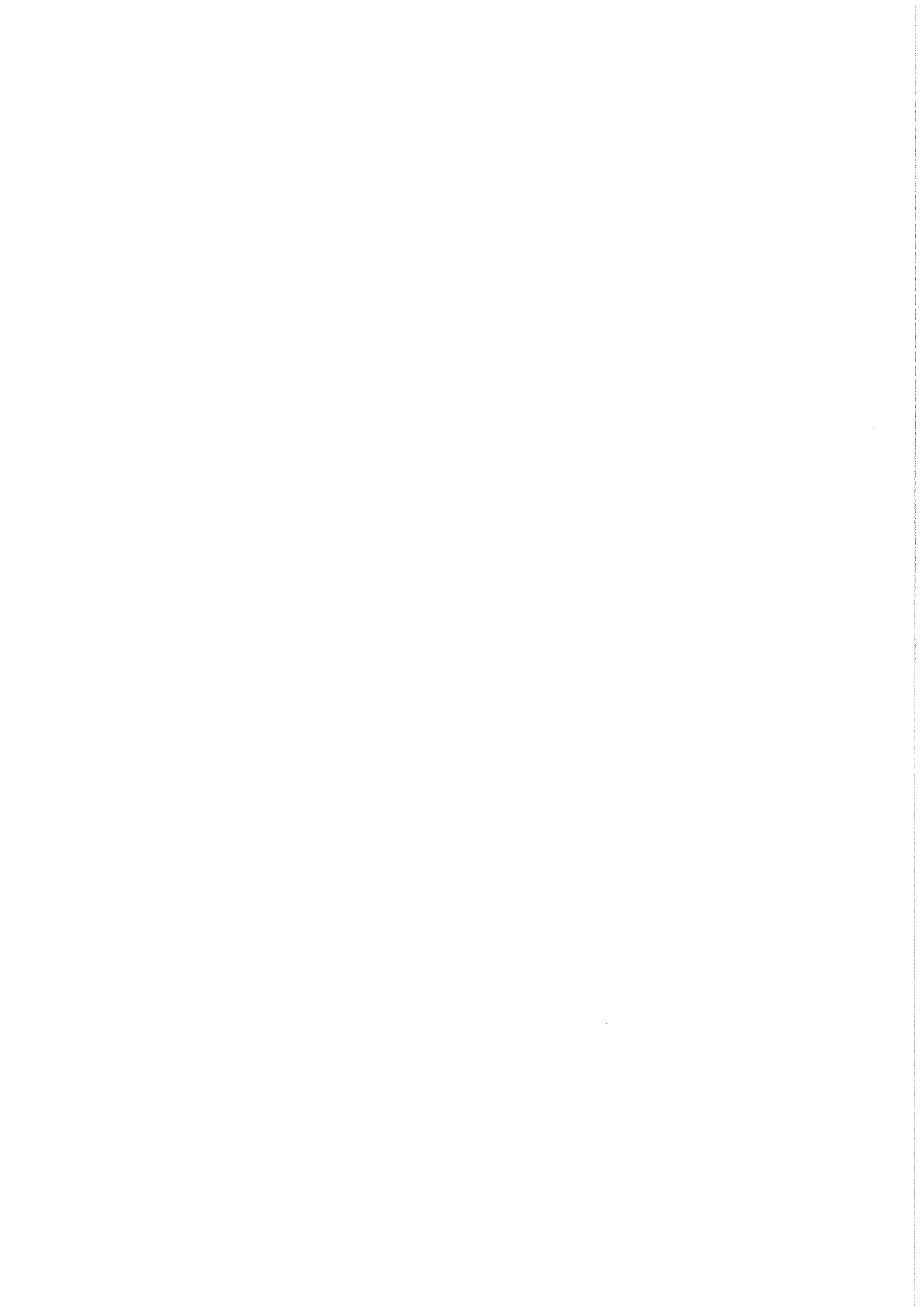
Please enter your email address in the field provided if you would like to receive a copy of your submission

What are your overall comments on the Accessible City draft chapter?

Are there any proposals in the draft Accessible City chapter that you particularly like?

Pedestrian inner city, Avon walkway and cycleway.

I do not favour the proposal to alter Tuam st to one way. The previous Lichfield St Bus Exchange created it's own "Two Way" section for the use of buses only. By giving turning priority to buses egress should be possible for buses onto a two way st, and access will also be available via Lichfield st. Cross town traffic should be encouraged to use Moorhouse and Brougham streets. If Salisbury and Kilmore are reverting to "two way" then there is a case for St Asaph to also return to being a two way st. The proposed new Stadium will effectively block several inner city streets, and it concerns me that these previously viable business districts will become back waters. The loss of Cashel, Lichfield and Hereford Streets as conduits is a huge price to pay for a Stadium which really should be sited elsewhere. The current Stadium in Addington seems to be working well and there is land for parking at the raceway, not to mention the future potential for transporting fans North, West and South via the existing rail network, which is only a stone's throw from the Showgrounds. This could be achieved at minimal cost as the tracks are already there.



**From:** Mark and Eline  
**Sent:** Thursday, 31 January 2013 3:48 p.m.  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission

Withheld under section 9(2)(a)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

## Submission on the CERA/CCDU Accessible City Chapter

Eline Thomson

I have some concerns about the CERA/CCDU Accessible City Chapter.

### 1. Prioritising different streets for different modes of transport

Overall, I strongly support this approach. However, it must be recognised that people may have a destination that is on a street prioritised for a different mode of transport than the one they are using. This has generally been recognised in the instance of cars needing to use roads not prioritised for cars, e.g. service vehicles. It has not been recognised in the case of cyclists going somewhere located on a road prioritised for cars. On page 5 of the draft it says

- "Prioritised cycle routes connected to the wider Christchurch cycle network will provide good access to the central city and the Core. Other streets will provide for cyclists where possible."

"Other streets will provide for cyclists where possible" is not good enough. While other streets may not have specialised cycle facilities, **all** streets that include destinations that people may want to go to need to provide for people using all modes of transport to be able to get there. On a road prioritised for cars this means a cycle lane, ideally a separated one.

### 2. Roads prioritised for cycling

I strongly support having routes that are prioritised for cycling. However, I have major concerns about the definition of what a road prioritised for cycling is. On page 10 of the draft it says

"Where necessary, roads that are prioritised for cycling will have separated cycle lanes to allow safe routes for all users."

To genuinely be a road prioritised for cycling, cyclists **must** be in a lane separated from cars and buses. From "Share an Idea" and other forms of communication that have taken place since the earthquakes it is abundantly clear that there are many, many people (including some people who do not cycle themselves, as well as cyclists) who have a very strong preference for cycle lanes that are **separated** from vehicles, i.e. more than just a painted line on the road. While it is not feasible to have this on every road in the city, in my view it is non-negotiable for those roads that are prioritised for cycling, as in the draft chapter.

### 3. Main streets and Manchester St

I support the idea of having slow core streets in the central city. However, I have concerns about the safety of cyclists on these streets. On page 10 of the draft it says

"The slower speed within the Inner Zone will make it safer for cyclists to share space with cars."

It is true that sharing space with cars travelling at 30 km/hr is safer for a cyclist than sharing space with cars travelling at 50 km/hr. However, some of the pictures in the draft plan show cars and cyclists sharing the same space, i.e. travelling in front of/behind each other rather than next to each other. Many cyclists travel at speeds significantly less than 30 km/hr. Therefore, having cars and cyclists sharing a lane does not work (except if there are only a very small number of cars and cyclists, which is unlikely to be the case in the central city). For slow core streets to be safe for cyclists, they need to be wide enough for cars and cyclists to ride **side by side**, with a safe distance between them. This is even more important when the vehicles involved are buses.

### 4. Public transport and cycling

Buses are proposed to ride mainly on 2-way roads. This has several advantages: inbound and outbound bus stops are close together and buses are not travelling on roads prioritised for cars, which improves traffic flow for both buses and cars. Therefore, I support this idea, **provided that** cyclists are separated from buses on those streets that are also streets prioritised for cycling. Cyclists and buses don't go well together on the road. For a cyclist, both passing a bus and being passed by a bus are unpleasant and potentially dangerous. Because buses stop frequently, "leap-frogging" (a bus and cyclist repeatedly passing each other) is common when both are sharing a stretch of road. "Leap-frogging" is frustrating and dangerous for a cyclist. In the draft plan, there are several roads that are prioritised for both cyclists and buses. On these roads, having a cycle way that is **completely separate** from the bus route is, in my opinion, non-negotiable. This needs to include provision for the cyclist to pass the bus on the left hand side when the bus is stationary. Without this, the road cannot honestly be called a road that is prioritised for cycling.

There has been a vision of a city that is safe and accessible for all, regardless of the mode of transport used. While "An Accessible City" contains many good ideas and plans, the current draft does not deliver this vision when it comes to cycling. I strongly urge you to use this amazing opportunity to actually deliver this vision, for people using **all** modes of transport, including cycling.

## Submission on the CCDU Transport Plan January 30th 2013

Submitter: Wendy Gilchrist  
Chair Victoria Streetscape Committee

The Victoria Streetscape Project Committee has enjoyed an excellent relationship with the CCC while collaborating on streetscape enhancement for this important District and looks forward to advancing these plans this year

1. The Transport Plan states that Victoria St is to be:
  - a slow road – 30km hour
  - a key walking link from the Avon River
  - a priority for bus transport and cycling but not cars
  - a key cycling route
  - a local distributor Street providing efficient access for vehicles
    - a “main” street
      - with enhanced streetscape / local character
      - supporting mixed use development and retail
      - prioritized for walking and cycling
      - vehicle through traffic will be discouraged

Bus Services are to be high frequency along consolidated routes every 10 minutes

The desire to create a pedestrian and cycling friendly slow Street attractive to tourists and shoppers and discouraging through traffic contradicts the intent to include Victoria St in the high frequency consolidated bus service.

### I make the following submissions regarding Victoria Street:

***1. That the bus routes designated for Victoria St be rerouted onto the nearby one way systems of Montreal St and Durham St with the creation of at least 2 pedestrian lane ways through to Victoria St***

***2. The Tram could be introduced with Victoria St being included in a Cultural precinct line due to it's heritage and the possibility of developing the clock tower into a memorial to the 22 Feb earthquake (the time of the quake being immortalised on the Clock)***

Historic Victoria St is the gateway to the Central City from the North and will be in close proximity to the new Convention Centre (and the hotels that will follow) and the Cultural Precinct. It also currently houses the Christchurch Casino. It is therefore a retail / hospitality and business district that will be a tourist destination as future visitors spill out of these facilities.

Victoria St also links with the Avon River Precinct (walking / cycling / tourism) through Victoria Park at it's Southern end

It also has historical significance as one of only two diagonal streets in Christchurch (the other being High St) with unique Triangular green spaces, the Clocktower, and being a significant market area during Colonial times

Victoria St cannot be all of the above if it is also to be a high frequency bus route with a bus every 10 minutes

### **Submission on the CCDU Transport Plan January 30th 2013**

- the 30KMh limit combined with the 10 minute bus service will ensure a bus in Victoria St pretty well all the time
- pedestrians and cyclists will feel less safe
- In discussion with ECAN representatives last year the Committee was told that businesses would suffer if Victoria St did not have the bus line. I do not believe this to be the case. As you can see on the Bus plan High St (the other diagonal St in CHCH) does not require to be on a bus lane

Thank you for the opportunity to submit on the Transport plan

I commend the transport plan and all the hard work that has gone into it, this plan will ensure Christchurch is a much more desirable and user friendly city for pedestrians, cyclists and motorists.

Wendy Gilchrist

Withheld under section 9(2)(a)



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**From:** Mark Thomson < Withheld under section 9(2)(a) >  
**Sent:** Thursday, 31 January 2013 8:19 p.m.  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Submission on the CERA/CCDU Accessible City Chapter Mark Thomson

I have some concerns about the draft "Accessible City" plan.

### 1. Prioritising different streets for different modes of transport

Overall, I strongly support this approach. However, it must be recognised that people may have a destination that is on a street prioritised for a different mode of transport than the one they are using. This has generally been recognised in the instance of cars needing to use roads not prioritised for cars, e.g. service vehicles. It has not been recognised in the case of cyclists going somewhere located on a road prioritised for cars. On page 5 of the draft it says

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"Other streets will provide for cyclists where possible" is not good enough. While other streets may not have specialised cycle facilities, all streets that include destinations that people may want to go to need to provide for people using all modes of transport to be able to get there. On a road prioritised for cars this means a cycle lane, ideally a separated one.

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To genuinely be a road prioritised for cycling, cyclists must be in a lane separated from cars and buses. From "Share an Idea" and other forms of communication that have taken place since the earthquakes it is abundantly clear that there are many, many people (including some people who do not cycle themselves, as well as cyclists) who have a very strong preference for cycle lanes that are separated from vehicles, i.e. more than just a painted line on the road. While it is not feasible to have this on every road in the city, in my view it is non-negotiable for those roads that are prioritised for cycling, as in the draft plan.

### 3. Public transport and cycling

Buses are proposed to ride mainly on 2-way roads. This has several advantages: inbound and outbound bus stops are close together and buses are not travelling on roads prioritised for cars, which improves traffic flow for both buses and cars. Therefore, I support this idea, provided that cyclists are separated from buses on those streets that are also streets prioritised for cycling. Cyclists and buses don't go well together on the road. For a cyclist, both passing a bus and being passed by a bus are unpleasant and potentially dangerous. Because buses stop frequently, "leap-frogging" (a bus and cyclist repeatedly passing each other) is common when both are sharing a stretch of road. "Leap-frogging" is frustrating and dangerous for a cyclist. In the draft plan, there are several roads that are prioritised for both cyclists and buses. On these roads, having a cycle way that is completely separate from the bus route is, in my opinion, non-negotiable. This needs to include provision for the cyclist to pass the bus on the left hand side

when the bus is stationary. Without this, the road cannot honestly be called a road that is prioritised for cycling.

There has been a vision of a city that is safe and accessible for all, regardless of the mode of transport used. While "An Accessible City" contains many good ideas and plans, the current draft does not deliver this vision when it comes to cycling. I strongly urge you to use this amazing opportunity to actually deliver this vision, for people using all modes of transport, including cycling.

## Submission on the CERA/CCDU Accessible City Chapter

Dirk De Lu, Individual

Withheld under section 9(2)(a)

# Central Christchurch as Motorway - a through route to somewhere else

The transport chapter of the Accessible City Plan dooms Christchurch with its car centric emphasis. Christchurch central city becomes just another road side distraction on a highway to somewhere else. Saddling this transport plan with the one way system as a given fundamentally undermines and defeats the community aspirations found in Share an Idea and in numerous public comments by numerous community members.

No doubt some will drive into the inner core, park at one of the 'convenient' garages for a quick shopping trip or nibble at one of the establishments fortunate enough to be within an easy walk of parking. The environment will not be conducive to lingering. Even the 'lucky' businesses will suffer.

It will not take long for locals and tourists to tire of the traffic, noise and inconvenience of the 'new' central city. Once the celebrations of the new city are but a memory, the city will not be far behind.

The vision from Share an Idea mirroring best practice community rebuilding and urban design experience world-wide, the vision of an inviting walkable, cycle friendly city where people get out of their cars to meander, mingle, shop and dine is not realised by this plan, it is quashed.

Through traffic is to be encouraged. Provision for easy freight access to businesses, many of which will be further encouraged to flee to the suburbs is emphasised. Landscaping and street furniture will be appropriate on the small section of the inner city with reduced speeds, wasted for those areas not lucky enough to be off the 'main drags'. Walking, sitting, shopping, eating, cycling on 50 km/h thoroughfares is simply not attractive.

High speed one ways will divide the city, severance will be the order of the day and the properties on the one ways will not realise their highest and best use as has been experienced in the decades of decline brought to Christchurch by introduction of the one ways.

No wonder the 'anchor projects' are so vital. Without 'forced attendance' central city Christchurch will offer little to bring people to its business heart. Without these expensive publicly subsidised projects the failure of this transport plan will become all too evident all too quickly.

Spokes Canterbury has made a submission with a great many specific changes. This submission is in support of all of them. Michael Blyleven of CCDU presented to many groups on this plan and made clear that suggestions for specific projects would be considered, but that large changes would not. Spokes Canterbury adhered to that suggested advice. Dropping the one way system in favour of people friendly two way streets was therefore not emphasised.

Michael also made clear that the Minister had expressed urgency in implementing plans, urgency which precludes community involvement. Clearly, a fast road to nowhere is preferred to an intelligent journey to where many in Christchurch would like to go. Inclusive empowered community re-building is the first victim, the community of Christchurch the next.

Christchurch ratepayers and New Zealand taxpayers cannot afford the plan as presented. Expensive parking garages on high cost inner city sections, a one way system which will continue to erode the value of central city real estate – lowering rates income, and the continued over dependence on fossil fuelled transport leads to economic exhaustion and decline.

In addition to support for Spokes submission this submission calls for the draft plan to be opened up to genuine empowered community involvement.

Provide workshops where:

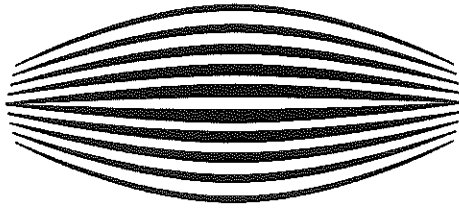
- Transport professionals can present on world best practice for community rebuilding and transport systems
- CCDU can disclose the assumptions and actual figures which led to the plan's recommendations
- Budgets, schedules and prioritisation of projects can be evaluated and set
- Time can be taken for the community to have an effective voice in deciding its own future
- In addition include diverse community groups in overseeing the plan's implementation to assure that the goals and priorities set by the community are met.

It is not enough to:

- Solicit comments on a plan which is lacking in details, priorities, actual projects, budgets, how it will be funded, expected outcomes, etc.
- Offer pre-packaged power point presentations to groups as adequate.
- Nebulously state that 'key stakeholders' or 'stakeholders' will be included when what is meant is that the necessary coordination with NZTA, ECan and CCC will be a part of implementation of a dictated plan.

This has not been an empowering consultation process where the community has an opportunity to reasonably take in, process and comment effectively on the issues to be decided. Whatever legal definitions may be trotted out to rationalise this process, it has not been democratic.

This is fundamentally a process which is designed to legitimise a fundamentally flawed transport plan.



ROYAL NEW ZEALAND  
FOUNDATION OF  
THE BLIND

TE TUÁPÁPÁ O TE HUNGA KÁPÓ O AOTEAROA

## **Submission on the Christchurch Central Recovery Plan: An Accessible City**

1 February 2013

### **Introduction**

This is the Royal New Zealand Foundation of the Blind (RNZFB)'s submission on the draft chapter, Christchurch Central Recovery Plan: An Accessible City. The RNZFB appreciates the opportunity to comment on this draft, and would further welcome any opportunity to speak to this submission.

### **Royal New Zealand Foundation of the Blind**

The RNZFB is New Zealand's main provider of sight loss services to people who are blind or have low vision. The RNZFB's vision is empowering and supporting New Zealanders who are blind or have low vision to ensure that they have the same opportunities and choices as everyone else.

The RNZFB advises government, business and the community on inclusive standards to ensure that people who are blind or have low vision can participate and contribute equitably. The RNZFB also provides its members with the adaptive skills they need to lead independent lives.

The RNZFB has 1200 members living in the Christchurch region, and more than 11,500 nationwide who are blind or have low vision, including many who are deafblind.

Besides the direct benefit to the RNZFB's membership, building an inclusive, accessible Christchurch for people who are blind or have low vision will benefit a much wider

population. VISION 2020 NZ's recent Clear Focus estimated that in 2009, almost **125,000 New Zealanders** aged 40 years or over had vision loss, including around **12,000 who were blind**. This is estimated to increase to 174,000 people with vision loss by 2020, including 18,300 blind people.

## **Comments on An Accessible City**

This submission highlights recommendations to ensure that An Accessible City includes disabled New Zealanders, particularly those who are blind or have low vision.

The RNZFB supports the development of roads, walkways and public transport services that are accessible and efficient for all. People who have impairments need to be able to move freely and easily throughout Christchurch like everyone else, and this includes the availability of a transport system and urban environments which are fully accessible. It is essential that the needs of people with disabilities, both physical and sensory, are acknowledged and incorporated into an inclusive transport system.

The RNZFB are pleased to acknowledge the commitment to creating an accessible Christchurch. We believe that compliance with New Zealand Standard 4121 Design for Access and Mobility – Buildings and Associated Facilities should be a mandatory part of Christchurch City policy rather than regarded as one method of compliance. The RNZFB also recommends adhering to RTS 14, Pedestrian Planning and Design Guide and the RNZFB's Accessible Signage guidelines to ensure a fully accessible city.

There are some areas of the proposal that we would like to be further explored in terms of accessibility for those with vision loss. Previous submissions from the RNZFB regarding accessible transport in Christchurch have covered these issues, such as our submissions to the Christchurch Draft Annual Plan in May 2012 and the Draft Christchurch Transport Plan August 2012, as well as various submissions regarding transport in the Canterbury region. We are concerned that the recommendations we have previously made have not been fully addressed within An Accessible City, although we do acknowledge a small increase in the bus routes travelling through the central city.

## **Public Transportation**

### **Hubs and interchanges**

There is a lot of work still to be done to ensure public transport is accessible for everyone in Christchurch. This includes a focus on the hubs and interchanges that have already started operating without having the supporting infrastructure. Interchanges and transport hubs create additional challenges for Christchurch citizens who are blind or have low vision and present further difficulty for those who are deafblind. The design of the main interchange is paramount and all relevant disability groups should be

consulted to ensure it is accessible and meets Crime Prevention through Environmental Design (CPTED) principles.

The RNZFB has previously raised concerns at the requirement to change buses at interchanges and we feel these have not been satisfactorily addressed within An Accessible City, nor have plans been identified to eliminate or minimise challenges faced by those who have a sight impairment. We want to ensure that public transport in Christchurch is accessible and we are keen to work further with the Central Christchurch Recovery Unit to make this a reality.

Please find recommendations concerning hubs and interchanges as taken from the RNZFB's submission to the ECan draft Regional Transport Plan August 2012 in **Appendix I**. These recommendations are also relevant to this submission.

In addition to these recommendations, we strongly advise that all information is accessible. This includes signage and real time scheduling systems with auditory announcements are essential to ensure interchanges meet the needs of all travellers.

### **Sustainable public transport**

The majority of RNZFB members are over 65 and, with an aging population, Christchurch needs to develop sustainable and accessible public transport that considers the needs of older people.

The current design appears to prioritise access of the central city by private cars. We recognise the changes to bus routes to ensure some routes go through the CBD, but passengers will still need to change buses at hubs to access city routes. As discussed above, this creates accessibility challenges for those with mobility issues or sight impairment. Those who cannot walk the long distances and are required to change buses, for example Colombo St north of the square and Armagh Street, would then be reliant upon taxis at an additional cost.

Alongside this, there are also the issues of the additional time and stress to locate the correct bus at the hubs and transfer points. Some of our members need to change up to three times to complete a journey they have previously taken on one bus. These members are concerned that after completing this journey, they will no longer have the energy to enjoy or shop in the CBD.

The RNZFB recommends that public transport is increased and walking and cycling is further encouraged, rather than the current emphasis on access for private cars which disadvantages those who are less mobile. In addition, to ensure information on public transport is accessible to all, we recommend that bus stops on the city network have both large print and braille numbers.

We also believe that the integration of all modes of public transport should be a requirement rather than an aspiration. Buses, taxis and the privately owned heritage tram network should interconnect and be accessible for all travellers.

## **Taxis**

Many RNZFB members will use the Total Mobility Scheme to travel around Christchurch. It is a very accessible form of transport, particularly when needing to attend appointments. The RNZFB is pleased to see taxis included within the scoping phase of the design and would like further consideration of drop off zones for the general public which are accessible and well thought out.

## **Bus lanes**

The figure of Manchester St on page 14 shows bus lanes in the centre of the roadway. This will require safe crossing points where pedestrians have priority, as this design will create conflict between pedestrians and cars.

## **Shuttles**

Shuttles are one way of increasing access with more frequent accessible stops, but will still require transfers. Provided the planning and design is carried out with the proper consultation, shuttles could offer a good solution to accessing the CBD from the Avenues.

## **Road hierarchy**

The RNZFB supports the street design which prioritises multiple bus routes and would encourage consideration of more bus stops on routes.

Street design should also include cyclists within the roading environment, keeping footpaths for pedestrians. The RNZFB discourages shared footpaths as they create mode conflict between cyclists and pedestrians, particularly when the speed of the cyclist is not restricted. The onus, as with a vehicle, should be on the cyclist to slow down and give way to pedestrians. Children, as well as those unable to see or hear cyclists approaching from any direction, may step out in front of cyclists and other faster moving wheeled devices. Painted lines do not make these shared footpaths any safer, nor do bicycle bells that are out of the hearing range for many older people. We support following a road hierarchy (page 5) that minimises mode conflicts.

There will always be conflict points where the cyclists and pedestrians must cross, such as at intersections, so design needs to be consistent and logical for both modes.

## **Parking**

Research has shown that on-street parking does not increase spending in shops. The RNZFB recommends that only accessible parking is prioritised and that public and workers have parking facilities from which to walk to their destinations, meaning there will be a flow on affect for the retailers. This would mean that not only would there be a



gain in foot traffic, those unable to walk longer distances would also be able to access the shops.

## **Shared spaces**

The design of shared spaces needs to consider the needs of all Christchurch citizens and the RNZFB recommends in depth consultation with appropriate agencies and organisations, particularly in the disability sector. Each space needs to be treated individually, as what works in one area may not be appropriate for another.

The RNZFB strongly recommends that café dining should not be permitted along the building line as this area should be kept clear for pedestrians. Pedestrians who are blind or have low vision require a continuous accessible path of travel to ensure their route is safe and easy to navigate. Café dining areas along the building line may prevent our members from easily identifying premises and locating entrances, as well as causing further hazards. Dining should be sited kerb side or in a furniture zone adjacent to the shared zone. Experts within the RNZFB have worked with other Local Authorities to assist in developing accessible shared spaces and are able to provide this knowledge to designers.

## **Traffic signals**

The issue of needing to have traffic signals in the CBD has been previously raised by the RNZFB. While it is not specifically addressed in this document, there had been some discussion around not having these. The RNZFB strongly recommends that traffic signals are included in the CBD, as they are essential in enabling our members, and others with mobility issues, to know when they can cross safely. In shared spaces there is no requirement for the cars to come to a stop at a defined point to allow pedestrians to cross. Unless each end of the street has either lights or the requirement for traffic to stop and give way there will be conflicts (even with a lowered 30km lowered speed limit it is difficult to determine the safe time to cross).

## **Wayfinding and access to information**

Access to information is a key issue for RNZFB members and others with a print or communication disability. Our members are effectively disenfranchised by lack of access to information and face severe erosion of independence when they cannot access information which is necessary in order for them to participate within city life.

Wayfinding is a good example of how information needs to be made accessible for all. The RNZFB would like to recommend accessible wayfinding systems, including appropriate colour contrast, font and size, tactile options as well as auditory and electronic information. Wayfinding needs to be accessible for all users of the space and best practice should be followed. Consultation with relevant organisations will support this and the RNZFB would be delighted to assist in finding appropriate solutions.

Christchurch City Council has previously consulted with international experts on what is accessible and also attractive for the city.

Information on public transport should also be made accessible on the Ecan website by conforming to Government Web Standards 2.0. This will enable blind and low vision travellers to independently plan their journeys. The RNZFB is happy to advise on website accessibility.

## Smart technologies

We note that there is reference to smart technologies to complement street signage. We recommend that any new smart technology has universal design and accessibility as key design principle. If an integrated ticketing system is planned, we would urge the Christchurch City Council to consider integration with Total Mobility swipe cards.

## Recommended specific changes to the District Plan provisions

Page 23	Add the word accessible to the first bullet point
4.5.6	Can there be a linking statement that an accessible path of travel should be provided against the building line?
2.4.4 (e) design of cycle parking facilities	Can it be added under 'are able to be detected by the visually impaired' that they are not placed within the continuous accessible path of travel (capt)?
2.4.15 page 34 – pedestrian safety	Can the requirement to put more controls in place to ensure vehicles crossing footpaths are required to give way be added? In a pedestrian friendly city the pedestrian should not be required to give way to vehicles crossing the footpath. All of the features noted are important to provide information and visibility to all pedestrians but should not then provide drivers with the impression the pedestrian must give way.
3.2.20	Can the extent to which the access disrupts the capt be added?
3.2.21 (b)	Add comment of need to ensure the capt is kept clear
3.2.22	Can design features to ensure visibility for drivers and pedestrians be added and linked to not interrupting the capt?
3.2.23	Add in the need to ensure priority for pedestrians (and all footpath users if a shared path).

## Summary

The RNZFB recommends:

- Compliance with New Zealand Standard 4121 Design for Access and Mobility – Buildings and Associated Facilities is regarded as mandatory, along with adhering to RTS 14, Pedestrian Planning and Design Guide and the RNZFB's Accessible Signage guidelines.
- The design and infrastructure of any transport hubs or interchanges are fully accessible, and plans to eliminate or minimise challenges faced by those who have a sight impairment are developed and implemented through consultation with relevant disability agencies. Refer to Appendix I.
- All public transport information is accessible, including signage and wayfinding, real time scheduling systems with auditory announcements, braille and large print information at bus stops and web content which complies with Government Web Standards 2.0.
- Public transport is increased, including an increase in bus stops, and walking and cycling is further encouraged, rather than the current emphasis on access for private cars.
- Integration of all modes of public transport is a requirement - buses, taxis and the privately owned heritage tram network should interconnect and be accessible.
- Shared footpaths are discouraged - street design should also include cyclists within the roading environment.
- Prioritise accessible parking.
- Shared spaces designed in consultation with relevant disability agencies to ensure accessibility.
- Traffic signals are included in the CBD to enable safe road crossing for all.
- Any new smart technology has universal design and accessibility as key design principle.

## Appendix I

Interchanges and transport hubs:

Hubs will need to be very well designed to allow a person who is blind, deafblind or partially sighted to get from one bus to the next safely and independently. It is essential that experts from appropriate agencies and consumer groups are consulted in the design and processes to get it right from the beginning.

Hubs will increase travel time and number of buses required to get to destinations – many of our clients rely on these to get to work and other daily living activities so may increase use of taxi's (and therefore total mobility vouchers).

The Hubs will result in more multiple bus stops that are extremely difficult for our members and others less mobile or with low vision or reading issues to use. When you cannot visually identify the approaching bus and need to enquire from each as to whether it is the correct bus you end up missing the correct one as it may not stop or have left the platform before being identified. This currently happens with the existing hubs and on stops on main routes where two buses are approaching the stop. For those with dual sensory loss (i.e. deafblind) communication to find out how long the wait will be and where the bus is arriving (unless it has a designated position) will be an issue. How will people communicate? Will road crossings be required? Will there be knowledgeable staff be onsite to assist (as in Britomart), will there be both auditory and well designed visual announcements, will it be platform based as was the old bus exchange so people travel to a designated position as the bus arrives, will there be easy access along the hubs and position of bus doors identified?

Infrastructure at hubs is important, particularly if passengers are waiting a long time between buses then they should be equipped with toilets, safe warm waiting area where accessible announcements are made (separate to platform announcements), visible real time information available, and easily identified assistance staff available.

Flagging or signalling buses on multiple stops such as hubs and interchanges is very difficult if not impossible. The drivers will not be able to see along the length of the footpath – nor will people waiting including our clients. Bus number cards will not be helpful where there is a parked bus blocking the view of other buses arriving. For those who are deafblind this is not a possibility.

For those who are deafblind how will they be assisted to get from one bus to another to complete their route when previously they travelled the route either on one bus or had an easy interchange in the central city? How will your staff communicate with these passengers?

Signalised road crossings need to be installed where a crossing is required to ensure those who are blind, partially sighted and deafblind are able to determine when to safely cross the road. These must be at the hub not further up the road as all people will take the quickest route to the next bus.

Voice announcements should be available at each of the hubs.

## Further Information

The RNZFB would welcome opportunities to provide more information if required.

Please direct any questions to:

Carina Duke

Practice Advisor

Telephone: ( ~~withheld under section 9(2)(a)~~

Email: : ~~withheld under section 9(2)(a)~~

Royal New Zealand Foundation of the Blind

P O Box 1696, Christchurch Mail Centre,

Christchurch 8140



Withheld under section 9(2)(a)

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Withheld under section 9(2)(a)

**From:** John and Pauline Smith  
**Sent:** Friday, 1 February 2013 2:55 p.m.  
**To:** transport (CCDU)  
**Subject:** Submission --AN ACCESSIBLE CITY

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for the chance to put in a submission.

My overall comments on the plan are I agree with slow streets and pedestrian, cyclists access but you seem to have ignored the trams.

We need our iconic trams up and running and the extension route completed. Cyclist route down High Street Mall needs changing.

We need Tourist attractions up and running in the centre of the city and tram was mainstay of the city from the Square. i see the extension helping with the regeneration of the central city.

Not sure why you have forgotten about the trams, with annual pass of \$50/year they are a cheap form of transport and by extending the route will be a good interface with other transport options. The tourism industry is behind their reintroduction and I look forward to your including them in the current planning so they are part of the revitalisation.

Things like Pop up Retail all well and good but it is time for the city to move on and get moving on with the rebuild. The trams will attract business and building investment along the route.

thank you

Pauline Smith

Withheld under section 9(2)(a)

## Submission on the CERA/CCDU Accessible City Chapter

**Full name** John Christie

**Organisation (if applicable)**

**Postal Address**

Withheld under section 9(2)(a)

**Email**

**\*Are there any proposals in the draft Accessible City chapter that you particularly like?\***

- The separators between car and cycle lanes (shown on page 10). Perceived danger is the main reason people who would like to bike don't do so (surveys indicate this is a large percentage of the population). I commute to work all year round and have several "encounters" with cars every year, virtually all of which would disappear if separated cycling routes were available.
- Separating cycling and walking routes Sharing cycling and walking space is not a good idea. Cyclists are frustrated by having to slow down to avoid pedestrians and the latter can't relax for fear of stepping into the path of a cyclist.
- The 30km/hour speed limits. Conflict between cars and bicycles is often caused by drivers not seeing cyclists. A major reason for this is the complexity of city driving, often involving snap decisions. Slower speeds decrease the likelihood that cyclists are not seen.  
[In my experience, cycling outside urban areas, even on State Highway 1, is safer than in Christchurch. Despite biking thousands of kilometres on open roads, I have never had an accident or even the possibility of an accident]
- Prioritised intersections. Intersections are the most dangerous places for cyclists

**\*Are there any proposals in the draft Accessible City chapter that you particularly dislike?\***

- 50 km/hr streets within the core. This sends mixed messages to both cyclists (apprehension) and drivers (confusion). For example, on exiting from a parking space in the middle of a block, you may not be aware or forget which street you are on and exceed the actual speed limit. Far better, because of its simplicity, to designate the entire inner city zone as 30 km/hr. This will make it much more relaxing for everyone.

**\*Is there anything else you would like to see included in the Accessible City chapter?\***



- Bicycle locking fixtures distributed throughout the inner city. Cyclists will want to go to all parts of the inner city, and will want to be able to lock their bikes outside shops they are visiting. An excellent model here is Hastings, which provides footpath-mounted fixtures shaped like skeletal bicycles – both practical and aesthetic. Portland (USA) provides “cycle corrals” outside popular places (e.g. cafés).

## **Priorities:**

- Start talking to the community. We must be involved, empowered even, at every level and step. Freely sharing information and ideas will improve all of our skills and expertise. Together we can implement a 1,000 day plan which will bring real transport mode choice to Christchurch.
- Take up the opportunity to provide cycle commuter and recreation routes early on to pioneer central city revitalisation
- Prioritise cycling infrastructure as a requirement in all projects
- Implement Christchurch Transport Plan and work with community to improve and align cycle links
- Apply CCC cycling infrastructure design standards to central city

We do not expect and should not need to be involved in every detail. When government takes the time to develop plans and prioritise projects in collaboration with the community how to sort the details will become obvious.

## **\*What are your overall comments on the Accessible City draft chapter?\***

Share an Idea was very clear in asking for a sustainable green city with good active and public transport.

We were glad to be asked to share our collective wisdom and insights. We even hoped we would be listened to. Neither the central city blueprint nor this transport plan have supported community needs and expressed desires.

People do want shopping and café dining. Some of us would like to live in the central city. Both are more attractive without the hazard, noise and pollution of vehicle traffic.

The quakes took away much. Let's seize the opportunity to build a city which acknowledges the new conditions and constraints of our changing world.

If Christchurch is to retain and attract the people we need we must offer them a city designed for the future. An affordable and attractive city which meets people's real needs first.



**Submission On the Draft for Consultation:  
“An Accessible City He Taone Watea”  
by Mark Gerrard,**

Withheld under section 9(2)(a)

I am making this submission as an individual Christchurch Resident to seek changes and comment on the following:

**What is the Status of the ‘Accessible City’ document?**

In conversation with a Staff Member of CERA it was commented to me this plan is more of an “overview”. This description accounts for the lack of detail. If this is an “overview”, we submit that CERA / CCDU will be obliged to engage in additional meaningful consultation when the final plan has been resolved.

**Accessibility (page 5)**

Transport:

*“...It will be more attractive and compact, and will offer a wider range of activities...”*

I disagree with this opening statement. It could be inferred from this statement that with much of the heritage building stock demolished the central city without heritage is more attractive.

Whilst the counter argument will be made this is a Transport Plan, the language indicates a general statement and not one specifically referenced to Transport.

I note there is no explanatory reference to the City’s transport history. It would be more appropriate for CERA / CCDU to state that Accessible City is seeking to improve on what is existing whilst acknowledging the defining characteristics that have made Christchurch distinctive – the grid with counter point of the diagonals of High and Victoria Streets and the curving Avon River.

I note the proposal for Tuam Street to become a West-East one-way street and “contraflow cycling and walking routes” and will comment later on this in the Submission.

### **Cycling** (page 10).

I submit it is nearly impossible to make a meaningful submission on cycling as there is no indication given on the width of the cycle lane and the pedestrian footpath. There is no indication that these illustrations are in correct scale or that they are artists impressions. A cursory glance suggests the combined footpath cycle is the same width as two cars.

### **Main Streets** (page 12)

“...They will be designed to match local character of the individual streets...”

The document gives no indication how this local character will be defined. I request in this submission the “local character” reflect the heritage and history of the particular street with appropriate interpretative signage.

### **Public transport** (page 13)

#### Bus Interchange

The illustration indicates though the text does not acknowledge it, that the listed (former) Civic Offices, former Millers Department Store (163- 173 Tuam Street) will be demolished to make way for the Bus Interchange.

I object most strongly to the demolition of this heritage building. I request the current design as indicated in the image be discarded and a new innovative design developed where the (former) Civic Offices is retained. A CERA official is quoted in the Press as stating that the former Civic Offices are to be demolished so clearly a plan exists where the intention is stronger than “possible” as quoted in the document.

Christchurch has by any measurable standard lost a significant amount of its Central City heritage and it is totally unacceptable that what remains, is at risk to Government initiated demolition because more innovative Urban Design solutions were not sought - especially

as there are no constraints on the availability of empty land in the Central City.

During a presentation to the tourism industry a professional in the industry asked if the old Civic Offices were still standing, as they would make a great "Back Packers Hotel".

A bus interchange that accommodates a back packers hotel is a unique point of difference and demonstrates the type of innovative planning Christchurch could become known for.

I submit that a Streamlined Modernist Building (Former Civic Offices) is the ideal image for a Bus Interchange.

### **Public Transport routes (page 13)**

*...Contraflow cycling and walking routes will run alongside the south side of Tuam Street...*

I conclude from this sentence that CERA /CCDU are intending to take the land and demolish the listed Former Odeon Theatre (214 Tuam) and Former Lawrie & Wilson Auctioneers buildings (210 Tuam) for a "contraflow cycling and walking routes..."

I strongly object to the demolition of these two heritage listed buildings in the city plan.

*"..converting of Manchester Street between Armagh and Lichfield" Streets into a boulevard (p13) and diagram (p.14)*

This implies the taking of land and consequent demolition of buildings on either or both sides of Manchester Street putting at risk significant heritage listed buildings such as the former Majestic Theatre (east side) and the Octagon (former Trinity ICongregational Church (west side). The intent of this submission should be applied to any character, historic or listed buildings that have not specifically been cited in this submission.

I object most strongly if the consequence of the intention, is the demolition of listed heritage buildings. Christchurch has by any measurable standard lost a significant amount of its central City

heritage and it is not acceptable that what is left, is at risk to Government initiated demolition.

I submit that the retention of existing Heritage Buildings be of the highest priority and that any proposed designs /planning be altered to achieve this outcome.

I submit that if any proposal in this document results in the demolition of character, historic or listed buildings then it should be acknowledged and stated clearly in the consultative documentation. If such details or possible outcomes are left out then any submitter might conclude that CERA/ CCDU are not engaging in meaningful consultation.

I note that I cannot find any reference to a Heritage Policy in this document and submits that a comprehensive statement should be included stating the policy and how the Accessible City conforms to this policy and where it differs and an explanation why it is at variance.

**Car travel (page 16)**

*"Bealey, Fitzgerald, Moorhouse, Hagley and Deans Avenues will continue to act as major arterial routes..."*

The Accessible City Document is filled with many images of proposed designs yet no mention is made of a commitment to retaining the current landscape design of Christchurch's iconic tree lined streets / avenues nor are there any details on rectifying or greening the current treeless Moorhouse Ave.

I submit that the tree lined avenues / streets are part of Christchurch's heritage and a commitment made, and protections should be put in place to retaining them in their current form. Emphasizing their purpose as major arterial routes puts at risk such retention as in order to improve traffic flow, additional lanes, turning lanes (slots) etc may be seen as necessary, to the detriment of their present character.

In addition I submit a plan be made for Moorhouse Ave to match the

treelined illustrations so prevalent in this document

### **Wayfinding** (page 19)

I endorse the use of bilingual signage English and Maori in the “Wayfinding systems”.

I also endorse the proposal for “information routes and signage” which recognise and reveal Tangata Whenua associations, history and sites of significance.

I submit that a similar equal commitment be made to recognize Christchurch’s European colonial history, associations, history and sites of significance (including recently demolished significant heritage buildings).

*Comment: The image of the indicative signage (page 19) has only one language, which subverts the intention and efforts of those involved in this section.*

I also submit there is one striking omission in this Wayfinding section: There is no doubt “smart phones” are now common and the internet wi-fi world exists, so provision should be made for this or at least acknowledged.

It is conceivable that the future need for signage and visual clutter will be reduced in this new interconnected world.

### **Appendix: District Plan Changes:**

I submit that any new proposed Plan changes should be clearly detailed in the documentation put out for consultation. I have found in the few proposed plan changes of interest, that numerous proposed changes have already been implemented (mostly mid year) to the District Plan. (We crosschecked the proposed changes with the online plan at the Christchurch City Council web site) Considering the date when this document was released, it was unhelpful that Planning Changes that had already been implemented were included in this document.





## Submission on the CERA / CCDU Accessible City Chapter

Full name Clare Suzanne Simpson

Postal Address Withheld under section 9(2)(a)

Email

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My submission focuses primarily on the cycling implications of the Accessible City chapter; I also comment on aspects of active travel.

The rationale underlying my comments is to maximise people's physical and mental health by active, non-polluting, non-stressful travel experiences, and thus encourage good stewardship of our city's resources.

**Are there any proposals in the draft Accessible City chapter that you particularly like?**

- Streets prioritised for cycling, walking and public transport.
- The 30 km per hour slow core.
- Encouraging through-traffic to use the four avenues.
- Pedestrian and cycling paths along the Avon.
- Designing intersections to ensure priority and safety for cycling.
- Cycle parking at bus exchange and super stops.
- One-way streets with separated cycleways on both sides.
- Improved way-finding signage.

**Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

- Continued extensive convenience for motorised vehicles; this is a backward direction in terms of future-proofing.
- The emphasis on expensive taxpayer subsidised inner-city car parking.  
Privatise car parking
- Continued outmoded and inferior infrastructure for commuter cyclists.  
Separate the vulnerable movers from the invulnerable.
- Lack of covered, well-designed, conveniently-placed bicycle parking.

**Is there anything else you would like to see included in the Accessible City chapter?**

- More bike parking outside key venues and along blocks – recommend 4 bike racks per car parking space on the streets; if you are to encourage people to ride rather than drive, they will need well-designed and convenient bike-parking facilities.
- Covered, secure, well-designed bicycle parking in all ‘car’ parking buildings and at bus station and hubs.
- Weatherproof (heat / cold) bus shelters at every bus stop.
- Lots of covered footpaths / walkways within the CBD to encourage people to walk around the area rather than drive around for convenient parking.
- Keep cars and parking on the periphery and provide regular, well-designed shuttle services to and around the central city.
- Make active and public transport an easy and obvious choice.
- Make driving a difficult option by restricting road choices, reduce parking, charge for CBD entry.<sup>1</sup>
- Use this rebuild opportunity to proactively assist the community in shifting to sustainable, healthier active transport options.
- High quality cycling infrastructure with separated or off-road paths to get everywhere easily.
- Where cars and cycles must share roads, either remove all on-road car parking, or widen the carparking to include the width of an open car door, and place the cycle lane further out; this may necessitate reducing the width of the car lanes. If a road is too narrow to accommodate these users safely, don’t allow these users to share that road.
- Provide separated pedestrian and cycle paths along the full length of the Avon / Otakaro and make them link well to the city and to wider networks.
- Provide multiple direct and unobstructed routes to encourage people to commute by bicycle. Sign post these in an obvious manner.
- Devise four conceptual route-maps in the manner of the London Underground map, once each for walking, cycling, bussing, driving. Display and distribute these accordingly. You could launch a design competition to do this, then commission the winners to refine them as a partner with the CCC.

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<sup>1</sup> See [http://www.ted.com/talks/jonas\\_eliasson\\_how\\_to\\_solve\\_traffic\\_jams.html](http://www.ted.com/talks/jonas_eliasson_how_to_solve_traffic_jams.html)

- Have areas within the CBD slower than 30 km/h where people are going to school, using buses, dining outside, outside venues such as theatres and pubs.
- Create Neighbourhood Greenways, through routes for pedestrians and cycles, not for vehicles.
- Bring peace to Hagley Park by redirect Riccarton Road traffic to Bealey and Moorhouse Avenues. Make the road that goes through Hagley park a haven for strolling and for people to associate.

### **Priorities**

- Take up the opportunity to provide cycle commuter and recreation routes early on to pioneer central city revitalisation.
- Prioritise cycling infrastructure as a requirement in all projects
- Implement Christchurch Transport Plan and work with community to improve and align cycle links
- Apply best-practice cycling infrastructure design standards to central city

### **What are your overall comments on the Accessible City draft chapter?**

It is a step in the right direction. Be bold and go beyond what is here. Be courageous and visionary. Make Christchurch a point of difference in the world. We don't want to be the same as other cities anywhere else. Innovation and novelty will attract people. Nobody wants to work, live, or recreate in an unhealthy, noisy, and inaeesthetic environment. Cars do not bring tranquility, reflectively, creativity, and a sense of wellbeing. Maximise a sense of wellbeing for all citizens and visitors.



Withheld under section 9(2)(a)

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**From:** John Shrewsbury  
**Sent:** Friday, 1 February 2013 4:03 p.m.  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission  
**Attachments:** TransportPlanCommentsJShrewsbury.doc

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Withheld under section 9(2)(a)

Dear Sirs,

Please find my written submission attached, and my responses to your pro-forma questions below.

Yours

John Shrewsbury

Transport & Traffic Analyst

Withheld under section 9(2)(a)

**Q. What are your overall comments on the Accessible City draft chapter?**

Plenty of good intentions and much good practice.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly like?**

A recognition of different modes and their needs.

**Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?**

A failure to concentrate on the separation of vehicles and pedestrians where it matters most, in the commercial core; an acceptance that a slow zone is sufficient.

Lack of planning of the critical interface between pedestrians and vehicles - parking.

Inadequate penetration by public transport.

Insufficient coherent planning to produce a good retail park from the centre as a whole, not even a shopping mall, let alone an active, attractive city centre.

Overemphasis on road hierarchies, and issues of one-way or two-way streets.

**Q. Is there anything else you would like to see included in the Accessible City chapter?**

A clear rationale for the plan - see attached submission.

A demonstration that the plan will achieve its intentions to revive the city centre, and that it makes good use of public resources, both finance and the extraordinary powers arising from the earthquakes.

Support by technical analysis, available to public and professional scrutiny.

## **Commentary by John Shrewsbury on**

### **'An Accessible City'**

*Draft for consultation of revised transport chapter in Christchurch Central Recovery Plan, Christchurch Earthquake Recovery Authority, November 2012*

#### **Commentator**

I am a Chartered Engineer through membership of the UK Institution of Civil Engineers. I have practiced transport planning and traffic engineering for almost forty years, specialising in research and modelling. I am awaiting examination of a doctoral thesis at Canterbury University; the research into relationships between land use and travel demand was sponsored by NZTA.

I have acted as Assistant Traffic Director for London, advised the UK's National Audit Office, and worked on projects for the Asian Development and World Banks. I have worked in the UK, Malta, Dubai, Thailand, Indonesia, Australia and NZ. For two years I was the senior transport planner at Christchurch City Council responsible for traffic and transport modelling.

I am a member of the Transport Planning Society, the Transport Statistics User Group, the Chartered Institute of Logistics and Transport (CILT) NZ and the Institution of Professional Engineers New Zealand (IPENZ) Transportation Group.

#### **Information & Discussion**

My main comments are based on the printed document, also available on the CCDU website. I received a copy at the A&P Show, and then twice asked for any supporting technical analysis without receiving a reply. I missed the presentation and seminar for the IPENZ Transportation Group on 4<sup>th</sup> December, but I received notes from it and submitted a draft of my comments to the committee compiling IPENZ's response, and to a group of my peers including officials in CCDU. I would generally support the IPENZ group's detailed responses to the Draft's proposals.

I attended the presentation to CILT and the NZ Planning Institute on 25<sup>th</sup> January 2012. It recognised some of the issues I raise, stating that there are technical working papers, including public transport and parking, not available to the public on the website.

A few days previously, I had received a copy of some of the slides shown, in response to a submission drafted for the AA by Malcolm Douglass. I strongly support the first two items of that submission:

- 1) the need for an integrated, comprehensive transport plan for the commercial core as a whole, not just the anchor projects; and in particular
- 2) to plan for parking.

I have added a technical addendum of matters raised by the presenter's passing comments and summary Powerpoint slides, some read off a screen. They cannot be well-considered or coherent responses without access to the underlying technical papers.



The absence of such material limits the level of discussion with professional groups such as IPENZ, knowledgeable in these matters. Is the AA to be allowed to look under the bonnet of this glossy and expensive product? For better or for worse, we will have to live with it for decades if not centuries; we can't trade it in once the concrete sets.

## Opportunity and challenge

Central Christchurch has a lot of road space already, and demolition presents further opportunities. However, the demands of many movements by different modes and for different purpose can quickly take up this space, at least at some critical points, particularly if space is dedicated to a particular movement, mode, purpose or objective.

Similarly, this draft plan, together with the wider plan for rebuilding the centre and the underlying District Plan, has a broad scope, envisioning most that is desirable in a city centre and its transport system, and encompassing most of the matters that need to be considered. There are also special powers available for rebuilding the CBD.

*What special powers are available for rebuilding the CBD? How are they being put to good effect through this plan?*

The cleared space and special powers present a challenge that go beyond making a generation of planning decisions in a short time, or even co-ordinating landuse and transport, or private and public investment, for a coherent outcome. The plans envisage a traditional city centre of the type that developed in an age of public transport.

In this age of private transport, the dominant and successful forms of retail and commercial activity, which characterise a city centre, are the shopping mall and the business or retail park.

*Is current planning practice oriented to the mall and business park?*

*Does this plan*

- i) address the needs of a city centre rather than a mall or business park*
- ii) rise to the challenge of recreating a city centre in competition with them in a car-dominated transport system?*

## One half of the story

*Getting there is half the fun; being there is all of it!*

As a transport plan, the draft's scope within the four avenues can tell only half the story, since the majority of the city centre's catchment lies outside. The catchment for commuting, which determines peak demands for movement to and from the centre, extends beyond Christchurch City into Selwyn and Waimak, and there are even wider catchments for Christchurch's role as the prime centre of the South Island, and a primary gateway and destination in NZ.

With this limitation and a brief for recovery of the central area, it would make sense to concentrate on the needs of the core, and work outwards towards its connections with the rest of Christchurch, leaving room for adjustment to serve the wider catchment.

At the heart of the matter is the separation of pedestrians and vehicles. In the main and more modern rival to the city centre, the shopping mall, this separation is almost absolute, to a degree to which the Draft shows no commitment. (Page 8 “Some streets may be for pedestrians only ...”)

This turns broadly on two aspects, passengers and freight. The function of retailing is to bring the two together.

At the densities of activity envisaged for a city centre (i.e. retail and service) there is not enough kerbside space on the frontage of premises to park private vehicles for all the customers and employees. Attempts to provide such space results in the shopping mall and retail or business parks. A city centre must have off-street parking.

This off-street parking presents the opportunity to concentrate private vehicle traffic and direct it away from pedestrian activity. Capital and management costs, including circulation space and wayfinding, also favour concentration. Cars will be the majority of vehicles accessing the centre, generating the major flows and demands for capacity.

The delivery of goods presents a different set of problems; the need to access all premises by some vehicles, perhaps large, is hard to avoid, even in rare or special circumstances such as emergencies, removals or rubbish collection. Delivery of coach parties and their luggage to hotels and disabled access present similar demands for direct vehicular access to premises. Once vehicular routes are provided, it is difficult to limit their use for vital purposes. The right of proprietors to drive into their premises may influence their decisions strongly.

## **Patterns of Layout**

### ***Hierarchy***

This is the theme that binds the Draft’s colourful body of vision and aspiration with the dry statutory amendments of its appendix. It even precedes the dutiful obeisance to (disabled) accessibility.

Specifying four types of roads is like specifying four types of rolled steel joists for the rebuilding. While it may incorporate good sense and practice, it does not lead to the best engineering solution that will stand up, or the best architectural/planning solution that makes one glad that it does.

Although coloured lines on a plan look nice, the joints are critical to an effective system. To the traffic engineer, these are junctions; to the transport planner, they are the interfaces between modes, at car parks and bus stops, and the interaction between transport and its foundations in land use.

There are more organisational logos on the cover of the document than there are road classes. Is this the hierarchy that really needs clarifying to produce a centre for Christchurch where it is better to stay than to drive through?

### ***Commercial interests***

The rebuild depends on attracting developers to invest. A key attractor to retailers is footfall (not wheelroll), so it would be well to maximise distances walked within the retail core as well as the number of walkers. However, punters are no fools, and are likely to vote with their feet (on accelerators) when faced with a need to walk long distances just to reach their destinations. The softer arts of planning are required to make them happy to walk around the retail centre.

Parking lies at the interface between private and public interests, as well as between the key modes of walking and cars.

### ***One-way / two-way***

There has been much discussion of one-way and two-way streets. Like red and green traffic signals, they are tools for managing vehicular traffic, and not an end in themselves. Broadly speaking, a given volume of traffic produces the same barrier (lack of gaps for crossing) and the same noise and nuisance whether it is one way or two way. Distinctions within this lie in the realm of detailed traffic engineering and signal phasing, a level of detail that does not appear in the Draft.

### ***Zone system***

If vehicular movement within the core is to be minimised, there should be consideration of traffic patterns such as the 'zone' element of the zone-and-collar system used in Nottingham UK and elsewhere. In this, the core is split into separate zones, with little or no vehicular routing between them. Entry(ies) into, say the northwest zone is from the northwest, and the exit(s) is to the northwest, so only traffic with business within the zone enters into it.

### ***Collar system***

If on-street queuing is to be minimised in the core for the benefit of the environment (rather than minimising driver delay), there may be a good case for a collar system, to displace queuing to less sensitive locations.

### ***Grade separation***

An above-ground pedestrian level was tried in the old city, including the bus station, but did not appear successful apart from the food court opposite and linked to Ballantynes.

Rather than move pedestrians off the ground to be out of the way of vehicles, goods delivery can be above ground level, as in Keighley, W Yorkshire, UK. The bridges between blocks above pedestrian streets are remarkably unobtrusive. It requires a coherent plan for the whole of the core, or substantial parts of it, and cannot be left to piecemeal development.

Grade separation is an ideal for public transport interchanges, but tends to separate the public transport from other core activities.

## ***Streets & lanes***

The Draft commends the development of lanes for walking and for goods delivery.

So while these primary transport functions within the core are directed to the narrow lanes, how is the generous street network being used? As a drive through, drive in, outdoor coffee shop!

## ***Area of the core***

The zoning in Map 4 (transport zones) has changed in the latest Draft. The core is now consistent with that of Map 1 (Central Business & Mixed) of the full plan, and extends west across the river and the Durham/Cambridge one-way distributor route. These present a break in a single, compact commercial core, and the Inner Core Streets of the previous Map 4 (and Map 6 frontages) provide a better definition of this. The Inner Zone on the latest map extends to Hagley Park, including the cultural precinct, but leaves a rather lopsided zone. Expansion of the commercial core may be better directed to the south and east frames, which is one of their roles, and the transport plan should accommodate this.

## ***Outside the core***

The further a road is from the core, the more the traffic that it carries to the core will be determined by the location of the traffic's origin, and the more difficult it will be to separate modes effectively. The core is the place to concentrate on separating modes.

## **Modes**

The main body of the Draft addresses transport mainly by different modes.

### ***Walking***

With the notable exception for some disabled people, addressed at the very front of the Draft, walking is the ultimate mode for every visitor to the centre.

Walking has to be a viable mode within the centre to support its function of comparison shopping and multiple calls for diverse or special purposes. If it is not, and people drive between calls, we do not even have a mall; we have a retail/business park.

Walking should be a desirable mode within the centre, part of the benefit of visiting the centre, and an important part of its unique attraction. Part of the end, not just the means.

Walking will not be the sole or main (in modelling terms – maybe not very pc) mode for the majority of visitors to the centre. Even with a hoped-for residential densification within the four avenues, the majority of the centre's catchment will lie beyond common walking distances.

There will be less walking outside the core, and it will be less important to its functioning. It is still desirable to promote it to support the centre.

The walk links shown on page 9 are almost exactly where they shouldn't be for the core activity of the centre. Most are peripheral to the core; to the south they are

separated by a 50 kph main distributor, and to east they are on the opposite side of the north-south PT route. They play a recreational role, useful in supporting the core, but not unique to it or enabling its prime function. The cross routes through the centre are where the PT services should be.

It appears more important to separate pedestrians from public transport vehicles than from through car traffic.

Two of the three pictures for walking (page 9) show lanes. None show moving or parked vehicles.

### ***Cycling***

Although cycling has a larger catchment than walking, this will still limit it to a minority of arrivals in the centre, and hence for any travel around the centre.

Cycles are more friendly to pedestrians than motorised vehicles, but where motorised vehicles are excluded, cycling's very flexibility and quietness can bring it into conflict with pedestrians.

Cycles are relatively undemanding of roadspace, whether in motion or parked, encouraging a good density within the centre.

To encourage cycling, cycle parking should be under cover and at least as close as any non-disabled car parking (not like that outside the library next to CCC's Rebuild Central office in Lichfield St)

### ***Car***

Because of the size and low density of the centre's catchment, a major proportion of arrivals in the centre are likely to be by private vehicle in the foreseeable future. Their flexibility makes them most difficult to attract from other centres or dispersed developments, and their demands for road and parking space makes them hardest to accommodate within a compact centre, particularly while retaining their advantages.

*What is the difference between 30kph, cruising, and kerb-crawling?*

### ***Public transport***

Public transport has the ability to deliver large numbers of people using relatively little roadspace; one busy bus-stop can handle as many people as a kilometre of kerbside parking.

City centres developed from the ability of public transport to deliver people to a central point from a wide residential catchment.

City centres have died from the flexibility of private transport to deliver people to dispersed locations. The proportion of attractions in its centre diminished as Christchurch grew and became car dependent.

As mass transit, public transport depends on density to provide adequate patronage. Christchurch's suburbs lack density, and there are currently no exclusive routes for

public transport travelling to the centre to give it competitive advantage. Any advantage for public transport has to lie in its access (penetration) of a dense and attractive centre.

There is a symbiosis between public transport and a city centre. Even though public transport is only a service, its effective operation may be critical to the viability of a dense centre. If so, the prime bus/PT stops and (the) station should be closer to the centre than the great majority of short term parking. This in its turn should be closer than the high volume or through vehicle routes serving them, to separate this traffic from the pedestrians in the centre.

The more I look at it, the more I feel that only Colombo Street can provide an effective, competitive PT service.

Grant Smith of Gabites Porter suggests that the Central Area may not attract enough employment to support a bus service based on a central area bus interchange, particularly in the next five to ten years.

## **Parking**

Where there is parking, there cannot be full separation of vehicles and pedestrians.

A single, desirable parking space can generate an inordinate volume of traffic, with far more vehicles seeking to park there than can ever do so. On-street parking and small car-parks will similarly tend to generate traffic movements from search patterns.

Shared parking, not dedicated to particular premises, minimises the total amount of parking space needed to meet peak demands, particularly when they arise at different times from different purposes, e.g. commerce during the weekday, shopping at weekends, and leisure in the evenings. It encourages single vehicle movements into the centre to make multiple calls on foot within the centre.

If the core is to act as a single destination for parking, it is better to have parking available on the side of the approach to minimise traffic through and around the core. If the core does not act as a single destination, it would be better to plan it as a business or retail park.

Large public cornerstone projects present an opportunity to plan, provide and control parking.

As a tourist destination, the needs of two types of large vehicles need to be considered: campervans and coaches.

## **Signage & Readability**

The previous and proposed layouts of the core, with two-way trafficked streets across them, are very simple and readable for vehicular traffic. However, such readability imposes a high price on the other objectives the street network has to support.

Zone systems and concentrated parking simplify signing, including dynamic signing of vacant parking spaces. High-tech (ITS) can mitigate some of the problems of parking dispersed among small car parks and on street, but not all. The visitors who most need clear signing are the most valuable – tourists and infrequent visitors to the high-level speciality attractions.

Clear direction signing for moving vehicles is difficult enough to achieve without dual languages. The inclusion of Maori (or any other language) must be justified on grounds of safety and efficiency, set against a doubling of the sign size and the amount of information that needs to be comprehended quickly, particularly when half the material is either unfamiliar or only trivially different. (Based on personal experience in Wales and Scotland.)

Direction signing for vehicular traffic is rarely a blessing to the urban landscape.

For a forward looking city, there is probably a better case for Chinese than Maori on direction signs.

Thirty kph is still too fast to learn a language while driving a vehicle and being friendly to pedestrians.

The PC that matters in signing a city centre are the public conveniences.

There is a good case for including Maori as NZ's unique heritage in interpretative signing, to enhance the value of being in the city.

Smart in-car navigation may allow a sensible, personal choice of language; keep it off big dumb public signs.

## **Plan for a city centre**

The draft directs more effort into separating modes on the roads approaching the core than in the streets and lanes of the core itself.

In the core, the draft does not appear to provide a plan, as in locations on the ground, for car parking or service vehicle access. It does not furnish the wherewithal to do so through either clear policy or specific design criteria. This level of planning, co-ordination and leadership might be expected from the developer of a mall or a business park; instead it is abdicated to individual site owners. This approach seems unlikely to produce a well planned business park, not even a mall, let alone a city centre.

A successful city centre operating at some level as a single cohesive entity requires a greater degree of planning for common services than this draft provides. Roads and streets are naturally a common and usually a public service. Whether provided publicly or privately, car parking depends on this service, and should place the greatest demand on it in the core.

Major car parks, located to serve the core's activities, should determine the location of distributor roads, rather than vice versa.

The government and NZTA are making full use of their powers and revenues to completely remove frontage access from vehicle routes (RONS), even where this is difficult and costly (e.g. John's Road). Their efforts to remove vehicle movements from the most critical of frontage, in the city's centre, are feeble in contrast.

Similarly, special powers invoked to break and enter into residents' homes are merely used to impose a 30kph limit on two-way through traffic – little more than a school zone.

Two-way through traffic remains over much of the 19<sup>th</sup> century street network, still at higher speeds than envisaged then.

The Network Plan for London's Priority Routes called for individual consideration of every metre of kerb space for parking or servicing. At some stage the new city centre's parking and servicing needs the same attention. It would be best as a single stage, co-ordinated with the rest of the planning of the centre. The draft does not provide it.

The re-drafting of this transport chapter separate from the rest of the plan does not speak well for its integration (*has anything changed in the rest of the plan?*) Anchor projects and precincts are located; parking and servicing isn't, so the road system can't be.

The addition of 30kph signs and coffee tables does not alter the role of Christchurch's road network and city centre as desiccated car parks.

## **Feasibility of a city centre**

The very feasibility of rebuilding a city centre in a car-dominated transport system is unproven. It is beyond the scope of the transport plan alone, though a centre's ability to compete for car-borne trade is likely to be critical.

The density of activity needed for a successful centre may also require a substantial and effective public transport system, which is likely to have a symbiotic relationship with a single central core.

Releases of land to compensate for losses in red zones, as emergency measures, or to influence the property market, have not been chosen with the support of a city centre in mind. This is a matter for planning developments outside the four avenues.

## **Technical Addendum**

Technical matters arising from the presentation to CILT. Without access to source material or working papers, these comments cannot be fully considered. Headings refer to slides presented, as far as possible.



### ***Multi Criteria Assessment (MCA)***

In considering different environmental, social and economic effects, there have to be value judgements which are ultimately a matter of public policy. They may be reduced to technical matters by standardising methodologies based on those values, such as economic values of travel time and road crashes. The objectives and outcomes for the CBD are still open for public debate, so the weights applied in the MCA and the judgements they represent should be made set out clearly.

The presenter to CILT said that the MCA involved a number of disciplines, and was not just thrown together by traffic engineers. I have seen a similar exercise dismiss a good idea for the wrong reasons, without considering the problem it was intended to address. This was despite the presence of many disciplines. It would be good to expose the workings of the MCA – if it is so good, the traffic engineers of IPENZ have much to learn.

### ***Option testing- total travel time and vehicle operating costs***

*Oh Grandmother, what big costs you've got*

Despite the large annual costs, the range between schemes is only about 3½%. This might also arise from every traveller to the centre:

- catching a red light instead of a green;
- finding a free parking space in the second or third street rather than the first; or
- walking to catch a bus on Manchester Street, rather than Colombo.

(Even with the vertical axis scaled, there is some cause to get in a Huff about it)

### ***Through traffic (slide of Daily CBD/non CBD traffic...)***

My main concern with network patterns is that all those considered, whether one-way or two-way, provide direct through routes across the centre within the 4 avenues, encouraging through traffic which is undesirable. The analysis gives me much comfort, and is plausible from my experience of the dispersal of traffic flows.

However, it is based on the Christchurch Transport Model (CTM), which is purely synthetic. Its distribution model, which determines trip lengths, is complex, possibly incomprehensible, and founded on dubious assumptions.

Given the importance of the issue, I would suggest an independent check on the ground-truth of these findings. It might be provided by:

- assigning the observed travel demand matrix from which CTM was built;
- the previous Christchurch Transport Studies model, developed separately; or
- examination of pre-EQ turning movements on and off a through corridor.

It will be hard to interpret post-EQ observational data without further reliance on modelling.

CBD traffic on Brougham St seems low from my experience of CTM, which showed extensive dispersal of traffic from the Southern Motorway, and little traffic continuing onward on Brougham much east of the centre. This might be explained by traffic destinating in Sydenham rather than within the 4 avenues.

### ***Traffic impact of slow core***

This slide shows small increases in traffic on Colombo and Worcester Streets in the commercial core. This is undesirable. It is hard to see why it should occur.

### ***Public transport***

“Half the number of buses” in the centre does not sound good for their passengers.

It will be difficult to provide the good signal priority presented for buses at the bus station, because:

- there are many buses, arriving and departing from different directions;
- whole green waves have to be adjusted and recovered dynamically; and
- the buses may stop (for passengers) within the green wave.

The benefits of ‘readability’ from two-way bus traffic on one street are limited to occasional passengers finding their return bus stops. The main benefits are from all services to a destination departing from a common stop – it is difficult for a passenger to wait at two stops at once, however well they know them.

### ***Alternative Mode Share Scenarios***

These appear to date back to the original transport chapter, and so are only possible scenarios. There is no assessment how these mode shares can be brought about, or what can be expected from the current Draft proposals.

The notes on the right of the slide appear to exclude both through and terminating traffic. Perhaps the text should read “exclude trips with both origin and destination within the 4 avenues”, though why this should arise from their being sourced from CTM remains unclear.

### ***Crash Records***

The better record of one-way streets is worthy of note, but needs checking for other causes such as frontage and pedestrian activity.

### ***Modelling Input***

It is my understanding that in both of the 100 day Great Leaps Forward in city centre transport planning that have produced this Draft and its predecessor (the one with trams), modelling has been allowed only 30 days, and the choice of consultants has been such that they have spent much time understanding and sometimes recoding each others’ traffic signal settings.

The Draft does seem to reflect only two months’ technical analysis in the two years since the earthquake – a pity given the considerable professional talent available within Christchurch.

John Shrewsbury  
Transport & Traffic Analyst

Withheld under section 9(2)(a)

Friday 1<sup>st</sup> February 2013



Withheld under section 9(2)(a)

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**From:** Hugh Thorpe  
**Sent:** Thursday, 10 January 2013 3:58 p.m. Withheld under section 9(2)(a)  
**To:** transport (CCDU)  
**Subject:** Better provision for cyclists

Here are a few practical and inexpensive features that would, I believe, encourage more people to cycle in the City. My perspective is that of a 76 Year old male who has commuted by bicycle in the City for the last 35 years and still cycles virtually every day. My background is in Civil Engineering/Science.

Many of my age group gave up urban cycling years ago and now, with the press of traffic are too nervous to resume this activity even though they would like to. The health benefits of cycling for my age group are undeniable. Cycling extends our range for easy, healthy recreational/ social activity. Cycling is not just for the young and lycra clad! Recollect that my age cohort is becoming a larger percentage of the population

My suggestions:

Make cycle lanes at least 1.5 metres wide. 1.5 metres is the clearance required in the road code between a vehicle and a cyclist so why not make it easier for the cars to judge this distance? If necessary, narrow any flush medians or raised lane dividers which frequently seems overly wide.

Where it is not practicable to provide separate cycle lanes, separate them from traffic with rumble strips. This will discourage cars from encroaching into cycle lanes especially at intersections. Such strips might be a bit annoying for cyclists trying to cross them on high pressure tires but they need not be continuous i.e. leave gaps for cyclists to manoeuvre through. The "rumble" at slower car speeds will be less noisy but there would still be the sensation of driving over them to act as a reminder.

Intersections can be a scary for cyclists. Set traffic lights to allow more "right turn" phases so that cyclists can avoid possible clashes with on-coming vehicles.

Another possibility at major intersections might be to create a version of the "Barnes Dance" for cyclists. This would of course require green bike signals in all directions. At intersections shared with pedestrians, pedestrians should have right of way but cyclists could be given a "proceed with caution" signal. Maybe a flashing amber bike sign.

It is proposed that there be a 30km speed restriction for vehicles in the CBD. Why not a 20km speed restriction for cyclists? Motorists sometimes do not appreciate the speed of cyclists on modern bikes and cyclists are not without fault!!

Talk to the cycling groups in the City! There are several and they are anxious to be part of the cycling solutions. If a forum were established, with regular progress reports, a level of trust could be established which is presently lacking and the end result would be more satisfactory.

How many of the Traffic Planners are regular cycle commuters? The cycling experts are the cyclists themselves. They are enthusiastic, committed and intelligent people who deserve to be heard respectfully. And think of us Oldies-present and future!

Hugh Thorpe

Withheld under section 9(2)(a)

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**From:** Ross Gray  
**Sent:** Sunday, 3 February 2013 10:02 p.m.  
**To:** transport (CCDU)  
**Subject:** CPIT Studio Christchurch: bus exchange / former Millers building

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear An Accessible City Team,

As a member of the audience in the foyer of the Civic Offices on Friday who heard the presentations from architecture students at the culmination of Studio Christchurch Summer School, I would like to recommend and thoroughly endorse the presentation which proposes that the former Millers building is retained and adapted to encompass the new Bus Exchange. John, the student from Auckland has communicated his innovative design with enormous skill and I sincerely hope that you will give it your fullest attention when it is made available to you.

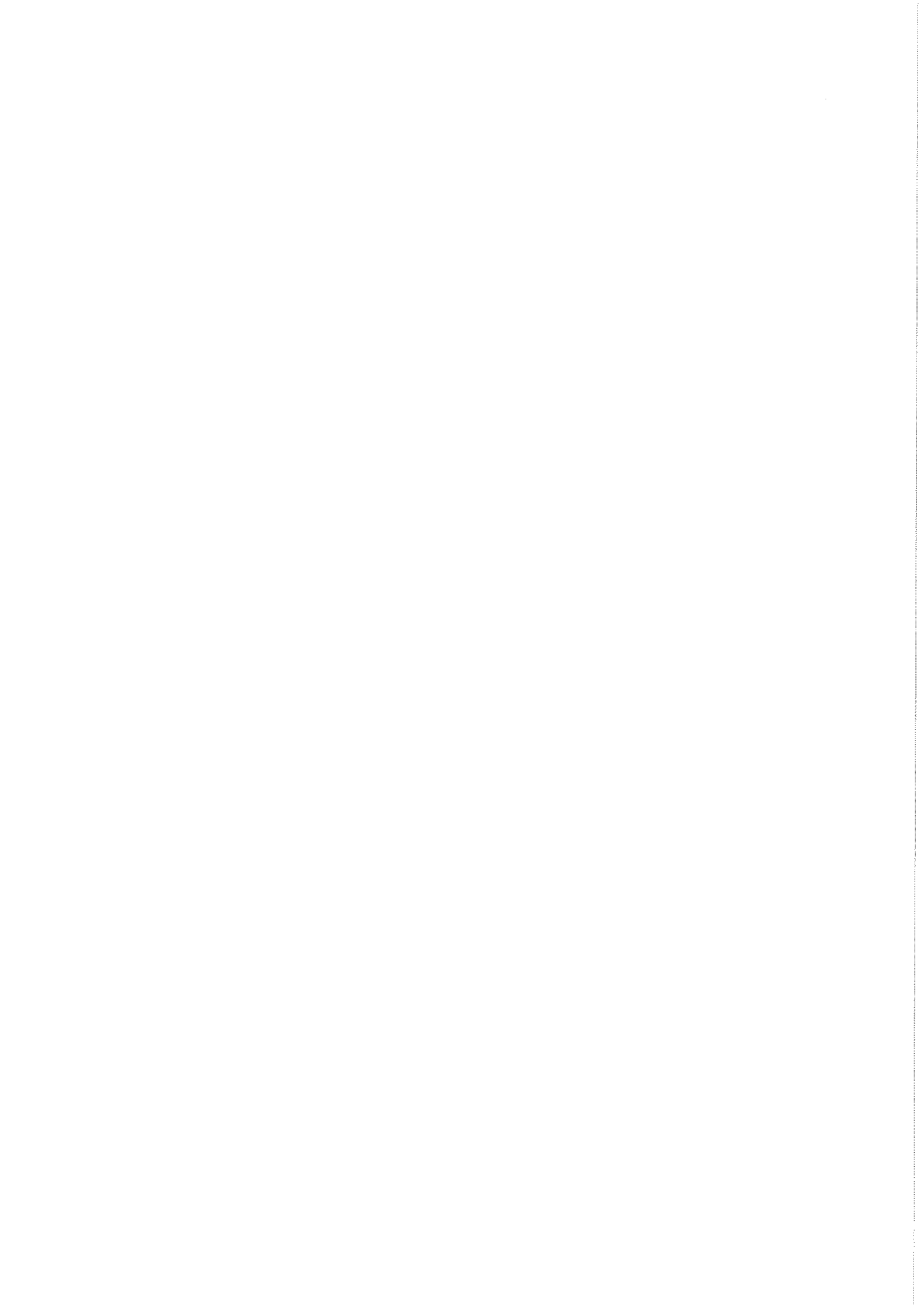
You will note that the submission from Mark Gerrard, Historic Places Canterbury Chair, urges that the image in the document be replaced with a concept which retains the Millers building, the architectural style of which is very well suited to a transportation hub: John's proposal achieves this, boldly but sensitively bringing the past and the future together. I'm sure it could work!

I offer this support for the proposal (and for others which also deal with the theme Memory of the Old City in this location) as both heritage advocate and recent tutor in architectural drawing at CPIT.

My apologies for this late communication; I trust that you will be fully briefed in the near future.

Thankyou.

Ross Gray MFA (Dist), Dip Tchg, Deputy Chair Historic Places Canterbury



Withheld under section 9(2)(a)

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**From:** marie woods · Withheld under section 9(2)(a)  
**Sent:** Wednesday, 9 January 2013 11:03 p.m.  
**To:** transport (CCDU)  
**Subject:** cycle friendly city

I am worried that the feeder routes to the city seem to be still squeezing cyclists between parked cars and traffic. Please use the opportunity to get us off-road routes. These could be incorporated with shared footpaths if there is no other way. I have cycled safely in Europe on dedicated cycle ways that are separated from the traffic.

Marie Woods Withheld under section 9(2)(a)





**From:** Diana Robertson  
**Sent:** Friday, 1 February 2013 4:14 p.m.  
**To:** transport (CCDU)  
**Subject:** Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi

I regret not being able to make a more specific submission but the following covers my main concerns / interests.

Warm wishes  
Sandy

### Submission on the CERA/CCDU Accessible City Chapter

**Full name:** *Sandy Turner*

**Postal Address**

Withheld under section 9(2)(a)

**Email:**

**\*Are there any proposals in the draft Accessible City chapter that you particularly like?\***

- *Having priority streets for cycling, walking and public transport, and would like to see them extended further within the central city network and beyond.*
- *The 30km an hour slow core.*
- *Encouraging through traffic to the four avenues.*
- *Pedestrian and cycling paths along the Avon.*
- *Designing intersections to ensure priority and safety for cycling.*
- *Cycle parking at bus exchange & super stops. We will need more.*
- *One-way streets with separated cycleways on both sides..*
- *Improved way-finding signage. Long overdue, please expand.*

**\*Are there any proposals in the draft Accessible City chapter that you particularly dislike?\***

The plan's backward looking view that vehicle dependence is and will remain the dominant transport mode well past mid-century.

The emphasis on expensive inner city car parking subsidised by already overburdened ratepayers.

The lack of commitment and details provided for cycle infrastructure including lane widths, intersection treatments, connection to existing or 'desire line' cycle routes, how routes prioritised for multiple modes will work, and cycle parking frequency, form, adequacy.

The plan's unstated but evident view that commuter cyclists can either put up with inadequate or non-existent infrastructure on high speed arterials and distributor streets or congested low speed routes shared with pedestrians and vehicles.

**\*Is there anything else you would like to see included in the Accessible City chapter?\***

- Keep cars and parking on the periphery. Provide shuttles to and around the central city.
- Save us from high rates by making active and public transport the easy and obvious choice. Building 16 parking garages is simply too expensive.
- Use this rebuild opportunity to proactively assist the community in shifting to sustainable, healthier active transport options.
- High quality cycling infrastructure with separated or off road paths to get everywhere easily. Work with and connect to CCC's network.
- Prioritise Armagh Street as an east-west cycling route.
- Convert the eastern side of Madras to separate 2-3 metre contraflow cycle lanes and footpaths with a 30 km/h limit by CPIT and the stadium.
- Continue Tuam Street cycle lanes to both the east and west and hook up with network or prioritise St Asaph Street for cycling per CCC's plans.
- Provide separated pedestrian and cycle paths along the full length of the Avon/Otakaro well linked to the city and to wider networks.
- Provide multiple direct and unobstructed routes to encourage people to commute by bicycle.
- Acknowledge and provide for the 30+% of non-cyclists who would like to cycle, "the interested but concerned".
- Cycle parking which is secure, frequent, plentiful and well located.
- The slow core is a good start, but 30 km/h may be too fast for comfortable and inviting shopping, dining, cycling and meandering.
- Neighbourhood Greenways, through routes for pedestrians and cycles (and monility scooters), not for vehicles.
- Bring peace to Hagley Park, redirect Riccarton Road traffic to Bealey and Moorhouse.

## **Priorities:**

- Start talking to the community. We must be involved, empowered even, at every level and step. Freely sharing information and ideas will improve all of our skills and expertise. Together we can implement a 1,000 day plan which will bring real transport mode choice to Christchurch.
- Take up the opportunity to provide cycle commuter and recreation routes early on to pioneer central city revitalisation
- Prioritise cycling infrastructure as a requirement in all projects
- Implement Christchurch Transport Plan and work with community to improve and align cycle links
- Apply CCC cycling infrastructure design standards to central city

We do not expect and should not need to be involved in every detail. When government takes the time to develop plans and prioritise projects in collaboration with the community how to sort the details will become obvious.

### **\*What are your overall comments on the Accessible City draft chapter?\***

Share an Idea was very clear in asking for a sustainable green city with good active and public transport.

We were glad to be asked to share our collective wisdom and insights. We even hoped we would be listened to. Neither the central city blueprint nor this transport plan have supported community needs and expressed desires.

People do want shopping and café dining. Some of us would like to live in the central city. Both are more attractive without the hazard, noise and pollution of vehicle traffic.

The quakes took away much. Let's seize the opportunity to build a city which acknowledges the new conditions and constraints of our changing world.

If Christchurch is to retain and attract the people we need we must offer them a city designed for the future. An affordable and attractive city which meets people's real needs first.





RECEIVED  
01 FEB 2013  
Emily Carter  
x 883

RECEIVED  
05 FEB 2013  
BY: [Signature] CERA Reception

### Submission Form

These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website [www.ccd.govt.nz](http://www.ccd.govt.nz)

Answer as many questions as you like. You do not have to answer them all.

Q. What are your overall comments on the Accessible City draft chapter?

OK except cycling section

Q. Are there any proposals in the draft Accessible City chapter that you particularly like?

low car speed & demarcating Kilmore/Salisbury using system

It is hard to imagine Colenso St as good for cyclists. Currently too many cars & lights & too narrow. Parked cars - Perhaps (light green/red) to 30kph car speed will be better for cyclist. Hard to get flow as a cycle.

Q. Are there any proposals in the draft Accessible City chapter that you particularly dislike?

I like cycle paths inside parked cars with barriers between them & the road but would like bike paths separated from cars & away from roads where possible. A 2 way bike path along the middle of Bealey Ave (tarden centre opposite) for this & reduce queue chips on left path side. Fitzgerald Ave could also have this (like St Georges Rd in Melbourne) Under over pass

to get around main roads

# An Accessible City

He Taone Wātea

**CERA**  
Canterbury Earthquake  
Recovery Authority

**C**  
Christchurch Central  
Development Unit

Q. Is there anything else you would like to see included in the Accessible City chapter?

Much more attention & investment in cycle ways. We need 2 way cycle roads away from cars. Taking one half of a road for this is another possibility & the road becoming 1 way from Bonifant St goes through parkway that would be ideal for cycle way. We need the cycle planning to extend well beyond central city & to have so very little concrete evidence this is being planned. Attach a separate sheet of paper if needed. but is perhaps not part of the plan - is it a bigger club plan??

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at [www.ccd�.govt.nz](http://www.ccd�.govt.nz)

Comments must be received no later than 5.00pm Friday 1 February 2013.

## Your contact details

Full Name:	Aleson Begg
Organisation (if applicable):	
Postal Address:	withheld under section 9(2)(a)
Email:	

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: [www.ccd�.govt.nz](http://www.ccd�.govt.nz). Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at: [www.legislation.govt.nz](http://www.legislation.govt.nz).

The Privacy Act 1993 governs how CCDU collects, holds, used and discloses personal information in your comment. You have the right to access and correct your personal information.

**D.W.KING**

**Withheld under section 9(2)(a)**

3rd February 2013

RECEIVED  
15 FEB 2013  
BY:

CERA  
Private Bag 4999  
CHRISTCHURCH 8140

Dear Sirs

CHRISTCHURCH TRANSPORT PROPOSAL

My apologies for this late submission, I unfortunately was unaware of your study until advised in a letter received on 1<sup>st</sup> February from the Mayor of Christchurch.

In my view it would be grossly neglectful not to make provision for future light rail within the city when we have an opportunity presented by such large scale clearance as had to be done. I am aware that the Road Transport Federation lobbies strongly against investment in rail, of course patently self interested.

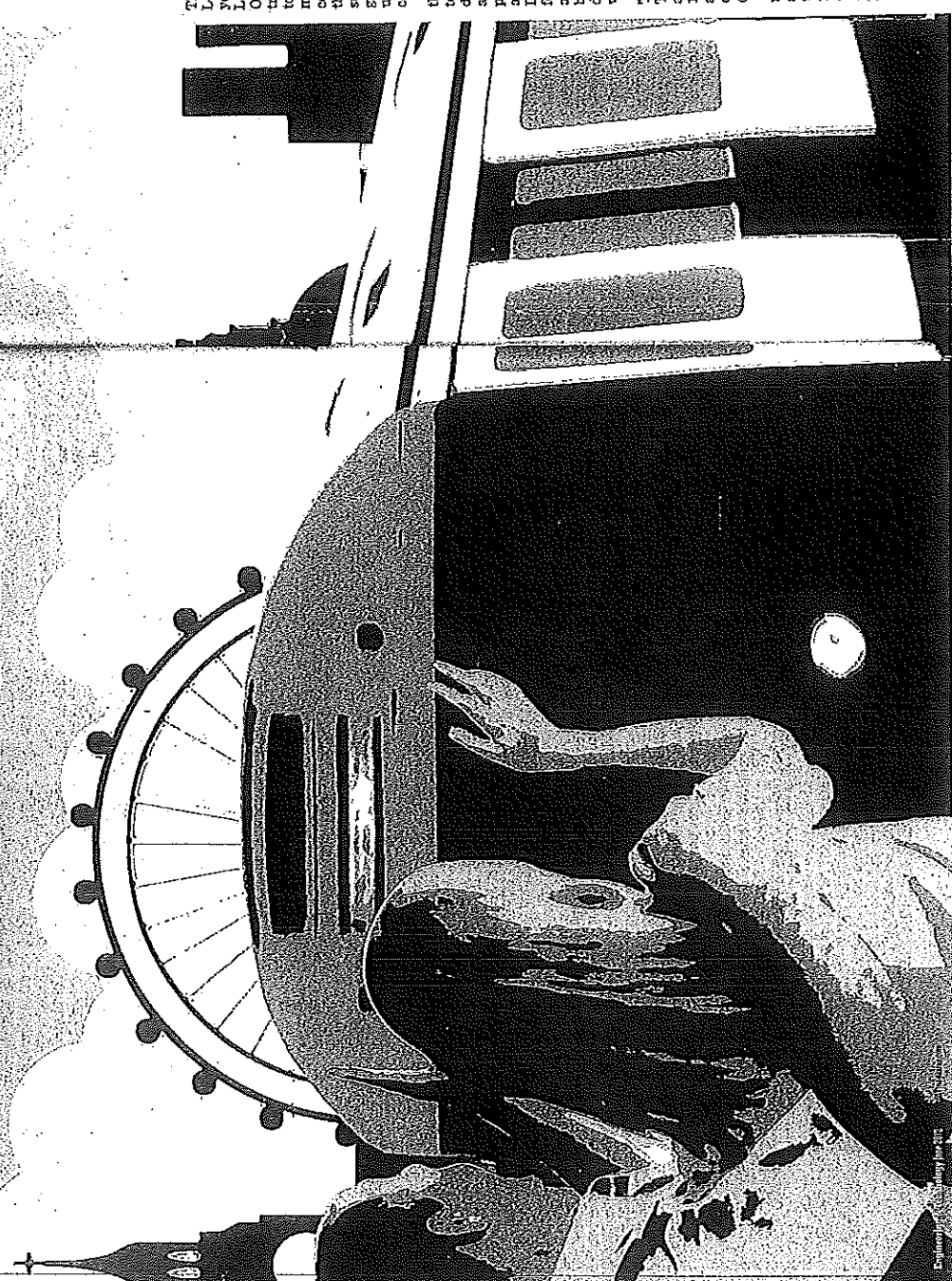
To emphasise the future possibilities I enclose a copy of an article "Driverless Trains" from the June 2012 issue of Engineering and Technology Journal, and strongly recommend it's perusal to all members.

Yours sincerely

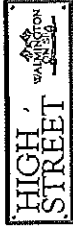
  
David William King.



# DRIVERLESS TRAINS IT'S THE AUTOMATIC CHOICE!



Fully automated metro lines top the procurement lists of many transport planners across the world. But how effective are they? By **Abi Grogan**.



**THE DRIVING** merry lines behind both of London's Mayoral electoral candidates this year have included a focus on improving London's ageing underground system. Olympic fever has seen many banks and trading floors encourage their workforces to operate from home during the summer months, facing congested scenes of commuter carriage. Ambitious changes to the Tube are, of course, far too late for this summer's Games, but the event has done a great deal to highlight the importance of upgrading existing systems to enable it to cope better with booming urban populations.

Many in the transport industry believe the rejuvenation of the Tube lies in the technology of automation. As a result, driverless trains, platform screen doors and fully automated systems now top the procurement lists of transport planners across the world. However, London's DLR line was met with a mixed reception following its early performance in the 1980s, and last year London Mayor Boris Johnson's bullish plans to replace London's Tube train drivers with automated systems was met with a frosty reception from the press.

**The heart of the city**

The metro is a concept that has been around for more than a century. Some 116 systems are now active in cities around the world and the very first, now operational as the Metropolitan Line, opened in London over 120 years ago.

Although classed as premium investments, metro systems are still perceived to be a worthy asset by transport planner, as they are considered the most efficient mode of transport in regards to energy consumption and passenger occupancy. As 580 cities across the world reach a population of one million before the year 2015, some of the larger metro systems, such as that in Paris, are looking to automation

for economy, safety and reliability. Wide-scale automation, whether it is full or driverless, has been considered the biggest major development in metro technology over the last 20 years. Currently, 30 fully automated metro lines have been integrated into networks across the world, and UK company Bombardier has provided automation solutions for many of these forward-thinking cities, including Paris and Vancouver. Thomas Segismund, director of mass transit for the organisation, compares the metro system to capillaries in lungs: "The fast flow of a metro transport system helps a city to breathe."

**Automated growth**

The growth rate in which automation has penetrated the transport market is impressive. By 2020, around 75 per cent of new metro lines will be fully driverless, with 40 per cent of driver metro lines reclassified to fully automated.

Some 61 km of automated metro line is now operational across the world, taking in 535 stations in 26 different cities including Paris, Barcelona and Copenhagen. Cash-rich Asia currently leads implementation of automated metro systems, with around 40 per cent of the world's automated lines now spanning the continent.

Three different types of automated metro systems are currently recognised. Semi-automatic train operation (STO) is partially controlled by a driver onboard, operating the stopping of the train, door closure and driver-to-passenger communications. Driverless train operation (DTO), implemented on the DLR in London, is a more sophisticated system and has been adopted most widely across the world. It eradicates the need for a driver, but employs a train attendant to supervise door closure, ticket inspection and passenger-to-controller communications. >

Illustration: Andrew Jones, Art Director: [unreadable]

< Much higher security control must be implemented in these systems. Unattended train operation (UTO) is seen as the next step, with systems relying entirely on instruction from the control centre.

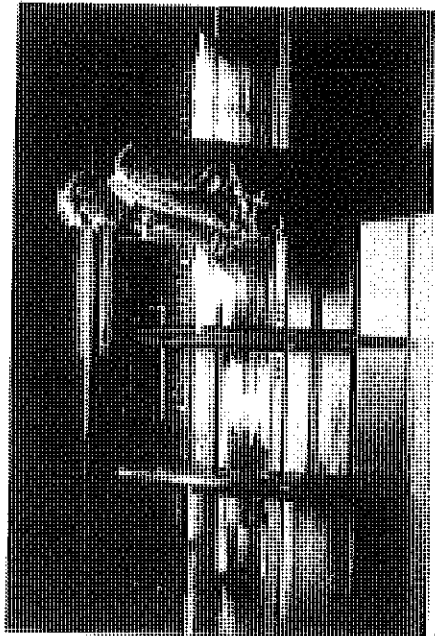
#### The automated movement

The primary motivations for automated metro systems are faster services, economy, safety and energy efficiency. Although already deemed the most efficient mode of passenger transport, traditional metro systems can be improved by increasing passenger capacity, shrinking headway time to 1 more 60 seconds. A recent survey by Frost & Sullivan revealed passengers would be prepared to pay up to 25 per cent more for their ticket if their destination was reached in half the time.

Reducing intervals between trains – a process called headway timing – is deemed to be the ideal solution by deploying additional trains into the system at peak hours. However, in many metro systems this also requires additional standby staff, which raises employee costs.

Automatic systems can respond immediately to congestion, deploying more carriages without the need for extra staff, explains Frank Gerken, mass transit manager for Siemens. "The frequency of the trains can be enhanced, especially in low-traffic hours, as more and shorter trains can be inserted in traffic without the need for more operational staff."

This notion of capacity on demand, Slegemund says, is what is driving the transport industry's widespread adoption of automation. "An automatic system can adapt immediately to an influx in passenger demand, altering the size and frequency of the trains," says Slegemund. "One of our customers pointed out that the problem with the network at the moment is that there

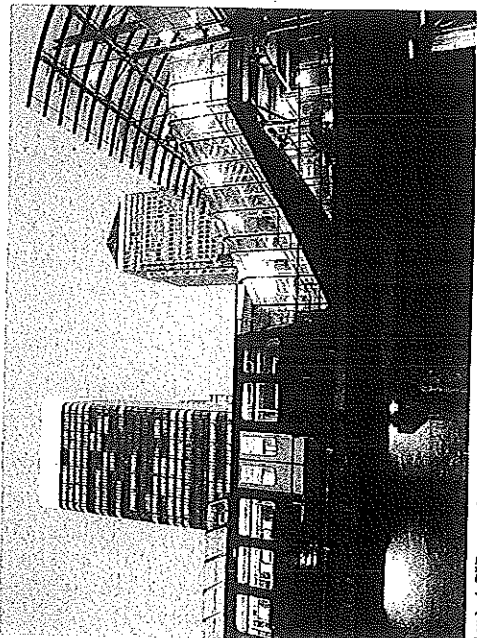


Passenger screen doors enhance safety and reduce the risk of obstacles on the metro tracks

emergency calls and onboard telemetry is available, including remote train diagnosis." Sensors and detection is where much of the new safety technology lies, including precise door-gap and fire detection monitoring. Intrusion detection technology features integrated optical sensors, which are activated when a passenger strays on to Tube lines, but while the technology is considered effective it is also deemed an excessively sensitive application by some in the industry. Obstacle and intrusion detection on automated lines can be increased by up to 10 times when installing optical sensors says Didier Benso, director of Société des Grand Paris, but unfortunately these warnings are often unrelated to passenger movement and can be attributed to animals or waste on the tracks.

One simple solution to this issue lies in another automated system: passenger screen doors. Copenhagen's 21km metro system, though small in comparison to the likes of Paris and London, uses this technology and is a perfect example of fully automated technology at its best. The line carries 64 million passengers a year, a fraction of London Underground's one billion limit, and comprises of a combination of light railway lines and an underground metro system. The city uses passenger screen doors, automatic auto safety doors that do not allow the passengers direct access to the tracks, on its underground trains and has seen system failures decrease by approximately one-third. Passenger screen doors also have additional operational criteria, such as air-conditioning monitoring.

Improved energy efficiency on automated lines is also an attractive incentive for cities attempting to cut carbon emissions. Few automated metro systems can contest Stockholm's energy boast – the city's metro runs 100 per cent on renewable energy generated by Vind, with its bus network



London's DLR currently operates driverless trains with attendants in stations and on the platform

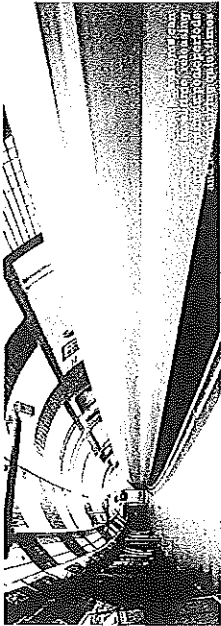
running on bio-gas and methane, – so instead, other energy-efficient tactics are needed to reduce carbon emissions.

Automated trains use less energy thanks to optimised acceleration, traction and braking processes. LED lighting has also become a common standard throughout newer models of automatic trains, decreasing the amount of energy consumed, meaning energy consumption can be slashed by up to 30 per cent.

#### Money in the bank

The benefits of automation come at a cost, which is why many European countries have been reluctant to invest in recent years. But in the long-term, automation is actually much more economical than a manned system, says Gabriel Colocug, vice-president of urban rail signalling at DTU. "Over a period of 20 years, a UTO or DTU system would actually be cheaper than an STO system. But in no circumstances should an automation network be overloaded with legacy equipment."

The risks with overloading automated systems in this way can be avoided with early adoption of DTU or UTO in the life cycle of a metro system, as it will result in lower initial investment with shorter implementation time. No modification of existing cabs



would be needed and a single training and operation procedure would be required. But for most existing manned metro systems a retrofit adoption is the only option. Cabs must be modified to remove the existing driver cabin, while out-of-service trains may cause costly delays for operators.

One of the most ambitious tasks is to retrain an entire workforce on new systems, equipment, wiring and hardware, many of whom may not yet be of sufficient skill level to adapt to these new technologies. Incurring additional training costs.

This development is not only a technological challenge, but also requires a complete rethink of service philosophy, organisation, and staff qualifications.

From a human point of view, the highest cost for many will be their jobs. Drivers will be replaced with automated systems, meaning many roles will become redundant. In an ageing society, Slegemund says, it has become difficult to hire and retain train drivers, particularly in areas like Berlin where a lack of drivers has been reported due to the shifting perception of the role of the train driver. "The romance of being a train driver has dissolved, training staff to control automation is a more professional incentive for most people, so motivated drivers can be recruited to use more sophisticated software systems. Overall, this is a much more attractive career path than driving in a tunnel."\*

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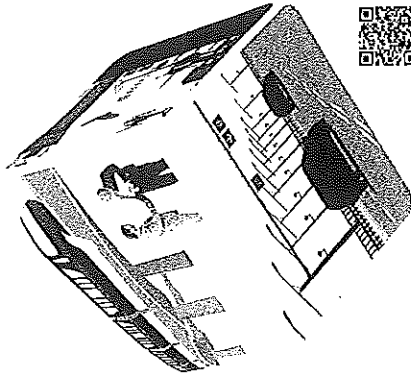
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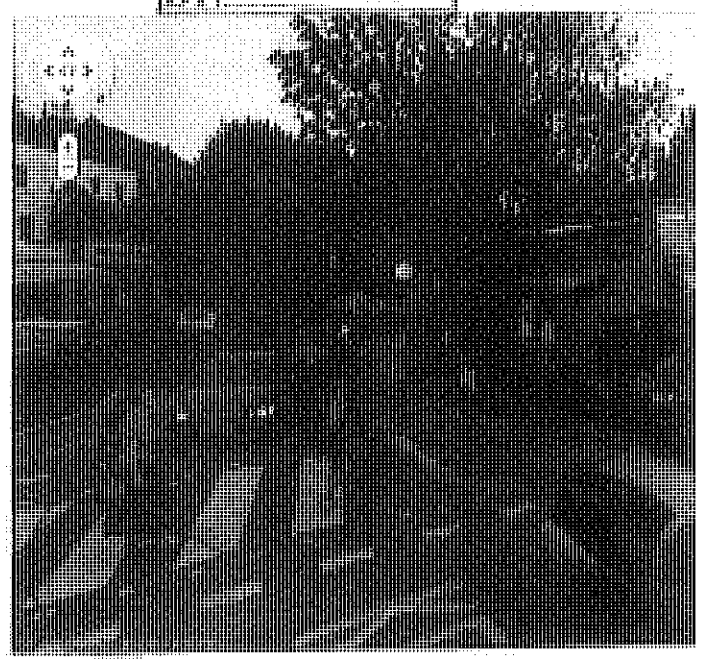
WRS 87

RECEIVED  
07 FEB 2013  
EDY:

Google maps Address

271

same bus stop  
different angle



Highgate Village bus lay over area

Google maps Address

~~This is the~~

271

Moorgate → Highgate  
(Liverpool St → Highgate station on a Sunday)



Corner of Harewood & Papanui Rd  
has land ~~is~~ ideal for this

4/2/13

Muswell Hill roundabout  
lay over area for  
bus routes 43, 134,  
W7 & 1 or 2 others

room for multiple  
buses & also has little  
lunch room toilet etc  
Drivers on W7 do  
not return to depot  
for lunch etc.



## Muswell Hill Broadway

On the corner of Papanui Rd &  
Harewood road reminds me of my time  
driving a bus in LONDON during 1996-97  
. This site has been cleared & would be  
ideal area to ~~park~~ park buses.

LONDON has multiple ~~an~~ examples like  
this where they get the bus off the road.  
I'm hoping we can find places around  
Christchurch to do a similar thing

Thanks  
Paul WILLIAMS

Withheld under section 9(2)(a)

4/2/13

## Submission An Accessible City plan

John Scott

Withheld under section 9(2)(a)

I can essentially live where I want. I chose not to live in Christchurch, but tentatively live in Canterbury. Before the earthquakes I even considered purchasing a residential property in central Christchurch. I was dissuaded by the severe negative effect of the one-way street system. It is very surprising that the one-way streets have been retained. Many many overseas cities are converting back to two-way streets in an effort to revitalise their cities. They have found increased business activity, livability, safety etc. There is overwhelming research and anecdotal evidence confirming such significant improvements to cities.

I have the option of investing in or building commercial property within the four avenues. The proposed transport plan means I will not invest. The one-way streets make it difficult for customers to reach their destination and even see it. Furthermore, the one-way streets merely transport people through the city to the detriment of those who want to use the city and therefore act as a disincentive to people coming to the city as a destination. The human scale is destroyed by the abnormal traffic onslaught of the one-way streets. Moreover, streets become isolated when located between one-way streets, with consequent underdevelopment.

It is demonstrably not possible to have both one-way streets and a livable business-friendly city. That both are mutually exclusive has been researched and demonstrated so many times around the world and is so well known that the debate is over. Hence, it begs the question why, with respect to cycling and the one-way streets, the plan is not evidentially based. Every time I read the transport plan I'm staggered at its ridiculous flaws. For example, the "key cycling routes", one-way streets "to ensure vehicles can access the central city easily", "key walking links" all indicate the compartmentalization of the city that is known to reduce livability and ease of use.

Furthermore, "other streets will provide for cyclists where possible" indicates that no people are wanted on these streets. It is well known that it is important to consider cyclists as one would pedestrians and not as "vehicles". The dynamic is important to create the "human scale". If streets are not planned to be suitable for cycles, then, again as it is well known, such streets will not be fit for pedestrians and consequently unsuitable for business or residential activity. This has been glaringly obvious in Christchurch during the one-way street period when there was a considerable decline in pedestrian, cycle, residential and business activity. Planting some trees and slowing the traffic in selected locations has been shown to not alter the inevitable negative effect of one-ways on human scale activity (walking, cycling, business and residential activity).

That it is well known urban cycling is to be considered like walking rather than as vehicular, it is surprising that cycling has been treated with such ambivalence (at best) in the plan. As a motorist (primarily) it is in my interests to get cyclists off the roads and onto dedicated cycle paths (like pedestrians). My experience of other cities where this has occurred is that people have gotten out of their cars and on to their bikes. This does not happen unless cyclists feel safe. The current cycling proposals do not come close to achieving this need. The current proposals indicate that, compared with other desirable cities in which to live, Christchurch will continue with its reputation as a backward city.

Inner city businesses may think they will be advantaged by one-way feeder routes. The research and world city experience is contrary to this non-evidentially based view. Inner city business activity has been shown to increase when one-way streets are converted to two-way streets. Furthermore, the negative effects of the one-way streets on residential and business activity in the communities through which they pass would still far outweigh the imagined extra benefit to the few businesses that think they will benefit from one-way feeder routes.

Because, the retention of the one-way streets is contrary to international research and anecdotal experience in so many cities, I suggest the inputs used in the transport modeling in Christchurch (that

will have required substantial subjective and qualitative inputs) are suspect and should be peer reviewed by cities that have converted and /or international researchers who have studied these matters.

In conclusion the transport plan is very disappointing. It is glaringly obvious that it has a timid approach to walking and cycling. The main reason for this appears to be the constraints imposed by having to work around the one-way street system. The severe negative effect of one-way streets on business and residential activity has been well researched. Cities that have converted from one-way to two-way streets have revitalised their stagnant cities and streets. It is bizarre that Christchurch is planning to implement a plan contrary to a large body of evidence.

Withheld under section 9(2)(a)

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**From:** Brett Anderson Withheld under section 9(2)(a)  
**Sent:** Friday, 1 February 2013 4:57 p.m.  
**To:** transport (CCDU)  
**Subject:** An Accessible City Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for the opportunity to submit a submission on the Accessible City Plan.

As a member of the Victoria Streetscape Committee Group and CEO of the Casino how the plan applies to Victoria Street and the surrounding area has great relevance not only for my own business but also for those smaller businesses in the area that are still struggling 2 years on.

I support the inclusion of Victoria Street as a slow speed zone – 30km, this should enhance greater pedestrian movement and use of cycles along with creating more space for outside dining/entertainment. With the right streetscape this will ensure that Victoria Street becomes a destination in its own right.

I do have concerns about Victoria Street being used as a bus route though I do support the use of public transport, with the 30km zone and the right streetscape attracting additional pedestrians a bus every 10 to 15 mins would detract from the environment created, I would like to see the introduction of a tram on Victoria Street which would be in keeping with its history and future place in Christchurch. It would make more sense to utilise Montreal and Durham Streets as major bus routes with pedestrian access to Victoria Street via lanes/walkways and strategic placement of the bus stops.

Convenient Car parking and ease of access to Victoria Street will be of importance to retail, hospitality and service businesses alike and this needs to be considered in the final outcome.

As a keen and regular cyclist and having cycled in Europe I do not see the need to have specific cycle lanes on each side of the Street with the proposed 30km limit, this alone will create a safer and more cycle friendly environment . The space would be better applied to an enhanced streetscape and some short term parking for convenience and ease of access to some businesses.

I think it should be kept in mind that many people in Christchurch come for the lifestyle and what is conveniently located within a relatively short driving time from the city, to be able to reach and enjoy such locations a vehicle is needed, it is unrealistic to expect that we will be able to do away with the car.

I commend the work done to date and look forward to seeing and benefiting from the final result.

Regards

Brett Anderson  
Chief Executive  
Christchurch Casino

Withheld under section 9(2)(a)



Withheld under section 9(2)(a)

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**From:** Ernest Duval Withheld under section 9(2)(a)  
**Sent:** Friday, 1 February 2013 4:57 p.m.  
**To:** transport (CCDU)  
**Subject:** FW: Accessible City (Transport plan) submission  
**Attachments:** THS accessible city comments to CCDU 300113 .pdf.zip; CTL submission 300113.pdf.zip; Transport Submission..doc.zip

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Red Category

Dear Sirs,

Please find my submission and comments below on the proposed transport plan.

I have specifically dealt with issues relating to the city trams in the attached letter but would also like to comment on the proposed one way street system. Having been a developer and building owner in Christchurch for over 30 years I would be strongly opposed to the creation of one way streets which focus on vehicular movements as opposed to pedestrian.

The previous one way system resulted in the decline of retail and pedestrian environments in areas through which they were placed because the purpose of a driver getting onto the one way system was simply to traverse the city as quickly as possible.

Given the spirit and intent of the blueprint to create an ambient people environment, the proposed one way street system will run counter to these objectives. The one way system will make all retail and building frontages to those streets less desirable and again compromise the objects of the south frame, the innovation precinct and re-introduce mass volume moving traffic back through the CBD.

One way streets effectively dissect areas of the city and retard integration and coalition of precincts which seems to be one of the ideals being sought by the blueprint.

The traffic plan must also address adequate car parking for future buildings which will be essential given the significant increases in land costs (as a stated goal of the blueprint being brought about through the compulsory acquisition process) and construction costs will place pressure on development. Suitable car parking will reduce the need to create this on sites which will cost more to buy, more to build and where height restrictions and other constraints exist. By providing safe convenient and suitable car parking we are more likely to have a level playing field with the Malls and support inner city retailing.

I would ask that those who hold the future of the CBD in their hands recognize that wisdom is the counsel of years and the residue of experience, in this case some 30 years of seeing the impact of the one way street system. I am sure my comments are not made in isolation to similar ones being made by others.

The traffic plan is one of the most significant plans that the CCDU needs to get right and not create impediments to future development.

Thank you and should you wish to discuss any aspect of this further I would be happy to do so.

Regards

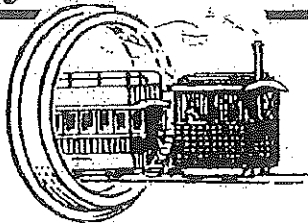
Ernest Duval.  
EQUITY TRUST PACIFIC

Withheld under section 9(2)(a)

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# The Tramway Historical Society Inc.

Operating the  
FERRYMEAD TRAMWAY,  
269 BRIDLE PATH ROAD,  
FERRYMEAD, CHRISTCHURCH



P.O. BOX 1126  
CHRISTCHURCH 8140  
NEW ZEALAND  
[www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)

30 January 2013

Christchurch Central Development Unit  
Canterbury Earthquake Recovery Authority  
Private Bag 4999  
Christchurch 8140

Dear Sir

The Tramway Historical Society (THS) thanks you for the opportunity to make comments to CCDU on the consultation draft of the Accessible City chapter of the Christchurch Central Recovery Plan published in November 2012.

## BACKGROUND

The THS was established over 50 years ago and its objects include:

*"To preserve tramcars and relics, archives, records and other items relating to tramway systems and to foster the preservation of South Island urban tramway infrastructure....."*

*To foster an intelligent interest in tramways and other urban public transport including cooperation and/or affiliation with organisations having similar aims or interests, and to advocate for urban transport and transport heritage.*

It has a well established operating tram and trolley bus museum at Ferrymead Heritage Park and through its subsidiary the Heritage Tramways Trust (HTT) is the supplier of six of the seven trams that operated in the city prior to the 22 February 2011 earthquake.

It is currently storing at Ferrymead four of the city trams that had been left stranded outside after that event and a fifth more recently transferred from the tram shed in town. Following a fund raising campaign which included significant funding assistance from the City Council, the Society has constructed a storage building for these trams until they are able to return to the city. The HTT has recently commenced repair work on some of these trams in preparation for their return to town.

The THS/HTT in partnership with the licensed tram operator, Christchurch Tramway Ltd (CTL) is also in the final stages of completing the restoration of a former Invercargill tram which was required for stage 1 of the tram extension and which would have been in operation by now if it had not been for the earthquakes.

## COMMENTS

### 1. General

The Society considers that *as far as it goes* this chapter generally augments the balance of the Christchurch Central Recovery Plan as adopted in July 2012. That plan had been very "light" on

transport issues, much more so than the City Council's draft Central City Recovery Plan from which the July plan had been developed and it is good to see some more detail now included. We are concerned however that the existing central city heritage tramway, and its almost completed first stage extension, is only given very brief mention (a single paragraph on p. 14), with little acknowledgment of its value in assisting regeneration of the central city other than as a visitor attraction. We are also disappointed that there is now no reference to future rail options for the city, whether they be heavy rail (trains) or light rail (trams) which had featured in the CCC documents. Our concerns are developed further below.

## **2. Tourism Significance of the Heritage Tram**

The heritage tram has been an important feature of Christchurch and Canterbury tourism - it has been a point of difference compared to other parts of NZ. The tram was designed to get people to spend more time in the city as an attraction itself and as a link to other attractions and it did this very successfully. It became an "icon" of the city, from its appearance on postcards to its frequent use in advertising and promotions to represent Christchurch. It was continuously being photographed by visitors and locals. While the draft Accessible City chapter does briefly acknowledge the tram as noted above, we consider the plan needs to give greater emphasis to the significance of the tram as part of the central city scene, both pre and post earthquake.

It is accepted that the tourist offering and hence the role of the tram will be different when it resumes, post earthquake. There will be less of old Christchurch to see, but the tram, itself part of the City's heritage, can have an expanded role in delivering people (locals as well as visitors) to the "new" attractions (including those related to the earthquakes) of our rebuilt central city, as well as to many of the key existing attractions. The current route links key surviving and under repair precincts which include: Cathedral Square, the Cultural precinct (Worcester Boulevard from Cathedral Sq to the Botanic Gardens), North Hagley Park events area, Victoria Square, New Regent St/Cathedral Junction.

Some of the proposed new attractions (e.g. Convention Centre (and hotels), Performing Arts Precinct, Te Puna Ahurea Cultural Centre, the new Central Library and part of the Avon River Precinct) are also on or are very close to the existing tram loop and the planned and partly completed extension will deliver tram passengers to the Retail Precinct, the Innovation Precinct and be in quite close proximity to the relocated Bus Interchange, a refurbished SOL Square and the new stadium. Other yet to be developed attractions could (and should) be sited on or near the tram route.

## **3. Local Use of heritage tram**

This was an issue that arose through the "Share an Idea" consultation and was noted in the Council's draft central city plan, proposing greater local use of the tram by integrating it into the public transport system. This issue has not been acknowledged in the draft Accessible City chapter. The previous paragraph to the tram discussion on p.14 talks about inner city public transport but makes no attempt to link this with the tram as an option and seems to preclude it, despite the tram (with either heritage or more modern vehicles) being an "energy efficient and environmentally friendly" option.

We note however that to date the tram, unlike the public transport system, has been a self-funding operation by a private contractor with no fare subsidy. The "tram tour" price was intended for tourist, hop on hop off short term use and had to be set high for the operation to be self funding. Its pricing is competitive with overseas practice. There has been an inexpensive locals' annual pass (which included the Port Hills Gondola) and we understand that this was intended to be more strongly promoted when the extension opened. There may be contractual and other issues to be resolved before the tram could become part of the metro system and if priced accordingly (or made free) would require a heavy subsidy, as was the case of the "free" yellow shuttles, and indeed most of the city's bus services.

#### **4. The tram as a catalyst to post-earthquake regeneration**

As is evident from overseas experience the construction or reinstatement of a fixed rail tramway can be a powerful tool to assist urban regeneration. Portland is perhaps the best known example, but there are numerous others (e.g. New Orleans, Paris, London Docklands Light rail, Manchester), to name but a few. These examples have demonstrated that significant investment in previously downgraded “brownfield” areas has followed the decision to service the area by tram, with one of the keys being the certainty and “permanence” that the provision of the tram infrastructure demonstrates.

The Society believes that the Christchurch City Council recognised this in its 2009 decision to build the tram extension (Stages 1 and 2) all the way to the CPIT and the R.C. Cathedral (Basilica), and there was evidence of strong support for the project all along the route. The earthquakes have devastated and emptied much of the central city and the Society suggests that the tram is now needed more than ever to help stimulate its rebuild. In addition to the existing loop the extension passes through key areas now requiring major reinvestment, including the Oxford Terrace Strip, City Mall (High & Cashel Streets), High Street, and the East Frame and Innovation Precinct including Poplar Lane in the almost completed extension (Stage 1) area, plus reaching CPIT and the Basilica precinct in Stage 2.

But for the earthquakes Stage 1 would be in operation by now and work on Stage 2 would have been underway. The Basilica, either as a relic or as a restoration in progress is likely to be a significant attraction for visitors and locals alike. For the new stadium the tramway (unless it had many more vehicles) would not be able to cope with transporting crowds to and from major events, but if the stadium were to become an attraction at other times (e.g. incorporating a sports museum, as has been done at the Melbourne Cricket Ground for example) then the tram would provide a good link from the city centre including other central city precincts, attractions and accommodation. Depending on future plans for Poplar Lane, this might suggest moving the line closer to Madras Street and from there to continue to CPIT and return as before via High Street. Future options could include the use of modern as well as heritage tram vehicles.

#### **5. Slow core, pedestrian friendly central city**

The Accessible City chapter embraces the concept of a slow central core and an inner zone limiting speeds to 30 kph and this is supported by the Society. All of the existing tram loop and Stage 1 of the extension are within this inner zone and the Society believes that both the heritage tram and modern light rail are a better “fit” in a pedestrian/slow street environment than other vehicles. The heritage tram does not travel fast, is a good “traffic calmer” and indeed in “shared zones” (with pedestrians) is limited by legislation to 10 kph (*Land Transport (Rode User) Rule 2004 - 5.7 Speed limits for light rail vehicles*). This good fit was well demonstrated on the existing route in the pedestrian only areas of New Regent Street, Cathedral Junction, the Square, Worcester Bridge and the slow street Worcester Boulevard. An extensive public consultation process in 2006-7 confirmed that the tram would fit well into the Cashel and High Street pedestrian malls, and the tracks were laid as part of the mall refurbishment which followed. Modern examples of tram only slow streets in this part of the world include Bourke and Swanson Streets in central Melbourne, and part of Jetty Rd, Glenelg, in Adelaide.

The Society supports the key cycling routes in the central city as shown on the map on page 11 with the possible exception of High Street between Hereford and Cashel Streets being a pedestrian (plus tram (one way) street. The Council has previously rejected providing for cycles (other than cycle stands) in the central city pedestrian malls. The only street where there have been some issues between cycles and the train (the tracks) is Armagh Street where in three places the tram track moves in to the side of the road at a shallow angle requiring additional care by cycles when crossing the tracks and it makes sense not to include it as a key cycling route.

## 6. Christchurch City Council Tram decisions

Since the publication by CCDU of the draft Accessible City chapter, the City Council, at its 22 November 2012 meeting resolved to undertake repairs to the existing route and to have it back in operation as soon as practicable. See:

[http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2012/November/Council\\_22Nov2012\\_UnconfirmedMinutes.pdf](http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2012/November/Council_22Nov2012_UnconfirmedMinutes.pdf)

We understand that repairs are due to get under way very shortly. This decision means that the tram paragraph in the draft Accessible City chapter is out of date and should be amended to reflect the current situation.

We also note in para 2 of the executive summary of the Council report the following statement:

*"It had been proposed for the report to also consider the completion of the approved and funded tram extensions but it has become apparent there are a number of outstanding issues relating to the Central City Recovery Plan and the role and location of the tram as being extended. These need to be further discussed and considered in conjunction with the Central City Development Unit of CERA (CCDU) and Environment Canterbury and the further work on transport issues currently in preparation. Rather than further delay progress on repairing and reopening the existing line, the current report focuses on the current operation with the tram extensions to be the subject of a future report once sufficient information becomes available."*

We had anticipated therefore that the draft Accessible City chapter would have some rather more detailed information about and support for the tram and suggest that this now needs to be addressed. In addition to acknowledging its suitability within the "slow core" as mentioned above, it would be good to see the tram in Oxford Terrace acknowledged as an element of the Avon River precinct and to confirm the outer parts of the extension (Poplar lane and CPIT-Basilica), with a possible reconsideration of part of the route to take it closer to the stadium as noted in para 4 above.

## 7. Support for light rail

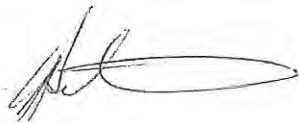
The Society supported the thrust of the CCC final draft central city plan and its commitment to a rail study and is disappointed that this has not been followed through in the Accessible City chapter of the CCDU Christchurch Central Recovery Plan. We do note the FAQ response ("8. *What about the light rail proposals?*") which suggests that this would be outside the scope of this plan. While acknowledging that public transport (like all other transport and many other key elements of the central city) does not start and stop at the Four Avenues, there is a once in a lifetime opportunity to provide now for future transport options by identifying corridors that penetrate the city centre at least as far as the bus interchange before they are precluded or made too expensive by the rebuild. We consider that this needs to be acknowledged in the plan now and a commitment made to expedite the rail study and to follow this with any necessary corridor protection as soon as possible. We consider that a mix of light and heavy rail for passengers (including the "tram-train" concept) is a real possibility for Christchurch in the future as an alternative to the continuing and increasing dominance of the private motor car.

## 8. Conclusion and Suggestions

The Society considers that inadequate consideration has been given in the Accessible City chapter to the tram and the opportunities it presents to make a positive contribution towards the regeneration of the central city. We make the following suggestions:

- a. That the maps in the document show the existing tram route and planned extension.
- b. That the paragraph referring to the tram on p. 14 be expanded to include:
  - acknowledgement of the value of the tram to assist post-earthquake regeneration
  - acknowledgement that the CCC has decided to repair the existing loop so that the tram can recommence operation as soon as practical, and CERA commitment to help facilitate an early reopening
  - support for completion of the extension along the route as already part built and support for stage 2 while suggesting that consideration be given to rerouting it closer to the new Stadium in Madras Street.
  - keeping open the option of the tram being part of inner city public transport and not just for visitors
- c. Review the cycle map (p. 11) with a view to deleting the High Street mall as a cycle route
- d. Acknowledge the rail study in the Chapter and commit to protecting identified transport corridors as soon as possible.

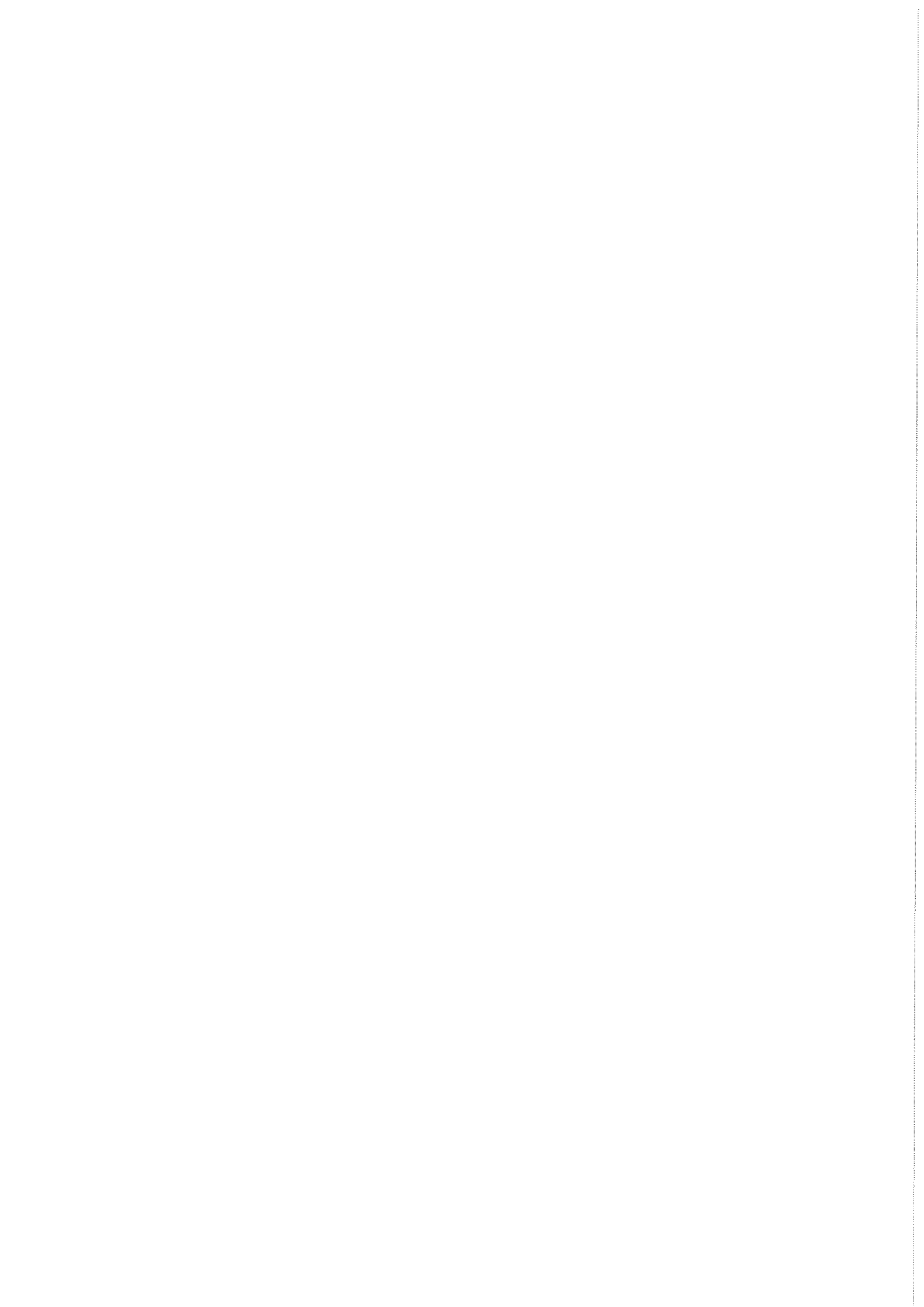
Thank you for the opportunity to comment. We would be pleased to discuss and expand upon these issues with CERA representatives should that assist.



Graeme Belworthy  
**PRESIDENT**

Withheld under section 9(2)(a)

copied to CCC







30 January 2013

Christchurch Central Development Unit  
Canterbury Earthquake Recovery Authority  
Private Bag 4999  
Christchurch 8140

Dear Sir,

Thank you for the opportunity to comment on the Draft "An Accessible City" consultation plan.

The Christchurch Tramway is part of the Welcome Aboard Group. The group operates the Port Hills Gondola, Punting on the Avon, Caterpillar Garden Tours and Thrillseekers Hanmer. The group, pre February earthquake, had a combined patronage of 500,000 visitors.

Tourism is an integral part of Christchurch and the Christchurch Tramway has played an important part, being an internationally recognised icon of Christchurch. Since commencing operation sixteen years ago, the Christchurch Tramway has integrated itself within the local community and plays an important part with inner city events that Christchurch hosts, both local and international. The Christchurch Tramway gives Christchurch a point of difference with its city tour, tourism charters and the Restaurant Tram which is unique to Christchurch. The tram operation also plays an important part in supporting the Tramway Historical Society's restoration business at Ferrymead. Customer numbers for Christchurch Tramway pre earthquake were 247,000 per annum.

In page 14 of the "An Accessible City" Christchurch Central Recovery Plan mention is made that CCC will consider repairing and introducing the pre-earthquake route as a visitor attraction, but that some of the destinations on the planned extension have been damaged and may need to be reviewed. The Christchurch Tramway employed forty three staff, due to redundancies; the number currently sits at seven employees.

I am pleased to advise that the Council and Christchurch Tramway are already working towards restoring the pre-earthquake route with start-up expected mid-2013. We see the resumption of the Tramway assisting with the recovery of the central city and the trams will provide a visible and public practical link between many of the key precincts as they re-establish.

The extended tram route was only 4 months away from completion before the February earthquake and we understand the track itself has come through relatively unscathed. There is strong support in the business and local community to have the trams back operating and the extension completed.



Completion of the extension will act as a catalyst for business and property owners to invest in the central city and will:

1. Uphold our city's reputation as a vibrant and worthwhile destination, ensuring on-going support from international tour operators, and tourists from overseas and from within New Zealand.
2. Raise morale and optimism among Christchurch residents. The Tramway is a high profile Canterbury attraction and its reopening will be another significant milestone. Additionally there are currently very few entertainment options available to residents within the city boundaries.
3. Benefit our local community both intangibly and financially with jobs, facilities and attractions.
4. Combat the alarming reluctance by tour operators and cruise liners to promote our city.
5. Give extreme importance to the survival of Christchurch and Canterbury's tourism industry that visitors are attracted to stay for longer than one night and The Tramway has a real ability to achieve this.

The Heritage Trams were the largest tourist attraction in Christchurch and much loved by the city. We believe the reopening of the existing route and completion of the almost completed extension will greatly assist in the recovery of the city. Other tourism operations also link to the trams through combination packages, bus tours, Restaurant Tram, Punting on the Avon and business generated through the Cruise Ship market.

There has been previous mention of the interface of the trams with the public transport system be it light rail or other forms of transport. We support this and believe the current extension would interface with other transport plans. The trams are "clean and green" and efficient which is exactly what we desire the rebuilt city to portray. The trams are readily affordable for locals with the existing tram and gondola annual pass available for \$50.00 per annum. This will continue to be strongly promoted.

Sadly much of the Christchurch heritage has been lost. We are blessed however that we have trams dating back to 1905 which are in such perfect condition. The resumption of the trams supports the Heritage retention in the city but at the same time will blend nicely with the high quality design of new buildings and assist with the regeneration of the city.

The current route links Cathedral Square, The Cultural Precinct, the Museum and Botanic Gardens, Hagley Park events area, Victoria Square, New Regent Street and Cathedral Junction. The proposed new attractions such as the Convention Centre, Performing Arts Precinct, Te Puna Ahurea Cultural Centre, the new Library and the Avon River Precinct are close to the current tram route whilst the partially completed extension will take passengers to the Oxford Terrace Strip, Innovation Precinct, Retail Precinct as well as be in close proximity to the relocated Bus Exchange, SOL Square and the new stadium. It would be sensible to develop other attractions near or on the tram route.

We support the CCDU plans limiting speeds to 30kph, promoting pedestrian friendly and slow street environment and the trams are a perfect fit having operated in shared zones pre earthquake such as New Regent Street, Cathedral Junction, Worcester Bridge the slow Street of Worcester Boulevard and are intended to operate in Cashel and High Street Malls once the extension is opened. The proposed cycling route on

High Street between Herford and Cashel needs reviewing as it is currently a tram and pedestrian one way street.

The Accessible City Plan needs to include more detailed information about and support for the tram and the extension and possible interface with local transport.

We believe insufficient attention has been given to the tram in the Accessible City draft plan and strongly suggest the following:

- a. The maps in the document show the existing route and planned extension.
- b. Recognition that the Council decided to repair the existing loop so the tram can recommence operations as soon as possible and CERA's commitment to helping facilitate an early opening. Support for the completion of the current extension with consideration given to re routing closer to the new stadium. In the short term, consideration be given to an abbreviated extension which would cover Oxford Terrace, The Strip, Cashel Mall, High Street Mall, the Cathedral whilst still linking with the current route.
- c. Review the cycle map with a view to deleting High Street Mall as a cycle route.

Thank you for the opportunity to submit our views and we would be pleased to discuss these with CERA should we be able to assist.

Yours faithfully



Michael Esposito  
Managing Director



1 February 2013

Christchurch Central Development Unit  
Canterbury Earthquake Recovery Authority  
Private Bag 4999  
Christchurch 8140

Email: [transport@ccdu.govt.nz](mailto:transport@ccdu.govt.nz)

## COMMENTS ON ACCESSIBLE CITY CHAPTER, CHRISTCHURCH CENTRAL RECOVERY PLAN

Equity Trust Pacific is the owner of a number of buildings in the vicinity of New Regent Street, including the Pacific Tower (Rendezvous Hotel and residential apartments), and the Cathedral Junction complex comprising over 20 retail outlets, two hotels on site parking and 80 residential apartments.

We would like to make the following comments to the CCDU on the consultation draft of the Accessible City chapter of the Christchurch Central Recovery Plan published in November 2012. These are in relation to the section on pp. 13-14 - Public Transport and in particular the final paragraph on p. 14 - Heritage Tram.

We have viewed the comments that have been submitted by Welcome Aboard Group and the Tramway Historical Society and wish to support those, especially in relation to progressing the repair and re-opening of the existing tram loop and completion and opening of the tram extension at least as far as City Mall (ReStart)

The two central city retail hubs which will lead the central city recovery are City Mall and the New Regent street- Cathedral Junction precinct and it will be important to have legible and user friendly linkages between them.

From a developers perspective new development often gravitates around existing infrastructure and buildings simply because there is a critical mass of amenities and pedestrian traffic. Looking at the CBD there are very few areas that fall into this category where the development environment is conducive to an early start. The area comprising New Regent st, Cathedral Junction, Pacific Tower Hotel, Press building, Novotel Hotel and OGB will be ready for public use in the near future and will represent a critical existing precinct that needs to be encouraged to flourish and thus become a catalyst for nearby development.

The collection of diverse buildings and operations can directly support the Cashel Mall re start if pedestrians can be encouraged to connect with the two via the tramway. For many months to come the city environment will present challenges for pedestrians and the tram is the ideal means of moving them around.

With the opening of the Rendezvous and Quest hotels the anticipated visitor traffic in this area is predicted to be in the order of 120,000 annually.

We believe the tram can fulfil the role of a ‘moveable footpath ‘and refer you to the Wednesday (Jan 30) article in the Business section of The Press ( p. A13) “Vibrant new hub soon to open”. It is our submission that this should be emphasised in the Accessible City Chapter of the Christchurch Central Recovery Plan .

Thank you for the opportunity to comment. We would be pleased to discuss and expand upon these matters with relevant CCDU advisers.

**Ernest Duval.**

EQUITY TRUST PACIFIC (GROUP)  
Christchurch.

Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

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**From:** Roy Sinclair  
**Sent:** Friday, 1 February 2013 5:01 p.m.  
**To:** transport (CCDU)  
**Subject:** Fwd: Delivery Status Notification (Failure)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Withheld under section 9(2)(a)

Thu, 31 Jan 2013 19:52:00 -0800 (PST)

Sender:  
R

Withheld under section 9(2)(a)

I would like to see the heritage trams return as part of the city transport plan. They will again be the face for tourism in the city. Most postcards of Christchurch pictured a heritage tram. We need to encourage visitors. Many businesses will again get a spin-off from the heritage trams. The trams are on piece of heritage we still have. Trams generate income for the Council and for heritage restoration at Ferrymead Heritage Park.

Also keen to see safe cycling routes developed for those of us who prefer cycling as a genuine transportation option. But cycling routes need to connect suburbs with CBD etc. Many overseas cities present excellent models, some close to home like Perth in Western Australia.

Sincerely Roy Sinclair....

--

Roy Sinclair & Co. Writers. (People and Places)  
Member Travcom Communications NZ.

Check out Roy's latest titles

Withheld under section 9(2)(a)

Pedal Power, Great bicycle journeys (Random House) Tranz Alpine Express New Zealand sixth edition (Grantham House)

Profile on [www.fourcorners.co.nz](http://www.fourcorners.co.nz) (Writers' Corner)

Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

**From:** Jessica.Vereijssen  
**Sent:** Friday, 1 February 2013 5:38 p.m.  
**To:** transport (CCDU)  
**Subject:** Submission Accessible City

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

*Please find my submission below. Thanks very much*

*Jessica Vereijssen*

Withheld under section 9(2)(a)

*Community vision*

The draft CERA plan has almost no vision of what the city should be like, nor has it had any community input. This is a huge missed opportunity. The CERA recovery plan should help implement the Christchurch City Council (CCC) Transport Strategic Plan instead of ignoring it. The CCC plan has a real focus on how a transport system can promote cycling, improve health, create community, lead to a more compact urban form, address inequality and ensure resilience. CERA's plan needs much more focus and a clear agenda for how transport is to be improved instead of the current vague and waffly statements.

*Environmental impact*

Redeveloping a transport infrastructure is a rare opportunity to develop a long term sustainable and energy efficient transport system CERA needs to seize not ignore this opportunity. The Plan needs a much greater focus on improving bus services, safeguarding future options such as light rail and better provisions for cycling and walking.

*Economic development*

CERA's plan needs to recognise the importance of good public transport to economic development in reducing congestion and allowing easy movement in and around the city. Businesses need much more than easy parking. They need to move goods in and out of and around the city efficiently and people need to be able to access the airport, ports and other parts of the region easily. This should be included in the plan.

**Below are some specific points you might want to include in your submission.**

*Bus users*

CERA's plan cuts the number of bus routes from 40 routes to 7 core routes, but the frequency on these core routes is said to increase. Passengers are expected to travel to "hubs" in suburban centres, then transfer to a core route to the central city. This decrease in routes increases the number of bus changes that people will have to make in order to get into the central city. This is likely to be difficult for elderly passengers, and is more likely to put off potential public transport passengers. More information on bus services is needed so the impacts are clear. More busways would speed up bus travel times and encourage increased patronage. The Plan should provide for this.

*Cyclists*



The plan lacks detail about the cycling infrastructure which means it is difficult to give specific feedback. CERA should use the great ideas in the CCC transport plan which has cycling at its heart.

Specifically we would support:

- Main arterial streets to provide separate safe lanes for cyclists
- Neighbourhood greenways to provide through routes for pedestrians and cyclists
- Painted cycle lanes on all routes where separated cycle lanes are not provided, to encourage traffic to leave space for cyclists.
- More detail as to how cycling will be provided for along the four avenues and through the central city. How will cyclists be kept separate and safe?
- Convenient cycle parking including a lock up facility at the Bus Exchange

### *Pedestrians*

The central city needs to be a safe and easy place for people to move around by foot. The Plan needs to support more pedestrian-only spaces, with wide footpaths and walkways that make it easy and safe to walk.

### *Light Rail*

There is no mention of light rail options in the CERA plan. More work needs to be done on rail options. The transport plan needs to safeguard the possibility of bigger public transport options in the future.

### *Accessibility*

The plan needs to have greater regard for people with disabilities, especially visual and hearing impairments. Creating an environment that is safe and inviting for people with disabilities to visit and move around will enable a better experience for all people of Christchurch.

# AN ACCESSIBLE CITY (INCLUDES CYCLING)

A SUBMISSION TO THE CHRISTCHURCH TRANSPORT PLAN 2013

## Summary

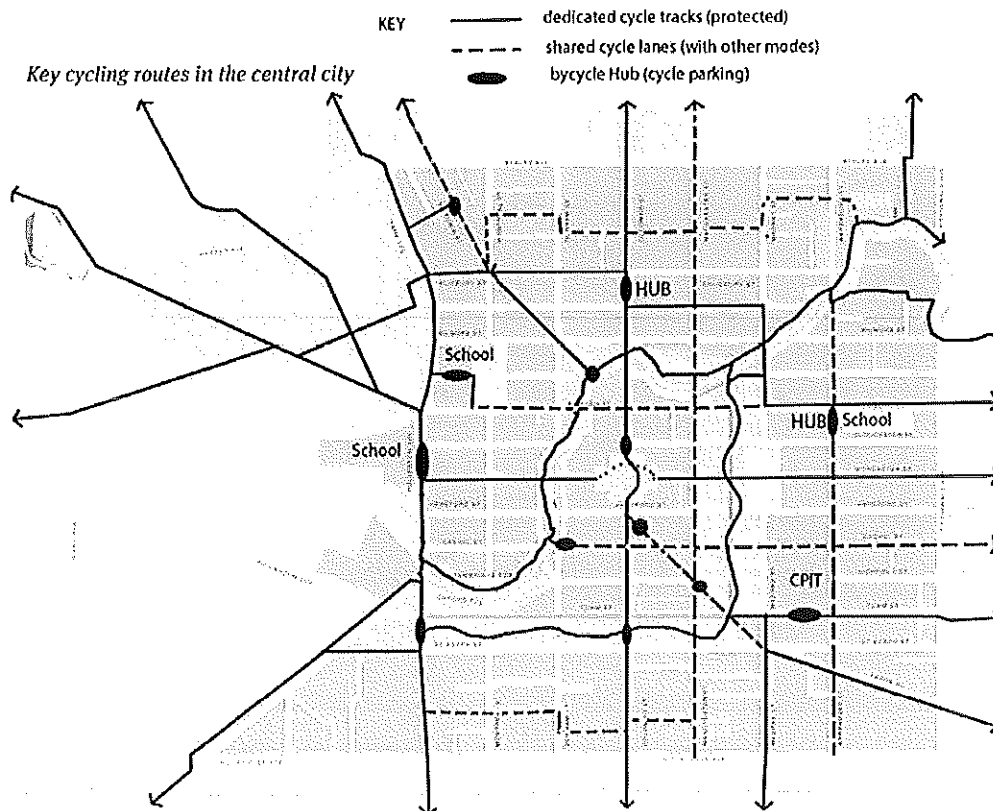
The focus of this submission is to promote a better city for cycling and provide constructive critique of the 2013 transport plan 'An Accessible City'. The document proposes a balanced and accessible city but lacks detail on how this will be achieved for cycling. Despite the primary order of walking and cycling in the document, car strategy is more refined and detailed. If a balanced and accessible city is truly the mission – then a detailed and networked cycling strategy is required to promote, protect and prioritise cycling.

### Key criticisms of this document:

- From 1996-2001, Cycling was measured to be in decline by 13%. If 'An Accessible City' document doesn't address core issues of connection, protection and promotion of cycling can we really expect to rapid growth of cycling and provide a balanced mixed modal transport network?
- Buses, cars and pedestrians are provided with a range of dedicated routes within the Accessible City plan, but cycling is only prioritised within the Green Frame and Avon River. How is this balanced?
- Dedicated cycle lanes are proven to drastically reduce injury by up to 90% on main streets (refer Canadian research attached). Why are the majority of cycle lanes proposed to still be shared with cars and buses?
- Christchurch's own Cycle Strategy 2004 shows that children and elderly often ride well below the 30km/hr and therefore will be disenfranchised despite the slow core speed limit. How then does this plan 'encourage' all ages to travel by bike?

### In promotion of 'a better city for cycling'

Cycling culture needs to be protected and encouraged and extended throughout the central city, with connections to a broader network in the community.



By Hamish Shaw, local architect and cyclist.



## CHARTS

# Dedicated Bike Lanes Can Cut Cycling Injuries in Half

EMILY BADGER OCT 22, 2012 COMMENTS



Shutterstock

A major city street with parked cars and no bike lanes is just about the most dangerous place you could ride a bike. All the big threats are there: open car doors, bad parallel parkers, passing cabs and public transit. This is not a particularly novel scientific revelation, although research has found it to be true. Things get more interesting when we compare this bad-biking baseline to infrastructure actually intended to accommodate cyclists.

New research out of Canada has methodically done just this, parsing 14 route types – from that bike-ambivalent major street to sidewalks, local roads with designated bike lanes, paved multi-use paths and protected "cycle tracks" – for their likelihood of yielding serious bike injuries. As it turns out, infrastructure really matters. Your chance of injury drops by about 50 percent, relative to that major city street, when riding on a similar road with a bike lane and no parked cars. The same improvement occurs on bike paths and local streets with designated bike routes. And protected bike lanes – with actual barriers separating cyclists from traffic – really make a difference. The risk of injury drops for riders there by 90 percent.

Transportation  
engineers have  
long believed

These findings come from a new study of cyclist injuries and behavior in Toronto and Vancouver just published in the *American Journal of Public Health*. The research will provide weighty evidence for advocates of dedicated bike infrastructure precisely because transportation engineers have long believed the exact opposite to be true. For years, they've counter-intuitively argued that you're

the exact  
opposite to be  
true.

actually better off learning to ride alongside cars than having your own bike lane.

"That became a very often repeated philosophy," says Kay Teschke, a professor at the University of British Columbia and the lead author of the new study. She traces it back to a guy named John Forester, who popularized the idea of "vehicular cycling" 40 years ago. Forester famously argued against separated bike lanes in Palo Alto, on the grounds that bikers should learn instead to behave like drivers.

Some spotty research followed on this topic that seemed to reinforce Forester's idea: Biking in traffic did appear to be safer than many of its alternatives. But the alternatives that researchers had to examine in North America were unpaved routes, sidewalks, off-road and even mountain bike trails. At the time, we had little of the dedicated commuter bike infrastructure many cities are just creating now.

"I think a little bit of what happened was [engineers] knew this was counterintuitive, they knew the few studies out there were not particularly well controlled or appropriate," Teschke says. "But it just further entrenched them."

So along comes this new study. Teschke and her colleagues worked with five hospitals in Toronto and Vancouver to identify adult bikers who were treated in an emergency room within 24 hours of a bike accident. Over an 18-month period between summer of 2008 and fall of 2009, they identified 2,335 injured cyclists. Of that group, 690 were considered eligible for the study and agreed to participate.

The researchers excluded bikers who were fatally injured (there were two in this time period), those who couldn't remember or speak about their rides, or who had been injured off-road riding, trick riding or racing. The study essentially focused on cyclists who were injured enough to visit the ER, but not so battered that they couldn't recall the details of the trip in question (Vancouver, by the way, has a helmet law).

The genius of this study is that each biker was used as his her own control. On a map, the researchers traced each route with the riders and identified where their accidents had occurred. A random sampling of other points on those same routes was used to compare with the injury locations. That means that the final results weren't skewed by the fact that some bikers were male or young or drunk, or that the weather was bad some days, or that some bikes themselves were wonky. The researchers then visited all of these locations – about 2,100 of them – to classify them among the 14 route types. And the final statistical analysis confirmed that, indeed, accidents happen when we don't build (or paint) cyclists their own infrastructure.

In the end, Teschke was still concerned about one other question: Are the safest routes the same routes that bikers actually want to use? Several years ago, she conducted another study into this question of preferences, using the same 14 route designations employed in the latest research.

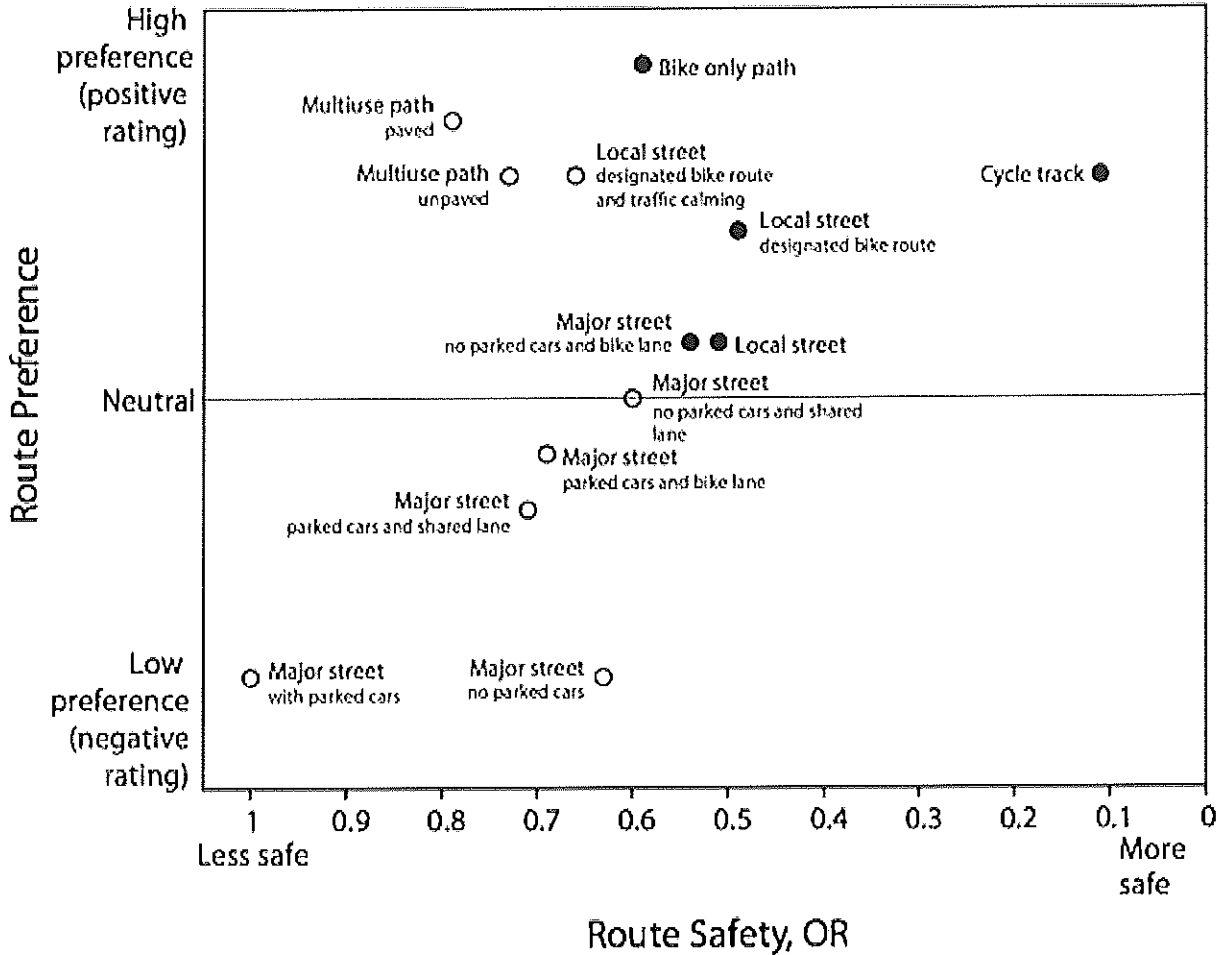
"We were told in advance that young males and people who are experienced riders would tell you they'd rather ride on major streets without bike infrastructure," she recalls. "It turned out not to be true. Everyone had the same order or preferences."

So how did those preferences line up with this latest injury data?

"When my statistician finally finished doing the analysis for the injury study, I can remember sitting at the desk, and my heart was just pounding because I thought 'what am I going to do if the injury

results are the opposite of the preference results?" Teschke says. How can anyone advocate for safer bike infrastructure if no one wants to use it? "Isn't that going to be just awful for the present situation?"

Teschke was relieved (bike advocates more broadly should be, too). Here the results of the two studies are plotted on a single graph:



The x-axis on the bottom reflects the route-safety findings ("cycle tracks" or protected bike lanes have 10 percent of the risk of major streets with parked cars).

"That in my view is one of the most wonderful outcomes of this research," Teschke says. "People have good gut feelings."

Will transportation engineers join them?

Top image: Amy Johansson /Shutterstock.com

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# Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study

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Bicycling is an active mode of transportation with a range of individual and public health benefits.<sup>1-5</sup> However, bicycling is underused for transportation in Australia, Canada, Ireland, the United States, and the United Kingdom, constituting an estimated 1% to 3% of trips, compared with 10% to 27% of trips in Denmark, Germany, Finland, the Netherlands, and Sweden.<sup>6-8</sup> The reasons for low bicycle share of trips are multifaceted, but safety is one of the most frequently cited deterrents.<sup>9-11</sup> These concerns are well founded: bicycling injury rates are higher in countries where cycling for transportation is less common.<sup>8,12,13</sup>

To reduce bicycling injuries, the first step is to understand the determinants of risk. Studies in many English-speaking countries have focused on head injury reductions afforded by helmets.<sup>14-17</sup> However, helmet use cannot explain the risk difference because helmets are rarely used in the European countries with lower injury rates.<sup>8,18,19</sup> Typical route infrastructure (physical transportation structures and facilities) in countries with low bicycle share of trips differs from that in countries with high trip shares. In Germany, Denmark, and the Netherlands, bicycle-specific infrastructure is frequently available,<sup>20</sup> so this is a promising avenue for investigating injury risks. In a review of route infrastructure and injury risk,<sup>21</sup> we found some evidence that bicycle-specific infrastructure was associated with reduced risk. However, the studies reviewed had problems that have compromised confidence in the results: grouping of route categories that may have different risks, unclear definitions of route infrastructure, and difficulty controlling for characteristics of cyclists and for exposure to various route types. Debates continue about the contribution of route design to safety and about the safety of various route types.<sup>12,13,20,21</sup>

**Objectives.** We compared cycling injury risks of 14 route types and other route infrastructure features.

**Methods.** We recruited 690 city residents injured while cycling in Toronto or Vancouver, Canada. A case-crossover design compared route infrastructure at each injury site to that of a randomly selected control site from the same trip.

**Results.** Of 14 route types, cycle tracks had the lowest risk (adjusted odds ratio [OR] = 0.11; 95% confidence interval [CI] = 0.02, 0.54), about one ninth the risk of the reference: major streets with parked cars and no bike infrastructure. Risks on major streets were lower without parked cars (adjusted OR = 0.63; 95% CI = 0.41, 0.96) and with bike lanes (adjusted OR = 0.54; 95% CI = 0.29, 1.01). Local streets also had lower risks (adjusted OR = 0.51; 95% CI = 0.31, 0.84). Other infrastructure characteristics were associated with increased risks: streetcar or train tracks (adjusted OR = 3.0; 95% CI = 1.8, 5.1), downhill grades (adjusted OR = 2.3; 95% CI = 1.7, 3.1), and construction (adjusted OR = 1.9; 95% CI = 1.3, 2.9).

**Conclusions.** The lower risks on quiet streets and with bike-specific infrastructure along busy streets support the route-design approach used in many northern European countries. Transportation infrastructure with lower bicycling injury risks merits public health support to reduce injuries and promote cycling. (*Am J Public Health*. 2012;102:2336-2343. doi:10.2105/AJPH.2012.300762)

Here we present a study designed to overcome these limitations.<sup>22</sup> We examined injury risk of 14 route types using a case-crossover design in which injured participants served as their own controls. The design compared route characteristics at the location where the injury event occurred to those at a randomly selected point on the same trip route where no injury occurred. By randomly selecting the control site in this way, the probability that a specific infrastructure type would be chosen was proportional to its relative length on the trip (e.g., on a 4-km trip, there would be a 25% chance of selecting a control site on a 1-km section that was on a bike path). Because comparisons were within-trip, personal characteristics such as age, gender, and propensity for risk-taking behavior were matched, as were trip conditions such as bicycle type, clothing visibility, helmet use, weather, and time of day. This allowed the comparisons to focus on between-site infrastructure differences.

## METHODS

The study was conducted in the cities of Toronto and Vancouver, Canada. At the time of the study, Toronto had a population of about 2.5 million, 1.7% of trips by bicycle, 11 kilometers of bike lanes and paths per 100 000 population, snowy winter weather, and warm summer weather. Vancouver had a population of about 0.6 million, 3.7% of trips by bicycle, 26 kilometers of bike lanes and paths per 100 000 population, rainy winter weather, and mild summer weather.<sup>7</sup> Although they do not cover the entire range of cycling infrastructure, together they include most route designs available in North America.

## Participant Selection

The study population consisted of adults ( $\geq 19$  years) who were injured during bicycle riding and treated within 24 hours in the emergency departments of the following



## RESEARCH AND PRACTICE

hospitals between May 18, 2008 and November 30, 2009: St. Paul's or Vancouver General in Vancouver; St. Michael's, Toronto General, or Toronto Western in Toronto. All are teaching hospitals based either in the downtown core or a major business district; 1 hospital in each city was also a regional trauma center.

Research staff at each hospital identified injured cyclists and provided contact information to study coordinators in each city. The coordinator sent an introductory letter to each potential participant, conducted a screening phone interview for eligibility 1 to 2 weeks later, and arranged an interview if the individual was eligible and willing to participate. Eligibility criteria were designed primarily to ensure that participants could retrace their injury trip, and that they were riding in the city using a cycling mode for which urban cycling infrastructure is designed. They excluded the following: those who lived or were injured outside of Toronto or Vancouver or who had no known address or phone number; those

who were fatally injured, unable to communicate either because of their injuries or because of language difficulties, or unable to remember the injury trip; those injured riding on private property or during a trip in which they were trick riding, racing, mountain biking, or participating in a critical mass ride; those who were riding a motorized bike, unicycle, or tandem bike; and those who had already participated in the study after an earlier injury.

Study candidates who were not contacted and recruited within 3 months of the injury event were not included in the study. This criterion reinforced the likelihood that participants could accurately retrace their injury trip, but to provide a conservative estimate of the participation rate, injured cyclists not included for this reason were not counted as ineligible.

### Interviews

Participants were interviewed as soon as possible after the injury incident to maximize recall (50% completed within 4.9 weeks, 75%

within 7.7). Trained interviewers, using a structured questionnaire that took 25 to 45 minutes to complete, conducted in-person interviews. The questionnaire (<http://cyclingincities.spph.ubc.ca/files/2011/10/InterviewFormFinal.pdf>) was pretested on 22 cyclists to ensure that the questions were clearly worded, respondents exhibited willingness to answer them, and trip routes could be mapped to locate injury and control sites for subsequent observations.

The primary purpose of the interview was to trace the route of the injury trip on a city map (scale 1:31 250) and note the injury site. Distance traveled was measured using a digital map wheel (Calculated Industries ScaleMaster 6020 Classic, Carson City, NV). A control site on the same route was identified by multiplying a randomly generated proportion by the trip distance, and then tracing the resulting distance along the route using the map wheel. The interviews queried the following: where the participant was riding at the injury and control

**TABLE 1—Definitions of the 14 route types**

Route type	Definition
Major street, <sup>a</sup> with parked cars	Paved city street with at least 2 demarcated moving lanes of motor vehicle traffic, with parked cars on the cyclist's side of the street
No bike infrastructure	No bicycle markings on street surface, bike signage on posts may be present
Shared lane	Markings on street surface indicating shared bike-HOV lane, shared bike-bus lane, or sharrows indicating bikes and motor vehicles share space
Bike lane	Bike-only lane marked with solid or dotted lines on street surface
Major street, <sup>a</sup> no parked cars	Paved city street with at least 2 demarcated moving lanes of motor vehicle traffic, no parked cars
No bike infrastructure	No bicycle markings on the street surface, bike signage on posts may be present
Shared lane	Markings on street surface indicating shared bike-HOV lane, shared bike-bus lane or sharrows indicating bikes and motor vehicles share space
Bike lane	Bike-only lane marked with solid or dotted lines on street surface
Local street <sup>b</sup>	Paved city street with no demarcated lanes of motor vehicle traffic; car parking may be allowed or not
No bike infrastructure	No bike signage or markings on the street surface
Designated bike route	Bike signage on the street surface or on posts, indicating designated bike route; may have bicyclist operated traffic signals at intersections with major streets
Designated bike route with traffic calming	Bike signage on the street surface or on posts, indicating designated bike route; may have bicyclist operated traffic signals at intersections with major streets; traffic calming measures may include speed humps or bumps, traffic circles, traffic diverters, medians, or street width restrictions via corner bulges or planters
Off-street route	Route that is physically separated from traffic, at least on straightaways between intersections
Sidewalk or other pedestrian path	Paved path meant for pedestrian use, either alongside city streets or away from streets (e.g., in parks)
Multifuse path, paved	Paved path meant for nonmotorized use by pedestrians, cyclists, skaters and others, either alongside city streets or away from streets (e.g., in parks)
Multifuse path, unpaved	Unpaved path meant for nonmotorized use by pedestrians, cyclists, skaters and others, either alongside city streets or away from streets (e.g., in parks)
Bike path	Paved path meant for cyclist use away from streets, (e.g., in parks)
Cycle track	Paved path meant for cyclist use alongside major streets, separated by a physical barrier (e.g., a curb or bollards)

Note. HOV = high occupancy vehicle.

<sup>a</sup>Major streets included the following street types based on transportation engineering nomenclature: arterials (most with > 2 demarcated lanes); and collectors (most with 2 demarcated lanes).

<sup>b</sup>In this study, most local streets were in residential areas.

sites (e.g., street or sidewalk); temporary features (e.g., construction) at each site; characteristics of the trip (e.g., time of day and circumstances of the injury event); and personal characteristics (e.g., age, gender, education, household income, cycling frequency).

**Site Observations**

Data about route infrastructure at the injury and control sites were collected during structured site observations (<http://cyclingincities.spph.ubc.ca/files/2011/10/SiteObservationFormFinal.pdf>) by trained personnel blinded to site status. Observations were conducted at a time that conformed as closely as possible to the time of the injury trip (i.e., season; weekday vs weekend; morning rush, midday, afternoon rush, evening, night). The following details were recorded: type of street or path; whether the site was at an intersection; presence of junctions, street lighting, or streetcar or train tracks; slope of the surface (measured using a Suunto PM-5 clinometer, Vantaa, Finland); distance visible along the direction of travel (measured using a Rolatape Measure Master MM-12 trundle wheel, Wateksa, IL); counts of cyclist and motor vehicle or pedestrian traffic volume in 5 minutes; and average motor vehicle traffic speed (5 vehicles measured at normal traffic speeds, using a Bushnell Velocity Speed Gun, Overland Park, KS). The site observation method underwent pretesting and revision at 16 sites, then reliability testing at 25 sites by 3 observers. Variables presented in this analysis had raw agreements (all 3 observers) of 0.74 to 1.0 and Fleiss'  $\kappa^{2,3}$  for agreement beyond chance of 0.73 to 1.0.

**Data Analysis**

We used inferential analyses (SAS version 9.2; SAS Institute, Cary, NC) to examine associations between the cycling environment and the binary dependent variable (1 = injury site or 0 = control site), using the following logistic regression model:

$$(1) \log \left[ \frac{\pi_{ij}}{1 - \pi_{ij}} \right] = \alpha_i + x_{ij1} \beta_1 + x_{ij2} \beta_2 + \dots + x_{ijp} \beta_p,$$

where  $\pi_{ij}$  is the probability of injury for  $i^{th}$  individual and  $j^{th}$  site, given the covariates  $x_{ij1}, x_{ij2}, \dots, x_{ijp}$ .  $i = 1, \dots, N$ ;  $j = 1$  for injury site,

**TABLE 2—Characteristics of the Study Participants and the Bicycling Trips During Which They Were Injured: Vancouver and Toronto, Canada; 2008–2009**

	No. (%)
<b>Participant characteristics</b>	
Male	410 (59.4)
Female	280 (40.6)
Age, y (n = 685)	
19–29	250 (36.5)
30–39	177 (25.8)
40–49	108 (15.8)
50–59	91 (13.3)
60–69	49 (7.2)
≥ 70	10 (1.5%)
Regular cyclist (cycled ≥ 52 times/y)	608 (88.1)
Completed postsecondary diploma or degree	518 (75.1)
Employed	546 (79.1)
Income > \$50 000 (n = 610)	341 (55.9)
<b>Trip characteristics</b>	
<b>Purpose</b>	
To/from work/school	287 (41.6)
Exercise or recreation	177 (25.7)
Social reasons (e.g., movies, visit friends)	159 (23.0)
Personal business (e.g., shopping, doctor's visit)	126 (18.3)
During work	17 (2.5)
<b>Timing</b>	
Weekday	531 (77.0)
Daylight hours (i.e., not dawn, dusk, or night)	535 (77.5)
Rainy or snowy weather	52 (7.5)
<b>Distance, km</b>	
< 2	249 (36.1)
2–< 5	221 (32.0)
5–< 10	138 (20.0)
10–< 20	48 (7.0)
≥ 20	34 (4.9)
<b>Protective gear used</b>	
Helmet	478 (69.3)
High visibility clothing on torso	273 (39.6)
<b>Injury event involved</b>	
Collision with motor vehicle	231 (33.5)
Collision with surface feature (e.g., streetcar or train tracks, pothole, rock)	170 (24.6)
Collision with route infrastructure (e.g., post, curb, planter, lane divider)	50 (7.2)
Collision with other person or animal (i.e., cyclist, pedestrian, skater, dog)	46 (6.7)
Fall while trying to avoid a collision	60 (8.7)
Fall in other circumstances	133 (19.3)

Note. The sample size was n = 690 (participants and injury trips).

$j = 0$  for control site. N is the number of individuals and p is the number of covariates. The conditional likelihood method in Proc Logistic was used to estimate parameters  $\beta_1, \dots, \beta_p$ .

The primary analysis examined the association of injuries with route type. Site observations were used to classify routes into 14 categories corresponding to those used in

a survey of route preferences conducted in Metro Vancouver in 2006.<sup>24</sup> Table 1 provides the definitions of each route type, determined with input from city bicycle transportation engineers and bicycling advocates. Secondary analyses examined associations with other infrastructure features. Each was initially examined separately then offered in a single model with route type. Based on results of the Wald test for each variable, the variable with the highest nonsignificant *P* value was removed and the model refit with the remaining variables until all variables in the model were significant (*P* < .05).

**RESULTS**

Of 2335 injured cyclists who attended 1 of the 5 hospital emergency departments during the 18-month study period, 927 were ineligible, 741 were eligible, and 690 agreed to participate (93.1% of known eligible), 414 from Vancouver and 276 from Toronto (Figure A, available as a supplement to the online

version of this article at <http://www.ajph.org>). There were 667 with unknown eligibility. Assuming that the proportion eligible in this group was the same as among those with known eligibility, we estimated the participation rate as 66.5% (Figure A). The mean ages of participants, the ineligible, those who could not be contacted, and those who refused were very similar (36, 36, 35, and 37 years old, respectively), but the gender distributions differed (59%, 73%, 71%, and 66% male, respectively). The ineligible and those who could not be contacted had similar high proportions of men.

Table 2 lists participant and trip characteristics. Most participants were men, younger than 40 years, well-educated, employed, regular cyclists, and earned more than \$50 000 a year. Most of the injury trips were utilitarian in nature, on weekdays, during daylight hours, and short (< 5 km). Most cyclists wore helmets on the trip, although the proportions varied by city, reflecting provincial legislation that requires adults to wear helmets in Vancouver

(76%) but not Toronto (59%). Less than half wore high-visibility clothing on their torso. Most of the injury events were collisions (72%). About one third of all events involved direct collisions with motor vehicles; another 14% involved motor vehicles indirectly (e.g., avoidance maneuvers; data not shown).

**Route Types**

Table 3 outlines behavioral and physical characteristics related to the 14 route types (defined in Table 1). Median motor vehicle speeds and traffic counts on major streets were higher than on local streets. Median bike traffic counts were highest on cycle tracks, bike lanes, and paved multiuse paths. Designated bike routes on local streets and shared lanes on major streets were rarely flat. Streetcar or train tracks were most frequently located on major streets without bike infrastructure; almost all were in Toronto (98%). Construction was somewhat more frequent on shared lanes, multiuse paths, and bike paths.

**TABLE 3—Characteristics of the 14 Route Types at Randomly Selected Control Sites Along Injury Trip Routes: Vancouver and Toronto, Canada; 2008-2009**

Route type	Observed Sites, No.	Motor Vehicle Speed (km/h), Median (25th-75th Percentile)	Motor Vehicle Traffic Count (per h), Median (25th-75th Percentile)	Cyclist Traffic Count (per h), Median (25th-75th Percentile)	Pedestrian Traffic Count (per h), Median (25th-75th Percentile)	Flat Grade (0°), %	Streetcar or Train Tracks Present, %	Construction Under Way, %
<b>Major street, with parked cars</b>								
No bike infrastructure	114	38 (31-44)	816 (528-1044)	24 (12-60)	...	56.1	40.4	1.8
Shared lane	7	44 (38-48)	1584 (1092-2160)	24 (12-48)	...	14.3	0.0	14.3
Bike lane	28	38 (33-43)	708 (426-1026)	60 (6-168)	...	60.7	7.1	3.6
<b>Major street, no parked cars</b>								
No bike infrastructure	118	40 (34-46)	912 (552-1152)	24 (0-72)	...	47.5	35.6	6.8
Shared lane	12	40 (35-44)	1068 (702-1272)	48 (12-114)	...	25.0	25.0	25.0
Bike lane	46	42 (37-53)	942 (648-1524)	78 (12-156)	...	54.4	2.2	6.5
<b>Local street</b>								
No bike infrastructure	116	31 (25-34)	48 (12-114)	0 (0-12)	...	34.5	1.7	4.3
Designated bike route	57	32 (29-35)	72 (36-132)	36 (12-108)	...	17.5	1.8	7.0
Designated bike route with traffic calming	47	29 (28-35)	48 (36-84)	48 (24-96)	...	17.0	0.0	6.4
<b>Off-street route</b>								
Sidewalk or other pedestrian path	47	...	...	0 (0-0)	60 (12-132)	53.2	0.0	8.5
Multiuse path, paved	56	...	...	72 (24-168)	54 (0-132)	64.3	1.8	16.1
Multiuse path, unpaved	11	...	...	0 (0-24)	12 (0-24)	54.6	0.0	0.0
Bike path	21	...	...	48 (12-96)	0 (0-12)	81.0	0.0	14.3
Cycle track	10	...	...	114 (72-156)	24 (0-48)	40.0	0.0	0.0

Note. Ellipses indicate motor vehicle speeds and counts not measured on off-street route types or pedestrian counts not measured on streets. The sample size was n = 690 injury trips.

**TABLE 4—Comparison of Route Types and Other Infrastructure Characteristics of the Injury Sites to Randomly Selected Control Sites Within the Same Trip Routes: Vancouver and Toronto, Canada; 2008–2009**

Variable	No. Injury Sites/No. Control Sites	Unadjusted OR (95% CI)	Adjusted OR (95% CI)
<b>Major street route, parked cars<sup>a</sup></b>			
No bike infrastructure	155/114	1.00 (Ref)	1.00 (Ref)
Shared lane	9/7	0.78 (0.25, 2.41)	0.71 (0.21, 2.45)
Bike lane	25/28	0.53 (0.26, 1.07)	0.69 (0.32, 1.48)
<b>Major street route, no parked cars</b>			
No bike infrastructure	112/118	0.85* (0.44, 0.97)	0.63* (0.41, 0.96)
Shared lane	13/12	0.66 (0.24, 1.82)	0.60 (0.21, 1.72)
Bike lane	35/46	0.47* (0.26, 0.83)	0.54 (0.29, 1.01)
<b>Local street route</b>			
No bike infrastructure	89/116	0.44* (0.28, 0.70)	0.51* (0.31, 0.84)
Designated bike route	52/57	0.53* (0.30, 0.94)	0.49* (0.26, 0.90)
Designated bike route with traffic calming	49/47	0.59 (0.32, 1.07)	0.66 (0.35, 1.26)
<b>Off-street route</b>			
Sidewalk or other pedestrian path	52/47	0.73 (0.42, 1.28)	0.87 (0.47, 1.58)
Multiuse path, paved	64/56	0.75 (0.42, 1.34)	0.79 (0.43, 1.48)
Multiuse path, unpaved	12/11	0.63 (0.21, 1.85)	0.73 (0.23, 2.28)
Bike path	21/21	0.54 (0.20, 1.45)	0.59 (0.20, 1.76)
Cycle track	2/10	0.12* (0.03, 0.60)	0.11* (0.02, 0.54)
<b>Grade, degree</b>			
0 (flat)	245/312	1.00 (Ref)	1.00 (Ref)
< 0 (downhill)	333/231	2.13* (1.61, 2.81)	2.32* (1.72, 3.13)
> 0 (uphill)	112/147	1.07 (0.76, 1.50)	1.13 (0.79, 1.63)
<b>Streetcar or train tracks</b>			
No	540/592	1.00 (Ref)	1.00 (Ref)
Yes	150/98	3.48* (2.14, 5.65)	3.04* (1.80, 5.11)
<b>Construction</b>			
No	605/644	1.00 (Ref)	1.00 (Ref)
Yes	85/46	2.05* (1.39, 3.04)	1.93* (1.27, 2.94)

Note. CI = confidence interval; OR = odds ratio. Analysis was performed via logistic regression, conditional on participant injury trip, for each variable separately and in a multiple logistic regression model.

<sup>a</sup>Parked cars on the cyclist's side of the street.

\* $P < .05$ .

### Injury Risks and Infrastructure

Table 4 lists the odds ratios (ORs) comparing injury sites to randomly selected control sites within the same trips, for all characteristics that were statistically significant in unadjusted or adjusted analyses. We designated the most frequently observed route type as the reference category: major streets with parked cars and no bike infrastructure. All other route types had lower injury ORs. The following 5 route types had significantly lower risks in the unadjusted analysis: major streets without parked cars and with no bike infrastructure, major streets

without parked cars and with bike lanes, local streets with no bike infrastructure, local streets designated as bike routes, and cycle tracks. Three other infrastructure characteristics were significantly associated with increased injury ORs in unadjusted analyses: downhill grades, streetcar or train tracks, and construction. ORs in the multiple logistic regression model were very similar to the unadjusted estimates.

The following infrastructure elements were not significantly associated with injury risk: site at an intersection (OR = 0.96; 95% confidence

interval [CI] = 0.76, 1.2); presence of junctions (e.g., driveways, lanes) in the previous 100 meters (OR = 1.2; 95% CI = 0.86, 1.6); presence of bike signage on major streets (OR = 0.80; 95% CI = 0.55, 1.2); number of marked traffic lanes, compared with none (2 lanes: OR = 1.2; 95% CI = 0.79, 1.8; > 2 lanes: OR = 1.4; 95% CI = 0.97, 1.9); and distance visible along the route, compared with 20 meters or greater (< 20 m: OR = 1.20; 95% CI = 0.52, 2.8). Note that these variables were not included in the final model, so these ORs are unadjusted.

### DISCUSSION

In this study, route type was associated with injury risk. Cycle tracks had the lowest injury risk, about one ninth the risk of the reference route type. Bike lanes on major streets with no parked cars and off-street bike paths had nearly half the risk of the reference. Route characteristics other than bike infrastructure were also associated with risk reductions: quiet streets (i.e., local streets); and no car parking on major streets. Shared bike infrastructure (shared lanes, multiuse paths) and pedestrian infrastructure had small risk reductions, and none were significant.

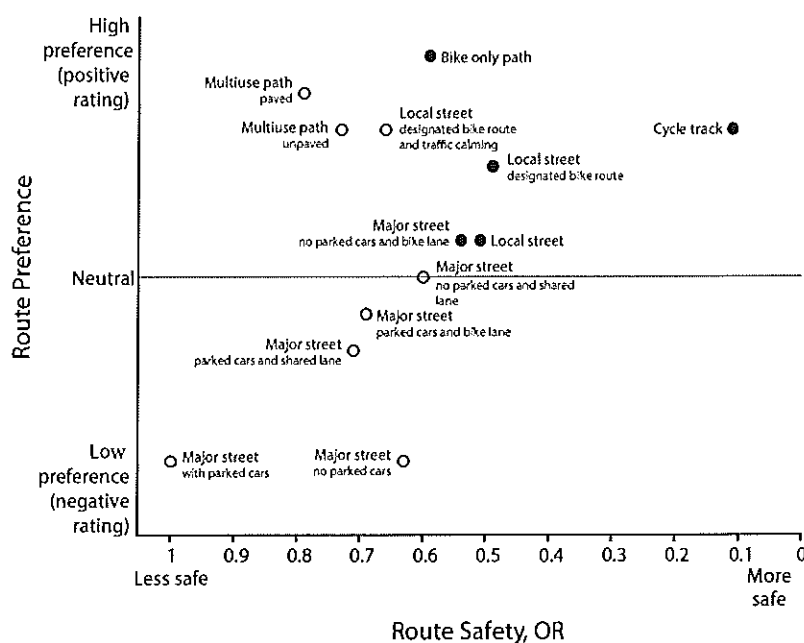
These findings reinforce some conclusions of our recent review: that busy streets are associated with higher risks than quiet streets; and that bicycle-specific facilities are associated with lower risks.<sup>21,25–32</sup> Many, though not all, of the previously reviewed studies found higher risks on off-street route types,<sup>27,29–34</sup> but this was not the case in the present study. Our study did not include injury events sustained during mountain biking; this may account for at least some of the difference. Most previous studies grouped off-street routes into only 1 or 2 categories, typically sidewalks and other off-street routes. Our study was able to differentiate within these categories; we found that sidewalks and multiuse paths presented higher risks than bike-only paths and cycle tracks.

The higher risk estimates for undifferentiated off-street routes observed in previous studies have been used to recommend against bike-specific infrastructure in Canada and the United States.<sup>35</sup> This point of view has had a dominant influence on bike transportation

facilities in North America for the last 40 years, and has resulted in the very different infrastructure available compared with continental European countries with higher cycling rates.<sup>20,36</sup> Cycle tracks highlight the difference: they are common alongside major city streets in the Netherlands and Denmark, but rare in North America, Australia, and the United Kingdom. Cycle tracks had the lowest risk in this study, statistically significant despite their low prevalence in Toronto and Vancouver. Most studies of cycle tracks elsewhere have shown risk reductions: in Montreal (relative risk = 0.72 vs nearby streets), in Copenhagen (0.59 vs before cycle track installation [our calculation] and 1.10 vs estimates of expected injury rates), and in the Netherlands and Belgium (0.10 and 0.83, respectively, vs roundabout designs without cycle tracks).<sup>25,26,36,37</sup> Relative risk estimates likely vary because of differences in study design (particularly methods of adjusting for traffic volumes and exposure to risk) and differences in comparison infrastructure.

An important issue is whether safer route types are routes that cyclists would prefer to use. Figure 1 presents data on route safety from this study and data from the Metro Vancouver route preference survey that used the same route classification.<sup>24</sup> Many route types with positive preference ratings were also among the safest: cycle tracks; local streets; bike only paths; and major streets with bike lanes and no parked cars. These provide a range of options with potential to both lower injury rates and increase cycling. This in turn may create a positive feedback cycle because increased ridership has been associated with increased safety.<sup>12,38–40</sup>

In addition to route type, 3 infrastructure components were associated with injury risk: downhill slopes, streetcar or train tracks, and construction. Two studies have shown increased injury severity with increased grades.<sup>41,42</sup> Route grades may not seem modifiable, but bike routes can be located where grades are low (e.g., along abandoned rail beds). This would also improve route preference because steep slopes are a deterrent to cycling.<sup>11</sup> Streetcar or train tracks were found to be particularly hazardous to cyclists, a finding that does not appear to have been reported elsewhere. There is renewed interest in streetcars for urban transportation, so this result



Source. Route preference data from 2006 Metro Vancouver opinion survey.<sup>24</sup>

Note. OR = odds ratio. Closed circles represent route types with positive preference rating and adjusted injury OR < 0.6 (safest route types). Open circles represent route types with negative or neutral preference rating or adjusted injury OR ≥ 0.6. "Sidewalk or other pedestrian path" was not included because this route type was not queried in the preference survey. ORs for injury risk are plotted in reverse order.

**FIGURE 1—Route preference vs route safety of 13 route types: route safety data from the injury study in the cities of Vancouver and Toronto, Canada, 2008–2009.**

deserves consideration in broader transportation planning. The higher risk for construction also has not been reported elsewhere; it suggests that when construction sites impact transportation corridors, safe detours need to be provided for cyclists. Other infrastructure factors examined in this study did not have statistically significant associations with injuries, although most had associations in the expected directions and deserve to be evaluated in future studies.

### Strengths and Limitations

A strength of this study is its case-crossover design. It allowed a direct focus on the route environment, by fully controlling for personal characteristics and other factors that are stable within a trip. The design also controlled for exposure to the various types of infrastructure by randomly selecting control sites from each cyclist's route.

Another feature of the study is that it used detailed and objective site observations to

delineate a much wider array of cycling infrastructure than previous injury studies. However, even with 14 route types, there were types not observed in this study (e.g., rural roads), and others that were grouped here, but could be separated into finer categories in cities where they are more common (e.g., bidirectional versus unidirectional cycle tracks). Because the cycling infrastructure was observed after the injury event, we cannot be certain the infrastructure was exactly as occurred on the injury trip. We expect this to most greatly affect the results for temporary features, like construction, and at sites where the infrastructure changed within a short distance (within a block), such that potential errors in site location would be consequential. Because site observations were made in the identical way for injury and control sites and observers were blind to site status, we expect any misclassification to be nondifferential and to be more likely to bias risk estimates to the null.

The results on the 14 well-defined and detailed route types are new and merit investigation in other settings. If confirmed, they should be generalizable to cities with comparable route infrastructure and urban environments. Features of the Toronto and Vancouver cycling environments were described in the Methods section. It should be noted that the infrastructure the injured cyclists encountered was likely weighted toward the urban core of each city because the participating hospitals were in or near downtown. This may explain in part why major streets were so frequently observed, although the range of route types covered was still very broad. One hospital in each city was a regional trauma center, providing a wide geographic reach for the most serious injury events.

The study participants had very similar gender, age, and trip distance distributions to population-based samples of cyclists in the 2 cities and in other North American cities.<sup>7,24,33,43</sup> Our sample had a high proportion of regular cyclists (88%, vs 13% of all cyclists in Vancouver), likely because more frequent cycling provides more opportunity for injury events.<sup>24</sup>

As in all injury studies, only a segment of those injured were included; in this case those whose injuries were serious enough to result in a visit to a hospital emergency department, but not to cause death or a head injury so severe that the trip could not be recalled. Only 2 potential participants were fatally injured and 26 of those contacted could not remember their route; it is possible that others who were not successfully contacted may have been in the latter category. By recruiting injured cyclists from hospital records, we were able to include injuries caused by all kinds of crashes, whether motor vehicles were involved or not, thus encompassing a broad array of injury circumstances faced by cyclists. By excluding mountain biking, racing, and trick riding incidents, the study focused on the utilitarian and recreational cycling for which urban bicycle route infrastructure is designed.

## Conclusions

This study strengthens previous evidence that route infrastructure (bike-specific facilities, quiet streets, gentle slopes, absence of streetcar tracks) can be designed for primary prevention

of injuries to cyclists. As a public health approach, safer route infrastructure offers many advantages: it is population-based and therefore benefits everyone, it does not require active initiatives by individual cyclists, it does not require repeated reinforcement, and it prevents crashes from occurring rather than preventing injuries after a crash has occurred.<sup>17</sup> ■

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## Contributors

K. Teschke wrote the first draft of the article. K. Teschke, M.A. Harris, C.C.O. Reynolds, P.A. Crompton, M. Winters, S. Babul, M. Chipman, M.D. Cusimano, J.R. Brubacher, G. Hunte, and S.M. Friedman designed and obtained funding for the study. M. Monro and L. Vernich coordinated the study conduct and contributed to the design and testing of study instruments. H. Shen conducted the data analyses. All authors contributed to interpreting the results and writing the article.

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## Human Participant Protection

The study protocol was approved by the institutional review boards of the University of British Columbia, University of Toronto, St. Michael's Hospital, St. Paal's Hospital, University Hospital Network, and Vancouver General Hospital.

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**From:** Philip & Chris  
**Sent:** Sunday, 3 February 2013 8:10 p.m.  
**To:** info (CERA)  
**Subject:** An Accessible City - Transport Plan  
**Importance:** High

Dear Sir

While I aware that the formal time for making a submission on the "An Accessible City - Transport Plan" has officially passed as of 5pm Friday 1st February 2013 I would be grateful if you would accept the following as a submission to the plan for the work to be done as part of it.

- a) **Bus Stops:** All bus stops in the area covered by this plan must have a bus shelter for the needs of the users of public transport. The reason is very simple, passenger numbers increase when they are provided.
- b) **Disused Vehicular Kerb Cut-downs:** In many parts of the City there are disused vehicular kerb cut-downs that make the life of the person in a wheelchair even more difficult than necessary. The plan will commit itself to removing all ***disused vehicular kerb cut-downs as rapidly as possible*** so that the City is the safest for people with disabilities in New Zealand.
- c) **Inner-city footpaths:** Immediate steps need to be taken to ensure that all are safe for all pedestrians, but especially the person with a disability. Many footpaths are already unlevel and there are footpaths in Christchurch that are already being re-instated with a cross gradient that is too steep for the wheelchair user. While not in the area concerned by this plan the east side of Papanui Road opposite the Merivale Mall is a very good example of the cross gradient being well over the 1:50 (2%), allowed. Surely everything that is reinstated should be an improvement on what was provided before.
- d) **Passenger exchange:** It looks good but needs the support of good working exchanges in the community to be really effective as passenger numbers on public transport slipped by 40% immediately after the February 22nd 2011 earthquake.

Thank you

Philip Haythornthwaite  
3rd February 2013



Withheld under section 9(2)(a)

**From:** Ross Gray  
**Sent:** Sunday, 3 February 2013 10:02 p.m.  
**To:** transport (CCDU)  
**Subject:** CPIT Studio Christchurch: bus exchange / former Millers building

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear An Accessible City Team,

As a member of the audience in the foyer of the Civic Offices on Friday who heard the presentations from architecture students at the culmination of Studio Christchurch Summer School, I would like to recommend and thoroughly endorse the presentation which proposes that the former Millers building is retained and adapted to encompass the new Bus Exchange. John, the student from Auckland has communicated his innovative design with enormous skill and I sincerely hope that you will give it your fullest attention when it is made available to you.

You will note that the submission from Mark Gerrard, Historic Places Canterbury Chair, urges that the image in the document be replaced with a concept which retains the Millers building, the architectural style of which is very well suited to a transportation hub: John's proposal achieves this, boldly but sensitively bringing the past and the future together. I'm sure it could work!

I offer this support for the proposal (and for others which also deal with the theme Memory of the Old City in this location) as both heritage advocate and recent tutor in architectural drawing at CPIT.

My apologies for this late communication; I trust that you will be fully briefed in the near future.

Thankyou.

Ross Gray MFA (Dist), Dip Tchg, Deputy Chair Historic Places Canterbury